

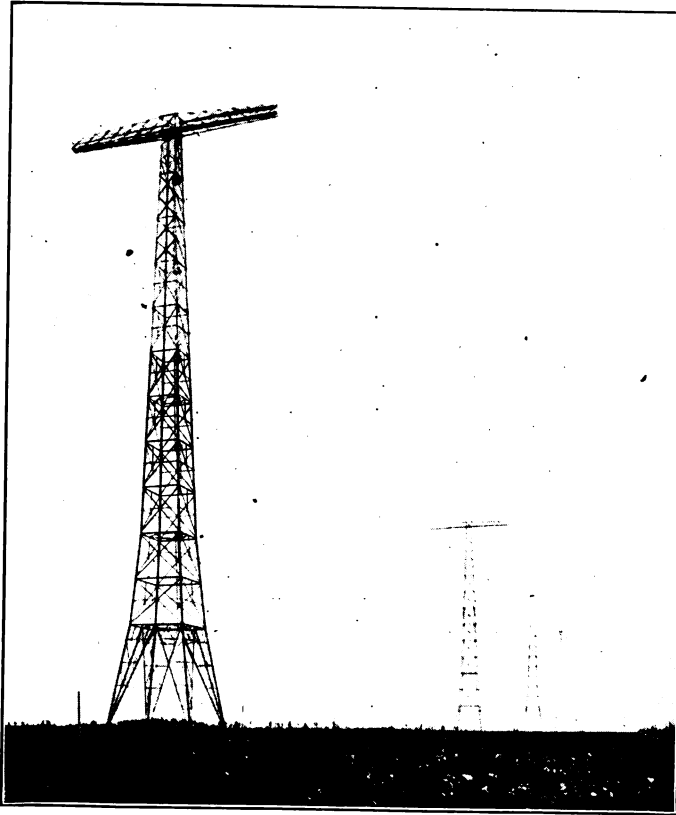
WORLD WIDE WIRELESS
PUBLISHED BY
RADIO CORPORATION
OF AMERICA

AUGUST, 1921

VOLUME 2

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



NEW YORK RADIO CENTRAL-TYPE OF TOWERS
See Page 3

RADIO CORPORATION OF AMERICA

233 BROADWAY

(WOOLWORTH BUILDING)

NEW YORK

BOARD OF DIRECTORS

Owen D. Young, Chairman

Gordon Abbott	Edward W. Harden
Albert G. Davis	Edward J. Nally
George S. Davis	Edwin W. Rice, Jr.
Walter S. Gifford	James R. Sheffield
Hon. John W. Griggs	Frederic A. Stevenson

EXECUTIVE OFFICERS

Edward J. Nally, President	Hon. John W. Griggs, General Counsel
David Sarnoff, General Manager	Charles J. Ross, Comptroller
George S. DeSousa, Treasurer	Marion H. Payne, Assistant Treasurer
John W. Elwood, Secretary	Lewis MacConnach, Assistant Secretary

Sheffield & Betts, Patent Counsel

William Brown, Attorney

Ira J. Adams, Patent Attorney

Harry G. Grover, Assistant Patent Attorney

William A. Winterbottom, Traffic Manager

Lee Lemon, Director of Traffic production.

E. F. W. Alexanderson, Chief Engineer

Roy A. Weagant, Consulting Engineer

Dr. Alfred N. Goldsmith, Director of Research

140th St. and Convent Ave., N. Y.

Edward B. Pillsbury, General Superintendent

Arthur A. Isbell, General Superintendent,

Pacific Division, San Francisco

Wm. P. Van Wyck, Purchasing Agent

Matthew L. Bergin, Director of Radio Institute of America,

98 Worth St., N. Y.

RADIO CENTRAL

A TRIP TO THE "PROMISED LAND"

As seen by Pierre Boucheron

THEY call it the "Promised land." I had heard this expression so many times before that I was beginning to wonder what the place looked like and how near to completion it was, so Mr. Grimes and I dropped off at Rocky Point, L. I., the other day to look Radioland over. Mr. Hammond, the resident engineer tells me the above expression was first used in some correspondence between himself and a friend some time ago.

Radio Central has by this time secured enough publicity in the press of the country so that the average individual knows what the station is intended to do and it does not take much stretch of the imagination for those who are in the radio game to realize what the "Promised land" means to them.

First, it is the "Promised land" because Radio Central is destined to become the hub of World Wide Wireless. Literally speaking, thousands of international dispatches will some day find their way to this Radiogram clearing house. Secondly, it is the "Promised land" because this huge project means much to the professional radio man, whether he be engaged in the engineering, operating or commercial end of the business. When this station is in full commercial operation many operating problems will unfold themselves, thereby enriching the practice and technique of international high power radio communication. This will mean wide applications and new uses for radio which, of course, will mean increased opportunities for the pioneers or those who are engaged in it today. It is simply a matter of having faith and "carrying on"—the future will soon overtake us.

But, to get back to the big job. As one of our illustrations shows, nearly six of the twelve towers (first wing) have been erected and at the rate these go up the second wing will be completed in very short order. As will be seen, these towers make quite an impressive spectacle. They are truly the sentinels of World Wide Wireless. Some of the men on the job tell an interesting story of how the natives wagered in all manner of ways last winter when the first tower was being erected, the popular belief being that the towers would reach up into the sky and lose themselves in the clouds—three miles high at least. Nevertheless, when the first tower was finally completed it made quite an interesting sight in the surrounding country, for as it stood in the cleared space it was distinctly the tallest thing for miles. As soon as the other towers went up, however, the effect was not quite so marked, although when the star is finally completed and all towers are up, it will certainly make a most unique landmark.

On the day of our visit, one of the metal cross arms was being placed in position and we were surprised how readily this ticklish

job was completed by the steel workers. Each tower is 400 feet high while the cross arms are 150 feet long. The upper part of the steel tower is galvanized so as to eliminate frequent painting which otherwise would necessitate shut-downs to permit the painters to work. The lower part, however, is ordinary steel and since it is quite remote from the vicinity of the high frequency zone near the aerials, regular painting can be more easily accomplished.

The power house is nearing completion. It is located in the center or focal point of the antenna system and a short distance away is installed the cooling pond which is also nearing completion. Inside the power house, the first two Alexanderson 200 k. w. high frequency alternators are being erected. Engineers, mechanics, masons, plumbers, laborers dart here and there, all very much on the job and working hard towards the future success of the big station.

Thanks to the rough riding qualities of the Ford in which Mr. W. G. Lush piloted us, we were able to reach the noon mess five minutes ahead of schedule. Here we had an opportunity of seeing the happy family "put on the feed bag." The community house and bachelor quarters are entirely finished. Although simplicity is the keynote of the arrangement, Mr. R. C. Edwards, our architect, has certainly designed things for comfort, home environment and artistic effects. The rooms for the staff are pleasantly situated and every convenience has been provided so that men on the job at Radio Central will have no cause for wishing to return to the city. From what I can see of the present layout, men on the job at Radio Central will have no cause for wishing or summering proposition. Incidentally, I do not see why the Advertising and Publicity division cannot most effectively function at Rocky Point instead of at 233 Broadway, at least during the summer months.

Judging from present indications, it is expected that the first unit of Radio Central will be ready for commercial operation some time in August. The opening of this circuit will materially assist the present daily European service performed by the New Brunswick and Marion transmitters. This will immediately increase traffic facilities.

The receiving station to operate in connection with Radio Central is located at Riverhead, L. I., which is about twenty miles from Rocky Point. This station is designed to accommodate six receiving units, four of which are now in operation, working direct with 64 Broad Street, New York City. This receiving station is unique in the fact that there are no operators present, all signals received being automatically transmitted to the Central Telegraph Office at New York. Thus we have remote control of the receiver with 100 per cent radio control accomplished, where

formerly it was only 50 per cent and could only be done in the case of transmission.

Radio Central is truly the "Promised land" and great things are expected here, once it is placed in operation.

N.B.—Would it be possible for the Radio Provident Club to negotiate a picnic to Radio Central some holiday this summer, say Labor Day? It would give many of us an opportunity to visit the big job and at the same time spend a day under most pleasant surroundings. There's hiking in the woods, bathing in the sound, picking of wild fruit, etc. What say?

(Editor's note: Suggestions invited.)

WIRELESS MEMORIAL

THE Wireless Memorial Fountain erected some years ago in Battery Park, N. Y., in memory of Radio operators who lost their lives at sea in the performance of their duty, and which has been in the custody of the N. Y. Maritime Exchange, has now been transferred to the care of a committee of six consisting of two directors of the Maritime Exchange; Captains Jacob C. Reichert and James P. McAllister; two officials of the Radio Corporation of America, Messrs. E. B. Pillsbury and J. B. Duffy, and two representatives of the American Radio operators, Messrs. Benjamin Meckerman and Samuel Schneider.

The committee held a meeting at the Maritime Exchange June 29th, and elected E. B. Pillsbury president and secretary, and J. B. Duffy treasurer.

It was voted to appeal to the Park Department to have the memorial renovated and secure better attention to its maintenance.

RADIO PROVIDENT CLUB IS BOOMING

THE first half of 1921 finds the Radio Provident Club in a flourishing condition. The Club has over eighty members who are saving their money.

This is a good showing, but there are still a large number of employees in New York City who might avail themselves of this opportunity to save and to participate in the Club's earnings.

Profits from sales of candy, cigars and cigarettes are steadily increasing and many employees have been accommodated by securing loans from the Club at a fair rate of interest. In the early fall it is proposed to have another dance for the purpose of promoting a social spirit among the staff and, incidentally, to swell the profits to be distributed in December.

Every Radiocorp employee in New York should participate in the privileges of the Radio Provident Club. Get in touch with Mr. L. MacConnach and ask for details. Do IT NOW!

THE RADIO TELEPHONE AT THE DEMPSEY-CARPENTIER SCRAP

HOW THE RADIO CORPORATION OF AMERICA PERFORMED ONE OF THE MOST UNIQUE AND SPECTACULAR NEWS SERVICES OF MODERN TIMES

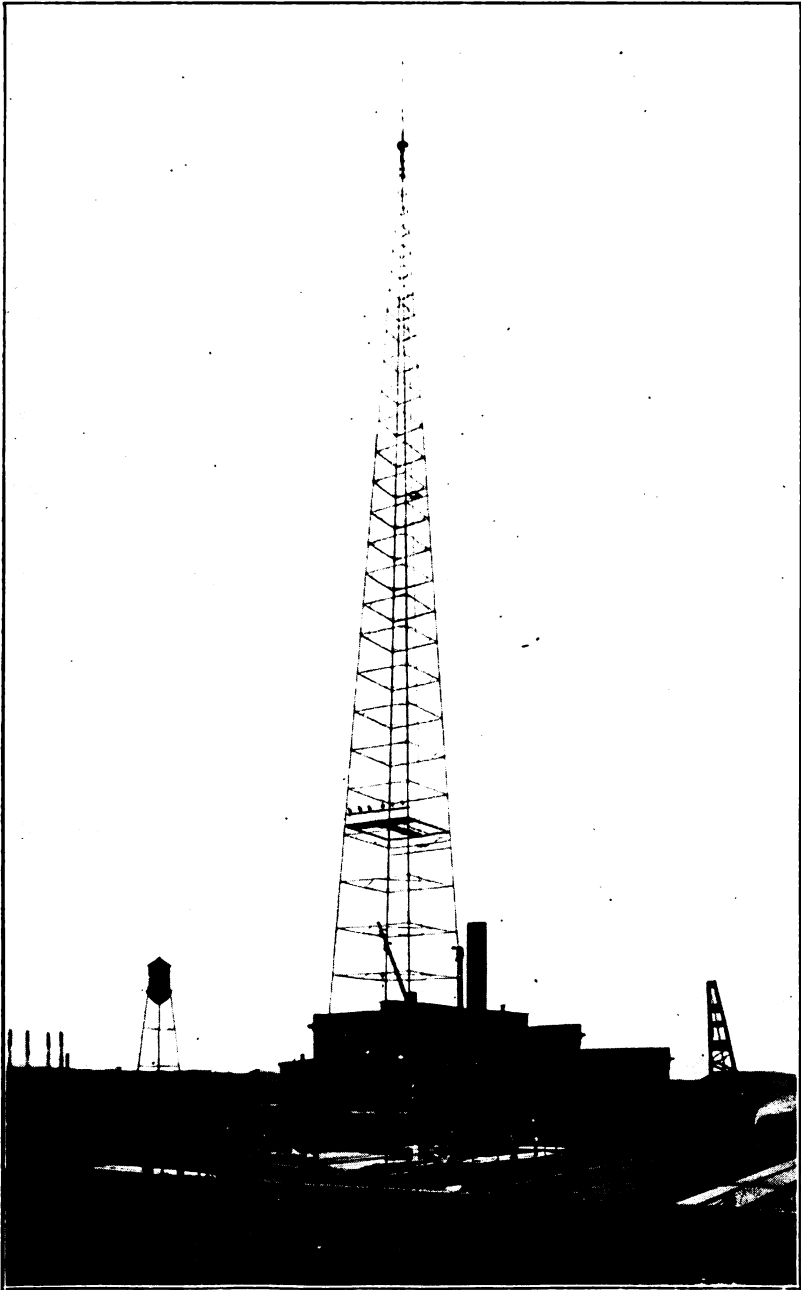
By Pierre Boucheron

WHILE Referee Harry Ertle counted "One, two, three, four, five, six, seven, eight, nine," and finally the fateful "ten," more than 300,000 "ear witnesses" to the big Dempsey-Carpentier fight were breathlessly "listening in" and hearing the same words by means of their radio telephone receiving apparatus. These amateur and professional radio men were located on land and sea at points far removed from the fight arena. In fact, practically every radio fan in New Jersey, New York, Pennsylvania and other surrounding states was at hand, as well as nearby friends and neighbors to hear for the first time the returns of an international sporting event by radio telephone. Then, too, many stations caught the words and in turn relayed the news farther on to more remote points so that the event was heard throughout the United States from the Atlantic to the Pacific coast in the same unique manner. In addition to the amateurs, hundreds of vessels, near and far from New York harbor, had also "tuned in" and passengers and crew alike heard not meaningless telegraphic signals but the actual voice of the radiophone reporter announcing in the same manner as an eye witness would, the essential features of what was going on in the arena.

This scientific feat which marks a new era for radio telephony was made possible by the combined efforts of the General Electric Company and the Radio Corporation of America, the first organization, by furnishing the necessary apparatus, and the second by installing and placing the set in operation and performing the multitude of details which this feat involved to make it a success.

In recent years much has been said concerning the wonders of wireless, but the stunts mentioned were in most instances isolated cases which did not particularly benefit any great number of people or mean much to the average person. This latest project, however, was singularly unique in that it gave out timely news to thousands of Americans without the thought of mercenary remuneration. It is probably the greatest achievement of radiophone broadcasting up to date.

The project was primarily devised to help the Committee for Devastated France as well as our own Navy League. Wireless amateurs within a radius of 200 miles were asked to help by offering their services in erecting suitable receiving equipment at local theaters, halls, sporting clubs, auditoriums, Elks, Masonic and K. of C. club houses and other public gathering places; nearly 100 in all. A nominal admission fee was charged on the



RADIO TOWER—LACKAWANNA TERMINAL, HOBOKEN

day of the fight and the voice bulletins sent by the big station at Hoboken were heard by the crowds almost simultaneously with the time of their actual happening at Jersey City. The returns from these sources were turned over to the two organizations mentioned above.

THE APPARATUS

The central radio telephone transmitter was located at the Delaware, Lackawanna and Western Railway station, Hoboken, N. J., utilizing the great steel tower which this railroad used some years ago in its train-dispatching-by-wireless system. The apparatus consisted of a 1,500-watt radiophone transmitter employing six 250-watt Radiotron vacuum tubes. These vacuum tubes, by the way, are the lamps which have well-nigh revolutionized the radio field and which directly makes radio telephony possible today.

A special motor-generator was erected near the set which furnished a potential of 2,000 volts necessary for the plate excitation of these vacuum tubes. The filaments of the tubes were heated by means of a separate low voltage winding arranged on the machine. The vacuum tubes and all other auxiliaries are contained in one unit as shown in one of the pictures, the panel of which contains all necessary switches for power control and wave lengths. The set was built by the General Electric Company expressly for the Radio Corporation.

THE ANTENNA

The antenna, which is clearly shown in the second picture, was stretched between the skeleton steel radio tower shown and the clock tower of the D. L. & W. terminal. It is of the "T" type and consists of four No. 14 stranded phosphor-bronze wires, 450 feet long with a 250-foot lead-in. It has a natural period of 740 meters and spreads about 250 feet above the ground. This antenna was energized by a current of 15 amperes furnished by the transmitter which, in radiophone circuits, is considered a great deal of current to radiate in the air. The wave length to which it was necessary for radiophone receivers to tune was 1,600 meters.

HOW THE FEAT WAS ACCOMPLISHED

The actual reporting was done in the following manner. Mr. David Sarnoff, general manager of the Radio Corporation of America, and Mr. J. A. White, editor of *Wireless Age*, were located at the ringside in the press stand and took turns at reporting the most important features over a private telephone wire furnished for the occasion through the courtesy of the American Telegraph and Telephone Company, leading direct to the radio room at the Lackawanna terminal. The news was given round by round and incident by incident, and at the other end was



THE RADIO ROOM. G. W. HAYES OF R. C. A. (SEATED) MAKING FINAL TEST. ASSISTED BY P. H. BOUCHERON

typed directly from the telephone and handed to the radiophone operator, Mr. J. O. Smith, a well-known radio amateur, in the form of bulletins. The latter immediately spoke into the regular mouthpiece shown on the radiophone panel, so that hardly a minute was lost between the actual incident and the spoken voice in the air.

Several thousand letters have since been received by the Radio Corporation from amateurs located up to distances of 500 miles from the scene of action, remarking upon the unusually clear voice of the speaker and enthusiastically voicing their approval at the success of the experiment, for it was the first time in the history of radio that the results of a boxing match were broadcasted by radio telephone.

FUTURE EVENTS

Incidentally, this initial success has decided Radio Corporation engineers to let the apparatus remain intact at Hoboken for some time to come, in order to permit experiments designed to further popularize this novel news-reporting device. In fact, it is announced that if the proposed fight between Carpentier and Brennan takes place on Labor Day the details of the bout and its results will likewise be reported in the same modern manner.

In the future, it is proposed to employ the radiophone to report all events of national and international importance, such as elections and big sporting events. Indeed, we are living in the age of miracles and the day is not far off when almost every home will be equipped with its own wireless telephone receiver capable of receiving the news of the day on one wave length, and the latest popular music and songs on another, simply by turning a knob in much the same manner as we operate our Victrolas. As a matter of record, many wireless amateurs throughout the country are doing this very thing now—it is only a matter of spreading the gospel of the radiophone to the everyday man.

NEW YORK

64 BROAD STREET

BROAD Street was certainly the centre of great excitement the 2nd of July during the Dempsey-Carpentier fight. We had the wireless telephone set erected in the locker room and Mr. Chadwick in charge. The results were conveyed to the operating room in as many seconds as it took to receive them. Mr. Rostron, acting Traffic Manager, kept his eye on the transfer of the flashes from the wires to the radio circuits. The expected result was we had the news in London and Paris ahead of them all. Mr. Sheehy had the honor of sending the results broadcast by wireless phone, and was located at the Lackawanna depot near the scene of the bout.

Mr. Weaver returned from his fortnight's vacation looking all the better for it.

Mr. Svendsen, late of Belmar, is now in our midst and is getting quickly acclimatised. His first few days evidently were the worst. Cheer up, Mike! It's all in the day's work.

We understand there was almost a split in the Henderson-Brown camp at Seagate. Seems to be quite the thing to go in bathing at night. Henderson, one night in the dark, put on Brown's bathing suit, and due to the fact that they were not of the flexible kind, result was a rip. Consequence, new bathing suit. Who is going to pay for it? Glad to say the matter was settled in a sociable way. Henderson is doing the housework for two months. Get used to it, Hendie? You may be glad of the experience by December.

We would like to draw general attention to the fact that we have quite a number of the fair sex, Mr. Hill's department having the following: The Misses Dorothy Collins, Marion Fox, Lillian Wohglemuth, Helen Toor, Agnes Santry, Ellen Sinnott, Irene Hannon, Edith Pollnick, Bertha Blankford, Helen Grady, Gertrude Curley, Evelyn Christensen, Mae Connolly, and Edith Sherry, all fine girls. To go into detail regarding their personality would take too long; but take our word for it they lack nothing. Do not accept this is an inducement, because we understand all the above mentioned are all spoken for. Announcements will be made from time to time.

SAN FRANCISCO CITY OFFICE

THE predominant feature of news from this section of Radio Corporation activity is the recent completion of two new Alexanderson alternator units. At the time of writing, these have been under successful operation for slightly more than a month and the results are exceptionally satisfactory from a commercial standpoint, at least.

Japan traffic is moving like clockwork these days and we are particularly anxious to have some new links put in the chain. The cry of "WHERE ELSE DO YOU GO?" is quite persistent. And they want RCA service!

Vacation time is here. Our Super, George Baxter, took his while the taking was good, and owing to the Marine strike he was able to pan out two months instead of six weeks as allotted. He did a lot of work during this period, and some observing, so we can't say it was all vacation. Our speed-burning Chief Delivery Clerk, Walter Hood, left a couple of weeks ago on his little sojourn up to Milpitas. Some say he took the wife and kids along. Look out Walter!

Bob Malcolm relieved Walter on the pick-'em-up-get-'em-delivered desk and it is a safe bet his Willys-Knight is in for a trip to the mountains when he gets his vacation. We saw Bob and Sheek in a uniform cap store recently and they came out with about a dozen caps under their arms. Then we trailed them to Moise-Klinkner's place where all kinds of metal signs are made. We followed them in and asked them what it was all about. They told us to watch them order. They advanced, gave the counter-sign to a salesman and proceeded:

"We want some small cap badges. They shall read: Counter Clerk, Cashier, Delivery Clerk, Solicitor, Collector, Telephone Operator, Bookkeeper, Bill Clerk, Messenger, Stock Clerk, Typist."

When they got the said badges and put them on the said caps we got so blamed curious we asked what the idea was, and we got a kick from the duet:

"We're the all around relievers,

Just now we're dubbed receivers,

But we never holler quits because we're stuck,

We feel a little funny

When we lose a little money

On the bright-eyed maids who catch us out of luck.

On the PBX we're clever

And seldom miss one ever,

We're equally good as service clerks, You bet!

Delivery desk is easy,

Collecting finds us breezy,

Our solicitation never fails, by heck!

Our caps will come in handy,

Assist us fine and dandy,

And in future you should never have a fear.

We surely feel like fighting

When we wear a cap marked Typing,

And get roasted for a bull on the Cashier."

Ladies and gentlemen! All you Radio guys gather around! You fellers that think you have been doing something all these years! Now, take off your hats to our one and only Chief Bookkeeper, William Conway! Why? Not because he is a crackerjack on trans-Pacific radio traffic—but because Bill decorated some on Decoration Day. Bill is the proud Daddy of Betty and Bill, Jr., the new Conway twins. All three doing fine, thank you! We've heard of a lot of one-timers around the RCA circuits, but this is where we move up a couple of pegs.

Algy Peterson, the seer, is spending his vacation reading Sir Oliver Lodge over at his country home in Oakland. Funny thing

about this is, the young lady in charge of the Cable Department at S. L. Jones & Co. stepped out on her couple of weeks off about the same time, and Edna Newsham, our stunning bill clerk, not to be outdone, did not show up Monday morning; so what we surmise is, that Pete is conducting a summer school in "Ow-cutism", on the shores of Lake Merritt.

Miss Sabatino goes next. Myrt doesn't know whether it'll be San Diego or Timbuctoo, but she says the place she goes will have to sport a lot of sports because she's tired of the bunch of cheap-skates around this burg. Miss Horton is going to hold down Myrt's job and attempt to do the steno work, too. Nobody envies her the task.

Chester M. Jackson vacates later, and he's going to forget Morse for awhile and enjoy his nights in the hay, so he'll be all fresh when he comes back. He has hopes of seeing a loop on the roof when he returns, and a first-class receiving set so he can work direct with Honolulu. Bill Gardner has been appointed relief operator.

Gertie Hamilton is haunting the gown shops in preparation for her trip to Loz Ongelez. We only hope that some wild elk doesn't catch her down there, 'cause we'd sure miss her round these diggins.

Sadie McLoone is mum on the subject of vacations. Probably the daily ride over the Howard Street car line keeps her mind upset so badly she can't figger by the time she gets home. We'll have that road bed fixed right away, Sadie.

Mrs. Emrick also maintains a mysterious attitude, but we venture to say she won't spend all her time on the ferry boats.

Paul Givens has relieved Bill Thacker as Counter clerk and we feel PG is going to develop those Octopui proclivities which are so essential to a man in his job. He's a south paw and utilizes this gift to good advantage by writing with his left and soaking the time clock with his right, all at the same time. What's the matter with your feet, PG?

We have heard it drummed to the wide world very much recently that the Pacific is to be the center of commercial activity; that all eyes and brains and brawn will be concentrated on the vast undeveloped trade of the Pacific-Orient, Pacific South and Central America, and Oceania. Already there is much activity. Many plans are on foot to capture the lion's share of the trade and a foothold must be gained NOW by those who hope to take part in this development and reap some of its profits and wealth. It is earnestly hoped by the scribe that RCA may gain that foothold for communication in all important countries quickly, so that we may use our energy in laying a foundation that will make the word *Radiogram*, backed by RCA service, relegate *Cablegram* into obsolescence and oblivion.

NEW BRUNSWICK

IN the absence of Mr. Hayden, Engineer in Charge, who is now on vacation, we are pleased to welcome Mr. A. W. Aird of Tuckerton.

Shift Engineer Mousley is again back with us, and says that New Brunswick is a paradise compared with Tuckerton, even though mosquitos are not extinct here.

Where are our cigarettes? They can always be found in the top drawer of Belanus' desk. It sure is wonderful how some fellows can quit smoking—their own.

Blighty is wondering why all flying creatures select the power house as a rendezvous. Keep on wondering, old top, we are doing the same. Perhaps Stock can work out some idea that may keep them out without closing the windows.

Our car is running, isn't it George?

We trust that Smalley will be more careful where he sits down hereafter. Bees are plentiful around these parts and they refuse to be sat upon. However, it is a good thing there wasn't a hive of them.

Our Independence Day celebration was held on the hotel porch. There were plenty of fireworks, and the affair was a wonderful success.

Here is a picture of our mascot, Prince, who is the pride of the station. Prince is always ready for play and takes special delight in testing his strength with members of the staff by means of a stick. He has been trained to wake everyone in the hotel as soon as the breakfast bell rings but upon finding that his calls remained unheeded, gave it up as a bad job. Lady friends of the staff have put in claims for ownership, but without success. There is no possible chance for Prince to leave the station without a great deal of chagrin and depression on the part of his present owners.



PRINCE—OUR MASCOT

Mr. Rowell is very proud of his two tomcats. We should have a cat fight pretty soon, and predict it will be a hair-raising contest.

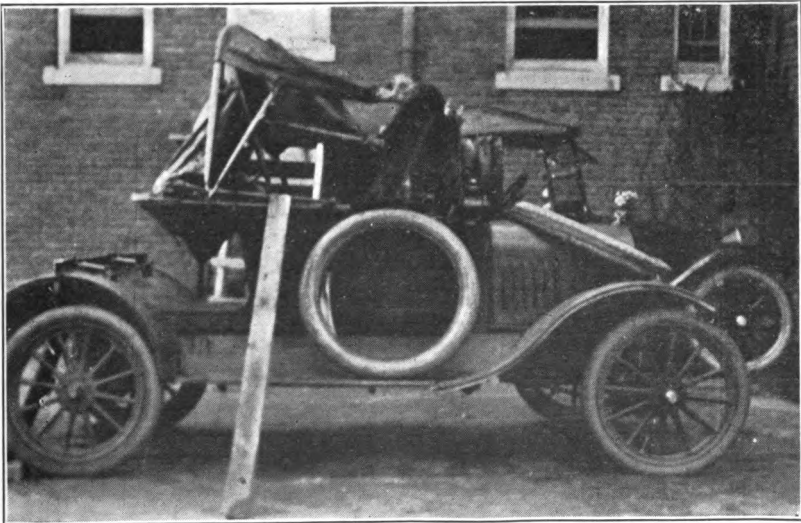
CHATHAM

WEDDING BELLS

MESSRS. Gouldrup, Higgins and Webster have bidden an eternal farewell to bachelor bliss. Higgins brought down one of the ladies from Bar Harbor, Gouldrup met his fate in New York, but Webster believes in patronizing home industry and obtained his bride in faraway East Harwich. No more will Higgins and Gouldrup apply for week-end vacations, nor will Webster hit the trail through the backwoods to East Harwich. With all this, the boys look well and we wish them and their better halves the very best of luck.

Many people at the station attended Webster's wedding, held at the home of the bride in East Harwich.

D. L. Higginbotham has sold his old Buick and purchased a late model Dodge roadster. Higgins does not like the larger makes of cars, but prefers the old Henry. We are submitting a picture of his newly-acquired car in order that you may judge for yourselves. Higgins says "She ain't much on looks, but she sure has a good engine and can eat up the road". Owing to the high price of gasoline Higgins is now using clam broth for fuel. He expects to have a rattling good time this summer.



WHAT IS IT?

We have recently acquired two deep-sea sailors in the persons of C. M. Wickes and J. T. O'Mara, who are not satisfied with sailing the boat outside the Chatham Bars, one of the roughest spots on the Atlantic coast, and there being becalmed, and it being necessary to send an SOS to the lifesavers to tow them ashore; but they still wanted to prove their seamanship by taking the boat out in a heavy wind and trying to return home overland. The *Wampus*, not being provided with wheels, objected. The boat is now in the hospital.

We have also with us the Worrall Navy. Joe Worrall has recently acquired a 16-foot power boat, a sail boat and a dinghy. The natives hereabouts are beginning to think it is like old times to have a fleet at anchor at Chathamport.

The water is wet in Ryder's Cove, isn't it Eastman? Eastman and Robinson have a new sailboat also. Becoming stranded on a sandbar one day recently, Eastman climbed out of the boat to push it off into deep water, forgetting that the sail was set. Eastman took an impromptu bath, but the only thing he is sorry about is that it wasn't Saturday night.

Since last going to press we have been favored with four new receiving sets, and although the results obtained with the old sets were pretty good, we hope that as soon as the fringes are worn off the new sets that the volume of traffic handled by this station will be greater than ever. We suspect that Freddie Johnston is pretty sore at having to leave the Radio Corporation's best receiving station. Never mind Freddie, we will help you on MUU whenever New York can't read him, if you will promise to help us on POZ when we can't read the German station.

We were honored by a visit from Mr. Rostron, Assistant Traffic Manager.

We don't know if you have been watching our working with our new marine sets, but traffic figures will show that on many days our long-wave marine set handled nearly as many paid words as some of the trans-Atlantic circuits, and we have only begun. Still we are greatly handicapped by being able to receive only from a distance of 1,000 to 1,500 miles. One of the engineers, in the person of Mr. Amy, says that our receiver should be able to work all the way across the Atlantic, but there seems to be a hitch somewhere. Never mind, when we do get going, which will be very soon, some of the other circuits will have to work high speed during a large part of the day in order to come up to our marine figures. WCC is in a fair way to becoming the busiest marine station on the map.

We welcome to the station Messrs. R. Parrish and P. Keating. Also Mr. C. E. Pfautz, Receiving Engineer.

Our new matron, Mrs. MacLaughlan, is cordially welcome and we soon expect to see her initiating the bunch into the intricacies of croquet.

MARION

DURING the recent Northern Lights storm—Frank Kremp, who had just taken up the duties of Shift Engineer, made a heroic effort—the like of which has seldom if ever been done before. Frank undertook to tune the lights out. When the earth currents came all positive or all negative, he pulled and yanked the old polarized relay most off the board in an effort to offset the effect—but no hopes—for old man Aurora Borealis put his hoof down real hard-like, and after Frank got tired blaming Chatham's unbalanced battery, he sat down and said, "Well, bo, there's the relay all hooked up, the juice is at your end, if you can't make it work—I'll be clammed if I can."

McGeorge's auto (breed and vintage unknown), has lately established some remarkable records. The first of which, was one night on a return trip from Mattapoisett. When Hammond's Hill was reached, the ole crate just naturally died, half way up. Mac., quite undaunted, threw her into neutral—released the brakes—backed down the hill and then used the momentum thus gained to turn the engine over (self-starter—as it were). We nearly crashed the running board off a Ford Rolls Nyce which was ascending the hill. On another occasion, Mac's. chariot attained a speed of twelve miles an hour. Mac. volunteered the use of his car to attend a dancing party at Bourne, one night, but his lady friend said—"Mac., that dance is *tonight*." Nothing further from Mac.



We very proudly present herewith, a picture of Miss Bernice Jean Cumming, the three-year old daughter of Assistant Engineer-in-Charge Cumming and Mrs. Cumming. They have just returned from a very pleasant trip to their old home in Canada. During Mr. Cumming's absence, his duties were filled by Messrs. McGeorge, Sparks and Vermilya, each being assigned for a period of five days. Speedo Vermilya is so much interested

in his work, that he reported for duty at midnight the first day of his two weeks' vacation. Speedo has for two consecutive months carried off first place in American Radio Relay League for handling the most messages during the month.

Rigger Bill Dunn, has made a discovery. Bill took hold of a well-grounded wire in his left hand and reached over with his right and grabbed hold of a halyard; now Bill agrees that wire's got more pep in it than Jack Dempsey's famous punch.

Marion is getting to be a great wild animal country. Harold Higgins has shot and killed several wood chucks just outside the power house door. A shift engineer came within inches of stepping on a skunk, which was sleeping in a pathway during the middle of the night. The same engineer killed a copper-headed adder snake just outside the power house.

At 10:30 A. M. on the morning of June 16th, our acting Assistant Engineer-in-Charge came rushing into the power house excitedly waving his arms, and called out the dynamo tender. The shift engineer on watch, being anxious to know where the fire was, looked out of the window and there—BEHOLD—our gallant acting Assistant Engineer armed with a piece of rubber hose, was in a fierce encounter with a garter snake. Our alternator attendant, seeing the distress of his superior, grabbed a 12-foot length of 4-inch pipe, and gripping the snake by the tail, with one blow with this light weapon, broke the snake's ribs. The alternator attendant is, we understand to be promoted for his bravery, to Acting Assistant Dynamo Attendant-in-Charge.

Walter Wagner, has returned from the Dempsey-Carpentier affair and relates great tales of the battle royal.

George Wixon, commonly known as Wicked Wixon, and Royal Vermilyea, the skipper's secretary, recently spent a day and night at Revere Beach.

How do you Wild West Bolinas men like the hum of those 200 K. W. red alternators as compared with the "Ole bread cutters?"

We want to know where traffic would be if those bugs—(Martin VIBROPLEXES) which were once said to be a "pest and nuisance and not to be allowed on our lines"—were really not used to-day?

We enjoyed the week-end visit of Mr. Reoch and Mr. Graham, but honest, we would much rather have week-end visits in the middle of the week. We sort of get all tuned up here for Sunday, and when we have such distinguished visitors, it rather upsets our balance. It is rather tough to have to blame our Assistant Chief Engineer, but as a matter of fact, we have had nothing but trouble since his visit. No sooner than he left New York City, the worst electrical storm in thirty-five years struck this part of the country, and it's been back and forth six different times since. The power has gone off about nine hundred times, the antenna insulation blown up the flue, telegraph lines all shot to pieces, and goodness knows what not. We can't blame Mr. Graham, because his visits never seem to have any ill effect on our operations.

A game of tennis was played between Mr. Graham and Mr. Reoch during their visit to Marion. Both contestants looked as though they had been in swimming when the game was finished. We understand there was a very heavy bet on this game, and although we did not see any stakes pass Mr. Graham won that game.

Mr. Reoch contended that Mr. Graham took unfair advantage by using the strung portion of the racquet to strike the ball, in spite of the fact that everyone knows that the wooden part should be used for this purpose. Mr. Graham's ignorance of this point and his terrific drive into the net, naturally placed Mr. Reoch under a severe handicap.

The visiting officials from the New York Office had a good opportunity to see the wheels go around at Marion, for they were right on deck when the severest storm of the year let go with absolutely no regard for the traffic department or the amount of traffic on hand. We trust the officials were well pleased with the way the switchboard was handled, and the interruptions corrected.

TUCKERTON

TU is about to acquire its better half. The ceremony takes place during the latter part of July. The happy couple (Set No. 1 and No. 2) will be at home in the power house after August 1st; there to run happily ever after. Rev. W. W. Brown, of the bride's church in Schenectady will officiate. The bride will be given in marriage by her father Mr. P. A. Baker.

A. W. Aird is temporarily at New Brunswick, relieving the E. C. at that station.

T. J. Hayden paid us a visit the other evening; we didn't see him but we heard he was in town.

W. F. Driscoll has taken over the duties of Elmer Mousley as shift engineer. Mousley has been transferred to New Brunswick and W. Kestler has been appointed to the vacancy of alternator attendant, due to Driscoll's advancement. Success to you, Billy.

My dear Mrs. Finch: S. P. C. A. There's a man down here; and he's still wearing his sheep skin coat; and we thought you might bring some influence to bear, for our efforts have been of no avail; and though we won't mention his name; won't you please hurry, as it is already the month of August and we are afraid it will be too late. P. S.: Please refer correspondence or representative to Shift Engineer Roberts.

A cottage at Long Island, eh? Well, Doc, don't forget, other ladies, beside landladies, may protest against late lunches.

Josh Larkin's slogan is: don't feed the animals, so we screened him up in the power house so they couldn't get at him. Kelly and Joe made a good job on screens for the power house, so that the shift men can now stand watch in peace.

Messrs. Rossi and Shannon were down recently for an inspection of construction. The deep well and alternator No. 2 are both nearly completed, and all construction forces are on the verge of leaving. It will be a great satisfaction to settle down to straight operation and a chance to polish up the station a bit.

Our Ford has been revised; the new supplement consists of Stewart speedometer and a set of new fenders all 'round. Our next addition will be a cow-catcher for rabbits and turtles.

Book agents, etc., please take notice: H. J. Smith, of this station, takes on all comers; and if they have a good line and handle it fluently for half-an-hour it's a ten to one chance he'll take one, and maybe two.

It has been noticed that a member of our staff has a habit of waving when he passes the window of W. C. Jones' pharmacy. Who is it Heinie, the nice young lady who sells hair tonic?

BELMAR

BELMAR may be dead, and all that, but there are still a few of us left down here to watch the corpse. And a lively corpse it is, too, at times, when troubles elsewhere give us something to live for.

Mrs. Mac just came back from her vacation, then packed right up and left us to take care of ourselves, while she goes off to spend the summer at Chatham. She is said to have bought a stunning bathing suit to take with her; watch out for that new diving board at Chatham, its days are numbered.

Our croquet fans say the game is not half so exciting now that Mrs. Mac isn't here to pick on. And yet they hang lights out of the windows, and play till the wee sma' hours.

Even Mr. Barsby has succumbed to the influence of the wickets and mallets and plays a wicked game with the rest of the crowd. We are glad to see him around on his feet once more.

Miss Grimsley claims she didn't come to America in search of romance, but how about that nice young farmer she vamped? And then she refused to accompany him to the Glendola movies that evening. But we notice she *starts* her afternoon walks alone, now.

A letter from the Laundry Co. for Mrs. Svendsen floated around here several days before we tumbled as to where to forward it. We hadn't even suspected such a thing. Why don't you pay your wife's bills, Mike?

Here are the makings for a piece of front page scandal!! Not so long ago, with hubby safely at work and the baby sound asleep, Mrs. Briggs and Mr. Fyfe went flivvering over to that big wicked city of Glendola, and it has leaked out that there they managed to secure more than a taste of 42½% dandelion wine. But next time

it was noticed that Fleming accompanied them as chaperone. And now we know why Fyfe has been assigned to all that hard work, climbing poles, etc.

After everyone had planned for a vacation over the week-end and the Fourth, we were very pleased ?? to be informed that Belmar would handle traffic both days. You cannot convince us but the RD and RC staffs had it all planned. We hope someone enjoyed it.

And speaking of such, just ask Ward how he liked copying MUU while the big fight was going on July 2. But Broad Street took it over again right afterward, so that's alright.

Darlington wants to know how they keep the New Brunswick flivver going on three coils. The fourth coil is always in use as our WNY transmitter.

"The way to make money out of WNY," says Rabbitts, "is to charge the public 10c admission to watch the static make fireworks through the vacuum arresters." WCC take notice.

Matthews sold his Ford and bought a motorcycle. Now he walks to work.

After Dempsey had been announced as winner Taylor philosophically remarked, "One sure way for Carpentier to have won would be for me to have bet on Dempsey."

There is a tribe of small boys who have a habit of going bathing in the river just in front of the operating building. Which explains why Ford sprained his ankle getting out onto the porch when Franklin announced, "Say, look at this bunch of girls". We forgot to say, the boys' bathing attire is nature's own, and nothing more. But the girls had brought their suits.

Schiavi has been bathing in Shark River, too. When he comes back he uses sapolio to get the mud off.

No use trying to get T. Ward to ride in the flivver any more. Not when a certain young lady of his acquaintance will call for him in a *real* car. We are getting almost used to it, by now.

KAHUKU

THE members of the Kahuku staff recently had the unique pleasure of visiting the new Mormon temple at Laie, 6 miles from Kahuku, just before its dedication, after which ceremony no gentiles will ever enter that house of worship. This is the only temple of the Church of Jesus Christ of Latter Day Saints (Mormon) constructed outside of continental limits of the United States.

The temple is located in the little village of Laie which has been the center of Mormon teaching in the Islands since the 50's

of last century. It occupies a knoll in the midst of the picturesque village by the sea. The style of architecture is unusual and is like ancient religious piles in the Orient, with just a touch of the Babylonian in the manner in which the buttress-like wings surround the central and flat-topped structure. The temple forms the center of a series of terraces which drop in regular formations to the lower part of the hill.

The interior is beautifully finished and is furnished with tapestries, rare carpets and mural paintings which tell the story of the Book of Mormon. The great baptismal fountain rests upon the backs of 12 bronze bullocks very similar to the basin in the temple at Salt Lake City.

No more beautiful building has ever been constructed in the Hawaiian Islands. If it were not built as a temple it would serve as a rich and wonderful palace of royalty. Its cost is in the neighborhood of half a million dollars, far beyond the original estimates, but nothing was sacrificed in its completion, which necessitated a much larger outlay of funds than anticipated.

Quite a number of the workmen at the Kahuku station during its operation by the Government were Mormons, residing at Laie, most of them owning their little cottages and bungalows with taro patches and gardens planted with tropical trees in the remarkably clean and orderly and typical Hawaiian village.

BOLINAS

WELL, folks, here we are again, and as Mr. Graff used to say, everything is functioning dexterously. With number one alternator working like a charm, and the work on number two progressing rapidly, we have very little to complain about. KIE tells us that we come in over there like a ton of bricks, and we even have had JAA tell us the same.

Shift Engineer J. F. Bransch, has heeded the call of the city and has moved his family over to San Francisco, where he will follow shortly. All hands wish him the best of luck. E. J. Abbot has retired and is now taking life easy on his farm; he reports, "That back to nature stuff is the only life". OK E. J. but don't forget to look us up once in awhile. Dynamo Tender Thomas S. Baker, has been promoted to Shift Engineer, relieving Bransch. J. Parachini, recently of the S. S. *China* has been appointed Dynamo Tender.

Assistant Engineer S. W. Dean, at this writing is preparing to leave for Kahuku. Just what the attraction is over there, we don't know, but as Mrs. Dean is going along we guess it is all right. We all wish you both the best of luck, and hope to hear from you from time to time. Mr. Riddle arrived from Kahuku last week and will relieve Mr. Dean.

Messrs. Gerhart and Nichols from Marshall, called upon us recently and wanted to know just what happened when they pressed the key, so we told them all about it, and added a bit more for good measure. We are always glad to see any of the boys from ML and wish they would drop around more often.

Chambers is sure getting a lot of sport out of his Baby Grand, having covered the surrounding country pretty thoroughly during the past month, including a trip to Yosemite National Park.

Mr. Winn, G. E. machinist, arrived from Kahuku last week to set up alternator number two.

We understand that M. A. Snyder is to make his home in California, having become so infatuated with our beautiful clime that he cannot bear the thought of leaving. However, Mr. Stack has decided to leave "Alaska", and is now spending his vacation in sunny California.

MARSHALL

ONE of the things we'd like to rave about at this time is the wonderful weather we are having. Naturally, it's very hard to describe and so we'll say it's just right, the kind that you would all enjoy, and we are wishing that you could all be out here to enjoy it with us.

We don't want to be misleading about the weather here, for it's often far from being so pleasant; but we do say it has its good effects. It runs something like this: Martinelli hears that there are going to be some foot races at Inverness, just across the bay. We all know that it takes a prime mover to compete in the 100-yard dash and make a showing but Marty never felt more prime in his life. Having mislaid his pencil he figures mentally, that if he moves those slender LIMBS of his fast enuf he will win. He confides to Goodger, that fast-rising marine op., and together they steal away in Marty's French Ford. He has the confidence and all that he needs is a witness.

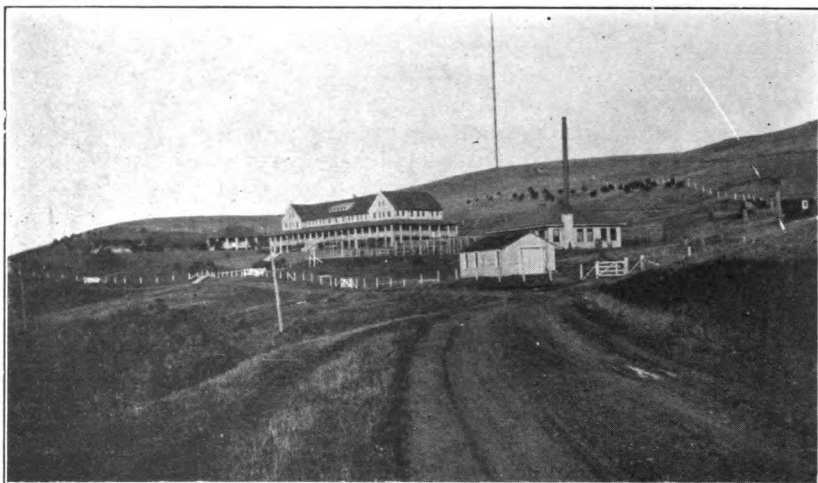
Why go into more detail? The fact that there are a few college youths competing does not daunt our hero. He even refuses to consider that he has been standing a series of mid-watches. Once more he takes in fully the aspect of the seldom weather and inhales several fillers of the 4½ per cent salt air from Tomales Bay and WINS. Well done, Marty.

We merely narrate the above to show that if this weather could only keep up long enuf, even the most sluggish of us would be inspired to do wonders, nay, miracles. However, with reference to our traffic figures, we regret that we shall have to wait upon the traffic solicitors, since we are moving everything that they have put in our way so far, speedily and with ease. We wish you east coast men would take a slant at our present daily totals anyway.

It is also noteworthy to mention that Dan Reidy has of late been seen moving down along the road, one foot following close behind the other. This is a sure sign that he is getting the exercise he so much craved.

Conditions also seem most favorable to the musically inclined. Behold! A troupe of troubadours with their accompanying instruments of rythmn. Their names are Goodger, Marion, and Arensburg. While at present favoring us only occasionally with a little harmony, we expect good things of these minstrels. Keep it up fellows; every little bit helps.

Arensburg, the new marine operator, is the only new addition to the staff. He looks like a regular one and we do believe he can deliver the goods. Welcome, old man.



MESS QUARTERS AND COTTAGES

B. McDonald, who was with us for a long time and has a rare ear for detecting clicks in the phones, suddenly departed from our midst. Give us a long call, Mac.

Will some kind and well-informed person give us some dope on the prospects of either Peterson or Nichols entering into matrimonial bondage. The suspense is frantic and we don't know now whether to go to the city and spend the money we have saved up or wait a little longer to learn definitely. Now that you've got the little home Pee, why delay?

Our own little Fighting Bill Da Pep, better known as the Speed demon has sold his 19—? model "Everymorningfixem" and has purchased one of Eddie Rickenbacher's high-powered Sheridan roadsters. We are all looking forward to Bill making some

new *cross country* speed records. We also understand that Superintendent Roy has resigned from the Chevrolet colony and purchased a Sheridan Touring. Nearly everyone of the staff either owns a car of some kind or a gas boat, and some of the boys are now talking of hydroplanes.

HEAD OFFICE NOTES

President Nally returned from Europe on the last trip of the Aquitania.

Traffic Manager Winterbottom has completed his visits to Wales, Norway and France and is now in Germany. He sails for home August 6.

George W. Hayes, of the Sales Division, has returned from a western trip which took him to Kansas City and Minneapolis.

W. A. Graham, operating engineer, recently inspected the stations at Tuckerton, New Brunswick and Marion.

The first meeting of the recently organized Static Club was held at the Woolworth Building June 22 for the purpose of completing the organization. David Sarnoff was elected vice-president and Lewis MacConnach assistant secretary. The other officers are Dr. A. N. Goldsmith, president; E. B. Pillsbury, secretary, and G. S. De Sousa, treasurer, the entire board of officers constituting the executive committee. Four meetings will be held each year. They will be in the nature of smokers, devoted to good fellowship and discussion of topics of general interest. One meeting each year will be open to lady guests.

On the occasion of the marriage of Henry Heisel, of the accounting department, he was presented by his office associates with a handsome dinner set, as a token of their good wishes for himself and his bride. The honeymoon was spent at Washington.

C. J. Ross, comptroller, has returned from a visit to the Cleveland division office. At Cleveland he met his brother, B. J. Ross, superintendent of the Western Union Telegraph Company, who entered the telegraph field in 1884, as delivery clerk for the Postal Company in that city. In 1889 C. J. Ross joined his brother's staff as messenger at the "F" branch office. Both are members of the Old Time Telegraphers and Historical Association.

General Manager Sarnoff was recently in Washington and Boston.

Assistant Chief Engineer Taylor is spending a few days at Wellfleet, Mass.

Assistant Chief Engineer Reoch recently visited the station at Marion, Mass.

EASTERN DIVISION

NEW YORK

RAYMOND D. GILES is the man of the hour in radio circles. He is the first operator to sail on an American merchantman as chief with nothing to do but watch over the three assistant operators. Ray is just the boy for this job and we can imagine him in his full evening dress promenading the decks, making the girls envious of his armful of gold braid. E. H. Knies is First Assistant on the *George Washington*, M. O. Smith is Second Assistant and W. H. Barry is third. The Chief on this big ship receives a greater salary, in recognition of his position, and the first assistant's salary is the same as the operator-in-charge of other ships.

The *Old North State* sailed with a different crew of operators. Reid S. Shipley is in charge, H. F. Bollendonk is second and Adney Wyeth is third.

E. J. Stockheimer sailed for the west coast on the *Steel Mariner*.

Frank A. Boyle and S. R. Kay are on the mother ship of a Shipping Board fleet laid up in Jamaica Bay. One of the men must stand a watch from 8 a. m. until 6 p. m. while the other is visiting the various ships, charging batteries and fixing up the radio rooms, and one man must remain aboard every night. It was necessary for them to run a cable from the mother ship across all the others. Taps were taken off the cable on each ship so as to charge batteries.

Richard Warren was transferred from the *Maracaibo* to the *Lackawanna Valley*, which had been laid up. J. E. Cronney took Warren's place as senior of the *Maracaibo* while J. L. Gray remained as junior.

Paul G. Bergin and Anderson Offutt are senior and junior, respectfully, on the *Munamar*.

Harry Dubofsky, a new man from Brooklyn, was assigned here to the Gulf division steamer *Crompton Anderson* on July first.

John J. Sullivan sailed on the *Sagadahoc* for the Far East.

It is noted that the latest issue of the New York telephone directory in listing the several numbers of the different Radio Corporation offices throughout the city, does not include "Franklin 3197." This number is connected direct to the Eastern division office at all times when the operator is not on duty. It will be well for the operators to note this number as it is also a convenient one for use during the day, as it comes direct to the switchboard, while the six Barclay numbers must first come through the head office in the Woolworth Building before being connected here. "Franklin 6245" also comes direct to this switchboard and is shared by the M. R. I. division and the Radio Institute after hours. The numbers for Broad Street, Fifth Avenue and upper Broadway offices do not connect with this office.

Speaking of telephones reminds us of our delightful operator, Clare Weaver, who is still rendering the very efficient service for which she became noted from the first day she spent at the board.

Miss Mary Duffy presided as a relief operator recently and showed us that there is another girl about who knows how to please.

BOSTON

NILMER HOLM, formerly of the *West Isleta*, is on his way across the continent with a new third mate's ticket in his pocket and our congratulations.

Harry Gray has left the *Norfolk*.

Frank Flood, from WSO, here on his vacation, has the distinction of having attended the Dempsey-Carpentier fight, and regaled us with an account of it. Frank appeared unduly anxious to demonstrate on us how Dempsey retained his crown.

Elmer Walter is on the *Dixieano*. Something must be done to chirk the boy up, and the little excursion to London should do it.

The *J. Fletcher Farrell* was equipped at Fore River with a P-8A set, Constructors Mike and Ike furnishing the talent. The ship is owned by the Sinclair Navigation Company and is a tanker. The radio will be operated by Gulf Division.

BALTIMORE DISTRICT

TEN-INCH spark coil sets were installed on the steamers *Norlina* and *Carolinian* during the past month.

Walter R. Hoffman, formerly on the Brazilian steamer *Jabotoa*, recently took assignment on the *Norlina*, bound for the United Kingdom.

Bill Vogel returned home after spending several months on the Old North State as Chief Operator. He took a chance on the *Sudbury* bound for Hamburg, Germany.

The *Carolinian* was recently commissioned at this port after a lay-up of several months. Joseph Ogle was assigned.

L. D. Payne was detached from the *Chepadoa* after an eight months' trip to Australia.

Mr. H. C. Gawler, of the Head Office, was recently in this city on business.

Loyal W. McKee, former Baltimore station manager, called on us several days ago to pay his respects. Mac is in the accounting department of the Naval Communication Service at Washington and has more dope on the latest rates than old man Berne himself.

PHILADELPHIA DISTRICT

IT'S an ill wind that blows nobody any good. The English coal strike certainly put new life into shipping at Philadelphia. Approximately twenty ships which were tied up at Hog Island

have been re-commissioned within the past two weeks, which means that just so many operators have been presented with meal tickets.

Oscar Foy was a recent visitor at the Philadelphia office. Foy delivered a most remarkable and interesting speech on "Hypnotism and Power of Will." We are still wondering where Foy bought the inspiration.

Constructors Berger and Schwab had a busy month during June. The following vessels were equipped:

Foldenjord, 1½ KW. English type transmitter.

Ala, 1 KW. Navy type transmitter.

J. M. Cudahy, 2 KW, P8-A transmitter (re-installation).

Henry M. Flagler, ½ KW, 531 transmitter (re-installation).

David McKelvy, 2 KW P8-A transmitter.

Puente, 2 KW P8A transmitter.

In addition to these, the installations on the *Playa* and *Yankee Arrow* were completed with the exception of tuning.

Four audion installations were made on vessels at Hog Island during June, and other installations were made on vessels in the Delaware.

Vessels newly-assigned to the R. C. A. by the U. S. S. B. at Philadelphia are the *Ala*, *Bay Head*, *Conness Peak* and *Arizpa*. Vessels re-commissioned *City of Fairbury*, *Castletown*, *West Pool*. In addition several private contract ships have sailed which had been tied up owing to the dullness of shipping.

Mr. Hartley, D. M. at Philadelphia, entertained some of the staff and friends at his home Saturday the day of the big fight. Mr. Hartley fitted up a receiver and two stage amplifier to obtain the fight returns from R. C. A. Wireless Telephone set. It was a great success, the voice could be heard loudly and distinctly by all present. Five pairs of telephones were connected in circuit with no noticeable reduction in audibility and not a word was missed during the entire fight. The entertainment was intensely interesting and we all wish to extend congratulations to all those concerned in making such a wonderful success of the unprecedented demonstration of the usefulness of wireless telephony.

GULF DIVISION

NEW ORLEANS

JACK M. DICKINSON has re-entered the service in this division. He is attached to the *Lake Floravista*.

H. L. Blaterman, formerly of the Great Lakes division, is attached to the *Swift Arrow*.

Carl A. Stolf was recently assigned to the *Lake Gardner*.

William C. Finlay, a newly-engaged man, has been placed aboard the *Dulcino*, which was recently put back into commission.

Our old friend Charles B. Buddecke, after spending a short vacation at home, is now making a trip on the *Oldham*. We expect

to get a card from Buddecke pretty soon, saying that he is seeing "Europe in Rotterdam."

Paul D. Herrold is in charge of the *Lake Dunmore*, a Shipping Board vessel, recently assigned to the Radio Corporation.

Charles C. Toussaint is making a year's voyage on the *Montgomery City*. He is going through the Panama Canal to Japan, India, through the Suez Canal, Mediterranean Sea and Atlantic, back to this port. Some trip!

C. F. Bailey has been transferred from the *Lake Flournoy* to the *Tekoa* at Galveston.

J. C. Drouilhet is junior on the *Coahuila*, vice Vincent Fertitta.

Wm. J. Taylor, Jr., is in charge of the *William Isom*.

Paul C. Lampiasi is in charge of the *Craster Hall*.

Ernest B. Smith was recently transferred from the *City of Vernon* to the *Afel*, at Galveston.

A. Z. A. Bradford is in charge of the *Lake Giddings*.

Herbert I. Schmitt, a newly-engaged man, is on the *Western Chief*, a Shipping Board vessel recently re-assigned to us.

John T. Currie is in charge of the *Swift Sure*.

Percy J. Eagan was assigned to the *Munisla* at Mobile.

Wm. Walsh is in charge of the *Fourth Alabama*.

Henry C. Bodin was recently transferred from the *Mexicano* to the *Anniston*.

Julian D. Arnold was assigned to the *Baton Rouge*, relieving George H. Catlin who went to New York on leave of absence.

Leon C. Wyndom resigned from the *Walkkill* to re-enter college. He has been relieved by Carter M. Clinton.

Ernest G. Johnson has been assigned to the *Lake Flournoy* at Galveston.

W. W. Dornberger has been assigned to the *Norman Bridge* at Galveston.

Ralph C. Holtzelaw has been assigned to the *Lake Floris* vice Arthur L. Glasscock, resigned.

Robert Cleghorn is making a trip to South America on the *Hancock County*.

Wm. C. Simon has been assigned to the *Lake Gardner*.

Edward Clesi has been assigned to the *Lake Lasang*, a Shipping Board vessel recently re-commissioned.

We are in receipt of a communication from a certain operator whose name we will not disclose, and are wondering whether this man is really an operator or whether he is a Philadelphia lawyer in disguise.

Here is the letter. Judge for yourself:

"This is a report on the condition of the wireless receiver on the, a steamship engaged in trade between Atlantic seaports of the United States and Cuba. The installation consists of a Navy type tuner, a pair of W. E. head phones, and three point detector stand.

"This equipment should enable the above-named station, I feel sure, to always be within the range (at night) of the government station at Arlington, Va.; first, because the vessel is never more than 1,100 miles (nautical) distant in radius from that station; second, because the vessel has a 200-foot, four-wire aerial, well-situated and insulated; third, because the Navy type tuner is a part of its equipment, an instrument recognized by most radio men as an excellent one, and as one capable of the reception of the signals of distant stations.

"But unfortunately, when the vessel is once south of thirty, the reception of NAA (at night) becomes difficult and somewhat uncertain, and, south of thirty-five it is practically impossible. This condition should not exist.

"It is the detector on which I throw the blame for the present inefficiency of the set, and I do so for two reasons: First: the springs in the point holders are worn out, and a firm and stable point, which is vitally essential, cannot be obtained; second, and of most importance, the minerals on hand are dead, and have long been so. I have tried boiling them in water, cleansing them in gasoline, filing them and clipping them, all without result.

"I therefore would suggest, first—that the detector stand be renovated or replaced. Second, that sensitive crystals be substituted for the dead ones now in stock.

"In order that you may properly understand that it is not I alone, but likewise the Master of the vessel, who desires that improvement be made *at once*, he has set his signature here below."

(Our inspector found a loose connection on a binding post of the tuner.)

GREAT LAKES DIVISION

CLEVELAND

WHILE the sailing season in this division is now at its height and our waiting list has been materially shortened, we are operating but 80 per cent. full strength. Existing conditions prevail, as elsewhere, due to the shortage of cargoes for the bulk carriers. With the exception of two up-shore run vessels, all passenger ships are in commission, and from appearances, will continue running as heretofore for the full summer schedule. The recent placing in commission of the larger class A ships has brought many familiar faces back to the service; faces whose last words at the end of the 1920 season were: "Good-bye forever, Good-bye, Great Lakes, Good-bye!" Nothing epochal about their return—and as to calling it a "come-back"—even J. Willard or J. Johnson are liable to stage one.

Few transfers are being effected, as the boys are sticking close to their ships. Clarence H. Hiester recently relieved Henry R. Grossman on the *Alpena*; Grossman having requested leave on account of sickness.

G. F. Holly served as temporary relief aboard the *Alabama*, while R. W. Eling was at home with his parents.

Ivan C. Wiborg, recently employed in the Gulf division, has been assigned to the *Arizona*, sailing out of Chicago.

E. V. Noble is doing duty aboard the Ann Arbor car-ferries.

Jos. Angsten, of the *A. M. Byers*, paid us his semi-annual visit a few days ago, and said, though he had nothing of any importance to relate, he would like to know the answer to the question, "Why was Lake Michigan built so close to the shore?"

Carl Menzer and Dwight V. Johnson have been assigned as senior and junior, respectively, to the *Carolina*.

Roy Demeritt, after an absence of almost two years, is again with us aboard the passenger steamer *Christopher Columbus*, a one-man job. This ship is the only whale-back or (as commonly known) cigar-boat in the world carrying passengers exclusively.

Frederick B. Schramm recently sailed from Detroit on the *City of Detroit II*, making daily runs to Cleveland. Schramm, through conscientious study, won the scholarship at Case University as an electrical engineering student, during the last semester at this college.

The *E. J. Earling*, bulk carrier, recently laid up for an indefinite period of time; Operator Stack having been transferred to the *W. H. McGean*, vice A. J. Leszinske, on leave.

Don G. McDaniels is now attached to the wrecking tug *Favorite*.

Special mention must be made of the efficient manner in which Great Lakes Naval Communication stations handled the Dempsey-Carpentier fight results on July 2nd. The Cleveland station, through the co-operation of the Cleveland Press, broadcasted the results, round for round, securing the dope over a private wire.

Harlan Bigalow, a last-year man, has taken out the *Westland*, plying in the automobile trade between Cleveland and Chicago.

G. E. Flower, who recently returned from the East Coast, has been doing temporary relief work in this division, writes in and says that he would like everybody to know that the difference in the temperature at Vera Cruz, Mexico and Alpena, Mich., is very pleasing to the well-being of said Garrold.

C. H. Zeller and J. F. Sholtes have been assigned to the *Manitou*, sailing in the Lake Michigan district.

Walter C. Evans and Ernest A. Klein are with us again; having been assigned as senior and junior, respectively, to the *North American*.

The *State of Ohio*, which vessel recently cleared on her first trip of the season, has Chas. E. Heffelman in charge of the equipment; this being his third season on board. During the winter months Heffelman is a mining engineering student at the Denver College of Mines.

A. R. Mehrhof and Harold Hultgren have once again returned to our service, and can now be located aboard the *Puritan*, with Chicago as their home port.

Norman J. Hughes recently tied up the *Clemens A. Reiss* at Chicago.

"Hi-Life" Monde, of the *Richard J. Reiss*, recently spent a day in Cleveland; the first since his departure in the early Spring.

Marcus G. Limb is now aboard the *Theo. Roosevelt*, which vessel's activities have been transferred from the Lake Erie to the Lake Michigan district.

Ernest C. Brelsford has sailed on the *Seeandbee*, the largest side-wheel passenger ship in the world.

The *South American* went into commission for the 1921 schedule with G. W. Holberg and Dwight A. Myer, senior and junior respectively, in charge of the equipment.

F. J. Elliott, of our construction force, has recently returned from his summer vacation, having spent a week with his parents in Jackson, Mich.

Irving L. Lindow has taken out the *City of St. Ignace*, a one-man passenger ship, plying between Detroit and Cleveland, while Paul W. Kessler has cleared from a Lake Michigan port aboard the *Iroquois* for the first trip of the season.

Constructor Leonard is installing a C 296-B panel aboard the *Colonial*, a combination package freight passenger ship, which is to be placed in the Cleveland, Ohio-Rendeau, Ontario, trade.

Comptroller Chas. J. Ross recently spent a few days in Cleveland visiting friends and instructing the office force in the handling of various accounts which were previously handled from New York. President Harding is not the only notable to claim Ohio as his place of birth, as we find that Mr. Ross also hails from the Buckeye State.

PACIFIC COAST

SAN FRANCISCO

DUE to the numerous installations which were made on the Pacific coast during the past few months we have experienced a shortage of 2KW panel sets. A set was obtained for the *Swifteagle* by dismantling the Pacific Mail steamer *Colusa* while she was laid up during the business depression.

The *Colusa* has now been taken over by W. R. Grace & Co. and placed in a new run from San Francisco to Seattle, thence to the west coast ports of South America. One of the new P8A panel sets was installed. On account of the new G. E. motor-generators being ten inches longer than the old type, it was necessary to cut a hole in the bulkhead of the adjoining room. The *Colusa* will no longer carry passengers and will take but one operator.

Shipping conditions are about normal again. The strike conditions have caused very little disturbance. No difficulty has been experienced in getting operators, although it has been necessary to employ a few new men.

The Radio Corporation station at KPH is still giving excellent service with the spark set and will still continue to handle the traffic, regardless of the opening of the KFS station by the Federal Telegraph Company. The use of the 450-meter wave has proved useful in eliminating interference when working with KPH.

During the month we received eight P8A 2KW sets which will relieve the shortage of this type of equipment. All of these sets are already contracted for and will be installed on ships now building in San Francisco.

PORTLAND

THE installation of a P-8 panel set on S. S. *Swiftwind*, of the Swiftsure Oil Transport Co., has been completed and the vessel made her trial trip. This being the last vessel to be built by the Northwest Steel and Dock Company, the trial trip was made a gala affair. More than half a hundred high officials were aboard and the vessel was fully decorated with flags and pennants, which gave her a decided air of gaiety. But the best part of it all, was the good eats. On leaving the dock, the tables were set with the finest variety of food—from soup to nuts—and was kept replenished by a staff of real waiters in full dress. Our District Manager L. C. Dent, made the trip as radio operator, and it is needless to say, he did more operating at the dining table than in the radio room.

Two of the new tankers, the *Swiftscout* and *Swifteagle* left, during the month, with wheat, for Europe. On each of these vessels, an auxiliary equipment, necessary to pass the English radio law, was installed. W. W. Strohm is radio operator on S. S. *Swiftscout* and C. M. Carlquist was assigned to S. S. *Swifteagle*.

Some of the operators visiting this port lately, are: L. P. Acton, S. S. *Steel Age*, W. H. Stiles, S. S. *Willfaro*, J. I. Skov, S. S. *Venita*, and E. J. Schenk, S. S. *Yosemite*.

SEATTLE

DURING the month we received a visit from Mr. Isbell, who was here for a few days, renewing old friendships and making new ones.

J. A. Buchanan, until recently in charge of the Navy station here, has been transferred to Astoria, to take charge at that point. Mr. Buchanan was formerly in the service of this Company at Friday Harbor and Ketchikan.

Neil Ross took out the *Wheatland* Montana for the Orient. He will be gone about four mouths. This is Ross' first long trip.

Elmer Theurson, after a short return to operating, is again acting as freight clerk for the Pacific Steamship Company.

New entrants into the service: Elmer J. Moe, on the *City of Seattle*, Oscar Anderson, on the *Admiral Watson* and Clarence Newbill and Milton Koupal, on the *Admiral Schley*. Mr. Newbill was formerly in charge of the station at Yakutat, Alaska.

Vernon Bird is with us again, assigned to the *Admiral Dewey*.

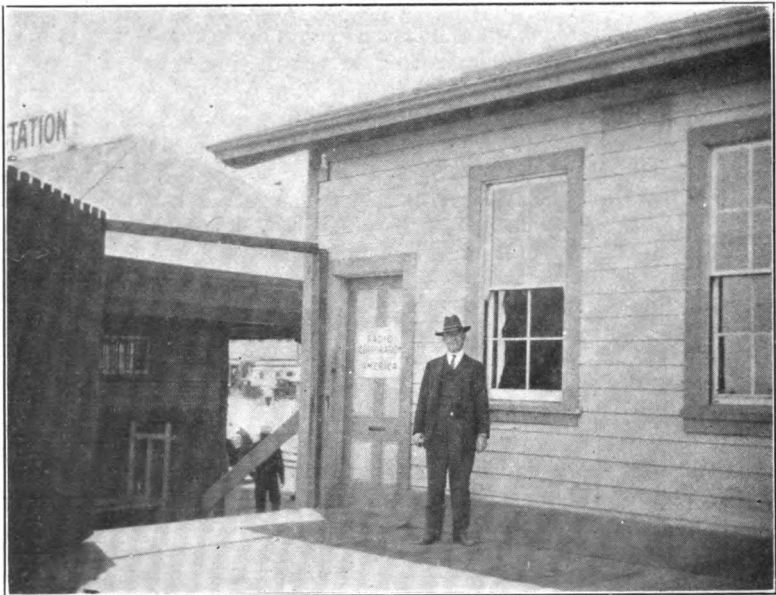
PORT OF LOS ANGELES

WE might say that we have nothing to report at this port, and this would in a general way cover the subject, as the shipping in and out is practically at a standstill; but we are optimistic as to the future business of this harbor, and since an appropriation has been made for improvements which will place Los Angeles Harbor where it rightfully belongs, we are looking forward to the time when our news items will be of real interest to the readers of **WORLD WIDE WIRELESS**.

There have been few changes of radio operators from this port since the last issue of this paper.

Frank Keeling, an old-timer, is on his way to South America on the U. S. S. B. *Wallingford*.

In our last issue we told of the proposed launching of the *Ark*, a missionary ship built by Brother Johnson, a colored preacher. Well, the *Ark* was launched, also sunk. Thus endeth the story of the *Ark* outward bound for Liberia, but destined to the depths of the placid Pacific.



BROTHER DENT AND HIS OFFICE

RADIO CORPORATION OF AMERICA

COMMERCIAL DEPARTMENT

MARINE DIVISION

- G. Harold Porter,
General Superintendent
- Thomas M. Stevens,
Assistant General Superintendent
- John B. Duffy,
Superintendent Eastern Division. 326
Broadway, N. Y.
- Arthur A. Isbell,
General Supt., Pacific Div., Insurance
Exchange Building, San Francisco
- Lawrence A. Malarin,
Marine Superintendent, San Francisco
- George W. Nicholls,
Dist. Supt., 136 Federal St., Boston
- James M. Sawyer,
Supt., Maintenance, Repair and In-
spection, 326 Broadway, N. Y.
- Lee L. Manley,
Assistant Superintendent
- Julius A. Pohl,
Superintendent Gulf Div., 1001-3 Canal-
Commercial Building, New Orleans
- Edwin A. Nicholas,
Superintendent Great Lakes Division,
1599 St. Clair Ave., Cleveland

SALES DIVISION

- E. E. Bucher,
Commercial Engineer
- George W. Hayes
Traveling Representative
- Pierre H. Boucheron,
Advertising and Publicity Manager

TRAFFIC DEPARTMENT

- W. A. Winterbottom,
Traffic Manager
- John B. Rostron,
Assistant Traffic Manager
- C. F. Nelson,
Telegraph Engineer
- H. Chadwick,
Superintendent, 68 Broad St., N. Y.
- C. J. Weaver,
Assistant Supt., 68 Broad St., N. Y.
- W. H. Barsby,
Superintendent, Belmar, N. J.
- W. E. Wood,
Superintendent, Chatham, Mass.
- G. E. Baxter,
Supt., 300 California St., San Francisco
- F. M. Roy,
Superintendent, Marshall, Cal.
- H. A. Oxenham,
Superintendent, Koko Head, T. H.
- W. P. S. Hawk,
Superintendent, Honolulu

COMPTROLLERS DEPARTMENT

- C. J. Ross,
Comptroller
- H. A. Sullivan,
Auditor of Disbursements
- Alexander Nicol,
Auditor of Receipts

ENGINEERING DEPARTMENT

- E. F. W. Alexanderson Chief Engineer
- C. H. Taylor Assistant Chief Engineer
- R. C. Edwards Architect
- A. E. Reoch Assistant Chief Engineer
- J. L. Finch, Transmitter design
- L. C. Everett, Estimating Engineer
- R. H. Ranger, Receiver design
- R. T. Rossi, Construction Superintendent
- F. H. Kroger, Low Power design
- W. A. Graham, Operating Engineer

ENGINEERS-IN-CHARGE TRANSMITTING STATIONS

- T. J. Hayden,
New Brunswick N J
- G. L. Usselman,
Tuckerton, N. J.
- B. S. Y. Clifton,
Marion, Mass.
- J. P. Bollinger,
Bolinas, Cal
- W. H. Graff, Kahuku, T. H.

DISTRICT MANAGERS

- W. P. Kelland, Gay and Pratt Sts., Baltimore
- Edwin M. Hartley, 109 South 2nd Street, Philadelphia
- L. H. Gilpin, 220 Brewer Street, Norfolk
- Watson Sidney, 14 West Bryan Street, Savannah
- P. R. Ellsworth, 410 24th Street, Galveston
- Alfred Thomas, Jr., 510 Bonheur Building, Chicago
- A. W. Dorchester, 109 Stewart Street, San Francisco
- W. F. McAuliffe, Maritime Building, Seattle
- L. C. Dent, 317 Lumber Exchange Building, Portland
- H. L. Bleakney, Southern Pacific Building, San Pedro
- G. B. Williamson, 30 Realty Building, Port Arthur
- J. E. Broussard, P & O Steamship Co., Key West
- R. H. Coffin, Representative, 80½ St. Francis Street, Mobile

Here Are Some Books You Should Own

The books described below are of particular interest to men whose work is in the wireless field.

Each one of these books will give you new facts, will broaden your knowledge and increase your earning capacity.

1920 YEAR BOOK OF WIRELESS TELEGRAPHY AND TELEPHONY \$4.00

The Thermionic Valve and its Developments in Radio Telegraphy and Telephony.

279 pages By J. A. Fleming, M.A., D.Sc. Price
144 diagrams and illustrations \$5.00

Wireless Telegraphy and Telephony

First Principles, Present Practice and Testing.

331 pages By H. M. Dowsett, M.I.E.E. Price
306 diagrams and illustrations \$3.50

Textbook on Wireless Telegraphy

By Rupert Stanley, B.A. M.I.E.E.

In Two Volumes

Vol. I. General Theory and Practice, 471 pages \$5.00
Vol. II. Valves and Valve Apparatus, 357 pages \$5.00

Telephony Without Wires

By Philip R. Coursey, D.Sc., A.M.I.E.E.

414 pages By Philip R. Coursey, D.Sc., A.M.I.E.E. Price
250 diagrams and illustrations \$5.00

Radio Engineering Principles

By Lauer and Brown

Endorsed by Major General George O. Squier.

304 pages. Price
250 illustrations \$3.50

The Oscillation Valve

The Elementary Principles of Its Application to Wireless Telegraphy.

By R. D. Bangay

215 pages. Price
110 diagrams and illustrations \$2.75

Alternating Current Work

An Outline for Students of Wireless Telegraphy.

By A. Shore, A.M.I.E.E.

163 pages Price
86 diagrams and illustrations \$1.75

Magazines You Will Like

THE WIRELESS WORLD

What the WIRELESS AGE is to American Amateurs, the WIRELESS WORLD is to the ones in England. Read this fine English publication and keep in touch with what our cousins are doing at their end. You will find no end of good things here that otherwise will escape your eager attention.

Published twice a month, Price \$4.25 per year

RADIO REVIEW

For the advanced amateur and the Radio Engineer the new English magazine has a special appeal. In its field it occupies a position similar to that of the Proceedings of the Institute of Radio Engineers in this country.

Subscriptions are coming in faster and faster from those who really appreciate a magazine of this character. If you want to get the most advanced thoughts and theories on Radio, send in your subscription at once.

Monthly, Price \$7.15 per year

All Radio Corporation Employees are allowed a discount of 10%

Send All Orders to **WIRELESS PRESS, Inc.** 330 Broadway
NEW YORK