



# The WIRELESS AGE

Published at New York for its employees by the  
Radio Corporation of America

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World Radio History

# RADIO CORPORATION OF AMERICA

233, BROADWAY

WOOLWORTH BUILDING

NEW YORK

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GENERAL HARBORD



# The Wireless Age

## GENERAL HARBORD GOES HORSEBACK RIDING EVERY DAY

*Reprinted from Long Island Press*

*By Jean Darnell*

THE Radio Corporation of America has for its president a man whose appearance is as impressive as his position would suggest. General Harbord is tall and well built. He has the bearing of a military man and of one used to command. His partially white hair proves that he has lived long enough to fill the important position of head of the American radio.

It was while we were riding horseback in Central Park that we met him. Every morning that he is in New York, the General rides in the city park, if the weather permits. Sharp at seven he starts out and sharp at eight he finishes his ride. He is never late. He believes in being exact and precise. His horse, a beautiful little Arabian, is as fine an animal of its kind as there is seen in the park.

We found it very easy to talk to General Harbord. When asked to tell us something to write for the radio column, he responded generously and graciously.

"The radio is a great invention for the people," he began. "It enables those who live in unprogressive districts and have few opportunities to be in contact with the world at large, to hear good music, to listen to fine speakers, and to become interested in current events. It also keeps people out of mischief," he suggested with a twinkle. "The radio could be bettered if the programs offered on the air included higher class entertainment than jazz," he went on. "It is not the broadcasters that are to blame for so much jazz, for they only seek to answer the requests of the public. It is the fault of the radio public." He believes that many people would prefer better music than jazz. These people, however, are the ones that do not write requests to the radio stations. If they would send in a plea for better features, programs of the higher type would be the result. And with better programs the radio could be more valuable to the world.

We asked the General if he thought the radio was of any importance in the political world. To which he answered that it would undoubtedly play a most important part, in the future.

Then we inquired if he thought there would be as many improvements invented for the radio in the next two years as in the past two years. He briefly told us, "no."

By this time we had reached the part of the path called the "loop." It is in the uptown end of the park. There the grass is very green and thick on each side of the gravel path. The sun was shining brightly. It was wonderful to be riding through the fresh morning air, and in such good company.

We found it difficult to divide our attention between General Harbord's interesting answers, and the rider and his mount. The General and his horse understand each other perfectly. The General has a decided fondness for horses. I am sure, from the way his horse picks up his feet and arches his neck, he is aware of the honor of being the General's associate every morning.

So we discovered that, although General Harbord is one of America's famous citizens and a most important person, he has a very human side. He enjoys life. In his answers to us he was frank and willing. We could imagine he was a "good fellow" to the soldiers during the war. It would be impossible not to respect, admire and esteem him.

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### THE VALUE OF A SMILE

It costs nothing but creates much.

It enriches those who receive, without impoverishing those who give.

It happens in a flash and the memory of it sometimes lasts forever.

None are so rich that they can get along without it and none so poor but are richer for its benefits.

It creates happiness in the home, fosters good will in a business, and is the countersign of friends.

It is rest to the weary, daylight to the discouraged, sunshine to the sad and Nature's best antidote for trouble.

Yet it cannot be bought, begged, borrowed, or stolen, for it is something that is no earthly good to anybody till it is given away!

Nobody needs a smile so much as those who have none left to give.

## RADIO BEAM LINKS CANADA TO AUSTRALIA

U. S. ON RELAY SERVICE

**N**ORTH AMERICA is today linked by short-wave radio beam service with Australia for the first time, opening direct commercial communication between the two continents. The service opened for public use between Montreal, Canada, and Melbourne, Australia, June 15.

Before the service opened to the public the following message was transmitted from the *Daily Mail* of Brisbane, Australia, to the *New York Evening Post*.

"The *Daily Mail* of Brisbane has pleasure in greeting the *New York Evening Post*, through the courtesy of the Amalgamated Wireless, and trusts that the new beam service between Australia and Canada will help draw closer together these seven English-speaking nations of the world."

In response the following message was transmitted to the *Daily Mail*:

"The flight of the *Southern Cross* brought us closer. The invisible beam of radio unites us forever in bonds of friendship and the understanding of a common language.

R. E. RENARD,

"Managing Editor, *New York Evening Post*."

GEN. HARBORD GREETED

The first message to be officially sent over the new service went from E. T. Fiske, managing director of Amalgamated Wireless (Australasia), Ltd., to General Harbord, president of the Radio Corporation of America. It read:

"Greetings through Australia-Canada beam-wireless service, which opened today and establishes for the first time in history a direct telegraph service between our two continents."

Beam service was started between London and Montreal two years ago, then extended from London to Australia and India.

The principles of the beam were first worked out by Guglielmo Marconi, who officially opened the service between Canada and England in October, 1926. His patents are now in use on the services operated between various parts of the British Empire.

## R. C. A. PERFECTS SYSTEM

Engineers of the Radio Corporation also have developed a similar service, which gradually is being introduced in all of the Radio Corporation's stations and eventually will replace the earlier apparatus, General Harbord said. It is known as the RCA projector.

The principle lies in using short-wave lengths and directing them by a radio reflector. In the Marconi system five masts are used for the antennæ, 500 feet high, with cross arms 90 feet wide, placed 800 feet apart in a straight line, at right angles to the direction in which it is desired to project the beam.

From these masts is suspended a curtain of aerial wires dropping vertically to the ground. There are thirty-two radiators, each broken up into four half-wave sections connected together by means of special compensating inductances and held at an even tension against variable wind pressure by means of a weight and balance system a few feet above the ground.

The reflector is placed exactly a quarter of a wave length in back of the antennæ. There are twice as many reflector wires as antennæ wires, and these are held taut by the same methods.

## CODE UNNECESSARY

It is reported that 200 words a minute can be sent in both directions at the same time. The rapidity of operation has increasingly cut down the cost of transmission until European cable companies have been forced to reduce their rates to meet the competition.

The Australian service is picked up in Canada by the Marconi Company of Canada and transmitted to the Radio Corporation of America in American cities, which delivers the message. Arrangements for pro-rating the charges were worked out some months ago.

The Canadian transmitting station is at Yamachiche, twenty-five miles north of Montreal, and the receiving station is at Drummondville, thirty-five miles east of that city. The rates for the new service will be 10 per cent less than the rates now in effect between New York and Australia.

## NEW YORK TO ROME FLIGHT

WHAT is believed to be the most elaborate and extensive organization of radio facilities ever utilized in a trans-oceanic flight will be made available by the Radio Corporation of America to Commander Cesare Sabelli, Italian ace, who, with Roger Q. Williams as co-pilot, and Captain Peter Bonelli as navigator and radio operator, will essay to blaze a new, non-stop air trail from New York to Rome.

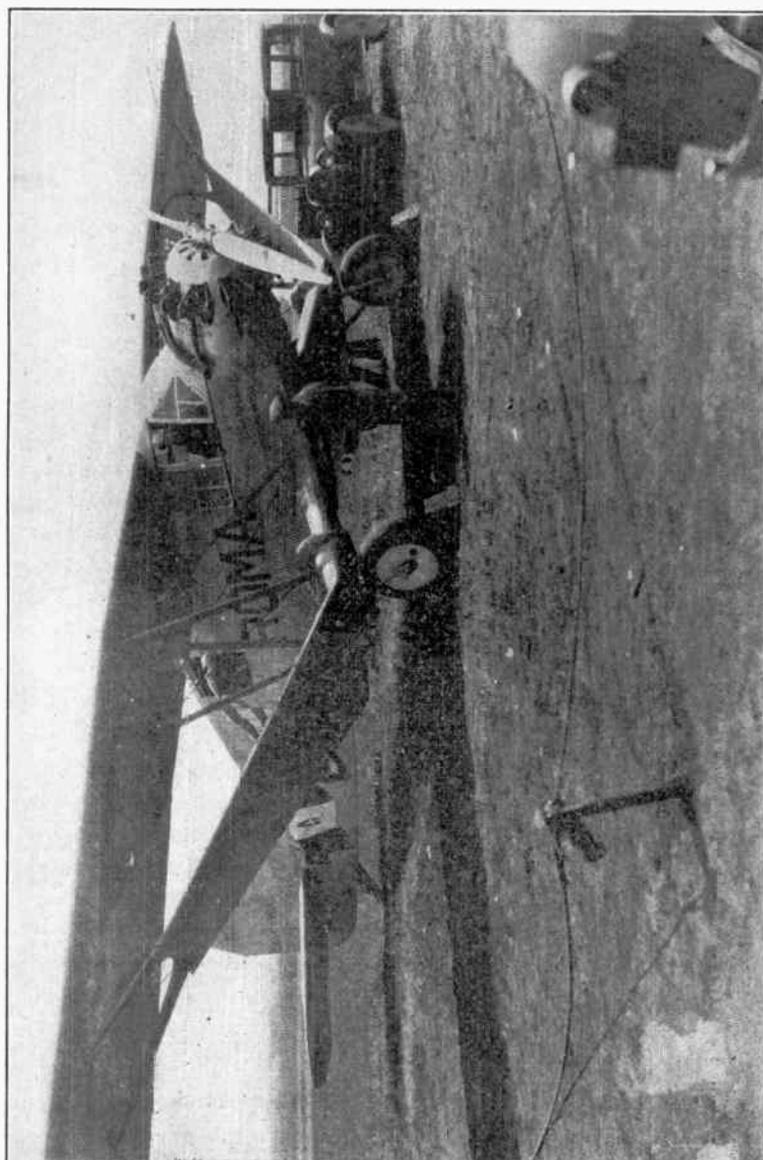
Newly developed aircraft radio apparatus which is declared to be the most complete and modern of its kind has been installed by RCA engineers in the giant Bellanca sesqui-plane *Roma*. It includes a special 75-watt transmitter built to operate on 45 meters for ordinary messages, and on 600 meters for communication with ships at sea. Its power is derived from a wind-driven generator installed on the outside of the stream-line with a retractable mount so that it may be swung into the fuselage to reduce wind resistance when not in use.

On the Atlantic coast, arrangements have been completed with the powerful coastal stations of the Radiomarine Corporation of America at Chatham, Mass., East Moriches, Long Island, and Tuckerton, N. J., to maintain a constant vigil for the plane's signals throughout the flight, and to render all possible assistance. On the European shores, negotiations are underway to enlist the co-operation of the French, Spanish, Italian and Portuguese radio stations, along the course, including those in the Azores, to stand by at the proper time for communication with the plane. The European stations have also been asked to relay any messages from the plane, or reports of its progress, over the direct radio circuits of the RCA to New York. During the period immediately preceding the start the Radiomarine Corporation will gather weather bulletins and meteorological information from ships at sea along the proposed route and place them at the disposal of the flyers for use in plotting their course.

The sesqui-plane *Roma* is expected to take off from a New York field within the next ten days, weather permitting. When the final decision to start is made, and before the wheels of the plane have left the ground, a protective network of radio communication will be spread out over the ocean by the Radiomarine Corporation, who will send out a general call, broadcast, to ships at sea to stand prepared to render every possible assistance to the plane in relaying messages, and, if required, getting bearings from ships equipped with radio compass direction finders.



CAPT. BONELLI, NAVIGATOR AND RADIO OPERATOR



THE ROMA

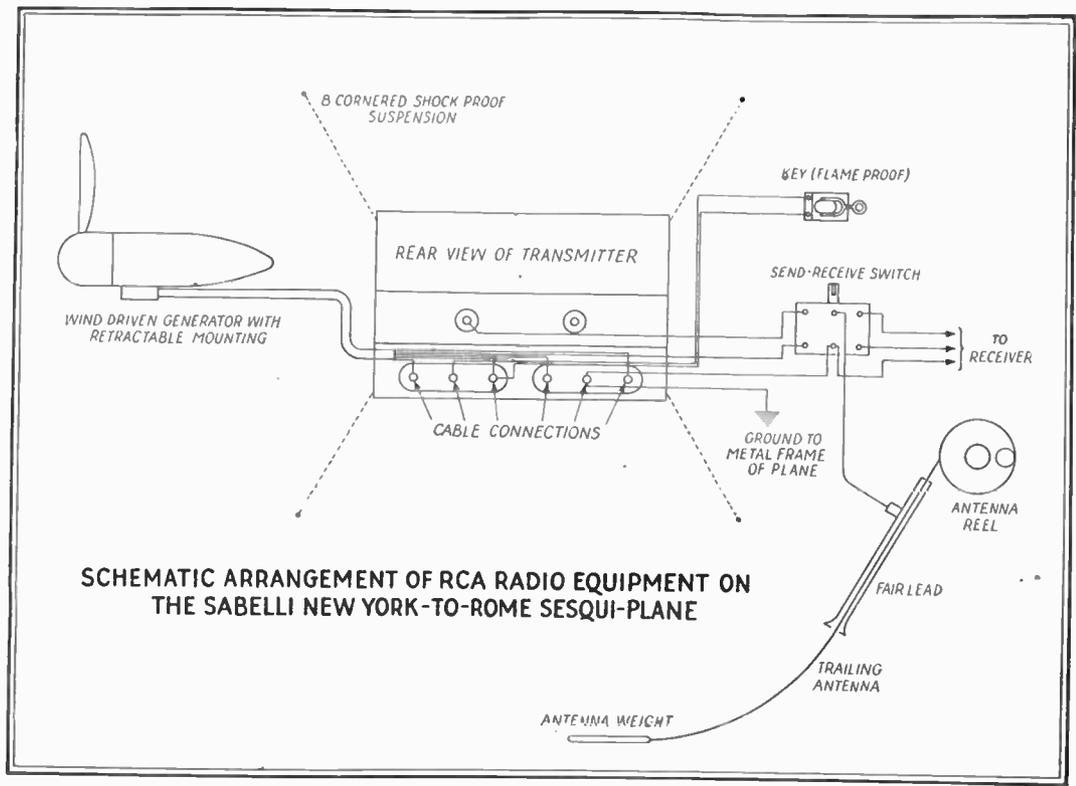
Application has been filed with the Federal Radio Commission to use the call letters WRCA for the *Roma's* radio. It has been tentatively arranged to use the last fifteen minutes of every hour for transmitting bulletins of progress from the plane. This schedule was considered desirable because Captain Bonelli will divide his time between navigation and operating the radio apparatus.

Leaders in European and American aeronautics, convinced that radio is an indispensable safeguard in transoceanic flying, have expressed publicly many significant remarks on the subject, among whom were Giuseppe Bellanca, designer of the *Roma*, and Commander Sabelli.

In a recent newspaper statement Major J. C. Fitzmaurice, co-pilot of the *Bremen*, which made the first east-to-west transatlantic flight, said, "We consider wireless absolutely essential for all future undertakings of this nature." That the *Bremen* carried no wireless "was the one weak point in the organization of the flight." "As we now realize," Major Fitzmaurice's statement continues, "had we had a wireless set on board, upon our estimated arrival in the neighborhood of Newfoundland we could have been given almost our exact position by direction finding stations along the coast, been informed of the precise direction and velocity of the wind over the sea, and would have made New York easily with our objective accomplished."

It has been estimated that if a pilot flying at a height of 10,000 feet found it necessary to make a forced landing, he could, by capable management, maneuver his plane so that it would be fully twenty minutes before it reached the surface of the water. When it is considered that the full twenty minutes may be utilized in sending out radio calls for assistance, some idea of the value of radio in such an undertaking may be had. Vessels carrying a radio compass and intercepting these messages could determine the position of the disabled plane, if no position had been given, relay the appeal to other ships, and speed to the rescue.

As a preliminary to installing the radio equipment on the *Roma*, engineers of the RCA supervised the bonding of all the isolated metal parts in the fuselage as it was being assembled in the factory, and before the fabric had been placed over the framework. Bonding is the term used to describe the method of joining



electrically, with copper braid, the metal parts which might otherwise cause sparking from voltages built up in the plane.

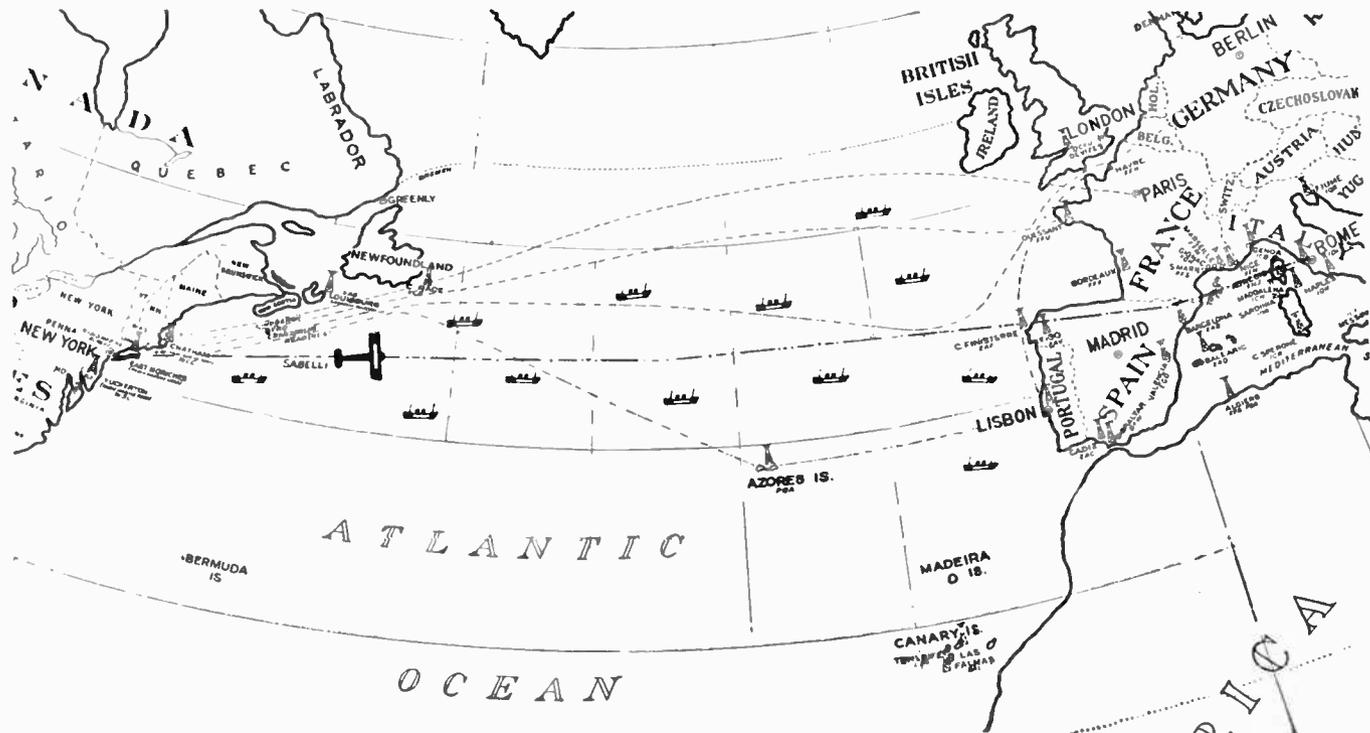
The transmitter will be placed in the center of the fuselage, behind a 500-gallon gas tank, and suspended from its eight corners by rubber shock-absorber cord. This is to eliminate the danger of shock when landing, and to protect the mechanism from any harmful vibration, although each unit is extremely compact and rugged, and is housed in a duralumin cabinet. The receiver, together with a special lightweight storage and dry cell battery, will be secured in the same place with shock absorbing fasteners.

The transmitter is equipped with a send-receive switch (flame proof) to cut off the transmitter and switch the antenna from the transmitter to the receiver. The antenna reel consists of 250 feet of wire. There are two fish weights, each weighing  $3/5$  of a pound, in the shape of a sausage, which are dropped down through the fairlead, an insulated tube which leads out under the fuselage. On the end of the fairlead is a metal flange through which the antenna wire passes. Connection with the transmitter is made through the contact which the antenna wire makes with the metal flange. All told the radio equipment weighs only 96 pounds.

In anticipation of an early take-off, the elaborate radio preparations were pushed.

Radiograms were sent to the Italian, French, Spanish and Portuguese radio stations enlisting their co-operation in listening for the *Roma's* radio signals while it is in flight, and requesting them to forward any messages from or concerning the plane to the New York traffic offices of the RCA. The Italian Radio Company was the first to reply with a radiogram reading: "Welcome your request—shall co-operate by listening for aeroplane *Roma* on 600 meters and 45 meters and shall communicate news received during flight to you. We have issued proper instructions to our coastal stations at Naples, Genoa, Trieste, and station at Rome. Shall also advise government so as to listen in at Rome, Sao Paulo, and other Italian coastal stations."

From Radio-France came this radio message: "We shall effect permanent watch on 45 meters beginning the moment you advise us. Shall do needful to obtain co-operation by French Administration"—(signed) Garnier. Shortly afterward, another



Map showing the proposed course which the Bellanca sesqui-plane "Roma," piloted by Commander Cesare Sabelli and Roger Q. Williams will take in their non-stop flight from New York to Rome as compared with the routes blazed by the outstanding pioneer transatlantic flights of the NC-1, Lindbergh, Byrd, Chamberlin and the Bremen. The towers on the American and European shores indicate the radio stations whose aid is being enlisted by the Radio Corporation of America, and its subsidiary, the Radiomarine Corporation, to provide a protecting network of radio communication during the flight. When the giant sesqui-plane takes off from a New York field for Rome it will carry the most complete and modern radio equipment ever installed on a transoceanic plane, which was recently developed by the RCA and its Associated Companies.

message, from the Portuguese Radio Company, was received advising that its station at Lisbon will listen for the *Roma* on 45 meters, and that its station at San Miguel, Azores, will keep watch on 600 meters. The Portuguese Company also stated that it has asked the Ministry of Marine for government co-operation. Subsequently, to complete the last link in the chain of European stations which will co-operate with the *Roma* on its hazardous undertaking, a service Radiogram was received from the British Marconi Company reading: "Spanish Company has advised their coast stations to watch for plane's signals and are approaching military authorities regarding the plane *Roma*."

Acknowledging a request from Edward S. Napolis, manager of the New York-to-Rome Flight Corporation, C. C. Clark, acting chief of the United States Weather Bureau at Washington, wrote that he had instructed the New York office of the Weather Bureau to render all possible assistance in charting the weather and meteorological information which the Radiomarine Corporation of America is collecting from ships at sea along the proposed route. This service will be continued to the New York-to-Rome flyers until after the plane has made its start for Rome.

The Federal Radio Commission has notified Mr. Napolis that Commander Sabelli's application for the call letters WRCA for the *Roma's* powerful radio apparatus has been granted for transmission on 45 meters and 600 meters, respectively.

Spurred by the surprise starts for unknown European destinations of the two American women, each of whom hoped to be the first to make a successful transatlantic flight, Commander Sabelli is exerting every effort to complete the preliminary tests on the *Roma* for an immediate take-off for Rome. Sabelli is emphatic, however, in stating that he will let nothing influence him into endangering the success of his project by hurried and incomplete tests or immature decisions. No precautions are being overlooked by Sabelli and his companions to make the flight a complete success from the start.

Meanwhile, the aircraft radio engineers of the Radio Corporation of America pushed the installation of the radio apparatus. A wind-driven generator which will supply the motive power for the powerful transmitter and receiver has already been mounted in the streamline of the giant sesqui-plane. The radio equipment will be thoroughly flight-tested and the final adjustments made for immediate operation.

## WINTERTIME RADIO SATISFACTION THIS SUMMER!

NO LONGER IS THERE A DIVIDING LINE BETWEEN ONE SEASON AND THE NEXT IN THE PURSUIT OF RADIO HAPPINESS

*By Dr. Alfred N. Goldsmith  
Chief Broadcast Engineer  
Radio Corporation of America*

**R**ADIO, unlike canned goods, has no winter or summer season. There are fresh vegetables the year 'round in the radio garden, so that it is hardly necessary to harvest and can our radio enjoyment during a few months for use in what might be a less fortunate season.

If we mentioned wintertime or summertime phonographic music, we might be laughed at, because the phonographic presentation has come to be accepted as a permanent, unchanging, immune form of entertainment, ready to serve in mid-winter or mid-summer alike. And by the same token, when radio programs and radio services are maintained from one end of the year to the other at the same high levels of excellence, with little difference to indicate the passing seasons, it becomes decidedly out of order to speak of seasonable radio.

Whatever errors of judgment may have been committed in the early days of radio broadcasting, particularly with regard to the power required by a transmitter for a given service range the year round, they have long since stood corrected. Today the signal strength of any first-class broadcasting station within its service range is more than ample to ride high above the normal summertime static level. Indeed, it is only when the radio enthusiast insists on going in search of DX or long-distance signals that the static level becomes troublesome, since he has plunged below it. Yet is it any more reasonable to expect ideal DX radio results in summer than it is to expect to enjoy outdoor picnics in mid-winter? Seasons are seasons. The very variety of conditions imposed on us by changing seasons makes life all the more interesting, if we maintain the proper philosophical outlook.

Of course the elements of good reception should perhaps be more closely observed in summer than in winter. Among the more important considerations are:

1. Selecting the signals from a station of adequate power, located not too far distant. It is well that the station have a

reputation for careful maintenance, and be quite free from the criticisms of poor transmitter operation, haphazard monitoring, varying power, serious fading, wave length wobble, and other signs of poor broadcasting or at least poor broadcasting so far as the listener is concerned. Fading, it goes without saying, is usually a condition beyond the control of the broadcaster, and may just as well be charged up to the location of the listener, for that matter.

2. Selecting high quality programs, and especially features with sufficient body to cover up such static background as may exist even with high signal level. It is well to note that signal level is one thing, and sound level is another. Thus a dance orchestra or concert band is a better feature in combating static interference than a soft, mellow string trio or a soothing violin solo. Some judgment should be exercised in selecting the proper program features, just as the artist working over an old canvas must employ heavier opaque paints in preventing the undesired motif from showing through.

3. It is well to be content with reasonable volume. While it is true that the volume control of the radio set increases or decreases everything issuing from the loudspeaker—static as well as signal—proportionately, it is a matter of how much background noise may be present before the listener becomes fully conscious and even irritated by its presence. Just as we are told by automobile repair men, over and over again, that the performance of our car is largely a question of our liver rather than the car itself, so may we say that static, and for that matter the radio rendition at large, is mainly an indication of our digestion. By being satisfied with reasonable volume during the days of high static, we may reduce the background noise to a minimum.

Of course broadcasting stations remain in the same location during the summer months. Foolish as this statement may seem, it is no more so than the attitude of some who almost seem to assume that stations move to remote points with the approach of warm weather. Again, the power of transmitters is not reduced during the summer months. Hence in most localities there is ample signal strength from leading stations to ride well above the usual summer static, with the exception of the occasional thunderstorm in the immediate neighborhood. Yet who expects ideal radio conditions every night? Try driving your automo-

bile through a thunderstorm at night, with the dazzling flashes of lightning, the torrential downpour of rain, with the ignition system in difficulties due to moisture, and other troubles! Still, we do not speak of summertime automobiling handicaps. Or again in winter, with the roads covered with a sheet of ice, or again a foot of snow through which your car must break its own slippery trail. Even so, we do not speak disparagingly of winter motoring. We are willing to forego motoring during the occasional storm of summer or winter.

Why not therefore assume the same tolerant attitude towards your radio entertainment during the occasional severe static spell, when it is not feasible?

Contrary to expectations in some quarters, the staff of the usual broadcasting station do not all go on vacations at the same time. While broadcasters, quite as well as others, are entitled to well-earned vacations, they use some judgment and consideration to the end that there are always enough men on hand to maintain good broadcasting.

Programs, likewise, are maintained at the highest standards, although in keeping with seasonal moods and activities of outdoor weather, they may be pleasantly different from those of indoor weather. The skilled program director, in fact, pays close attention to the demands of his summertime audience, and treats with the lighter side of life during the next few months.

There was a time not so long past when the program director was panicky with the approach of warm weather. It meant the loss of much of his usual talent, obtained for the mere asking during winter and spring. To offset such loss of raw material pouring into the studio, the program director had to arrange for picking up more outside features. Today, however, with the sponsored program the rule rather than the exception, the program director is assured of at least an ample foundation for his summertime programs, while he has the additional advantage of going afield in search of novel outside features. Aside from the sponsored programs, the sustaining programs furnished by the broadcasting station itself are maintained at highest standards since it is imperative to hold the interest of the audience throughout the year. The continuity of broadcast effort, whether it be by the sponsor of a feature or by the broadcasting station, is the prime essential to broadcast success.

As to the radio listener-in, there is just as much reason to listen in during the summer as during the winter. Music, enlightenment, contact with the world, the thrill of sporting events, participation in history in the making, and other program features form a rich mental background for our summer life. Whether it be at home, on the farm, in the summer boarding house, on the water—anywhere, there is a place for radio entertainment which is not filled by any other form of diversion.

If anything, radio may truly be enjoyed to better advantage amid the outdoor settings made possible in warm weather. The acoustics are frequently better when windows can be thrown open. Radio is at its best outdoors, on the porch or even on the lawn. It is enchanting to listen to a radio concert on a summer's night, on quiet, silvery waters, by the light of the moon. Radio programs seem to blend with the very infinity of the universe, creating a magnificent stage setting for the audience of all mankind. Indeed, too little attention has been paid to the stage setting for the radio presentation, and summertime offers us many an opportunity in this direction.

### EX-STATIC INTERFERENCE

“QRD, my pretty maid?”  
“QRD home,” she said;  
“May I QRX, for the night is dark?”  
I whispered QRZ.  
“QRN! QRT! QSD too late!”  
I heard her softly say,  
But as we stopped she QSK'D,  
And murmured “QRA?”  
So we swapped TR'S and told CQ  
To note that QSV,  
And she gave me “K” with “QRI,  
You're far to QRB.  
QRK now but QRP  
For I think I'm QSQ,  
And dad's QSA, if he QRM'S  
It's all SK with you.”

## HEAD OFFICE NOTES

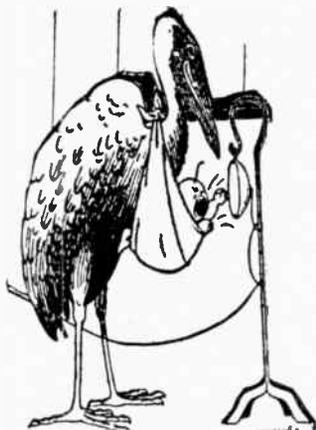
Mr. Isbell sailed June 16, for South America, per S.S. *Pastores*.

Mr. and Mrs. Sarnoff and Mr. Winterbottom returned from Europe June 26, per S.S. *Ile de France*.

Mr. DuBois of the Purchasing department sailed for France June 8 on a vacation trip. He will join Mrs. DuBois in Paris.

Mr. Amy has returned from a protracted stay in the Pacific division.

Mr. Ross was one of the visitors to the Jobbers' Convention at Hot Springs, Va.



At Astoria, L. I., June 13, to Mr. and Mrs. Victor Paul Villandre, a son, Robert, 7 pounds 4 ounces. Father is employed in Radiomarine Corporation of America, 326 Broadway, New York.

At Fort Lee, N. J., May 17 to Mr. and Mrs. W. Allen Lintz, a daughter, Patricia Rita, 9½ lbs. Father is Distributing Manager at Port Arthur.

THE SALVATION ARMY  
ANNUAL MAINTENANCE APPEAL FOR GREATER NEW YORK  
MAY, 1928

APPEAL HEADQUARTERS:  
Room 625 Knickerbocker Bldg.  
152 West 42nd Street  
New York, N. Y.

LIEUT. COL. E. B. UNDERWOOD  
Director

June 13, 1928

FIRM & EMPLOYEES,  
RADIO CORP. OF AMERICA,  
233 BROADWAY,  
NEW YORK CITY.

Dear Friends:

On behalf of the Advisory Board and Officers of The Salvation Army, official receipt is herewith enclosed in grateful acknowledgment of your contribution toward our 1928 Home Service Appeal for Greater New York.

This expression of your practical interest in our work is appreciated, and I trust your own happiness has accordingly been increased.

Very truly yours,

*Richard E. Holz,*  
LT.-COMMISSIONER

## INDEPENDENCE DAY AND ACCIDENTS

A SURVEY of Fourth-of-July casualties in 1927, made by the American Museum of Safety and covering more than 600 cities in 43 states, showed that 195 persons were killed and 3,179 others were injured. It is probable that fireworks used during the celebration of Independence Day caused a good many additional deaths and injuries in smaller towns and villages.

A total of 195 deaths is small as compared with the population of the cities included in the survey, but each death was a catastrophe for the family in which it occurred. Of the 195 killed, 153 were children and young people none of whom was more than 20 years of age.

The records show that only 39 of the 3,179 non-fatal injuries were the result of *public* celebrations. This indicates that the danger from the use of fireworks under proper supervision is rather insignificant. Many lives would be spared every year if the general use of fireworks (especially by young children) were prohibited, and community displays planned and directed by careful and experienced persons were substituted.

## A WORKER'S CREED

I consider my job an opportunity—not a condition.

I consider that I am working with my employer—not merely for him.

I know that my boss and I both have to depend upon the earnings of the business for our remuneration—therefore it is up to both of us to increase the earnings.

I know that if I waste time, I am taking money out of the cash drawer.

I consider allegiance and loyalty to my employer not merely a duty, but the best possible way in which I can serve my own best interests.

I consider my respect for my employer and his business as directly tied up with my own self-respect.

—Columbia

## A MUCH APPRECIATED LETTER

*This letter refers to the installation of RCA 100-Watt Aircraft Radio Equipment (Model EF3653) on board the "N. Y. American" plane which recently completed a coast-to-coast-and-return flight, covering over 10,000 miles and consuming over 100 flying hours.*

NEW YORK AMERICAN

May 17, 1928.

Mr. S. W. Goulden, Sales Department,  
Radio Corporation of America,  
233 Broadway,  
N. Y. City.

Dear Mr. Goulden:

I would like to take this opportunity to express my appreciation of the wholehearted cooperation shown by you and your department in connection with the *New York American* radio plane flight, recently completed.

We all experienced many handicaps due to the time for installation and take off, and delays encountered enroute. Mr. Fisk and Mr. Leuteritz certainly gave all that was in them to complete the installation and tests of the radio equipment in record time. The set worked perfectly from the time we took off until our arrival in Detroit, four weeks later. Mr. Fisk cooperated with me 100% throughout the entire tour, and it was a great pleasure to have him associated with me personally on this flight.

I could not imagine greater cooperation than you yourself displayed from the time that I first introduced the idea of the tour, to its termination in Detroit at the All America Aircraft Show.

On behalf of the *New York American* I would like to thank you and the Radio Corporation for your part in making this flight a success.

Very truly yours,

H. G. Smith,  
Manager Aeronautical Dept.

## THANKS FROM GREENLY ISLAND

AT the time of the landing of the east-to-west aviators, the editor congratulated Mr. Barrett, radio operator at Point Amour, on his most excellent work, and sent him a bunch of *Wireless Age's*, thinking they would be acceptable in the arctic solitudes of Labrador. Let him speak for himself:

CANADIAN MARCONI COMPANY

MARCONI RADIO STATION  
POINT AMOUR  
STRAITS OF BELLE ISLE  
LABRADOR, NFLD.

May 22, '28.

Edward B. Pillsbury, Esq.  
General Superintendent  
Radio Corporation of America  
66 Broad Street  
New York City

My Dear Mr. Pillsbury:

I feel honored indeed to be able to acknowledge with gratitude, and thanks your very kind letter dated April 23rd.

It is nice to know that one's efforts, to perform a duty is appreciated in some quarters.

I also acknowledge with thanks several issues of *Wireless Age* which I find very interesting indeed, and am grateful, to both yourself and Mr. Sarnoff for your kind thoughts and consideration, and shall always be glad to have my name on your mailing list, which in itself is an honor unexpected, but very much appreciated.

May I have the pleasure of greeting your office, staff and employees in general, through the medium of your next issue of *Wireless Age*.

You have my mailing address quite correct. Again many thanks.

Most Sincerely and Gratefully yours,

W. F. BARRETT.

P.S.—First mail received 19th inst.

## RIVERHEAD

If, out of a clear sky sometime when you wander into RD, someone should come cautiously upon you and say, "Hey, look, I bought this in Singapore!" do not be alarmed. Merely agree that it looks good and ought to last for a long time and your safety is assured. Spring fever.

Spring fever has ushered in something else. One day in May someone walked into the office and sat down in the chief's chair. We could hardly believe our eyes—that a stranger would be so bold! But wait! The stranger removed a still stranger straw bonnet and lo and behold—'Twas the chief himself. Soon Ryden had one, and others have 'em, too.

Including Derby—when he blossomed he bloomed into a regular haymaker's straw stack. That was after Pee Wee went to the circus—or rather to the side show at the circus. For the lives of us we cannot find out what that side show was about—not exactly. Anyhow it resulted in the inverted basket.

Hollingsworth has lately been seen standing in a corner rubbing his nose or continually tightening up his belt or getting into some ridiculous pose. He calls it baseball and is the only man on the RCA Twilight League team who practices the game all by himself. Being captain, he is privileged to practice his signals, some time.

The RCA team has been doing wonders this season. Class us with the Giants during the rainy weather of the opening of their season, for two of our three games were postponed. But the *other* one! A smashing 12-to-4 victory (for the Knights of Columbus).

Sonny Morss has returned from his vacation at MN. Having spent a grand and glorious time at home he has returned to RD to rest up.

Will some charitable and benevolent organization kindly look with pity upon Ryden and furnish him with enough tobacco to last him during his stay in Riverhead? He says he hasn't bought any in several months, and, believe us, *we know!*

How to properly read an advertisement for a used car: (The advertiser inadvertently left out certain portions of the ad so it has become our painful duty to insert in parenthesis what he left out.)

FOR SALE: Cleveland Coach (which I never could get to run.) (Used to be) In excellent condition. (And would be if) Completely overhauled. (I, myself,) Recently painted (it before I got married and had lots of time.) Price: \$50 (will be paid to person relieving me of car) or will trade for perambulator.

Does anyone know how big a pail is required to hold a one ton potato, as grown "on the other side"?

#### FACSIMILE SECTION

With the addition of a high-speed European traffic circuit and three new operators to jiggle with same, to wit, Messrs. D. F. Michaels, Wm. Bussey and C. F. Carty, the Facsimile shack is a busy place these days. Pictures from San Francisco go through regularly and the traffic signals from Germany and France roll out the tape at a hundred words a minute and better.

Re the suggestion of Mr. Bussey, the Fax apparatus will have a modulation transformer installed on it. We don't know just what part of the circuit it is to adorn, or what it's going to modulate, but just as soon as we can find the M. T.—in it goes!

The Facsimile Buick still runs, to the surprise of all those automotive engineers who have to drive it. It is to be equipped with pontoons for the benefit of Mr. Carty who occasionally prefers to take short-cuts across the ponds to following the road.

Mrs. Radio Engineers, to offspring: "Arthur, if your naughty again the Facsimile Buick will get you."

The Long Wave Station has taken on a speckless sheen that would do credit to a Dutch housewife since the posting of an open letter to the public at large and the Rd engineers in particular. Such polishings and dustings you have never seen! That note sure did take effect, and the result must be gratifying to its author.

"Felix" (Frank E. Gilbert) is back in our midst, sans appendix, after a pleasant—to hear him tell about it!—visit of three weeks in the Eastern Long Island Hospital at Greenport. He takes this occasion to publicly thank all donors of flowers, cigarettes, post cards and letters, anonymous or otherwise. His Chevrolet *can* may be seen parked along Main Street almost any time FX is not on watch, gladdening the hearts of all the girls, and so forth.

For the information and guidance of all concerned there is now a picture of a Field Switch posted on the bulletin board at RS.

## SHORT WAVES SECTION

Cars—cars—and more cars. It would seem that shortly Riverhead should have a private garage to keep all the Engineers' flivvers and automobiles out of the rain. However, it has been rumored that dial twisters at RS who are fortunate enough to own self-propelling vehicles are going to sell their busses. Of what use is a car, say they, when it is not allowed within reception distance of the short wave shack. **AUBURNS** in particular.

J. Simons is still taking lessons in the operation, upkeep and expense of a car, preparatory to becoming the proud owner of a new Chevrolet. Boy! He's gonna knock 'em dead.

Carl Erickson, who shepherds beam signals at RD finally drove up in his revamped Chrysler. It has four good **SHOES**.

Wonder what attraction the Big Town has for Brother A. E. Ellwood? Slipping—as it were.

H. Weinstein still maintains his wk reticence re the long distance call from Hoboken. And it was a code message at that.

Sam Sadler, our genial chief of short waves, went fishing again the other day. The trip cost him two bucks, but he claims he received full value in an argument with the skipper and fish.

With surprise, we hear of the marriage of F. Martin. Congrats, OM; we didn't even know you were engaged.

Big Bill Hannah must like Port Jefferson. He runs down there quite often in his vintage Buick.

We are glad to welcome R. H. Henry, a recent addition to the short wave staff.

The new diversity unit at RS sure produces a smart B.A. signal. But only 48 tubes, more or less, are required. If any one ever crosses the 8v with the 250—!

L. C. Doane sold his car. Wonder if he expects the proceeds to pacify the guy that is to sue him for \$50,000 some time next year. And he only used it for so short a time.

C. P. Pfautz recently tried an unannounced eye test on the RS staff by placing a nice, fat log across the road to the short wave shack, and about three feet above it. It looked like a young tree. And the first man along—it was about midnight—F. G. Echeverria, failed. He didn't fail to strike the barrier.

## DESIGN SECTION

The local coal man has started peddling ice, and we noted a Scotchman throwing away his Christmas tree, so there can be no question about it—summer has arrived. The season of sunburn and baseball finds the Design Section unchanged by the ravages of time. There are no baseball bugs on the staff, but the beaches are near enough so we get in on the sunburn part of the summer's activities.

Beverage is still in sunny California (no adv.), and no doubt is pretty busy out there, as we haven't heard a whisper regarding his return. H. O. Peterson has been looking after the rest of our crew in Bev's absence, but he finds time for a little tennis once in a while. Our tennis court has been a busy place so far this summer; one day we noticed four fellows playing on a side—to accommodate all the gang who were craving tennis at the time. "There's no law against it," as someone explained the situation.

Johnny Moore has been keeping a watchful eye on the new Facsimile circuit, and consequently has been located down in the little red building in the woods. You may find him down there watching the dots going to Rocky Point, censoring them as it were, for they must be a certain size and shape or they will not get on the wire right—or something.

Our social lion—the Mr. Crosby—has been on the road as much as usual. He has put new cushion covers in his coupé and had his tennis racket re-strung. Next!

Fred Schoenborn has been trying the bachelor apartment idea for some little time now. He claims there is nothing like it, and Matty from FC, reporting for the other half of the combination, makes the same claim. There must be something in it.

Forget to mention that E. P. Callahan, brother of J. L. C. at 66 Broad, has been with us for some time, helping out with the rush of construction work.

G. S. Wickizer has a new roadster but reports that the pick-up is not very good, two in two blocks is the record to date. He has received the bargain suit which a smooth-tongued city slicker sold him some time last March. Says he is saving it for a masquerade dance before astonishing the natives with what the well-dressed man is wearing.

## SALES DEPARTMENT

EASTERN DISTRICT, NEW YORK

**B**IG things to report this month. For example: We got a brand new boss, in the person of A. R. Beyer, who comes from the wide open spaces. All you old timers will remember Mr. Beyer as one of the pioneers in the Sales department, and he is one of the reasons why Chicago has done such a good job, and there is no question but what the new District Chief will go higher. You old timers will also recall that the managership of the Radiola Division was always filled by the man who formerly was in charge of the New York Sales department. Mr. Quinton Adams, for example, was at one time Eastern District Sales Manager and then transferred into the managership of the Radiola Division. When Mr. Adams was made manager of the Engineering Products Division, they called on Mr. Nicholas to take charge of the Radiola Division. We were very sorry to lose Mr. Nicholas as our chief, but were amply compensated when Mr. Beyer was called to take the reins of the Eastern District Sales department. Lots of luck to both.

In line with such excellent recognition of ability, and loyalty, Miss Helene Dutcher also moved up with Mr. Nicholas, as his secretary. Miss N. Suttick was promoted to secretary to Mr. Beyer, whereupon Miss Bannon, who was secretary to Mr. Westbrook, became secretary to Mr. Tinsley; and with those promotions came the advancements of Miss Gallagher from secretary to Mr. Ryan. So much for the new-shoes filling process. They are all very capable and we hope that they will all be successful in their new positions.

Mr. Beyer, after having the usual difficulties in securing suitable housing accommodations, was not given enough time to find out whether he liked New York, for the Hot Springs Jobbers Convention sent out a convention call for all the executives and officials of the Radio Corporation of America, and consequently Mr. Beyer was initiated in usual form into the mysteries of the Occult Science of Jobbing, at Hot Springs, Virginia. Dame rumor has it that Mr. Beyer had enough supporters and friends at Hot Springs, and was able to return sound of limb, when the Jobbers Convention ended. After his return from Hot Springs, the RMA Trade Convention at Chicago claimed Mr. Beyer for a

few days and Mr. Beyer journeyed to the windy city, in company with Mr. Wanselow and others of the Sales department.

The vacation season is on and Jim Dooley went off on an automobile trip, whereabouts unknown. Mr. Dowling also did a little vacationing during June.

It is a long time since the matrimonial bug has bitten any of the members of the Eastern District Sales department and therefore it was quite a surprise for us to learn that Miss Bannon entered into the bonds of matrimony with Don Muir (not a member of the RCA family) under date of June 24th. We all want to wish this new matrimonial establishment all the success on their new lifelong venture.

Just so that there will be no mistake about it, we want to go on record to note that Mr. Pearl is still with us, and anybody who wants to make a complaint regardless whether it is about a set or not, he is always in his office to receive them. He is an expert in ironing out complaints of any kind. Also Gene says he still lives in Jersey and also still maintains the Chevrolet Chariot.

Mr. Brown, our Field Representative, who takes care of the state of Georgia and was the high man in the fifty-fifty Mail Campaign last fall, and E. J. Hendrickson, our Field Representative in the New York Metropolitan area, attended the Advertising Conference held here in company with some of the representatives of San Francisco and Chicago. Mr. Carlson and Mr. Cone, the advertising men of New York and Chicago, respectively, also attended this conference. We were specially glad to welcome Mr. Mathews of the San Francisco office as well as Mr. Bass and Mr. O'Brady of the Chicago office. Mr. Westbrook and Mr. Hendrickson did a wonderful job in entertaining all of the out-of-towners, through the means of land, water and air.

So as not to be a back number, Jim Dooley adorned himself with one of those trench coats, the same as Jack Kinsella had the office gang buy for him, and now it appears that some clothing store must have had a fire sale. Also officially, no one is responsible for the headgear which Jim Dooley bought unto himself. He claims he was *compos mentis* when he bought it.

Dave Moyes is of the idea that the summertime is a good time not to wear straw hats, whereupon he presents himself every day in something that is a cross between a hat and something you pick up in the Salvation Army Headquarters, and uses it as a headgear.

Dick Leckie, however, during the time Mr. Wanslow was in Chicago did the boss act, so as to keep the Authorized Dealers Division working. His neighbors told us that he did a good job at keeping the division going.

We welcome into our rank Miss Wilkie who takes the place of Miss Nugent who was promoted as chronicled above.

Latest reports indicate that Harold Fanning's colorful optic is much better after several applications of beefsteaks.

Last issue reported that the new luncheon club was formed upon Dick Leckie's arrival. The members being James Dooley of the Authorized Dealers Division, Richard Leckie, also of the Authorized Dealers Division, Ralph Sherbo, of the Shipping department, and Mr. Cone, who guides the destinies of the Advertising department, and who, incidentally, received the degree of Bachelor of Law from St. John's College recently.

To the outsiders, Miss Wankel is probably unknown for the reason that the great wall of filing cabinets hides her from the view of people coming into the office. We report, however, that despite this handicap, Miss Wankel and her two worthy assistants, Misses Zink and O'Donnell, are very efficient as filing clerks. There is never any delay in securing information from the files.

Jim Smyth is getting on very well as assistant to Miss Unger and Leonard Richman is also doing nicely assisting Mr. Genet. Leonard is also studying the radio business in his spare time.

That is all, till we meet again.

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### FIVE MISTAKES

A man struck a match to see if the gas tank was empty—it wasn't.

A man petted a strange bull dog to find out if he was affectionate—he wasn't.

A man speeded up to see if he could beat the train to the crossing—he couldn't.

A man touched an electric wire to ascertain if it was charged—it was.

## SALES DEPARTMENT

CHICAGO

FILLMORE, McCune and Jeter are now keeping bachelors' hall and have named their retreat, "The Polar Bear Club." Fillmore is the chef who prepares steaks, salads, vegetables, etc.; Jerry bakes the dainty cakes, cookies and biscuits, and McCune is official taster. It is difficult to say at this time how long they will be able to stand it, for they are eating themselves out of shape. They are reckless and say that it is not their shapes that worry them but the fact that their clothes will hardly contain them.

Fred Storms began his "Great Adventure" some time ago, when he was sent up to the windy emptiness of North and South Dakota as a field representative. Mr. Storms' longing for such a life exceeded the yearning of a stenographer for a Hollywood movie star's career. On leaving the office, Mr. Storms bade fond farewell to everyone—introducing himself to those he didn't know, in order to say "good-bye" to them. However, he is said to have overlooked the window washers and the building cat. He'll probably remedy that at the next sales meeting.

The Advertising department is sorry to have lost Miss Soukup who left them the latter part of May.

Thomas O'Grady secured his passports, viséd by the Swedish Consul, and departed for Minnesota where he reigns as King. His pet peeve is having the natives assure him that "you probably don't like the country but you'll get used to it." Fillmore tells him that he has seen nothing yet—that he'll be surprised next winter.

Life isn't always a bed of roses, at least that's what Miss Burns thinks, as she is now recovering from an appendicitis operation. We are glad to hear she is well on the road to recovery and hope she will soon be with us.

The Farm Specialist department is getting more distinctive every day. We understand that Messrs. McCune and Jeter have decided to abandon the time-worn phrases such as "Mr. McCune speaking," "Good morning," "Start the conversation," etc., when answering the 'phone and will use the original greeting, "Hay, hay!" instead.

Jack Kinsella returned to Chicago for the RMA Show clad in dazzling raiment and sport shoes. The day was one of our Chicago June days with the snow drifting four feet deep at the fences, and the wolves driven in by cold and hunger, howling through the streets.

WONDERS WILL NEVER CEASE

A. G. Pickle is visiting the New York Office. We hope that he returns safe and sound.

Our collective bosom heaves with pride as we record this incident. Jerry Jeter recently received from the City of Verdun, France, an elaborate parchment scroll and a big round medal suspended on a bright red ribbon. Jerry blushed modestly when questioned about this honor and would not speak, but one who saw the scroll informs us that Jerry prevented the Germans from taking Verdun during the World War. Mr. Jeter's name is now inscribed in Verdun's Book of Gold and it has been rumored that a lifesize statue of him is to be erected in the town square. Congratulations, Jerry!

And not that it makes any difference, but we'd like to know if any members of the RCA personnel like to play Post Office. Those interested are requested to get in touch with Jack Kinsella.

MAY COLLOQUY

Paul: "Good morning, Lora, how are you this bright June day?"

Lora: "June—why Paul, this isn't June; it's May."

Paul: "Oh! Pardon me; everytime I see you I think of marriage."

STATIC CLUB

The Chicago Static Club, whose membership has been increased by a number of the employees of the National Broadcasting Company and Cunningham Co., held its second meeting of the year at the Auditorium Hotel on Friday evening, May 25th.

For various reasons, such as the en masse departure of the globe men and others to the east, there were only about forty members present.

Considerable groceries were consumed in the courses of the dinner. The entertainment was supplied in part by J. O. Riehl and his gang from the NBC. Riehl played the piano with dizzying fingers, sang, and had everybody else singing, too.

The lecture of the evening was a mock initiation, during which Messrs. Jones, Karcher and Showerman suffered various ingenious torments for the pleasure of the rest of the gang. When asked "who was Santa Claus when Santa Claus was a boy?" they had to reply, "David Sarnoff." A spark coil and a chair provided further entertainment. Mr. Jones was of the opinion that he'd sat on a bumblebee but Karcher said it was more like a buzz saw.

A resolution was passed establishing a fine of \$1.00 for each time any member addressed another member as "Mister" in a meeting. Dean Lewis promptly had to forfeit \$2.00 right in a row, because, in the course of a speech he felt called upon to make, he spoke to "Mister" Parker and "Mister" McCune.

The greatest disappointment of the evening was occasioned by Mr. Carlson's absence. He had been scheduled to sing, but fled to New York "on business." We'll get him next time.

It was decided that another get-together be held during the coming sales meeting.

It was hard to lose Art Beyer but it would be selfish to complain when we know that his leaving us means a big step forward. The office doesn't seem quite right without him—but we will have to carry on. Yes—he left us—but he took with him the kindest regards and best wishes for his continued success, from the whole Chicago office.

Miss Reedy, our temperamental chief of the Filing department, dropped her telephone on the glass top of her desk the other day and ruined it completely. Don't know what was said to her over the phone, but it must have been something awful to create that desire to smash things. Well—be that as it may—the glass was broken.

Being Irish, and therefore clever, she concocted the following poem:

Heard about what's happened?  
Just cut an awful gash,  
Let my telephone slip, "By gosh!"  
And smashed my nice plate glass.

So if you have a dollar ????  
Please send it on to me,  
For you know I won't have long to live,  
If it gets to "P. G. P."

s. o. s.

which was sent to all the field men with lucrative results. She now has a new and larger glass top—which is the pride of her heart and requires constant polishing.

The field men's replies were quite in the spirit of the business as the following samples will prove:

"Dear Margaret:

"The next time you break your plate glass—or any kind of a glass, be nonchalant—light a Murad! (Signed) Paul J. Pfohl."

"M. R.:

"Sorry you broke the glass—damn glad you did not fall out of your chair. (Signed) G. R. W."

"Miss Margaret Reedy:

"Your S. O. S. has just arrived and 'twas surely a pitiful patter; a telephone slipping and breaking the glass, must have made an awful clatter.

"The dollar attached has long been saved, for some charitable cause, for the needy; I am sending it along to help right the wrong that you feel you have done, Margaret Reedy. Best regards and good luck. (Signed) R. V. Stephenson."

"Tough luck. Regards. (Signed) C. L. H."

"Never could stand to see beauty in distress. Merry Xmas. (Signed) Kennedy."

"With pleasure for a good looking girl in distress, always (Signed) Rothe."

(These two boys are in the South and full of Southern gallantry.)

"Yes, I heard what happened, all about the awful crash,

And in response to your appeal am sending on the cash.

So here is a dollar I am sending on to you,

To help get a new one, just like new. (Signed) Lysle."

"Your S. O. S. received with HORROR. Would that I could be with you in your SORROR. Say the word and I'll start to MORROR. To save you from the ire of P. G. P. I'd commit any crime, even bigamy. Enclosed find my BUCK, I wish you LUCK, but should tightwads develop and you need more, command me and I'll sure encore. The thing wanted, soon or late, will be supplied. Regards. (Signed) T. S. Orr."

Storms wrote a letter that should be framed in rosemary and rue—or lilies of the valley.



## SALES DEPARTMENT

SAN FRANCISCO

WE heartily welcome Webb Barrett to our midst as assistant to Duke Wordsworth. Webb is a native son and has no hobbies—so he says. (Just what those two points have to do with the RCA are things for you to worry about!)

Bob Hoey is enjoying bachelor days again, and we're skeptical when he insists that the sink isn't piled high with dishes. It seems that Bob sent his family East for a long visit.

The new Hallstrom Buck, with Scotty at the helm, tours this part of the country regularly on Sundays. Scotty enjoys the car, but she says that gas is expensive.

At a farm specialist's meeting at Sacramento, Jack Howells found himself eloping accidentally with a jar of bugs. Just what he thought he was going to do with them, is something else.

Isabel Aronson hopes to improve her golf during the summer months, and is now stepping out at 4 G. T. (G. T. stands for Golfer's Time, which at the best is always doubted.)

The advertising department has just said its last farewells to the Head—the Chief—the Boss—the Top—in other words, Mr. Bullock—and is preparing to get along without him for five long and lonely weeks. First Chicago and the Radio Show, and then New York are his various destinations.

Messrs. Stew Carter, Woody Woodford, and Jack Bray have returned from their trip to New York at the Radiotron Conference. An extremely interesting and pleasant trip was reported.

Mr. Porter has set sail for the land of Aurora Borealis for a brief vacation and doesn't expect to return until the latter part of this month. Alaska always did appeal to us as a vacation land.

How high is up? Mr. Yule left San Francisco terra firma for a little jaunt among the clouds, a few weeks ago, and departed via air line down to Los Angeles and San Diego. Tia Juana was also included in his southern itinerary.

Miss Pickett reported the loss of her purse and a few days later it was found in another building with all the money gone. It is thought that a pair of thieves is working the various downtown office buildings, and there have been vows of general vengeance once the two are caught.

Vacations at the service station have at last started. George Werner and Fred Enzminger got an early jump on the rest of the personnel, and are now basking in the sunshine at some beach.

The skipper, J. Mauran, is in New York, and from all indications he must be having a large time. Herb Hucke has returned from the metropolis and is again hard at work testing Radiola 18's. Back to the soil for Ernie Bancroft—he's at last joined hands with the farmers and is now the proud owner of a young rancho near San Jose. He states that commuting isn't so bad.

Among other visitors to New York is Matty Matthews, who is at present attending the Sales Promotion Conference. We understand that Matty quite approves of the Big Town.

#### MR. EDISON REMINISCENT

**A** LADDIN, U.S.A.," the book by Ernest Greenwood on the accomplishments of electricity in America, just published by Harper and Brothers, has the following foreword by Thomas A. Edison:

"In the first chapter of this book Mr. Greenwood quotes the newspaper account of the opening of the Pearl Street station on the afternoon of September 4, 1882—the first station in the world for the production and distribution of electric power.

"I remember well that afternoon.

"The reporter from the *Evening Sun* who came to interview me at the station was an alert and agreeable young man, with an average degree of skepticism. It was obvious that the little station with its 'thirty balloon-shaped globes, ranged at intervals on either side of the room' and glowing 'with incandescent horseshoes,' seemed hardly more than an amusing toy to him. He could not conceive that it meant the end of the candle and oil lamp and gas lamp, the end of the horse and carriage, the end of one epoch in civilized life and the beginning of another.

"Some of us saw further than he did, but even our imaginations fell short of visualizing all the changes that began that night. Many minds, working together, produce progress that out-runs the imagination of even the most courageous.

"That was forty-five years ago.

"I was a young man then. I am an old man now. I have lived to see the street car, the elevator, the electrified railroad, the automobile, the phonograph, the motion picture, the radio, the airplane, and the beginnings of television. It seems today to many, as it seemed to most men and women in 1882, that no great forward steps remain to be taken which are comparable to those that have been taken.

"It may be that the next forty years will not produce inventions of such revolutionary character. Progress has been so rapid that we may require a breathing spell in which to consolidate our gains and develop present inventions to their full capacity. But of one thing I am more positive than I was even forty years ago—the electrical development of America has only well begun.

"So long as there remains a single task being done by men or women which electricity could do as well, so long will that development be incomplete. What this development will mean in comfort, in leisure, and in opportunity for the larger life of the spirit we have only begun to realize. Great days are ahead of this nation and the world. And electricity will have a great part to play, granted only that it can be unfettered, with full opportunity for the largest possible individual initiative and energy.

"I look back with happiness to that eventful afternoon forty-five years ago. What will be happening in electricity forty-five years from this evening? I wish I might be here to see."

—*The Monogram*

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It is hard to think about the future at Christmas time. One, then, must think of the present.

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The thing that counts most in the world today is the adding machine.

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She: She's only a bootlegger's daughter.

He: Yes, but she has her good p'int.

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—"Believe it or not, I've been having so much clam chowder lately that my stomach rises and falls with the tide."

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## RADIO INTEREST AT HIGH PITCH THIS SUMMER

*By Pierre Boucheron*

ADVERTISING MANAGER, RADIO CORPORATION OF AMERICA

RADIO should no longer be considered an indoor sport to be enjoyed exclusively during fall and winter months. The transition from indoor radio to outdoor radio now goes on quite unnoticed. The broadcasting service continues month after month with the same high level of efficiency. The musical programs are a matter of established routine, although with the summer months they take on a somewhat lighter vein in keeping with the public mood. If anything, summertime brings on a greater range of program features because with the advent of fair weather the microphone goes afield in search of thrills.

What may well be termed the outstanding radio feature of the year is the broadcasting of the Republican and the Democratic National Conventions.

The first political convention which radio reported in 1924, revealed the enormous latent interest which the people of the United States have in politics. That interest had doubtless existed for years, but it was not until radio opened the doors of the convention hall to the public that its true scope was realized; for it must be remembered that the fabled camel that was to pass through the eye of a needle, faced an easier task than the average citizen who formerly sought access to a national convention.

In the torrid days of June, 1924, the streets of our cities great and small were thronged with eager listeners, pressing about every available loudspeaker which, in raucous tones, brought the story of the prolonged balloting at Madison Square Garden. In our rural districts, the radio at the general store, or the grange, was the object of equal interest. Thus the National Convention displaced the time-honored World's Series as the one event capable of holding the undivided interest of the American nation for an appreciable length of time.

Broadcasters, keenly alive to the public interest in the coming political events, have left no stone unturned to make the second report of the National Conventions a broadcasting masterpiece. There is no doubt that the conventions at Kansas City and Houston was attended by the greatest invisible audience ever gathered for any single event in the history of the world.

A trained staff of radio reporters and broadcasters, as well as a competent technical staff concentrated their full attention on the battery of microphones. Veteran political observers and analysts of nation-wide repute interpreted the proceedings so that America's vast army of radio listeners were kept in close touch with even the most trivial bits of political strategy which the convention developed.

A nation-wide network of more than 70 stations brought the conventions to every city and hamlet in the land. The National Broadcasting Company employed more than 10,000 miles of special telephone circuits, in addition to two transcontinental lines, in this gala broadcast feature. Shortwave transmissions from KDKA in Pittsburgh and WGY in Schenectady made the conventions available to our overseas friends in Latin America, Europe, South Africa and the Antipodes.

A battle of fists, rather than words, will follow during July, when Gene Tunney and Tom Heeney will compete for the World's Heavyweight championship in New York. Particular interest attaches to this year's heavyweight championship bout because of its international flavor, and no sport lover will want to miss this feature, whether at home or in vacation-land.

If plans now being formulated are realized, there will be one or more important late-summer turf classics placed on the air, in all probability the historic Belmont Futurity, decided over the Widener chute at Belmont Park in mid-September. Perhaps the more important regattas will be featured among the summer's sport broadcasts. And of course the autumn baseball classic, the World's Series, will ring down the curtain on a summer season of outstanding broadcast features.

If we compare our radio set with the family car, it becomes evident that the radio set should be prepared for summer operation, just as the car is prepared for winter driving. Thus the set, at the end of a long indoor season, may require fresh batteries, new radiotrons, and a general inspection and cleaning. Obsolete sets should be replaced by a modern receiver for summer operation in terms of present-day excellence.

There are certain fixed elements of clear, reliable reception which must be adhered to more closely in summer than in winter. First among these is the necessity of selecting signals from a station of ample power, not too distant. Furthermore, it is

highly desirable that the station chosen should have a reputation for careful maintenance, and be free from the evils of faulty transmitter operation, hit-or-miss monitoring, inconsistent power, fading or shifting wavelength. Fading, however, is sometimes a condition beyond the control of the broadcaster, and may result from some atmospheric condition existing between transmitter and receiver.

Secondly, there is the need of selecting programs of high quality, and particularly features with sufficient body to nullify such static as may be present in spite of the admittedly high signal level. Then, too, *signal level* is one thing, and *sound level* is quite another. Thus a dance orchestra will minimize static interference much more readily than a string trio or a violin solo. Indeed, it is quite as necessary for the broadcast listener to exercise care and judgment in the selection of his program features as it is for the artist to employ various color tones to prevent undesired motifs from spoiling a canvas.

Finally, the listener will do well to content himself with a reasonable volume. The volume control of a radio receiver amplifies static as well as signals which issue from the loudspeaker, and it is only a matter of time before the extraneous noises which may be present will attain sufficient volume to become irritating. Therefore, during days of excessive static, the listener is advised to cut down his volume, for in this way he will succeed in reducing the background noise to a minimum.

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Mr. Smith met Mr. Jones on the street and the following conversation ensued:

Mr. Smith: "Who are you working for now?"

Mr. Jones: "Same people."

Mr. Smith: "Who's that?"

Mr. Jones: "Wife and five children."

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How happy we were in the old days when a two-mile walk in our best clothes on Sunday afternoon was gayly anticipated all through the week!

## RADIOMARINE CORPORATION OF AMERICA

EASTERN DIVISION

NEW YORK

**R**AYMOND S. WARD sailed as a passenger on board the *Deutschland*, to join the new Yacht *Nourmahal* being built at Kiel, Germany by Vincent Astor.

Donald A. Hoey has been assigned to the Yacht *Alder*.

Joseph M. Robinson, a graduate of the Radio Institute of America, has been assigned junior on board the *San Lorenzo*.

Ralph T. Schaffstall is now junior on the *Orizaba*, of the Ward Line.

John W. Davenport is holding down the Chief's job on the *Mexico*.

Charles L. Fagan and Andrew C. Selz have been transferred from the *Santa Elisa* to the new *Santa Maria*, of the Grace Line.

John L. Shilton is operator on board *Socony No. 94*.

Adrian V. Kennedy, after taking a trip off, is back on the *Republic*, of the United States Lines.

Wali Mohammad has been assigned to the *Agwihavre*.

Stevens J. Sackacs has been promoted from third to second operator on the *President Harding* and Anton B. Swarts assigned as third operator.

Edward F. Rocks has been transferred from the *President Harding* to the *Western World*, of the Munson Line, as third operator.

Charles E. Maass sailed last month on the *Willangle*, bound for the Pacific Coast.

Robert H. Casey has been transferred to the *Archer*.

Benjamin F. Moore, an old timer in this division, is now assigned to the *Culberson*.

Leroy A. Dunlap was relieved by Andrew Dzuri on board the *Andrea Luckenbach*, as junior operator who is now holding down the Chief's job on the *Paul Luckenbach*.

Henry S. Crowley is holding down the job on the *Brazos*, of the Mallory Line.

Cody H. Lehr has been promoted from junior to the chief's job on the *Coamo*, and Guyon L. Smith is junior.

James J. Delaney has been transferred back to the Chief's job on the *Havana*.

Bruce Albertson made a relief trip on the *Freeman*.

Walter B. Murray is chief and Herbert M. Stiles is junior on the *Munargo*, of the Munson Line.

James L. Splane, after having spent a lengthy vacation on shore has been assigned to the Chief's job on the *San Juan*.

John G. O'Connor has been promoted to chief of the *Minnekadha*.

George A. Thompson sailed on *The Lambs*, bound for Mediterranean and Black Sea ports.

James H. Townsend is back on his old job aboard the *Freeman*.

Alfred E. Jackson has signed up for a long trip on the *Sagaporack*.

Robert H. Bisbee transferred from the *Sugillenco* to the Repair Shop Staff in New York.

Roger N. Fowler transferred from the *Bristol* to the *David McKelvy* and Norwood V. Bradshaw from the *David McKelvy* to the *Bristol*.

Anthony Castellani sailed on the *Mobile City* for a long voyage.

John Lackey, formerly on the Yacht *Cutty Sark*, is now assigned to the *Malabar*.

Isadore Fishelberg, transferred from junior's job on the *Caracas* to the *Seminole*.

Nelson J. Kearney has been transferred from the *West Irmo* to the *Cathlamet* plying between New York and Africa.

Elmer R. Merrow on his last trip to New York requested a leave of absence from the *American Legion* for one voyage.

Maurice D. Holland who was on the *Robert E. Lee* at the time the vessel grounded near Cape Cod has been assigned to the *Cananova*.

Adolf Heise signed articles for a long voyage on the *Clontarf*.

Russel L. MacDonald is now holding down the third operator's job on the *American Legion*.

Chas. E. Stevens, a veteran of the New York Division, is now holding down a combination job as third mate and operator on board the *Commercial Spirit*.

Benjamin N. Lazarus, who has been out of service for some time, was re-assigned as third operator on his old ship the *George Washington*, of the U. S. Line.

William S. Egan was promoted from third to second operator on the *American Legion*.

Charles C. Berger is assigned to the new two million dollar yacht *Savarona*.

Frank J. Connor is doing a good job on the *Chilcop*.

Fred H. Gildemeyer was promoted from junior to chief's job on the *American Farmer* which plies between New York and London.

Paul Rothman re-entered the service and is assigned to the *Delfina*.

Leslie H. Brennan relieved George L. Bacon on the Tanker *Republic* and Bacon is now assigned to the *Edward Luckenbach*.

Richard F. Cummins is the new junior aboard the *American Farmer*.

Louis Korn is doing his stuff on the *Livingston Roe*.

Many of the operators will be pleased to hear from our old friend Doc James F. Forsyth, now on the *Steel Seafarer*.

Max Shulsinger is on the *E. M. Clark*.

Ralph K. Davis has been appointed chief and Harry L. O'Brien junior on the *Santa Luisa* of the Grace Line.

Leon C. Wyndom, formerly on the *Malabar*, is now assigned to the *Waukeegan*.

Chas. F. Bush transferred from the *Algic* to the *William A. McKenney*.

Cornelius Connelly signed his name on the dotted line for a long voyage on the *Bellflower*.

Alton T. Thornhill relieved Chas. F. Bush on board the *Algic*.

Florian J. Mitch, formerly in the U. S. Navy, is the new junior on the *Huron*.

Micheal J. McDonough is on the *Charles G. Black*.

Joseph L. Hecht relieved Joseph Carroll on the *Thomas P. Beal*.

Elmer H. Bergeron has been assigned to the *Steel Worker*, of the Isthmian Line.

Sterling A. Price is the new man aboard the *S. B. Hunt*.

George H. Weimerslage is now on the *Oran* bound for the West Coast.

The following operators have resigned from the service:

Lester A. Watson

Alfred L. Wilson

Joseph Jerabek

Joseph Haber

Charles A. Quinn

The following commendable report on operator J. Baima, of the *Anniston City*, has been received from Captain Tillet:

"Sobriety—Perfectly sober.

Honesty—Very honest.

Punctuality—Very punctual.

Very attentive to duty.

Ability—Very good.

Remarks: I wish to state that Mr. Baima has performed his duties entirely to my satisfaction. He takes good care of the equipment and is a very efficient operator."

On June 4th, at Twelve Noon, a surprise was given to Miss Levy (our Flo) by presenting her with a huge Birthday Cake on which 16 candles were set. This is indeed news worthy of mention because of the fact that Flo is one of our real veterans. She showed her appreciation by giving our 326 family a portion of the cake.

Habits are peculiar things—sometimes good, and sometimes not so good. For example, it is a custom in the MRI to hold an annual Christmas party. That will serve as an illustration of a good and very pleasant habit. But—last July Eddie Kamin-sky, who is in charge of our accounting, left the safe harbor of single blessedness to venture forth on the uncertain seas of matrimony and thereby began another habit. Now this June, Andy Borkel, newest member of the accounting staff, kept up the habit by stepping off for parts unknown on June 3rd.

He did not go unmourned, however. At noon hour on the day he left, after Mr. Duffy had given him sage advice on how to be master of his household, a melancholy procession headed by Eddie, attired as a minister, and followed by four pallbearers carrying a coffin marched around the office to the music of a dead march played by our Panatrophe. When the circuit was completed the coffin was laid on the bridegroom's desk and after an exhortation by the minister, Andy was told to exhume the dead.

He took off his coat; he took off his vest; he rolled up his sleeves; and then we called a halt. He took a hammer; he took a chisel; he took a nail puller; he sweated and panted; and finally the cover of the coffin came off. Inside the box was a mass of excelsior, sweetly scented with Woolworth's best perfume (Andy hates perfume). So he started to dig, and pulled out a bill. He dug further, and yanked out another, and so on for about fifteen

minutes at which time a good portion of his desk was filled with crisp greenbacks. Then came a closing speech by the minister, after which Andy was called upon for a speech. His best effort was a heartfelt "Thanks to you all," and then we went out to lunch.

Rah, Rah, Rah, Who are we?

We are the boys of J.B.D.

This is the call which resounds through Prospect Park on Saturday afternoons, rallying the Radiomarine Baseball Team on to more and better hits. For about three weeks ago, a team, comprised of the male members of Broad Street and 326 banded together "to promote friendship and social intercourse amongst the employees of the Radiomarine Corporation of America."

In order to achieve these ends, it was, of course, necessary for the team to be uniformed. So the Corporation agreed to outfit the team, which, as one unkind critic remarked, "Now at least looks like a baseball team."

However, we believe that in addition to looking like a team, it is a team, and a darned good one at that. Its membership includes the following:

McSorley	- - - - -	Catcher
Kaminsky	- - - - -	Pitcher (and Manager)
Martin	- - - - -	"
Feeley	- - - - -	"
Mills	- - - - -	Infielder (and Captain)
P. Morris	- - - - -	"
La Rocco	- - - - -	"
Jezek	- - - - -	"
Fisherman	- - - - -	"
Shaw	- - - - -	Outfielder
Burch	- - - - -	"
Lechner	- - - - -	"
L. Gates	- - - - -	"
Akar	- - - - -	"
Hamilton B. Duffy	-	Mascot

We have, in fact, such a good opinion of ourselves that we hold ourselves open to a challenge from the RCA team at 233, to be played on any date which will be mutually convenient.

## RADIO INSTITUTE SCHOLARSHIPS

The Veteran Wireless Operators Association announces that it will administer and award two scholarships for attendance at the Radio Institute of America, New York, and two scholarships for the Institute's Correspondence course, donated by the Radiomarine Corporation of America and A. H. Grebe, radio manufacturer.

Awards will be made, according to the announcement, to those American youths over eighteen years of age who write the best letters or essays on the topic "How Does Radio Serve."

## BALTIMORE

**I**NSPECTOR Kipp calibrated the new type ER-1485 direction finder installed on the *Eastern Guide* at New York.

John H. Egan, after a prolonged vacation ashore, took assignment on the inter-coastal freighter *Yorkmar*.

Walter L. Love, formerly of the Shipping Board steamer *Anacortes*, has returned to the Great Lakes Division. Come down and see us again next Fall, Walter.

Oscar Goldstein recently joined the tanker *Emma H. Coppage* at this port. Goldstein graced our unassigned list for several new moons and was so anxious to get away that he forgot to say good bye.

Robert B. Leech, former junior of the *Alleghany*, is now located on the ore carrier *Firmore*.

George M. Shaeffer, Jr., was relieved on the *Winona County* by Ralph G. Freeman.

Stanley Turbervill—"Call me Turby"—after taking several thousand from the races at Pimlico, is now vacationing on the freighter *Corvus*.

John H. Wahlberg, after a six months' visit on the Pacific Coast is back with us again on the steamer *Munalbro*.

Earle A. Beaver, former senior of the *Howard*, has been temporarily assigned to the *Alleghany*, as junior.

Benjamin O. Zylstra joined the *Steel Worker* for a trip to the Far East.

J. Hubbard McCauley, has deserted the trans-Atlantic run for a voyage to South America on the *Bethore*.

Orin Jenkins is also back with us again and can be reached in care of the coastwise freighter *Atlantic*.

## BOSTON

**H**OWARD SPAULDING, a new man on the *Tide*, claims he has discovered a sure cure for seasickness which does not involve the use of the old time salt pork chunk.

Ernest Howland relieved Julius Dolloff on the *Yarmouth*, enabling Julius to take duty on the *Frederick Ewing*.

George Uring drew a prize in the schooner yacht *Zodiac*, which is to enter the King of Spain's trans-Atlantic yacht race. The *Zodiac* carries a 150-foot mainmast. Here's hoping it stays up.

Our own Ed Romney is proceeding to Europe on the *Seattle Spirit*. We can picture his climbing the Swiss alps again, in full Alpine costume. And when he gets back we will see more pictures of Alpine splendor, no doubt, with Ed in the foreground fully equipped with spikes, gaffs, and heaving lines.

The following are recent assignments: Tim Collins, *Edward Peirce*; F. C. W. Lazenby, *New York*; Fred Hue, *Lake Benbow*; G. R. Collette, *Coastwise*; Philip Bailey, *Louis M. Winslow*; John Gould, *Evansville*; Nicholas Tucci, *Crampton Anderson*; Harold Stanley, *Boston*; H. F. Morrisette, *Gannon*; and Eugene B. Petit to the *Swiftscout*, at Providence.

The following really happened, and may bring a smile to some of our fellows who are still capable of grinning at a mild one.

Little Billy Smith, 3rd, in whose home a Radiola Model 100-A speaker does valiant duty, was gazing at the rows of headstones on the graves of hero dead on Memorial Day. He turned to his grandfather, and said, "Look, Gran'pa! See all the loudspeakers."

## GULF DIVISION

## NEW ORLEANS

**T**HE Division Office Staff was honored by a long-anticipated and many times postponed visit from our General Superintendent, Mr. Stevens, accompanied by his wife and son, who arrived in New Orleans on the *Dixie*, May 30th, which date was also his nineteenth anniversary. We were all glad to see the Stevens' and enjoyed their short stay here very much. They left for Leesville, Saturday and will make a trip through Texas, stopping at many places, including Port Arthur and Galveston.

Ship station assignments, transfers, etc., include Emil R. Schindler to the *Clavarack*, relieving H. C. Marliave, C. B. Buddecke to the *Liberty Bell*, relieving R. J. Cotton, Wm. B. Kinnier

to the *Saugerties*, relieving A. H. Monroe, James H. Gullette to the *Favorita*, as junior, replacing L. L. Jordon who was made chief when D. Brandfon, formerly chief operator, went back to New York for another assignment. Arthur W. Regan to the *Quistconck*, relieving C. E. Rose, Edward A. Cole to the *West Ivis*, Otto Thies to the *Tug Satoco*, Henry Bourgeois to the *Delecto*, Jacob Sazer to the *Cranford*, relieving Leon Kethley, Jose J. Lopez to the *Dos Equis*, relieving A. E. Murray, who was transferred to the *Superior*, Arthur M. Burr to the *Susan Moran*, relieving Louis Rakofsky, Paul J. Simmons to the *Lake Benton*, relieving C. F. O'Donnell for one trip. A. V. Taylor to the *Silver Shell*, relieving A. L. Prichard, John A. Gillen to the *Tripp*, relieving J. C. Graves.

#### BRICKBATS FROM THE GALVESTON DISTRICT

Vacations are finally under way; Grout is somewhere between Galveston and Denver; exact position variously estimated by members of Galveston Staff as 25 to 600 miles, depending on degree of faith in Grout's chariot. 2400 miles is a long way.

The eighth annual Bathing Beauty Revue and Third annual Pageant of Feminine Pulchritude has officially ended; Miss Chicago, Miss Ella Van Hueson, winning first prize and 2000 bucks, and Miss France, Miss Raymonde Allain, second prize, 1000 bucks, and Miss Italy, Miss Livia Marracci, third prize and 500 bucks, respectively. It was a truly beautiful spectacle and those of you that missed it have something to regret.

Messrs. Stevens and Pohl arrived in Galveston recently, and we were waiting expectantly; after many postponements Mr. Stevens arrived in New Orleans on the 30th of May and things must have looked good as he has lengthened his visit a week already. If they had been in Galveston the past week-end for the Revue the Marine Department and Gulf Division HQ may have been in Galveston from now on.

We are glad to welcome E. D. Coburn, of the New Orleans Office, as vacation relief and hope that we may be allowed to keep him permanently.

#### IRISH CONFETTI FROM THE KEY WEST CLAN

Manuel Fernandez, recently of the *Miami*, has left the service of the RCA again, obtaining a permanent position in the U. S. Lighthouse service. He has been stationed at Dry Tortugas and intends to remove his family there from Key West.

C. S. Fisher, an old-timer in the service of the RCA, who has been directing a radio school in Tampa until recently was assigned to the *Miami* to finish out the last few days of its run before being laid up again.

Edward M. George, formerly of the Great Lakes, has been serving as junior on the *Governor Cobb* for a couple of weeks during May while that vessel went to Mobile to dry-dock, and made the *Cuba's* run while it also went to dry-dock. We wish to take occasion to commend Operator-in-Charge, J. L. Crusoe, of the *Cuba*, for the way he has kept the radio room and apparatus during the whole of the year that he has been in charge. We have never at any time found it in other than first class condition and a credit as an RCA station.

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### GREAT LAKES DIVISION

CLEVELAND

OUR MRI force is still hard at it, or hard pressed, if you want to put it that way. Nine new installations and calibrations of Type ER-1485 Direction Finder equipment are being completed. In addition an ER-1445-A equipment has been installed on the Tender *Hyacinth*, of the Light House Service, another such installation is being completed on the *Francis L. Robbins*, of Newaygo Timber Company, and another on the *L. C. Smith*, of Great Lakes Steamship Company. Together with an ER-1445-A DF and ET-3626-B telegraph installation to be completed on the M.S. *Lake Ormoc*, of Ford Motor Company, life just appears one grand path of installation work. Inspectors, Lewis, Williams, Blue, Baskin, Kraus, and Horton headed by Chief Inspector Covey are to be commended for the efforts put forth to keep up with new orders.

In addition to the above mentioned new work—which is just one month's work—the inspectors named above together with our Buffalo, Chicago and Duluth coastal staffs and our Soo Inspector, B. L. Strang, cover completely all service calls which come from a total of 272 ship equipment installations. Need more be said to prove, we are busy! But busy or not they insist on our monthly contributions to these pages!!!

Our Chief Inspector, G. G. Covey, has decided to enlist for the cruise of the M. S. *Lake Ormoc* now being fitted out at Fordson

by Ford Motor for a trip to the company's rubber concessions located at the headwaters of the Amazon. Word has it that the *Lake Ormoc* is to remain at said Amazon headwaters indefinitely. Evidently Jerry thinks he could find NO DF's there, but he forgets the *Ormoc*. It wouldn't be such a bad idea for Horton to go as they say heat and the consequent perspiration is healthy for elimination of excess weight—but that would mean the end of Jerry.

Here's a favorite and always unmentioned thought of the office force, "Who will operate the Ditto?" The answer seems to be, "Every man for himself!"

W. H. Jones, our Buffalo manager, can cover more duties than any one other person in the whole organization. He seems to be everywhere doing everything all at the same time. How do you do it, Bill? Pass the word to Horton—perhaps he too can be slim.

W. J. Kielar, of the *Hobson*, H. Wolbarst, of the *Lagonda* and E. A. Thornhill deserve the honorable mention of the Division for their ship operating activities. Does anyone recall any aired happening those men were not in? Your efforts and work are appreciated, boys.

We are all very sorry to have received word that Inspector Blue is at the moment and for possibly some days to come laid up in the Soo Hospital. We all wish him a speedy recovery and return.

The Division extends their sympathies to L. P. Lewis in the loss of his father during the past month.

Word hath it that W. A. Walker, second Eskimo of our WRL plant, is soon to be in double harness. In fact, we are sure it is a true forecast for haven't we seen him operating a vegetable garden? Well, it's all right so long as his better part harnesses him before he drowns himself in coffee. And, needless to say, Horton hopes for such a happening that he may have a clear field. Bill says, himself, that when Horton falls it's going to be a hard blow—but doesn't say who to.

You people of other divisions lose out on a good laugh which we get every other day when the old man has the young one reporting in. Need any more be said? If so, make it bells—and the girls always ask "why do they wear them?"

We were glad to have Mr. Leuteritz, of the Engineering department, pay us his first visit. We hope you come soon again

and stay longer, Mr. Leuteritz, and here's our promise of air-mindedness.

This month we issue two prizes instead of our usual one. To W. A. Walker goes the gold plated spark gap plate, because he is the only, (yes only) one in the whole division who can be expected to start on a trip and finish up said trip regardless of length, without asking for a cent in advance on expenses. His record is absolutely unparalleled! Lewis draws honorable mention! N. M. Kraus, gets our second and silver medal for his ability to catch boats and cover assignments which even the hardest-boiled dispatcher would bet his shoes that nobody could catch. We have a hunch NMK's experience in married life has sharpened his abilities of this nature to the unhuman sharpness which exists.

The following assignments and transfers of ship operators were made during the past month: Charles Steinhoff to *City St. Ignace*, Saul Solomon to *Yacht Stellaris*, A. M. Lyon to *Greater Buffalo* as senior, P. C. Gail, *Junior Great Buffalo*. D. S. McMullen and Ed Murphy transferred from S.S. *Western States* to *Greater Detroit*, F. F. Day to *City of Cleveland III*, Bert Love from *Cleveland III* to S.S. *Elton Hoyt*, Clifton Ries to M.S. *Steel Vendor*. F. N. Lantzer back on *Juniata* as senior with G. B. Oppy, a new man, as junior, W. P. Siegman released from the *Yacht Stellaris*. H. W. Uhl to Ford Tug *Humrick*, Edward F. Ring, formerly of Tropical Radio Telegraph Company, Ft. Morgan station, assigned to WRL, Duluth, as third operator. George E. Jewett, a new man, assigned to WBL, Buffalo, as third operator, temporarily, until Harold Smith returns from salt water, Fred C. Dickely ("FD" of the UAL Fleet) is now at our WCY, Cleveland station as third operator. J. M. Pratt (one of the extra grade boys) is doing third trick at WGO.

Below is a form which we in this Division use as a daily time report for our service men. When the routine report of Inspector N. M. Kraus covering his work of May 12th reached us in the mail, Mr. Cole and I nearly died laughing at Kraus' picturing on the reverse side of the slip.

For your information, Kraus was down from Duluth on the steamer *Chas. O. Jenkins* on which vessel he had just completed installation of a radio direction finder equipment. We got word to him just before he reached Sault Ste. Marie locks that we wanted him, if possible, to transfer to the steamer *Sir Thomas*

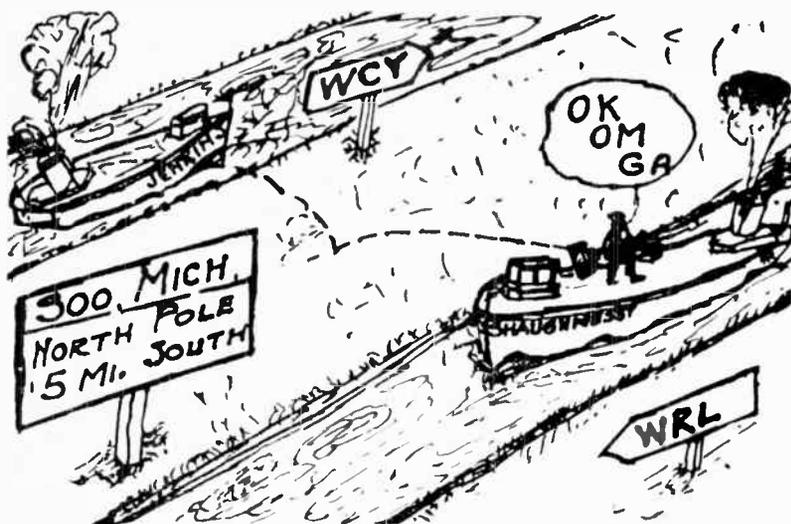
*Shaughnessy* which was up-bound for Duluth. We could see that the *Jenkins* and *Shaughnessy* would probably lock through, of course, in opposite directions, at about the same time, but we did not realize that they would lock through at the same minute, which they did. However, Kraus covered the situation beautifully and as he so aptly shows in his picture he made one jump from the *Jenkins* to the *Shaughnessy*, and the *Shaughnessy* proceeded on her way.

Kraus' carrying out of our instructions, and his reporting the incident with the simple words "caught her" shows a very commendable spirit.

Referring to his illustration: "WRL" are the call letters of our Duluth coastal station. "WCY" are the call letters of the Cleveland coastal station.

"All finished. Riding to Soo. Showing officers how to operate D. F.—N. M. Kraus.

"Note: When we got to the locks the *Shaughnessy*, which I was to catch, was already in the lock, coming up. Caught her."



THE HIGH JUMPER OF THE GREAT LAKES DIVISION

## SEATTLE

THE Merchants Exchange, Portland, Oregon, have contracted with the RCA for a marine coastal station, which will open for general public business on July 1st, 1928. The station is equipped with an ET-3626-B transmitter, CW and ICW, and will operate on 600, 630 and 2013 meters. Service will be continuous. Traffic accounts will be settled by RCA. Call Letters are K P K and all RCA operators should make use of the station when in this vicinity.

The Merchants Exchange particularly request a TR report from vessels upon entering the Columbia River, passing Astoria, passing St. Helens and entering the Willamette River. These TR reports will greatly assist the shipowners and agents in Portland and will be handled free of charge.

The coastal station tax for ships' business and paid messages is 10 cents per word; delivery in Portland 3 cents per word. To other points the usual Western Union forwarding charge will apply.

We look forward to this station doing a lot of good work and know the co-operation of all marine personnel can be counted on.

Mr. Porter visited us for a few days, en-route to Alaska.

George Street gets much pleasure out of his new method in traveling to Portland. He makes use of the comfortable airplane passenger service to that city. He says it's a fine buggy ride.

Miss Cayo's many friends will be glad to learn she has recuperated from her recent severe illness and returned to her duties.

Alaskan activities have been in full swing during the past several weeks and the boys have left for various Alaskan stations in the North. Tim Furlong and H. D. VanWegen are on the *International*. E. G. Henry is on the *Santa Flavia*. C. Huntley sailed on the *W. M. Tupper*. D. H. Judkins will enjoy the summer on the spacious decks of the schooner *Rosamond*. C. J. Curtis relieved M. DeShazo on the *Starr*. D. E. Latourell was assigned to the *Salmon King*.

When the owner of the *Mazama* requested operators he said he wanted two young men active enough to jump over the side and coax salmon aboard, if necessary. Philip Wright and Lee Dimter convinced him they could handle the job.

R. Gollnik resigned from the *Lurline*. He is now assistant operator on the *President Pierce*. A. H. Brodie and J. L. Hartley were assigned to the *Lurline*.

# RADIO CORPORATION OF AMERICA

233, BROADWAY

WOOLWORTH BUILDING

NEW YORK

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## TREASURER'S DEPARTMENT

G. S. De Sousa, Treasurer

Alexander Nicol, Assistant Treasurer

A. B. Tuttle, Assistant Treasurer

C. G. Terwilliger, Credit Manager Sales

Norman Tyson, Assistant Credit Mgr. Sales

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## COMPTROLLER'S DEPARTMENT

C. J. Ross, Comptroller

H. A. Sullivan, General Auditor

Russell J. Hoffman Auditor of Disbursements

Henry Hiesel, Auditor of Receipts

L. G. Hills, Auditor trans-Oceanic Dept.

J. R. McDonough, Auditor Sales Dept.

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## ADVERTISING AND PUBLICITY DEPARTMENT

P. Boucherou, Manager

L. R. Galvin

L. F. Chadeayne

C. M. Schaefer

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## LAW DEPARTMENT

William Brown, Vice-President and General Counsel

Colonel Manton Davis, General Attorney

Major I. E. Lambert, Assistant General Attorney

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## PATENT DEPARTMENT

Ira J. Adams, Attorney

Assistant Attorneys

Harry G. Grover

James G. Norton

Terry B. Morehouse

Bernard S. Frankli

Harry Tunick

Samuel B. Smith

Carl M. Cohen

David J. Bonett

Phil L. Rodier

Samuel Tietney

Frank S. Mysterly

Joseph D. Black

John M. Montstream

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## SALES DEPARTMENT

Joseph L. Ray, General Sales Manager

E. A. Nicholas

Manager Radiola Sales Division

Meade Brunet

Manager Radiotron Division

J. M. Sawyer

Manager Contract Sales Division

S. W. Goulden, Commercial Engineer

V. N. Philip, Export Manager

Quimon Adams, Manager Engineering Products Division

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## NEW YORK DISTRICT SALES OFFICE

A. R. Beyer, District Sales Manager

M. S. Tinsley, Asst. District Sales Manager

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## PRODUCTION AND SERVICE DEPARTMENT

A. E. Roach, Manager

W. A. Graham, Mgr. Service Division

L. L. Manley, Asst. Mgr. Service Division

J. W. Rafferty, Mgr. Production Division

C. H. Walter, Warehouse Superintendent

# RADIO CORPORATION OF AMERICA

66, BROAD STREET

NEW YORK

## ENGINEERING DEPARTMENT

E. F. W. Alexanderson  
Chief Consulting Engineer

C. H. Taylor  
Chief Communications Engineer

C. W. Latimer, Operating Engineer

## BUREAU OF INVESTIGATION

John S. Harley, Chief Special Agent

## TRAFFIC DEPARTMENT

W. A. Winterbottom, Traffic Manager

John B. Rostron, Asst. Traffic Manager

C. J. Weaver, Superintendent

A. A. Isbell, Asst. Traffic Manager

Walter E. Wood, Asst. Superintendent

L. A. Briggs, Chief Operating Electrician

## TRAFFIC PRODUCTION DEPARTMENT

Colonel Samuel Reber, Director

Alfred H. Morton, Assistant Director

F. J. Grimm, 109, Congress St., Boston

F. R. Carney, 100, West Monroe St., Chicago

F. Wilhelm, 28, Geary St., San Francisco

# RADIOMARINE CORPORATION OF AMERICA

66, BROAD STREET

NEW YORK

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B. W. Dold, Auditor

T. M. Stevens, General Superintendent

P. C. Ringgold, Asst. General Superintendent

W. G. Logue, Commercial Manager

A. J. Costigan, Traffic Superintendent

John B. Duffy, Supt. Eastern Division

W. F. Aufenanger, Asst. Superintendent

E. N. Pickerill, Asst. Superintendent

Samuel M. Christie, Supervisor  
326, Broadway, New York

George W. Nicholls, District Manager  
109, Congress St., Boston

F. H. Illingworth, District Manager  
35, S. 3rd St., Philadelphia

George E. Cole, Superintendent

David S. Little, Assistant  
Great Lakes Division  
1599, St. Clair Ave., Cleveland

W. H. Jones, Manager  
223, Erie St., Buffalo

B. L. Strang Marine Representative  
Sault Ste. Marie, Mich.

Geo. M. Commerford, Manager  
9402, Ewing Ave., South Chicago

H. S. Clark, Manager  
927, West 9th Avenue, Duluth, Minn.

Julius A. Pohl, Supt. Gulf Division  
512-516, Saint Peter St., New Orleans

William L. Norton, Manager  
2820, Avenue D, Galveston

W. A. Lintz, District Manager  
5, Dismuke Bldg., Port Arthur

W. P. Kelland, District Manager  
302, East Lombard St., Baltimore

H. R. Butt, District Manager  
222, Brewer St., Norfolk

H. L. Burross, Marine Superintendent  
274, Brannon St., San Francisco

H. Malarin, Chief Operator  
274, Brannon St., San Francisco

H. M. Harding, District Manager  
453, South Spring St., Los Angeles

M. R. I. Depot  
Los Angeles (Wilmington)

George Street, District Manager  
605, Dexter Horton Bldg., Seattle

# RADIO CORPORATION OF AMERICA

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## PACIFIC DIVISION

235 Montgomery St., San Francisco

G. Harold Porter, Manager

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A. B. D. Scull, Dist. Sales Mgr.	L. W. Yule, Ass't Dist. Sales Mgr.
Frank M. Roy, Traffic Superintendent	George F. Sheklen, Ass't Traffic Supt.
T. L. Love, Division Auditor	M. Holloway, Division Cashier
W. P. S. Hawk, Hawaiian General Superintendent, 923, Fort St., Honolulu	

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## PURCHASING DEPARTMENT

233 Broadway, N. Y.

William P. Van Wyck, Purchasing Agent

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## FOREIGN REPRESENTATIVES

Paris—Colonel H. L. Roosevelt, European Manager  
156, Rue de L'Université

Buenos Aires—George W. Hayes, Edificio Banco Boston  
567, Av. Pres Roque Saenz Pena

Manila—Colonel C. H. Nance Vice-President and General Manager  
Radio Corporation of the Philippines, Plaza Moraga

Rio de Janeiro—P. A. Dana, Caixa, Postal, 2726.

Mexico—McCall L. Gary, Hotel Geneve, Mexico, D. F.

Shanghai—Alanson T. Tyrrell, Shanghai, China  
Room 211, Robert Dollar Building, 2, Canton Road

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## TECHNICAL AND TEST DEPARTMENT

Van Cortlandt Park, South, and Saxon Avenue, The Bronx, N. Y. City

Dr. Alfred N. Goldsmith, Chief Broadcast Engineer

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## CHICAGO DISTRICT SALES OFFICE

100, West Monroe St.

P. G. Parker, District Manager	D. A. Lewis, Asst. District Sales Manager
C. C. Chappelle, District Auditor	E. C. Carlson, District Advertising Manager

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## RADIO INSTITUTE OF AMERICA

326, Broadway, N. Y.

Rudolph L. Duncan, Director

## A WORD TO THE WISE

**A** SMART man isn't a man that knows everything, but a man who knows just enough about everything to get the rest of the information when needed." I believe that assertion carries the secret of efficiency. To know just where to put your eye, or your hand, on the bit of knowledge needed to take care of the problem of the moment—that is, to know the essentials or the principles and where to get the details—is to have made your reading and study and observation effective. It is humanly impossible for you to remember all you hear or read or see; even to attempt to memorize all the details of a single subject is a task for which few memories are fitted. But by judicious reading and close observation you may readily retain just enough about everything to know where to get the rest of it when you want it. When I was a lad at school an important part of the history lesson was to be able to stand before the class and reel off the names of all the English monarchs from—well, the first king, whoever he was, to the living ruler. The dates went with the names. Often since then I have thought of the tremendous waste of time and energy this memorizing involved, and I congratulate myself now that I have been able to forget most of it. If I want to know the name of a certain king and the years of his reign now, I know just where to find my book of dates or my history—and who ever is many yards from an encyclopaedia nowadays. In this day of reference books on every conceivable topic, we should devote our minds to the mastery of basic things, elements, principles, established laws, etc. If we burden memory with a mass of details, figures, dates, numbers, tables, rules, etc., we shall find ourselves severely handicapped when we attempt to do a bit of original thinking—the essential first step toward initiative. To be efficient you must be able to think quickly, logically, and accurately. The freer your mind is from non-essentials the better will you be able to think. Just aim to know enough about everything—about anything—to get the details when you need or want them.

*A. J. Fisher.*