

from more than 4,700 people in 40 different states, in five Canadian provinces, from ships at sea, from England, Mexico, Honduras and from Cuba, is installed to commemorate in a prominent and permanent way the pioneering done by Calvary Church of Pittsburgh and Station KDKA in radio broadcasting of church services."

Wireless on the Steamship Leviathan

THE radio world has been looking forward with interest to an announcement naming the chief operator of the world's largest ship, the Leviathan. He is none other than E. N. Pickerill, one of the best known and most capable of radio men, and no disappointment can be felt over the selection of the renowned "PK," whose continuous radio record with the Radio Corporation of America and its predecessors, dated from April 8th, 1905, showing eighteen years of meritorious service without a single blemish and broken only by the time spent flying around in Uncle Sam's aeroplanes during the war, while he was First Lieutenant in the army.

Mr. Pickerill has served on all classes of vessels from Standard Oil tankers to large trans-oceanic liners. He was on vessels of the Hamburg-American line Atlas Service, the Lamport and Holt Line and the Quebec Line at the time when these foreign lines contracted for American radio service. There are few, if any, passenger steamship lines running out of New York on which he has not served. Among them might be mentioned the Porto Rican, Clyde, Ward, Red Star, Southern Pacific, American, Old Dominion and Munson.

During his career Pickerill served as operator at the Kahuka high-powered station in Hawaii, as well as at six different marine coast stations, at five of which he was manager. The first extra grade radio license ever issued was to Pickerill and he has received four extra firsts since then.

It will be of interest to know the requirements program drawn up by Mr. Duffy on which the selection of the Leviathan's chief operator was made. Points were allowed as follows:

1. Able-bodied men over 21, of neat appearance and good address.
2. American citizenship.
3. First class, first grade license or better.
4. Speed and ability in receiving messages on typewriter.
5. Professional ability in handling traffic in general.
6. Receiving radio telegraph ability.
7. Sending ability.
8. Knowledge of tube transmitters and receivers.
9. Experience with tube transmitters.
10. Personality.
11. Executive ability.
12. Knowledge of theory and operation of radio telephone.

13. Ability to copy from high-speed recording tape.

In reference to Mr. Pickerill's citizenship it will not be amiss to convey the information here that his direct ancestors fought in the Revolutionary War and he is a member of the order of Sons of the Revolution.

The Leviathan's first assistant operator will be Jack Irwin, who attained a great deal of fame back in 1911, when he shipped as radio operator on Wellman's ill-fated America-to-Europe balloon flight. The balloon met disaster and it was Irwin's radio calls that brought the steamer Trent to the rescue of the crew.

Irwin's first leap into fame, however, was when he answered Jack Binn's distress call. It was through him that the Florida became the rescuing ship, saving so many lives from the sinking Republic. His name was linked with Binn's in all American newspapers, which devoted great space to the first big marine disaster in which radio figured.

Aside from his radio work Irwin has become well-known as a journalist and magazine writer, and is a regular contributor to a prominent New York publication.

The third radio officer is Anthony Tamburino. Mr. Tamburino served for some years on the steamship America and is well qualified to fulfill the duties of his new position.

Raymond J. Green is the fourth radio officer. Mr. Green has been with the Western Electric Company and was engaged in the construction and testing of the tube transmitters installed on the Leviathan by the Radio Corporation of America.

Annual Report of the Great Northern Telegraph Company

It is announced that the Great Northern Telegraph Company of Denmark proposes, at the general meeting on May 31st, that a dividend of 22 per cent be paid for the year 1922, including the 5 per cent already paid; further, 600,000 crowns be transferred to the reserves, 1,000,000 to the pension fund, and the remainder—5,575,712 crowns—be carried forward to next year's accounts.

The financial result for 1922 is about the same as for 1921, the profits amounting to approximately 8,000,000 crowns. The dividend declared last year was also 22 per cent. The share capital of the company is 27,000,000 crowns, so that 5,940,000 crowns have been set aside to pay the 22 per cent dividend.

It was reported recently that regular working with Vladivostok via the company's lines has been reestablished after an interruption of several years.

The Formula

Young Doc: What is the secret of your success?

Old Doc: I make it a rule to find out what a patient wants to do, then I order him to do it!

THE

E. N. Pickerill
COLLECTION

