

WORLD WIDE WIRELESS

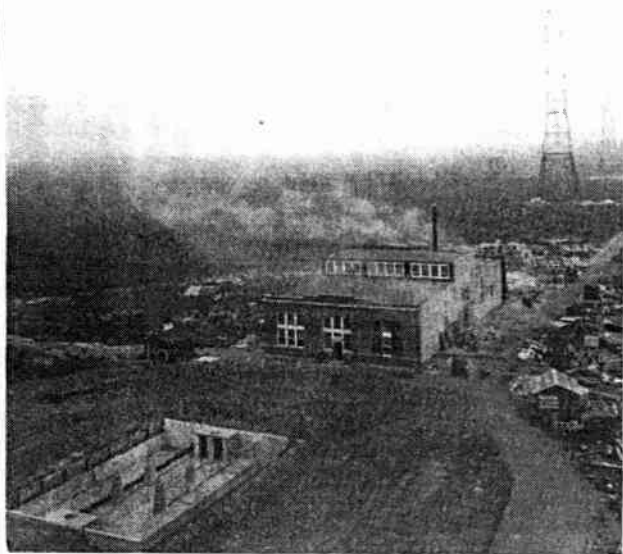
PUBLISHED BY
**RADIO CORPORATION
OF AMERICA**

JANUARY, 1922

VOLUME 3

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



N. Y. RADIO CENTRAL POWER HOUSE AND COOLING POND

RADIO CORPORATION OF AMERICA

233 BROADWAY

WOOLWORTH BUILDING

NEW YORK

BOARD OF DIRECTORS

Owen D. Young, Chairman

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

General Guy E. Tripp

EXECUTIVE OFFICERS

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

Sheffield & Betts, Patent Counsel
William Brown, Attorney
Ira J. Adams, Patent Attorney
Harry G. Grover, Assistant Patent Attorney
William A. Winterbottom, Traffic Manager
Lee Lemon, Director of Traffic Production
E. F. W. Alexanderson, Chief Engineer
Roy A. Weagant, Consulting Engineer
Dr. Alfred N. Goldsmith, Director of Research
140th St. and Convent Ave., N. Y.
Edward B. Pillsbury, General Superintendent
Arthur A. Isbell, General Superintendent,
Pacific Division, San Francisco
Robert C. Edwards, Purchasing Agent
Matthew L. Bergin, Director of Radio Institute of America,
98 Worth St., N. Y.

RADIO CENTRAL—

Last January there was published in this magazine a short description of the starting of the work at Radio Central together with a brief account of the main divisions of the work.

Since, much has been published regarding the engineering features of the newly-opened station and this ground has been covered so thoroughly that it is felt that the interest of our readers will be better served by a short account of some of the problems that have been encountered and the methods used to overcome them, rather than by a repetition of technical and descriptive matter.

The problem differed from that at the other high power stations in two important particulars: the first being that the station was built new from the ground up, on a property which had not before been used for communication purposes; and secondly, that the layout of this property was such that it was necessary to place the staff house and cottages at a distance from the radio station proper.

The ten square miles of property is irregular in shape, the general outlines being roughly those of a rectangle about three miles by four with many indentations. The radio station had to be located on this area in such a manner as to provide for twelve wings, each as long as possible and a sufficient distance away from the neighboring holdings to allow a ground system to be put down. This problem was satisfactorily solved by a series of trial layouts and by the purchase of a small amount of additional property. One special problem under this head was the location of wing II (which crosses several ravines, or "kettle holes") in such manner that the towers came on the tops of the rises rather than in the hollows.

It must be remembered that practically the entire tract was covered with woods of varying character, ranging from a substantial growth of pine down to scrub oak bushes. This all had to be cleared for a distance equal to the length of two wings and a width of 600 feet. Local labor proved very successful on this part of the work.

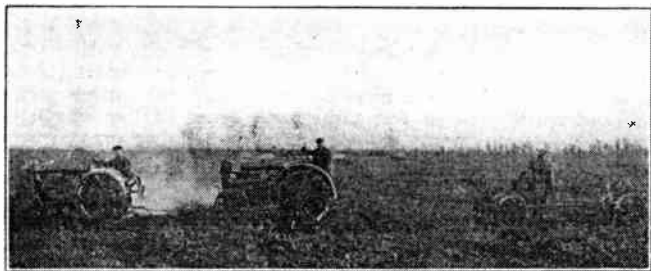
The next problem in hand was securing a supply of gravel for concreting purposes. Gravel would seem to be abundant on Long Island, but many test pits had to be dug and a substantial plant erected at the selected site before the gravel could be gotten out. This plant supplied a train of trucks, which put the screened product on the work. Water was another serious problem: Long Island is, practically speaking, one huge sand dune; the streams are very few and in most cases the only water to be had is straight down.

Two wells were, therefore, driven, one at the radio station and the other at the staff house. These are about 180 feet deep and from them, by means of deep well pumps, a plentiful supply of very pure water was obtained, the temperature of which does not vary more than a degree or two from 47° F. the year around.

In order to get about the works, roads had to be constructed and the corporation has built about six miles altogether, reaching from the radio station out on both wings V and II of the antenna system; to the staff-house and to the railroad siding, which was especially constructed by the Long Island Railroad to enable prompt delivery of materials to be made.

One of the first things to be done was to have the property surveyed and mapped with the existing buildings plotted, and also the scheme for the radio station and antennae. This map was used as a basis of all layouts and additions from time to time and was made sufficiently accurate to enable any required calculations to be made from it.

The major problem in 1920 was to start the construction of the power house simultaneously with the casting of the concrete tower foundations and the commencement of the work on the ground system. Ordinary construction methods were used for the first two parts of the work mentioned, but an economical method had to be especially developed in laying the ground wire, as there are some 450 miles of it in an area three miles long and 2,000 feet wide. It was not considered economical to put it in by hand, so a series of experiments were made by our engineers together with the J. G. White organization, our contractors, and the result was that a spe-



THE PLOW

cial plow was developed, which cuts a narrow slot in the ground about 20 inches deep, automatically pays out the wire

at the bottom of the slot and tamps the earth over it. This machine, or machines, for there are now four of them, is drawn by two Fordson tractors and can work through all ordinary ground, cutting wood and stumps up to 4 inches in diameter. It must not be supposed that all this was attained at once. There were alterations, adjustments and improvements by everyone connected with the plows' development and use.

In the first part of 1921 the sub-contractors for the towers, the American Bridge Company, appeared with their plant and proceeded to start the actual erection as soon as weather permitted. This was a most interesting piece of work from every standpoint. The bridge company used several very novel schemes in putting up the steel, among them being a floating gin pole, supported in stirrups below and shrouds above, which could be swung into any position for hoisting the various members and itself raised to higher levels as the work progressed. The crossarms were put together on the ground, each half separately, and hoisted up in such manner that the weight of one balanced the weight of the other. This avoided serious unequal strains upon the towers during the entire process, the final step being to slack off the weight on both together. It should be mentioned in this connection that the bridge company conducted this work in such a careful and painstaking manner that no man was either killed or seriously injured, which is a very good record for a contract of this size.

In the spring the alternator installation was commenced to somewhat better advantage than at other stations, because there were no traffic conditions to meet and the layout had been especially prepared for the alternator installation. Nothing from obsolete installations had to be used or fitted to the work in hand. The result is a power station, which is clean-cut with a good open floor layout all on one level with easy accessibility to all parts of the equipment. The boiler room is depressed below the general level, the only part visible being the stack. Antenna work was one of the parts of the construction taken up during the summer. The sixteen wires now up form a substantial construction which, it is thought, will only require a small amount of work to maintain, and in connection with the very extensive ground system already gives a signal, the qualities of which are so well known that no mention need be made of them here.

The supply of power is obtained from the 23,000-volt lines of the Long Island Lighting Company over an extension eight miles long from the village of Port Jefferson. A very substantial outdoor sub-station has been erected, adjacent to



STAFF HOUSE

the radio station, for step-down and control, which is accomplished by hand-switching on the high tension side and the usual remote control for the low tension.

The staff is housed in a well-designed set of quarters, situated on a gentle rise in ground near the North Country Road, the main highway through this part of Long Island. The design follows generally that of the old-time Long Island farm houses, its main features being two end wings of eight single bedrooms each, a large combined living and dining-room and two back wings, one containing the kitchen quarters for the help and the other a suite for official visitors. The building is one story in height only and, while of plain finish, is pleasing in appearance and looks, in fact, very like a country club. Two cottages are being put up for the married members of the staff, following in their general lines the architecture of the staff house itself.

The construction forces, during the progress of the work had to meet many special problems, which are now almost forgotten, but which were important enough at the time; such as the selection of the most suitable automobile trucks for the work in hand, they having not only to travel on the roads, but over the soft loamy surface of the ground adjacent to the towers and also over practically pure sand. Water could not be piped everywhere and finally a water-carrying wagon had to be resorted to. The mild winter of 1920-21 allowed the roads to get into such poor shape that special measures

had to be used to render the surface sufficiently solid to permit the steel for the towers to be hauled in time to start erection promptly. Carload after carload of cinders was purchased and at one time it was thought that we might have to keep on purchasing this material indefinitely.

One very pleasing feature of the work was the high reputation maintained by the contractors' organization in the neighborhood. Construction men are sometimes thought not to be the most desirable people to have about, but Radio Central work gave an opportunity to refute this argument in most substantial fashion. As mentioned in this paper at the time of the starting of the work, our neighbors of Port Jefferson, Rocky Point and vicinity have been most cordial in both their business and social relations with all those associated in any way with the station and it is gratifying that the men connected with the work have done so much to return these kindly attentions.

One alternator set is now in operation and by the time this article is published the other will be practically ready. The operating staff has taken over its duties and the construction department takes this opportunity to express its pleasure in turning over to their competent hands this first unit of the Radio Central station. It is believed that all the men connected with the building of this work have had much satisfaction in it. It has been work of a novel, engaging and stimulating character and everyone who has been privileged to be connected with it has gained advantages for himself, which it would not be easy to duplicate.

W. G. L.

OUR OWN BROADCASTING

Several thousand radio telephone enthusiasts were entertained Wednesday evening, December 14, from 9:15 to 10:15 P. M. at the opening of the Radio Corporation of America's new broadcasting station at Roselle Park, N. J. A special program had been arranged with the following theatrical stars:

Louis Breau, composer of Humming, piano solo.

Harry Howard, of Hitchy Koo, popular songs.

Jack Cook, of Keith's vaudeville, entertainer.

Nat Saunders, comedian, songs.

This new broadcasting station has a sending range of 100 miles and has been opened for the benefit of New York City and vicinity, operating at a wave-length of 360 meters. This initial performance is the forerunner of a regular service to the public and is entirely gratis.

E. J. NALLY ELECTED VICE-PRESIDENT MARCONI SPORTS CLUB OF LONDON

ONE of the interesting features in connection with the various Marconi Companies in London is the great interest taken by all employees in the Marconi Sports Club—an organization encouraged and assisted by the executives of the various companies.

The Marconi Sports Club boasts a fine field in the suburbs of London with club houses, tennis courts, and all necessary equipment, in charge of a physical instructor. Cricket matches and other tournaments are played on this field almost every evening during the summer months and regularly every Saturday afternoon.

The Annual Finals attract much public attention and a very large gathering of spectators, and suitable silver cups and prizes are awarded the champions.

Mr. E. J. Nally, President of the Radio Corporation of America, was recently elected Honorary Vice-President of the Marconi Sports Club, and in the name of the Radio Corporation presented the Club a handsome silver trophy which will be of a permanent character. The Radio Corporation cup will be competed for annually and will be held by the winner for the following twelve months.

It is suggested that some such scheme of athletics might be inaugurated by the staffs of the Radio Corporation by combining the Broad Street office, Executive office and 326 Broadway office forces. *Who will be the first to bring forth a practical plan whereby this may be possible?*

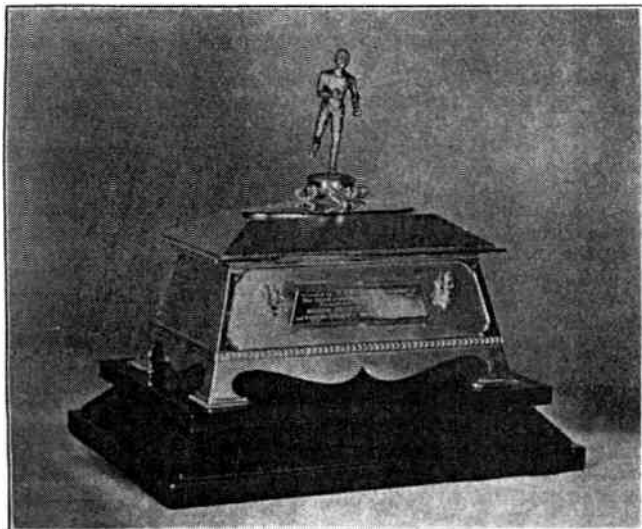
(Copy of letter received by Mr. Nally)

Marconi House,
Strand,
London, W.C.2, Eng.

Dear Mr. Nally:

At the last meeting of the Committee of the Sports Club, the members agreed my proposal that we elect you an honorable Vice-President of the Club. I have given Mr. Randell instructions as to the wording of the letter and I hope he has conveyed the invitation to you properly. He is not a good hand at letter writing.

What I particularly desire to make plain to you is that according to Resolution, the committee are only able to elect



THE TROPHY

as Vice-Presidents, Directors of the Companies in Marconi House. Thus, we are excluded from electing directors or high officials from other companies abroad.

It, therefore, occurred to me that we might create "Honorable" Vice-Presidents and elect anybody we wished to honor to that body. I hope you will see your way to accept the appointment and thus confer a great pleasure on the Committee and the members of the Club generally.

With best regards,

I am sincerely,

(Sig.) R. M. KOETZ.

PACIFIC DIVISION NEWS

AUTOMOBILE CASUALTIES

MR. AND MRS. ROEHRIG, and their reputed and reputable two friends, while proceeding in their Ford coupe from Point Reyes to Marshall during the night hours of the first rainy day of the season, slipped off the narrow road and fell 75 feet over a bank, the machine apparently trying to act in the capacity of an egg-nog mixer, for it is said the machine contained all of the ingredients to make such a beverage; in any event, there was plenty of evidence of eggs and milk on the occupants of the coupe when they finally crawled through the rear window. Operator Walling, unbeknown to the coupe party, was following some distance behind them and as he passed, without knowing it, the break in the highway fence, he heard "QST, QST, QST," and replied "QRZ, QRZ, QRZ"; stopped his Ford, backed up and located the weak signals; helped the occupants to the roadway and proceeded with them to Marshall, where a rescue party was organized, consisting of operators, electrician, receiving engineer, riggers and laborers, together with rigging paraphernalia. The coupe was in due time dragged back to the roadway, turned right-side up, the self-starter pressed, the engine functioned and the coupe proceeded to Marshall under its own power. No one was physically injured, but the clothes, hair and *amour propre* are impossible of repair.

Operator Nichols, of Marshall, returning from Santa Rosa in another Ford coupe on a dark and stormy night (Santa Rosa is in the heart of California's wine-making country) skidded off the road, causing the wheels to collapse.

Superintendent Roy, of Marshall, en route from Petaluma, the California town that has a record for chicken raising (*he says he had his wife with him*), collided head-on with the *Ford cut-down*. Mutual suits were threatened, but it is understood that since the Ford was proceeding to the chicken country and Roy returning therefrom, it would be wise not to obtain any publicity.

Engineer-in-Charge Bollinger, of Bolinas, transporting a Government official from San Francisco to Bolinas, in a Buick of 19—? vintage, collided with the U. S. Mail stage. It will be remembered that Mr. Bollinger, a short time ago, returning to Bolinas from the said *chicken country*, drove a Ford truck head-on into an Oldsmobile Eight, the results being that Bollinger and the truck rolled over the bank for some distance, for which performance he expects to obtain, he says, several thousand dollars from the owner of the Oldsmobile through the insurance company. In any event, we know of

several visits to his legal adviser in San Francisco. His possible success in this matter has so emboldened him that he threatens to start suit against the Bolinas U. S. Mail stage. "Not half has yet been told."

FACETIOUSNESS

The village of Bolinas has the most wonderful damped wave phone known to the radio art. Most of us have been under the impression that it was necessary to have undamped waves for the operation of telephones; nevertheless, the writer can make an affidavit that the telephone connecting the village of Bolinas and the village of Willow Camp literally operates on the damped wave principle.

The two villages are connected by a farmer's line, strung on poles across the shallow bay. When the tide is in and the wind blowing from the southwest, the waves from the waters of the Pacific periodically wash over the telephone wires, and as a result the voices are intermittently cut off. If that isn't damped wave telephony, what is?

Some of you who have been at our Marshall station have noticed how beautifully the flowers and shrubs are growing around the steps to the main entrance of the hotel, and also have seen the wide sloping concrete railings of the stairway. Not long ago the writer, while at Marshall, was discussing with Mr. Roy the, of course, momentous (?) problems with which we have to contend, Mr. Roy at the time sunning himself at full length on the broad concrete railing and near him humming birds were extracting honey from the flowers. Suddenly one of the humming birds, attracted either by the color of Mr. Roy's hair which borders on the—we might say—geranium, or by the brand of hair oil which he uses, made a dash for Mr. Roy's head. You can imagine what followed.

What do you have to be to get a military funeral. Answer—DEAD!

PACIFIC DIVISION

K. P. H.—5-K. W., 60-Cycle Non-Synchronous Rotary Gap Records

November 6, 1921, 7:03 A. M.—Copied messages from steamer *Nanking*, 4,050 miles from San Francisco.

November 17, 1921—Copied traffic sent by Japanese Coastal Stations JOC and JCS.

November 10, 1921—Copied KHK station in the Hawaiian Islands at 8 A. M.

November 11, 1921—Copied traffic from steamer *Nanking* while that vessel was near *Shanghai, China*.

**RADIO PROVIDENT CLUB
ANNUAL REPORT**

New York, December 12th, 1921.

Total number of members, 1921.....	95
Less withdrawals	20
Profit sharing members	75
Received from members during fiscal year	\$8,692.66
Less amount withdrawn by members.....	355.00
Net amount received from members....	\$8,337.66
Net profit for year.....	738.29
Total amount to be distributed among 75 members	\$9,075.95
PROFITS, 1921	
Candy (Messrs. Heisel and Kaminsky).....	\$270.00
Cigars and cigarettes (Mr. Hock).....	105.00
Dances held May 5, Oct. 12, and Nov. 17, 1921.....	156.70
Coffee, etc. (Miss Brown)	1.84
Toilet articles (Miss Vones)	3.78
	\$537.32
Interest from loans	67.85
Interest from bank acceptances	113.82
Interest from bank balances.....	21.10
	\$740.09
Less stationery expense	1.80
	\$738.29
1921 NET PROFIT	\$738.29
Percentage of Profit 16.21%.	

M. H. PAYNE, *President*,
G. HEISEL, *Vice-President*,
L. MACCONNACH } *Trustees*
A. NICOL }

MARINE COASTAL STATIONS

BUSINESS is very good, thank you! Our steamship operators are co-operating in an effective manner and the superiority of our service and facilities is becoming more and more realized by our steamship friends. The large trans-Atlantic passenger ships have no difficulty in maintaining communication with our Cape Cod station nearly all the way across the Atlantic. This means a quick and reliable service for the business man and, in fact, the general public traveling on the seas.

The continuous wave tube transmitter at WNY is doing fine work. A test with the S. S. *Caracas* proved exceedingly encouraging. The large set which is now in use at WNY was designed especially for ship service. After being completely tested at the New York station, it will be installed on the U. S. S. *B. America*. A set of a different type will be permanently installed at WNY.

The radio staffs attached to the large trans-Atlantic passenger ships MSU, MKC, MBC and many others are to be congratulated on the efficient manner in which they dispose of their traffic to our WCC station. It frequently becomes necessary for WCC to use No. 2 C.W. long wave marine receivers. By doing this WCC is able to receive from two C. W. equipped ships simultaneously, which reception is in addition to the 600-meter traffic.

Our Chatham station is frequently interfered with by the operations of nearby naval compass stations. Steps have been taken to overcome this interference, and we greatly appreciate the co-operation shown by ship operators in working around and through this interference.

Ships arriving and departing from New York should frequently call our WNY station to ascertain whether or not any traffic is on hand. Ships lying at Quarantine should also frequently call WNY and arrange schedules for transfer of traffic or give WNY a QRU before closing the station.

Our coastal stations are now receiving numerous TR reports. We desire to get as many of these as possible, as all of them are forwarded to our Marine Information Bureau.

Our New York station, WNY, for five consecutive nights exchanged traffic direct with the S. S. *Eastern Merchant*, off the West Coast, the last report being 964 miles southeast of San Pedro. This is a Shipping Board vessel coming under the Eastern division and indicates good work on the part of both ship and coast station personnel.

RADIO INSTITUTE OF AMERICA

NEW YORK

MR. R. LE ROY DUNCAN and Miss Edythe Osgood Youngs are now Mr. and Mrs. Duncan. To the R. C. A. fraternity outside of New York this means simply that another member has made himself a more useful citizen, but to those around the various offices in New York, especially at 326 Broadway, and more especially at the Radio Institute, it is an item with greater news value than any in many months. All looked upon Mr. Duncan as a confirmed bachelor.

For the past year Mr. Duncan has been chief code instructor and assistant to the director of the Institute, and since his connection here has surpassed all records at making friends. There are very few who do not know him, and to know Mr. Duncan is to like him and admire his many sterling qualities.

It is not surprising, then, that upon the occasion of his marriage, which was at St. Michael's Church, in 99th Street, New York, on November 23rd, there was a church full of friends, and that before and after the ceremony many handsome presents were received.

If the bride, who, as the newly-married couple received the congratulations of all, looked so lovely as to make everybody feel that Mr. Duncan had drawn the prize of the season's debutantes, was not previously aware of the popularity of her newly-acquired husband, she saw much evidence of it on that evening.

THE CLICKS

WHY they picked on ye poor little treasurer to write something on THE CLICKS is more than I can see. The Secretary, whose literary abilities are far above mine, insists that all the officers should contribute, alternately, a little write-up on THE CLICKS to WORLD WIDE WIRELESS. The next contribution will be from our honorable president, Miss Bassett, and I am sure it will be well worth reading. Since I am supposed to talk about THE CLICKS and not about myself, I will continue with my story.

Some bright girlie of THE CLICKS dropped a little note in our suggestion box and it set all THE CLICKS thinking (not an unusual practice for our members). At our last meeting this suggestion was discussed, and we have definitely decided to hold our First Annual Dance on February 10, 1922, the Friday evening prior to Lincoln's birthday, giving all who attend an opportunity to recuperate.

Thanks to the efforts of the committee, Miss Brodie, Miss Sloyan and Miss Burnes, we have been very fortunate in securing the Apollo Studios at 381 Carlton Avenue, Brooklyn, at a very reasonable rate, enabling us to dispose of our tickets at the small cost of 50 cents each. Through Miss Mainwaring's influence, we have obtained the services of a good orchestra at a moderate price.

Now, we would like all the employees in and around New York City to attend the first dance given by THE CLICKS. Out of business hours we are a jolly bunch and we are sure you will all have a great time.

Tickets may be procured from members of THE CLICKS in their particular offices.

CO-OPERATION

(The following letter needs no comment)

Marshall, California,

December 3rd, 1921.

Mr. A. A. Isbell,
General Superintendent,
San Francisco.
Subject—Care of Property.

Dear Sir:

In reply to your letter of request for the co-operative interest and personal assistance of our employees, for the preservation and improvement of the Company's property; I would like to state that this letter was passed around among the men and a personal talk given them on its contents, and some of the men's attention have been called to the letter from time to time.

Although it would be hard to state in detail just what has been accomplished toward the carrying out of the plans as outlined in the letter, I am sure that it resulted in better co-operation between the employees and Corporation, and the personnel are taking a greater interest in the preservation and improvement of the Corporation's property.

In the hotel where the single men are quartered they take more pride in helping keep the place neat and clean, and a great many articles which have become worn or broken have been replaced by them. Some time ago it was noticed that the water glasses were becoming short on account of breakage; two dozen new ones were purchased by the men. Again, there were not sufficient cups; additional ones were purchased. And from time to time they replace different articles such as cooking utensils,

dishes, etc., instead of asking the Corporation to purchase them. Some time ago a new Cabinet phonograph with many new records were purchased by the men. They are now taking up a collection among themselves to re-cover the billiard table and purchase a new tennis set. Of course some of the above items are small ones, but nevertheless it shows that the men have the right spirit.

The cottages are well kept up and a great many minor repairs are made from time to time. The floors are kept polished and waxed and the furnishings are repaired and kept in good condition. A great many new flowers have been planted around the cottages and additional flower beds are being prepared for the planting of more flowers and plants in the coming spring.

As a laborer is employed to care for the lawns, trees and flowers adjacent to the hotel, in addition to doing other odd jobs the men do not interest themselves so much in this work; however, some of them have assisted the gardener in trimming the trees and shrubbery. All drain ditches are kept clean, sidewalks kept graded and repaired, etc.; but this work is attended to by the gardener.

Each year a vegetable garden has been planted at the station, but heretofore the only ones interested in this were the married men and their wives; but this coming spring the single men are planning a large garden in which they expect to raise sufficient vegetables for the mess during the entire season.

Yours very truly,

F. M. ROY,
Superintendent.

AT YOUR SERVICE!

(The Men Who Built Radio Central)

Here we are, gentlemen; here's the whole gang of us,
Pretty near through with the work we are on.
Know where they've heard us? 'Twill give you the hang of us,
To far-off Japan our CQ has gone!

Yes, Radio Central's *our* letter of reference,
With towers far aloft, and wires underground,—
What's next to be built? Simply tell us your preference,
Where shall the voice of our labors resound?

Got any planets that have not been connected?
Would you wireless to Mars—signal the Moon?
Our team of workers has been hand-selected,
Give us a fresh task,—we'll finish this soon.

Our specialty's doing some impossible chore,
Realizing things other people can't do,—
We're sun-bronzed and wind-lined, tough and fit to the core,
Nothing's insuperable! Call out our crew!

Electrician and steelman, mason and digger,
True sons of Martha, with vigor and tang,
Carpenter and lineman,—bricklayer, rigger,
Who'll find a new job for this R. C. gang?

CHRISTMAS PARTY

The Radio Corporation entertained the staff on the evening of December 23 at the Woolworth Building to the number of about 250, quite a number being present from out of town. Refreshments were served, followed by moving pictures of the inauguration ceremonies at Rocky Point, and by singing by Miss Browdie, of the Engineering department, who is gifted with a voice of charming quality. Music under the able direction of William J. Schmidt, of the President's office, filled out the evening with dancing. The affair was a most enjoyable one.

NEW YORK RADIO CENTRAL

William A. R. Brown, formerly on the Standard Oil steamer *Rayo*, has shipped as junior operator on the tin ship *Henry Ford*, plying between the power house and community house at Radio Central. According to Brown, rounding the Horn cannot compare with a passage over the shoals of Rocky Point.

YA COME!! Oh, boy, page H. G. Ritz, who parts his hair in the middle and is built like a politician. If we are to believe Henry, all ship operators part their hair thus to keep the ship on even keel. Henry at present occupies state-room No. 57, east wing of the Put-and-Take Inn. A fine boy, this Ritz, and especially partial toward horses and geese.

Our General Superintendent dropped the remark some weeks ago that Radio Central's first party be given a write-up in these pages, and in order to comply, the committee reports thusly:

We had a fine party—a good time was enjoyed by all—AMEN.

Rumor rumblings tells us our able Assistant E. C. is departing soon for Southern Seas. Tho' only with us a short time he has made many friends, among whom are the kids and the cat. Maybe he can find some brown babies to play with down Hawaii way. However, we trust his superior half, Mrs. Franklin, will be his guiding star, as we understand she accompanies him sou'west. We won't hand him any of this good luck and many kisses gaff, because anyone who does his bit like our Assistant E. C. has things coming his way, whether we wish it on him or no.

On the night before the last one, not a sound was in the room, till the cat fell off the sofa, when there came a sudden boom! Harry Sparks had fell a-sleeping, he always falls that way; he was dreaming of his Winnie, and how she has her say; of the goose we had for dinner, a-steaming on the tray, that goose with stuffin' in her, we had Thanksgiving Day. His snore was old and rusty, the cat she let a sneeze, his note was bum and musty, for he was sending V's. And thus he laid a-snoozing. until the break o' day; just dreaming of his Winnie, snoring W—Q and K.

Speaking of silent workers and night riders, we have one in our midst, Bill Snyder. Bill is a fine fellow an' a' that, but that ride on the 1:42 will bear explanations. A certain female with first initial W, can explain all, we think, Will.

A young man wants to know what is a nice gift for a young lady. Why not a fur coat, Frank? The bold, brave hunter was out and bagged enough game so that we had rabbit pot-pie for breakfast. No kidding though, we would have had it, only it was *too cold* when Frank shut off the alarm at 4:30 A. M. last week.

Mr. Harold E. Feathers recently joined our staff as machinist. He is a fine fellow, we dare not say anything else. Only this, it was Lucky strikes that kept him from his natural growth.

J. G. White work order No. 00062 reads, "One pair of French doors in the community house to be heightened one

inch, to accommodate G. W. Schaefer and H. E. Feathers."

Didn't we tell you the cook was training Levi! When the cook is indisposed at breakfast time Levi makes French toast, 'n everything. However, he cannot make tea, so we print herewith a home-made recipe which runs something like this: One handful of water to one handful of tea; it's worth trying.

Ladies and gentlemen, open your ears (the ladies needn't mind, takes too long to find 'em). Radio Central Aerial Club gave a dance in the Community House, November 26th. Particularly due to the aid of Mrs. Leavitt with decorations and refreshments and to Mrs. Usselman as hostess, the affair was a great success. A color scheme of orange and black with lamp shades of old rose gave the room a wonderful glow. A fine three-piece orchestra aided by the *punch* direct off the still, topped the evening. Mr. and Mrs. Johnston of Riverhead and visitors from Port Jefferson, Yaphank and Stony Brook, everyone in fact, enjoyed a fine evening. We are having another soon.

ROUND-ABOUT

EILVESE REQUESTS ATTENTION FROM BERLIN
CENTRAL TELEGRAPH OFFICE VIA NEW YORK

At 7:46 a. m., December 2nd, Eilvese not being able to secure attention on the wire from its central office in Berlin, sent the following note by wireless to New York:

"Please rush request to Nauen to tell Berlin to answer Eilvese on the landline."

IMPRESSIONS OF MEXICO

By George W. Hayes

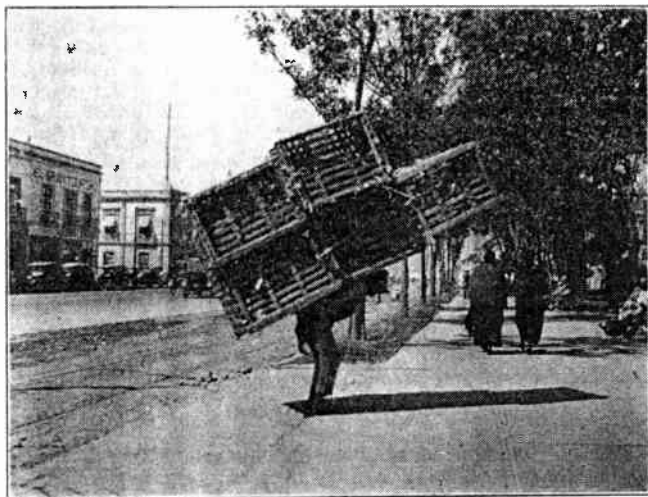
(Continued)

To the Emperor Maximilian and his consort the Mexicans owe the first real effort to beautify their city. Flowers and trees were planted in the central square, parks laid out and the people brought to realize that they had the setting for a beautiful city.

From 1810 until 1870 the city was the scene of almost constant warfare.

The people, fearing destruction or confiscation, would not invest their money and, needless to say, commerce was practically dead. Under General Porfirio Diaz, a man of upright character, energetic and of unquestioned patriotism, who ruled the country from 1876 until 1911, with the exception of four years, 1880-1884, Mexico enjoyed comparative peace. Phenomenal progress was made. Foreigners were made welcome. Colonies have been established by them in the outskirts of the city and they have built many beautiful homes. A drainage system comprising nearly 37 miles of canal and tunnel was completed in 1898, at a cost of twenty million dollars. There is an excellent system of modern sewerage.

Early in the morning the streets present to a stranger many interesting sights: A two-wheel cart drawn by a donkey and laden with fruit, charcoal or wood, a burro laden with one of the commodities, or perhaps an Indian with the load on his back, and be it noted that if there is a burro in the family the man rides and the woman trots along behind. It is not uncommon to see a man or woman driving a flock of turkeys through the traffic. In many cases household possessions are moved by hand. Two men carry the load on a wooden frame. One man will carry a complete bed on his back.



CHICKENS EN ROUTE TO MARKET (Referring to Those in Crates)

From a convenient doorway one may see an Indian woman kneeling on the floor, grinding corn by hand using a flat stone just as her ancestors did hundreds of years ago. The Mexican tortilla, a form of pancake made from the ground cornmeal and water, baked on sheet iron over a charcoal fire, are sold by the dozen by these women. They taste good but are so tough that one has to Fletcherize.

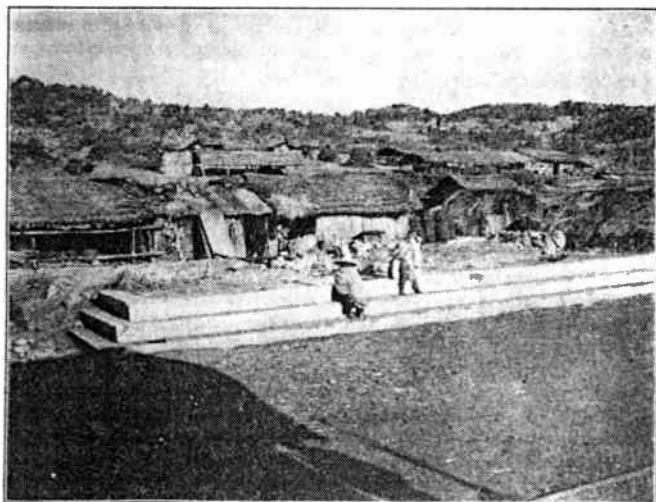
One is being constantly passed by men, women and children carrying pitchers of pulque, the national drink, a milky white substance obtained from the maguey, a species of cactus commonly called century plant. The distilled pulque, known as torquillia, having a high percentage of alcohol, is often referred to by Americans as T. N. T.

Beggars are found everywhere, many of them maimed during the revolution. Every disability is used to the utmost advantage in the solicitation of alms. Some of the cases are very dreadful.

There are numerous flower, fruit, bird, cat and dog vendors on the streets. Flowers are very reasonable, calla lillies selling for twenty cents a dozen, pansies, large bunches for two cents. Oranges and bananas sell for about a cent each.

One is continually being approached by the lottery vendors. Besides the National Lottery, each one of the twenty-seven states of Mexico has a lottery. The dates are so arranged as to have a drawing every day, and one may see the enthusiastic winner treating every one he knows until most of the money is gone. The people are, in general, carefree, generous and happy, and always ready for a good time.

There are numerous parades. It seemed to me that they were honoring a celebrity almost every day. On certain festival days the Indians from the surrounding country, some of them walking more than twenty miles, bring their families into the city. They are permitted to sleep in the streets and parks during the night. They bring with them articles of hand work, which they sell for what they can get. The city is overrun with them for a day or so, and then they drift away.



DEPOT DESTROYED BY REVOLUTIONISTS OCCUPIED BY SQUATTERS

Traffic laws are very lax. One takes many chances using the cross walks. Indeed in case of an accident the pedestrian is more often arrested than the driver. The travel is congested and the pulque-sodden cabmen drive as recklessly as the more enlightened automobile driver.

The roar of the traffic, the yelling newsboys and the constant call of the vendor makes it noisy indeed. Toward twilight, the hour for the fashionable promenade, the crowd grows denser and the noise increases. The shop windows light up and hundreds of electric signs flash on. There is a constant stream of high-class turnouts, many of the women dressed in Paris importations. The uniforms of the soldiers and the toreadors make glowing bits of color. The women come out on the balconies and all the city is ready to see and be seen. While the dress of the poorer women is very ordinary, the well-to-do are noted for the variety and elegance of their clothes.

The shops are open from 9 to 12 A. M. and from 4 to 6 P. M. From 12 to 4 P. M. the people who do not take the popular noonday siesta, either ride or spend their time in the cafés, moving picture houses, etc.

In the many beautiful city parks laborers are employed to sweep the grass. Each morning, using brooms made of tree branches, they industriously sweep and take great pains to gather up all small leaves. They sprinkle the lawns, using old-fashioned sprinkling cans. One is amazed at this lengthy operation, particularly as there are many hydrants in the parks and a hose attached would accomplish the work in short order.

Mexico City boasts of a flower market. Here one can buy, after much bargaining, the most beautiful flowers for the proverbial song. The natives make a specialty of huge funeral wreaths, the largest I ever saw. It is dangerous to stop and admire them because one is soon swamped by dozens of them with the makers madly reducing prices in order to sell. Tropical song birds in native-made bamboo cages are sold in this market. One is repaid for a visit simply to hear them.

The public market, established in 1524, is one of the oldest landmarks of the city. One can purchase almost every conceivable object there.

The locally-known thieves' market is of interest to foreigners. because it is thought to be a place where thieves dispose of their booty, but the Mexicans claim it is a sort of bazaar where cheap and imitation jewelry and other objects of varied nature are sold.

In the national pawnshop (mountain of piety) I found pledged pianos, office safes, automobiles, beautiful jewelry, and coming down the line to bathtubs, brass beds, etc. Anything portable, excepting live stock, can be pledged. The smallest sum loaned on an article is 12 cents and the largest \$4,000. About 40,000 articles

are pawned each month, in return for about \$250,000. The interest paid on pledges amounts to about \$20,000 a month. The mountain of piety is often patronized by the well-to-do who pledge their jewelry, etc., to secure some coveted pleasure.

Among the beautiful structures in Mexico City the cathedral takes first place. It is known as the Holy Metropolitan Church of Mexico. It is the largest church in the country and said to be the largest on the continent. It is in the form of a Greek cross, 426 feet long and 203 feet wide. It has two naves and twenty side chapels, a magnificent high altar and an elaborately carved choir, the balustrade of rich metal being valued at one million five hundred thousand dollars.

While the construction of the cathedral, covering a period of nearly one hundred years, has resulted in many irregularities, the general effect is most imposing. Many of the ornaments of gold and silver, including a chalice covered with gems and claimed to be worth \$300,000, are said to have been sequestered by the Juarez Government at the time the reform laws were passed. However, some people are inclined to believe that the priests were not taken entirely unawares and had time to hide a great part of the treasure in the walls of the cathedral. There are many Roman Catholic and several Protestant churches in the city.

The National Palace, bordering on the same square as the cathedral, occupies a city block. Many of the government offices are housed here, including the office of the President of the Republic, the Senate, the Ministers of State and War, the stamp printing office, Federal Treasury, etc.

Mexico has a very fine collection of pictures, and a national library with many priceless literary treasures. There are numerous charitable institutions. There are schools of law, medicine, agriculture and engineering, besides an Academy of the Fine Arts. Public schools are free and attendance is compulsory.

The National Theater is one of the most beautiful of the modern buildings. A box holder drives his car directly on an elevator. The car is then raised to the particular tier on which the box is situated, driven to the entrance of the box and carried down to the street on another elevator. The curtain, one of the largest in the world, is made up of pieces of stained glass, representing Poposatpetl in eruption. It was executed in the Tiffany Studios, New York City, costing \$800,000. The theater has been under construction for several years. About nine million dollars have been spent to date. It is estimated that it will take two years and four million dollars to complete the work according to plans. There are many other theaters of note and, of course, numerous moving picture houses.

(To be continued.)

KAHUKU

KAHUKU has not been up for inspection for some time, but its certainly not our fault. Some time ago one of our scribes consumed much valuable energy in writing a volley of truth about Hawaii, which we presume that the Editor dropped into the waste basket.

Between tuning coil conflagrations we manage to have an occasional outing to drive away Old Man Care. A few weeks ago, J. L. Finch, who formerly blushed at the stenographers at 233 Broadway, organized a hiking party which climbed to one of the highest peaks in Oahu. The following extracts from the conversation of some of the members of the party while toiling up the mountain-side, shows conclusively that it, indeed, was an interesting trip:

Miss X——: Er—ah—are we going too fast for you?

Miss X——: Will you have a drink from my canteen?

Miss X——: Will you have some of this chocolate? You know, it's very nourishing.

Miss X——: Is there nothing I can do for you? And to all the foregoing Miss X—— informed Mr. Finch that she was just perfectly lovely and didn't need a thing, and now J. L. declares someone is always taking the joy out of life. Nevertheless, we wish them all the good luck in the world, and trust that their journey eastward will be pleasant.

H. B. Morris, who owns a Chevrolet and drives it between repair periods, is now considering ways and means to dispose of it, in order that he can purchase an automobile. Bolinas papers, please copy.

E. P. Hill gave us to understand, on his arrival at Kahuku, that he and the gentle sex had been and would continue to be on speaking terms only, but indications are that they have resumed diplomatic negotiations as it were, and he is now receiving nightly instructions from a local school-ma'am on the peculiarities of the aurora borealis—at least that's what Hill says it is, and we never question the statements of an ardent student.

The Honorable W. A. Flanagan, known to those who have the distinction of being intimate with him as Pat, is saving his money to get married, so some one said, and if such is the case we feel sure that some one in the interests of conservation should spread the tidings throughout the villages of Kahuku and Wahiawa, in order to discontinue the rank waste of time on the part of certain members of the Department of Education.

Ernest Peterson, our Chief Engineer, is becoming quite a linguist. Pete states that it's just as easy to cuss in Japa-

nese as in Hawaiian, but goes on to state that he prefers the former. We do not wish to convey the opinion, dear readers, that Pete is profane, but his duties are such that a little of the stuff has been exceedingly helpful at times, and you know there is nothing like being prepared for an emergency.

Mrs. Noble, the wife of our Machinist, longs for the balmy air of Shanghai, her home, and the Mr. has an equal longing for the city by the Golden Gate. So to prove that they are on a strictly fifty-fifty basis they are out here on the rock, half-way between the two objects of their desire. Nothing like being conciliatory.

Mr. and Mrs. Dean recently completed the first milestone of married life and celebrated the event by giving a very enjoyable dinner to their friends at their home.

Th other day the E. C. happened to be walking by the house of Clerk Murakamai, when he heard blood-curdling sounds coming forth therefrom, and immediately conceived that Joe and the Missus must be doing battle, and was just about ready to rush in and settle the first family argument of the Murakamais, when it suddenly dawned on the E. C. that Joe recently acquired a talking machine, and the blood-curdling cries proved to be the latest record of a famous Japanese prima donna. *Pax vo biscum.*

Mrs. Graff, wife of the Engineer-in-Charge, recently returned to the mainland with W. H. G., Jr., for the improvement of Jr.'s health.

MARION

By XLX

AT the Radio Station, Speedo was on duty as shift engineer,

One night in November, twenty-one, when all was bright and clear.

The hours rolled on, one by one, until at least came midnight; Then Speedo's watch was over and he set forth into the night.

"The stars so bright o'erhead and the silvery moon serene,
Looked down in silence on the calm and peaceful scene.
Speedo was alone upon the street—no other was in sight—
No. What is this? A kitten is also enjoying the night.

"The kitten slowly turned its head and cast a curious glance;
The kitten paused upon its way and watched Speedo advance.
Speedo walked on down the 'street and dark his shadow cast,
Upon the kitten in the road as he went bravely past.

"As sweet and languorous as Roy's most wonderful incense,
Had been the fitful breezes of the night but a moment since;
But suddenly Speedo stopped as if in fright or funk,
And sniffed the air—Speedo's kitten was a skunk.

"Speedo stopped and pondered and right lustily he swore;
Only a few steps further and he would have gained his door,
But instead of a vision of delightfully soft inviting bed,
There came a fearful picture of bruised body and broken head.

"The station lay a mile away, his home of yards a score,
But Speedo saw the vision, and Speedo hesitated no more.
He turned and slowly traced his steps as one grown gray
and old;
The night no more was beautiful, the wind was now so cold.

"Speedo trudged his weary way and perfumed the midnight
air;
Speedo reached the station and sought a welcome there.
He arrived at the station as the clock was striking four,
But instead of a warm welcome, Speedo was shown the door.

"Sad and broken and weary, Speedo then turned to the hotel,
Where all was dark and silent which Speedo thought was well.
He hesitated upon the porch, then passed on through the door;
Stock cursed loudly in his sleep; Wagner ceased to snore.

"But again silence ruled supreme, the darkness was intense;
Roy's fond dreams of love and life changed to thoughts of
incense.
Speedo crept into number three and softly closed the door,
Leaving only a faint perfume which woke young Baby Moore.

"Morning dawned bright and fair and brought the hungry
horde
From dreams of home and mother to gather round the break-
fast board.
The air was heavy laden—hostile eye met hostile eye,
For no man trusted his neighbor with that perfume hang-
ing by.

"Wixon looked at Stock, and Stock passed it on to Roy. Mrs. Cobb gave one gentle sniff and chided some naughty boy. Roy looked askance at Wagner, and Wagner back at Fred; And none there knew that Speedo slept just overhead.

"They left the festive board, brother at war with brother: Each eye was dark and sombre, each vowed vengeance on the other.

Then up above our Speedo awoke from his dreams and arose, And then came down to breakfast with his daintily scented clothes.

"Then the mystery was solved and Speedo his sad story told; Angry eyes softened and the boys welcomed him to the fold. They listened with wet eyes to the sad tale of his woes; (Though Mrs. Higgins says that each kept a hand to his nose.)"

CHATHAM

DESPITE reports to the contrary, Chatham is still on the map, and OUI is still sending traffic to us. Modesty forbids our telling about the splendid working of our Marine station, excepting to state that we are making new records for distant ship working.

Howthesoever, the days of the glue-pot are passing and may the death be swift and quiet. As the *Chatham News* says: "Despite the attention of four doctors and seven trained nurses—she died without a struggle." The soothing hand of death cools many a living fevered brow; and so when the crape hangs on the door of old CM and the ivy has topped the wall and old Zip (our trained mountain lion) is dead—at least there will be that sweet contentment that comes with the realization that we do not have to arise for the midwatch.

Now that the demand for operators seems to be on the decrease, many of the staff are turning their talents to other fields of endeavor,—in fact, many of them have literary aspirations. HN coughed up this one:

"Break OUI!" cried old KY.

"I'll read this bird no longer.

Don't ask me why, but put him by

Till sigs from him get stronger.

But OUI would not stay bi—
 That's why this tale I tell,
 Tho cussed KY till blue the sky
 with threats of trips to —L—CM.

So on the mill against his will
 Old KY plugged along,
 Tho raving still, he thumped his mill
 When sigs got good'n strong.

The above is so rotten that it almost sounds good. Here's another written by someone who evidently had no confidence in his poetical ability. He wouldn't even sign his name to it:

A fool there was and he learned the code—even as you and I,
 On many a box car's top he rode, giving the shack the sly,
 He learned to O S passing trains,
 Which didn't require so very much brains
 And kept his character free from strains—even as you and I.
 He stood his trick by the greenlight shade—even as you and I.
 And the bloom of youth began to fade—the mazda dimmed
 his eye,
 But he stuck his post and made good, too,
 And hoped some day to dispatch 'em through—even as you
 and I.

Well, soon he was swinging a wicked bug—even as you and I,
 On a bonus wire I saw his mug—some five years passing by,
 He gave his youth, his health, his power
 To the game of moving eighty-five an hour—even as you and I.

I met him, boys, the other day,
 His hand was shaky and his hair was gray,
 He had done his bit and had lost his fight—
 Hell, I'll finish this tomorrow night.

Following dedicated to H. L. B and associates:

At this station we have three engineers,
 Old IDO is QRZ and OUI is QRT,
 The signals they gave you would drive you to tears,
 What a helluva state things are getting to be.

Reciprocation

What is the reason, the GM sighed,
 That Chatham is going to 'ell,
 There are too many poets, the TM replied,
 For the size of its personnel.

Wednesday evening, December 7th, being the eve of the departure of Mr. and Mrs. Wood and son on vacation to

Europe, the staff gathered at the hotel for a send-off and presented them with a coffee set as a token of appreciation and good will and wished them *bon voyage* and a safe return.

A few more nails in our coffin. Following members of staff transferred to New York: S. P. Kelly, J. A. Worrall, G. Gouldrup and B. F. Hoard. We certainly regret the departure of the many fellows whom we had learned to know so well, and wish them every success.

We extend a cordial welcome to Mrs. Pfautz and daughter, who are now living at the station.

NEW BRUNSWICK

WHO is responsible for the statement that New Brunswick has passed its stellar role to Radio Central?

R. C. may have had a large assemblage of diplomats and Consuls General at their opening, nevertheless, not wishing to cast any reflections on R. C., it was noted that during the past few weeks, N. B. was called upon to perform the duties of both R. C. and our own.

Since Carter bought his Overland, we have noticed repeated trips to New Brunswick and Bound Brook. How come? Carter claims it is for gas and oil, but who knows? We regret to say that he has left for a few weeks' duty at T. U. relieving Mr. Eshleman, E. C.

It seems as if we are continually called upon to furnish aid somewhere. Our highly esteemed Dynamo Tender, E. D. Sabine, Jr., has been recalled to New York office for duty. Says he is certain now that New Year's Day will not be spent in the Power House.

When at R. C., Rigger J. Van Doren searched far and wide for our friend Schaefer, but could not locate him. Who calls you up now, Schaefer? New Brunswick and Bound Brook belles are anxious to know where you are.

Bill Dunn, our Chief Engineer, after plumbing one of the masts, entered the kitchen with his transit. He offered to take our chef's picture and she readily agreed. After borrowing her apron for a dark cloth, the transit was sighted and picture taken. He was thanked profusely, and she is now waiting for the picture.

The New Brunswick staff extend their best wishes to all co-workers for a bright and pleasant New Year.

NEW YORK BROAD STREET

A SEVEN page notice was pinned to the bulletin board at Broad Street congratulating McLellan on the splendid showing he made on the German circuit recently, averaging a speed of 33 words a minute for over four hours.

The performance is not only a credit to McLellan but also establishes the fact that real speed can be *maintained* on radio.

Mr. Seron is looking forward to having his name on the board next. Well, everyone is going to get a chance to prove his ability.

No doubt by now the newlyweds, Messrs. Sheehy and Henderson, have learnt to putter around a gas range with precision, and have become proficient in the art of turning over frying hen-fruit.

It will not be surprising if we have to make other announcements in the near future. Messrs. Dieghen and George Shea are frequently seen gazing at the brilliants in the window at Keene's and making frequent trips to Maiden Lane. We understand Dieghen is already betting the dope on the price of crockery.

We hear that Irving Bickford is trying to convert his mechanical bug into a plough, as he almost succeeded in knocking down his garage with a backward movement.

Now that Ruby Yelland has been transferred to our new Branch office there is a tendency towards rubber collars and an absence of silk sox. The only thing Ruby will miss is the put-and-take prune emporium on New Street, also well patronized by other members of the Broad Street staff.

Miss Friemark took charge of the Broad Street contributions to the Christmas Fund, and we understand, was well pleased with the result.

When a man of Herbert Meldrum's age puts bright stuff on his hair, it's a cinch there's a woman in the case. What excuse, "Hoib"?

Mike Svendsen is keeping very quiet these days. Wonder what he has up his sleeve? Guess the only time he will capitulate is when some pretty woman sobs on his shoulder and tickles him under the chin a few rounds. Then Mike will kiss himself good-bye. Look out, Mike, some male-runner will dangle a hook within easy reach of you and will swallow the entire tackle, and when you come to, you'll be standing shouting out the last sad rites, "Until death us do part."

Some mysterious notes are finding their way to the abstract department (written in Spanish). Well, we have two names on the list, one married that leaves one who certainly will meet with disappointment, as we understand the lady in question has higher aspirations.

The space recently occupied by Mr. Lemon has been the subject of much discussion and it has, we think, been planned to use it for a display of mirrors and also to fix the interior as a rest room for the ladies of the abstract department. Look out, girls, food attracts mice, so if you don't eat all

your lunch give it to some one that feeds the sparrows.

Another joint savings account is apparent. Johnnie Rice and Miss Grady seem to have established a mutual understanding.

Miss Wohlgemuth was the recipient of a large package which, when opened, was found to contain some candy which mysteriously disappeared a few hours previous. It was rumored that she had enlisted the aid of a detective to solve the mystery.

Miss Pollnick is learning Spanish. There's a reason. "*Si usted lo ve tres o cuatro noches en la semana no demorara mucho en aprender.*"

Miss Blankford has a double set of troubles now, her own and the welfare. Trying to come to a decision on some of the suggestions made by the members.

Miss Toor enjoyed Thanksgiving: Went motoring to Port Jervis. We are unable to give any further particulars.

As a sign that the cost of clothing is on the decline, "Lightning" Leo was all dressed up in a new suit. Due to neglect the tag was not removed—\$2.98. We are not criticizing the suit. It was real good value for that price.

Mr. Crouse spent Thanksgiving at his home in Schenectady and had quite an enjoyable time. Says he is waiting for the girl that can cook like his mother.

George Manhardt brings an alley score card to work with him every day and in his spare time goes over his past performances. Claims he rolled a score of 268 in one game.

Miss Sinnot is trying to reduce to 130 or so, but without food reduction. Takes an interest in football, and we understand is doing considerable hiking.

It is noticed that the girls are not leaving the building in pairs as formerly but we can't go any further than the corner. Where do you meet him, Miss Collins?

Those who noticed Conway at the Provident dance are wondering if the glasses he wears assisted him any in locating his lady friend. Maybe someone would like to borrow them and try.

The two mysterious looking suitcases which are under Mr. Hill's desk are keeping all in a state of suspense in the public library.

WASHINGTON

WELL, folks, we are still here, larger in numbers since we last wrote, for with the addition of Messrs. Tannenbaum and Kane our force is increased to four. We also had the company of Mr. Martin Jurist for a few days. Mr. Martin Jurist of the Commercial department. Perhaps

some of our readers are not acquainted with the gentleman, although it's not very likely, for in Mr. Martin's capacity of solicitor it behooves him to make himself known to all and sundry. Ask Mr. Bullen of the *London Daily Telegraph*. We cannot refrain from relating some of Mr. Jurist's experiences whilst he dwelt here among us. It's too good to let go.

Martin swore by all the gods he would get Mr. Bullen's file away from our competitors before he left Wn., and to obtain this objective he generally waylaid that gentleman at least three times per day. On one of these occasions Mr. Bullen decided to acquaint Martin with his objections to Radio; whether he admired his perseverance or desired to rid himself of this highwayman, we cannot say; but he delivered a broadside to the following effect: "Look here, I used to file with Marconi, but one day, after giving them a very urgent message, they called me on the phone twenty-four hours later to tell me that—er, hum, watchercallit static, static, was in the air and my message still on hand. So feel safer with cables." We are still waiting for the file. Another day Mr. Jurist entered the press room and brought an eagle eye to bear on the busy correspondents. One looked promising. Yes, it was a Radio blank, a long one, too, and single spaced. Up rushed our anxious solicitor and asked if he could take the first sheet. The busy (?) correspondent looked up with a smile and replied: "No, thanks, this is going by mail. It's to my best girl." Exit Martin. Number three incident is about the best. Scene: Press room again. Seeing what looked from the rear like a son of Nippon busy at the typewriter, Mr. Jurist approached (from the rear) with the words, "Clear to Japan this morning, sir. We are in good shape to rush your message right through." Imagine the consternation when the correspondent turned round, showing a far from Japanese face and delivered the following: "Yapan! Voos? Vot I care about Yapan. I write for the *St. Louis Yiddish News*." Exit Martin—quickly.

It is quite untrue that these setbacks were the cause of Mr. Martin returning to New York. They did not deter him from trying, and we saw with our own eyes his orders to return. Did you miss him, BR? Fdh had a similar experience of mistaken identity. He approached a distinguished looking gentlemen—to all appearances a son of sunny Italy, and in his best Italian informed him: "We hava da quick Marconi telegramma servizio to Rome deesa morning." Whereupon his friend turned round and said, in the most perfect English: "Why, my dear friend, you have mistaken me for an Italian. I am from India, but I'm awfully glad to see you, ole top."

So that's the way it goes, hard to tell 'em.

We feel for the boys on the Pacific. If you have as much trouble getting traffic from Japan as we have trying to convince them we are here, no wonder we hear of a delay of a few hours at times.

We go up to them and talk RCA and Radio till we are hoarse and breathless, then they turn round and say, "Thank you very much, I use Wireless as much as possible." The part that makes a solicitor gasp is that you talk and talk and nearly believe you have expressed yourself in every way and given enough for them to at least express surprise, but they never bat an eye. They must be some poker players. We rathr expect a combine between the Postal and Radio in the near future—not as two Corporations combining, but as— Still, we must not betray secrets. How about it Tn?

As much as we dare say, is that the Postal's counter is very close to our own, and they employ lady counter clerks. We leave you to form your own deductions. Kane claims he was double-crossed, but we must maintain a strict neutrality in order to keep peace in the family and refrain from expressing any opinions.

Business is dull, RC. We regret we cannot keep you busier, but to tell the truth, the stuff is not here to get. If it was, you would have it, for we have done everything but knock 'em on the head and take it from 'em. Many of the correspondents have left town and there is very little doing. There is a meeting of the big conference only about once every two weeks and the intermediate meetings of committees do not feed the press-men, and consequently they cannot feed us.

How long it will drag on thusly we cannot say. One optimist declared in the paper tonight it would be over by Christmas, but as the Scotchman said, "I hae me doots." Well, if we are doomed to spend the festive season here we will make the best of it, and hope somebody will send a few Merry Christmases to keep us busy.

We also will take this opportunity of wishing all our colleagues the season's greetings and all happiness in the year to come.

HEAD OFFICE NOTES

Mr. S. Inada, of Tokyo, Chief Radio Engineer of the Japanese Department of Communications, who is in attendance at the Disarmament Conference in Washington, was a recent New York visitor.

Mr. Robert C. Edwards has been appointed Purchasing Agent, vice W. P. Van Wyck, resigned.

Captain Powhatan Page, of the Pan-American Wireless Telegraph and Telephone Company, Buenos Aires, who has been in New York for several weeks, sailed for home on the S. S. *Aeolus*, December 7th.

Mr. William Brown, Attorney, has returned from a business trip to Washington.

Mr. S. D. Coffman has been appointed custodian at Belmar station vice R. D. Greenman, deceased.

F. A. Blanding has been appointed Assistant Engineer-in-Charge at New York Radio Central, vice R. E. Franklin, transferred to Kahuku, T. H.

A new branch office has been opened at 105 Hudson Street, New York.

Mr. J. B. Rostron, Assistant Traffic Manager, has returned from his vacation. During his absence his duties were performed by Mr. H. Chadwick, Superintendent.

Mr. Emil Osterbind, Supervisor of the well-known German station at Nauen, is visiting the Radio Corporation of America for several weeks to gain impressions of American radio methods with a view to seeing if they are applicable to his system.

Mr. B. F. Hoard sailed for Germany December 2nd on the S. S. *Wuerttemberg*, for the purpose of inspecting radio operating methods in that country.

Mr. W. E. Wood, Superintendent at Chatham station, accompanied by his wife and son, sailed for England, December 10th, on the *Haverford* for a visit to his old home, where he has not been since 1912.

Mr. W. G. Lush of the Engineering department will sail for Poland in January to act as Engineer-in-Charge of construction of the new station near Warsaw, to be erected by the Radio Corporation for the Polish government, which is to communicate with the United States. The Assistant Engineers, who have not yet been selected, will follow Mr. Lush in the near future as their services may be required.

The Norwegian Administration is conducting experiments at its end of the circuit and for 30 minutes on December 2nd, controlled the Stavanger transmitting station by Wheatstone automatic direct from Kristinia. It is hoped that this may become a permanent method of operation.

BETROTHAL

Mr. Eugene S. Pearl, one of Mr. Bucher's hard working understudies, well-known Beau Brummel of Passaic, N. J., stepped off to Brooklyn recently and captured Miss Laura O. Stevens by the time-honored method of convincing the lady that the radio man has a good future.

WEDDING BELLS

At Baltimore, November 22nd, George Alfred Bellis, of Accounting department, to Marian, daughter of Mr. and Mrs. William Clifton Lynch. The happy pair was handsomely remembered by the groom's office associates.

EASTERN DIVISION

NEW YORK

IRVING ELLINGHAM, now somewhere in or about the Indian Ocean on a 'round-the-world cruise of Mr. Arthur Curtiss James' yacht *Aloha*, received newspaper publicity in New York the other day through a letter written by Mr. James to the Y. W. C. A.

The letter reads in part:

"You have made history today. About two thousand miles from Honolulu, just as we were going to lunch, Mr. Irving Ellingham, our radio operator, handed me a radiogram from you which he had picked up as it was being sent from the high-powered radio station at San Francisco to Honolulu. * * * It certainly seemed uncanny to pick up a message in the mid-Pacific."

The *Aloha* is not expected back in New York until about June. In the meantime, Mr. Ellingham's friends are missing him greatly—one in particular. She says Irving is a wonderful man, a perfect gentleman and one with an ever-pleasing disposition.

Clair A. Weaver, our pretty little telephone operator, has added duties since our last notice of her here. She now has nineteen lines within the office; two direct to the Franklin exchange; one to the Worth exchange, and two to the main switchboard in the Head Office.

The following letetr from Operator William F. C. Hertz, now on the *Editor*, but recently on the *Acropolis*, will prove of interest.

"I would like to say a few words in praise of both the working and service of Chatham (WCC). He carries exceptionally well. I copied him on the *Acropolis* midway between the Azores and Gibraltar. Have even heard him right off Gibraltar. This, all on 600-meter spark. I have worked him on different occasions when 1,500 to 2,000 miles distant. The note is very distinct and can be singled out from five or six others quite easily. He tunes extremely sharp and carries strong. I consider WCC the best station on the coast.

"Would also like to say that the WNY station is giving most excellent and satisfactory service. On the last voyage of the *Acropolis* we cleared all our incoming traffic through

WCC and WNY, eliminating all others, including such far eastern stations as Cape Race, Sable Island, etc."

Congratulations are being showered on C. S. Thevenet, the popular *City of Montgomery* operator, on the advent of a little son, Bennett Stuart Thevenet, who arrived November 16th, weighing nine and a half pounds. And maybe Thevenet isn't proud!

Sam Schneider is making a trip on the *City of Savannah* with R. S. Shipley, trying out a different tuner.

Jack O'Connell took out the *Zulia* with W. M. Cline as junior.

E. H. Walter sailed as senior on the *Gdansk*.

Benjamin B. Skeete joined the *Kenowis* and is now en route to South America.

George Lipsyte is running on the sound steamer *Mohegan*.

William T. Dunlap took out the *Half Moon*, which recently gained publicity through the deaths of two engineers while in port, one murdered and the other burned to death in his bunk.

John W. Tonkins is now on the *Willpolo*, running to Pacific ports.

P. C. Cariotto is en route to Italy on the *Lloyd*, formerly called the *Woodricken*, and for which a service contract has just been signed.

S. F. Neilssen left for New Orleans and the Far East on the *Steel Scientist*.

H. S. Van Cott left on the *Sinsinawa*.

C. E. Stevens is now purser-operator on the *Dochra*.

BOSTON

F. C. JUSTICE is on the *Vesta* and J. J. Muldoon is on *Socony 84*.

R. W. Rice and N. W. Filson are on the *J. M. Danziger* and *Cerro Azul*, respectively.

Henry Munroe is awaiting a call for duty at New Brunswick station.

R. G. Philbrook and G. E. Travis are at leisure.

The above gives an account of our notables, with the exception of A. T. Barber, who writes from the Gulf that he does not expect to return North very soon. Barber is on the *Salem County*.

H. B. Whipple arrived on the *George W. Barnes*, and this time had no apparatus trouble to report.

R. W. Hannah is on the *Bylavl*, relieving C. J. Circeo, who has resigned.

H. S. Gates has returned to the *Perfection*.

NORFOLK DISTRICT

WE have very little to report in this issue because of the recent slump in shipping which has dropped to a point where our inspectors have a minimum of work to perform in a maximum of time. But that's not the half of it—

In the last week of November the S. B. deleted all its ships which were laid up at Camp Eustis. This necessitated some nice work on our part returning the spare parts held in our storeroom and replacing missing and expended parts of Schedule B. However, everything is now adjusted to the satisfaction of the S. B. and we have delivered the conglomeration of phones, screwdrivers, Mac clamps, etc., *ad finitum*, which we had held in our storeroom for safekeeping.

The deletion of the laid-up ships at a time when shipping was deadest necessitated the cutting down of the force at Norfolk, hence Inspectors Butt and Soukup have been laid off. Soukup says he expects to go home over the holidays and rest up from his labors at Camp Eustis. Butt will no doubt do the same, thus continuing almost without interruption the vacation he began the last part of November. The force at Norfolk now consists of Mr. Gilpin, Manager; A. B. Brown, Constructor and Inspector; and Miss O'Neill, Stenographer.

There was a flurry of shipping the other day, during which we assigned B. C. Springer, late of the *West Camak*, to the USSB *Independence Hall*.

BALTIMORE DISTRICT

MR. G. A. BELLIS, of the Head Office, was a recent visitor while in the city for the big event. We wish to extend our heartiest congratulations.

Former Inspector Lindauer, of the Savannah office, is assisting Constructor Grantlin with the installation of our standard P-8-A equipment on the new combination ore and oil carrier *Bethore*, built at Sparrow's Point.

Victor R. Good was recently assigned to the Standard Oil steamer *Caloria*, which will act as mother ship to the group of tankers laid up seventy miles from Baltimore.

During one of the breathing spells while dismantling several of the laid-up Standard Oil tankers, Inspector Smith was seen on the deck of the *Standtow No. 2* trying to ring sea gulls with old P-4 quenched gap gaskets. Feed 'em a little of Paul's "Best in the world," Smithy, and see if that won't get them next time.

Newspaper reports state the tanker *Santa Rita*, Operator Juan Adden, which recently left this port, is eighteen days overdue and we trust by next writing that she will have arrived safely.

Charles E. Landman, after several months on the waiting list, was assigned to the *Birmingham City*, en route for the Far East.

The *Sudbury*, with Operator William F. Vogel, recently arrived here from Hamburg. William tells us he did things up in great style while on the other side. Guess he did, with German marks at 160 to the American buck. Even at that, Bill didn't bring anything back with him but a bad cold.

GULF DIVISION

NEW ORLEANS

HAROLD O. ZAHN, late of the *City of Lordsburg*, is now in charge of the newly assigned Shipping Board steamer *Dungannon*. Both the *City of Lordsburg* and Operator Zahn have been on the beach for repairs.

Charles B. Buddecke, of tug boat fame, is now carrying oil out of Mexico on the *Quabbin*.

William L. Friend, Jr., has rejoined the services in the Key West district, having been assigned to the *Mascotte* as junior.

Stanley Turberville, after a few days on the beach, as the result of the laying up of the *St. Augustine*, is now out on the *Huguenot*.

C. F. Bailey has been transferred from the *Tekoa* to the *William H. Doheny*. The *Tekoa* has subsequently been placed out of commission at New Orleans.

Leon C. Wyndom, after a lengthy sojourn in the wild wood of Indiana, has re-entered the service, assigned to the *Watertown*.

Assistant Division Superintendent W. H. Hammond has resigned from the service, having accepted an assignment with Loyala University. Paul R. Ellsworth, Division Traffic Clerk, has been assigned in Mr. Hammond's place. Thomas J. Alderman, who for the past four years has been in charge on the *Coahuila*, succeeds Mr. Ellsworth.

A. E. Ermatinger has been assigned to the *Coahuila* as junior.

C. W. Peters has been appointed District Manager at Galveston, succeeding G. B. Williamson, who is returning to the service at sea.

William H. Claussen has entered the service with the assignment of the *Cliffwood*, a Shipping Board steamer.

Paul R. Cassidy has been assigned to the *Dannedaike*;

this vessel, after a lengthy lay-up at Mobile, is now back in service.

David L. Stokeley has relieved John R. Brunnette on the *Harry Farnum*; Brunnette has elected to remain ashore for a while.

Frank G. Hull succeeded in landing the first bare-boat chartered Shipping Board vessel—the *Lake Gera*.

Other assignments made since our last contribution: Julian C. Shannon to the *Cecil County*; J. P. Rombach to the *Hahira*; L. J. Yuhl to the *George B. Mackenzie*; R. E. Blanton to the *Derbyline*; P. D. Herrold to the *Danville*.

From an operator who recently went back to the farm on a vacation:

"My moneyometer has been registering around the zero mark for several days, and if I do not get an assignment soon I am afraid the folks at home will break my plate and throw it off the table—besides the sea-fever is undermining my whole system. Anything from a tug to the *Leviathan* will not only be accepted but appreciated.

"A telegram collect, bearing an assignment, will be answered in person within twenty hours after receipt."

The Key West district reports the following changes: Harold Ely transferred from the *Henry M. Flagler* to the *Joseph R. Parrott*; P. P. Nisbet from the *Miami* to the *Mascotte* (senior); W. F. Franklin from junior on the *Miami* to senior on the *Miami*.

New York take notice: Married at New Orleans (Gretna) on November 29th, 1921, Emanuel Lemelson, of New York, to Miss Alice L. Dalton of New Orleans. Lemelson is now, and has been for some time, pounding brass on the good ship *Orleans*.

From the Paris edition of the *New York Herald* (November 9th, 1921):

"Havre, Tuesday.—The United States Shipping Board steamer *Hegira*, which has arrived here, had a tempestuous voyage across the Atlantic, and two unusual experiences in which wireless played an important part, according to Chief Radio Operator Exerjian. The first engineer of the steamer fell seriously ill and medical aid was summoned by radio, to which the White Star liner *Baltic* replied and her surgeon prescribed treatment after receiving detailed symptoms of the case. The next day the patient became worse and the *Princess Matoika* wirelessly that she was coming to take the patient. This was done in a heavy sea, the transfer being accomplished in fifty-five minutes. The next day the *Hegira* received radio news of the steamer *Manatee* on fire at sea and altered her course to give aid. The *Hegira* stood by and

escorted the *Manatee* into the English Channel, where a tug sent by the Shipping Board office in London took the *Manatee* in charge and the *Hegira* proceeded to this port."

GREAT LAKES DIVISION CLEVELAND

NOTHING much to write about, as all vessels with the exception of a few car ferries are securely tied up at their respective docks, while the makers of the dots and dashes are sojourning either at home or drifting aimlessly from district to district, looking for a winter berth.

However, not all the operators are drifting, as we have just been notified that Daniel Cupid made a bull's-eye when he stole away from the bachelor ranks of the Lake Michigan district our honorable C. D. Peck. It is our great pleasure to extend to both Mr. and Mrs. Peck the happiest returns of the day.

The three Jenkins boats were the last to tie up, and with the pulling down of their antennae, it meant the season was at an end.

Inventory is the order of the day, though 1922 plans are gradually looming over the horizon. For the interest and information of Great Lakes division operators, who seek employment in other divisions during the winter, it is advisable their application for 1922 be filed with either the Cleveland or Chicago office not later than February 15th, so that the spring assignment list can be shaped around prior to the '22 start.

Detailed information relative to the order of placement, namely, seniority, etc., will, in addition to being published in the February issue, be given first-hand by letter, should the applicants desire it.

We most sincerely hope that everybody enjoyed a very Merry Christmas, and take this opportunity to extend to all R. C. A. employees a bright and happy New Year.

PACIFIC DIVISION SAN FRANCISCO

THERE have been pretty busy times around the plant regardless of the slump in business, although Installer King managed to find time to equip the new Standard Oil tanker *H. M. Storey* with a P8 panel set.

Shipping has been good, considering the general condition of business, and the arrivals and departures make a fine showing. The lumber business is very brisk, due to a demand for building throughout California and particularly in Los Angeles, and on account of a heavy demand in the Orient.

The Matson liner *Lurline* has been tied up at pier 46 and is being entirely remodeled. She will be rebuilt in a manner similar to the other Matson liners. We have planned to assign one of the old timers, namely, Arthur Baxter, when the *Lurline* sails for Honolulu.

Some of the parts of the new detector and amplifier units have commenced to arrive but we have not as yet had the pleasure of trying one out. We are afraid that most operators will be disappointed because there is to be no loud-speaking attachment.

800-meter attachments have been installed on nearly all of our vessels on the Pacific coast. The bearings which have been obtained have proven very accurate, and the captains are beginning to rely on them, and on the whole seem very much interested and enthusiastic.

F. J. Clazie, junior on the *Manulani*, is remaining home for the holidays and a more important purpose. His place for the trip is being filled by William Chesebrough. Horace Dean Moffatt is again with us in charge of the apparatus aboard the Shipping Board steamer *Tippecanoe*. Charley Morenus and George Renish are first and second, respectively, on the Grace liner *Santa Cruz*, en route to South America. As both these operators are radio-enthusiasts, exceptional work is expected from the *Santa Cruz* equipment.

William S. Davis was recently assigned to the *Maui* as junior. This is Davis's first experience on a passenger liner, and we believe under the guidance of such an old timer as Edmond Smith, Davis will soon come up to our expectations.

Philip Thorne and Frank Rutzen have arrived on the steamer *China*, after their regular two-month Oriental cruise. Ever since we have dispensed with our female clerical force these two gents do not show their gold teeth.

New assignments have been few and far between. Our list of applicants numbers over seventy-five, including many old-timers, and we hope shipping conditions may change soon so that many will receive assignments.

SEATTLE

DURING the month one new contract was signed in this district covering the installation on the motor ship *Donna Lane*. A 1-KW. 60-cycle set was installed. O. Hinsch was assigned and his operating reports are very favorable.

The *City of Seattle*, which for years ran between this port and South Eastern Alaska, has been sold to Mr. Dimon, of New York. We will continue to give service to the new owners, and L. Benson was assigned to make the trip to the East coast.

T. A. Kinsey, who was on the *City of Seattle* for the past two years, is now operating on the same run as senior on the *Spokane*. Elmer Moe, Kinsey's former partner, is again with him as junior.

The *Wheatland Montana* was tied up this month and Neil Ross was transferred to the *Pomona*.

H. F. Wiehr is now senior on the *President*, and reports fine results with his new submarine set.

PORTLAND

OPERATOR E. L. Brunk, recently on *S. S. Pawlet*, has quit the radio game and gone back to school. Brunk is learning to pull teeth. If he does come back to radio, let's hope he will not try to practice on some operator.

W. W. Strom returned to Portland by rail after turning the *S. S. Swiftscout* over to the new managers at New York.

W. C. O'Connor, who left Portland on *S. S. Swiftstar* some time ago, has returned to the old home town.

C. M. Carlquist just returned from New York, where he left the *S. S. Swifteagle*.

Walter Tease is back after making a trip to Europe on *S. S. Swiftwind*.

Operator V. Bennett is taking his vacation at Portland while *S. S. Curacao* is undergoing repairs.

Some of the boys who visited Portland lately, are: E. H. Robertson, *S. S. Las Vegas*; F. M. Rice, *S. S. Pomona*; E. A. Weinert, *S. S. Willhilo*; R. E. Whitcomb, *S. S. Springfield*; M. R. Holbert, *S. S. El Dorado*.

PORT OF LOS ANGELES

IT has been so long since an operator has been assigned to duty out of this district that the two oldest men on the list (Beraldo and Somers) have grown so old that they were not recognized by the writer yesterday when they called at the office to see if there might be a chance for a job within the next year or so.

We do our best at the consolation game, but the boys say that they can't get fat on consolation, hence the roomy appearance of their wearing apparel. It does seem that consolation is a poor diet unless prescribed by a dietician, and the writer cannot lay claim to being in that class. However, from the looks of the daily news of our local papers, there will be several more boats making Los Angeles their headquarters soon, and we hope to have jobs for the boys who have been so faithfully waiting, and who have responded so readily for duty when occasion required a man in an emergency.