

The American Radio Relay League



• **T**HE AMERICAN RADIO RELAY LEAGUE, INC., is a non-commercial association of radio amateurs, bonded for the promotion of interest in amateur radio communication and experimentation, for the relaying of messages by radio, for the advancement of the radio art and of the public welfare, for the representation of the radio amateur in legislative matters, and for the maintenance of fraternalism and a high standard of conduct.

It is an incorporated association without capital stock, chartered under the laws of Connecticut. Its affairs are governed by a Board of Directors, elected every two years by the general membership. The officers are elected or appointed by the Directors. The League is non-commercial and no one commercially engaged in the manufacture, sale or rental of radio apparatus is eligible to membership on its board.

"Of, by and for the amateur," it numbers within its ranks practically every worth-while amateur in the nation and has a history of glorious achievement as the standard-bearer in amateur affairs.

Inquiries regarding membership are solicited. A bona fide interest in amateur radio is the only essential qualification; ownership of a transmitting station and knowledge of the code are not prerequisite. Correspondence should be addressed to the Secretary.

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THE EDITOR'S MILL

FOG lay low on the hilltops of the east. The middle west groaned under its fourth successive blizzard in as many weeks; the air lines were grounded; a Canadian crystal-gazer prophesied the end of the world; the Supreme Court said the TVA would get by; Haile Selassie was reported suing for peace. That week in middle February the heavy hand of the Great Operator reached out and threw the switches that meant QRT for those two grand old men who were the much-loved leaders of the American Radio Relay League, Hiram Percy Maxim, our president, and Charles H. Stewart, our vice-president. Thus passed into immortal history the man who founded our society and gave it its name and who has been constantly our leader and our inspiration, and the man who was our legislative expert and who gave of his services in a fashion never excelled in our annals.

It is with an impossibly heavy heart that we address ourselves to the sad task of chronicling in these pages something of the debt that amateur radio owes these two men. As we sit before our typewriter we wonder whether, in the sorrow we feel, it will be possible for us to find anything like adequate words. That they should leave us at the same time is an appalling loss. It is the loss of friends and of wise and experienced leaders, of men who had the vision clear, a loss that will be felt through the entire structure of amateur radio.

Charlie Stewart was the first to go. He had not been in good health for several years, his troubles dating from an occasion when he ran to catch a train and strained his heart. He was unable to attend last year's Board meeting but by last autumn was greatly improved. He was put in a hospital on February 8th, just to obtain a rest, and there passed on suddenly on the 12th. He was 63 years old. We helped to bury him in beautiful West Laurel Hill, in suburban Philadelphia, on the 15th, under a blanket of roses bearing the letters A.R.R.L. in flowers, and surrounded by innumerable floral tributes from amateur clubs.

The Old Chief, Hiram Percy Maxim, was journeying to the southwest on a vacation with his wife when he contracted a throat infection. Despite treatment between trains in Kansas City he became worse, and at LaJunta, Colorado, he

was removed from the train dangerously ill and put in a hospital there, his children summoned. These events took place on the very day that Charles Stewart passed on. Despite every modern medical aid . . . despite two days of encouraging progress . . . the grand old fellow who gave us birth passed on to join his fathers, on February 17th. He was 66 years old. A few days later, at Hagerstown, Maryland, a wretched group of us upon whose lives Mr. Maxim's had had so profound an influence joined his family in the last sad duties—while amateurs around the world hushed key and mike with bowed heads and many an honest tear.

The widow of our founder-president was not long to survive him. On February 26th she too passed on. Mrs. Maxim was a lovable and remarkable woman, a brilliant one, actively interested in the civic matters of her community; as befitted the daughter of a former governor of Maryland. She was a pioneer suffragist, a leader in the affairs of women, and a member of several of Hartford's city commissions. In Paris in 1925 she acted as interpreter for the American amateurs at the meetings resulting in the formation of the International Amateur Radio Union.

February was a sorrowful month . . . Fog lay low on the hilltops of the east . . .

*Father, in thy gracious keeping
Leave we now thy servants, sleeping.*

CHARLES H. STEWART was born in Philadelphia, July 11, 1873, moving with his family at the age of 13 to nearby St. David's, a place that was ever after to be his home. Always modestly independent financially, he was able, after a brief business career, to indulge his heart's desire in a life which centered upon amateur radio.

He was one of the country's earliest amateurs, having started about 1906. Coherers, spark coils, electrolytic detectors, handmade loose-couplers, transformers and rotary gaps, gooseneck audions—these and everything else in the kaleidoscope of changing amateur apparatus Charles Stewart knew and worked with—up to and including a single-signal receiver. A towering ship's mast on his rear lawn still marks the old days. When the Navy commenced the issuing of "certificates of

proficiency," years before the 1912 law, years before there were operator licenses, Stewart was amongst the first to qualify. With the coming of the law in 1912 he had a first-grade commercial license, although he never operated profession-

A gentleman of the old school and a sterling citizen, Mr. Stewart also found time to serve his community faithfully and efficiently. For fourteen years he was the secretary of the Radnor Township Board of Commissioners, eight years the secretary of his local Board of Health, always active in civic affairs. He was also prominently identified with early journalism in his vicinity.

He served voluntarily during the war with the famous Yale Unit No. 1, organized in July of 1916 by Trubee Davison and Robert Lovett. In October of that year the unit went to Palm Beach for flying training. There Mr. Stewart built and equipped a central radio station, installed equipment in all the planes, instructed every pilot in radio operating. When the unit moved to Long Island in 1917 he went along, completed his instruction of the thirty members, making them expert operators. He also gave his services to the



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HIRAM PERCY MAXIM
1869-1936
President, A.R.R.L. and I.A.R.U.

ally. For as far back as we can remember, he was 3ZS. He had a remarkably pretty fist, the smooth clean sending of the skillful old-timer. During much of his radio career he was intensely active from the operating standpoint. He was of course a member-station on the pre-war League trunk lines. Not all of you fellows to-day will remember that the S.C.M. plan is only eleven years old in A.R.R.L. Before that, we had division managers, with district superintendents assisting them, and Charles Stewart was manager of what is now the Atlantic Division from the post-war reorganization of the League until the first of 1925, monthly turning in the operating report for that entire populous region. He was elected an A.R.R.L. director in September of 1919 and vice-president of the League in February of 1922, a post which he filled continuously for fourteen years. After Mr. Maxim, he was the dean of this year's Board.



CHARLES H. STEWART
1873-1936
Vice-President, A.R.R.L. and I.A.R.U.

air corps as an expert adviser on the purchasing of radio equipment.

The study of radio legislation was a hobby with Mr. Stewart and in that field, as concerns amateur radio, he was the undisputed expert of his

day. This is both a dry and a complicated subject and amateur radio must be lastingly indebted to a man who found it so interesting that he gave years of his life to watching and studying it. He was chairman of the League's Legislative Committee and this was, moreover, a field of work delegated to him by the president, so that for years he was our guardian and adviser on such subjects, and annually rendered a report to the Board of Directors on its manifold detail. But Charles Stewart was more than the League's legislative representative: he was the prime early champion of amateur rights. In February of 1910, four and a half years before A.R.R.L. was formed, he appeared in Washington at the hearings on what was called the Robert's Resolution, on behalf of himself and three other Philadelphia amateurs, the first radio amateur ever to represent our cause at congressional hearings. In the intervening years, until a cohesive national organization had been formed, he was the principal and in many cases the single-handed champion of amateur radio. In March of 1912 he represented the Wireless Association of Pennsylvania, whose chairman he was at the time, at the hearings on what became the Radio Act of 1912. That too was before the formation of A.R.R.L. There were, in fact, thirteen radio bills in Congress that year and they all received his attention. Early 1917 found him fighting another legislative threat alongside A.R.R.L. representatives, and he again represented the W.A.P. in the memorable fight against the Navy-control bill in late 1918, after the Armistice. A member of A.R.R.L. from the first, Mr. Stewart's recognized ability secured him a place on our Board after the war, and until 1928 he was in charge of all of our Washington representation and our participation in all regulatory bodies. The various Poindexter and White bills, the Department of Commerce Conference Committee from which much of the actual regulatory structure of radio eventually came, the four Hoover National Radio Conferences, the hearings culminating in the Radio Act of 1927, the countless sessions of the National Coördinating Committee,—these all fell to his lot; and he was also A.R.R.L.'s principal representative at the international conference in Washington in 1927. Tireless in the defense of amateur rights, he had a wide acquaintance amongst the national legislators, and to his efforts and influence we owe much of the splendid position of amateur radio to-day.

Up to 1928 he gave an unbelievable amount of his time to A.R.R.L. in this work. We had occasion recently to review some of his work for the League in this field and were greatly impressed with the list of the instances upon which he had been our representative. Some idea of the dimen-

sions may be gathered when we say that his traveling expenses over this period ran into several thousands of dollars. For these he obtained reimbursement from the League, of course, but for his services themselves, never a penny—these he gave to the amateur radio he loved.

We have ourselves participated in many a battle shoulder to shoulder with Charles Stewart in the days before amateur radio was fully recognized and upon later occasions when our rights were imperiled. He was an excellent strategist and he never said "done." Recollections of fighting days at Washington flood through our memory as we write these lines. Our coworker is gone, but he will never be forgotten. He set an example of service and self-sacrifice, of unflinching courtesy and human kindness, that will ever inspire us.

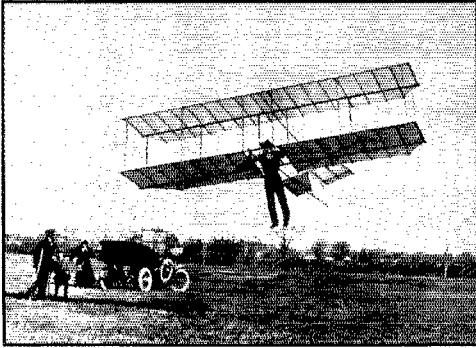
HOW can our poor words convey adequately our emotions towards the man who gave organized amateur radio its life? For Hiram Percy Maxim was more than the president of A.R.R.L.: he was its founder, the one who first envisioned its glorious possibilities as a field for good in human life—the one who formed the organization, breathed into it the breath of life and was its constant inspiration. The amateurs of America would have no other president, those of the world no other leader.

But Mr. Maxim was more than the presiding genius of amateur radio. He was one of the greatest men of our times, a man whose superlative qualities have left their impress upon many diverse walks of life. We are not alone in mourning him; many an art, many a group of doers and thinkers, both in this country and abroad, feels his loss even as we.

The Maxim family were French Huguenots who came to this country in the middle seventeenth century to escape religious persecution, landing first at Plymouth, then moving to Maine. Hiram Percy was born in Brooklyn, September 2, 1869. His father was the late Sir Hiram Stevens Maxim, inventor of the Maxim machine gun, his uncle the late Hudson Maxim, inventor of high explosives. He attended Brooklyn schools and Massachusetts Institute of Technology, graduating from the School of Mechanical Arts there in 1886, the youngest member of his class. He was a practising engineer at the age of seventeen!

Let us put to one side for a moment Mr. Maxim's radio career and touch first upon some of his other accomplishments. He was an inventive genius by inheritance. In all, fifty-nine patents issued in his name, in many of the mechanical arts. He was not, however, an inventor of implements of warfare, as incorrectly reported in the press recently. He is perhaps best-known as the inventor of the Maxim Silencer. Originally a

highly ingenious gun silencer, the Maxim Silencer of to-day finds its application in industry, upon the exhausts of motors and the intakes of compressors. They run from small gadgets to great



MR. MAXIM'S EARLY GLIDER

in flight over the Hartford meadows, present site of Brainard Field. Mr. Maxim is seen on crutches at the left, after a glider crash in which he injured a knee.

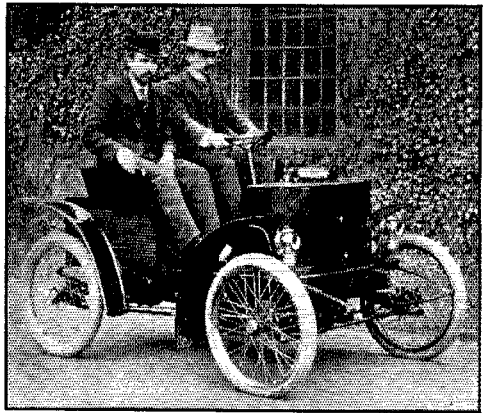
brutes intended for Diesels, shipped in sections on flat cars. Mr. Maxim was a pioneer in visualizing silenced air conditioning for buildings and homes, and in 1930 demonstrated an ingenious development of his organization, the Maxim window silencer, a box-shaped affair that went in a window and permitted ventilation while excluding street noise. An authority on acoustics, humanity is indebted to him for many developments that will make complex urban life more bearable.

He was an enthusiastic motion-picture amateur and gave to this field the same ardent support that he did to amateur radio. In 1926 he had noticed the same necessity for organization in this field that he had previously noted in amateur radio, and as a result of his personal efforts there came into being the Amateur Cinema League, an amateur organization similar in structure to our A.R.R.L., of which he was also the founder and only president. Countless movie amateurs honored Mr. Maxim as their chief, the same as we do, and A.C.L. and A.R.R.L. are one in this loss.

He was greatly interested in aviation. A pioneer glider enthusiast, he badly injured a knee in a glider accident in his younger years. He was one of the originators of the Aero Club of Hartford, was for many years chairman of Hartford's Aviation Commission, and was the man who first envisioned Hartford's municipal aviation port, Brainard Field, where WIMK is now located.

Mr. Maxim was one of the pioneers in the development of the automobile. While in his early twenties, superintendent of the American Projectile Company in Lynn, Mass., he conceived the

possibility of propelling a vehicle by means of a gasoline engine. Knowing nothing of the famous Seldon patent, he built an engine and experimented with it, eventually mounting it upon a second-hand tandem tricycle and securing a machine that would run. This work led to contact with the Pope Manufacturing Company of Hartford, famous early manufacturers of bicycles, and Mr. Maxim moved to Hartford to become manager of the new motor-carriage department of that company. As a result, there came into existence the famous Columbia automobiles, first gasoline, later electric, designed and built under Mr. Maxim's direction. He had the distinction of participating in what was probably the first automobile race in America, between his Columbia and a Stanley, both pitifully inadequate devices, over a distance of five miles. Mr. Maxim won the race: the Stanley couldn't be started! For a while he was vehicle motor engineer for Westinghouse at East Pittsburgh, later returning to his Electric Vehicle Company in Hartford, where he remained until the organization of the Maxim Silencer Company. He had many rare tales to tell of early automobile days. Harper's are to produce soon his book of recollections of the horseless-carriage days. Incidentally, he was the man responsible for transferring automobile



THE WINNER

Columbia Gasoline Carriage designed by Mr. Maxim, an automobile pioneer. This machine won the first automobile track race held in America, at Branford, Conn., in 1899. Mr. Maxim is at the controls.

controls from the right-hand side of cars to the left-hand. You may not remember that American cars once had right-hand drive, but your father will.

Astronomy interested him and in his later years he became quite well informed upon the subject, writing and lecturing upon it, including the philosophical implications of the cosmos. His

always active mind was intrigued with the possibilities of life on other planets and his scientific interest caused him to assemble all available data on the surface conditions existing on the planets. He created a mild stir some years ago with his book, "Life's Place in the Cosmos," in which he speculated upon these possibilities. He was immensely interested in the new 200-inch reflector and witnessed its pouring at Corning. One of the objectives of his last trip was a visit to the Percival Lowell Observatory at Flagstaff, Arizona, where he had been invited to make observations. He was particularly interested in the planet Mars and had a globe of his own making on which he had transferred all the mysterious markings on the face of that planet, to facilitate study.

He was also an enthusiastic yachtsman, a former director of the Hartford Yacht Club, and the skipper of the power cruiser *Moby Dick*. Accompanied by his daughter, he once made a trip of several months through the rivers and lakes of Canada in a folding canvas canoe with outboard motor.

Recently he had been devoting much time to writing and lecturing, mostly on scientific subjects. He had a lucid and entertaining style that delighted his lay audiences. His father had been a remarkable man and concerning that unusual parent Mr. Maxim wrote a book, also soon to be published by Harper's, two installments of which

appeared last autumn in *Harper's Magazine*.

He was immensely active in all his chosen fields. He was the founder and first president of the Hartford Engineers Club, member of the Executive Committee of the M.I.T. Alumni, permanent toastmaster of his class at M.I.T., longtime chairman of the Hartford branch of the American Society of Mechanical Engineers, one-



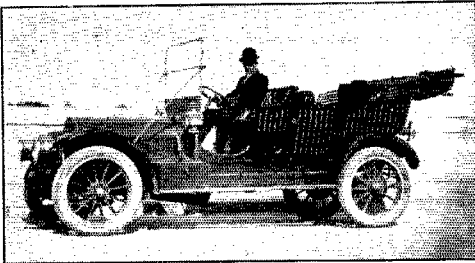
AN AUTO ROAD RACE IN 1905

Mr. Maxim, early automobile engineer and enthusiast, leading the field in a machine of his design.

time chairman of the Connecticut Section of the Society of Automotive Engineers, president of the Hartford Amateur Cinema Club, and a member of too many technical societies to list. Colgate honored him with the degree of Doctor of Science. He was a retired lieutenant-commander in the U.S.N.R.

We quote from an editorial in *The Hartford Times*:

"Death found the shining mark it loves in Hiram Percy Maxim. Hartford had, perhaps, in this generation, no keener mind, no man who had a greater catholicity of interests, who sought more eagerly new knowledge in whatever field. Everything about life interested him. He had a vast range of knowledge, yet was utterly unostentatious and gifted with a personal magnetism which caused him to be eagerly sought after as a companion. Life was a romance for him and he had a great zest for everything about it. . . . There was almost no field which his keen and alert mind did not wish to explore, whether it had to do with social science, philosophy, astronomy,



YOU WOULDN'T BELIEVE IT

but here is *The Chief* at the wheel of a somewhat later Hartford-built car, the last word of those days.



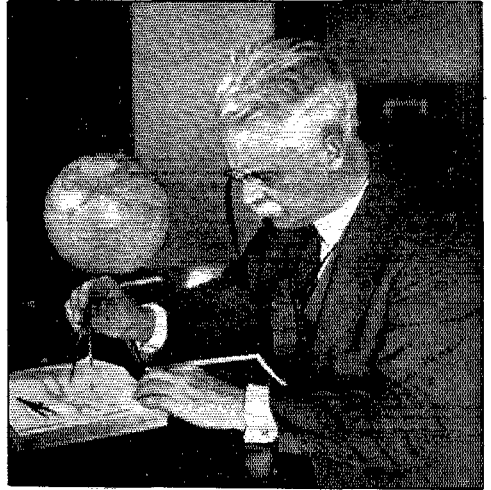
THE NAVY DAY BROADCAST

Mr. Maxim at WIMK, A.R.R.L.'s headquarters station, where he annually sent the Navy Day broadcast.

industrial development or whatever it might be. Everything interested him, every man's experience, every happening of any nature. . . . He had a boundless enthusiasm for everything that was new. Unlike most scientists he was not content with a purely materialistic view of the universe. In recent lectures he had said that the more one familiarized himself with all that science had discovered the greater his respect for the orderliness of it all and the stronger the conviction that behind the order must be some su-

preme force. Knowledge made him neither discontented nor pessimistic. Life remained for him to the end a great and exhilarating adventure. He was a remarkable man, a choice spirit."

HIRAM PERCY MAXIM entered amateur radio in 1910 through the interest of his son Hiram Hamilton. He was past forty years of age when he learned the code. Their first station, excellent for that day, enjoyed the call SNY. With the coming of the law Mr. Maxim became 1WH and, later, the special-license station 1ZM. After the war and until the final QRT he was 1AW.



STUDENT OF THE COSMOS

Mr. Maxim wrote and lectured on scientific subjects, particularly astronomy. He was greatly interested in Mars and had constructed a globe bearing all the known data on the markings appearing on that planet. (Photo by R. B. Bourne, WIANA).



IN HIS SILENCER LABORATORY

Mr. Maxim was an authority on acoustics, the inventor of the Maxim Silencer. He is here shown in his experimental laboratory. The 'phone and log are reminiscent of amateur radio.

The story of our A.R.R.L. beginnings has been often told: how Mr. Maxim foresaw the need for national unity in amateur matters, sought carefully for a basis for organizing, found it in the idea of relaying, and then, with the collaboration of that brilliant Hartford youth, Clarence D. Tuska, launched our League, first as a committee within the old Radio Club of Hartford, then on its own in 1914; and how, the following year, together with Tuska, he started our magazine, *QST*. From that day to this, he has been our mentor, our inspiration. The character of Mr. Maxim can be summed up in a few crisp words: he stood for the very highest principles in everything. He was universally respected and no one would think of letting down so grand a chief. With one exception he presided over every meet-

ing of the A.R.R.L. Board of Directors ever held and over 139 meetings of the Executive Committee held under the present constitution. It was always a marvel to us how a man of so many diverse activities could find the time for them all; yet in the affairs of our League he was always ready, willing and eager, and he directed our councils with the wisdom of long experience in the affairs of men.

This is an appropriate time and place for us to disclose a little-appreciated facet of the Maxim personality. We spoke above of Mr. Maxim as an author. We tell now a sad secret, one zealously preserved over many a year: H. P. M. was T. O. M. Yes, fellows the Old Chief himself was The Old Man, that most trenchant observer of amateur practices! It will show our readers, as nothing else could, that The Chief was as keen an amateur as ever lived, that he surely knew his stuff! Surrounded by affairs and living in an atmosphere that required most of the time a considerable measure of dignity, obliged most of the time to express himself in formal language, we have known with what delight the boss had refuge to a pen-name for an opportunity to cut loose and swing cleanly from the shoulder with the language of another world, coupled with good horse-sense talk about our operating foibles. T. O. M. was conceived in the knowledge that homely talk in an amusing vein, employing ridicule as a weapon, would be much more effective in opening the eyes of amateurs

to their weaknesses than columns of editorial preachments. His many yarns have been the most talked-of feature in *QST*. The benign despot who was T. O. M. has ruled our hearts for many years. May he ever do so in memory, while his mysterious instrument, the Wouff-Hong, remains close to hand, ready if needed to preserve the traditions he established!

1AW of the old days was as fine a spark station as ever existed. You remember T. O. M.'s rotary gap, Old Betsy? Well, sirs, Old Betsy herself was at 1AW, cunning product of a mechanical engineer, generator of a tone famous throughout the country in the old days. Old Betsy ran 8,000 r.p.m., belt-driven from a half-horse motor. She was in a box in the corner of the cellar and she was decorated with two large oil drip-cups. From seven o'clock until one A.M. she did her stuff nightly in those glorious days, punctuated only by a trip to the cellar mid-evening to replenish the oil. She is now to be preserved in the A.R.R.L. Museum. The reader may know with what enthusiastic delight such a person as Mr. Maxim sat down at his amateur station. The editor, during his first bachelor year in Hartford, was the junior operator at 1AW, and did we put Old Betsy through her paces! Mr. Maxim believed in message traffic and in relaying, and nothing gave him more operating pleasure than to hook up with a good clean fist and clear the traffic hooks in both directions. 1AW was on one end of almost all

On February 17th

*Across the jeweled curving dome of night
He flashed these words to me, "Maxim
. . . is dead."*

*And then his key was silent.
So was mine.*

*There was nothing more to say,
Nothing we could do . . . but listen—
Listen to that sombre lightning play
Around the spinning globe, as ham told
ham*

"Our President is dead."

*Slowly I drew the veil, muting the set
'Til all the signals died, and silent
Burned the pilot light, beacon of grief,
A candle for the dead.*

*Great men have died before,
Kings, and Princes.
The news ne'er moved me deep, and yet
This abyss where my heart has gone
Plumbs all.*

*Maxim! Yours was the vital spark
Which kindled for us all
Ten thousand friendships
Endeared with loves alike, exchanging keys
To one another's hearts, and homes.*

*The loom you made has spun a mighty
weave
• Netting the whole wide world with threads
invisible,
Patterned the miracle each age so long has
prayed for,
Nation and creed forgotten . . . as man
called man his brother.*

*Henceforth this date all amateurs have
marked*

*As yours. In silent tribute 'tween the
frozen poles
The night will muted be,
So that the stars will wonder.*

—Michael J. Caveney, VE3GG

our early A.R.R.L. records and we recall many a thrilling evening there with Mr. Maxim and Fred Schnell when something hot was on. Early amateurs will remember the record-breaking "transcons," when messages were relayed across the continent via several stations and the reply returned from the opposite coast. Six and a half minutes, the record was, and with 1AW the eastern terminal. And do you remember the record of four minutes, eighteen seconds, for a round-trip message from Hartford to Hawaii with only one relay at Sleepy Eye, Minn., away back when? Again, 1AW. Not particularly active the last several years, the Chief still sat in at some of our stations an occasional evening and he regularly sent the Navy Day broadcast from W1MK.

After the opening of international amateur communication Mr. Maxim quickly foresaw the need for international unity. By means of two visits to Europe he brought about the formation in 1925 of the International Amateur Radio Union, a world-wide federation of national societies like our A.R.R.L. As in the case of our League, he was the Union's first and only president. The amateurs of all the world have lost their leader in his passing.

The man who founded A.R.R.L. would never shirk in its defense, and in that field H.P.M. had a brilliant record. The first instance of A.R.R.L. influence at Washington was his appearance before the Commissioner of Navigation in late 1914, as our president, where was secured the concession of operating selected A.R.R.L. relay stations on 425 meters instead of the usual 200—to facilitate long-distance relaying. He directed our fight and personally headed our delegation to Washington in late 1918 when we were having an awful battle with the Navy, which wanted the control of all radio. That was the occasion upon which A.R.R.L.'s famous "blue card" went out, devised and written by Mr. Maxim. The story of that battle is a thrilling tale in itself. Suffice it here to say that the Old Chief won. The next year there was more of the same, with the League, under Mr. Maxim, finally getting the war-time ban lifted and orders issued which permitted the resumption of amateur radio. He attended, we believe, all of the national radio conferences and of course took an active part in our representation at the Washington Interna-

tional Conference in 1927. He is the author of that splendid brief on amateur radio that was delivered before the Senate Interstate Commerce Committee in 1930 when the Dill bill was under consideration; it was printed in *QST* at the time.

Little memories come back vividly at such a time as this. Despite his technical attainments, it was human qualities that prevailed in Mr. Maxim's make-up, and these were such as to endear him to all who knew him. He was, for instance, a rare traveling companion. He and your reporter were together on many a trip, to a Washington hearing or to speak at conventions and club meetings. Barnstormers, he called us, when we would be hopping to several conventions in the same week. He was a most entertaining conversationalist and had a priceless store of anecdotes from his long engineering experience. Mornings in hotel rooms he would take setting-up exercises, in a manner that perpetually amazed us. Where the average person thinks he is accomplishing something when he bends from the waist and touches fingertips to rug, T.O.M. could put his entire palms on the floor. In memory we can still see him, in his pajamas, getting his morning exercise by galloping around

a hotel room on all fours. Then he always took a cold tub bath. Tub half full of cold water, he would perch on the back of the tub, get all set with a deep breath, and slide down the incline all-over-at-once, to a tremendous flailing of arms and legs and yelling bloody murder, while the bathroom floor got an inch of water to the subsequent despair of chambermaids. Let no one think there is a note of disrespect in these anecdotes; they are born of the very fact that T.O.M. was a warm and vital person, rich in the human qualities that make a real companion.

One of Mr. Maxim's major services to A.R.R.L. was his constant insistence, down through the years, upon the highest ethics and standards in our organization. The organization must not be selfish; it must have orderly government in terms of majority opinion; it must work for the greatest good to the greatest number; it must not lend itself to personal axe-grinding. These principles are epitomized in a little article he wrote for *QST* in September, 1927, which we reproduce at the end of next page, commending it to the attention



THE CHIEF

An unusual study of Mr. Maxim that we have always liked. It is typical of a mood of amused incredulity when someone has just proposed "an idea without a handle on it." (Photo by R. B. Bourne, W1ANA.)

of all. Exponent of the charm and the spirit of adventure of amateur radio, champion of our rights and wise leader, Hiram Percy Maxim lives on in the hearts of the world's amateurs!

LEAGUE headquarters gratefully acknowledges the receipt of hundreds of expressions of sympathy upon the passing of our leaders from individual amateurs, radio clubs, foreign amateur societies, and other organizations in the vast radio world. We publish here just one, from the Federal Communications Commission at Washington:

"The Commission has learned with a great deal of sorrow of the recent death of your president, Hiram Percy Maxim, and your vice-president, Charles Stewart. In their relations with the communication world generally and the government particularly, both of these leaders in amateur radio showed a breadth of vision and an understanding of the broader aspects of regulatory problems which went far in the achievement of a

position of leadership for amateur radio. Please present our deepest sympathy to your Board of Directors and to the families of Mr. Maxim and Mr. Stewart.

"Anning S. Prall, Chairman"

The Old Chiefs have passed on. We shall QSO again in that land where signals never fade. No organization ever had leaders of which it could be more proud. Their names go down in our history as men who fought wholeheartedly, unselfishly and successfully for a cause that they saw grow from nothingness to an important force in behalf of science and civilization. They must be continuing models for us and inexhaustible springs of inspiration. We, the living, must carry on the work they have thus far so nobly advanced. Let us now highly resolve that the lessons we have learned at their feet shall never be forgotten, and that no act of ours shall ever impede the great march of amateur radio—"Of, by and for the amateur"!
K. B. W.

The Reason Why

By Hiram Percy Maxim, President A.R.R.L.

(Reprinted from *QST* for September, 1927)

SITTING back in the old armchair, with the last issue of *QST* read from cover to cover and with everybody else in the house asleep hours ago, I fell to thinking of amateur radio to-day and amateur radio of other days. As the blue smoke curls slowly upward from the old pipe, visions of early A.R.R.L. Directors' Meetings float before me. I see those old-timers grappling with problems of organization, with QRM, with trunk-line traffic and rival amateur leagues. I see sinister commercial and government interests at work seeking to exterminate amateur radio. They were dark days, those early ones.

To-day I see Amateur Radio an institution, recognized by our American government and on the road to recognition by the other governments of the world. I see a fine, loyal A.R.R.L. membership of 20,000 standing shoulder to shoulder and believing in each other and still blazing the way in radio communication. I see a rapidly developing world-wide amateur radio brotherhood taking shape, in the form of our I.A.R.U.

And as the last embers of the old pipe turn to grey ash, I ask how it all came about: that the A.R.R.L. should have succeeded and all its opponents failed. The answer is clear. It is because with our opponents there was always some kind of a selfish motive to be served for someone, whereas in our A.R.R.L. we insisted from the beginning that no selfish motive for anybody or anything should ever prevail. Everything that A.R.R.L. undertakes must be 100% for the general good. That policy bred loyalty and confidence. With those two things an organization can prosper forever.