

WORLD WIDE WIRELESS

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**RADIO CORPORATION
OF AMERICA**

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AT
238 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



RIVERHEAD RECEIVING STATION

RADIO CORPORATION OF AMERICA

233 BROADWAY

WOOLWORTH BUILDING

NEW YORK

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RIVERHEAD RECEIVING STATION

SITUATED in a beautiful grove of oaks, birches and pines, stands the already famous Riverhead Receiving Station, having as a background a picturesque lake, abundant in the growth of water lilies and I might add an occasional mosquito and a few rare species of snakes. The property, consisting of 23 acres, is located within walking distance of the Riverhead village, which bears the distinction of being not only the Suffolk County seat but one of the most beautiful villages on Long Island. This village nestles at the head of Peconic Bay and is on the main line of the Long Island Railroad, 85 miles from New York, and about 17 miles from Radio Central at Rocky Point. It has a population of about 3,500 and a much-patronized moving picture theatre where classical music is rendered by a blind musician of considerable repute. There are two rural hotels and a large number of commendable stores, court house and jail, not that the latter has any particular significance to radio even though it be a receiving station; I think the wave length is purely local within the confines of the county and the rectifiers in cells.

The receiving building is a low structure typical of the architecture associated with the pioneer settlers on Long Island. The exterior walls are treated with red cedar shingles exposed to the elements which are gradually turning a pleasing and harmonious silver brown color. The exterior trim, in contrast, is old ivory with green-framed insect screens to protect the occupants from the occasional mosquito aforementioned. The roof is of asbestos shingles in variegated shades of browns, reds and black.

As you enter the building from the grade level you ascend four steps on the inside of the building to the receiving apparatus room, which is 23 feet square, abundantly lighted and ventilated and pleasingly decorated. In this room are three racks accommodating the receiving apparatus herein-after described in detail, together with other interesting facts regarding the functioning of the station. From the receiving apparatus room to one side of the entrance is a well-appointed office for the engineer-in-charge. To the other side is a lavatory, which, in addition to the usual facilities, includes a tub and shower bath. To the rear of the building is a room set aside for experimental purposes. Ascending the stairs from the first floor to the attic you enter a large, well-lighted and ventilated room. In the basement are the dynamo, battery and boiler rooms and the water pumping equipment.

Adjacent to the building is an artesian well 6 inches in diameter and 80 feet deep, which gives an abundant supply of stimulating and palatable water, which on necessary occasions may also be used for fire protection purposes.

The landscape features have been laid out and the work of forming a circular driveway 50 feet in radius on the axis of the entrance to the building is now under way. The center portion is to be planted with shrubbery and flowers to further enhance the appearance of the station.

A two-car garage for the accommodation of the station automobiles is to be erected in conformity with the receiving building and located in suitable relation to the landscape layout.

The actual construction of the building was started May 3rd, 1921, and full commercial service with Carnarvon established two months later, on July 5th.

The antenna system consist of a wave antenna 25 feet high, extending nine miles in a southwesterly direction from the station, arranged for multiplex reception. The optimum wavelength for this particular antenna is approximately 13,500 meters, but any wavelengths in the 8,000 to 20,000 meter band can be handled without serious sacrifice in efficiency.

Four sets of receiving apparatus of the latest type and one of the immediately preceding type constitute the present receiving equipment of the station and a sixth set will soon be ready. These will enable Riverhead to receive from five European stations simultaneously and continuously, leaving one set in reserve.

Each set consists of one coupling tube unit (which serves to connect the set to the antenna in such a way that tuning operations on that set cannot possibly affect any of the other sets); primary tuner; coupler; secondary tuner; radio-frequency amplifier; rejector coupler; synchronous detector and audio-frequency amplifier. Heavy metal cases are used for shielding all units and their elements have been carefully designed and arranged so that it is possible to adjust and operate these sets on any wavelength within their range without mutual interference.

The receiving apparatus is installed in three tier sets of receiving shelves of attractive design and appearance; one complete receiver occupying each tier.

At the left-hand end of each set of shelves is the antenna panel containing the devices for transferring the signal energy from the long antenna to the receivers.

At the right-hand end of each set of shelves is the output panel on which are mounted the various switches for controlling battery supply to the receivers and generator input to the groups of storage cells directly beneath in the basement and a small pin jack type of switchboard for transferring the tone signals from the receivers to the primaries of the telephone type repeating coils at the line switchboard.

At the line switchboard, which is also of the pin jack type, the secondaries of the repeating coils are connected to the tone channels going to New York where the receiving operators are located.

Filament current at 8 volts for the receiving sets is supplied normally by triplicate low voltage D.C. generators, driven by 3-phase 60-cycle induction motors, with a number of four cell groups of 160 amp. hour, stationary type, lead storage cells floating in parallel on the 8-volt busses. Under such conditions the storage batteries serve to maintain a constant voltage on the filament busbars and will take over the load without interruption to service should the main A.C. power supply fail. Very heavy battery and inter-connecting leads have been used throughout to reduce circuit losses to a minimum and to permit switching sets on or off without appreciably disturbing filament current supply to the other sets.

230 and 115 volt D.C. supply for plate circuits, telegraph circuits and other purposes is derived from small three unit A.C. to D.C. motor generator sets located in the motor generator room in the basement.

All the motor generator sets are started and controlled from a five section switchboard at the rear of the receiving apparatus room.

WIRELESS FOR EVERYBODY

RADIO CORPORATION EXHIBITS A LEADING FEATURE OF RECENT ELECTRICAL SHOW

PERHAPS one of the most interesting and unique exhibitions of radio apparatus in recent years was that staged by the Radio Corporation of America at the Electrical Show which was held at the 71st Regiment Armory, New York, from September 28th to October 8th, 1921.

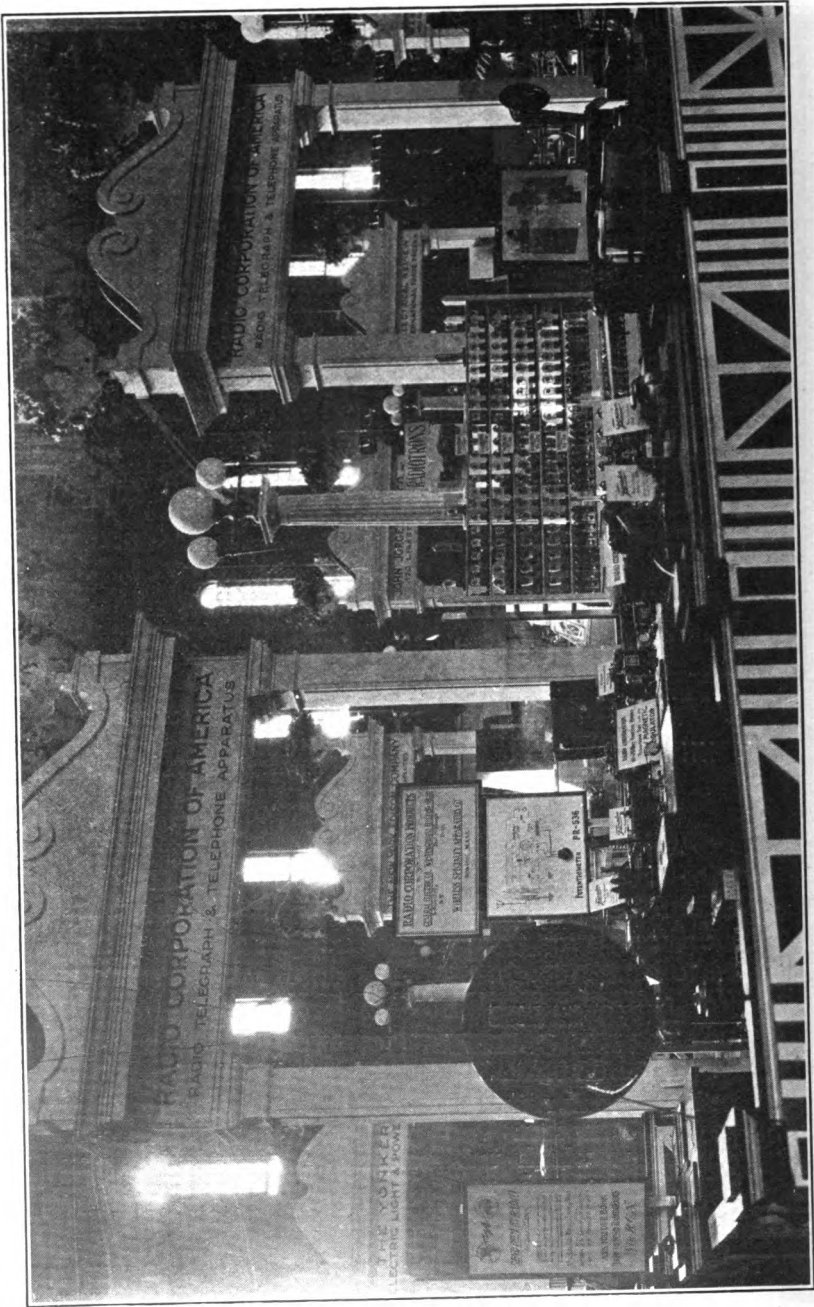
This organization exhibited leading factors connected with its three main activities, which are:

RADIO SALES

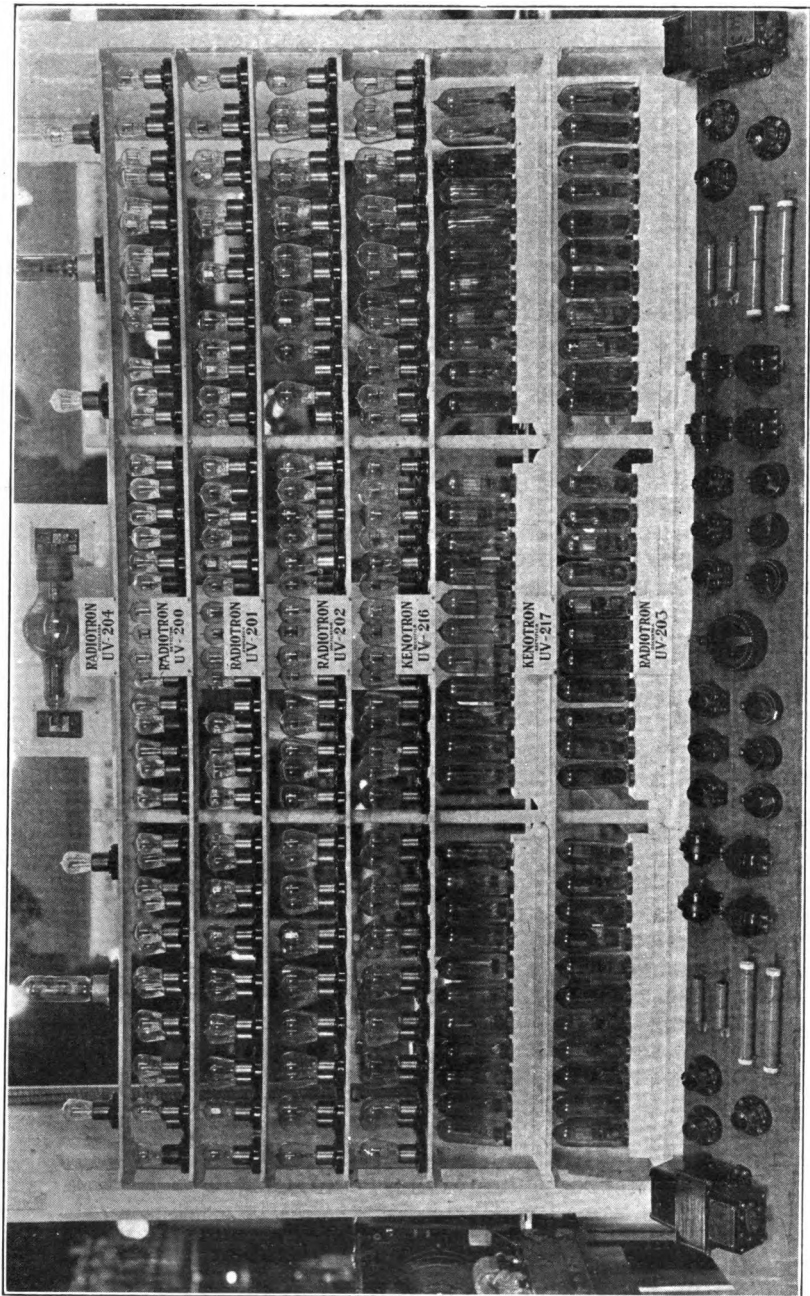
MARINE COMMUNICATION

TRANSOCEANIC COMMUNICATION

The most popular item was a complete display of the Radiotron and Kenotron Vacuum Tube series. These are the famous tubes which today permit radio telephony and radio telegraphy to such marked effectiveness by the amateurs of the United States. Indeed, while these bulbs look somewhat like an ordinary electric light, they are truly the wonder lamps of radio and are capable of performing more electrical features than any other given piece of electrical apparatus.



NEW YORK ELECTRICAL SHOW



OUR TUBE EXHIBIT

The vacuum tubes of this exhibit were divided into two classes: Radiotrons and Kenotrons. Radiotron type U.V. 200 is for amateur detection purposes; Radiotron U.V. 201 for amateur amplification purposes; Radiotron U.V. 202 is a 5-watt amateur transmitter tube; Radiotron U.V. 203 a 50-watt transmitter tube, and Radiotron U.V. 204 a 250-watt transmitter tube. The Kenotrons which are of the rectifier class are Kenotron U.V. 216 rating as a 20-watt rectifier tube and Kenotron U.V. 217 rating as a 150-watt rectifier tube.

Radiotron and Kenotron tubes are designed for practically every amateur and experimental purpose and in the brief year which they have been on the market have considerably helped to develop the amateur art to its present stage of effectiveness. Indeed, were it not for these vacuum tubes, it is doubtful whether radio telephony would have reached its high point of effectiveness in the broadcasting of news and music recently so popular throughout the United States.

AMATEUR APPARATUS—Not only did the Corporation have a complete line of C.W. apparatus, but several other high-grade units were on exhibition, notably the Westinghouse receiver units now in use throughout the country in many homes, in much the same manner as Victrolas and other popular appliances, as well as the Wireless Specialty high-grade apparatus especially suitable for the laboratories of colleges, universities and high schools. Faradon condensers of all types and for all radio purposes were also shown.

The accompanying illustration shows the vacuum tube exhibit which attracted considerable attention not only from the radio fans but from the general public as well. Numerous questions were asked by technicians and engineers concerning the characteristics of these tubes. From this it was evident that vacuum tube work for both receiving and transmitting was being taken up as a hobby by many professional and semi-professional men. Some humorous questions and remarks had to do with the amount of *light* the lamps gave forth rather than what was performed by that light; many inquirers being of the opinion that the filament burned intermittently in the rhythmic order of telegraph signals. It was hard to make the uninitiated understand that the action taking place within the vacuum tube while it is performing the duties of either the receiver or transmitter is a silent and unseen one.

Two amateur vacuum tube radio telephone and radio telegraph sets were installed on separate tables in diagrammatic form; in other words, so placed and wired that every connection could be plainly seen by having the connectors in various colors. In this manner, even the beginner could readily see at a glance how each instrument contributed to the

proper functioning of the entire circuit. To help, radio engineers were on hand to explain various functions of the set.

These two popular sets consisted of a 100-watt amateur C.W. radio telephone and telegraph set using two 50-watt Radiotrons and two 150-watt Kenotrons and employing the Corporation's new magnetic amplifier. This latter instrument is one of the most important inventions brought forth in the field of radio telephony during the past year and permits the amateur to have a thoroughly reliable means of modulating the antenna oscillations of any low power vacuum radio telephone set. The other and smaller set was a 10 to 20-watt radio telephone set employing four of the five watt Radiotron tubes.

COMMERCIAL APPARATUS—A complete vacuum tube transmitter unit of the commercial type attracted wide attention, particularly among the radio fraternity. This consisted of a 200-watt combined radio telephone and radio telegraph transmitter employing five 50-watt Radiotron power tubes. This set, which is a complete unit mounted in panel form, provides three different methods of radio transmission, viz.:

- (a) Radio Telephone Transmission
- (b) Interrupted Continuous Wave Telegraphy
- (c) Continuous Wave Telegraphy

This instrument is provided with readily changeable means of varying wavelengths from 300 to 2,000 meters and is designed for use at shore stations as well as on shipboard. In view of the great strides which vacuum tube transmission has accomplished recently, there is no doubt that similar and complete units to this one will find wide application in the immediate future.

A 2 K.W. marine transmitter built by the General Electric Company for the Radio Corporation of America for its marine equipment was also at the exhibition. This panel type transmitter incorporates the use of wavelengths from 200 to 800 meters and employs a synchronous rotary as well as a quenched spark, either method easily interchangeable by means of a hand control switch. This type of transmitter has proven very efficient and is the one that is being used at present on board the majority of American vessels.

CONCERTS BY RADIO—A complete radiophone receiving station equipped with amplifying and loud speaking devices was installed in the Corporation's booths and beginning at 8:30 every evening concerts were received by wireless which greatly delighted and pleased the large crowds assembled nearby. The concerts included singing by well-known stars, jazz bands and other musical novelties specially secured for the entertainment each evening. These concerts were trans-

mitted from a nearby wireless telephone station operated by the National Amateur Wireless Association which broadcasted this music within an approximate radius of 100 miles of New York City.

Another interesting phase of the Radio Corporation exhibits was the transoceanic or high power service which is now available to the New York business man. A representative of the Corporation explained the features of the "Via RCA" method of sending messages to Europe and explained by means of photographs and booklets the work of the various high power transmitting and receiving stations contributing to the success of World Wide Wireless.

Hundreds of amateur wireless operators within 300 miles of New York on land and sea "listened in" with other hundreds in the Armory while Miss Anna Case of the Metropolitan Opera Company sang two selections transmitted by wireless to the invisible audiences as a climax to the second day of the show. Miss Case sang "Ave Maria" and "Old Mother, My Love."

The arrangements for the exhibition and for its supervision were very ably handled by Mr. George W. Hayes, of the Sales division.

64 BROAD STREET, NEW YORK

WE sure are growing. MUU—LY—POZ—and maybe LCM NEXT. After that we'll take them as they come, and the more the merrier. POZ is the latest addition to the Broad Street family, and is now very much at home and on excellent speaking terms with big brother WQK. The family mansion is being enlarged to take care of additional arrivals, and we expect to demonstrate very conclusively that two or three, or half a dozen, can live as cheaply as one.

The work accomplished on POZ during the first week's operation at Broad Street called forth a commendatory message from Germany, and our Service and RQ departments are highly appreciative of the efficient manner in which he has co-operated with us.

The opening of the first transmitting unit at Rocky Point has proved of tremendous value, and has enabled us to furnish a vastly improved service. Reports from the other side as to its efficiency and power are highly encouraging, and we feel that at last trans-Atlantic radio is coming into its own. It is difficult to visualize the incalculable benefits that will accrue to our commercial and industrial interests as a result of the Radio Corporation's system of world-wide wireless,

and the day is not far distant when "Via RCA" will be synonymous with the acme of speed and accuracy. We have a firm foundation on which to build, and in proportion to the quality of our service *now* will be our reward in the years to come.

We are engaged in an enterprise which is young, vigorous and full of promise, and it should be the especial pride of every RCA employee to build solidly and firmly for the future, so that when the structure is finally completed and has become a towering landmark in the city of Success, he or she will be able to look back and justly claim a generous proportion of the credit. It is only by team-work of the most conscientious kind that our service can be built up to such a point, but it can be done, and we at Broad Street are determined to do our utmost to achieve the desired end.

Congratulations to Mr. G. C. Otten on his excellent performance in the recent speed competition at the Electrical Show. He proved to be a real dark horse.

WEDDING BELLS—On October 6th, Eddie Sheehy and Miss Lucille Florentine were joined in the bonds of matrimony. A reception at the Hotel St. George was largely attended by friends and relatives of the bride and groom, and it is rumored that the punch was the real thing. Nobody will confirm this, however.

On October 7th, Carl Henderson went bravely to his doom in Philadelphia, his last recorded words being "I do." Carl would never let us read his letters, so that beyond the fact that her name is Frieda, we know little. However, our congratulations are none the less sincere, and we hope before long to make the acquaintance of the charming brides. Both couples sailed for Bermuda on October 8th for the honeymoon, and we wish them every prosperity and happiness.



NAN, 3-YEAR-OLD DAUGHTER
OF ASST. TRAFFIC MANAGER ROSTRON

N. Y. RADIO CENTRAL

ZOWIE! Schaefer's got his anchor out!

On the evening of September 30th, Radio Central Staff met together for an interest in common—our stomachs. After invocation by our Chief we proceed thusly: Harry Sparks, president and buyer; George Schaefer, treasurer, and Will Snyder, house manager. At present writing we are nine days old and have our eyes open. We miss nothing and the grub is great. *Some cook.*

Our organization's name, Radio Central Aerial Club, is already deeply seated in the annals of Rocky Point and surrounding territory, and in due respect to our lady members, Mesdames Usselman, Franklin and Leavitt, we have added a suffrage plank to our Constitution and By-laws.

Over the Dinner Table: Cast of Characters—Napkin Nos. 2, 6, 7, 8 and 9. No. 8 to No. 9 "Like sea chicken?" No. 9 "What kind?" No. 6 "Mermaids!" No. 2 "Bathing Beauties!" No. 9 "TUNA FISH." ACT 2—No. 7 "Did these chickens come from Rocky Point?" No. 2 "No, we bought 'em this time."

Harry Sparks has come and maybe he isn't the wicked vamp! Rocky Point women all fell for him right off—both of 'em.

Use Life Buoy soap, it sinks. Wow! who threw that brick?

Our indispensable houseman, Levi Leavitt, has procured a fireman's license, complying with the law and enabling him to smoke his boiler under 15 pounds pressure. Said pipe rests on supports strapped to the shoulder.

Cent-a-word-column: One white crepe-de-chine hat and one pair white ladies (?) gloves, the latter with black stitching and end out of 2nd finger of left glove, were found on back seat of Levi Leavitt's Maxwell car. Owner may have same by applying to Mrs. Harriet Leavitt and paying for this advertisement. Oh, boy, we hope *she* don't pay too dearly!

One Victrola mailed us from Belmar, when received and unpacked, was found to contain one ten-cent record—"Home-sickness Blues." Some crust!

The Community House and occupants are the recipients of one pup and fleas, a well-bred meathound named Dukes Mixture.

Advance information tells us Heine Rocheskey is coming to Radio Central. Whaddaya say, Heinie, have you a winter's supply of hair tonic and heart balm from the little lady from Jones' Pharmacy?

Service changes to cover our new arrivals, Messrs. Franklin, Sparks, Schaefer, Martin, Hirth, Kohl and Schou, have gone to New York to be approved, so we can begin

paying the mazuma that makes the world alternate.

Our chief, Mr. Usselman, has returned. We admire his very good taste. Some of the bachelors wish now and then for some one to care for their pay check.

Messrs. Pillsbury and Graham were each down for a visit recently. Why not Mr. "E. B. P.", Genial Superintendent, instead of General Superintendent?

NEW BRUNSWICK

WE are just getting to know each other down here and it sure is a merry crowd. Just now it seems to be a home bunch; but it is becoming noticeable that Bound Brook and New Brunswick are coming into the lime-light. These two towns are very attractive in some ways, especially for those who have "Lizzies" that will run.

Port Jefferson is a long, long way from Bound Brook, isn't it, George? Also kind of lonesome down that way, so far away from your jewel.

Three small boys, three hands full of dirty, oily waste, and two cars was the scene before our E.C. as he stepped into the garage recently. One side of his Mitchell had been thoroughly cleaned and polished, but although the boys' efforts were appreciated, he asked that they discontinue the good work. Leuteritz' Buick was the other car polished. He said they made a good job of it.

Say, Bill, who is Alice? Marion sure did use harsh words, but why didn't you propose, if you felt that way about it?

With rugs in the office, desks polished, scenery on the walls, etc., we sure are fixed up right. Riggers with mud on their shoes, please take 'em off before entering.

The latest Sunday afternoon sport for D.T.'s. (Dynamo tenders, not Delirious tremens, the cider is too young yet) is holding up the walls of Patrick's Cider Mill. The drinks are given free as a reward for Bull. Hence Mike is always on deck.

CHATHAM

WELL, feller Romans and others, the melancholy days have arrove. Having started out with such a bright remark, we are behooven to go on and give you the news from Cape Cod, such as it is.

Nothing very exciting, as nothing of excitement happens here nowadays. The boys have all stowed away the ice cream pants and are resurrecting the fleece-lined BVDs. The local merchants have stowed away the summer merchandise and popcorn till spring: they will then dig it out, revarnish the popcorn and away we go for another season. But that's

another year; as for this year, we are about to pull in the sidewalks and spread fertilizer on the front lawn. Yea, Brethren, no longer can the wily clam be heard calling to its mate, and the surest sign of all—the stations' most promising vamps, Higginbotham and B. Titow—have ceased their heartbreaking activities for the season and have taken up basketball.

Titow has acquired an speedster that resembles a wash-boiler on stilts, but the darn thing percolates. It's a Ford, and of course it's no coincidence for a Ford to run when you step on the insinuator. We, however, have coincidences once in a while. The latest one was when, as soon as the Static season left, so did POZ, for Riverhead and New York. That bird is responsible for our prematurely furrowed brow, so although it was a terrible blow to lose him, we are slowly recovering and will soon be able to sit up and take a little nourishment—pardon the sarcasm.

For the past three nights we have had a birdseye view of the features of McElroy when called for the mid-watch. Folks, that look of disgust would sour milk, and we've begun to think maybe there is something in the Darwin theory after all. Perchance we did all spring from those things, only some of us sprang (pardon the imperfect) a little farther than others. No. Mac won't mind this; he likes publicity. As long as he's being mentioned he's satisfied; it's all press agent stuff.

Chatham is still in the ring, even though they counted us out when they took POZ from us. Conditions here have been good for single reception ever since we handed the circuit over. We wonder where those dots and letters went to that New York reported as dropping out a few nights ago. The only way we can figure it out is that Freddie Johnston has the circuit speeded up so fast that POZ was unable to catch up to it. Never mind, Fred, you are doing fine work, and RD is second only to Chatham now.

Our worthy humorist, George R. Best, does not claim to be an authority on the cure for water on the brain, but he is right here to prove that you can cure water on the knee by wearing long hose and pumps. How about a monocle and a stocking-cap?

Since our main circuit was taken over by Riverhead and New York, we have been receiving many requests by operators at Chatham to use our influence to have a "For Sale" and "Help Wanted" column in our little magazine. The editor has approved our recommendation and in the next month's edition you will be able to find a number of bargains in good second-hand automobiles. In the meantime, if you hear of

any jobs for good telegraph operators pass them along to us so that we can print them.

It's a much mooted question as to how long some of us will remain in Chatham and many of the staff have already applied to the U. S. representative in Chatham (in the person of the Chatham R. R. Station Agent) for passports back to the United States. How about it, Henderson?

We might mention also that Chatham is to have a basketball team this winter. We only lost one regular from last year's team in the person of Lamarque, but this loss is more than made up for by the presence of promising talent amongst the new arrivals. Coach Pfautz is doing fine work with the squad.

So much for Chatham.

MARION

OLD reliable Marion, which has done such remarkable consistent work, and also carried off the honors month after month for having the most efficient all-around working station, has been sadly shaken up lately by the opening of the Long Island station. Good men were needed at Long Island, and from the ones that were plucked out of Marion, it is quite evident the powers that be knew pretty well where to find those Ohm chasers when they drained this staff. However, not throwing any cabbages at ourselves, there are still a couple of us left here that know how to get the series resistance without a meter.

H. W. Sparks packed up his little ol' seabag and bid Marion good-bye. Harry was a pretty good auto driver, and you fellers at the promised land want to watch your step if he gets another gasoline chariot.

What under the sun we will ever do without W. B. Mac-George and his ol' crate to kid about, we hardly dare to guess. Mac got rather uneasy and asked for a transfer to New Brunswick. When the time came, Mac felt all cut up about it, but there was no use getting a broom out to sweep the ocean back, so Mac pulled his freight off to New Brunswick. But before he went he shined his ol' steam roller all up spic and span and got 'er tuned up to such a pitch that she readily started when primed with two and a quarter gallons of gas. With the firing of a big revolver and the ringing of a large fire bell, Mac set out over the road in that famous car, bearing a great large sign reading, "DANGER, DON'T BUMP THIS CRATE, IT MIGHT EXPLODE! USE NO HOOKS!" White and Higgins rode as far as Providence with Mac to sort of ease the bus over the worst of the hills, as they put it.

K. N. Cumming was stationed at Radio Central for one month, tuning the red alternators up so that they would be

able to speak to POZ. During Mr. Cumming's absence, MacGeorge acted as Assistant Engineer in Charge.

We shall certainly keenly miss Frank Kremp. Kremp is the only Shift Engineer in the outfit that ever successfully tackled the job of tuning out the Northern Lights. Frank did this for Chatham the first night he graduated from a Dynamo tender to the job and worries of a Shift Engineer. He also has sailed for Radio Central, but don't you fret, Frank, we will take good care of Katie.

Alec Patten didn't like night work, so he resigned again, and went fishing.

Mr. Moore, Shift Engineer at New Brunswick, made the change with Mr. MacGeorge of this station. Mr. Moore and family arrived at Marion one day recently. We welcome him to our station, and as Moore is a ham, we are expecting to hear of he and Speedo having some great conferences.

A new Alternator Attendant, Mr. Lockhart, has also arrived in our midst, and we extend a hearty welcome to him. Mr. Lockhart is an ex-"Leatherneck," and has travelled over the biggest part of the globe. We are going to take him out and introduce him to some of Bill Dunn's friends that he left behind.

A. C. White has been promoted from Alternator Attendant to Shift Engineer, and has the best wishes from the rest of the staff.

Samuel Campbell tells a very interesting story of the reception accorded he and his family while down Chatham way. They attended a lawn party given by the Chatham boys which, from all descriptions, far outdid any such efforts on not only their part, but others as well. We trust that at some time not far distant we will be able to return the fine compliment to some of the Chatham staff.

Walter Wagner reports that everything is quiet over in Mattapoisett.

Harold Higgins has given his car a beautiful coat of green paint, and now you couldn't tell it from a brand-new car.

SAN FRANCISCO

OUR stuff was a little late getting out last month, and for that reason we did not appear in WORLD WIDE WIRELESS. The boss says there is no reason why we shouldn't get the article written up in time, but sometimes we feel inclined to differ on the point.

The reason is summed up thusly:

San Francisco is snapping out of it!

Japanese east and westbound traffic has gradually increased during July, August and September, until at the present time a larger volume than ever of paid traffic is being handled over our trans-Pacific circuit. The Oriental trade

is brisker and there is plenty of inquiry from Japan for American goods.

The alternators now in operation at Kahuku and Bolinas have been handling the traffic load in excellent shape. That the operating staffs at both Marshall and Koko Head are taking hold in good shape is evidenced by fewer complaints and some very good comment. The speed is almost all that could be desired, while mutilations, though still prevalent, are less in number and seldom are they traceable to the R.C.A. controlled circuits. When the Japanese use typewriters, then mutilations will be rare things, we believe.

The San Francisco public is very favorable to Radio. About the only kick we hear registered is that the only service we can offer from the Pacific Coast is Honolulu and Japan, with limited Marine. Every time some fellow here in San Francisco receives a message via R.C.A. from Germany or Sweden or England, he comes tearing down to 300 California Street with the answer, and we have to turn him down. They want to know *why*? Business, and especially foreign trade, has reached the bottom and is now unquestionably on the up-grade. There is no better time than now to get in on the ground floor all over the world—World Wide Wireless, in actual fact—and we want our share of the service out here on the Pacific. We want to take messages for South and Central America, Europe, Australia, China, Philippines and the Dutch East Indies.

Vacations are all over now except for Bill Conway, who goes some time this month. Bob Malcolm returned from Santa Barbara about a week ago and says everything went swell and he got some 70 miles to the gallon and used no oil at all.

The scribe got as far as Tia Juana where they soak you eighty cents a pint for some pre-war strength beer. Los Angeles is a nice town and the country down there is fine and full of cheap fruit: and there is much new building. But when you want to feel good you always drift back to old San Francisco.

Mary Horton is back on the job again, so Walter has had to step around lately.

We are about to settle down for a busy winter. We are going to get all the business the ol' ex-Pacific Channel can handle. Then we will keep Schenectady busy manufacturing more channels. We hope they don't run out of material.

The Abstracting force has noted with horror that a family of rats have moved into apartments directly under their coat locker, and judging from the rumpus raised between decks, the healthy condition of the rat children is taken for granted. All agree that if the rodents stay in their

apartment they may live on in peace and serenity until the old Gabriel rat toots his horn; but if they persist in exploring the above deck region, they are doomed to short lives sans happiness.

Conway says there will be war in camp if they start browsing on his abstracts, so the foraging parties had better watch their step. According to the four young ladies in that department, R.C.A. means "Rat Catchers' Association," and Miss Hamilton has assumed the presidency of that organization.

THE SUCCESS FAMILY

The father of Success is Work.

The mother of Success is Ambition.

The eldest son is Common Sense.

Some of the other boys are Perseverance, Honesty, Thoroughness, Foresight, Enthusiasm and Co-operation.

The eldest daughter is Character.

Some of her sisters are Cheerfulness, Loyalty, Courtesy, Care, Economy, Sincerity and Harmony.

The baby is Opportunity.

Get acquainted with the "old man" and you will be able to get along pretty well with the rest of the family.

COURAGE

A man without courage is as helpless as a ship without fuel—he may drift along with the tide, but can make no progress upstream.

The man worth while is the one who can turn his face full into the fierce gale of opposition and misfortune and go forward with brave heart and undaunted spirit.

It is easy to quit cold in the face of defeat—it takes a hero to smile and try again.

RADIO TRACTOR NOW IN USE

A radio tractor, the first of its kind to be assigned for service, has been added to the equipment of the Fourth Signal Company at Camp Lewis, Washington, commanded by Capt. W. B. Persons. The tractor has a sending radius of 30 miles and can receive from an indefinite distance. A new feature of its construction is a storage battery plant and three distinct radio sets.

The company has installed a press receiving station over which the news of the hour is snatched from the air as it flashes up the coast. A field telephone line has been maintained for three weeks with operators constantly on duty at remote switchboards. The men have become experts at various types of wire and wireless communication and can readily handle the requirements of a division in the field.

"DO"

Do everything well.
Do more than is expected of you.
Do things better than other people do them.
Do your work as if it were a pleasure to do it.
Do exactly as you agree to do.
Do some little kindness every day.
"Do unto others as you would be done by."

BOLINAS

WITH the construction work nearing completion, we will soon be bidding farewell to our many friends of the G. E. and J. G. White Companies. Alternator No. 2 is now in operation, and in a short time now we will have the station back in ship-shape condition as per pre-construction times.

I. H. Hill of the J. G. White Company is counting the days, yea, even the hours, until he leaves. It is rumored that he has had his trunk packed and ticket bought for the past two months, and he sure seems powerful anxious to get back to dear old New York. Of course, dear reader, you've guessed it—the young lady is still waiting for him.

J. F. (Jock) Parachini, our *Little Alternator Attendant*, has been making a series of tests in hopes of proving to the world that Mars is inhabited; in fact, Jock almost proved to us that the people on Mars are quite up to date, and have been trying to communicate with us for some time, using the continental code. Jock claimed there was nothing to it. Using his secret hookup she came in QSA, although it seemed that they used a terrible broad wave, as signals were equally strong on 50 meters as on 20,000. The following message was claimed to have been received: "Hello, Earth, if you get us, please answer via KET. We copy you every night; you come in very loud." However, to make a long story short, subsequent investigation showed that the antenna lead-in ran through Riddle's room, and the discovery of a key and buzzer hooked to it cleared the matter up. However, Jock still has hopes.

We regret to announce the departure of Frank Schafer, who has heeded the call of the sea and at last reports was sailing for the Orient on the S. S. *Empire State*. Good luck, Frank, and whenever you hear KPH booming forth you'll know that we have the switch over on the AC side.

A certain air of depression prevails around-about lately, since several of the staff received a reduction in wages. However, the injured pocketbooks are reported recovering from

the shock, and we are all hoping for better times in the near future.

Talk about hard luck and the old saying it never comes singly. Last week T. S. Baker stepped out of the power house door just in time to catch one of the new window frames falling from the upper story of the power house on the head and shoulders. "BA" went down for the count, but other than a swelled head and lacerated shoulder he escaped serious injury. The window, however, fared a little worse; five panes of glass out of eight were broken and the remaining three looked very pale.

All hands join in welcoming Mrs. Riddle back to Bolinas, and her many friends will be glad to hear that she is rapidly regaining her strength after her recent illness.

KOKOHEAD

M ARSHALL evidently thinks California weather is *the thing*, according to the ravings in the last WORLD WIDE WIRELESS. Better come on over to the Paradise of the Pacific and enjoy some real summer. It's eternal here, and so are the mosquitoes; nevertheless, all goes well at KIE.

Since writing last, our worthy navigators, Messrs. Baldwin and Anderson, returned from their trip to the South Seas. They visited Fanning Island, Palmyra and several others, and reported having some trip. The return trip was slow, account of being becalmed for three days off one of our beautiful islands. Rations ran low and Bill reports large consumption of beans and coffee. Both looked fine when they arrived. Baldwin's first thought was a restaurant, and there he stayed making up for all the lost time on the good ship *Lapaloma*.

Anderson returned to Kokohead, while Baldwin went on to the coast, seeking other fields of endeavor. Here's luck to you, BN!

Quasdorf decided that the climate here was a wee bit too warm, so left us and is now back in the civilized world again. Think of us, AU, when you stroll down that wonderful path of gold.

The rest of the crew line up as before. Benn was very pleasantly surprised the other day by the arrival of his wife. Now he has left our bachelor quarters and lives in town like the rest of the married men. Soon the hotel will be empty.

Corey still receives daily reports from Honokaa. He reports all going well and soon expects to make application for house allowance.

MARINE COAST STATIONS

BY acquiring the International Radio Telegraph Company's chain of coast stations, and combining their facilities with our own, the Radio Corporation now is in a position to render a complete service to all ships, which cannot be equalled or approached by any of our competitors.

Our ship operators should recognize the efforts we are making toward the development of a perfect service. That the ship operators will forward their traffic only via R.C.A. coast stations when within range, is of course expected. Cape May (WCY) is especially adapted to consistent long distance working and Manager Kent, (with Messrs Shallcross and Stiles, old timers and well known to most of us, are anxious the ship operators should know that signals from ships off Hatteras are uncomfortably loud at Cape May and it is no more trouble to clear traffic for South. Full advantage should be taken of this most favorable condition, and the relay privilege invoked to assist those who require it. By thus helping others, your own services are made more valuable, not only to the development of our marine coast stations, but because of the better service rendered the steamship companies and their patrons.

Mr. Stevens earnestly requests reports through the proper channel from ship operators on distances obtained and general efficiency of the R.C.A. stations. Those making suggestions which can be used to advantage, and ships making exceptional records in distance or rapid work will receive due notice in **WORLD WIDE WIRELESS**.

Stations are located at:

| | | |
|---------------------|-----|---------------|
| New York | WNY | Always open |
| Cape May | WCY | " " |
| New London | WLC | " " |
| Chatham | WCC | " " |
| Newport | WCI | 8 p.m.-5 a.m. |
| San Francisco | KPH | Always open |

QRG—RCA—QRV—QRQ

THE CLICKS

WHAT are they?" you ask, and the response is **THE CLICKS** "is", not "are" this time, an association of young women in the employ of the Radio Corporation of America, who are anxious to broaden and strengthen their friendships, especially those made during business hours.

The inception of The Clicks occurred on September 6th, when a group of the girls (yes, there are a few of them at head office) met to discuss getting acquainted with their fellow-workers. Scattered as they are over the eighteenth

floor of the Woolworth Building, down at 64 Broad Street, at 326 Broadway and way up at 140th Street, an occasional get-together was thought to be very desirable and necessary.

The first meeting, held September 16th, was for the purpose of organizing. Officers were elected as follows:

| | |
|-------------------------|-----------|
| Miss A. M. Bassett..... | President |
| Miss J. M. Burnes..... | Secretary |
| Miss S. Haber..... | Treasurer |

The number of members will be given out at a later date. The second meeting, on October 21st, took the form of a Hallowe'en party. After dinner, which was enjoyed immensely at a nearby restaurant, the members returned to the general office, where spooks went prowling and witches held forth with weird tales, and all enjoyed the merrymaking to the full. Miss the men? Haven't heard any complaining, so apparently *not*.

ARE YOU GOING?

THE fall dance of the Radio Provident Club takes place Thursday evening, November 17th, 1921, at 8:30 o'clock.

Every RCA member is cordially invited to attend. The admission price is \$1.00 for each person, including wardrobe. Surely every one of us can "make" this affair. It's going to be a regular get-together function, and remember that whatever profit is made goes to swell up the dividends of Provident Club members.

For music, none other than the Astoria Jazz Orchestra will be on hand. Mr. W. J. Schmidt has just informed ye editor that he is preparing a repertoire bound to make the young ones jazz some mean steps, while the seniors will have to "step on the gas" to keep up.

Secure your tickets at once, if you have not already done so. The following leading lights are charged with the solemn responsibility of dispensing tickets. See one of them today:

| |
|--------------------------------|
| Miss M. E. Duffy, 326 Broadway |
| Miss Sloyan, 326 Broadway |
| Miss Frimark, 64 Broad Street |
| Miss Bassett, 233 Broadway |
| Mr. Hock, 233 Broadway |
| Mr. Howlett, 233 Broadway |
| Mr. Kaminsky, 233 Broadway |

Remember the big three of this dance:

1—*The Date*—November 17th, 1921.

2—*The Place*—Leslie Ball Room, 83d and Bway, N. Y. C.

3—*The Price*—One iron man.

LET'S GO!

ATTENTION, MARINE OPERATORS!

860 Miles East of Sandy Hook,
September 24, 1921.

EDITOR, WORLD WIDE WIRELESS,
NEW YORK.

DEAR SIR:

ON THE NITE OF SEPTEMBER 23rd, SOME FELLOW WHO DID NOT HAVE THE NERVE TO SIGN OFF HELD UP TRAFFIC ON 600 METERS, IN THE CONGESTED DISTRICT BETWEEN CAPE RACE AND THE STATES, FOR ABOUT FORTY MINUTES. HE DISREGARDED ALL THREATS OF REPORT FROM VARIOUS SHIPS AND STATIONS, AND FROM THE REQUESTS TO QRT FROM ALL ANGLES, HE WAS RAISING HAVOC WITHIN A RADIUS OF 700 MILES RUNNING EAST, WEST, NORTH AND SOUTH. WCE GAVE UP IN DISGUST AND REFUSED TO WORK ANYONE. BELOW ARE A FEW LINES THAT I WOULD LIKE TO SEE IN "THE WORLD WIDE WIRELESS" ALONG WITH THE MENTIONING OF THE DATE THE INCIDENT TOOK PLACE.

"IN MEMORIUM"

TEST, TEST, YOU SELFMADE STAR,
WHILE WE WONDER WHAT U R,
IF SOMEONE SAYS QRT,
PAY NO ATTENTION SIMPLICITY,
HIS S.B. IS ONLY A WHIM
WHILE 'TIS MUSIC TO HR U QRM.
MAKE HER RADIATE 20 AMPS,
U CAN'T GIVE US THE CRAMPS.
NO! NOT YET A PERFECT NOTE,
DON'T STOP PLEASE, HOLY SMOKE
MY GOVT. RUSH IS JUST A JOKE.
MAKE US ALL, BOTH NEAR AND FAR,
WORK LIKE HELL TO QSR.
THAT'S THE STUFF, USELESS BLOKE,
NOW KEEP IT UP TILL U CROAK.

"A VICTIM"

RADIO CATALOGUE

THE Radio Corporation's new Catalogue of radio apparatus for amateur and experimental use has just come from the printer. Great is the rejoicing thereat by the amateur fraternity.

It is much more than the name implies, in that it contains most comprehensive and instructive matter concerning the use of vacuum tubes for both receiving and transmitting purposes.

Its dress is brown, trimmed in black, the RCA colors, with an impressive and imposing amateur C.W. station shown on the cover. After defining the liberal conditions under which the RCA products are placed at the disposal of the amateur radio experimenter, and a gratifying foreword delineating our aims and aspirations in the amateur radio field, the reader is told what makes the nationally famous station of Mr. J. O. Smith at Valley Stream, L. I. (2ZL) perform so consistently over the remarkable distances it does.

Mr. H. H. Beverage has made a valuable contribution on amateur antennae construction, which, if followed by the experimenter, will enable him to put more amperes in the antennae system. General information concerning Government regulation of amateur activities is given, also evidence that C.W. can be used on wavelengths below 200 meters, and used effectively. The pages tell the whole story about Radiotrons for transmitting purposes, showing nine different hookups. Each hookup includes a list of material for both the five watt tubes (Radiotron UV 202) and fifty watt tubes (Radiotron UV 203). One, two, four or more tubes may be employed as oscillators with any of the circuits shown. Self Rectification, Rectified A.C. and D.C. circuits, for C.W. and I.C.W. telegraphy and for radiotelephony, are given in most complete and comprehensive detail. Modulation by tubes, by magnetic modulator and by microphone transformer are clearly and fully described. So complete is this portion of the book that it will serve the amateur radio experimenter as a manual for years to come.

The power tube family, including the Kenotron tubes for rectification purposes and the accessories for transmitting tube work and receiving tubes, with the devices associated with them, are all covered.

A superior line of receiving sets detector and amplifier units, precision condensers and kindred devices is listed.

The ultra amateur real seagoing antennae materials, such as are furnished for shipboard use, are shown. With such material antennae may be erected which will stay put.

A whole page of books, domestic and foreign, on sale by the Wireless Press, Inc., leaves little to be desired by the amateur radio experimenter who wants knowledge of the art.

THAT ENGINEERING RAG (DANCE)

THE Engineers and Purchasers being so widely scattered among the furniture and fixtures of That Big Room, it was decided that we needed closer communion of spirit and a supper and dance was arranged for Tuesday the 27th, at the Lion d'Or, New York City.

The members of the department assembled and waited for the ladies to come to the aid of the party. They did quite well—only one-half hour late! After sending the ladies down the first elevator, Mr. Edwards, our solemn architect, ordered a male car for the men. Purchasing a yard of tickets, we took our private car up the Sixth Avenue L to the chow house.

After the flurry of consulting the handsome baggage tags each one wore to find out whom one had just been introduced to, the company settled down to the soup and the orchestra played a loud selection. Under cover of this confusion a group of Lord High Executioners kidnapped our baby, Miss Staff, and refused to return her, claiming she was no alternator and could not reverse. Mr. Reoch promptly set in motion the regular machinery of justice and submitted an urgent requisition to General Manager Sarnoff for one Staff for our high power station operations; but Mr. Sarnoff ruled that there were not sufficient funds in the treasury to purchase such a valuable article. The next time we do a favor for Mr. Hansell, he'd better be on hand and bring along the ol' cannon to defend his property.

We overheard Mr. Sarnoff remark that his new suit had been built with full quart-size pockets, but think the cherries were stronger than that. Miss Thieme seemed particularly wild in the dances following, and it is rumored that she had two cherries. Some fruit!

Much of our famous designing talent was devoted to creating new models for the headpieces made by the Big Room Lunching Club. As is quite fit and proper, our Chief led the field with a paper crown attached to his flowing tresses with a hairpin and was promptly dubbed Old King Cole. He was a merry old soul, all right. Mr. Sarnoff distinguished himself by sternly repressing a desire to make a speech or to talk shop, thus evidencing the strong will-power that has made him our Genial Manager.

And then the dance! Shades of Irving Berlin—when that wibbly-wobbly saxy started, young and old, blind, crippled and hectographed toddled forth and to and fro'ed. Even such steadies as Derrick and Griffiths alternated (word-form copy-written by E. F. W. A.) between the dance floor and their partner's toes. Ol' Gibraltar Beverage oscillated with becoming grace, proving that L and C need not be of equal value to form a good oscillating circuit.

Construction Superintendent Rossi built up his weak constitution with much strong coffee and was induced to break his marriage oath and dance with someone other than his wife. Miss Theda Birdie, our famous sunny spot, also had a lot to do with his flow of spirits (non-alcoholic).

The happy but foot-weary crowd gratefully expressed their appreciation to Miss Horton and her assistants for the way in which this get-together-and-get-acquainted party was engineered.—*Passed by the Bored Censors.*

SPEED RECORD

B. G. SEUTTER, wireless operator of *The New York Times* transatlantic radio receiving station and holder of the world speed record for receiving, won the American open championship held in conjunction with the Electric Show in the 71st Armory, Park Avenue and Thirty-fourth Street. In the finals Mr. Seutter took forty-four and one-third words a minute for two minutes, with no mistakes. George C. Otten of the Radio Corporation finished second, with two mistakes, and Jose Seran, a Chilean, third, with four errors.

There were thirty-nine entrants. The contest was held under the auspices of the National Amateur Wireless Association, but only twelve qualified for the finals. In the final contest the twelve men were started off at a speed of forty words a minute, and gradually were eliminated until only four were left.

Mr. Seutter's world record, made at a similar contest last March in the Pennsylvania Hotel, never was in danger. In that contest he made a speed of $48 \frac{3}{5}$ words a minute.

When a speed of forty-four and one-third words per minute was reached, it was found that Mr. Seutter was the only operator who had a perfect copy, so he was declared the winner. Mr. Seutter received a cup, suitably inscribed, which was given by the Edison Electric Company. The judge of the contest was Arthur Batcheller, Chief Radio Inspector of the New York District of the Department of Commerce.

Mr. Seutter's radio experience dates from 1913. During the World War he was in the United States Navy, stationed at Bar Harbor, Me. While there, Mr. Seutter was commended for the excellent radio results established. He was one of the navy operators especially assigned to receive confidential radio messages from the U. S. S. *George Washington* during her trips to France and back with President Wilson.

ARC VERSUS SPARK

RECENT newspaper statements upon the supposed superiority of the arc transmitter over the spark transmitter has made several pioneer radio men come forth to the defense of the older and more widely known and used method of marine transmission. A typical instance which has been brought to the attention of the editor is the following statement from Mr. A. A. Isbell of San Francisco, Cal., who has been through the many stages of commercial radio development and whose opinion is worth voicing here.

Mr. Isbell's letter follows:

"Some of us old timers of the Pacific Coast have been a little amused in the last year by the propaganda put out by the Arc crowd in San Francisco, their efforts being to convince shipping men that Arc equipments work extraordinary long distances, as compared to spark sets, and our amusement is based on the following facts:

"As long ago as 1909, 1910, 1912, the steamers of the Pacific Mail equipped with 5 K.W. 60 Cycle, straight gap spark sets (no rotaries), the receiving apparatus of which consisted of direct coupled units and crystal detectors, were communicating regularly with the KPH Station San Francisco from the Inland Sea of Japan, 5000 miles west of San Francisco, and the communication was carried on nightly during the winter months.

"In August, 1911, I myself on the steamer 'Mongolia' was able to converse with San Francisco when 4000 miles west of that port. Quite probably the results obtained were due to the fact that then we had no wave length regulations and the large vessels of the Pacific Mail, namely: the 'Mongolia', 'Manchuria', 'Korea' and 'Siberia' were transmitting on approximately 1000 meters. I have before me a printed list showing some records made in

1912. This printed list shows ships in communication from San Francisco all the way to Japan.

September 30, 1921.

A. A. ISBELL

EDITOR'S NOTE—*The spark system certainly needs no defense; it has again and again proven its worth and superiority. The arc, on the other hand, has perhaps not had the same opportunity to prove itself. Be that as it may, both of these systems must eventually give way to the more modern and certainly more efficient vacuum tube transmitter, slowly but surely forging its way to the fore of marine radio communication.*

INTERESTING FACTS

AN interview with the late Secretary of the Interior, Franklin K. Lane, which appeared in the *New York Times*.

Mr. Lane was evidently not an exponent of government ownership—and he incidentally pays the telephone companies of the United States a compliment upon their management under private ownership, for he said:

“Six families out of ten in this country have telephones, and with all its delinquencies, we have a better service than is possessed by any government-owned system that I have met with in Europe.”

There are about 25,000,000 families in the United States and 5,000,000 automobiles—one for every fifth family. “We have more automobiles than all the rest of the world put together.” said Mr. Lane. “There is no other country in which one family in 50 has a machine.”

About 14,000,000 families in this country own their own homes. “But,” said Mr. Lane, “this isn’t as good a showing as it should be, or will be.”

Six hundred million people went to moving picture shows in the United States last year; the entire population six times over.

In what other country, asked Mr. Lane, can you hear of crowds of from 10,000 to 50,000 people daily—and on business days of the week—attending contests in national sports, such as baseball games in the summer?

There is hardly a family in the United States that does not take a daily newspaper; at least, the percentage that does not is exceedingly small. “Yet,” said Mr. Lane, “I was in an English village ten years ago, in which 50 families lived, and only two dailies were taken in the entire town.”

One American university—Columbia—has more students than any other university in the world, excepting perhaps one in Cairo, where the course of study is principally confined to committing the Koran to memory.

"DON'T"

Don't drink.
Don't swear.
Don't tell a lie.
Don't run into debt.
Don't shirk your task.
Don't stay out nights.
Don't be late at your work.
Don't think you know it all.
Don't wait until you are old to marry.

HEAD OFFICE

TRAFFIC MANAGER WINTERBOTTOM was in Washington recently, in connection with the Disarmament conference.

Captain P. Page and Colonel C. H. Nance, of the Pan American Wireless Telegraph and Telephone Company, Buenos Aires, have arrived in New York on business of the Company.

G. J. Eshleman, Engineer, has returned from a six months' stay in Hawaii, bringing a bride, and has taken up his duties as Engineer-in-Charge, at Tuckerton.

G. L. Usselman, Engineer-in-Charge at N. Y. Radio Central, who was recently married at Marion, has returned from his honeymoon, spent at his old home in Kansas.

W. H. Barsby and L. A. Briggs, late of Belmar, have been appointed Assistant Superintendents at 64 Broad Street. Messrs. Sciavi, Bickford and Taylor, late of Belmar, are now Office Electricians at 64 Broad Street.

The engineering staff has arrived at N. Y. Radio Central, and final tests are being made in preparation for placing the new station in service. Eight No. 9 copper wires connect the station with Broad Street Office, New York, four running direct and four via Riverhead station.

Two additional copper wires are being strung over a new route between Honolulu and Kahuku station, making six in all.

Mr. Olsen, Attorney for Radio Corporation at Honolulu, was recently killed there in an automobile accident.

The regular meeting of the Static Club falls on the evening of November 3d. The speaker will be Mr. Sarnoff.

C. P. Bartholomew, of Sydney, N. S. W., a director of the Amalgamated Wireless Australasia, Ltd., was a recent New York visitor en route from London to Sydney. Under escort of Mr. Pillsbury he visited Radio Central and Riverhead.

George S. DeSousa, Treasurer, is enjoying his vacation at Atlantic City.

Stewart Reynolds, of the General Superintendent's office, has resigned.

W. A. Graham, Operating Engineer, has returned from an inspection trip to Marion.

R. T. Rossi, Construction Superintendent, has gone on his annual deep-sea fishing trip.

William G. Lush, of the Engineering department, spent his vacation up the state, and brought back a good coat of tan.

General Superintendent A. A. Isbell, of the Pacific division, is in New York on a business trip.

General Manager Sarnoff has returned from an inspection trip in New England which took him as far as Belfast.

President Nally expects to sail from England for home on the *Aquitania* November 5th.

Chief Engineer E. F. W. Alexanderson sailed for Europe October 25th on the *Aquitania*, on a business trip.

Niels Lindenblad, of the Engineering department, sailed for Sweden October 26th on the *Oscar II*, having been called home by illness in his family.

OBITUARY

Miss Ida Spilka, of the Sales division, Head office, died at the Post-Graduate Hospital, New York, October 4th, of pneumonia, after a brief illness. She had been in the service about two years, and was a general favorite among her associates.

EASTERN DIVISION

NEW YORK

JAMES A. QUINLAN, who has rendered long service with us, has returned from a spell of illness which, for part of the time confined him to a hospital. He sailed on the *India Arrow* for the Far East.

W. H. Allington is another of our old timers who experienced a siege of illness. Mr. Allington was on the sick list since July and we are pleased to state that he has recovered and resumed his post as senior on the *City of Savannah*.

R. D. Giles, who has been taking Allington's place on the *Savannah* since the *George Washington's* contract was transferred to another radio control, is now on the unassigned list awaiting the sailing of the Munson Liner *Huron*, which is expected to be some time this month.

P. Petlicki is back as senior on the *Gdansk* after laying off for one trip, during which M. O. Smith took his place.

W. H. Barry, who was junior on the *Gdansk*, is confined to the Marine Hospital. William Friedman went out as junior.

W. W. Redfern was taken sick just previous to the sailing of the *Munamar* and J. W. Bayne was appointed senior for the trip in his place. T. J. Waldman is junior. Bayne and Waldman served in the same Marine Corps together during the war in the front-line trenches in France, and both were wounded in action.

Erwin W. Vogel and William J. Herlihy left on the *Wytheville* for China, Japan and Manila.

J. D. Edwin is now on the *John Worthington*; C. P. Allwein is back on the *Socony 90*, and H. L. Blatterman is on the *Trontolite*.

Oscar Foy arrived in New York on the *Kootenai* just three days too late to enter the championship receiving speed contest at the Electrical Show. Foy claims he would have walked away with the cup had he been on hand.

Vincent S. Kearney, who was a close third in the finals at the contest, was immediately transferred to the New London station.

Albert E. Spicer sailed October 3 on the *William Isom*. Richard E. Maurice has resigned from the service. H. D. Taylor is enroute to Europe on the *West Inskip*.

Henry E. Markoe, after several years' continuous service, has resigned to accept an important post with the Y. M. C. A., with headquarters in Poland.

BALTIMORE DISTRICT

OUR congratulations to Inspector and Mrs. Smith on account of the arrival of Walter P. Smith, born September 21st.

Former Inspector Richwein, now Acting Assistant U. S. Government Radio Inspector, can be seen daily passing the office with his decimeter, wattmeter, brief case, etc., the total weight of all items not exceeding 82 pounds.

Constructor Newman of the Canadian Marconi Company was a recent visitor at this office. He effected installation of his company's equipment on the new steamer *G. Harrison Smith*, built at Sparrow's Point.

A number of old timers who have been waiting around for some time have proceeded to New Orleans for assignments having been informed that shipping is still moving in the Gulf. We would like a few ships diverted this way, please.

Doc Forsyth from Boston paid us a visit recently. The doc was showing us an Italian diamond which cost him in the neighborhood of four hundred, and for which, he stated, the customs authorities assessed him forty-one cents. Something wrong somewhere!

BOSTON

MR. SARNOFF, our General Manager, Mrs. Sarnoff, and Mr. George S. Davis of the Board of Directors, were recent very welcome visitors at Boston office.

Another of our welcome visitors was Assistant Traffic Manager Stevens.

As the result of a collision with the steamer *Jonancy* off Long Island, due to fog, the *Malden* was beached near Montauk Point on September 19th. J. H. Johnson stood by and was able to work the set until the vessel was beached.

A. T. Barber is off the *Belfast* and the Maine run for keeps. H. A. Wells is now on the *Belfast*.

A. E. Coatsworth and C. B. Hughes are on the *City of Rome*.

Henry Munroe and J. J. Muldoon are on the *Calvin Austin*.

R. G. Philbrook planned to spend a week in Maine camping, but the camp burned down. Philbrook now has the vacation and does not know what to do with it.

NORFOLK DISTRICT

HAVING been absent from these pages for several months, we feel that it is again time to break into print and let the gang know we are still alive.

During the month of September, Constructors Butt and Brown equipped the new Standard Oil Steamer *John D. Archbold* (just completed at the N. N. Yard) with a P-8A set. This is reported to be the largest tanker in the world and in keeping with such a ship special pains were taken in installing the set with the result that it was pronounced *perfect* by a competent judge. The large and spacious wireless room equipped with a special office desk, etc., along with the apparatus, was a combination that would gladden the heart of any wireless man. Someone, upon first entering the operator's quarters, thought they had, by mistake, gotten into the Captain's room. Operator William B. Parham took the ship to Mexico on her maiden voyage.

Mr. Gilpin recently returned from a flying trip to the New York Office. Evidently this trip taxed him greatly, as he was laid up for over a week upon his return.

During the month a Canadian $\frac{1}{2}$ KW set was installed on the Norwegian Steamer *Stiklestad*. While this installation was not in a class with the *John D. Archbold*, it was reported as being a first-class job. Installation was made by Constructors Butt and Brown.

We see very little of Constructor Soukup these days as he has a standing engagement with our 110, out of 304 steel ships laid up at Camp Eustis, Va. He was recently joined

by Mr. Butt and they report a continuation of hostilities with the U. S. L.'s with the RCA coming out on top. We wish them continued success.

The most important happening of the past month was the marriage of Mr. F. Mousley, our esteemed Radio Supervisor, to Miss E. C. LaGiglia, formerly stenographer in Mr. Mousley's office. This did not come as a surprise to their acquaintances as there has been a decided hint of wedding bells in the air for some time. Unfortunately, their honeymoon in Canada was cut short by a recall to the S. B. offices on account of reorganization. However, it is understood that they are just as happy here as though they were in Canada. We wish them **GREAT SUCCESS** in their enterprise.

GULF DIVISION

NEW ORLEANS

HULL No. 14, last of the fleet to be constructed for the U. S. Steel Products Company at Chickasaw, Mobile, has been named *Chattanooga City*. This vessel is now loading at Mobile for ports in the Far East. The radio berth on this vessel has been given to L. C. Kron, who has the distinction of having installed the radio equipment on all fourteen vessels.

Louis H. Boizelle, with the laying up of the *Eastern Victor*, has been assigned to the *City of Fairbury*.

Z. A. Thompson, having reported here from Baltimore, has been assigned to the *Sacandaga*.

Joseph B. Jackson, after a protracted confinement in the Marine Hospital at New Orleans, has been assigned to the *Ampetco*, relieving Bryan Walker whose license had expired while his vessel was at sea.

John Brunette has re-entered the service and has been assigned to the *Harry Farnum*, out of New Orleans.

W. W. Walsh was recently assigned to the *E. W. Sinclair* at Sincó, Texas, by the Galveston office.

L. M. Purrington, after having been left behind at Baton Rouge by the unexpected sailing of the *Thomas H. Wheeler*, has been assigned to the *Conness Peak*.

Some of the other assignments and transfers made in the Gulf Division since our last contribution are:

Henry C. Bodin to the *Lake Floravista*.

Edward Clesi, transferred from the *Lake Lasang* to the *Lake Strymon*.

W. L. Jones to the *Claverack*.

E. A. Crosby transferred from the *A. C. Bedford* to the *West Erral*.

W. J. Byrne to the *A. C. Bedford*.

E. L. Stokely newly engaged for the *Walter Hardcastle*.

D. S. Scherrer to the *E. R. Kemp*.

W. A. Clemmons to the *Fairfield City*.

Donald Kirkpatrick to the *Central American*.

Manuel Sanchez to the *T. J. Williams*.

S. R. King to the *Ophis*.

Talking about laid-up ships, it would appear that we have our share, our records showing a total of 75 distributed as follows:

New Orleans, 31; Mobile, 32; Orange, Tex., 12.

Pracically all of these are Shipping Board vessels.

GREAT LAKES DIVISION

CLEVELAND

A MONTH from now will find all our passenger ships and bulk carriers tied up for this season of navigation. Rumor has it that a good number of the bulk cargo vessels will tie up even earlier than the insurance expiration date. Notwithstanding the year's depression, practically all passenger steamship lines have carried as many, if not more, passengers during the past season than they carried during previous seasons.

C. S. Levin has laid up the *Arizona*, a one-man passenger ship, plying between Lake Michigan ports.

Floyd E. Gray is now on the *City of Buffalo*, vice Guy Harden, who has been given an indefinite leave of absence due to sickness at home.

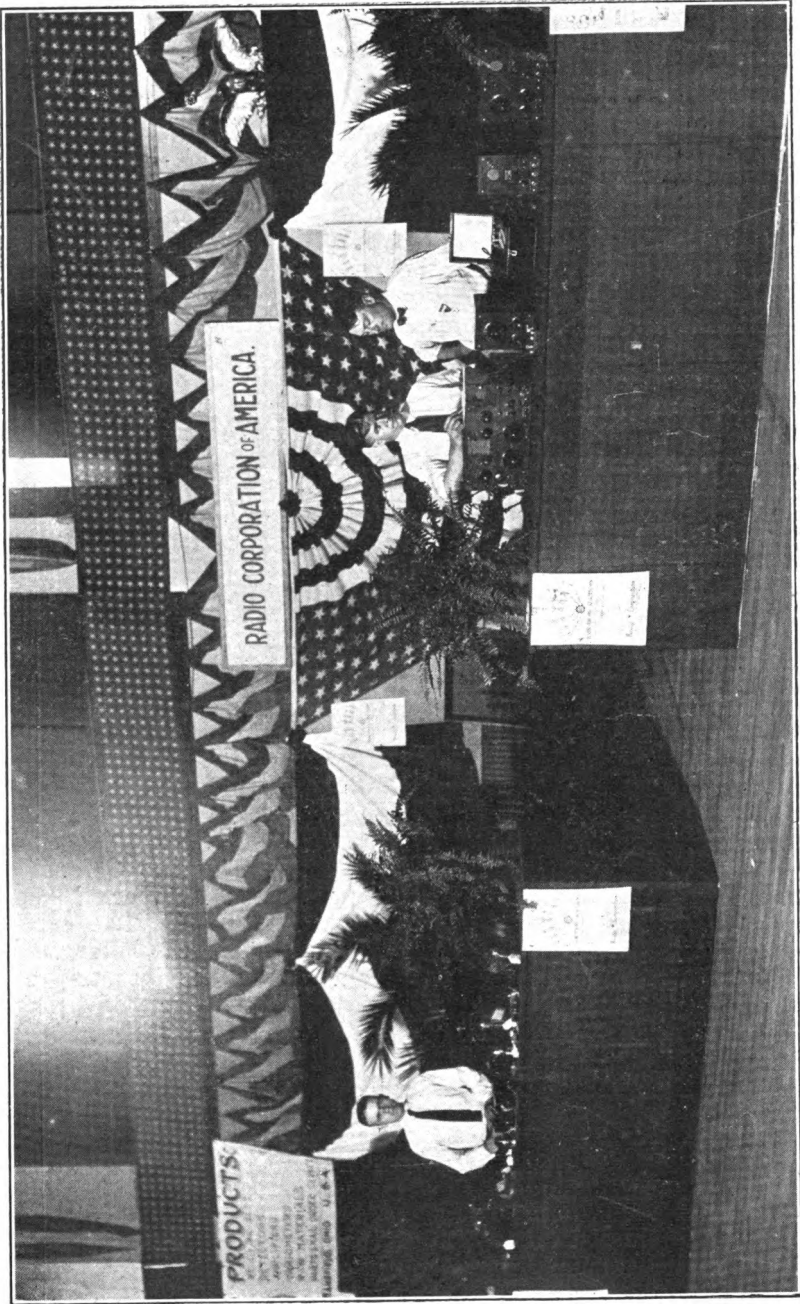
An interesting letter was recently received from Noble B. Watson, of the *J. L. Reiss*, commenting on the efficient operators employed on vessels plying the Great Lakes. As Watson has seen five years' service on the Lakes, his version of the calibre of his brother operators should hold water. For the information of the younger generation of operators who may doubt Watson's say-so, we will advise, confidentially of course, that he smokes one of the biggest, blackest, oldest, queerest and smellingest pipes in existence today. Though he might have been having a pipe-dream, we'll back him to the limit.

Charles S. Steinhoff recently relieved E. E. Kinney as junior on the *City of Cleveland III*.

Herbert I. Schmitt, who recently returned from the Eastern division, is now on the *City of Detroit III* as junior. Former Junior Charles E. Macomber is now senior aboard this vessel, vice W. B. Jameson, resigned.

F. A. Burrows has taken over the duties of Albert F. Marthens on board the *E. J. Earling*, Marthens having located a position ashore.

D. G. McDaniels, who can be found on the wrecker



OUR EXHIBIT AT CHICAGO ELECTRICAL SHOW

Favorite, has submitted several lengthy fish-stories, one of which we have reason to doubt. Along with his last epistle, in which he informed us that a late catch by the *Favorite's* Chief Engineer and himself consisted of a few thousand muskalonges and two perch, he requisitioned a pad of process-verbal, saying that it was mighty hard to keep track of their catches, unless he had a proper form on which to enter them.

John H. Mitchell has recently relieved George Noack on board the *Lakeland*, due to the latter's illness.

W. C. Evans and William V. Woodward, senior and junior respectively, have placed the *Puritan* in her winter quarters.

George F. Grossman is now attached to the *Petoskey*, vice C. D. Peck, resigned.

Walter S. Pfeifer can now be located aboard the *Clemens A. Reiss*, while David S. Little advises that his mailing address for the remainder of his natural life will be the *John P. Reiss*. Little claims that either John D. or J. P. would feel very much out of place should they trespass into his luxurious quarters.

Thomas B. Dancey is now attached to the Pere Marquette ferry line, as purser-operator.

Clarence H. Hiester has accepted temporary employment aboard the *Western States*.

Walter R. Hoffman performed very good relief work aboard the *W. F. White*, having joined this vessel on exceptionally short notice. Arthur H. Freitag, who was previously aboard the *White*, has resigned from the service.

Charles Nehlsen is permanently attached to the *Charles L. Hutchinson*, vice F. J. Hammeral, resigned.

We were very pleasantly surprised when the *Octorara* laid up to find that junior operator Wilson E. Weckel had wooed and wed Minneapolis' fairest debutante. The ceremony had been performed at the upper end of the lakes, and the couple enjoyed their honeymoon during the last trip of the vessel on the way down the lakes. It was a very blushing bride and a meek and awkward bridegroom that stepped into our office long enough to allow Mr. Weckel to report and bid his adieu for the season. We all join in wishing both Mr. and Mrs. Weckel the happiest returns of the day in their life-long venture.

PACIFIC DIVISION

PORTLAND

ON account of sickness, J. M. Rush resigned his position as second operator on *S. S. Senator*. Rush was relieved by H. C. Knight, and left for his home in Seattle immediately. Knight hails from Vancouver, Wash.

Ernest Helvogt received a transfer from S. S. *West Nomentum* to S. S. *West Kader*. This vessel is on the Oriental run.

J. I. Skov, of S. S. *Vinita*, is in love with the Chinese chow dogs. On his last trip home he canvassed all his friends to see how many wanted chow dogs. He left with several orders in his pocket and we would not be surprised to see him return this trip with as many as he can keep warm by the cook's galley.

A card received from Walter Teas, S. S. *Swiftwind*, says it cost him eleven cents for a hair-cut, shave and shoe shine at a certain port in southern Europe. The barber certainly could not be related in any way with American barbers.

Some of the operators to visit Portland recently, are: E. A. Reynolds and Vernon Bennett, S. S. *Curacao*; V. M. Contner, S. S. *Westward Ho*; P. W. Thomas, S. S. *Ernest H. Meyer*; V. J. Bird and H. C. Knight, S. S. *Senator*; W. H. Stiles, S. S. *Willfaro*; J. F. Hummell and Ray Carnell, S. S. *Rose City*; R. Colbert, S. S. *Santa Inez*; W. F. Johnston, S. S. *West Nomentum*; R. S. Kimberk, S. S. *West Cayote*.

This office received a very nice letter from Captain Z. B. Murry, S. S. *Pawlet*, in which he highly commends the service of Operator Herbert J. Scott, who recently resigned from that vessel. Below is a copy of the correspondence which tells the story in a way that everyone can understand:

THE ADMIRAL LINE

-L. C. SMITH BUILDING, SEATTLE, WASH.

Wana, Aug. 11th, 1921.

Mr. L. C. Dent, Manager,
Radio Corporation of America,
Portland, Oregon.

Dear Sir:

This is to notify you that the S.S. *Pawlet* will be in need of a new radio operator her next voyage, her sailing date having been fixed for August 11th.

To expect you to duplicate the last operator you placed aboard this vessel, Mr. Herbert J. Scott, of Seattle, will be asking you to perform the impossible, and in this connection I desire to state, and to emphasize the fact, that not since this ship has been in commission has she

had the radio service given by him on our last voyage. His knowledge of both the theory and practice of his work was far beyond that of other operators I have had, while his unfailing courtesy and gentlemanly conduct was frequently and favorably commented upon by all the ship's officers.

Any time Mr. Scott desires to go to sea again in the capacity of radio operator, I will gladly make room for him in any ship I may be in command of.

Hoping you may be able to find a man who can fill Mr. Scott's place acceptably, I am,

Very sincerely yours,
Z. B. Murry

Commander S.S. Pawlet.
RADIO CORPORATION OF AMERICA
PORTLAND, OREGON

Aug. 3rd, 1921.

Mr. Kenneth, G. Clark,
Radio Supervisor,
Seattle, Washington.

Dear Sir:

Please find attached a letter from the Commander of the S.S. Pawlet.

It is very commendable that an operator should receive a recommendation of this character from his Captain, and we are, therefore, forwarding it for your information.

Yours very truly,
Radio Corporation of America,
By L. C. Dent,
District Manager.

DIVISION OF OPERATIONS
UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORP.
WASHINGTON

DIVISION OF OPERATIONS
UNITED STATES EMERGENCY FLEET CORPORATION
WASHINGTON

August 17th, 1921.

File 2578

Mr. Herbert J. Scott,
W. 125th St. & 6th Ave. N.W.
R.F.D. No. 2, Box 240,
Seattle, Washington.

Dear Sir:

There is enclosed herewith for your information copy of a letter from Captain Murry of the S.S. Pawlet, commending your service while on that vessel.

A copy of this letter was forwarded to the Head of the Radio Section, U.S. Shipping Board, Washington, and he has advised that the Commissioner of Navigation, Department of Commerce, has been requested to make a notation on file copy of your service, record of the very satisfactory service rendered by you while on board that vessel.

This office is very glad to receive such a good report regarding an operator assigned from this District, and it is a pleasant duty to forward such a communication to you.

Very truly yours,
R. M. Semmes
District Director,
Puget Sound District.
By Kenneth G. Clark,
Radio Supervisor.

SAN FRANCISCO

THE personnel of the plant at San Francisco will soon be down to the level of the proverbial office boy and a cat, unless we lay off the trimming before long. Inspector Colbert was rewarded with a good berth on the *Santa Inez*, where he will rest up from his wrestle with the USSB

contracts. Installer McCarthy gets his by taking a long vacation and going to the mountains. He doesn't seem to appreciate his good fortune.

One of those "you know" events seem about to happen to a member of the staff at the plant, and we benedicts expect to welcome another martyr about the middle of next month.

Another British oil tanker, the *Amalthus*, was outfitted by the local force with a 1½ KW quenched set during the month. Operator E. D. Martin was sent from England to take charge of the radio and the ship will sail soon for the Orient with a cargo of oil.

All of the Matson boats are being equipped with 800-meter attachments for compass work.

The effect of the numerous changes being made by the new administration in the affairs of the USSB was noticed locally by the absence of the assistant Radio Supervisor since the middle of the month.

Operator Martin Principe has rejoined the Matson fleet and is now junior on the *Matsonia*.

Operators Wohler and Mair sailed on the *Nile* for a six months' cruise in the Orient.

George McElwaine and Mario Sylvestri are assigned to the *China Arrow* as senior and junior respectively. McElwaine has been to the Orient before, but Sylvestri is making his first off-shore trip and is a graduate of the Radio Institute.

Will J. Erich is now on the *President* on the coast run, but it is evident he has a longing for off-shore again.

V. M. Goldsmith, senior on the *Manoa*, took sick suddenly sailing day and F. Geisel made a quick rush on a short notice call. Goldsmith is now feeling better and will return to the *Manoa* next trip.

James Gleason was assigned to the *Wilhelmina* as junior, after a five months' stay ashore.

LOS ANGELES
PORT OF LOS ANGELES

ALL ye who enter the harbor of Los Angeles are familiar with the old landmarks—consisting of bluffs and more bluffs—geographically speaking. But on your next cruise to the land of sunshine and flowers, don't get excited and ask for your bearings, if you do not see the hills to the east of the channel, for they are fast disappearing; in fact, some of the most prominent have already crumbled under the attacks of the monster steam shovel assigned to this work.

A three-year contract has been let for the completion of the work of taking the bluff out of San Pedro, and some of the most historic landmarks of old Spanish days will soon be only history, and the senors and senoritas will be com-

pelled to hike back to the Verdugo hills for their wooded siestas.

San Pedro, or the Port of Los Angeles, is fast coming to her own, and will soon be one of the most accessible ports on the Pacific coast, with ample dockage facilities.

A prophet is not without honor except in his own country, so hearken to the words of a prophet.

SEATTLE

BUSINESS is picking up in this part of the country. At the present time we have *more bona fide prospects for marine installations* than we have seen for the past six or eight months. We trust that in our next issue some of them will no longer be prospects—except for additional sets.

John Prescott was assigned to the Standard Oil Tanker *Caddo*, which leaves shortly for South America.

Lloyd Benson, after a relief trip on the *Admiral Schley*, is now permanently on the *Admiral Farragut*.

Milton Koupal says he enjoyed very much his one trip on the *President* and only hopes we can fix him up soon on some ship where he can stay put for awhile.

Norman Allen, after many seasons in the Alaskan trade, has shifted to the Southern run and is senior on the *Admiral Schley*. He relieved Henry Wiehr, who is now on the *President*.

R. H. Brower, after a three months' leave, is again ready for the sea. He will leave here shortly for the Orient on the *West Ivan*.

Miss Cayo spent a delightful two weeks' vacation at Lake Crescent. During her absence, the additions to inventories threatened to engulf us, but since her return she has fixed things up so now we can tell if any one is holding out on us with an *acco fastener*.

Mr. Barker enjoyed the second week of his bisected vacation at his mother's home in the country.

RADIO INSTITUTE OF AMERICA

SAN FRANCISCO

ON Thursday, September 29th, a Radio Grand Opera Concert was rendered broadcast by celebrated singers of the Scotti Grand Opera Company, from the Fairmont Hotel in San Francisco.

A special party was arranged at the Radio Institute for the students and their friends. A detector and two-step amplifier was used and the receiver connected to circuit on the code practice tables. Each person had an individual telephone receiver and all present enjoyed a delightful treat and expressed their appreciation.

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