Wireless Telephone Pursuing Man To Remotest Corner of Seven Seas

Traveler Will Soon Be Unable to Dodge Business Cares by Ocean Voyage, for Insistent Callers Will Trail Him to His Cabin Aboard Ship

There is many a tired, as the saying goes, business man who has taken a trip to Europe for no other reason than that he wanted to be out of reach of that useful, but at times annoying, instrument, the telephone. It was the pleasure of dreaming his feet over the bridging extremities of a deckchair without fear of the haunting bells at which Mr. Poe might have included in his ode. But seclusion is a thing of darker ages. There is little of it to be had today at any price. Where the wires do not hope to find a man the wireless does. And now the last barrier, the sea, is to fall. E. V. Pickerill, chief radio operator of the Leviathan, declares that within two years wireless telephones will be calling up to ask what he did with his bag of tricks, and that any one might become so engrossed in broadcasting that they wouldn't stop to hear signals.

"We can pick up just about all the stations that broadcast—at least the powerful ones," says Mr. Pickerill. "We hear all the big American stations well out at sea and we can tune in also on London and on Eiffel Tower and Berlin and Brussels. "America unquestionably leads in the use of wireless. England's programs are not varied enough. You hear the same thing night after night. Germany is coming along well and is making a point of broadcasting only interesting things."

Mr. Pickerill is one of the pioneers of radio in America. He first became interested in it more than twenty years ago and was associated for a time with Dr. Lee De Forest in experimental work. He was the first man to receive from the Government a first-class license, the highest recognition given a radio operator.

When the war came along he enlisted in the aviation service. He organized one of the army's radio schools and for a time was in charge of the process of equipping airplanes with radio. He commanded the 135th Aero Squadron and also was in command of Post Field, at Fort Sill, Oklahoma, one of the largest of the aviation fields. He later joined the Radio Corporation of America and did much experimental work. He had served on several ships and equipped many others with radio, so when the Leviathan was turned into an American passenger ship he was called to the post of chief radio operator. He has served aboard the huge liner ever since.

What with his interest in both radio and aviation, he is, of course, interested in the combination of the two. He sees the radio as an essential for aviation development.

"The time is rapidly approaching," he says, "when radio equipment will be as much a part of an airplane as it is now of a ship. It will be of great value in coordination with the night lighting system.

"The radio will enable an aviator to get his bearings, just as it has helped ships to get theirs. And at night or in a fog it will be of vast assistance in guiding planes to their landing spots. All successful air lines will develop with radio."

And talking of air lines he believes their development is imminent. Within the next year or two he expects to see commercial aviation put upon a thoroughly active and practical basis. And the wireless telephone will get you there, too.