

WORLD WIDE WIRELESS

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**RADIO CORPORATION
OF AMERICA**

THE WIRELESS

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100 BROADWAY, N. Y.

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100 BROADWAY



OUR NEW HOME, BROAD & BEAVER STREETS, NEW YORK

RADIO CORPORATION OF AMERICA

333 BROADWAY

WOOLWORTH BUILDING

NEW YORK

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EDWARD J. NALLY TO TAKE UP NEW IMPORTANT POST IN PARIS

Edward J. Nally, now president of the Radio Corporation of America, will, on January 1st, 1923, take up his new duties as Managing Director of International Relations for the same company, with headquarters in Paris.

During the nine years that Mr. Nally has managed the affairs of the Radio Corporation and its predecessor, the Marconi Wireless Telegraph Company of America, the business of the corporation has been built up from relatively small figures to a volume which places the company among the largest and most progressive business organizations in the world.

At the time Mr. Nally took up the management of radio in this country, the operations included mainly ship to shore and ship to ship message traffic. Under his direction the first inter-continental radio circuits were organized and placed in regular operation. He inaugurated radio communication between the United States and Hawaii; the United States and Japan; and between this country and England, France, Germany, Norway, Italy and other European countries.

Already the Radio Corporation of America is handling nearly one quarter of the message traffic across the Atlantic, and also a large proportion of the traffic across the Pacific

In recent years it has been necessary for Mr. Nally to visit Europe two or three times annually, for extended periods, in order to care for the international interests of his company, and he has been successful in consummating long-term operating contracts with radio communication systems in England, France, Norway, Poland, Germany, Sweden, Holland, Italy and other countries, with all of which direct radio service is maintained to and from the United States. In Poland and Sweden Mr. Nally has closed contracts with the respective governments of those countries by which the Radio Corporation of America will construct and equip the high power radio stations which will communicate with the stations of the Radio Corporation in the United States.

The great growth in the corporation's affairs abroad has been such that at the November 17th meeting of the Board of Directors the new office of Managing Director of International Relations was created, Mr. Nally being elected to take up the work.

Mr. Nally, who has been in the communication business all his life, has been a prominent figure in the development of radio, both in this country and abroad, and because of his familiarity with conditions in Europe and his wide acquaint-

ance with influential government and commercial officials there, is especially well-qualified to represent the growing interests of radio in the foreign field. He will make his headquarters in Paris.

Before sailing for Europe to occupy his new post, Mr. Nally will be the guest at several important dinners given by commercial and professional bodies of New York, plans for which are now under way.

Mr. Nally will be succeeded in the presidency by Major General James G. Harbord, who, until his resignation from the service, was Deputy Chief of Staff of the United States Army.

STRANDING OF TANKER *SWIFTSTAR*

WE were on our last forty-mile lap of an 11,000-mile round trip, Fall River, Mass., to San Pedro, Calif., for crude oil.

At 5 p. m., October 10th, bearings from NAH to NAF placed us some thirty-odd miles south of Block Island, and course was shaped from them. A heavy fog set in about 6 p. m., making it impossible to see more than 300 yards. Soundings and bearings were taken at intervals, placing us well clear of all land.

At 8:43 p. m., while testing with NAF, there was a sudden jolt throwing me from the chair, followed by another which threw an 18-inch Remington to the deck, the first wreck. Two good bumps and we were hard aground. It was impossible then to make out any coast line, one could hear only the surf breaking.

In half an hour the life-saving crew from Block Island were aboard to get details and lend any assistance. They left the ship within an hour and that was the last heard from them.

Attempts to back off the rocks were given up as futile. A heavy easterly swell was running which pounded the ship further on to the beach.

Messages were sent immediately to WLC for assistance from New York and Fall River. The Scott Wrecking Company replied within ten minutes, requesting our exact position and saying that tug had been dispatched to our assistance.

The stern was free and the heavy swell lifted it easily, bringing it down again and again heavily on the rocks. It seemed at times as though the ship would break in two. This continued all that night and during the early morning.

About midnight the fog lifted and the moon showed herself. We were within a stone's throw of the beach, lying

broadside to, with the swell breaking over continuously. Constant communication was kept with WLC, WST and NAF, keeping them familiar with all details as they occurred.

At 6 o'clock next morning the tug *Guardzman* hove in sight, but, unable to assist, returned to New London for pumping equipment. By this time the cargo pump-room had flooded and two boilers had been cut out, leaving steam on one boiler only. The engine-room and fire-room tank tops had also gone. Sand had choked up the pumps forward, making it impossible to keep number one hold and the forward pump-room clear of water. Now we were without pumps. The engine-room was leaking, but by means of auxiliary pumps the water was held in check and did not rise above the floor plates.

Shortly after the *Guardzman* had left the Standard Oil tanker *Eocene* came alongside offering to tow us off. If we were towed off then the ship would probably have sunk, as most of the tanks were punctured, and water leaking in forward and aft badly. She departed without salvage.

About this time the Navy mine sweeper *Chewink* heard of our plight and wanted all details. She received them gladly, NAF giving further information, but she never showed up to our assistance.

No word had been received from New York or Fall River regarding any tugs up to this time, and the *KDPF* seemed doomed to stay where she was for the time being. Meanwhile the after part of the ship was wrenching badly and it was impossible to stand without support. Then someone started a stampede and the crew with their grips and sea-bags rushed 'midships to the boat deck, determined not to move aft.

About 10 a. m. a message was broadcasted that we would probably have to abandon ship before nightfall. At that time not a ship was standing by, although several had asked our location. NAF informed that the Coast Guard cutter *Acushnet* had been advised but that she was in Gloucester and would not be in our position in time. Up to this time all information had been broadcasted and all ships in the vicinity knew our condition.

At 11 o'clock the after-peak bulkhead gave way, flooding the engine-room in a few minutes, putting the dynamos out of commission. All means of communication were now gone.

The after port boat was launched, and the captain and a few sailors left at 12:30 in an attempt to get ashore. 'Twas impossible to make a landing opposite the ship and they were soon lost in the fog. No other boats were launched, as any attempt to land a boat on the beach near the ship would

have been futile on account of the heavy breakers and large rocks.

The ship had settled considerably by this time and the pounding had subsided, making it a little more comfortable. She had a slight port list. Someone had broken into the ice-box and the store-rooms and fruit, bread, meat, etc., were taken up quickly by the crew. It was to be our last meal aboard KDPF.

The fog lifted for about half an hour at three o'clock and the usual curious natives were gathered on the beach.

A submarine was sighted coming round the end of the island, but at that time it was doubtful whether she was coming to us or not. A tug with three barges in tow passed in close, but attempts to signal her by means of S. O. S. on the fog-horn were useless and she passed on.

More fog.

At 4:15 the submarine lay off our windward quarter, and the first boat left the ship with members of the crew and their baggage.

Three trips to the submarine and all the bunch had left good old KDPF, even to two kittens. We were packed like sardines in that submarine, and after two hours' ride were landed at New Harbor, Block Island.

The crew was dispatched at once to two Coast Guard stations, but "Yours truly", the O. M. and the "Chief" lived in state for three shipwreckers. We slept at a hotel!

At noon the next day the officials of the company, insurance man, underwriters, etc., landed at the island, there to remain. The crew, except those who were to stay to stand by the ship, were sent to Newport aboard the schooner *Dorothy M.*, and from there to Fall River, the end of the voyage.

And again, the old saying applies, "All's well that ends well."

The ship has since been refloated and re-conditioned.

Here I wish to thank WLC and WST for their co-operation in handling the ship's traffic expeditiously, and also many thanks to WSA who was but ten miles away, for his courtesy in working his traffic. Not once did he jam.

One more. I wish to apologize for the QSC. QSC's were coming thick and fast in the early hours of the morning, but if there is any operator who can send straight stuff standing up with both feet braced, never knowing where you will land next when the ship lurches, hands purple with cold and shivering as if with the DT'S, let me hear of him.

AND A FEW CO-INCIDENCES FOR THE SUPERSTITIOUS

It was Friday the thirteenth the finale of the KDPF was heard. Paying off.

It was thirteen months to a day from the day I joined KDPF to the day I left her in the submarine.

Thirteen messages were abstracted for the month of October.

Thirteen of the crew were at one Coast Guard station, the other ten elsewhere.

It was thirteen hours from the time we first went ashore to the time the first messages regarding abandoning ship were sent.

It was 13GMT we should have been at Brenton Reef L. V.

Thirteen returned to the ship, including the crew who remained on the island.

And that's seven thirteens.

RADIO OPERATORS OF TODAY

AN INTERVIEW WITH THE RADIO OFFICERS OF THE S.S. "ADRIATIC"

By J. L. Bernard

WOULD you expect to find talent for a radio broadcasting station below the decks of an ocean liner, pattering amid a mass of cooking utensils of the ship's galley? Our story opens on board the S. S. *Victoria* in 1919, when one telephone transmitting set was ready for operation but inarticulate for want of an artist to perform. The aerial impresario, now the chief radio officer of the *Adriatic*, Mr. P. S. Smith, had scoured the ship from stem to stern for one possessing the necessary qualifications to furnish the microphone with voice vibrations, only to find a cook willing to offer his services on the occasion of the first official telephone transmission tests on an English steamship.

Mr. Smith was among the distinguished radio officers who sailed with the staff of the *Victoria* which had been especially chartered for the experiments being conducted by the English Marconi Company. Among the notables aboard were twenty official correspondents, each of whom enjoyed the honor connected with a "Sir" prefix before his name.

Coastal stations and vessels within range of the *Victoria* on her maiden radio broadcasting voyage, besieged Mr. Smith with messages, all having the common text, "Give us another concert." The talking machine which outlasted the voice of the improvised artist, the cook, was in perpetual action en route. Traffic was occasionally interrupted, for what inducement was there for the budding operators of the service to



MARCONI OFFICERS OF THE R. S. ADRIATIC
SENIOR OFFICER P. S. SMITH ON RIGHT
JUNIOR OFFICER F. J. TRUE ON LEFT

discharge their usual duties when such an overwhelming attraction as real music filled the air for the first time?

The junior officer of the *Adriatic*, Mr. F. J. True, upon being approached and questioned concerning his seafaring experiences, which rite is a part of every follower of the sea, responded by saying, "I was born of humble and honest parents." However, the powerful influence of a generous sip of good old English tea, which all hands of the party enjoyed, favored the interviewer and thereupon Mr. True was free with a vividly-colored picture in which was painted a vessel taxed to its carrying capacity with Russian prisoners cap-

tured in France. While at sea an explosion occurred and Mr. True flashed an S. O. S. for immediate assistance. Meanwhile the *Manelan* settled by the stern until her main decks were awash by the heavy seas. The prisoners hurriedly organized their forces, overpowered the ship's crew and forced their way into the life-boats which they sent adrift, believing that the mainland was close at hand and that freedom would reward them for their perilous fight. Many found graves in the sea; the others who remained were taken to Russia on a vessel summoned by Mr. True's radiogram for help. In performing his duties on this occasion, Mr. True suffered no hardships; it was all in the game for radio men during the World War.

Mr. Smith of the *Adriatic* and Mr. Sandbach of our Traffic department at New York, made their first acquaintance when in the employ of the communication division of the Post Office department in London. The unique fascination of the employment offered by radio service has bound these men together into the world-wide fold of a common brotherhood—a fascination of which radio is the singular possessor. Today, after many years of diverse radio activities and experiences, the service still holds these men within the fraternity.

The ever-present call WCC designating the RCA station at Chatham, Mass., from which signals permeate the ether enveloping the greater portion of the Atlantic, indeed as far east as the harbors of the British Isles, finds its way into the radio cabin of the *Adriatic*. The elastic and invisible highways of communication over this vast area which are kept clear by the Chatham personnel are available to everyone aboard the *Adriatic*, wherever she may be, by way of her capable radio staff.

Both Messrs. Smith and True received their early training at the Marconi schools in London and Liverpool. Thereafter the stage of their experiences was set on more than twenty of the huge ocean-going vessels, the names of which are as familiar to us as those of the states of the Union. Both are affable gentlemen in whose company one will find genuine welcome, which has won for them a wide acquaintance of friends and has created an atmosphere of good fellowship about their radio quarters that makes a visit there most pleasant.

OBSERVE THESE THREE

IN most respects the telephone is such an easy instrument to use that we are very likely to overlook a few simple and really obvious practices that ought to be observed in its use. For instance, the number of people who do not talk directly into the mouthpiece of the transmitter but speak across the mouthpiece, and often with their lips several inches away, is really surprising. Let the telephone user observe his own practice in this respect and bear in mind that the correct position is with the lips about but a fraction of an inch in front of the mouthpiece. To talk with the mouth six inches away from the transmitter cuts down the volume of sound which enters the mouthpiece thirty to forty times. It is as unsatisfactory as conversing with a person when he is thirty feet away rather than when he is but three or four feet away.

In case either party to a telephone conversation has any difficulty in understanding, a marked improvement will result from talking slowly and distinctly. In fact, at no time when using the telephone is anything gained by rapid speaking.

As an aid to understanding a telephone message when one's surroundings are noisy, the transmitter mouthpiece may be covered with the hand while listening. This shuts out the extraneous noise from the transmitter and prevents the reproduction of this noise in the receiver which the listener holds to his ear, where it would tend to confuse the distant speaker's voice.

These three practices, although extremely simple, will, if consistently observed, be found to yield results amply justifying the slight attention they require.

THE MARORE AIDS THE FIRMORE

While passing north thru the Canal the *Marore* struck a rock on the port bow. A message to the agent at Cristobal was immediately forwarded. Next day we continued our voyage north, passing Cape Maysi October 18th. Sent a message to Cape May station of RCA. Heard the *Firmore* 100 miles north of us requesting a message be relayed to New York. This message to ORESTECO office relating to the *Firmore's* delay of 48 hours on account of engine trouble also forwarded immediately. Went off watch 1 a. m. October 19th, understanding the *Firmore* was O. K. and on her way to a Cuban ore port. Next morning the atmospheric conditions were very unfavorable. Along about 1 p. m. heard the *Firmore* desiring help, turbine engine disabled again, and she was adrift. Verified her position 190 miles south of the *Marore*. During whole night sent code and plain messages to New York without a moment's delay. The *Santa Luisa*

assisted during the emergency, thanks to efficient and true-spirited RCA operator, Mr. Rogers. Specific orders received to proceed aid of *Firmore* 1 a. m., 20th. Verified *Firmore's* position once more during night, sent messages to ORESTECO stating *Marore* due to reach disabled ship in the morning. Went to sleep early a. m. October 21st, but was up at 6 a. m. Sighted the *Firmore*, and later found out her dynamo was also out of commission. *Firmore* was taken in tow. Next morning, October 22nd, arrived at Felton, Cuba, to transfer fuel from *Firmore*. On the way to Cuba arrangements as to fuel transfer were made possible by *Firmore* putting her receiving set buzzer in series with aerial as a simple buzzer set. From Felton, proceeded north, keeping in touch with New York RCA station all the journey. Long distance and congested traffic never was an obstacle for me in keeping direct communications with New York, due to very efficient apparatus of the ship. All the messages sent and received were transmitted to *Firmore* by me, as operator could not listen while *Marore* was working. We arrived at New York about seven days late. I did not realize the spirit of RCA personnel until this emergency arose, and I actually saw what a splendid service they are rendering ships in trouble under all circumstances, resulting in an assured perfect service to the steamship companies themselves; and it is my pride to be able to boast that I am in such an association.

FRED SALIM,
Operator-in-Charge S. S. "*Marore*."

The following letter is pleasant reading for all of us:

Ore. Steamship Corporation

25 BROADWAY CUNARD BUILDING

New York, November 13, 1922.

TO: SAUNDERS
95-525-547/1

Dear Mr. Parker:

RE: SAUNDERS - V/S SERVICE

I have your letter of the 11th instant, and copy of report made by operator Shilo of the S/S *LARSEN*, which I have acted with much interest.

Your letter and the report indicate as that I have been led to my having written earlier requesting you to check your operators on the *LARSEN* and *PERKINS*, and your staff at about 5:00 for the officials service they rendered while the *PERKINS* was disabled.

I had occasion to communicate with your office at Wood 5:00 a number of times during the first few nights after we received the distress message from the *PERKINS*, and was very much pleased with the hearty spirit of cooperation shown and the efficient manner in which the message were handled. Will you please, therefore, convey to all concerned my appreciation of their services.

Very truly yours,

Fred Salim
Vice President.

S. Harold Parker, General Mgr.,
Ore. Steamship Corporation of America,
25 Broadway,
New York, N. Y.

MISTAKES

When the plumber makes a mistake he charges twice for it.

When a lawyer makes a mistake it is just what he wanted, because he has a chance to try the case all over again.

When a carpenter makes a mistake it's just what he expected.

When a doctor makes a mistake he buries it.

When a judge makes a mistake it becomes the law of the land.

When a preacher makes a mistake nobody knows the difference.

But when an editor makes a mistake—good night!

If you strike a thorn or rose,

Keep a-goin'!

If it hails or if it snows,

Keep a-goin'!

'Tain't no use to sit and whine,

When the fish ain't on your line.

LA PALOMA TO ADVENTURE IN SOUTHERN SEAS

Ho, for the South Seas!

Away down below the equator, in the realm of "Bully" Hayes and the bucko mates of yesteryear in the South Pacific.

Within a month the sails of *La Paloma* will be spread and in command of Captain Anderson, the trim little vessel will be headed down to Tahiti, to Samoa and through the Gilberts.

Can anyone conjecture a voyage, a cruise, more alluring than this: one that fairly sizzles with pictures of pirates, buried treasure, isolated islands, strange, bronze-skinned races still living primitive lives, idols and temples, sunny skies and sapphire seas, of tinted coral and *beche-de-mer*; isles where once trading vessels visited and traded for copra and rare birds and pearls?

La Paloma, once the pride of Commodore Clarence Macfarlane, and a frequent sight in the channels and Pearl Harbor, was twice entered in the trans-Pacific yacht race, and now is owned by Captain Anderson, one of the Greig family that owned Washington and Fanning Islands. The vessel is now on the Inter-Island drydock at Honolulu being repaired, painted and made one of the staunchest little vessels that ever nosed out of Honolulu harbor.

A small engine is being installed in the vessel so that there will be no tiresome delays in reaching anchorages.

Anderson will probably have a crew of five with him, and it is expected that his wife will go along, for she was aboard on the last cruise of the little vessel. It will be a vacation cruise and will last at least three months.

And now Captain Anderson will be pestered to death by a lot of folks who will want to be in on that wonderful South Seas cruise. However, there's room for only five or six people on board.

Anderson recently resigned from our staff at Koko Head.

RADIO PROVIDENT CLUB SECOND ANNUAL FALL DANCE

On Friday evening, November 3rd, in the ballroom of the Hotel St. George, Brooklyn, nearly 200 members of the Radio Corporation of America staff and their friends gathered for the second annual dance. Everyone present agreed that this affair was by far the most enjoyable which we have yet held and hoped for a chance to attend a similar function in the near future. Excellent music was provided by the Paramount Dance Orchestra of Brooklyn.

LOSS OF THE CITY OF HONOLULU By H. L. Bleakney

ON Thursday morning, October 12th at 5:50 a general fire alarm was sounded on the S. S. *City of Honolulu*.

At the same time, Capt. Lester telephoned from the bridge to Operator Kumler requesting him to report to the bridge immediately, Kumler being on watch at this time. Mr. Kumler at once awakened Senior Operator Bell, explaining the situation, and Bell took charge of the radio, while Kumler reported to Capt. Lester, and was instructed by the captain to send out a general alarm, informing all ships that there was a fire aboard, and requesting them to stand by for position.

The Radio Corporation of America's station (KPH), San Francisco, instantly answered the call, asking "Any report for San Francisco?" The *City of Honolulu* replied, "No, not yet; stand by."

On receiving the reply to his query, KPH took entire control of the air, instructing all ships and land stations to stop working and stand by for further details.

At 5:58 a. m. the ship sent her position broadcast, which was acknowledged by KPH, and positions exchanged with the transport *Thomas*, S. S. *Enterprise* and *Manoa*.

At 6:30 a. m. the *City of Honolulu* exchanged position information with the *City of Los Angeles*.

At 6:58 a. m. a naval station asked KPH for information regarding the seriousness of the fire.

From 7:00 to 7:30 a. m. all was quiet with exception of a call from the S. S. *Homer* and a service message from the S. S. *H. F. Alexander*.

At 7:30 a. m. KPH called the *City of Honolulu*, sending a service message asking, "Is fire any worse? How are our signals?" The ship replied, "Fire about same according to last word. Your signals loud."



LEFT TO RIGHT--W. P. BELL, H. D. HANCOCK,
N. C. KUMLER

At 7:54 a. m. KPH delivered an eighteen word, reply-paid message to the ship.

From 7:54 a. m. to 8:30 a. m. all was quiet with the exception of one message received by KPH from the *Glamorganshire*.

At 8:30 a. m., two hours and thirty-four minutes after the first notification of trouble, the *City of Honolulu* called "S. O. S. de KUSD", followed by her position and a call to the S. S. *Enterprise* requesting that she come to her aid at once. KPH at once acknowledged the S. O. S. and asked if there was anything further. The *City of Honolulu* replied "Nil" and asked if KPH had heard his message to the *Enterprise*.

Up to this time KPH was the only shore station working with the burning liner, and continued in direct communication with her until 10:10 a. m., when the *City of Honolulu* sent the following rush message to KPH: "Leaving ship now,

good bye." Which was the last word received from the burning ship.

The foregoing establishes a record for radio efficiency which has never been surpassed, and possibly, in many ways, not equaled. Instant communication between a burning ship at sea and a shore station, approximately separated by seven hundred miles of water, carried on during broad daylight, is in itself a notable achievement, and has been favorably commented upon by passengers and crew of the ill-fated steamer, who all felt a certain sense of safety, knowing that they were in instant communication with the Radio Corporation's station at San Francisco, and that this station controlled the situation and could be relied upon to stand by until all ships were notified of their plight and rescue was made.

The heroic part played by the radio operators may be summed up in the following message which was sent to the S. S. *Enterprise* and copied by KPH station, at 9:58 a. m.: "All left but Captain, chief officer, chief engineer and wireless. We standing by ship."

At the time the above message was being transmitted, Radio Operators Hancock and Kumler were at their life-boat stations assisting in loading passengers in the life-boats and remained at their post of duty until all passengers were safely lowered; and Operator Hancock taking charge of his boat for three hours until the chief officer was transferred from another boat, when he took charge in Hancock's place.

Senior Operator Bell, after sending his last message, grabbed his telegraph bug and was in the act of opening a drawer for the ship's log when the vessel gave a lurch, and he made a run for the life-boat, missing his log sheet, but the proud possessor of his bug and relay, neither of which, of course, could be used in a life-boat, but which will come in handy on his next assignment.

NEW YORK
BROAD STREET

ON Election day we were requested by the United Press to take their traffic for the Pacific Coast. In less than five minutes we were in touch with Frisco (KET) and in less than that time had the Traffic Manager O. K. to GA. We were soon buzzing along merrily via WQL and the Air route with splendid results.

Joe Lynch, who was at the transmitter, was presented with a cigar and wore his horn-rimmed glasses for the occasion.

We regret our publicity man failed to make this quite important item known to the public through the press, which would without a doubt have added a very interesting feature to the already established efficiency in trans-Atlantic transmission.

We do not think any awards have been made to anyone of the Broad Street staff for suggestions. If they don't hurry none will be required as the improvements that are being made daily will bring the operating room to such a high standard of completeness that no suggestions will be required.

Now that Mr. Weaver has his own office it won't be so embarrassing for him this coming winter when he is removing his rubber boots.

Mr. Barsby has gone up, and is now located in the Traffic Managers department.

Mr. Cowden has returned after a few months' fishing at Cape Cod, and is now Assistant Superintendent.

Mr. Anderson is doing good work re-organizing the various departments connected with the operating room, and with the co-operation of Mr. Chadwick, a general improvement is already evident.

Mr. Leslie, of the Error department, is now living near 181st Street; so is Miss Owens.

Mr. Heiser has been transferred to Chatham and took with him a supply of oyster plants.

Mr. Briggs is quite an expert in the put-and-take system (cafeteria); ask Mr. Ranger. It has been suggested that the CE's be supplied with telescopes and a signal system be installed on each circuit denoting conditions, thereby enabling the O. E. on duty to write his log without the necessity of leaving his room. As we have no O. E.'s with one eye, we will not have to get any left-handed telescopes.

Tannenbaum and Kelly are vacationing in the Adirondack Mountains. We understand they motored to the foot of the mountains in Tannenbaum's high power car and walked the rest.

Sammy Freedman took a trip to New Orleans. Says he thought New Orleans was in a foreign country. He enjoyed the trip, nevertheless.

We hear that O. E. Taylor has started a course in Polish. We cannot say whether it refers to stove or shoe polish. Should think he gets enough polish at home.

As McClellan's trip has turned out so successful, we may be asked for another exchange of operators. There are still a few single men at Broad Street.

Otto Stenger exchanged four nickels for some beans in the Automat the other day, and placed them on one of the tables and went for a piece of pie. When he returned to the table he found two bowls of beans on his table and two on the table next. Not being able to recognize his thousand it was necessary for him to spend four more nickels, and when he had finished there still remained an order of beans. No wonder he's bean sore ever since.

SAN FRANCISCO CITY OFFICE

WE are going to try and get this copy into the Editor's sanctorum before he empties the waste paper basket for the month, otherwise we might be among those missing. Like all others, we believe the Editor has a goat, and that possibly the goat gets hungry now and then.

Continuous Wave Latimer arrived from New York chuck full of vigor and vim. His implements were a fountain pen which held a gallon of ink, a pencil with a mile of lead, a slide rule which slid till it smoked, and two bales of blue prints and drawings. He arrived in action, remained five weeks in action, and slipped out gracefully after a thirty-hour shift, just to show that he was not yet fatigued. When he came we had an office full of most everything from shoe pegs to motor generators which had to be crawled over in order to move about. When he left, we had one of the niftiest remote control offices in the United States, which was completed in exactly 21 days. We take off our hats to you, Mr. Latimer, and hope you'll drop in to see us again.

The new Centralized Radio Control office is located at 314 California Street, three doors west of the office at 300. The operating room is at the front end of the office, the traffic files and servicing in the center and the abstracting, and billing departments in the rear. The two offices are connected by a pneumatic tube system which greatly facilitates the handling of traffic from the operating room to the counter and delivery desks. There has been some delay in receipt of steel shelving, etc., on account of the railroad strike, but just as soon as these are received, we will ask the Editor to print some photographs of the new establishment.

The City office force extends a hearty welcome to Mr. F. M. Roy and his staff from the Marshall Station, who transferred to Frisco without a minute's interruption to the service. These men are: F. Wilhelm, Supervisor; N. R. Cherrigan, Supervisor; J. B. Brown, Operator; F. B. Arensburg, Operator; O. C. Arensburg, Operator; M. Solomon, Student; J. W. Cox, Student; and W. F. Lindauer, Service Clerk. Mr. Roy

has been appointed Assistant Superintendent and handles the duties of day supervisor.

With the discontinuance of Morse work, Operator Jackson was appointed Office Electrician and handled a large part of the installation work in a highly commendable manner. Hauselt has been appointed radio operator and Nichol resigned to accept a position as salesman for a large furniture concern. Thus, the Morse wire passed into oblivion at midnight July 31st, and the silence was really oppressive in the office at 300 for the first few days.

S. B. Hunter was engaged several weeks ago as Service Clerk but has been occupied as relief on the delivery desk and counter. J. R. Houston entered the service on August 21st as Service Clerk, which will give us a continuous service in that department.

Count Wilhelm left us for a short sojourn in the Land of the Rising Sun. He was to have left on October 2nd but for some reason or other he could not convince the Customs officials that he had been born, so he had to get some affidavits from prominent citizens who were willing to swear that he was alive. He finally got started on October 7th and we recently heard that he was unlimbering his mill at Tonioka. We are anxiously awaiting his appearance in print telling us in detail the adventures he is running into on the other side of the pond.

Joe Arensburg breezed in t'other day and cautiously asked if there was still a chance for him getting his vacation this year. Owing to the lateness of the season all hands thought he was going out as a demonstrator for some Eskimo Pie outfit and take advantage of the cold weather for demonstration purposes. Not so. Joe had just closed a deal whereby he became sole owner of a Buick roadster and he will soon be steering a straight course southward to the sandy beaches. Oscar, his brother, will have to be content with warming his lips on a saxophone during the winter.

Cherry Cherrigan has just returned from two weeks leisure which he spent south of the Tehachapi. During his vacation Jawn Hauselt acted as supervisor and kept the ball rollin' in a very commendable manner. We forgot to mention that Chet Jackson is acting as supervisor during Wilhelm's absence.

George Shecklen rejoined the force as Commercial Representative after a six months' leave of absence during which time he found that the selling of amateur radio apparatus was not as soft as some people led him to believe. He has taken up the solicitation duties in San Francisco and from all reports, the business men along the street are glad to see

him distributing the red top blanks. Harold Harding, who handled the work during Shecklen's absence, will be sent up and down the coast as outside man, a new job in this division.

Mrs. Sugerowe (nee Sabatino), our beautiful telephone operator, recently returned from a week's vacation spent in Los Angeles and surrounding territory. If she goes there again next year, she will know all the policemen in the city. Try another direction next year, Myrt. Mary Horton, maid of all work, took four days off and spent all the time in the hospital. She now has a magnificent ultra-soprano voice and warbles continuously. We don't hear much from the girls in the abstract room, meaning, of course, that they are all happy and enjoying the fall sales at the local department stores. Oh, yes, Sadie McLoon busted out in a big black fur a week or so ago, and swore she shot it herself.

Thursday, October 12th, was a holiday in the business section of the town and we flipped a coin to see whether or not we would observe Sunday hours. The gods of fate must have known that something was going to happen, for the coin told us to have all hands on the job. Sure enough, the steamer *City of Honolulu* took fire early that morning and we had all hands and the cook flying around the place in order to pacify the public that was eagerly seeking news. All in all, the situation was well handled and we will leave it to those who were closer to the scene to give you the details of fire. We are thankful, however, that the old ship had the decency to catch fire at some reasonable time.

Just to show our readers that the KPH station is on the job for all comers, take a slant at the following direct reports which were grabbed by the TR friends who watch the ether for short or long hauls:

October 12th, 8 p. m.: S. S. *Homer* 402 yards south of Mile Rock.

October 29th, 8 p. m.: S. S. *Algonquin*, San Francisco for Tsingtau, China, 5,930 miles from San Francisco.

Be it known that Mile Rock is in the Golden Gate and that the *Homer* was anchored there assisting in the work of floating the oil tanker *Lyman Stewart* which piled up near the Cliff House after a collision with the *Walter Luckenbach*. And incidentally the *Algonquin* included in her message that she would arrive in Tsingtau on the morning following the sending of her long distance report. There is no need to add that the steamer *Tahiti* was in communication every night from the time she left San Francisco until her arrival in Sydney, Australia, and return. This is getting to be so commonplace there is hardly any use mentioning it. After the

City of Honolulu disaster, we did a little experimenting in putting the marine signals onto a tone channel so they could be copied direct in San Francisco. Results were good. Our second attempt brought in the *Algonquin* 5,674 miles from San Francisco and smeared his signal all over California Street. Shet Jackson said he had to wear earmuffs to save the wear and tear on his ears.

Red Roy, our able Assistant Superintendent, is having trouble with his specks lately. He knocked off today noon for an extra half hour in order to get his third pair fitted. Third pair this month, think of it. Several suggestions have been offered which he has sifted down to two possibilities—that of buying specks by the gross, and that of having the next pair riveted through the bridge of the nose. Offhand, we would say it was the smell of his pipe that knocks them off so regularly.

Isaac Colbert. Isn't that a swell name for a telegraph operator? Nevertheless, Ike holds the second trick counter job down and handles the Marine Bureau on the side. He's always on the job, but Lord help the man who attempts to hang three balls outside the office. Ike says he was named after the family dorg.

That's all there is; there isn't any more.

KAHUKU

ALTHOUGH we don't do it very often, we like to get into print once in a while just to let the rest of the world know we are still here doing business at the old stand.

We still have our comings and goings. Recently we welcomed to our happy family E. C. Hersam and H. G. Jagers and his family, all formerly of Bolinas. The well-known and justly famous Irish Comedian Walter Pat Flanigan has left us to assume his duties in the land of the web foot and husky voice, namely the above-mentioned Bolinas, otherwise known as the First National Fog Bank. By the way, Pat, let us know when the big noise is coming off, and why that Los Angeles trip?

They have moved all the ops. from Koko Head into Honolulu but that in no way accounts for the unusual amount of business Morris seems to have at the City Office lately (Bless you, my children).

Here is a problem for some of you mathematical sharks: If Mr. Graff buys an Essex from Dean for x dollars and then sells it to Carlisle for y dollars and then buys Morris's Buick for z dollars, how much did he make or lose, and if so, why?

We were surprised to learn that Mr. Finch, after having

all the fair Wahinis of Hawaii swelling the tide with their tears over his departure, had immediately proceeded to play the part of Leslie the He-Vamp as soon as he arrived in New York. How about it, J. L.?

Having said that which we started to say, we will now bring the meeting to a close by singing that grand old tune, "How Long It is Between Paydays."

The foregoing is from the gifted pen of inmate X and since he has again resumed his lethargic state, we take pleasure in being able to permit you to take advantage of a rare opportunity to peruse the works of another of our literary bombshells, so to speak.

I. M. Deprave-d,
Associate Editor.

Considering the irregular intervals between KU's appearance in this magazine, it would not be surprising if you sometimes doubt the existence of the station. However, a little listening in on either of its two wave lengths will be evidence that the ether is getting no rest from our attacks. In fact, said attacks have been intensified, as we now have all tuning coils housed in, which prevents the inductance from making visits to unknown quarters, as was its habit whenever Old Man Jupiter turned on the faucet. As a result of the housings, Peterson, our Chief Rigger, is glad to see the grass growing on the once-beaten path of the night watch at his door.

The station's location makes social gatherings few and far between. But each has his own diversions on "time-off" in Honolulu. Perhaps this is a reason why our diary is not often seen in this W. W. W. The extent of one's speed in town is automatically registered with the others, upon his appearance as he drifts home again. Observations of one E. P. Hill here, cause us to think seriously of putting a pussy-foot on his trail. We know that the drive to, and parking on, Punch Bowl crater, is a very pleasant evening's diversion, particularly on a moonlight night ;but why the taxi-driver should go in search of night-blooming cereus when there are none within miles of Punch Bowl, we cannot understand—that is, exactly.

Sorry we haven't anything on Mr. and Mrs. Franklin for you. They seem to keep their reputation on a pretty substantial foundation. He and two other semi-intelligent laborers (B. K.-Rub) he, with the assistance of two semi-intelligent laborers have been trying to take the Hula curves

out of the masts. He was a righteous youth when he arrived here.—A. R.

Skinny Thronsen still manages to tip the scales to two-fifty or better, despite his continual round of pleasure with machinists' troubles. Thronsen has worked in the salmon packing game for years, and when he calls some one a poor fish, we know it's an expression of sympathy.

Thanks to someone, our Engineer-in-Charge has had to cancel his sailing reservations and remain with us a little longer. So our congenial little family will probably remain the same until the next headline even of KAHUKU appears in this worthy publication.

Aloha.

BOLINAS

Dear Editor:—

This may be late, but we've all been so blame busy out here that we hardly got time to keep the wolf away from the back door, without trying to be literary. The wolf proposition is serious, though, when they come up and gnaw the handles off the garbage can. Meyers saw the wolf and I'm not doubting his word, but they generally go hand in arm with the pink elephants and spotted rhinoceroses and white horses that wave their hands at you. I don't see how any man could pick a lone coyote out of a zoo like that. Also, Nidros had some alarming experiences with animals. A coon visited his chicken corral the other evening, and Nidros's dogs, being pretty wise, figured they wouldn't tempt fate and would rather see Nidros lose a couple of chickens than two good dogs. Word filtered back here that some of the sporting blood in the Honolulu Isles went pig hunting with dogs, axes and three hundred rounds of ammunition and took Messrs. Finch, Graff, et al., along for decoys and didn't see nary a hog. Well, friends, we have a man here who has established a record in pig hunting. Coming home from Petaluma, Nidros was cruising along and two ambitious pigs sought to give him a race. Nidros won the race and downed both hogs and they must have been bad pigs and died hard because Nidros' Ford Whoopie looked like it had been through a rock crusher. Riddle chased a fox home from San Rafael last Sunday night and Ray Pepper came near running over another deer, but as I said before, I'm glad the boys chase little animals and don't pick out one of the big pink elephants, 'cause if two pigs can wreck a Ford like I see Nidros' wrecked, imagine what an elephant would do to a Chevrolet.

Hunting has been patronized by some of the boys. Cross

wants to go snipe hunting and we're soon going to have a real honest-to-gosh snipe hunt like the boys throw at Rocky Point. Beltz brought in five ducks that smelled and tasted like they had just come in from Cape Cod. They tasted just like Portuguese sandwiches minus the garlic; fish is fine but fish and game don't mix—although they do have the Fish and Game Commission in this State—and maybe that's why the game tastes so fishy. Anyway, some time ago we went fishing and caught a lot of abalones and some eels. There is some argument as to whether an eel is slicker than an abalone is hard to pry off; but from experience I would say an eel wins in a walk because I've seen three men try to pick up one little eel and then they could hardly manage him. I can understand now all the comparisons I've heard about eels.

It's soon going to be time to vote and from the way the boys are talking I guess the bootleggers are going to have to go to work. We heard a red-hot lecture, and while everybody agreed it didn't apply to none of us, still our duty was plain to see, so with Slattery running for Constable, we sure ought to line up 100% for Law and Order.

Kraft, Slattery, Beltz and Riddle all attended the Better Bull meetings and reported some valuable information.

Meyers has become Heap Big Chief with the little reservation on the beach at Marshall. They have christened him Sit-and-Bull Meyers. We understand this is a high honor and only a very few of our prominent members have held this distinction.

As far as I can remember this is about all that has happened except the dance at Bloomfield and the space is too narrow to start a discussion of that party.

More Anon.

I think it will be of interest to publish the extraordinary results obtained from the 5 KW. 60-cycle non-synchronous rotary spark set at Bolinas, operating on 600 meters.

In the summer months of June, July and August, this set consistently carried on communication both ways with vessels 5,800 miles distant, some of the ships being only a few hours out of Wellington, New Zealand, and others only a short distance from Tsingtau, China.

KPH receiving station at Marshall has made a report showing the distance covered direct, both ways, with the tanker *Algonquin*, 5,676 miles from San Francisco, and the *Maunganui*, arriving in Wellington, New Zealand the following afternoon after the TR was received.

The signals from the *Algonquin* were so strong that they were placed on a tone channel at Marshall and transmitted to San Francisco.

HONOLULU

HONOLULU Centralized Control Station; the dream of less than two years ago, is now an accomplished fact.

On September 25th, at midnight, Koko Head was officially abandoned as a control station and at the same time HU office assumed a new and greater importance in the RCA family.

Traffic was handled from the new location without a hitch; the first message sent from here being an official greeting from the Honolulu Chamber of Commerce to the San Francisco body. Similar messages were received from San Francisco and all were expressive of the appreciation felt for the efforts of the Corporation toward improvement of communication between Hawaii and the mainland.

To date, nothing has happened to weaken our confidence in the new system. Our four tone-channels to Koko Head have remained quiet and effective in spite of rainy weather and static. Control-line losses have been reduced, due to a shorter connection with Kahuku; and the Mutual Telephone Company's engineers have been instantaneous in their response to our reports of trouble on the latter wires, clearing up grounds and opens with surprising speed.

All of the operators, and especially the married ones, are delighted with the new arrangement. It really amounts to a shorter working day for those that used to commute between Honolulu and KO and saves them even more time during the rainy season, as the roads to KO become almost impassable during that time.

The new office makes use of time-tested forms of apparatus such as are in use at Broad Street and San Francisco. The signals are piped in at audio frequency from Koko Head and amplified to the strength necessary for operation of the recorder and telephone circuits.

The monitor signals from the two transmitters are handled in a like manner, excepting that the separation of the two signals is performed at HU by means of audio frequency tuning; KIE coming in at a high pitch and KGI having a lower note.

As might have been expected, a perfect signal from KET is received here at practically all times. An ordinary land line relay and sounder connected in the rectifier circuit of the S. F. amplifier gives about the same results as a land wire, and when we connected the relay to our KIE transmitter the other day, S. F. told us that it sounded the same as his monitor set, excepting for a slight lag.

The operators are looking forward to the time when they can check the messages off as they pass through from

S. F. to Japan and vice versa, being relayed automatically by KI Eand KGI, respectively.

Our prime source of power for the control lines, etc., is the Hawaiian Electric Company. Their power house is located a scant three blocks away and is a modern plant in every respect. It is not likely that H. E. power will fail us very often, but if it does fail we have storage batteries of sufficient capacity to run us for several days.

Mr. Latimer, who with the assistance of Ye Humble Scribe installed the HU plant, is now sojourning in Japan, accompanied by Assistant Superintendent Oxenham of this station and Supervisor Wilhelm of San Francisco. It is expected that these three men, who are exceptionally well-qualified for the tasks assigned them, will render valuable assistance to our Japanese friends and thus perfect the chain of Radio Communication between the U. S. and Japan. Great strides have already been made in this direction and we believe that in the near future this circuit will yield satisfactory returns.

The following is the personnel of the new operating room:

In the absence of Assistant Superintendent H. A. Oxenham, Supervisor W. P. Schneider is acting in that capacity, looking after the details in general.

Mr. R. I. Hatch, formerly of the Honolulu City office, is the head electrician.

The other supervisors are Mr. George Street and Mr. L. E. Nichols.

The operators are as follows: C. E. McNess, A. B. Pontius, C. G. B. Meridith, H. W. Marion, A. J. Lindholm, J. J. Neville, W. N. Ferrell and R. S. Roehrig.

Chief clerks are: D. Reidy, J. F. Seals and J. S. Wright.

Personnel of business office follows: W. P. S. Hawk, Superintendent; R. R. Carlisle, Cashier and Bookkeeper; Elinor Winter, Stenographic Clerk; Esther Lackey, Counter Clerk; Edward Ha, Counter Clerk; Owen K. Harrison, Delivery Clerk; and Frank De Coito, Delivery Clerk. There are five messenger boys.

Below are the official messages referred to:

SAN FRANCISCO, SEPT. 25.
PRESIDENT CHAMBER OF COMMERCE,
HONOLULU.

DEFINITE ESTABLISHMENT FIRST DIRECT WIRELESS COMMUNICATION BETWEEN HONOLULU AND SAN FRANCISCO MARKS GREAT AND IMPORTANT EPOCH IN OUR RELATIONSHIP. SIGNIFICANCE AND IM-

PORTANCE OF SUCH AN EVENT CAN HARDLY BE OVERESTIMATED AND FORMS ANOTHER LINK WHICH BINDS HAWAII TO THE PACIFIC COAST. WE HEARTILY CONGRATULATE YOU AND OURSELVES AND I WILL BRING TO HONOLULU IN OCTOBER SENTIMENTS OF OUR BOARD OF DIRECTORS AND BUSINESS COMMUNITY.

LYNCH,
VICE PRESIDENT.
HONOLULU, SEPT. 24.

CHAMBER OF COMMERCE,
SAN FRANCISCO.

RECEIPT OF THIS MESSAGE ANNOUNCES AND DEFINITELY ESTABLISHES FIRST DIRECT WIRELESS COMMUNICATION BETWEEN HONOLULU AND SAN FRANCISCO WITH COMPLETION OF CENTRALIZED RADIO THIS CITY TONIGHT. GREETINGS AND CONGRATULATIONS FROM CHAMBER OF COMMERCE HONOLULU.

COOKE, PRESIDENT.

A GOOD CHRISTMAS PRESENT
THE RADIO PATHFINDER

\$1.50—Doubleday, Page & Co., New York

Written by one of our engineers, Richard H. Ranger

Illustrated delightfully by Thom Monroe

For those who wish to delve into the mysteries of Broadcasting in an easy and entertaining way.

For Sale By

THE WIRELESS PRESS

and the

RADIO PROVIDENT CLUB

Woolworth Building, New York

FAMILIAR SAYINGS

Overheard in the Sales Department Loud-Speaker

*O! would the Power the giftic gie us
To see our sel's as ithers see us*

BURNS

| | |
|--------------|---|
| DS | Let's have the facts. |
| EEB | PSM— |
| Belanger | I told him you were out. |
| Goulden | I have found another error in the catalog. |
| Gawler | Wow! this bird sticks out like skin disease. |
| Brunet | This is fundamental. |
| Nance | Our export policy—etc. |
| Cominsky | I've got a new lot. |
| Terwilliger | They have no rating in Bradstreet's. |
| Edwards | Have you a cigar?—Listen to this one. |
| Geo. Clark | It was a great radio show—Let's go in 'em all. |
| Pearl | I broke off the engagement. |
| Bernard | They gave us a great write-up. |
| Adams, Q. | Fellows, we are swamped with orders. |
| Adams, Ira | Well, now let's see—Sign this statement. |
| Berger | "For your information." |
| Philip | "Life's too short"—the dealer won't do it. |
| Haber | I'll make pie out of you. |
| CMS | Very high hat. |
| Pieri | I'll make a stab at it. |
| Bn | Get the slant! |
| Galvin | Fine dish! |
| Stoner | (To visiting distributor) "Shake." |
| Avendano | I like muchos Chili sauce. |
| Flynn | (Dictating letter to dealer) "Dear Sir: Your cuts were shipped last week, etc." |
| Miss Miller | I have an appointment! |
| Miss McInnes | He's in conference now! |
| Schmidt | Look at my file basket. |
| Stevenson | Do you know — — — |
| Genet | I laid out a big shipment today. |
| G. Heisel | We never make errors. |
| JM Sawyer | That's nothing—Did you know that — — — |
| AR Beyer | Well—I don't know about that. |
| AE Crocker | I think we should be careful. |
| JM McKenty | I want you to — — — |
| ML Bergin | Well, now—Let me see. |
| PG Parker | It's a great game. |
| H. Higgs | Y'see. It's this way. |
| A. Sloyan | CLOSE THE DOOR! |
| F.Brick | I can make it work. |
| DuBois | O well, tomorrow's another day. |
| Nelson | It must be done immediately. |
| Blount | WOW! But I talked to him. |
| WT Lee | It is up to you to get busy |
| EC Anderson | He welcomed me with open arms. |
| I Hardy | Yes, I got a small order. |
| EBP | Have you a story for me this month? |

RADIO UTILIZED BY THE EVENING HERALD IN ELECTION BEAT

MANY thousands of readers of The Evening Herald marveled on election day when, beginning in the edition of 2:30 P. M. and continuing steadily in those issued from that time on, they read accurate election results from states in the far East. Many factors go to make up a great newspaper, so many that the average reader would be amazed merely to hear them enumerated. One of the latest, and that which made possible the excellence of this newspaper's election reports is RADIO.

The International News Service, with its many thousands of news gatherers, secured the co-operation of the RADIO CORPORATION OF AMERICA, with the result that at 2 P. M., Pacific Coast time, which is 5 o'clock in the East, the count on the Atlantic seaboard began to be recorded in the office of The Evening Herald. This feat gave a distinct advantage to this paper over its afternoon rivals, who had to wait for the wire service, congested as it was because of the unusual character of the occasion.

In addition were the other two regular news services which The Evening Herald receives—three in all—and the result was that no rival could come within hailing distance. The old slogan, "First with the Latest," was once more fully justified and its truthfulness completely demonstrated.

The development of wireless telegraphy has been marvelous. It was only 40 years ago, in 1882, that Amos Emerson Dolbear, an American, the discoverer of the principle, was refused a patent for telegraphing without wires on the ground that it was "contrary to science and would not work." Today we realize its possibilities are boundless.

(Los Angeles Herald.)

SOMETHING WORTH THINKING ABOUT

By C. J. Ross

A CERTAIN ancient history records an instance of filial affection worth remembering, referring to a city which was besieged and surrendered to be destroyed.

Among the inhabitants were two brothers who in some way had obligated the conquerors who gave them permission to retire before the destruction, taking with them as much personal property as they could carry.

When the brothers appeared at the gates of the doomed city one was bearing their mother and the other their father.

LOOK OUT FOR YOUR MOTHER AND FATHER

He hadn't the time when he felt the vim
To be winning success and praise,
To let his thoughts drift back to them
With their simple, old-fashioned ways;
Since the day he mastered the Radio code
And sailed away on the ship.
The way seemed long to the little home town
And he never had time for the trip.

The tree he planted was pink with bloom
And fondly, as parents will,
They gathered sprays for the little room
That they thought of as his room still
They watched and waited and dreamed and sighed,
Lonely and old and gray.
And the hope that the morning had brought them died
When the postman had gone his way.

He never had time when the fair winds blew
And the light of success on him shone
And flattering friends praised his triumphs all new,
To think of them there all alone.
But he found the time in the later years
To wish that he might forget
And to feel while wiping away his tears
The ache of an old regret.

NORWAY BUILDS A STATION

Additional commercial radio telegraph facilities between Norway and the United States are to be secured by the installation of a powerful station on Rundemanden, a mountain 2,500 feet high near Bergen, Norway. The station will work with England and the Continent as well as North America.

COST OF A BUSINESS LETTER

Probably few business men have delved into the subject deeply enough to ascertain the cost per letter of their outgoing correspondence. According to the figures of a prominent paper manufacturer, the cost of producing an average business letter, using a good grade of paper and envelopes, is a little over 18 cents. Itemized costs per letter follow:

| | |
|---|----------|
| Labor: Stenographic service..... | \$0.0727 |
| Office overhead | .0727 |
| Postage | .0200 |
| Printing or lithographing letters and envelopes.. | .0062 |
| Paper and envelopes | .0126 |
| | \$0.1842 |

SALES DEPARTMENT, NEW YORK PERSONALITIES

Mr. Pieri recently returned from an extensive trip to Cincinnati and St. Louis, where he made several interesting public addresses.

One radio exhibit held at the Grand Central Palace, New York, was very well patronized by the general public, and there were many comments made approving the display board showing the manufacturing operations of our Raidotron tubes.

We see that John Panzuto has gone in for facial decorations, especially around the eyes. We are now curious to learn whether John is a disciple of the manly art of self-defense.

It is with great pleasure that we announce that Mr. Harry Higgs' most strenuous efforts have at last been rewarded, and his department is now fully equipped with new office furniture. This certainly should increase the efficiency of Harry's department, if this is at all possible.

Mr. Schaeffer evidently finds our phone service to be a source of amusement and entertainment, judging by the honeyed voice he uses when saying, "Rose, let us try it again."

Now that the hunting season is here, Otto Bosler will exhibit his wonderful marksmanship in hunting for the man-eating rats in our warehouse.

Recently our office was visited by the porter with a chemical fumigator. One of the private offices required drastic treatment. Before quiet was restored it was necessary to place a requisition for some Mary Garden perfume.

We notice Mr. Goulden is spending considerable time in the Jersey wilds. What is the attraction?

We have had our curiosity aroused as to why our girls were so industriously questioning the married men as to baby clothes, etc. At first we thought there was to be a wholesale marriage, but to our sorrow this is not so, as there is a doll dressing contest taking place. Dolls are being dressed for Christmas distribution to the poor kiddies. Good work, girls, keep it up.

We have heard of birthday parties, but we have never heard of a birthday party which starts on Saturday afternoon, and winds up on Monday morning. The crowd that was present at Mr. Genet's home certainly must have had a rousing time.

Mr. Gawlers activities reminds us of Phineas Fogg and his eighty days around the world. He can step across the office in three strides.

Alan Stevenson was asked why he always praises his home state of New Jersey. Those living in Brooklyn thought it was the last place God ever made. However, all Alan had to say was, "When I arrived in New Jersey I weighed nine pounds, and look at me now; I weigh one hundred and eighty-five pounds."

We all envy Miss Coenen who recently left our service to prepare for the most eventful occasion in a person's life, that is the marriage stage. On her leave-taking, Miss Coenen was agreeably surprised with a most beautiful gift of a very fine set of chinaware. We extend our heartiest congratulations and best wishes.

An unusual series of events recently took place in that Messrs. Alan Stevenson, Van Ness Philip, C. M. Schaeffer, L. R. Galvin were married. In honor of this unusual series of events, Mr. Sarnoff tendered these men an extremely fine testimonial in the form of a short and stirring talk, at which were present the entire Sales department.

Mr. Sarnoff's address was a total surprise to the men, and was very much appreciated. In this impromptu address, Mr. Sarnoff spoke on the "Romance of Radio." We offer the four men our best wishes and heartiest congratulations.

SALES DEPARTMENT LOUD SPEAKER

Because of our extensive advertising campaign the name of RCA is certainly becoming a power amongst the radio consumers. We have heard many good things about our product, and this certainly speaks very well for the work of our traveling representatives.

The radio game certainly offers wonderful opportunities for the commercial man today. Just imagine what this

means when you realize that every home should have a radio set, and there are approximately 15,000,000 homes in the United States. The housewife is the one who buys vacuum machines and electrical appliances, so we must sell radio sets to the housewife.

Convince the housewife with a demonstration, and you make a sale.

It is a foregone conclusion that in order to have the distributors handle RCA products properly we must keep pounding at the public all the time, and if we talk radio, think radio, we will surely sell radio.

One way to keep the public interested is tell your story fully and clearly; "SAY IT WITH ADVERTISING."

Courtesy and desire to please applies to the radio industry. A satisfied customer is our biggest asset.

Reputable houses are never backward in submitting statements, and the extension of credit assists the dealer or jobber. Credit is what makes the business wheels go around. It is only the fly-by-nights who hesitate in making financial statements.

The best form of putting sales across is through the broadcasting of public events; such as baseball series, prize fights, and other similar occasions.

Let us all root for a big 1922 Radiola Christmas. We have had a year of extensive advertising, so let us create a stocking big enough for our proportionate share of a Radiola Christmas.

THIS IS A RADIOLA CHRISTMAS

COASTAL STATIONS

WE are extremely sorry to hear that Operator Robillard of WLC has again had to go to the hospital for treatment on his leg. Robillard was severely wounded by an exploding shell "over there" while serving in the Signal Corps and although he has been at WLC nearly three years, has been under steady treatment since he was ordered home from France. That he will speedily return is the sincere wish of all.

We announce with pleasure, the opening in the near future, of a new coastal station at Los Angeles, California. This addition to our service has been made necessary by the demands of the rapidly growing port of Los Angeles and the general prosperity now being enjoyed by marine interests on the West coast. Definite announcement, with necessary details, will be made later.

The Marine Radio Bureau at Broad Street—Messrs. Harvey, Myers and McPhail—is functioning effectively in receiving and distributing traffic to and from the Atlantic coast stations. Through this Bureau, which is the medium of direct contact, steamship companies and the public are receiving real service, which is fully appreciated by those who have occasion to do business there. Anticipating a situation or a steamship company's wishes, are all part of a day's work.

An interesting experiment in high speed automatic transmission was recently given a trial on the R. M. S. *Majestic* of the White Star Line, working to Chatham WCC. The results were highly successful and were such as to encourage an extension of this method of operation.

With the exception of Mr. Estberg relieving Mr. Robillard at WLC during the latter's enforced visit to the hospital, there have been no staff changes in the coastal stations since our last issue.

The men in the coast stations have expressed the thought that RCA ship operators might make more frequent use of the abbreviations, QSO, QSP, QSQ, QSR in connection with assisting in getting and clearing traffic. The golden rule of RCA ship radio men should be "Relay for others to RCA as you would, that others should relay for you—but set the example."

Mr. Isbell writes from San Francisco as follows:

"At 3 p. m. October 6th, our time and date, the steamer *Tahiti* left Wellington, New Zealand, some 5,800 odd miles away, and that night KPH carried on *direct* communication with the vessel.

"Several years ago I traveled from San Francisco to Wellington on a passenger steamer, spending twenty-one days en route. This fact quite forcibly makes me appreciate the extraordinary long distances covered by our 5KW, 60-cycle spark set at KPH."

LONG DISTANCE ACCOMPLISHMENTS—S. S. *NANKING*

Activities of the S. S. *Tahiti*, showing very efficient service and more than ordinary long distance ranges of operation, were recently reported in these columns.

The *Tahiti* is not, however, without competition, the *Nanking* having exchanged messages with KPH every night from September 16th to October 2nd, on the latter date transmitting a message to KPH, a distance of approximately 5,000 miles, at which time he heard KPH clearly say "KKEE RRR". This was at 11:30 p. m.

The activities report of the *Nanking* shows very satisfactory work throughout the voyage. We have just touched upon the high spots which show the very commendable work now being accomplished.

HEAD OFFICE

President Nally and Mrs. Nally returned from Europe November 14, per *S. S. Majestic*, having visited England, France, Belgium, Netherlands, Prussia and Poland.

Mr. Sydney St. J. Steadman, of the Legal department of the British Marconi Company, and Mr. H. W. Allen, its general manager, recently visited Montreal and New York, and sailed for England November 11, per *S. S. Homeric*.

A new warehouse and shipping point will be opened in San Francisco shortly. This warehouse will care for the distributors of RCA apparatus on the West coast. Mr. Sawyer is now out on the coast arranging the details for the installation of the organization.

R. T. Rossi, of the Engineering department, has been appointed on the Membership Committee of the American Institute of Electrical Engineers. Any member of the Radio Corporation staff who desires to affiliate himself with the Institute would do well to communicate with Mr. Rossi, as he is well-posted on the requirements, is prepared to assist in making out applications for membership and can give general advice on the subject.

Mr. Rossi would appreciate it if all applications for membership were passed through his hands. He can be reached at Head Office. Mr. Rossi has been a member of the A. I. E. E. during the past ten years, and has a wide acquaintance among engineers.

STATIC CLUB

The November meeting of the Static Club was held on the 2nd at Hotel Astor, New York. Mr. Donald McNicol gave an extremely interesting talk on his experiences among the Indians in the Hudson's Bay country. 53 members were present. The dinner was fine and the music excellent.

The annual election of officers was held and the following were elected to serve during 1923:

President, Ira J. Adams; Vice-President, W. W. Winterbottom; Treasurer, H. A. Sullivan; Secretary, W. P. Van Wyck; and Assistant Secretary, P. Boucheron.

WEDDING BELLS

At Plainfield, N. J., October 25—Alan Stevenson, of the Sales department, to Irma T. Williams.

At Schenectady, October 28—Van Ness Philip, of the Sales department, to Lilian Gould Davis, daughter of Mr. A. G. Davis, Vice-president of the General Electric Company, and a director of the Radio Corporation.

At West Brighton, S. I., October 28—C. M. Schaefer, of the Publicity department, to Florence G. Seaman. The ceremony was performed at the Church of the Ascension.

EASTERN DIVISION

ELMER G. WEAVER was instrumental in the saving of the lives of 116 passengers on October 19th, when the Colonial Line steamer *Concord* caught fire at two o'clock in the morning off Watch Hill, Long Island Sound. Weaver sent out his messages and remained standing by in the radio room after the passengers had been removed to the *Mohegan*, which came to their rescue, and while the fire was raging beneath him. The vessel finally made port with Weaver still attending to his duties.

Carlton K. Sturms arrived in New York on the *Hog Island* from the seat of the Near East conflicts, telling startling stories of what he saw there. J. C. Quinlan and Siam Salim are on the *Acropolis*, which is now stranded in the very hot-bed of the trouble and we are anxiously awaiting word from them.

Jerome J. Potts sailed for Turkey on the *Hog Island* November 1st, taking the place of C. K. Sturms, who did not wish to return to the scenes of horror.

Charles F. Andrews is now junior to S. F. Nielszen on the *Porto Rico* in place of Lester O. Marholz, who is now on leave of absence visiting his folks in Chicago.

John L. O'Connell is standing by and assisting in the installation of the set on the new yacht *Ohio* at Newport News. When all is completed the yacht is to make an extended cruise around the world. The yacht is being equipped with the latest models of high wave and low wave receivers and a two K. W. transmitter.

J. F. Forsyth sailed on the *Eglantine* for France via Galveston. This is a new vessel under our radio control and Doc is well pleased with her. His place on the *Haito* was taken by C. E. Stevens.

Ernest G. Kroger is en route to Pacific ports on the *Chattanooga City*.

James L. Splane is now on the *Argon*; James E. Ward

is on the *China Arrow* and C. W. Hilkemeier is on the *Sunelseco*.

John J. Lamont, a new man, who was graduated with honors from the Radio Institute, is now junior on the *City of Montgomery* with C. S. Thevenet.

Harry R. Wolfe took out the *Redondo* on a voyage to the Pacific.

Seymour H. Wheeler transferred from the *Japan Arrow* to the *Jolee* and is now on his way overseas.

M. S. Tinsley and C. P. E. Gruetzke are the new operators on the Red D liner *Philadelphia*. Both have seen long service with us and much is expected from them on this run; in fact, we do not think the ship will ever be out of communication with WNY during the entire voyage to Venezuela. Crandall on the *Caracas* now hold that record.

R. S. Henery transferred from the *Philadelphia* to the *Albert Jeffress*.

BOSTON

A. T. BARBER has left the *Tiger* and is on leave at Boston. Barber was relieved by Ralph Rice.

R. G. Philbrook is on his way to the West Coast on the *Wabash*, and is particularly interested in visiting Seattle.

G. E. Travis is on the beach, living over memories of a summer spent on the St. John run.

Thomas B. Cave, who pounded the brass on the stranded *Swiftstar*, has sailed on the *I. C. White*.

The Boston-New York flier, *North Land*, has discontinued carrying passengers and will be a freighter during the winter. Walter Swett is back on the *Governor Dingley*, and John Browne has joined Leon Thomas on the unassigned list.

BALTIMORE

THE new steamer *Steelore* recently sailed from this port with Operator Henry W. Garnett in charge.

Charles D. Townsend was assigned to the *Charles Pratt* when she was re-commissioned at this point. Townsend is a new man in our service.

Franz Muench, former senior on the *West Quechee*, is now holding forth on the *F. Q. Barstow* of the Standard Oil fleet.

The *West Haven*, a newly-allocated Shipping Board vessel, sailed from Baltimore with the radio in charge of Leonard Schabdach.

James Hubbard McCauley, ex-*Tuscaloosa City*, is now on the *West Celina* bound for British ports. Mas has at last

found what he calls a real sweet little girl in Bristol, England. Wish you luck, Mac.

Fred R. Robinson, formerly of the *West Celina*, has proceeded to his home in Minnesota for a short vacation.

James Schultz, formerly of the ill-fated *Charles Braley*, and another Minensotan, is also on a few weeks' vacation.

GULF DIVISION NEW ORLEANS

P. R. ELLSWORTH, Assistant Division Superintendent, has been placed in charge of the recently established district office and shop at New Orleans. The office, shop and storeroom are located at 512 St. Peter Street. Mr. Ellsworth is being assisted by Inspectors W. P. Elkins and W. L. Rothenberger.

Ross Wood, our Storeroom Keeper at 512 St. Peter Street, after having severed his connections with the Radio Corporation, is now enjoying a visit with the home folks in Texas.

Master Virgil J. Cornelius has been added to the staff at the Division office as office boy, etc. (mostly et cetera).

Thomas Nugent, after having reported here from New York on leave of absence, has been assigned to the *Elkhorn* at Galveston.

S. H. Escudero and A. G. Erwin, both Filipinos, have been assigned to the motorship *Katherine* as senior and junior, respectively. The *Katherine* is now en route Philippine Islands via California ports.

Charles D. Beckett, after having been relieved on the *Maiden Creek* by Roy S. Hood is now in charge on the *Dulcino*.

No matter how hard they may try, it appears to be impossible to stay out:

Pelham P. Nisbet is back in the Key West district, and has been assigned to the *Cuba*, under District Manager Broussard.

Now comes L. G. Kirschenblatt and lands the *Dannedaike* after having been out of the service for several months.

Vincent De Martino, after having placed the *Marne* out of commission at Galveston, has been assigned to the *West Cheswald* out of New Orleans, relieving Edward Clesi, granted sick leave.

Other assignments of late:

C. F. Bailey to the *Barryton*, and F. F. Milgaze to the *Hulver*.

Through the columns of our Service Magazine, we desire to extend our congratulations to one of our former old-timers,

J. H. McKinney. McKinney informs us that he is now leading the life of a married man, having married the best-looking and best all-around young lady in the world, Miss Augusta Marshall, of Little Rock, Arkansas. McKinney says that when the wife is in a good humor his home address is at 1308 Mississippi Avenue, Memphis, Tenn.

McKinney is now trying to earn the daily bread for two by holding down a trick at the Federal Barge Line Radio Station (WYBD) at Memphis.

Miss Mary Fitzwilliam has relieved Miss A. M. Le Bon as stenographer in the Commercial office, preceded over by Mr. N. E. Church.

Although the Commercial Representative very generously supplied the consolidated offices with a self-winding clock, the darn thing (we mean the clock, of course) hasn't worked a stroke since its arrival. This, notwithstanding the fact that the Commercial Representative has acquired one of those mutual nuisances—a pocket tool kit.

No, Peters, being located near church doesn't necessarily mean that you're full of religion. Let Elkins diagnose your troubles.

THE CRADLE

Born to Superintendent and Mrs. J. A. Pohl, on November 4th, an 8½-pound boy, Harry Eddington.

Now the "Boss" will have a chance to lay up his Magnavox loud-speaker for repairs, while H. E. does the loud-speaking.

GREAT LAKES DIVISION CLEVELAND

THE birth of this issue will about wind up our 1922 season of navigation. With the exception of three or four Goodrich liners, all passenger vessels have been placed in ordinary for the winter months. Freighters are going into their winter quarters daily and the operators are commencing their annual migratory season.

Inventory is the order of the day and between this pleasurable pursuit and the laying up of the various vessels' equipment, Constructors Weide and Covey are sure having their hands full.

Guy Harden has layed up the *Eastern States* and is now taking life easy at his home in Norwood, Ohio.

Emil H. Nelson who hails from Havre, Montana, a town which was but recently placed on the map through varied newspaper publicity, has completed the *Western States* sail-

ing season and is now on his way home to see what it is all about.

Henry R. Grossman, of S. O. S. shoe repair fame, recently tied up the *City of Erie*.

Norman J. Hughes, who placed the *City of Buffalo* in her winter quarters, is now to be found in THE CITY WHERE LIFE IS WORTH LIVING.

Galen G. Crose is finishing out the season on the *James MacNaughton*, having spent an enjoyable three week visit with his parents prior to the assignment.

Joseph E. Carroll and Ralph E. Jacks, senior and junior respectively, just recently finished up on the *City of Cleveland III*. Both Carroll and Jacks proceeded to their homes for an indefinite stay.

J. E. McDonald, veteran of veterans, has relieved Burton Bangert on the *Illinois*, a one-man passenger ship.

James F. Bondi can now be found on the *Indiana*, sailing out of Chicago.

Donald Palmetter has taken charge of the *Richard Reiss* equipment for the remainder of the season.

Howard A. Mills, formerly with the Coast Guard Service, is now attached to the *Frank Billings* vice Hyman Silverman, on leave.

J. Leslie Wilcox recently relieved William H. Barlow on the *James P. Walsh*. Barlow is waiting further assignment.

PACIFIC DIVISION SAN FRANCISCO

IT has been surprising to us to note the intense interest manifested in radio by the public on the Pacific Coast at the time of the recent accident to the *City of Honolulu*, which was destroyed by fire in mid-ocean on October 12th. Everybody realized the important part that radio played in saving the lives of all on board the vessel and they did not hesitate to comment on the fact. One heard of it on all sides. No doubt the advent of broadcasting has stimulated interest to such an extent that the public takes more notice of the good work which is being carried on by the operators of the deep sea ships.

The *City of Honolulu* carried three operators, W. P. Bell, senior, H. H. Hancock, junior, and N. C. Kumler, third. Operator Bell took charge of the radio immediately after the fire alarm was sounded and remained at his post for five hours until the ship was abandoned by the captain. On the whole the affair was taken very calmly by the passengers and crew and assumed more or less the nature of a lark. It

had its serious aspects, however, as it was feared that the vessel would capsize from the tons of water which were poured into the hold. The sea was calm but a heavy swell was running and very few escaped *mul de mer* during the six hours they were afloat in small boats.

The first distress call was broadcasted at five in the morning and immediately acknowledged by KPH, who took charge of the situation and kept the air policed until all were safely on board the *West Farrallon*. Bell said that KPH signals were strong and clear while those of the rival stations at KFS he could barely hear.

On Monday night following the accident we were testing the receiving set on the *President Harrison* preparatory to placing her in commission for the *City of Honolulu's* run, and Bell who was transferred to the *Harrison*, exclaimed when he heard KPH, "My, but that sounds good." It was the first time he had heard the signals since he said good bye as he left the burning vessel.

We are now about to spill a deep secret. V. A. Goldsmith, the roly-poly little man in charge of the *Manoa's* P8, is married. About two months ago we received a confidential, very confidential, tip from Goldie himself, that he was married. Of course, the confidence was respected and to our surprise three or four operators arrived and stated they had heard Goldsmith was married. "Married? That's the first we have heard of it," was our white-lie reply. Then the mystery cleared. In going over ship traffic an ocean letter was found in unmistakable terms signed by the "confidence man" himself. So ends a secret.

During the month assignments were few and we have about forty men on the beach. The closing of the Alaskan season, we believe, accounts for the surplus.

We have had one man as Mayor of San Francisco for the past eleven years, Mr. James Rolph, Jr., who, in addition to his civic duties, is a very keen and well-known business man, and as such, he, judging from a letter recently received from him praising our marine bureau service, appreciates our slogan—WORLD WIDE WIRELESS—for he addressed the letter to "World Wide Wireless Corporation of America, San Francisco." The letter reads:

"I have your message that the *Hollywood* is now 2,950 miles northeast of Newcastle, and write to thank you for your courtesy in advising my concern of this fact and to commend your business enterprise in so doing.

"With every good wish, believe me,

"Sincerely yours,

"James Rolph, Jr."

PORT OF LOS ANGELES

SOME days ago we stood beside a marble slab erected in Venice in memory of a radio operator from this division who years ago went to his death in the line of duty. This slab tells in eloquent words the heroism of the young life sacrificed that others might be saved.

Today, we pay tribute to the three radio men—Bell, Hancock and Kumler who, while still living, took a chance—and stood by the ill-fated *City of Honolulu* until all the passengers were safely lowered in the life-boats.

The marble shaft erected in memory of Prudhont will, in the story of the *City of Honolulu*, be something unseen; yet just as real—for it will be erected in the memory of all those on board the burning ship, an oft-repeated story of heroism.

SEATTLE

ALL the signs of approaching winter are with us. Folks are commencing to look covetously at our umbrella, and soon we are going to have to hang the family wash in the basement to dry.

Three more of our ships went into Lake Washington for the winter lay-up, putting some good operators on the beach. The vessels are the *Curacao*, *Rodman* and *Sebree*. Syverstad and Snyder were on the *Curacao*. Wunderlich and Stephens were on the *Rodman*. Stephens succeeded in getting an all winter job at the Chichagof Mine in Alaska, as operator and bookkeeper. We know the white lights won't bother him this winter, anyhow.

J. A. Johnson, who was on the *Sebree* when that vessel laid up, was transferred to the *Dorothy Alexander*, where he will serve as freight clerk until another radio job shows up.

Joe Hutchinson has just returned from a six months' voyage up the coast of Northern Siberia and the Arctic on the *Mazatlan*. Joe says he did some phenomenal distance work while out and enjoyed the trip exceedingly, with the exception of one period when they ran short of grub and were forced to subsist on whale blubber and fish for a month or so. He swears he'll never look a fish in the face again.

R. H. Brower, who has been on our unassigned list for some time, has accepted the position of operator on the *Swiftsure Bank* light vessel. He took along a great bale of reading matter and a receiver, which he is developing. This receiver, he claims, will revolutionize the radio art.

RADIO CORPORATION OF AMERICA

222 BROADWAY

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RADIO CORPORATION OF AMERICA

223 BROADWAY

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NEW YORK

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A decorative border with a repeating floral and leaf pattern surrounds the text.

Priceless Gifts



The best thing to give to your enemy is forgiveness; to your opponent, tolerance; to a friend, your heart; to your child, a good example; to your father, deference; to your mother, conduct that will make her proud of you; to yourself, respect; to all men charity.

