

surely, when we shall see those who sing and play in the studios.

Quickening Our Perception.

THEN perhaps, we shall begin to listen. In the meantime it will be to our great advantage if we seek to quicken our perception by taking in as much as we are able through our ears alone. Television is a thing of the near future. It is going to revolutionise art; it is going to make it possible for the eyes of the world to be upon a single speaker or singer; it is going to make it possible for one single soul to stand in full view of mankind.

Said Colton: "Were we as eloquent as angels, yet we should please some men, some women, and some children, much more by listening than by talking."

Said Thoreau: "It takes two to speak the truth—one to speak, and another to hear."

Said Keble: "Give us grace to listen well."

An International Dinner

Held Simultaneously in Eight Countries

TO celebrate 61 years of friendly industrial relationship, over 11,000 employees of H. J. Heinz Company were entertained recently at a "radio banquet" held simultaneously in Great Britain, the United States, Canada, Australia, Germany, France, Spain and Belgium.

The menu and the speeches were the same at every dinner. The main gathering was held at Pittsburgh, Pennsylvania, whence speeches were broadcast to the other functions. The dinner at London commenced at 11 o'clock on a Saturday night; that in Pittsburgh at 6.30 p.m.; and that in Australia at 9.5 a.m. on the following day.

The "Differential" One Origin of the "S.O.S."

(Concluded from last week.)

TO make a fixed coil by the simplest manner obtain 4in. of 2in. tubing. About 1in. from the top wind on 1in. of 24-gauge D.S.C. wire. By making holes through the former the wire can be threaded through and held in position. Now, leaving a space of about 1in., wind on the tuning coil consisting of 1 1/2in. of the same. This can similarly be fixed to the former. Now come to the tickler. This is wound on at about 1in. from the main tuning coil. Just about an inch of wire is required for this winding. All the wires are brought out on the side, as can be seen from the photograph published last week. The connections can very clearly be seen in the theoretical diagram.

Care of Accumulators

BRASS terminals on batteries can be kept in good condition for years if they are frequently wiped and greased, but even the most conscientious of us are likely to neglect such tasks, especially during the summer months. It wants only a week or two of neglect of such a nature in order for acid to corrode such metals as brass, and an accumulator terminal that corrodes and binds up is a most awkward item to deal with. Often the reward of a little gentle persuasion is the complete wrecking of the terminal, and that generally means the end of the life of the accumulator as a useful accessory.

WHEN you instal an aerial lead-in switch make sure that the contacts are firm and sound, and arrange that the whole switch is covered with some weatherproof device that will protect it adequately.

Marine Distress Call

THE precise origin and history of the famous distress call "SOS" has puzzled many an enthusiastic radio amateur. How, one often hears asked, did those now-celebrated letters come to be accepted all over the world as the acknowledged radio call-sign for a ship in dire distress at sea?

It would appear that the first suggestion of a distress call for vessels at sea came from a party of Italian delegates who attended a conference on Wireless Telegraphy at Berlin in 1903.



MRS. D. W. STALLARD

A Christchurch contralto, whose next appearance from 3YA will be on January 10.

—Steffano Webb Photo.

They suggested the universal adoption of the signal "SSSDDD" to be employed by ships in cases of emergency, and they advocated, also, the formulation of a number of rules governing the use of such a distress call.

Not very long after this suggestion had been broached, the Marconi Company, recognising the vital need for some type of distress call, instituted its at one time well-known "CQD" call on all its ships, the signal being a combination of the company's general call "CQ" with the addition of the letter "D," which signified distress. The instructions of the Marconi Company were that the signal "CQD" was to be used only at the order of the captain of a distressed vessel or by a land station re-transmitting the signal. Radio operators who abused the call were to be dismissed.

Another radio conference was held in Berlin in the year 1906, and during the sitting of that body the German Government put forward the suggestion that a universal standard distress call for ships at sea should be adopted. The German Government further suggested that the distress call "SOS" should be made use of.

Why, it may be asked, were the letters "SOS" suggested for an international distress call?

At this period German ships desiring to communicate with all vessels in their neighbourhood would, particularly if the names of such vessels were

unknown, transmit an inquiry call "SOE," or, in Morse, ... — — — — —

The adoption of this call signal as an international marine distress signal had first been considered, but it was obvious that the signal was not distinctive enough, the final letter "E" being represented merely by a dot, which could easily be overlooked in times of atmospheric disturbance or of heavy radio traffic.

For this reason, therefore, the distress call "SOS" (in Morse ... — — — — —) was submitted for the consideration of the delegates to the Berlin Conference of 1906. It was adopted officially, and it was put into effect by the International Radio-telegraphic Convention of Berlin in 1908. Thus the very apt interpretations, such as "Save Our Souls" and "Save Our Ship," which have been put on the "SOS" distress call are untrue.

It was a matter of much regret to the old Marconi operators that their old signal "CQD" had not been adopted as the international distress call. Indeed, many of these operators continued to follow up their "SOS" signals with "CQD." Gradually, however, the latter signal was relinquished, and now it is almost forgotten.

Detecting Power Leakages

Aeroplanes Used

POWER leakages in electrical transmission lines may now be detected by aeroplanes equipped with a special form of trouble locator, and have been used by an American power company. The pilot follows the lines across country, flying low, and the apparatus not only detects a leak instantly but indicates the pole at which it may be found.

It is now proposed that the airplane also carry repair parts in readiness to be dropped overboard where a leak is found. In an emergency a repair crew would also be carried and landed by means of parachutes at the point where the trouble was detected.

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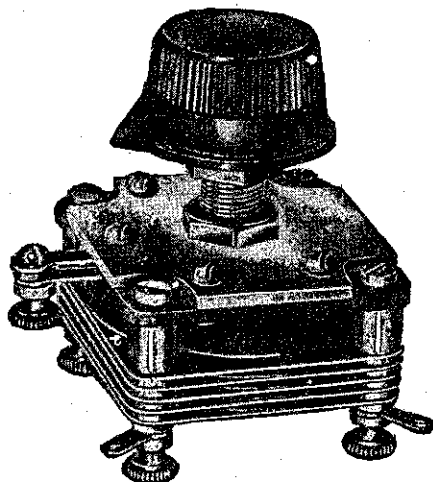
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