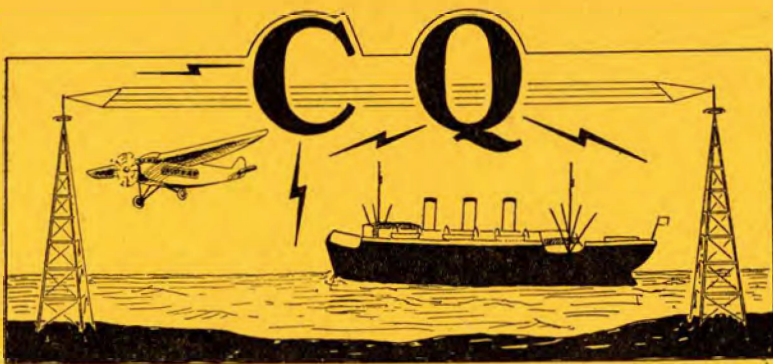


Scrap by Allen Barnette

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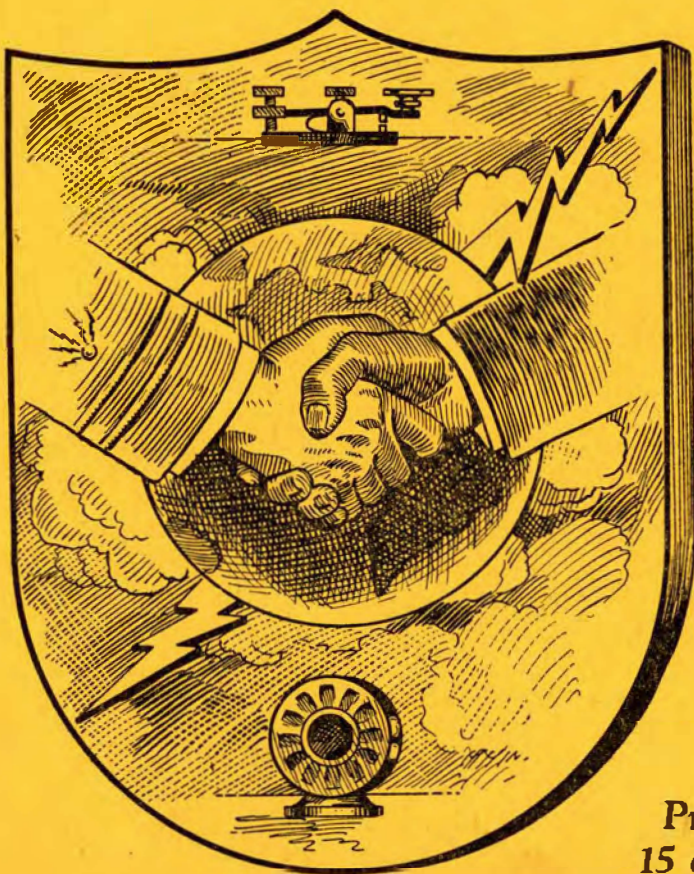


A Magazine OF, BY and FOR Commercial Radio Operators

Vol. 1

APRIL, 1931

No. 2



Price  
15 cents



# The Staff of "CQ"

*wishes to thank—*

**Dr. Lee deForest  
Albert L. Woody  
Ronald G. Martin  
William Comyns  
Walter H. Candler  
E. J. Clark  
Wesley J. Wright  
Ray L. Smyser**

—AND—

THE MANY OTHER RADIO ENGINEERS,  
OPERATORS, AND TECHNICIANS WHO  
HAVE ASSISTED IN ESTABLISHING  
THIS PUBLICATION.

# Commercial Radio Operators



CQ is a magazine OF, BY and FOR commercial radio operators.

CQ is published in YOUR interests and for YOUR benefit.

CQ is striving to improve conditions for licensed radio operators and to raise the standards of radio operating.

CQ is published by a group of commercial operators who have mapped out an extensive and ambitious program designed to place radio operating on a par with other skilled trades, if this program is to be effectively carried out CQ must be actively supported by a majority of licensed operators.

Are you willing to help? If so, fill out the subscription blank below and forward it, together with a check or money order for \$1.50, to CQ, 1725 Bedford Road, San Marino, California.



I enclose \$1.50 for one year's subscription to CQ. Please start with the.....issue.

Name.....

Address to which CQ should be sent.....

Station.....

(CQ, April)



# "CQ"

## DEVOTED ENTIRELY TO THE INTERESTS OF COMMERCIAL RADIO OPERATORS

CQ is published monthly by a group of commercial radio operators and is the only publication OF, BY and FOR licensed radio men.

**M. R. RATHBORNE, Jr.**  
*Editor*

**C. E. DUNCAN**  
*Business Editor*

**Vol. I.**

**April, 1931**

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### NEXT MONTH

Next month we will publish an article that should be of special interest to all prospective radio operators, "Be a Radio Operator in 30 Days," by "Doc" Cramer, R.T., C.B.S., (Radio Technician, Columbia Broadcasting System). According to "Doc," there is absolutely no necessity of attending a radio school in order to become a "highly paid member of a glorious profession," merely enroll in his ten-day course of ten easy lessons (for ten dollars, or more, if you have that much). As a special inducement, "Doc" has expanded, exploded, elongated and otherwise stretched his course to cover a thirty-day period, this, of course, making it worth three times the price of the

one only taking ten days to complete. Don't miss "Be a Radio Operator in 30 Days," it is nearly as good (and quite as profound) as Smith's ads.

Beginning with the May issue, the Employment Reports section will be enlarged to include QRA? and Employment Desired departments. Operators wishing to get in touch with old-time friends are urged to place a notice in the QRA? department, those wanting jobs may advertise in the Employment Desired section. No charge will be made for this service. QRA? notices will be limited to three lines and Employment ads to five lines. Let's hear from those who need jobs or wish to renew old friendships.

# EDITORIALS

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In the matter of regulations governing the issuance of licenses it appears to us that American radio operators have been sorely discriminated against. In order to obtain a commercial radio operator's license from the government a person does not have to be an American citizen, or of any particular age. The regulations with which other ship's officers must comply present a striking contrast. In order to take an examination for a license as a marine mate or engineer, an applicant must be an American citizen at least twenty-one years old and, in addition, must have served an apprenticeship of several years.

It is our opinion that the issuance of a commercial operator's license to an alien or a minor places the government in a rather ridiculous position. A licensed alien must become familiar with provisions of the Radio Act before he is required to study the Constitution; he must take an oath to preserve the secrecy of radio messages coming to his knowledge but is not permitted to take an oath of allegiance to the United States government. Apparently the Radio Act is of more importance than the Constitution in the eyes of some of our public officials. The government does not recognize a minor as being a responsible person; it forbids him to sign contracts and other legal documents and accords him no legal status whatsoever. This same government requires a minor holding a commercial radio operator's license to assume direct responsibility for protecting—and saving in times of disaster—many human lives and millions of dollars worth of property.

No foreign administration will issue a radio operator's license to an American citizen—a foreigner can come to the United States and obtain a commercial operator's certificate while still holding a valid radio license as a citizen of a foreign nation. For example, on the Pacific Coast, Canadian operators having American radio licenses, take jobs on American ships in the winter time when shipping is slack and return to their own country to sail on Canadian ships when the Alaska season opens in the spring. These men are competing directly with American operators for jobs on American ships at a time when it is impossible for many of our operators to obtain employment. We have no fault to find with our Canadian brothers, who are merely taking advantage of the laxity of our laws; however, we believe that American operators should be fully protected against foreign competition on ships flying the American flag. Marine mates and engineers receive this protection. Why should radio operators be discriminated against?

Marine radio operators cannot secure improved conditions by waiting for the other fellow to help them,—they must **HELP THEMSELVES**. Victories are won by fighting—not by wishing for triumph, or talking about it. Despite the increasing severity of license requirements the standards of marine radio operating have been steadily declining during the past twelve years. From a highly skilled trade, or profession, marine radio work has degenerated into "just another job," with many operators receiving smaller wages than ditch diggers and other unskilled laborers.

**MARINE RADIO OPERATORS!** Are you satisfied to sit back and watch your trade go on the rocks? Or do you want to try and improve conditions? If you want to better yourselves—you can—and we will help you. Let's start **NOW!** Write to Senator Dill, Congressman Wallace White and W. D. Terrell, Director of Radio, Department of Commerce, asking **WHY** American radio operators should be discriminated against and **WHY** they should not be granted an eight-hour day and the same protection against competition from foreigners that is given to other American citizens. It is important to start working on this program **NOW**, the "Safety of Life at Sea" treaty should come up for consideration by the Senate before the end of the year, at that time Senators will be engaged in modifying regulations governing marine radio operators and equipment. Heretofore, they have never heard the operator's side of the story. Let's tell it to them.

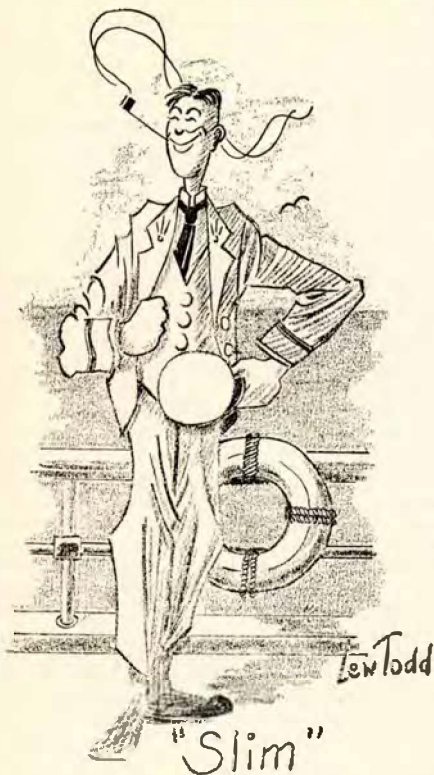
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# SUN SPOTS on the MOON

By LEW TODD



Bein' an Episode From the Unadulterated  
Low-down on the Strictly Private Life  
o' Slim Phitts.

Just in case you ain't wise, the handsome soot ad pictured here is your'n trooly, Samuel Oscar Syrlus Phitts, (Sometimes known as SOS Phitts) but just, Slim, to his friends an' by various, sundry an' somewhat inelegant sobornonyms to his unfortunate enemies. I'm hard-drinkin' key-beltin' artist from Wildcat Corners, Rhode Island, where the cows' milk hasta be deeloated to meet the Volstead requirements an' kids are weaned on chewin' terbacker. But that ain't neither here nor there. At present I'm employed, occupied an' otherwise enjoyin' the limelight on a banana totin', water-logged hulk which swaggers along under the proud title of, SS Reya De La Noche, (Same meanin' in a enlightened tongue, "Queen of the Night.") She be-

longs to a wealthy spic in New Orleans, who by the way, is down on the celestial log-book for her misleadin' name. She plays betwixt Central America an' the States, devotin' all her efforts an cargo space to givin' the lie to that famous song of a few years back, which goes, "Yes, we have no bananas. . . . etc."

The skipper is a six-foot, snuce-chewin' Norska, weighin' well over a tenth of a ton, with a out-board jaw which he shaves with a candle an a wet towel an' a voice like a vexed bull sufferin' the outrages of an amateur vetrinary. You get some idear of his intellectual attainments when I say he wears a number five cap an size fourteen shoes. Just a great big Norse sea-god from the fjords, which was kicked in the head by a sea-lion in his early childhood an' left beached high an dry on the debit side of the ledger, when they handed out brains.

Capitain Olaf Johansen is the handle he answers to when callin' for his mail, but his monaker from Kristiansund to Rio and from the Gulf to Singapore, is Leadfisted Olaf which comes from his playful habit of liftin' the faces of refractory AB's an' remodelin' the features of erstwhile spark-twisters. Olaf is known in two hemispheres as the toughest, nut-crackin', two-fisted, nigger-drivin' bucko mate that ever spat snuce in the seven seas. A nice amiable gorilla to go sailin' down into the tropics with, hey!

But little old Slim, from Wildcat Corners, has the big box-head eatin' outa his hand the second day after he signed on this hell-roarin' banana barge. The big event happened like this: We've cleared from Frisco with a load o' farm machinery an' gewgaws for Port Limon an' are fightin' our way through the flyin' fish a little ways south o' San Diego, when an epidemic breaks out in the form of scandinavian cuss words an' sudden death for a lanky individual, answerin' to the name o' Sparks. It seems, that the old man is nuts on time ticks. An' it so happens that on the afore said day, at the particular an' preordained time, when Olaf is up on the bridge, about to swaller his snuce quid an' breathlessly waitin' for a buzz from the radio shack, Slim is over in his bunk corkin' off a few slumbers because of a strenuous week spent in the big city.

(Continued in May issue.)

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.



# SPARKS

BY THE CQ OBSERVER



The nickname "Sparks," that was tacked upon Wireless men somewhere in the dim past, still stays with them. Today, that nickname, if you care to call it that, stands for something old, time-worn, and lacking in the romantic and heroic appeal it possessed a decade ago.

Years ago, when wireless operators attended to the transmission and reception of radiograms exclusively, and used spark apparatus, the name may have been suitable, but today it is out-of-date and misleading. Outside the circles of the sea-going fraternity, it is the impression of the general public that radio operators are placed aboard ships for the express purpose of insuring safety to lives and property, and the handling of radiograms of the general public. It is true there are many ships upon which the operator handles radiograms exclusively. However, there are a great number of vessels where the operator does a considerable amount of clerical work. In fact, the clerical work in numerous cases exceeds the radio work. There is no objection to an operator doing such work providing he is suitably remunerated for it. On some vessels they are, on others, the shipping companies are "getting away with" free clerical work.

With the increasing use of typewriters, shipping companies now desire and request typewritten reports from all their vessels. Typing is a job that most present-day operators have fallen heir to. It should be borne in mind that operators have had to spend time and money to become proficient typists. Various departments aboard ship now enjoy this up-to-date method of having reports and letters typewritten, but are the operators getting paid for it?

It was the practice of some masters to pay extra for this clerical service, however, they have in many cases drifted away from it. Operators left ships and were relieved by other operators, who, when the vessel was well out to sea, learned that "the other operator did this and that," with the result that additional clerical jobs have been added bit by bit until at the present time it amounts to a job by itself.

Furthermore, salaries have been reduced after ships have left port, and other underhand methods have been, and still are being used to foil the operator. These shady methods amount to nothing more than a modern form of shanghaiing. Also, in an effort to please their patrons, certain employees of radio companies also have re-

sorted to similar means of shanghaiing operators. Men are asked to take jobs on ships where there is just "a little clerical job," when it is known beforehand that the master is an overbearing, autocratic, conceited ass, and where conditions aboard are anything but harmonious, "mad-houses," in fact. A case came to my notice where an operator was assigned to a ship and informed by the radio company's official that there was "just an odd report to type." While the operator was on his way to the vessel, the radio company official phoned the shipping company that a man was on the way and advised the shipping official not to scare the operator by telling him just how much clerical and type-writing work there really was to do. Perhaps we cannot entirely blame the men who assign operators to ships. They must satisfy higher up officials of radio companies by keeping the shipping companies happy and contented. The blame lies to a great extent with the radio operators themselves. They are the ones that do all this clerical work. And now that shipping companies and masters and others are becoming accustomed to having this work done so willingly and faithfully for them, it is being regarded as nothing. Now that clerical and typing work has been firmly established as a part of the radio operator's duties, other work of various kinds are daily being added. Where is this going to end?

The amount of salary a man can command aboard ship appears to decide the estimation in which he is held by his shipmates. As the lowest salaried officer, the radio operator is regarded as being of little importance, except when he is absent, or is asked to correct the ungrammatical English and spelling of certain high-salaried and illiterate ship's officers, in order that their correspondence will create a favorable impression upon port captains, marine superintendents and others.

As before-mentioned, the name "sparks" is decidedly misleading. The duties radio operators, collectively, are called upon to

(Continued on page 7)

## ATTENTION BROADCAST AND AIRWAYS OPERATORS

Don't forget that CQ is published for your benefit. Articles, items and stories are needed. Let's hear from you.

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.



# BREAKS

by  
THE SKIPPER

A few days ago I visited a number of laboratories at the California Institute of Technology in Pasadena and watched scientists experimenting with apparatus which will probably be in general use ten or twenty years from now. Doctor Charles Lauritsen's 700,000-volt vacuum tube, built merely to obtain experimental data, has already produced remarkable results in a totally unrelated field. This giant tube emits rays, popularly termed "hard" X-rays, which will penetrate to any deep-seated cancerous growth not susceptible to the ordinary, or "soft" X-rays produced by lower voltage tubes. Doctor Charles Packard of the Institute of Cancer Research, Columbia University, has been making experiments with the new high potential tube in an effort to develop a new treatment for curing the various forms of cancer.

\* \* \*

In another laboratory I saw two graduate students attempting to measure the result of passing an electron stream through various gasses. They explained that if a stream of electrons is passed through an atmosphere of gas individual electrons will collide with gas molecules; these collisions will cause electrons to change their courses, or be shot off at angles from the path of the main stream. In order to measure the number of electrons deflected and the angle of deflection it is necessary to record currents on the order of 10-15 amperes, or .000000000000-001 amperes. Try that on your radiation ammeter.

\* \* \*

In an attempt to quiet some of the wild rumors which have recently been circulated in regard to the International Conference on the Safety of Life at Sea, I will quote from a letter received from Senator Shortridge of California: "I find that I cannot obtain for you a copy of the treaty (Safety of Life at Sea), as its provisions have not yet been made public and it has not been ratified (by the United States)." The only published information on this document is contained on the appendix of the second edition of Sterling's Radio Manual. Congress has now adjourned and there is no possibility of the treaty being ratified until the next session, which convenes in December.

According to a recent financial report, the Pacific Steamship Company lost only \$237,507 last year. That's what they get for paying their radio operators such tremendous salaries. (Ninety dollars for chief operators and \$70 monthly for second operators, twelve hours a day.)

\* \* \*

CQ has a perfectly good correspondence section, but few worthwhile letters have been received. Come on fellows, send us your ideas of what is wrong with radio operating and how the trade can be improved. The more controversial the subject the better we like it.

\* \* \*

"It is my deliberate judgment that a general reduction of wages in this country would set back the impending recovery by at least two years," said James A. Farrell, president of the United States Steel Corporation, in Chicago, recently. Steamship company officials please note.

\* \* \*

According to official Department of Commerce figures there were 8,060 valid commercial operators' licenses, 543 broadcast licenses and 450 phone class licenses (valid only for the operation of radio-telephone stations on aircraft) outstanding at the close of the fiscal year ending June 30, 1930.

\* \* \*

California Federal-State Market News Service stations have installed new x-tal control transmitters and are now operating on 39.34 and 36.26 meters, according to L. R. Babize, chief of KRM.

(Continued on page 6)

## NOTICE TO SUBSCRIBERS

Now is the time for those of our subscribers who were kind enough to return the subscription pledges, accompanying the CQ announcement letter, to fulfill their promises and remit a dollar and a half for one year's subscription. In order to keep office expenses at a minimum, thereby making more funds available for improving the magazine, we are not sending out statements. Use the form below. Please remit at your earliest convenience.

CQ, 1725 Bedford Road, San Marino, Calif.

Here is the \$1.50 I promised to send upon receipt of the first issue of CQ. Please place my name on your subscription list for one year.

Name.....

Address to which CQ should be sent.....

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.



# BREAKS

(Continued from page 5)

## PERSONAL ITEMS

Where is William A. Breniman, formerly of KOZC, who used to contribute those splendid articles on marine operating to the operators' section of Radio?

Oldtimers should remember George Sturley, commercial since January, 1916, who is now at KGW, Portland.

Then there is Sydnor K. Balcomb, the second man to be employed as a radio operator on the Pacific Coast; he has been pounding brass continuously for nearly nineteen years. Operators desiring to get in touch with him may do so through CQ.

Who remembers "Dad" Musgrove and George Davis, who battled for better conditions for marine operators back in the days when United Fruit first began equipping its vessels with "wireless"?

I would like to get in touch with R. H. Redmond.

## COINCIDENCE

Two Charles Henry's—chief and second on WGCB,—are both subscribers to CQ, and never met before being assigned to the same ship.

At KSI, T. & W. A. station at Alhambra, the gang are all enthusiastic boosters for CQ. The two radio circuits are kept hot by David P. Gibbons, chief; Bert F. Kearney, Carl J. Chini, Donald A. Jones, Charles Morrison, William F. Baxter, Jack M. Zabriskie, Francis A. Dixon and Francis L. Barron. These boys are all ex-marine ops and wish to be remembered to their friends afloat.

1931 is advancing swiftly. Are YOU? If you are, QRD?

Engineers, technicians and operators in Seattle broadcasting stations are all members of a real live association. They publish a very interesting little magazine called QRM-QRD? Technical and employment problems are discussed at bi-monthly meetings, held in the Electricians' Hall.

## INTERESTING EXPERIENCES

Listening to Blank, RCA district manager for Southern California, trying to explain why RCA lost all those short wave

channels which were assigned to it a couple of years back.

What a difference an "executive" job makes. We remember when Lindh was with Independent and would condescend to speak to a mere radio operator.

I wonder if Miss Cayo is still with RCA in Seattle, and what has become of Miss Levy who always had a smile and a welcome for operators at 326 Broadway, New York? Speak up, girls!

With the return of Lester Stout, who has been laid up with an infected hand, the staff of KUP is now complete. "Ronnie" Martin, manager, has offices in the Examiner Building in S. F. At the receiving station, Wesley Wright (WES) is in charge; Lester Stout (LS) and Joey Rasp-miller (JY), assist him in keeping the hook clear. "Ronnie" and his gang have done splendid work in helping to put CQ on the map. For a month, KUP preceded its regular press and weather broadcasts with an item announcing the publication of CQ. As a result, a goodly number of subscriptions were received. Many thanks, fellows.

Dr. Lee DeForest has established a plant in Los Angeles and is manufacturing a new type of tone control, capable of being attached to any broadcast receiver. We wish Dr. DeForest all the luck in the world with his new venture.

I hope a popular edition of "The Life and Works of Dr. Lee DeForest" will soon be placed on the market. A limited anniversary edition, costing \$52.50 a copy, was recently announced. This book, according to one critic, "Reveals, too frankly, the methods employed by certain highly respectable American corporations in dealing with a struggling young radio pioneer!" Sounds like fb, if I can secure a copy and obtain the publisher's permission, I will quote some of the more pertinent and interesting passages in this column.

J. E. Kitchin, operator at the government radio station at Alert Bay, British Columbia, is the first Canadian to subscribe to CQ.

Bill McCarty, oldtimer on the Pacific Coast, has relinquished the chief's job on the SS. "City of Los Angeles" for the more lucrative berth on Max Fleischmann's yacht "Haida."

At KGIW, Trinidad, Colorado, Len Wilson and Jack Lund mix the good with the bad and try to obtain only the good.

(Continued on page 7)

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.

## Film Theaters' Strike Averted

### Hollywood Playhouse Bows to More Pay Demand.

The Pantages Theater and the motion-picture machine operators' union have settled their differences, the union announced yesterday, and it has withdrawn its strike threat to paralyze every playhouse of the Los Angeles Theater Managers' Association unless the Pantages house abided by the association-union agreement of last October. No further difficulty is expected, it was said by some of the owners.

Last October the union and association negotiated a new term contract whereunder the regular machine men were to get \$2.50 more a week for their work. Three theaters were declared to be in a class that should pay \$5 a week more. The Pantages is among them. Manager Rodney Pantages was declared by the union to have held that he belonged in the \$2.50 class and refused to pay the \$5 increase.

After some parleying the union set yesterday as a day when it would shut up virtually every theater in town unless Pantages "came through" with the extra \$2.50 and so put it up to the association to aid the union against Pantages or retaliation would follow.

Yesterday the announcement was made that the Pantages would pay, and withdrawal of the strike order followed.

Machine men in the "big three" now get \$84 a week with many favors in the way of "working conditions, rules and regulations." The three include the Chinese and Carthay Circle.

The above item, clipped from the Los Angeles "Times," provides an excellent illustration of the benefit of an organization to the workers of a particular trade or craft. Motion picture projectionists DO NOT have to know nearly as much as radio operators—they DO NOT have to be licensed by the government; they DO NOT have to assume the responsibility of protecting human lives; they DO NOT have to learn nearly as much about the theory of electricity; they DO NOT have to learn the Continental code, and THEY DO NOT DO ANY MORE ACTUAL WORK THAN RADIO OPERATORS—yet they are able to demand and RECEIVE a salary of \$84 A WEEK for eight hours work a day, with double time for Saturday afternoons, Sundays and other days on which they work more than eight hours. WHY? Because of their profound knowledge? Because they are indispensable? Because it takes many years to become a projectionist? Because motion picture theatre owners want them to maintain American standards of living? NO! Solely because THEY ARE ORGANIZED. What a contrast there is between the LICENSED radio operator who works for \$55 A MONTH and the projectionist who receives \$85 A WEEK. Radio operating, the "glorious profession."—H.

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.

## BREAKS

(Continued from page 6)

W. J. Thomason, second on the "Malolo" for the past two years, successfully passed the civil service examination and is now in the Department of Commerce Airways Radio Service. He has been temporarily assigned to the Glendale, California, station.

\* \*

"One Trip Joe" Dockendorf, who in a short period of time last year operated on the steamers "Nora," "Dorothy Alexander," "City of Los Angeles" and "Calawali," has secured a more permanent berth (I hope), with the Airways Service at Elko, Nevada.

## SPARKS

(Continued from page 4)

perform are more or less numerous, for instance:

- Radio operator
- Translator of foreign weather reports
- Electrician
- Radio service man
- Postman
- Clerk
- Public stenographer
- Freight clerk
- General office boy
- Editor ship's news
- Correspondent.

There are various reasons why radio men chose the trade they did instead of the more lucrative positions of deck and engine departments, or stewards departments (where licenses are not required). One reason may be the fantastic and over-enthusiastic radio school advertisements that paint such bright and glowing futures "if you will only send for our literature," while at the same time the labor market is flooded with experienced and disillusioned operators.

## ALASKA PACKERS REPORT DEFICIT

Alaska Packers' Association reported for the year ended December 31, insurance fund, miscellaneous earnings and adjustments of \$1,011,947 and loss from cannery operations of \$1,906,275, resulting in a net loss of \$894,328, against net profits of \$749,140 in 1929, or \$13.04 a share on 57,508 shares.

Quarterly dividends of \$2 a share and one insurance fund income dividend of \$2 a share were paid in 1930 from the insurance fund. The company's entire pack from Alaska totaled 222,91 cases, against 615,156 cases in 1929, and 641,143 cases in 1928.



# The U. S. Naval Communication Reserve

By LIEUT. (j.g.) HOWARD S. PYLE, USNR.

It is my intention, to offer briefly in the following paragraphs, a short resume of the United States Naval Volunteer Communication Reserve, and what it has to offer to commercial radio operators. There seems to be a general opinion among professional operators that this organization is limited more or less to operators who can be in attendance at the various drill meetings held by different units throughout the country, and it is with the thought in mind of showing the sea-going class of operator in particular, just where he can fit into this organization, that the following material has been prepared.

The United States Naval Volunteer Communication Reserve was organized in 1925 for the purpose of training civilian radio operators in the intricacies of naval operating methods, so that in the event of war or national emergency, a trained force of operators could be called into active service without the necessity for intensive preliminary training at a time when it can least be afforded.

Each naval district throughout the United States is organized in this particular, with a District Commander, working directly under the district Commandant. Each District is divided into sections, and each section in turn, into units.

In cities where units are organized, arrangements have been made for suitable quarters, and in most cases a complete, modern transmitter and receiver has been installed for the purpose of working other naval districts and stations so that members may have actual experience in using naval operating methods and procedure.

Classes are held in both code and naval procedure, as well as in some limited phases of theory wherein it applies in particular to naval equipment.

Week-end cruises are arranged and available to enlisted men and officers where facilities for such are provided. Each year, as many men as the current appropriation will accommodate, are permitted to apply for active duty for a period of fifteen days and may be assigned to a battleship, destroyer or to a naval shore station for such training period. During this period, the full pay of the rating is allowed, together with all allowances in force, as well as transportation to and from the man's home, upon the commencement and completion of such duty.

Attendance at weekly drills of course is desirable, and has its advantages in more intensive instruction and rapid progress, contact with influential men in the com-

mercial radio field, an acquaintance with a large number of other professional radio men. It is realized that many radio operators are so employed that weekly drill attendance is impossible, but they are considered very valuable to the organization nevertheless, and special courses of instruction in pamphlet form have been prepared for them.

There is absolutely no cost connected with this organization. Uniforms are furnished gratis to enlisted men, as they become available. There is nothing obligatory in connection with enlistment, other than that you pledge yourself to service in the Navy in the rating which you hold, in the event that a state of war or other national emergency exists which warrants calling upon the Reserve for personnel to increase the regular naval forces. In such case, you would volunteer for some military service anyway, or possibly be drafted and the chances would be very much against your securing the kind of billet you would be best fitted for. On the other hand, membership in the Reserve insures you being called to service in your rating and only for such duty as your rating as radioman requires.

We want you with us—our quota is not entirely complete—when it is, enlistment will be difficult, dependent upon vacancies occurring. Now is the time for you to make application while there are still sufficient vacancies to warrant your obtaining a rating commensurate with your knowledge.

You need merely write to the Commandant of any Naval District, preferably to that in which your permanent home lies, and full information and application blanks will be sent you. If you do not know in what Naval District you reside, send your request to Navy Department, Washington, D.C., which will route it through proper channels for you.

Act now—it costs you nothing but a two-cent stamp to obtain full information and we can assure you that if you pass it up, you are missing an excellent opportunity to improve your status as a professional radio operator.

## SEAGOING OPS

If you are a good salesman you can make a neat little side stake each month by acting as advertising solicitor for CQ in your various ports of call. Leads furnished and liberal commissions paid promptly. If interested, write for further information.

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.

# EMPLOYMENT REPORTS

## GENERAL—

Reports received from Seattle, San Francisco and Los Angeles indicate that radio operating conditions remain much the same as they were last month. There is a great surplus of operators, no new jobs, an unusually low average scale of wages. It is estimated that there are still between 300 and 400 operators seeking employment on the coast.

## SEATTLE—

Our Seattle correspondent writes: "Employment conditions in this territory remain deplorable. Radio operating has reached the lowest pint in its history. In most broadcasting stations there are from two to five applications for jobs every day. Experienced men are willing to take anything, part-time or what is offered, at any pay.

Only one man has been placed with a wholesale jobber since November; three were placed with small dealers in service jobs on a commission basis. It has been found that their average pay is eleven dollars a week, from which they must keep a car.

The local radio school has from 60 to 70 students enrolled. Of these, the ones fortunate enough to obtain licenses will have no more chance of getting jobs than the proverbial snowball in Hades, radio school advertisements notwithstanding. There are too many experienced men out of work for anyone to be so optimistic as to believe that employers are going to put green kids out of radio schools to work when they can get all the experienced men they need for as little as \$20 a week. One local station gives its operators a room in a hotel, a meal ticket in the hotel restaurant, an occasional order on one of their advertisers for a pair of shoes and some underwear, and if the operators have nerve enough to howl they either get, say, \$5 a week, or the gate, depending on how broke the man was who just applied for the job.

There are operators in Seattle with seven and eight years of experience who have not worked a day at their trade during the past year. They cannot even find day laborers' jobs, to say nothing of radio jobs.

Conditions couldn't be worse; if by some miraculous act of Providence business should boom there would still be dozens

of radio engineers, operators, technicians and servicemen out of work, due to the oversupply. Those who did find jobs would be underpaid and their jobs would be worth nothing, except as a means to fill their bellies."

## SAN FRANCISCO—

Our correspondent in San Francisco submits the following observations in regard to the radio operating situation: "Many experienced men without work. . . About sixty men on the lists at all steamship and radio companies, this after the Alaska fishing fleet has signed on operators for the summer. . . . Salaries at broadcasting stations from \$90 to \$175 a month. . . . Two radio schools turning out operators(??) of varied ability who are willing to work any number of hours for \$75 a month in order to gain experience. . . . Police radio stations going into commission in a short time; firemen will be converted into radio operators after obtaining the lowest class of license with the co-operation of a former RI, who is now employed by the city. . . . Conditions here in the broadcast field are such that it takes twelve hours to put in eight, due to remote control, etc. . . . Local radio station running Institute recorded programs containing these statements: 'Opportunity is knocking at your door, if you are making less than \$60 a week write to us in care of this station.'"

## LOS ANGELES—

We celebrate this month with the opening of another radio school, making a total of four in this district. If anyone in Southern California ever needs radio operators they will surely know where to find them.

Two sound men working for Warner Brothers were fired for attending a union meeting. Nice people to work for!

The wages of operators at KTM were cut from \$150 to \$100.

The United Broadcasting Company has organized a new network on the Pacific Coast. KFWB, Hollywood, is the UBC key station, the eleven others are: KGB, San Diego; KGER, Long Beach; KYA, San Francisco; KMED, Medford, Ore.; KORE, Eugene, Ore.; KEX and KXL, Portland, Ore.; KJR, Seattle; KVOS, Bellingham, Wash.; KPQ, Wenatchee, Wash., and KGA, Spokane, Wash. This new combination will completely blanket the coast and

(Continued on page 14)

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.



# CORRESPONDENCE SECTION

Signed communications only will be accepted for publication in this section, names of correspondents will be withheld on request. The publishers of CQ assume no responsibility for statements made herein by correspondents.

☆ ☆ ☆

Editor CQ:

The publication of such a magazine as you suggest, and with the aims you have outlined, will certainly benefit all radio operators and should be taken up by them whole-heartedly, but, if you will allow me a suggestion. Why not carry the idea still further, and, in addition to publishing a magazine OF, BY and FOR commercial operators, form an organization of all operators who hold commercial licenses? The membership of such an organization could and should be limited to holders of first and second-class licenses, with an associate membership for others interested in the radio art.

There are no clubs whatsoever at the present time, that I know of, primarily for the professional operator. Of course, there is the Veteran Wireless Operators' Association, but the time qualification for membership in that organization prevents the entry of the majority of operators engaged in actual operating today.

I think there is a real necessity for some such organization and I think the great majority of operators would be more than glad to join. The amateurs have their "A.R.R.L."—the engineers their "I.R.E." and the electricians have the "A.I.E.E." The commercial brass-pounders have no organization of their own to look out for their welfare and to promote their interests.

Your intention in publishing CQ is very commendable and I'm glad to lend my support and aid in every way possible.

73 -- L.D.

HO HUM!

Los Angeles, Calif.

\* \* \*

Editor CQ:

Every operator has his own opinion of a concern that fires its radio operators—and good ones—in wholesale lots because the operators ask the concern for a six-day week. Such seems to be the way, however, in which the Transcontinental and Western Air bestows its stupidity upon radio men. Several weeks ago a number of men were summarily discharged by this concern after having petitioned for a six-day week.

Apparently it is a seditious bit of viciousness to ask for a six-day working week. And also, apparently, according to a chief

operator of this company, men who ask for a six-day week should be classed as Bolsheviks. Perhaps they should even be deported.

At any rate, the men were fired—those men who had been working seven days a week—Christmas, Thanksgiving, Sundays and other holidays—because they had the heinous effrontery to ask for one day of rest a week.

The writer has a considerable knowledge of the methods employed by the concern that was called Western Air Express, he served under the WAE flag for several months—seven days a week and sixteen hours a day. A short time before his vacation was due, the company, obeying a "sagacious impulse," discharged him without offering any reason, or even extending the usual courtesy of transportation back to the home port, several hundred miles away.

This company of the "winged saw mills" and "flying dinosaurs" is beginning to get notorious for its one-minute discharge notices. No tears are being wasted, but operators are beginning to wonder if the policy of bringing to light the actions of this company—and other outfits that fire without notice or justifiable reasons—would not help in clearing up the discrepancy, if one exists.

Incidentally, certain companies have indulged in the prerogative of the "Black-bail," which means that one chief operator, who may or may not be actuated by sincere motives, can make it exceptionally tough on former employees. This same system can be used effectively by the operators themselves. If one operator knows of a skunk disguised in sheep's clothing, he can make every other operator acquainted with the fact. This would cause a lot of reciprocal squirming—and, as the poet says—make the guilty quail.

To return to the original subject, there are many operators who would welcome a debate on the whys and wherefores pertaining to the wholesale discharge of employees from the Transcontinental and Western Air because of the whimsical and wholly human desire of radio men to obtain a six-day working week for themselves.

Ho hum!

(Signed) G. C. FARMER.

Extra copies of the questionnaire recently distributed among marine operators may be obtained by writing to MRR, care of CQ.

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.

## Marine Radio Operators— Abolish the 12-Hour Day!

Come on fellows, let's all get together and eliminate the twelve-hour day. Mates and engineers are forbidden by law from working more than eight hours. Why should we? Here's how we can abolish the pernicious two-watch system. Write a letter to your Senator, Congressman, the Secretary of Commerce and the Federal Radio Commission, all of them, demanding that you be placed on an equal footing with other ship's officers. Ask for an eight-hour day, American citizenship for holders of commercial licenses and an age limit for license applicants. Whether you are now ashore or at sea, write anyway. Your next assignment might be a twelve-hour a day job. Get your family and friends to write letters too, the more letters sent in the more chance we will have of obtaining an eight-hour day and the other rights that should be ours. Mail your letters so they will reach Washington, D. C., on June first. An eight-hour day will help to relieve the present serious unemployment situation, it will give operators a higher standing aboard ship; it will raise the standards of the trade. Let's get out and get it! We will support you. We are now organizing the EIGHT-HOUR DAY CLUB — membership costs twenty-five cents. The money will be used for preparing petitions, securing legal advice and in general, for financing any effort to obtain improved conditions for licensed radio operators. Join now! Send your membership fee, and any extra amount you may care to contribute to the cause, to the Marine Editor, CQ. If we can put this over we will have received recognition as a group, something that has never happened before. Let's go!

MARINE EDITOR, CQ

I wish to enroll in the EIGHT-HOUR DAY CLUB, enclosed is my twenty-five cent membership fee.

Name .....

Address (permanent) .....

Ship or Station .....

### NOTICE

In order that the work of editing and copy-reading may be made as easy as possible, it is requested that our contributors typewrite and double space all material submitted for publication in CQ. Thank you.

It is the cause and not the death that makes the martyr.—Napoleon.

### KFI INSTALLS NEW TRANSMITTER

According to latest reports, KFI's new 50,000-watt transmitter will be ready for preliminary tests by June first. Ground has been broken and concrete foundations poured on the 30-acre site at Northam (Buena Park), approximately twenty miles outside of Los Angeles. The two 700-foot towers, costing \$17,600, which will be placed 400 feet apart, have been ordered and are now being fabricated in Los Angeles. These towers will be doubly insulated, resting on giant porcelain insulators. The RCA Victor 50-kilowatt transmitter is of the latest design, with 100 per cent modulation and is capable of an output of 200 kilowatts at peak modulation. The transmitter, which will cost \$153,000, will occupy the entire second floor of the two-story structure being erected.

Two Southern California stations have now received construction permits for 50-kilowatt transmitters. It is reported that the new KNX station will be located at Lamanda Park, a suburb of Pasadena.

The zoning system adopted by the Federal Radio Commission permits the construction of four 50,000 watters in this area. There has been spirited competition for the two remaining super-power permits, which will probably be assigned to KOA and KPO.

## ~ "CQ" ~ CLASSIFIED ADVERTISING

CQ will accept classified advertising from licensed radio operators and persons employed in allied services at the special rate of five cents per line.

(1) Advertising shall pertain to radio and shall be of interest to professional radio operators.

(2) No display of any character will be accepted, nor can any special typographical arrangement such as all or part capital letters be used which would tend to make one advertisement stand out from the others.

(3) The rate for advertising of a commercial nature is three cents per word.

(4) Remittance in full must accompany copy, closing date for classified advertisements is the first of the month preceding publication date. Provisions of paragraphs (1) and (2) apply to all advertising in this column, regardless of which rate may apply.

**BAKELITE PANEL ENGRAVING**—Radio and technical; finest workmanship. Established five years. Request price lists. A. L. Woody, Engravers, 19 South Wells Street, Chicago, Ill.

**WANTED**—Used Vibroplex, old or new model, must be in good condition and reasonable. M.R.R. Care CQ.

**FOR SALE**—Acme plate transformer, 500-watt, 1000, 1500 volts each side of C.T. Plenty of room for filament windings, \$10.00. C.D. Care of CQ.

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.



## NOTES FROM

## QRD?

OFFICIAL ORGAN OF THE SEATTLE  
RADIO ENGINEERS, OPERATORS  
AND TECHNICIANS

Professional radio men should band together at this time and do everything possible to combat untruthful advertising, by counter advertising.

Take a spoonful of this:

### YOU'RE WANTED FOR A BIG PAY RADIO JOB.

AMATEURS—You are just the men Radio wants for the many \$50, \$60, \$75 and \$100 a week jobs opening every year. (National Radio Institute, Washington, D. C.)

How many \$50 a week jobs are there to be had on the Pacific coast?

As we see it, the only crying need in Radio at this time is jobs for the hundreds of men who have taken these courses. More jobs for the men holding licenses and fewer radio schools,—are much more to the point. Let everyone who is interested in Radio, both amateur and professional, get together and put a stop to such misleading statements. It is well known that one can learn more Radio at an amateur radio club in one night than could be learned in a month at the average radio school.

Show me a man on the Pacific Coast who is holding a \$50 or \$60 a week radio job and I'll show you a man who isn't a graduate of the average radio school. If there is so much to be made in radio why is it that instructors at most of the schools are paid less than \$30 a week? Figure it out fellows! At the present time, as in the past, the only ones making "Real Money" in radio are the radio schools. Let's fight these leeches and make radio a profession we can be proud of. Tell the young man just what he is up against. Radio is an interesting and fascinating trade. There is no reason why it should be dragged in the gutter with untruthful advertising just because a few men want to get rich quickly. All together, let's give the radio schools the works. Let's fight them with the truth.

It is easy enough to pick out the flaws in the work that others have done. To point out the errors that others have made,

When your work isn't even begun.

It is easy enough to fuss and find fault, When others are doing their best, To sneer at the little they have achieved When you have done nothing but rest.

It is easy enough to cavil and carp To criticize, scoff and deride, For few of us ever have done perfect work, No matter how hard we have tried.

It is easy enough to speak of the best And to dwell all the time on the worst, And perhaps it's proper to sometimes find fault,

But be sure that you have done something first.

### NEW RECEIVING LOCATION AT KUP

Ronald Martin, manager of the San Francisco Examiner's press station KUP, has announced that KUP's new receiving station, on the Peninsula about fifteen miles from San Francisco, is now in operation. The location is an ideal one for radio reception and was chosen after many field tests had been made by Martin and Wesley Wright, chief operator. The transmitter remains in the Examiner Building and is remotely controlled from the receiving end. It has been reported that a Heintz and Kaufman 100-watt crystal controlled transmitter will soon be installed. KUP is now one of America's foremost goodwill press stations. Its schedules are copied by a large number of ships on Trans-Pacific, Trans-Atlantic and Inter-coastal runs. When the new equipment is installed the area covered by KUP's broadcasts will be greatly increased and it will undoubtedly take its place with GBR, DIH, WHD, WGG and WNU, as one of the world's foremost press stations.

### RADIO HOOKUP FOR AIRPLANES

The radio system for the guidance of air transport planes, designed and installed under the supervision of Herbert Hoover, Jr., has been put into operation by the 20 stations of the Trans-continental and Western Air on the national skyway over which passenger and mail planes operate daily.

Powerful sets have been installed at Los Angeles and other cities so that radio messages may cross the continent with only one or two relays.

For communication between planes and ground stations, voice transmission is used and radio signals between ground stations.

Radio communication for passengers should be the next step, a feature which will come as soon as the commission can adjust matters to take care of it.

—California Broadcaster.

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.

# Important Short-Wave Press Schedules Throughout the World

(Corrected to March 1, 1931)

TIME G.C.T.	Call	Kc/s	(Appx.) Wave	Location	Remarks
0000	GBR	8690	34.50	Rugby, England	
	WNU	6810	44.	New Orleans	
	WNU	90.1	3331.	New Orleans	Simultaneously
0030	KUP	11170	28.86	San Francisco	Daily except Sunday
	KUP	16460	18.22	San Francisco	Simultaneously
0100	VAS	4920	61.	Louisburg, N. S.	
	DIH	19947	15.04	Konigs, Wusterhausen	
	GBR	8103	37.15	Rugby, England.	British Official
0200	GBR	8690	34.50	Rugby, England	"Olympic" Press
0215	NPQ	8590	34.9	San Francisco	(Unreliable)
0300	KUP	6530	45.94	San Francisco	Daily except Sunday
	KUP	8230	36.45	San Francisco	Simultaneously
	WPN	7140	42.00	New York	"Dollar Line"
	WPN	8410	35.66	New York	Simultaneously
0400	XDA	7790	38.5	Mexico City	First in Spanish
0418	WGG	22.41	13575.	Tuckerton, N. J.	RCA Chicago Tribune
	WGG	8550	35.8	Tuckerton, N. J.	Simultaneously
0430	WNU	90.1	3331.	New Orleans	United Fruit Co.
	WNU	6810	44.	New Orleans	Px TO KUFC Simul.
0600	WHD	6550	45.80	New York	N.Y. Times "FB!"
	WHD	8350	35.93	New York	Simultaneously
0605	KFS	8690	34.52	Palo Alto, Calif.	M.R.T.
0700	NAA	8400	35.7	Arlington	Associated Px NAVY
0800	KUH	11110	27.	Manila, P. I.	"Dollar Line"
	KUH	8330	36.	Manila, P. I.	Simultaneously
0810	KPH	6730	44.58	Bolinas, Calif.	RCA
0900	KUP	8230	36.45	San Francisco	Daily except Sunday
	KUP	6530	45.94	San Francisco	Simultaneously
1000	VIS	5880	51.	Sydney, Aus.	
1200	NPQ	8590	34.9	San Francisco	
	GBR	8690	34.50	Rugby, England	
	KUP	8230	36.45	San Francisco	Stocks Daily except Sunday
	KUP	6530	45.94	San Francisco	Simultaneously
1230	VIS	5880	51.	Sydney, Aus.	
1300	KTK	8820	34.	San Francisco	Dollar Daily
	KTK	6665	45.	San Francisco	Simultaneously
1330	WNU	10470	28.65	New Orleans	"KUFC"
1500	XDA	6520	46.	Mexico City	
	KUP	8230	36.45	San Francisco	Daily except Sunday
	KUP	11170	28.86	San Francisco	Simultaneously
1600	KAA	8570	35.	Manila	Automatic QSZ
1630	WNU	12960	23.15	New Orleans	Stocks??
1705	KUH	11110	27.	Manila	Dollar Line
	KUH	8330	36.	Manila	Simultaneously
1800	NPO	16068	18.67	Cavite, P. I.	
	WNU	10470	28.65	New Orleans	
1900	NPO	13040	23.	Cavite, P. I.	
	NPO	17640	17.	Cavite, P. I.	
	DIS	10156	29.557	Konigs, Wusterhausen	North-South Ant.
2000	GBR	8690	34.50	Rugby, England	
2045	DIS	10156	29.557	Konigs, Wusterhausen	East-West Ant.
2100	KUP	11170	28.86	San Francisco	Daily except Sunday.
	KUP	16460	18.22	San Francisco	Simultaneously
2145	LGN	8350	35.93	Bergen, Nor.	CQ Norsk Radiopresse
2230	XGX	8330	36.	Shanghai	Dollar Line
	ZLW	5700	36.	Wellington, N. Z.	Except Sunday
2350	DIS	10156	29.557	Konigs, Wusterhausen	

The two long-wave schedules of WNU and WGG are included because of their reliability over great distances.

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.



## SUBSCRIBE TO CQ

Radio Operators! CQ is published for your benefit. We are attempting to provide you with a real live magazine, full of interesting stories, articles and items. In order to carry out this plan we need your support; send in your subscription NOW. Just fill out the form below,—write a check for \$1.50,—place the two in an envelope addressed to CQ—mail the letter—and we will do the rest.

CQ, 1725 Bedford Road,  
San Marino, California

I enclose \$1.50 for one year's subscription to CQ, please start with the..... number.

Name.....

Address to which magazine should be sent.....

I have a friend who would be interested in CQ, please forward a sample copy to him.

Name.....

Address.....

## EMPLOYMENT REPORTS

(Continued from page 9)

places the NBC and CBS chains in the shade.

Conditions in this district remain much the same as reported last month. The fishing fleet has put to sea, taking a few of the marine men who were standing-by for these jobs. The new police station will go on the air in a month or six weeks. Policemen are being trained to operate it. The city has no appropriation available with which to pay civilian operators.

### NELSON LINE SHIPS—

One of our correspondents sends the following report in regard to conditions on steamers owned by the Nelson Steamship Company:

"Operating conditions have not been so good during the past few months on ships owned by the Nelson Line. His Royal Highness, the Port Steward, has taken it upon himself to see that all West Coast Nelson ship operators check stores in San Francisco and take tickets on sailing days with no extra compensation. This means little actual work, but, together with a recent \$25 wage cut, making the total salary but \$85 per month, it looks as though the old desirable schooner jobs were

headed for the rocks. Nelson operates five ships carrying radio operators on the West Coast, also several inter-coastal ships having radio equipment on board but NO operators.

The board is nothing to write home about but is nearly average. Radio equipment in the Nelson fleet includes 1 KW Navy sparks by Kilbourne and Clark; Navy tuners and auxiliary batteries, most of them in very bad shape. The operator's bunks are in the radio rooms." (The equipment described was built during the war and was discarded by the Navy as antiquated and obsolescent in 1921.—Ed.)

### NEW YORK—

One of our New York correspondents sends the following information relative to radio operating conditions in that area: "Things have been very quiet in New York during the past month. There are approximately 150 operators seeking employment with RCA. The radio schools continue to dump green and inexperienced kids into the field at an alarming rate. In many cases these green operators, who have been trained in the Institute, are given preference over old-timers who have been in the service for many years."

### GULF AND GREAT LAKES—

Two reports received from the Great Lakes district indicate that there will be no demand for new operators on Lake vessels during the coming season. According to our correspondents, a majority of the operators employed last season are expecting to return to their former vessels. Due to the prolonged period of "economic readjustment" it is likely that a number of ships will remain tied-up, and it is probable that many experienced operators will be unable to obtain employment. Our correspondent in Chicago sends the following report: "Navigation is expected to open about the fifth of April, perhaps later, owing to certain ice conditions in the rivers and harbors. All my friends who operated last year are expecting to return to their old ships. I expect to return to my former berth and certainly need the job. I have been unable to find any work since last November, when the season closed, although I have had six years' experience as a radio operator in both ship and shore stations. Practically all my friends have been unable to find employment during the winter and are eagerly looking forward to the time when they can go back to work. The wages paid to Lakes operators last season were from \$70 to \$150 a month during the seven-month season."

A lengthy report received from Cleveland indicates that conditions will be equally bad in that city: "Shipping on the Great

(Continued on page 15)

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.

## Goodwill "CQ" Advertising

### MASS. —73— RADIO SCHOOL

18 Boylston Street  
Boston, Mass.

#### Success to CQ

AND 73

to all radio engineers, technicians and operators.

LW — RS — KA

WE CQ 73 TO CQ

### WADW

(S.S. Ruth Alexander)

MR (Ex) — KEL

FOR THAT TIRED  
FEELING

Read

"Sun Spots on the Moon"

By Lew Todd

IN THE APRIL AND MAY  
ISSUES OF CQ

### Come On Fellows!

Send in a

### GOODWILL AD

From Your Station

and Help Keep  
CQ on the Air.

## EMPLOYMENT

(Continued from page 14)

Lakes is expected to be even slower this season than it was last year. Many furnaces have been idle all winter and a good supply of coal and ore remains on the docks. Steamship company officials refuse to make any definite promises of employment. It is probable that many boats will remain tied-up, as was the case last season. As the season advances, shipping will gradually increase, especially when the grain starts to move. At present, however, the prospects for a good season are far from bright. Old operators are watching developments closely and are waiting to return to their jobs. New operators, hoping for a break, are flooding the mails with applications. According to the RI, there will be from 12 to 15 new operators with second-class tickets looking for jobs when the season opens. Well, here's luck to them—they'll need plenty of it. Natives of Cleveland will think that the commercial radio operators are holding their national convention in Cleveland when the season opens and the march on this city begins. It was noted in the last issue of CQ that RCA was feeding and paying room rent for a number of its oldest operators on the beach in New York. The writer is wondering who will feed the men whom the Institutes are training now. The Institutes? If so, the writer will enroll immediately and pay the usual life tuition fee. Speaking as an operator with seven years' experience on the Lakes, my advice to inexperienced men is—"Stay on the farm boys, stay on the farm!"

The latest issue of "Merchant Vessels of the United States," a government publication, lists approximately 150 radio equipped vessels of American registry, in service on the Great Lakes.

### Atlantic Coast and Great

Lakes Men — Please Note

CQ needs correspondents and advertising solicitors on the Atlantic Coast and the Lakes. If we are to serve you effectively we must be kept informed of the latest developments in your districts. We need employment reports, personal items, station data, technical articles, press, weather and time schedules, good stories, jokes, cartoons and any other material of interest to radio men. Let's hear from you.

To make an emergency gasket for a quenched gap, cut out a piece of cardboard nearest the thickness of the old gasket, soak it in hot candle grease, allow it to dry, then sand it with No. 00 sandpaper. The dipping and sanding should be repeated until the cardboard is thoroughly impregnated with grease and its surface is smooth and hard.

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.



## NEW MONITOR STATION

On February 19th, S. W. Edwards, Supervisor of Production and Development for the Department of Commerce, arrived in Los Angeles, bringing two thirty kilocycle crystals for the new government monitor station at Point Fermin. On February 25th, this station was put on the air, completing the network of ten government monitors throughout the United States.

The new monitor is equipped to closely check the frequency of any radio transmitter now on the air. It has been announced that a careful watch will be maintained on amateur, commercial, broadcast and marine channels and all stations emitting waves which deviate from assigned

frequencies will be logged and a report of off-wave operation forwarded to the Federal Radio Commission. Five hundred kilocycles (600 meters) will be closely guarded, especially during silent periods. Marine operators are advised to be particularly careful in observing the International Silent Period and the clauses of the Radio Act dealing with calling and working waves. Ship operators will also be logged for carrying on unnecessary conversations, transmitting superfluous signals, transmitting while in port and using excessive power in the vicinity of San Pedro. Junior Inspector James Homsy has been placed in charge of the monitor. He will be assisted by his brother, John.

**Through the Courtesy of a Number of Leading Radio Stores,  
CQ Has Been Placed on Sale in the Following Cities:**

SEATTLE—Wedel & Co., 520 Second Avenue

SAN FRANCISCO—Warner Bros. Radio Co., 428 Market Street

LOS ANGELES—Radio Manufacturers' Supply, 1000 South Broadway

Purchase your radio equipment at these stores and mention CQ—it helps all of us.

**J. H. HAIG speaking**  
to the trade . . . .

Phone Main 5077 for the

PYREX INSULATORS  
MICA TRANSMITTING  
CONDENSERS  
EDGEWISE SOUND  
INDUCTANCES

# OXO

## Radio Manufacturing Company

*At your service at any time for:*

*Repairing and Re-building*

*Building of Sets to Order*

*Marine Equipment*

*Transmitters and Receivers for All Frequencies*

*C. W. and Phone Equipment*

**1022 THIRD AVENUE - - - SEATTLE, WASHINGTON**

"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.

# Attention . . .

**Broadcasting Stations, Power  
Stations, Hams, Professionals,  
etc., etc., Large and Small  
EVERYWHERE!**

## Buy in Seattle, Washington

**RADIO PARTS, TUBES, ETC.,  
AT THE LOWEST WHOLESALE  
PRICES IN THE U. S. FOR  
STANDARD MERCHANDISE**

We carry in stock all makes of Kits Parts,  
Transformers, Condensers, Speakers, Ampli-  
fiers, Batteries, Tubes, Etc., used in Building  
or for Replacements.

Also every make of standard nationally  
known parts for TRANSMITTING AND  
RECEIVING.

**Fast Mail Order Service  
TECHNICAL ADVICE FREE**

No order too large or small.

Bids solicited for anything used in Building or  
Repairing Amplifying Public Address and other  
systems for Receiving or Amplifying.



# Wedel Company, Inc.

**520 Second Ave.—Main 3195  
Seattle, Wash., U. S. A.**

**A FULL LINE OF APEX AND GLORITONE RADIO SETS**

*"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.*





# You Can Quickly Increase Your Speed in Sending and Receiving Through CANDLER SYSTEM COURSES

The only specialized courses for Radio and Morse Operators. Over 45,000 of the world's leading operators owe their **SKILL** and **SPEED** to The Candler System.

**Skill, Speed and Accuracy** in handling key, bug, pen and typewriter have meant promotion and success for thousands. If you are ambitious to become a **HIGH CLASS** operator, we can help you to quickly achieve your goal.

The Candler System is a Post Course of intensive training for developing sending and receiving speed through Scientific methods (not trick theories). It trains the Brain, Muscles and Nerves to CO-ORDINATE in doing fast, accurate work. Develops power of concentration; gives you confidence by making you sure of yourself at all times. Shows you how to copy far enough behind, without nervous or mental strain so you can make a clear, clean-cut, accurate copy. Shows you how to send with key or bug, rapidly and smoothly for any length of time without tiring. No matter what your speed is now—we guarantee to increase it.

## Let the Candler System Help You To Realize Your Ambitions

If you are not satisfied with your progress—if you want to perfect yourself in sending, receiving and typing and become a real **TOP NOTCHER**, utilize the Scientific methods of The Candler System and "get somewhere." Write us today, outlining your difficulties and ambitions. We will answer any questions without cost or obligation, and give you our personal counsel as we have to tens of thousands of others during the past 20 years, and give you further evidence of how The Candler System Courses will help you quickly to realize your ambitions. Write or,

**Mail  
Coupon  
Now!**

Without obligating me in any way, send information on the course or courses I have checked:

(....) **CANDLER SYSTEM** Senior Course for Radio Operators  
(....) **RADIO-TOUCH-TYPEWRITING COURSE**

My present speed is: Sending.....wpm. Receiving.....wpm.

(....) I want to qualify in both American Morse and Continental.

(....) I am giving in a letter further information about myself, my ambitions, etc., to enable you to give me your personal advice.

Name..... Age.....

Street .....

City..... State.....

(PRINT)

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The sun never goes down on Candler System Radio operators. They are to be found in big land stations, on ships at sea, in Broadcasting stations, Commercial and Amateur Stations everywhere. They win rapid promotion, they are successful because they are doing their work efficiently, while untrained, inefficient operators are being shifted about in poorly paid, mediocre jobs with never a chance for advancement. Thousands of letters similar to these come into our offices from all over the world.

"Already I've accomplished one thing I never thought possible, and that is to stay four or five words behind in copying and my sending is just about perfect. My friends remark about it. The Candler System in High-Speed Telegraphing and the course in Radio-Touch Typewriting have certainly done wonders for me."  
—Raymond Bell, Radioman, U.S.S. Idaho, San Pedro, Cal.

"Since taking the Candler System I can copy 7 to 10 words behind as fast as they come without being the least bit nervous. I can send like a streak of lightning and my arm does not weaken or become tired. If many of those with whom I work would take your System life would be worth living."  
(Signed) A. C. Jerrett, Post Office Dept., Gambo, B. B. Newfoundland.

"Received two promotions in four months since taking SYSTEM; am being considered for another. The ease with which I telegraph and use "mill," not to mention other improvements, has repaid me a thousandfold."  
—K. M. Martin, 2033 Webster St., Oakland, Cal.

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**CQ-2**

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