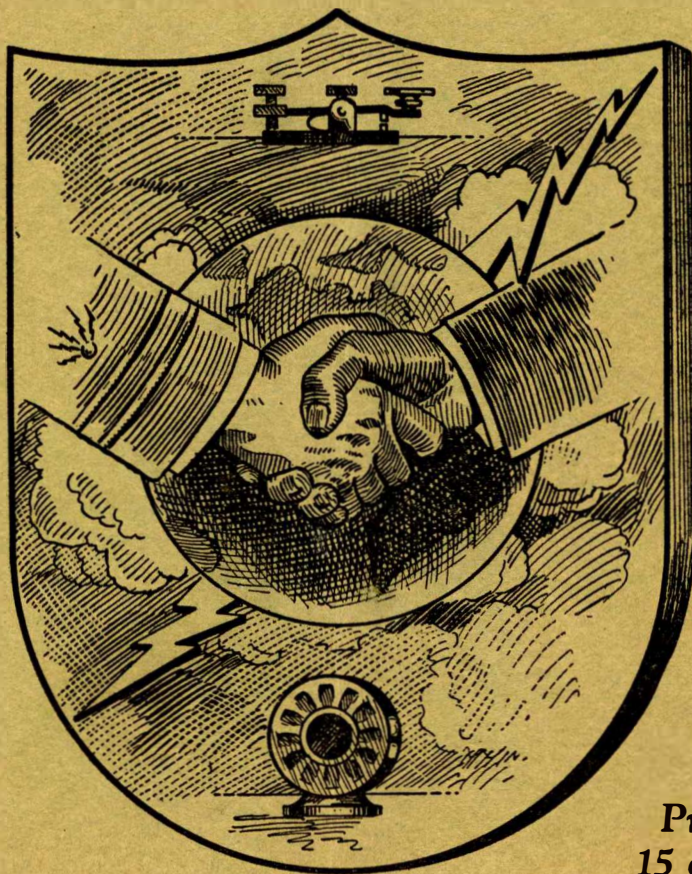


A Magazine OF, BY and FOR Commercial Radio Operators and Technicians

Vol. 1

SEPTEMBER, 1931

No. 7



Price
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"CQ"

DEVOTED ENTIRELY TO THE INTERESTS OF COMMERCIAL RADIO OPERATORS

CQ is published monthly by The CQ Publishing Co. and is the only publication
OF, BY and FOR licensed commercial radio men.

M. R. RATHBORNE, Jr.
EDITOR

Vol. I.

SEPTEMBER, 1931

No. 7

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NEXT MONTH

In the October issue we shall announce further details of the organization OF, BY and FOR commercial radiomen which CQ is sponsoring. Operators wishing to obtain advance information on this project are urged to communicate with the Editor. Application blanks are now being prepared and will be ready for distribution about October first. Additional information will be found on pages two and eight of this issue.

Next month our feature story will be "The Haunted Tug" by Gilson Willets, author of "John D., Jr.", which was published in our June number. "The Haunted Tug" is an interesting yarn about an operator assigned to a tug from which men mysteriously disappeared, each disappearance being marked by a ghostly apparition and a wierd, unearthly wail. After reading this story you'll be seeing ectoplasmic forms and hearing ghostly cries in your dreams.

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EDITORIALS

Because of the interest shown in our efforts to raise the standards of radio operating and to secure improved conditions for commercial operators we have decided to transform our Eight-Hour Day Club into a more closely knit and effective organization, which will probably be known as the Commercial Radiomen's Protective Association.

To make sure that our new organization will really be OF, BY and FOR commercial radiomen, we have asked one hundred Eight-Hour Club members to draw a constitution and decide upon a policy. When this is accomplished, we intend to make an intensive membership drive and attempt to secure funds with which to carry out the program we have prepared.

In order to raise the standards of commercial operating, we believe it is necessary to first remove the causes of the deplorable conditions now existing. A survey, reflecting the opinions of more than two thousand operators, recently completed after fourteen months of investigation, indicates that there are four major reasons for our present predicament, namely:

- 1.—**Lack of an efficient organization** devoted exclusively to the interests of commercial radiomen;
- 2.—**A surplus of inexperienced operators**, many of whom entered the field as a result of lurid and misleading radio school advertising, featuring "rich rewards," "romance—adventure—thrills" and salary schedules much higher than those actually in effect;
- 3.—**Discriminatory license regulations** which permit foreigners and minors to hold commercial operators' licenses and fail to provide for radiomen the protection given to marine mates and engineers;
- 4.—**Irresponsible kids who selfishly use radio operating** without a thought of the advancement of their profession or the welfare of their brother operators. Frequently these youngsters, who seldom have anyone dependent on them, take jobs at wages which operators who have homes to maintain cannot afford to accept.

Before attempting to obtain higher wages and improved working conditions, we must try to secure legislation making it mandatory for holders of commercial operators' licenses to be American citizens above a certain age, as well as a law abolishing the twelve-hour working day. When this has been accomplished, we will be in a position to make radio operating a really worthwhile profession.

So that it may be an organization composed solely of commercial radiomen, we are starting our Protective Association as an independent venture. Until we know exactly what we want, it is essential that we remain separate from any other group, for, were we to affiliate with another organization at this time, we would be forced to accept the terms and abide by the rules laid down by that body. Our best plan is to form our own Association and, if necessary, seek affiliation with the American Federation of Labor and the International Federation of Radiotelegraphists at a time when we have become strong enough to be accepted on our own terms as a **RADIOMEN'S** organization.

Congress convenes in December, we have only three months in which to marshal our forces and determine the most effective method of carrying out our program. We are making a sincere and straightforward effort to make radio operating a really worthwhile profession; we need and expect active co-operation from every man worthy of the name of Commercial Radio Operator. Are you going to help?—M.R.R.

September, 1931

"CQ"

3

Cupid Twangs His Bow

By LEW TODD

(Continued From August)

"So, American dogs!" Screams one of 'em in Spanish, a oily lookin person with a touch of Indian in him, "You violate our homes. That woman there in the arms of El Toro, is my wife . . . The same virgin whom I led to the altar and have cherished these two years. Madre De Dios! How I suffer! I have nothing left to live for . . . I, Encarnacion Geronimo Y Roberto Miraflores!"

"And I," pipes the other egg in high falsetto, "I, Pedro Felipe Y Jesus De Montanya Sanchez, am desolate to find my loved one here in the arms of a barbarian. Curs! Swine! I curse you! Carramba! But you shall pay with your lives . . . be imprisoned, crucified! Sapristi!"

Meanwhile, Consuella has jumped away from Olaf with a undecivvin' imitation of fright an' stands tremblin' before her fumin' lord. Tonia likewise, is givin a impersonation of Potiphar's wife after the Joseph scandal an' is sheddin' alligator tears, whilst wringin' her hands like they do in them old time melodramers. This tragic situation aint registerin' on Olaf's single cell intelligence the least bit. He's sittin' there on the settee like a overgrown anthropoid on a log, mildly interested in a earthquake, whilst scratchin for fleas. Love is a insidious rat, which has gnawed away the sawdust foundations of his thinkin' apparatus an left him pullin petals off'n daisies, whilst his two hundred pound hulk drifts rudderless onto a lee shore.

"Sapristi!" hisses Kid Carnation, thru his teeth, "But I will be paid for my disgrace! One hundred gold, for your indiscretion Senores, or we cut you to ribbons and then have you arrested to rot in prison awaiting trial. Ha! Sangre de Christo! but that is cheap."

"Pay them Senores!" shrieks Consuella, "And they will leave us in peace."

So that's the game, thinks I, havin' seen the, "Betrayed husband's heart mended with gold," stunt worked before by experts. These tropical tinhorns has made suckers out of us with a gag as old as the hills. But we're in a tight place, which ain't to my likin', cause Encarnacion an Pedro Felipe has drawn a pair of gleamin stilettos an' are ostentaciously thumbin 'their edges with practiced thumbs. Sancho Panza has come to life an assumed a menacin' pose with his rusty baynit. Wow! It looks like we has our backs to the wall with the wall ready to topple over on us.

It's either pay up like a couple of saps, or get stuck with them vicious lookin cheese knives. We've stuck any way you take it an' there sits Olaf, twiddlin' his thumbs an' gazin' at Consuella, like a sick dog. But old Wildcat Corners has never been in a hole yet, he couldn't think himself out of, an' he is thinkin' hard. Suddenly, the old bean sees a way out, if Olaf can be brought to life an' gouged into action. They ain't any use tryin to explain things to the big square. A more subtile method hasta be used.

"Well Senores Ameicanos," enquires Encarnacion, in an ugly voice, "Do you pay, or die? Sapristi! It would be a pleasure to kill you!"

"Vot dit he say?" says Olaf lazily, displayin' his first sign of interest in the little farce we are enactin'.

Here is my opportunity, thinks I an seizes it forthwith. "He says, you're a blue eyed Chinaman an that you smell like you been sleepin in a stable," I sneers, nastylike, hopin' to get his dander up.

"Ho ho!" bellers the big ox, shakin' in a earthquake of mirth, "Tots a goot vun. Ay buy te boys a drink . . . Ho bahtendah. . . !"

Can this be Leadfisted Olaf, the nigger-drivin' bucko mate I has seen bashin' AB's around for the sheer love of smashin' things? Boy! That chile con carne moma has certainly got her stinger into him plenty an turned his good red blood into bilge water. But I trys another tack.

"He also says, that your Consuella has laigs like broomsticks an that without her make up on, she looks like Barbara Fritche. Furthermore, he states that she has a wart on her left knee."

That fetches the lovesick idiot arround with a explosion that rocks the buldin'. "Vot!" he roars, leapin' up an chargin' in a sudden blind rage, at the trio of would be throat slitters, "Mye Consola? Swarte-fahn unt bye te yoomped oop yimminee, ay show yoo . . . !"

Man, was that a battle! Olaf is his old self again an I relaxes myself on the settee content, to await the outcome, which is certain now. Sancho Panza is knocked senseless in the first onslaught, when his eggshell jaw collides with one of Olaf's piledrivin' fists an he an' his rifle goes hurtlin' stern over smokestack into a far corner. The fiery Encarnacion an Pedro Felipe are havin' their pompadoours mussed

(Continued on Next Page)

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to some extent as Olaf with a neck grasped in either hand, smashes their heads together, their weapons flyin' in two directions. It's all over in a second an Encarnacion mutters a gurglin, "Diablo!" just before Olaf drops their two senseless bodies to the floor.

But that little skirmish was like one of Benda's classical interpretations of a old Greek battle, wherein the combatants pelt one another with rosebuds, compared to the surprisin' fracas that starts up immediately followin'. Olaf turns from his pleasant labors with a selfsatisfied smile that splits his mug into two horselike rows of teeth an twosteps proudly toward his Consuella, after the manner of a happy dog, waggin' his tail in expectation of a praisin pat on the head.

"Brute!" she screams, her pretty face contorted in fierce, consumin' anger, "Mountain of flesh with no brains! What have you done to my poor Encarnacion? I will scratch your eyes out!" An' the little hellcat flys at him, tooth an nail, spittin' curses that aint fit for fo'castle hands to hear.

"Diablo!" shrieks Tonia an adds her cutticles to the fray with devastatin consequences for a bewildered Olaf, who stands helpless, like a frozen bear, bein' pecked to pieces by snowbirds.

The big blockhead cant seem to get himself orientated. He aint makin a move to protect himself. His eyes are bugged open an' his mouth is agape, in a expression of blank surprise. An these two fast workin Amazons are doin' about as thorough a job of turnin' him into jerky, as I have ever seen. They has yanked his yaller hair out by the handfulls an played tic tac toe with their fingernails on his face, till it looks like a bloody photograph of the planet Mars. As usual, if old Wildcat Corners himself, hadn't brought his everready intellect to bear on the problem of savin' Olaf's bacon, a post mortem examination of his grisly remains, would most likely have revealed the doubtful knowledge that the corpse had once been a man.

I finally manages to get the poor dunce headed for the door an with a well placed kick in the after part of his anatomy, we takes it on the lam for the dock. Once started in the right direction, Olaf is surprisly easy to keep goin. We soon leaves the scene of our recent amours behind, but can hear the rumpus those dames is makin, clear to the ship.

Leanin' over the bridge rail, as we steams out of the harbor, Olaf is a fittin study for one of them psychiatrist bimbos. He presents the uninspirin' picture of a animated statue depictin', "Oh, what's the use! "Olaf has never read the story of Sampson an Delilah, an his squarerigged

thinkin' apparatus aint adapted for subtle thoughts, but he has logged wimin as bein mighty uncertain critters in a pinch.

"Ay take a choo uff snooze unt let te vimin go to hell!" says he.

(THE END)

MAYBE THEY WERE SEASICK—

Sailors in training at the Naval base in San Diego, California, submitted puzzling answers to a list of questions given them in an examination, according to an International News Service item. The strange answers follow:

Capstan—A commanding officer.

Compass—Small stove.

Scupper—A utensil used for drinking; hence the expression, "a scupper coffee."

Hatch—A box where eggs are kept.

Halyards—A nautical name for impishly inclined sailors.

Binnacle—A bivalve that fastens on the bottom.

Sextant—One who officiates at funerals at sea.

Tiller—Officer in charge of the payroll, sometimes called the paying tiller.

Tack—To handle the boat diplomatically.

"They've got salt water on the brain," was given as the cause for the replies.

Application for a construction permit for a 250-watt visual broadcasting station, using 60-line image transmission, has been filed with the Federal Radio Commission by the Pilot Radio & Tube Corporation, of Lawrence, Mass.

This application marks the return of the Pilot company to the television field, in which it did considerable experimental work three years ago, when it was located in Brooklyn, N. Y. In the summer of 1928 it built the television transmitter used by Station WRNY, for the first picture broadcasting done in New York by a regular broadcasting station, and in the fall of the same year it staged, at the New York University, the first public demonstration of television held in the East.

TECHNICAL NOTES NEEDED

Isn't there some improvement you have made in the equipment of your station that would be of interest to other operators? If you have discovered some wrinkle that has made your work easier, or improved your station apparatus, write a short explanation telling what changes were made and mail it to CQ. You need not be a literary genius, your copy will be rewritten if necessary. A year's subscription to CQ will be awarded each month to the operator sending in the best Technical Note. In the event a subscriber wins his subscription will be extended.

More Than 10,000 Commercial Operators Now Licensed

There were 10,761 persons licensed to operate commercial radio transmitting apparatus at the close of the fiscal year ending June 30, 1931, according to figures recently obtained from W. D. Terrell, Director of Radio, Radio Division, Department of Commerce. This figure represents an increase of 1,708, or 18 per cent, over the number of licenses outstanding at the close of the previous fiscal year (June 30, 1930).

The licenses were distributed as follows:

Class	1929-30	1930-31
Extra-First Commercial.....	41	38
First Class Commercial.....	3481
Second Class Commercial.....	8019**	5379
Third Class Commercial.....	None	41
Broadcast Class	543	944
Radiotelephone Class.....	450	878

**First and Second Class combined.

The increase in the number of First and Second Class commercial operators' licenses was only 821, or 10 per cent, while the gain in other classes was much higher. The number of Broadcast licenses increased 401, or 73.8 per cent, while 428 additional Radiotelephone Class licenses were issued, representing a gain of 95 per cent.

The number of Extra-First Class commercial licenses decreased by three, or 7.3 per cent, at the present time only .3 of 1 per cent (one out of every 283) of the 10,761 licensed operators holds this class of license.

During the time there was an increase of 1,708 operators, the number of licensed commercial stations decreased by 66. On June 30, 1930, there were 3,984 commercial transmitting stations licensed by the Department of Commerce, divided as follows:

Ship Stations	2,173
PG Coast Stations.....	112
Commercial Transoceanic	165
Broadcasting Stations	612
Limited Commercial.....	331
Experimental and Television Stations	287

On June 30, 1931, 3,918 commercial station licenses and construction permits were outstanding, with little change in the distribution noted above, representing a decrease of 1.68 per cent from the previous year.—M.R.R.

A "Caterpillar Club" For Radiomen?

When, in order to save his life, the pilot of an airplane climbs over the side of his 'plane and comes down via the silk bag route, he automatically becomes a member of the mythical "Caterpillar Club," composed of men who have saved their lives by means of a parachute. Why shouldn't radio operators have a similar society, with membership limited to those who have sent an SOS that saved human life? If you SOS operators are willing to send in your names, there is no reason why such a club should not be started; CQ has offered to co-operate to the extent of having a small, neat pin made for each member, as well as publishing the names of members, and putting them on the complimentary subscription list.

If you are eligible to become a member, it does not matter if you are now an operator or if you have been back on the "Farm" for a long time. It is only necessary that you submit proof in the form of a letter or newspaper clipping attesting the fact that you once grabbed a formica knob and pounded out an SOS. If you do not already have it, write to your old shipping company or captain for the necessary proof. Mail this information, together with a suggestion for a suitable name, such as "SOS Club" or "Davey Jones Club," to CQ. If you have any good ideas for the design of a suitable pin send them along, too.

How many radio operators are there who are eligible to join an SOS club? Let's hear from you fellows who have piled over the side after sending a distress call, also those who have sent an SOS which resulted in the rescue of some other ship. The writer once heard of an operator who climbed over the side of three ships after signalling for help. We'll put three stars after that chap's name when it is published. Suggestions and comments on this idea will be welcome.—Ray D. Owe.

* * *

Operators who have recently become eligible for membership in a radiomen's "Caterpillar Club" are: R. A. Patchett and Cyril McCaskey, who were on the SS "Tahiti," when she foundered in the South Seas, August 17, 1930; Charles Martin and Elmer J. Stenman, operators on the SS "Harvard," when she was lost on Point Arguello, May 12, 1931.—M.R.R.

J. F. DeBardeleben has left the "Bessemer City" and is now at KTLC, Houston. He would like to know the present address of Second Officer Elsworth Carlson, with whom he was shipmates on KDOF.

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

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

"WHEN IN ROME—"

By J. E. Kitchin

From much reading of the radio school advertisements everybody knows that Operators go to sea to enjoy themselves, and not for the vulgar purpose of earning a living. The \$200 per month (more or less) salary, not including board and room, is merely a side issue. (So is the Old Man's clerical work, but let us not cast any light upon that.) Therefore, to further the enjoyment, it is suggested that correspondence schools include in their radio courses (as a bonus to students finishing in two months) a study of foreign languages.

After many years of intensive research, in which his round-the-world trips on a Dollar vessel came in handy, the writer has produced a short course of instruction that may well prove useful to those who already have their first-class certificates. Chief operators should hide it from their good-looking juniors. We take great pleasure in reproducing the language course below and hope you will find occasion to refer to it frequently. The writer is indebted to a great many ladies for their kind assistance.

Russia—Ia vas lioubliou.
Japan—Watakuzi wa suki anata wo.
China—Que hi houan ni men.
Annam—Toi chu' o' na cac anh.
Cambodia—Khnhom srelanh peakh.
Malay—Sahya suka kamu.
Hindu—Main belta tum.
Persia—Doust darem chumara.
Egypt—Ana nehabb koun.
Turkey—Seveyoroum sizi.
Yiddish—Ich lieb der.
Greece—Say aghapo.
Roumania—Cu iubes pe tine.
Italy—Io t'amo.
France—Je t'aime.
Spain—Yo amo usted.
Portugal—Eu te amo.
Holland—Ik maak du.
Denmark—Jeg elsker dej.
Poland—Ja kocham was.
Germany—Ich liebe dich.
Sweden—Jag alskar dig.

The English equivalent of all the above, as you may have guessed by this time, is "I love you."

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

Name.....

Address.....

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

ALONG THE B. C. COAST—

By J. E. KITCHIN, VAF

It is noted that some Operators are still using the prefix "SB" on messages routed via Canadian Government Stations. Still other vessels transmit "SB" when it has a private meaning for their own company (such as the old "Shipping Board" use), and which has no bearing on the Canadian coast station charge.

Correct current rates of all British Columbian coast stations are as follows:

Messages from deep-sea vessels (to be transmitted without any prefix): 10 cents (52 cts) per word.

Messages from vessels regularly engaged in the coastwise trade (use prefix "C"): 6 cents (31 cts) per word.

The correct place to put the prefix "C" is in the check, such as 18 C, the word "Radio" not being required.

The old SB rate of 5 cents (26 cts) per word has been abolished. This rate restricted ships business messages to plain language, whereas "C" and full rate allow the use of code and cypher. Coasting vessels should be sure to transmit the prefix "C" in order to obtain the lower rate.

U. S. Senator To Help Radiomen

In a letter, dated August twenty-fifth, United States Senator C. C. Dill, a member of the Interstate Commerce Commission, and one of the four "Radio Senators," definitely promised he would assist commercial radiomen to obtain legislation which will assure them of getting fair treatment. Here is the letter:

"I have your letter of August 18 and shall be glad indeed to sponsor legislation that will assist commercial radio operators to get fair treatment.

"I must say, however, that I am not as fully informed as to the situation, or just what legislation should be enacted as I should be. I shall be glad to have any proposed amendment to the radio law which you, or those working with you, may want to send me."

Just as soon as our Association (Commercial Radiomen's Protective Association) is organized we intend to engage a competent lawyer to draft the amendments which we wish to have made in the Radio Act of 1927. We intend to send copies of these proposed amendments, and letters explaining why they should be enacted, to every member of Congress. These will be followed by letters and petitions from individual operators, to their Senators and Congressmen. Come on fellows! Do your bit, join our organization and help us carry out this program!

have them—and there are numerous other places where a license is absolutely necessary for the continuance of a firm's successful business. And yet, what can we do, when these high-pressure ads from Radio Schools pour forth their glowing descriptions of "Big pay Radio jobs"—"See the world"—and "Radio Needs You." For what? To congest the field of opportunity for thousands of experienced men, experts in their line, by working for anything or nothing. I guess there's no doubt about the question of whether or not we need a union. The trouble is going to be contacting all the licensed men, getting them to stick together, and RIDE THESE RADIO SCHOOLS. Your magazine has done a great deal along the most important lines.

Incidentally, a copy of "CQ" did me a good turn, the other day! A budding radio engineer of about "18 years" came to me to be taken on an inspection tour of the station at which I am employed—and he was fairly radiating enthusiasm over the fact that he was to start in at—Institute next month! He almost quoted the exact words of those highly illustrated ads! Poor guy. I hated to disillusion him, but I got my copy of "CQ," with which I had finished, marked a few paragraphs that might interest him most(!) and told him to look it over when he got home! I sincerely hope he changes his mind. He is not at all fitted for the work!

May your publication prosper mightily!
"DN"—one of the gang!

Editor CQ:

One hears today a lot of beefing about the low standard of Marine Operating. In every static room the story is very much the same. Long and heated discussions about poor conditions and low wage scales are prevalent in every static room in the country. The present conditions in the Marine operating field have existed for a considerable period of time and said discussions have been the meat of operators' conversation for an equally long time, yet, the only move the operators themselves have made to alleviate or improve the matter is to aid steamship companies in promoting an even lower and more deplorable state of affairs.

It seems to me that in most cases the operators themselves have the wrong slant. For instance, the law of supply and demand is the pivot about which industry revolves. Supply and demand govern the price of any commodity, and labor, even highly specialized labor, is a commodity to be bought and sold for a price.

Steamship companies as well as other industrial plants pay for labor just exactly what they can get it for. If a steamship company could hire captains for \$100 a

month and mates for \$50, without a doubt that would be the wage standard. If Marine Operators accept \$40 a month for their services, why blame the steamship companies for hiring them at this price? An operator who accepts such a position deserves no sympathy. In fact such a man is about the worst liability in the field today. He is more than that; he is a downright menace and is directly responsible for lowering the general standard. But the most lamentable fact of all is that such jobs are taken by new men who in reality are looking toward radio as a future.

Let us tune in on a different frequency and set a scene in the much beloved static room. Room full of Ops, any of which have sufficient intelligence to go out and wash dishes for at least \$70 per, meals included. Buzzer rings for so-an-so—"Well," begins the boss, "how about a trip to Australia at \$55 per." "Sure," says the dope, "why not, I'm broke" . . . Right there is our trouble. Supposing on the other hand the job was refused. Every man in the static room also refuses and the telephone list proves non-productive. What then? Mr. C. V, or Z, whoever the boss happens to be, calls the steamship company with the sad story that no one can be procured at such an abominable wage. The ship MUST have an Operator, the law requires it. What are they going to do? . . . Simply . . . Call RMCA or some other competitive radio outfit and a man is supplied.

During the process of things the radio company naturally comes in for a great deal of verbal abuse by Operators. One must remember that the marine radio business is a strictly competitive one and that rental contracts depend upon kid glove handling of steamship company officials. The radio company is not in a position to demand a higher wage for Operators and must furnish men at the wage offered—if possible.

Boiled down, the answer is simple. No one is in a better position to improve marine operating conditions than the Operators, themselves. Sounds tough, doesn't it? The next question is, how? The remedy is as simple as the problem itself. I can give it to you in one word—"Organization."

Organization of ALL Operators would without a doubt mean improved conditions and higher wages. That is inevitable. Even with a 100 or 200 per cent oversupply of Operators a high wage scale can be maintained. This is true simply because it is not possible on demand to take a plumber, plasterer or ditchdigger and put him aboard ship on sailing day to fill an emergency. Why the whole solution of marine operators' problems, grievances and ills is so simple it is laughable.—J. W.

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

PAGES 7-10
ARE
MISSING

YOUR SHACK

By Lieut. (j.g.) Howard S. Pyle
C-V(s) USNR.

During the past two weeks I have had occasion to inspect the radio cabins on about thirty vessels in and out of Seattle, varying from tugboats and floating canneries, to the most palatial of the trans-oceanic liners which call at this port. I was singularly struck by a situation that I had hoped had been remedied in the years that have passed since my marine operating days.

What I am driving at is the general air around condition of the cabin and the apparatus. Bearing this in mind, the result of my inspections seemed to point to an almost uncanny ability on the part of employers to apparently pick the right man for the job every time. For example, on the dirty floating cannery, the radio shack was entirely in keeping; in the popular vernacular of the day it was "crummy." Paint, when used (and this was very evidently many years ago) had apparently been 90 per cent turpentine and just a one-coat job. Filth had accumulated in the cracks in the operating table and other woodwork, and in corners. The set itself was positively a film of dirt, and the brass and copper, that sickly green from the salt atmosphere.

On the other hand, even the smaller and less pretentious passenger vessels were, as a general rule, neat and clean, bright work shined, and equipment well dusted. The room was orderly and showed care. Now we naturally expect this on the larger, more palatial vessels, but it is good to see it on the smaller boats. But why not on the freighters, tugs and nondescript ships?

I have always maintained that an operator aboard ship should look on his vessel as his home. Maybe they do—doesn't it seem uncanny though that the employers should unfailingly pick men who apparently give the impression that they were brought up in a barn, for the dirtier ships? And the higher type of operator, who makes an impression leading to the belief that he was used to decent surroundings, for the better ships?

You fellows are trying to improve conditions and it is a worthy effort. But aren't you handicapping yourselves by tolerating operators who slovenly sit back and read some wild magazines when they could be putting their shack in shape to be attractive? There are so few pilot houses, on even the filthiest ships that haven't shiny brass-work to boast of that they are a rarity. Invariably however, the radio gear is a disgrace.

In the past, many such operators have tried to defend themselves by shouting that the wage scale and working conditions

were such as to lend no incentive to policing up the place. What a silly argument! You may be on such a ship, and while you are aboard you have to LIVE there. Do you want to live in a hovel because of other grievances?

How do you expect to impress your employers—the people you are trying to interest in putting you on a plane with persons of average intelligence—if they see no indication that you are above the tenement type?

Snap out of it—get some bright work gear and shine her up—take down the lewd pictures some of you sport on your bulkheads—wheedle someone out of a little paint, and make your shack reflect the dignity that your profession should represent. It won't cost you a thing but a little elbow grease and I'll wager that it will go a long way toward raising the standard of the profession in general. Think it over.

Limerick Contest

Here's a chance for some of you brass-pounders on the "Beach Maru" to win a little spare change. We are offering six cash prizes—one of \$5 and five of \$1 each—for the best last lines for the limerick published in this department each month.

How would you complete this limerick? (The last line must be approximately the same length as the first two lines and must rhyme with them.)

"Radio or Wireless, which is right?"
Ask all passengers day and night
And you have to sit there
And reply in despair—

Winners of the August Contest will be announced in the October issue.

CONTEST RULES

A \$5 cash prize will be given for the best line submitted for the limerick published each month.

\$1 prizes will be awarded for the five next best answers.

Contestants must submit answers not later than the 15th of the month succeeding date of issue of the CQ containing the limerick prize for which they are competing.—Answers for the August contest must be postmarked not later than midnight, September 15th.

No correspondence will be entered into regarding the contest and no contributions will be returned.

In the event of a tie, the full amount of the prizes will be awarded to each tying contestant.

The Editor of CQ will be the sole judge of the contest. The contest will run for six months, ending in the January, 1932, issue.

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 Ave.

SPOKANE, Wn.—Spokane Radio Co., Inc.,

528 First Ave.

PORTLAND, Ore.—Wedel & Co.,*

443 Washington St.

SAN FRANCISCO—Warner Bros. Radio Co.,

428 Market St.

I. S. Cohen's Sons, Ltd.,

1025 Market St.

Offenbach Electric Co.,

1452 Market St.

LOS ANGELES—Radio Manufacturers Supply Co.,*

1000 So. Broadway

BOSTON, Mass.—Ben's Tremont Electric Supply Co.,

228 Tremont St.

Ben's Radio Shop,

70 Stuart St.

ALBANY, N. Y.—Uncle Dave's Radio Shack,

115 No. Pearl St.

NEW YORK CITY—Blan, The Radio Man,

89 Cortlandt St.

The VIBROPLEX Co.,

825 Broadway

PHILADELPHIA—M. & H. Sporting Goods Co.,

512 Market St.

INDIANAPOLIS, Ind.—Kruse Radio Inc.,

29 West Ohio St.

MILWAUKEE, Wis.—Radio Parts Co., Inc.,

313 West State St.

CHICAGO—Chicago Radio Apparatus Co.

315 South Dearborn St.

Purchase your radio equipment from these concerns and mention CQ—it helps all of us.

*CQ Circuit Diagrams on sale in stores marked with asterisk.

AT LAST! A COMPLETE SET OF FIVE DIAGRAMMS

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IF YOU ARE STUDYING FOR A COMMERCIAL LICENSE EXAMINATION
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"I SAW YOUR AD. IN CQ." Tell this to our advertisers—it helps all of us.

PERSONAL ITEMS

(Continued from page 8)

new "President Hoover," largest ship ever built in an American yard.

* * *

The staff of KMPC, Los Angeles, is composed of Raymond T. Howell, chief; Cedric V. Dovey and Kenneth Taylor.

* * *

At the new KFI transmitter, two UV 862, 50 KW tubes are used in the last r.f. stage. These bottles each draw a filament current of 207 amps. at 22 volts. The plate current is four amps. at 18,000 volts, plate tank current about 56 amps., and grid bias 30 volts. At peak modulation the tank current approaches 65 amps. and the output 200 KW for both tubes. The boys who keep this job on the air are: Headlee Blatterman and Curtis W. Mason, chief engineers of KFI-KECA; Howard W. Packard, chief op KFI transmitter; Seymour F. Johnson, Harold Christensen, Kendrick V. Diltz, Carl A. Sturdy, Raymond B. Walling (formerly RMCA chief op at Wilmington), who are all at the transmitter. Altogether there are 22 operators and technicians on the KFI-KECA staff.

* * *

At the KOK transmitting station there is a marine set, a 30 KW arc, two 5 KW arcs and three short-wave transmitters. This equipment is kept going by Sydney Barton and Albert E. Ross.

* * *

Charles Bramwell has transferred from the "Yale" to the "Calawaili," where he is second with Lambert F. Champion.

* * *

A Walters, brother of Gil Walters who is marine superintendent for Gray and Danielson, is on the "Wallingford," a McCormick "loomer" scow.

* * *

On the "Yale," C. F. Cegavske is relieving J. P. O'Leary, who is vacationing along the Embarcadero in S.F. The second, Bryan Robert Jones, is an oldtimer who has recently returned to the game; his operating career began on April 6, 1914, when he shipped on the "J. B. Stetson."

* * *

Operators who use the Mackay static room in S. F. as a "library" are requested to return subscribers' copies of CQ to the mail rack when they have finished reading them. Incidentally, there are now three radio stores selling CQ in S. F.

* * *

Erich Mahn is operator on the "Hollywood," a McCormick freighter sailing to South America from the West Coast.

* * *

On the "Knoxville City," William E. Schroth pounds (and polishes) brass on

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

an old P8-A spark (the kind that uses Leyden jars).

* * *

Benjamin N. Beighle is purser-operator on the "Golden Wall," operated by the A-H SS. Co., in the Oriental trade out of S. F.

* * *

Roy A. Pyle, who has been second on the "City of Los Angeles" for more than a year, is now chief, relieving B. W. R. Hagen who is back at KSE. Vincent W. Berry is second with Pyle. Berry was third on KOZC more than a year ago, leaving her to go second on the "Calawaili."

* * *

S. David LeBarre has left WSIX and returned to his old station, WPAD, Paducah, Ky. Darrell Laird relieved him at WSIX. I hope that none of the students from the Port Arthur College attempt to land a job at WPAD.

* * *

J. E. Kitchin (J), senior operator at Alert Bay Radio, and frequent contributor to CQ, has been transferred to Vancouver, British Columbia.

* * *

Red Evans, former Matson op, is now with the United Artists Studio, Hollywood.

* * *

One of the best known and most popular operators on the West Coast, Dick Johnstone, formerly RMCA chief op in SF, is now living at 797 Head St., Ingleside Terrace, San Francisco. I would like to know what Dick is doing now. Pse QSP..

* * *

Sydney Peters is with Boeing Air in Bakersfield, Calif.

* * *

The 1 KW W.E. transmitter at KFOX, Long Beach, Calif., is kept on frequency by L. W. McDowell, engineer; Lawrence B. Weston, James H. Brown, John E. Miller, Thorus E. LaCroix, and Carl W. Dillman. Weston, Miller and Brown are all ex-marine men. Brown once relieved Stedman Fiske Todd, chief on the "President Wilson," and later went to KFS where he worked high freak.

* * *

M. E. Scott, who conducts the Wonderland Travel Bureau, 603 Fifth Avenue, New York City, was in the Radio and Communications Department of the USSB, in London, from December, 1921, until May, 1925, with Ray H. Redmond, now on the "Pacific Spruce." Operators on passenger ships who are in a position to give travel information to passengers will find it worthwhile to QSO Mr. Scott.

* * *

J. M. Pratt has been appointed Operator in Charge of the Airways Station, Tuscon, Arizona.

(Continued on Next Page)

PERSONAL ITEMS

(Continued from page 14)

C. J. Corrigan, of the TRT station, Hialeah, Florida, recently returned from a three weeks' vacation in Havana. I wonder if he visited the Tropical Gardens?

* * *

H. Wheeler, formerly of KPRC, Houston, Texas, is now in charge of XED, Renoysa, Mexico.

* * *

I should like to receive a larger number of personal items from East Coast operators, especially those on US Lines ships.

* * *

Gates W. Farmer, operator on the "Chisca" now occupies the stateroom used by President Hoover, when, as Secretary of Commerce, he made a survey of the damage done by the Mississippi flood in 1928. Farmer would like to hear from Jack Howerton; his address is Box 205, Caruthersville, Mo.

* * *

R. E. Lee, Pan-American Airways operator, Baranquilla, Colombia, would like to locate John Gullans and Bob Hale.

* * *

Donald W. Thomas has recently been transferred from the Export Liner "Exchorda" to chief of the "City of Norfolk," operated by the Balto Mail Line.

* * *

Allan Cormack, Jim McArdle and Fred Lane comprise the technical staff of KFRC, the Don Lee station in San Francisco.

* * *

L. B. Grove of Mifflinburg, Penn., would like to know if G. C. Farmer, whose letter about the "seven-day week" for Western Air Express operators was published in the April issue, is the same fellow he met on the "City of Para" in Puerto Colombia in 1920? Who knows?

* * *

What is an Old-Timer? In my opinion any operator who was licensed before the War merits this distinction. As far as this column is concerned only men who have been operating for at least ten years are referred to as Old-Timers. Perhaps we should grade them like milk—man with twenty years' experience would be a Certified Grade A Old-Timer; a ten-year operator, a Grade B; a five-year man, Grade C; and a beginner, Certified RAW (or FRESH, if you prefer it).

* * *

See you next month if I survive that long. '73, pse QSL.

—THE SKIPPER.

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"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.

OPERATORS—If you have a bug, mill or relay to sell; if you want to obtain parts for an amateur station, advertise in the Classified Section of CQ. Special rates to commercial operators.

CQ CIRCUIT DIAGRAMS—A complete set of five diagrams acceptable for first and second class commercial license examinations. If you are studying for a commercial license examination you cannot afford to be without these diagrams. Each diagram is complete, every part numbered and described. The complete set costs only 75 cents. Order yours today from CQ.

PORTABLE Remington Typewriter, Capital keyboard, used only two months, guaranteed in new and good condition. Ideal for radio or telegraph work. \$25, money order. J. F. De Bardeleben, Radio KTLG, Houston, Texas.

WANTED—Leach Break-in Relay, 110 volt, d.c. type, Model 118. Geo. Davis, 621 Molino Avenue, Long Beach, Calif.

WANTED—Copies of all back issues of CQ. Our supply of the March, April, May, June and July numbers is completely exhausted. Will pay 15 cents for copies in good condition. MRR, care CQ.

WAGES PAID TO RADIO OPERATORS ON GERMAN SHIPS

The monthly wage paid to German radio operators, as of January 1, amounts to \$81.20 for ocean voyages. The wage rate on vessels plying between German ports and ports of Great Britain and Ireland are approximately 10 per cent less than on ocean voyages, while the wage scale on vessels plying between German ports and those on the Baltic and North Sea are approximately 20 per cent less than on long run.

EMPLOYMENT REPORTS

EDITOR'S NOTE.—Beginning with the October issue, this department will be included only in copies of CQ sent to members of the Commercial Radiomen's Protective Association. In addition to Employment Reports, members' copies will contain three extra pages of Association news.

General—

Last month a slight improvement was reported in employment conditions in the Atlantic, Gulf and Pacific sections. Current reports (September first) indicate that, while there is still an unusually large number of unemployed operators, there are a larger number of jobs opening each month. Wage "readjustments" (a polite term used by employers who, due to their own bad management, are "forced" to cut wages) have been made by the United States Steamship Company and two other concerns.

Atlantic—

Reports received from New York, Boston, Philadelphia and Baltimore show, as far as experienced operators are concerned, a marked improvement in employment conditions. Vacation reliefs have accounted for a considerable part of the increase in the number of operators shipping out. The balance is attributed to yachting, coastwise ships in summer service, increased grain and oil shipments, and television experiments. Except on jobs paying \$40 and \$50 per month, inexperienced men are not being employed to any great extent. Little change is noted in the broadcast field.

Six New Ships for United Fruit—

The United Fruit Company has six 11,000-ton ships under construction at Newport News. The "Talamanca" and the "Segovia" will be launched about August 15, and the other four, the "Antigua," "Quirigua," "Chiriqui" and "Veragua," will be launched October 25, November 30, and December 12, respectively. Each of these ships will be 447 feet long, with a 60-foot beam, and will carry 120 passengers and maintain a speed of 18 knots.

Matson Building Three Liners—

Two of the Matson Steamship Company's three liners, the "Mariposa" and the "Monterey," have recently been launched at the Fore River plant of the Bethlehem Shipbuilding Company, at Quincy, Mass. Each of these vessels, which will run between Pacific Coast and Australian ports, is 631 feet long; 79-foot beam; 27-foot draught; guaranteed trial speed, 20½ knots; cost \$8,500,000. Each ship will carry 475 first-class and 230 tourist passengers, with a crew of 390.

"Republic" Laid-up—

The Shipping Board has granted the US Lines permission to lay up the trans-Atlantic liner "Republic," which has been operating at a heavy loss. It is reported that the Army will trade two of its present "Type B" transports for this vessel.

Pacific—

Employment conditions in this section are better at present than they have been for some time. Closing of the Texas and Oklahoma oil wells has revived the tanker trade

out of San Pedro and a number of tank ships have been taken from the laid-up fleet and put into commission. Reports from San Francisco reveal that conditions are still unfavorable in that city, however, an increased demand for experienced operators has been noted during the past few weeks. In the Northwest, the employment situation has improved slightly. Conditions are still far from perfect in that district. During the summer, the number of students attending the radio schools has decreased almost 50 per cent; these factories expect to resume production in the fall. Television is creating a tremendous amount of interest on the West Coast and many firms are engaged in experimenting with and developing transmitting and receiving systems. Rumor has it that television programs will be released to the public by Christmas. It is expected that the FRC will begin issuing commercial licenses to television stations when it reconvenes in the fall—heretofore only experimental licenses have been granted.

States Steamship Cuts Wages—

Operator-Pursers on the 35 vessels operated by the States Steamship Company in the Oriental and inter-coastal trades have had their wages reduced from \$130 monthly to \$95. No reduction was made in the amount of clerical work demanded of the radiomen(?).

McCormick Line Has 11 Ships, 6 Operators—

"What ship am I working on?" is the question radio operators on the eleven McCormick "loambers" scow that bump up and down the West Coast are asking each other. Some intellectual giant in the McCormick office figured out a system whereby eleven radio-equipped ships could be kept on the air with only six operators. Here is the way it works: Each operator changes vessels at Portland, San Francisco and San Pedro; instead of sticking with one ship and getting four or five days in port, the radioman makes a quick "yump" to another vessel and sails the same day. The McCormick schedule is arranged so that a vessel is ready to depart from each port a few hours after the arrival of another McCormick liner. All for \$90 a month—and McCormick is an Irish name.

Gulf—

While still far from perfect, conditions in the Gulf section have improved somewhat during the past month. Nearly all the improvement has been caused by a resumption of the grain trade. As in other sections, experienced men are being given the jobs, while the newcomers sit around and wonder when their turn will come.

Copies of the questionnaire recently distributed among marine operators may be obtained by writing to MRR, care of CQ. The material obtained from replies to this questionnaire will be incorporated in a booklet, "Commercial Radio Operating," to be distributed among amateurs and experimenters intending to become commercial radiomen.

TALKING MOTION PICTURES IN THE HOME BY RADIO

Prepare for
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Your Future Depends On It
**GET THE FACTS . . In A 300 Page
Text-Book--**
"PRINCIPLES OF TELEVISION"

A 400-line television picture, more than a foot square, has been perfected by Farnsworth of San Francisco and adopted by PHILCO. This sensational development shows television pictures of remarkable definition and distinction and has been heralded as one of the contributions which will help create the second great radio boom. New positions will be available to experienced radio men. New fortunes will be made. Prepare yourself for TELEVISION. A complete 300-page textbook, "PRINCIPLES OF TELEVISION," explains television to you so that you can understand it. Written by Farnsworth and Halloran; \$3.75 per copy. Ready in about 30 days. ORDER NOW.

☐ Here is \$3.75. Send me a copy of "PRINCIPLES OF TELEVISION" as soon as it is off the press.

Name.....

Address.....

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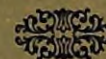
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Gentlemen of the Radio...

JUST to let you know again that Wedel Co., Inc., of Seattle and Portland are ready to serve you, with recently enlarged assortment of Radio Transmitting and Receiving Parts, sufficient to supply the needs of all the phases of radio work.

We particularly emphasize our mail order department, where prompt service is our motto. We actually carry the latest developments in power amplifiers, including 50-watt output supply. Write for Technical Pamphlet and Catalog.

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Can YOU make a PERFECT copy of
WNU press with a pencil or mill?

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Can YOU copy press 3 to 5 words behind without breaking? Can YOU count
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The Candler System is a Post Course of intensive training for the development
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If YOU want to become a REAL operator it will pay you to write to us, outlin-
ing your difficulties and ambitions. We will answer any questions without cost or
obligating you in any way, and give you the benefit of our experience helping over
45,000 Radio and Morse operators during the past 20 years. Write TODAY.

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