

MARCONI SERVICE NEWS

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Edited by J. Andrew White.

FOR AND BY MARCONI MEN

The Aims of the Marconi Service News

WITH this issue the MARCONI SERVICE NEWS makes its introductory bow.

The aims of the publication are precisely bounded: It will be published for the employes of the Marconi Wireless Telegraph Company of America who will act as its contributing editors, authors and correspondents. In its columns will be found news of the various divisions, articles of timely interest and general gossip regarding Marconi men and affairs. One of its features will be a department devoted to questions and answers regarding the Marconi service. In a word, it will be an up-to-tomorrow magazine-newspaper.

The staff of the MARCONI SERVICE NEWS will be its readers; everyone from heads of departments to office boys, from managers of high power stations to junior operators just out of school—everyone in the Marconi service will be responsible for its contents. Theoretically, every publication is designed to appeal to its readers. In our case the readers will design the publication, the sole duty of the editor being to

select and present the most interesting articles from among the contributions submitted.

The vitality and tone of a magazine or newspaper are dependent upon the members of its staff. The magazine editor receives with open arms, figuratively speaking, the writer who submits an idea or an article so new that it is startling; the managing editor of a newspaper looks with favor upon the reporter who comes to his office with a "story" that is crisp and effervescent. All of which leads up to the subject of preparing articles for the MARCONI SERVICE NEWS.

It is hardly necessary to say that manuscripts should be written only on one side of the paper, nor that legibility is an important factor in the preparation of "copy." Verse, humorous articles and those with a touch of pathos will be sought, as well as news items. The length of the articles should be determined by their interest. In view of the fact that many members of our staff are detailed as ship operators a number of articles having to do with nautical life may be expected. Not a few writers have found the sea an inexhaustible mine and so it will doubtless prove to some on the staff of the MARCONI SERVICE NEWS.

(RECAP)

A SCIENTIST TURNED SOLDIER

The Great Marconi, Inventor of Wireless Telegraphy, is Now a Subaltern Officer in the Aviation Corps of the Italian Army.

(From *Munsey's Magazine*)

SOME months ago a lawsuit involving what would be considered a good deal of money even in these days was on trial in a Brooklyn court. Right in the middle of it a young man, who had more at stake than any one else in the controversy, arose and addressed the court to this general effect:

"Your honor, the Italian authorities here have advised me that my country may go to war at any moment, and I must return at once. I must therefore respectfully request that your honor excuse me from further attendance here."

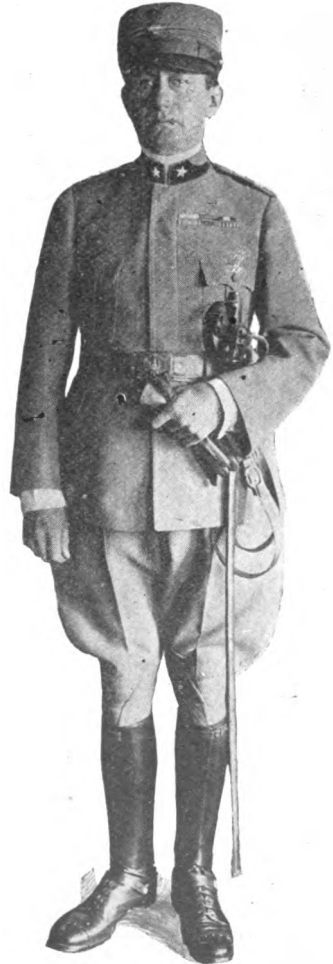
Whereupon his honor descended from the bench and wrung the hand of the great Marconi, who is now Lieutenant Guglielmo Marconi of the Aviation Corps of the Italian army.

This brief speech is notable in more ways than one. It is an index to the character of the man who, when little more than a boy, astounded mankind by throwing dots and dashes of ether across seas and continents, belting the world with invisible bonds of communication.

You will observe that he did not tell "the Italian authorities" that when he had concluded his pressing business affairs he would be glad to accept a place on the general staff. He did not suggest that inasmuch as the Italian navy has recently installed his wireless-telephone device, he could probably serve his country as under-minister of marine.

He did not mention the fact that he is a member of the Senate at Rome, and that, of course, his political affiliations would enable him to select his own time and position in which to serve his country. Nothing of the sort! "My country may go to war at any moment, and I must return at once."

And he did. He reported to the war ministry, got his orders, his uniform, and his sword, and became Lieutenant



*Marconi in uniform as a lieutenant.
This photograph was taken in London several weeks ago*

Marconi of the Italian army in the war for *Italia Irredenta*.

There is another important feature of that little statement to the court. It was one of the few occasions when Marconi used the personal possessive pronoun in the singular number. "My" is a word that occurs but rarely in his conversation. "My" country—yes; but never "my" inventions, "my" discoveries. It is always "our researches" have developed this or that, and "we are hoping" to do this thing and the other. He has an all-pervasive modesty that hides behind a chilled exterior.

Hence he is a tough problem for interviewers. He has been interviewed more than most men of his age, but the process has not eaten into his reserve, as it does with most men. It is not that he declines to be interviewed. He is always willing, but never eager. He will always meet an interviewer, but never half-way or any part of the way. He answers questions courteously, completely, but he never adds or offers anything. If the interviewer runs out of queries, the interview bogs down right there and comes to a dead halt.

It is only when he is discussing his right-hand aids that he approaches what might be called—for him—loquacity. He is quick to praise them and their work, and you will see that it is for this reason that he avoids the use of "my" in speaking of the Marconi inventions and companies.

There was one other occasion when Marconi talked freely. It was at a dinner in Rome, where the Emperor of Germany was guest of honor. The Kaiser congratulated the young man on his great achievements, and Marconi replied in this wise:

"Your majesty's subjects have paid me even a higher compliment in stealing my inventions wholesale!"

The Kaiser and the inventor do not think much of each other now.

There is nothing that could be described as cordial and inviting in the Marconi manner or even the Marconi smile. There is nothing joyous or debonaire or excitable about him. His lips are rather thin and stern-set, and the gaze of the eyes is level and cool. His

smile is a perfunctory exercise of the facial muscles. He half shuts his eyes and pulls up the corners of his mouth, all in one fleeting motion—and that's all there is to it.

This is not a characteristic portrait of a hot-blooded, impulsive son of the south, which is just exactly what Marconi is not. Technically, he is an Italian. Actually, he is no more a typical Italian than he is a typical Malay. He is an Italian citizen and an Italian soldier, an officer of the Italian government with an Italian name. Racially, he is an Anglo-Italian. But in temperament, manner, dress, and habit of thought and speech he is ninety-nine per cent. English.

He does not deal in the poetic adjectives and the warm-blooded phraseology of the south. No one will ever hear of Marconi saying that any of his inventions will "revolutionize" or "astound" anything or anybody. When anything of this sort is suggested, he looks politely but unmistakably happy.

Marconi is now just past forty years of age. He was world-famous at twenty-six, a short time after he had watched the ripples in the lake at Bologna, and the great idea of the wireless telegraph was born. At that time he looked forty-five or thereabouts, and he has not grown younger with the passing years of hard work.

If Marconi survives this war, it is probable that he will lead science to even greater marvels of communication. When he had perfected the wireless telegraph, he set to work on a wireless telephone, which is now in operation in the Italian navy. The range of this new device is as yet narrowly limited, but so was radiotelegraphy when Marconi built his first apparatus.

Marconi has always taken his work in the same spirit that he took the call to arms—soberly and seriously. You may recall the poet D'Annunzio's hectic return to battle for his country. The contrast is illuminating. D'Annunzio has the southern temperament. Marconi returned as quietly and naturally as the sons of Britain all over the world laid aside their private lives and went out to "do their bit for the empire."

HOW TO REMOVE THE ARMATURE FROM THE 2 K. W. 500-CYCLE MOTOR-GENERATOR

By E. E. BUCHER, Instructing Engineer,
the Marconi Wireless Telegraph
Company of America

SHOULD occasion arise for the complete removal of the armature from the 2 k.w. 500-cycle motor-generator supplied with the new Marconi standard panel set, the operators and inspectors of the marine service will do well to observe the following general instructions:

First: Remove the adjusting rod for the rotary gap from the frame of the panel and its corresponding stud fastened in the drum of the disc discharger. Then remove the drum from the brass supporting ring by unscrewing the round head machine screws spaced about the circumference. To do this an "offset" screw-driver is required. The drum may then be taken off, exposing the disc discharger to full view.

Second: Remove the small machine screw in the shaft key which holds the disc. Give the disc several sharp blows with a hammer near to the hub. It is preferable to place a small block of wood between the disc and the hammer, thereby obviating danger of cracking the casting. The key may now be withdrawn with a small pair of pliers, after which the disc can be readily removed. The key is split into two halves and generally is mounted on top of a brass shim.

Third: Remove the aluminum air directing piece so that the flat headed machine screws holding the face plate for the rear of the drum can be unscrewed.

Fourth: Remove the small set screw in the large hexagon thrust nut at the end of the shaft; then unscrew the hexagon nut.

Fifth: Disconnect the copper conductors leading from the A. C. brush holders to the binding posts mounted on the fibre block on the top of the frame.

Sixth: Remove the four-slotted hexagon nuts on the end casting and carefully draw the bearing off the end of

the shaft. The A. C. armature and shaft is then fully exposed.

Seventh: Remove the ventilating fibre gauze covering the slots in the middle of the motor-generator frame. Partly withdraw the armature. Place a loop of wire or rope through the two slots and underneath the armature so that an assistant can hold it in a horizontal position while it is being withdrawn from the frame. This protects the commutator and the armature winding from injury by scraping. Similar care should be exercised in replacing the armature, taking the same precaution for the protection of the windings and the commutator.

During the operations referred to, the shaft at either end should be carefully protected from injury. It should never be hit with a machine hammer on the disc end; otherwise it will be extremely difficult to remove the latter.

It will further be observed that the bearings can be moved backward and forward in a horizontal plane. They should be placed in such position that they will move freely, thus allowing the thrust to take up the end play.

When the armature is to be replaced, raise the oil ring on the bearing of the D. C. end by means of a small screw-driver, thus allowing the shaft to enter freely. Protect the commutator from injury by a loop of rope or wire drawn between the slots in the center of the frame. Then replace the A. C. end bearing, at the same time lifting the oil ring with a screw driver so that the shaft may enter freely. Insert both thrust nuts, but do not take them up. Insert the D. C. brushes in their holders, connect the windings to their proper binding posts and set the machine in rotation at normal speed.

With the machine in rotation the end play can be tested, either by pressing against the shaft with a piece of wood or by opening and closing the generator field switch. It is preferable to close the generator field switch during the adjustment of the thrusts in order that the armature may be drawn into a normal position by the magnetic flux of the fields. The thrusts should then be carefully taken up until the end play is not more than 1/32 inch. The hexagon

thrusts are then held in position by means of a small set screw placed on the outer edge.

To replace the disc, first insert the shim in the keyway. Then insert the rear half of the key in the slot. Next replace the disc, making sure that the air circulating blades revolve in the proper direction. The direction of rotation is counter-clockwise. Next insert the second half of the key, drawing them together by means of the small machine screw.

The machine is again set into rotation and a second test made for end play. If normal, replace the drum. It is, of course, assumed that the rear face plate of the drum has been placed in position previous to the setting of the disc. Care should be taken that the small pivot screw in the end of the drum makes electrical contact with the end of the armature shaft. Before again placing the machine in rotation see that the stationary electrodes do not make contact with the movable electrodes; otherwise injury to the disc discharger may result.

Care should be taken to see that the protective condensers are properly reconnected, the brushes set to move freely in the brush holders and that the bearings are well filled with oil before the machine is again placed in commercial operation.

A HEAD OFFICE MAN LA-MENTS

At times I don't know where I'm at,
When I hear words like "rheostat."
And queer to me is "antennæ"
Used by wireless men.
They have the most delightful sound
Of any words I've ever found;
But just the same
'Twill be my aim
To get along without them.

One day I told a friend with me,
You're looking rather "antennæ."
He turned away and since that day
Has kept quite under cover.
I told my rent man just for fun
I was sure that he was one!
He clinched his fists
And coarsely hissed,
"You scoundrel—you're another!"

I patronize a grocery man,
Whose name is Patrick J. McCann;
And when I thought that I had caught
A plan of his to cheat me.
I said, "I've got you this time, Pat,
You're just a common 'rheostat'!"
Whereat he quoth
An awful oath
And set upon and beat me.

In all my days I've never heard
Two such scientific words.
It makes me sigh to put them by,
It grieves me much to lose them,
But since the people in my set
Their proper meaning cannot get,
And are so dense,
They take offense,
Well—I dasn't use them.

—*Facksan Figgers.*

MARCONI APPARATUS FEATURED AT THE ARCTIC CLUB

ON Saturday, November 20, the annual gathering of Alaskans at the Arctic Club, Seattle, brought out more than 300 men prominently associated with the territory. A banquet commemorated the close of the summer season in Alaska and representatives from every industry and walk of life met and renewed old friendships and acquaintances. In the banquet room was a complete Marconi equipment and a message from Governor Strong, of Alaska, received direct in the hall. The message met with prolonged cheering, and the fact that it was received over the Marconi system, direct from Juneau, without being handled by land connections, was prominently brought home to all present.

The Chairman of the evening, George W. Allen, enthusiastically acknowledged the courtesy of the Marconi Company, and conveyed the thanks of the Arctic Club and the assembled Alaskans to its Northern representative. Superintendent Irwin, in responding in behalf of the company, briefly explained to the assembled "sourdoughs" that wireless was now not only a successful competitor of the Government cable, but provided

faster and more economical means of communication.

The following messages were exchanged between Governor Strong and the assembled guests:—

"Arctic Club,

"Seattle, Wash.

"To the Alaskans and their friends who are assembled at their annual banquet, I have the honor to extend cordial greetings on behalf of their co-patriots of the territory of Alaska. May a good digestion wait upon your appetites, and may the spirit of fraternity that links the people of Alaska to their comrades and friends in Seattle and elsewhere be further cemented and increased. Many of us Alaskans remember all too well the long years of our isolation before the advent of the cable, and its marvelous coadjutor, wireless telegraphy. Due to these agencies, Alaska is no longer a remote land, for from Seattle to Ketchikan, and on to Nome and throughout the great interior country, time and distance have been annihilated.

"In recent years, our transportation facilities have been greatly increased; our commerce has grown by leaps and bounds, and this year it is the greatest in the history of Alaska. We are annually adding to the material wealth of our common country, and yet our matchless natural resources have scarcely been touched. The construction of a trunk line railroad from the coast to the mighty interior country, with the necessary branch lines which will be built, together with needed wagon roads and trails which will follow, marks the beginning of a new era of industrial enterprise and economic growth which promises to bring to full development all the resources of this great northern land, which we as pioneers know, and which we all love so well.

"(Signed) STRONG,
"Governor."

"Governor Strong,

"Juneau, Alaska.

"Three hundred enthusiastic Alaskan boosters, with a good sprinkling of sourdoughs, joyously cheered the reading of your optimistic message and cordial

greetings. Our appetites are whetted, and we are blissfully unconscious of any possible difficulties of digestion. We realize only a bit less than yourself the bounteous wealth of Alaska, which, aided by a sympathetic government, this year has done so much to further demonstrate. The wireless has magically reduced the distance from Seattle to Alaska. While we realize the distance from Alaska to Seattle is still less, we pray this closer union may be further emphasized with the fruitful years to come. The Arctic Club claims the privilege of fostering the social relations, and accepts for the people of Seattle and the sourdoughs in our midst the cordial greetings of the Governor of Alaska. The same are gladly returned and cordial greetings extended to yourself personally, and to the splendid pioneers of the great northern territory.

"(Signed) ARCTIC CLUB,
by
"J. E. CHILBERG,
MORITZ THOMPSON,
MAURICE LEEHEY,
GEO. W. ALLEN,
Committee."

The set installed in the banquet room was a half kilowatt quenched gap panel set attached to the large antenna on the Smith Building, in which is situated the Seattle Station. Messages were relayed through the High Power Station at Astoria.

A COMPLIMENT FOR THE NORTH ENDERS

A PLEASED customer is one of the best assets a public utility company such as ours can have. That good service is appreciated and that the users of our service are not backward in expressing their appreciation is evidenced by the following letter from the Scandinavian American Bank of Seattle:

SEATTLE, WASH., November 5, 1915.
Marconi Wireless Telegraph Company,
L. C. Smith Bldg.,
Seattle, Wash.

Gentlemen:

During the three months that we have been sending messages over your line,

particularly to Ketchikan and Juneau, we have been indeed pleased with the manner in which they have been transmitted, and desire to take this opportunity of assuring you of our appreciation.

Yours very truly,
(Signed) S. S. LINDSTROM,
Assistant Cashier.

PAST, PRESENT AND FUTURE.

By K. E. SODERSTROM.

LOOKING backward a few years, it is really surprising to note the rapid progress which has been made in the wireless field. It is not fully twenty years ago that the world was first informed that Marconi had succeeded in telegraphing without wires and the people at large received this statement doubtfully.

From a commercial standpoint, the wireless—thanks to the organization and system of the Marconi Company—is a success, and judging from present prospects, all indications point towards still greater success, when wireless will be employed more extensively for overland traffic, as it is now being used in Alaska.

There is, however, another side we should not overlook. I refer to the use of wireless in accidents at sea. It is safe to say that no invention at any time has been the means of saving so many human lives, not to mention millions of dollars' worth of property. In the foremost position among the eight wonders of the world, wireless has made travel at sea more secure, even safer than travel over land. Personally, I would rather travel on a wireless equipped ship than on Market Street in San Francisco—especially since the introduction of the "jitney."

Undoubtedly, responsibility for the factor of safety makes the wireless operator's life romantic and interesting. And although the individual's importance is small when compared with the organization, one realizes that a great deal depends upon the individual operator's ability, judgment and personal effort. I know that the public at large realizes this, and looks to the wireless man aboard ship with both confidence and respect.

WAR PREPAREDNESS AMONG MARCONI OPERATORS

BEING a firm believer in the axiom, "Preparedness in time of peace is insurance against war," the Marconi Wireless Telegraph Company of America has welcomed the suggestion made by Captain William H. G. Bullard, superintendent of the Naval Radio Service of the United States Government, as set forth in recent correspondence between the Navy Department and Edward J. Nally, vice-president and general manager of the Marconi Company.

In his letter Captain Bullard first called attention to the provisions of the Radio Act of 1912 giving the President the power in time of war or public peril to close any wireless station for radio communication, reciting that in such circumstances the United States Navy would require a number of competent operators to man the radio apparatus of ships now in reserve and of merchant vessels which would be taken over by the Navy for auxiliaries. He also called attention to the fact that an increased force of operators on board ships in commission and at shore stations, would be required.

With this emergency in view, Captain Bullard asked the co-operation of the Marconi Company in laying before the operators employed by that company a letter from which the following is an excerpt:

"The necessity of having a list of experienced men who would be available for the above purposes is very evident, and it is desired to obtain the names of such men in times of peace, and to revise the list from time to time as required, so that the Navy would not suffer from lack of operators or delay in training them, when the necessity arises.

"A form is enclosed herewith which, after making the entries as shown, should be mailed to the Superintendent of Radio Service, if you will signify your intention to serve in the Navy as a radio operator.

"This will in no way interfere with your occupation in time of peace, and can be withdrawn at any time, should you so desire.

"The Navy will offer an opportunity to operators to continue in their chosen profession and at the same time give them an opportunity of serving their country in its hour of need. This latter, it is believed, should be a determining factor in assisting you to decide to enter the Naval service at that time.

"The enrollment of your name among those who signify their intention to serve the country when required for the national defense, will be of great assistance in the efforts the Navy is making to carry out its policy. 'In time of peace, prepare for war,' and in this policy, you, as well as every American citizen, should be deeply interested. In the particularly important branch, the Naval radio service, you will not only show your interest, but will aid in making it effective, by a declaration of your intentions to offer your services."

The Marconi Company accepted this excellent suggestion and in his reply to Captain Bullard, Mr. Nally, on behalf of the Marconi Company, said:

"We shall be very glad, indeed, whenever you are ready, to do what we can to co-operate in the matter of the employment by the Government of radio operators of our company at such times as public exigencies might demand."

A copy of Captain Bullard's letter requesting the return of the completed form referred to, was immediately placed in the hands of every operator in the Marconi service. The form covered the following points: Preference for ship or shore duty; number, date and class of license held; experience in wireless and wire telegraphy, and qualifications for sending and receiving.

Thus the Marconi Wireless Telegraph Company of America forges another link in the chain of national defence, the importance of which has been demonstrated in the European cataclysm and the many uses to which wireless has been put in time of public peril.

RANCH LIFE IN MEXICO

THE following interesting letter has been received from Phil. S. Finnell, who was formerly in our service, but resigned to join his father

in the purchase and development of a large tract of land on the island of Palmito del Verde, Mexico:—

"The monthly magazine received, and it certainly is appreciated here in the wilds of Mexico. I've read the whole thing over from cover to cover, and it kind o' brings back the good old days, when you come to 'Mr. So and So assigned to this ship, and Mr. So and So assigned to that ship.'

"You asked me for an exciting story before I left, about snakes, tigers, and a lot of unimportant pests like Gila monsters and iguanos; but I think I've got a more interesting tale now—lend an ear:

"On the 10th of November, word was brought here by a *mozo* (carrier) that the *ladrones* (bandits) had come over from the mainland to the Island, and vowed that all Gringos would be shot. Rather a pleasant vow to be brought to this little handful of Americans!

"Well, it took about ten minutes to oil up every rifle, pistol and shotgun, and appoint guards and pickets, also to barricade the camps, so as to have a pleasant (?) surprise for the *ladrones*.

"On the night of the 11th, the *hacienda* was attacked, and after fifty shots from both sides, we drove the *ladrones* back.

"It's a great feeling to be under fire; especially when it's dark, and you can't see who you are charging into.

"On the morning of the 12th, I made the ride from the *hacienda* to the camp at Teacapan (where I am now writing this), only being shot at twice. I am on the 'graveyard' watch from 2 A. M. till 5 A. M.—and believe me, it's not like standing wireless watch. Instead of fingering the key and twisting the mimeograph, one has to finger the trigger of a rifle, and shift it from his right to left to keep the shoulder from aching.

"To-night is the 13th, and God help us all if it is the 13th in all sense of the superstition!

"Word was received here a few minutes ago that the *ladrones* were coming, so I guess I'd better close and strap on the Old Reliable. I am certainly thankful of my cow-punching training in the States; it helps a lot in a pinch. This life is rather strenuous, so far as

being shot at and shooting goes.

"I will close with a word of good-bye. If you receive this, you'll know we've licked 'em; but if you don't, you'll read in the papers how another bunch of Americans have been massacred in Mexico.

"73 to all the boys.

"As ever,

"(Sgd.) PHIL. S. FINNELL,
"Palmito del Verde, Sinaloa, Mex."

NEW EQUIPMENTS

A CONTRACT has been obtained covering the installation of a Marconi 2 kilowatt quenched gap set aboard the new steamer Eurana, now under construction at the Union Iron Works. The vessel will go into commission early next month.

Barge 91, of the Standard Oil Company, is being re-equipped with a Marconi ½ kilowatt quenched gap set.

The salvage steamer Iaqua has been re-equipped with a composite set. The vessel left on December 3, proceeding to the aid of the Minnesota.

The old apparatus has been removed from the Speedwell, owned by the Estabrook Company, and a Marconi ½ kilowatt panel set is being installed in its place.

The Bradford, of the Standard Oil Company of New Jersey, will have a

Marconi 2 kilowatt quenched gap set installed during January, in place of the Telefunken set now in use.

The China, formerly owned by the Pacific Mail Steamship Company, but now under the control of the China Mail Steamship Company, Ltd., is to be equipped with a Marconi 2 kilowatt quenched gap set.

MARCONI EXHIBIT AT NEWARK

A LONG purple ribbon of electric flame that flamed and crackled inside the above window attracted the attention of thousands of people passing the Public Service building in Broad street, Newark, N. J., during "Electrical Prosperity Week." It was part of the Marconi exhibit, which comprised, aside from the Tesla coil added for spectacular effect, a standard 2 k.w. Marconi panel set in charge of Elvin E. Baker.

To operate the Tesla coil, a sixty cycle, 1 k.w. transformer was used, together with a standard jar rack. The display, which was constructed at the Aldene plant of the company, under the supervision of Superintendent George W. Hayes, proved intensely interesting to the amateur wireless operators and the laymen of the vicinity.

VESSELS RECENTLY EQUIPPED WITH MARCONI APPARATUS

Names	Owners	Call Letters
Clan Buchanan	Clan Line.	ZBC
Clan Maclachlan	Clan Line.	ZBB
Armonia	R. Lawrence Smith, Inc.	VES
Dochra	Barber & Co.	KGL
Uganda	Barber & Co.	ZGA
Munamar	Munson Steamship Line.	KUI
Somerset	Standard Oil Co. of New Jersey.	KSU
Bayway	Standard Oil Co. of New Jersey.	KSR
Motano	Standard Oil Co. of New Jersey.	KSB
Bradford	Standard Oil Co. of New Jersey.	KNG
Iaqua	Union Iron Works Co.	WLI
Virginia	Harby Steamship Co.	KFR
Tamesi	Freeport & Tampico Fuel Oil Transportation Co.	WTE

EASTERN DIVISION STAFF CHANGES

Wm. H. Boyle is senior on the City of Montgomery.

W. I. Little has been assigned to the Camino, which is now in the Eastern Division.

G. H. Thomas will be on the job in the radio room when the Trinidad leaves Gravesend Bay for England. The Trinidad will carry munitions, but Thomas is undisturbed by any thought of danger.

Earl Wellington is attached to the El Sud, a one-man ship.

J. Feingersh has succeeded C. W. Sturz as assistant on the El Siglo.

Wm. Kaiser has been detailed to the Sarnia as senior. The Sarnia is sailing for Italian ports.

C. C. Langevin is on the Platuria. Langevin presents the formidable combination of ability and nerve. It gets him there!

A. A. Borch is on the Finland as junior.

Sam Schneider is senior on the City of St. Louis.

J. M. Bassett is on the El Oriente.

M. P. Beckvold, a Boston man, is second operator on the North Star.

T. J. Neely, a new man, has been detailed to the Korona as junior. J. P. Callan has been advanced to senior.

F. Mayer has left the Jefferson and is now on the Brazos as junior.

A. M. Mitchell is senior on the Jefferson. H. A. Campbell, a graduate of the school, is junior.

Charley Preiss is second on the Comus.

A new second man is on the Carolina in the person of Edwin Hanna. Hanna was on the Llama when she was wrecked off the coast of Scotland in November.

William Florence has resumed duty on the Morro Castle.

One or two of the ship operators have been seen wearing their Marconi uniforms ashore, even going to the theatres thusly adorned. Some of us have the advertising idea.

Manager Chapman, of the Miami station, recently purchased a bicycle with a motor attachment. The six day bicycle race will be run off at New York again next year, he understands.

Light gray felt hat, a blue band with white polka dots about the size of hen's eggs.

A very bright red scarf, and sometimes one with a pattern very similar to very fancy wall-paper designs.

Various suits, of blue, gray, but usually black and white checks, and palm-beach for summer.

Pink, blue, yellow and black and white striped silk shirts, and sport shirts for the summer.

Two yards of black ribbon, half inch wide, hung around the neck, and both ends fastened to a well known make of watch of the \$ variety, and fastened in the lower left hand vest-pocket by a safety clip.

Blue, green, black, lavender, but usually pink silk socks, and—

Black suede pumps, the year 'round. Is it human?

Yes, indeed! and some "Op" too.

We understand that Hubbard McCauley, the confirmed bachelor, is contemplating matrimony.

One of the operators at Cape Hatteras is suffering with a sore eye. Perhaps the said optic is effected from giving the latest styles the once over.

J. J. Harrigan has been assigned to the Virginia Beach station, as manager, relieving A. Y. Forrest. Mr. Harrigan has been attached to the Cape Hatteras station for a year and a half.

L. W. McKee has been assigned to the Virginia Beach station as relief operator for about a month. He was relieved on the Nantucket by E. G. Maxwell, of Norfolk, Va., a new man in the service.

SOUTHERN DIVISION NOTES

It is rumored that the manager of one of our Southern Coast stations recently purchased a "jitney fliwer."

GULF DIVISION STAFF CHANGES

Effective December 1, J. A. Pohl was appointed superintendent of the Gulf.

Division, with headquarters at 529 St. Ann street, New Orleans, La., in place of E. C. Newton, resigned.

R. E. Armstrong has been appointed manager of the Port Arthur station in place of Mr. Pohl.

J. H. Benson, operator and purser of the Henry M. Flagler, has resumed duties on the Flagler after a month's vacation. D. R. Villareal relieved Benson.

P. E. Cassells is now senior operator on the Olivette. Cassells recently returned from a trip to Denmark and re-joined the Olivette at Philadelphia. C. B. Ellsworth is his second man.

A. S. Cresse, formerly of the Pacific coast division, is now on the Miami, running between Key West and Havana. The Miami will go on the run between Miami and Nassau on or about the 1st of the year.

E. Hymel, a New Orleans man, is now operator in charge of the Mascotte, running between Key West and Havana. The Mascotte will go on the Port Tampa, Key West and Havana run about January 1.

G. H. Reachard, formerly second operator at the Tampa station, has resumed duty at Tampa. Reachard was the operator on the Dacia, captured by French cruisers in the English channel while proceeding to a German port with an American cargo.

GREAT LAKES STAFF CHANGES

O. R. Redfern, manager, Duluth, Minn., recently completed a trip to Grand Marais, Minn., where he dismantled that station. Otto is now on a two weeks' vacation.

Lou McPhail, formerly purser and operator on the Ann Arbor No. 5, has been assigned to the wrecker Favorite, now working on the Western Star in Georgian Bay.

A. F. Moranty, Jr., of the wrecker Favorite, resigned on November 30 and is now at home in Detroit.

The Harvester laid up in Port Huron, Mich., on December 1. S. R. Henry, operator-in-charge, has gone back to Chicago.

The Eastern States laid up in Detroit

on December 1. Chas. J. Hiller returned to Cleveland for a week. Charles and his new Graflex camera have now gone to New York to try their luck.

Herb. Rodd has returned to Cleveland as the Detroit station closed on the 1st. Herb. is thinking of going to work as a toolmaker this winter.

W. H. Jones, operator-in-charge, Detroit station, has returned to his home in Lorain, Ohio. Jones is thinking of spending the winter as timekeeper for the Great Lakes Engineering Works, Detroit.

E. I. Deighan is back home in Cleveland after finishing the season at the Ashtabula station.

Gerald Covey, operator-in-charge, City of Erie, has gone back to the farm at Bluffton, Ind., for the winter.

Geo. Commerford, operator-in-charge, City of Buffalo, is home in Ashtabula for the winter.

Ernest Nelson, of Calumet, Mich., is purser on the Ann Arbor No. 4 for the winter.

L. W. Hull, operator-in-charge, Manistique, Mich., station, has returned to work after a three weeks' vacation.

B. L. Chapman, operator-in-charge, City of Cleveland, Ill., went to the Atlantic Coast when his boat laid up on November 23.

Geo. Keefe, second the City of Cleveland, Ill., is at home in Detroit.

John Hankin is at home in Buffalo. The Buffalo station closed on December 1.

E. W. Schulthise returned from the woods a couple of weeks ago and worked for Redfern while he went to Grand Marais.

R. Sidnell, who finished his wireless season on November 23, intends spending the winter in the research department of an electrical concern at Massena, N. Y.

SAN FRANCISCO STAFF CHANGES

During his vacation, W. L. Baker of Avalon made a flying trip to San Francisco on the Aroline, visiting the Fair.

B. C. McDonald is temporarily relieving at the Avalon station during the vacation period.

L. A. Lovejoy, formerly of the Astoria Marine and Semi-High Power stations, relieved E. K. Hawkins as assistant on the Congress, November 13.

E. J. DesRosier of the Honolulu Mutual Station is acting as assistant on the Columbia with W. C. Chamberlain in charge.

P. Singewald relieved J. A. Falke as operator-in-charge of the California, at Baltimore, on December 1.

C. C. White joined the steamship Col. E. L. Drake, December 1, relieving S. M. Armacost.

W. H. Friend returned to the managership of the Eureka station on November 18.

The American Hawaiian Steamship Georgian, with S. Gaskey in charge, was transferred to the Eastern Division, December 1.

D. M. Taylor and J. M. Flottman are first and assistant, respectively, aboard the Great Northern, now plying between San Francisco, San Pedro and Honolulu.

The American Hawaiian Steamship Honolulan, with C. Bentley in charge, was transferred to the Eastern Division, December 1.

H. C. Grundell was temporarily assigned to the Cabrillo, November 18.

The Union Iron Works wrecking tug Iaquia was re-equipped with standard Marconi apparatus and sailed December 3, with L. V. R. Carmine in charge.

L. Wisner was assigned to the F. A. Kilburn as assistant operator, November 25.

E. Smith and K. D. Noble sailed on the Lurline, December 7, as first and assistant, respectively.

H. Hutton was assigned operator-in-charge of the Queen, November 26.

E. L. Reimers joined the Wapama as operator-in-charge, November 23.

C. E. Goodwin was assigned in charge of the Yosemite on November 12.

H. Oxsen joined the Yucatan, December 3.

G. J. Schmelling, of the steam yacht Cyprus, has been in high spirits lately. There must be something to that message.

E. R. Fairley has also been treading air of late. Tia Juana development please write.

SEATTLE STAFF CHANGES

A. F. Lang has been transferred from the Spokane to first on the Humboldt.

F. Wilhelm, after long service on the Minnesota, has been transferred to the City of Puebla, as operator in charge.

The Minnesota, for years the best marine wireless station in the Northern District, left on November 14 for England, never to return to this District. C. F. Trevatt, who has been her first operator for almost two years, continues in that position; with him, as assistant, goes E. M. Sutton. As the Minnesota goes to the British Isles, her former second operator, F. Wilhelm, notwithstanding that his immediate ancestors were as good born Americans as George Washington, figured he had too illustrious a name to take to her particular destination.

E. M. Sutton, from the City of Puebla, is second on the Minnesota.

M. A. Obradovic, from the Senator, is on a vacation.

E. J. Edmonds, of the City of Seattle, has joined the Senator, following the lay-up of the former vessel.

B. C. Springer, from the Senator, is now first on the Alliance.

C. A. Hohlbein and H. J. Scott have gone on vacations, following the lay-up of their vessels for the winter.

E. K. Hawkins, second on the Congress, has been transferred to the Humboldt.

J. E. Johnson, from the Humboldt, after taking a short vacation, has returned to duty.

L. M. Runge has been appointed second operator and freight clerk on the Alki, relieving G. C. Hallett, resigned.

C. E. Bence, manager of the High Power Station and City Office at Juneau, Alaska, is rejoicing over the arrival of a fine baby girl, who has already been christened Ruth Merrill Bence.

J. A. Buchanan, station manager at Ketchikan, also is the happy father of another fine baby girl.

Operator Ben Hamilton, of the Astoria Marine Station, is now consoling himself with the thought that he is one of few men who have been struck by lightning and lived to tell of his experience.

MARCONI, CAL., HIGH-POWER
STATION NOTES

THE shooting season is in full swing, and although the casualties amongst the birds have as yet been distressingly small, there is every reason to believe that, with due perseverance on the part of the hunters, and a correspondingly reckless use of shells, we may even yet see the day (may it come soon!) when roast duck, quail on toast, and other succulent dishes will be part of our daily menu.

From the foregoing, it might appear that we are poor shots. Such, however, is most emphatically not the case. It is all the fault of the wretched birds; they are not at all obliging, and simply will not remain in one place long enough for us to hit them. Furthermore, although I do not desire to make any excuses, I am of the firm opinion—confirmed by everyone here—that our ammunition has been of decidedly inferior quality. Otherwise, how is it that, after firing a dozen or more times at an old coot (we practice on coots, desiring to preserve the ducks until we are ready for them) said coot should calmly turn around and wag his tail at us?—yes, actually wag his tail in derision. Is it reasonable to suppose that he could remain afloat with all that lead in him? Preposterous! The only satisfaction we have had was in the knowledge that he was pretty badly scared.

We had a real duck hunt the other day. At least, it was to have been a duck hunt, but, as we didn't bring home any ducks, I prefer to be honest, and call it something else. Dick's argument, however, is that as we most certainly *hunted* the ducks, we are not departing from the truth in describing it as such. Anyhow, we made arrangements with a fisherman to take us along in his boat and, for days, the talk was all duck. I did balk, however, at being awakened at six o'clock in the morning, merely because Dick had a new theory on duck hunting to impart to me. One has to draw the line somewhere.

The day dawned at last—as days have a habit of doing—and found us all ready to brave the ferocious duck in its native haunts. We didn't take many shells

with us—not more than a couple of hundred or so—as we didn't intend to be too hard upon the ducks the first time; they might not like it, as we were strangers.

The run down the bay was uneventful enough, save that it served to establish the fact that our boatman possessed a keen sense of humor. Had anyone besieged *me* with half the idiotic questions we fired at his unoffending head, I am perfectly sure I would have pitched him overboard first and shot him afterwards. Every time we saw a bird, we would hiss simultaneously, "Is that a duck?" The boatman's answer was invariably "no," but we could see that he was genuinely sorry to disappoint us, so we readily forgave him, even to the extent of smoking his tobacco.

Eventually, we did get a shot; but not at a duck. A mudhen popped up, and Dick fired. He missed it! Now was my chance, I fired, and—happiest of mortals—had the satisfaction of seeing the bird drop plumb into the water. I had it on board in a trice, and gloated over it affectionately. No duck could have been handled more lovingly than was that mudhen; and, when after a few minutes, I added a second to keep her company, my cup of happiness was full. At that moment I wouldn't have changed places with the President.

But how soon was my pride to be humbled. The boat was run in close to the shore and grounded about fifteen yards out. As neither Dick nor I had rubber boots, our boatman volunteered to carry us ashore on his back. I went first, and, when still several yards from the beach, we plunged into a quicksand. Lower and lower we sank, until the water was well over my boot tops. Then the downward motion ceased, and we began to move laterally. This movement continued until we were gently deposited on our sides in about two feet of water. I really didn't think that our boatman was so much attached to me as he proved himself to be then. No brother could have stuck to me closer, and to show him that I appreciated his affection, I did likewise. It was then that I swallowed about a quart of sea water. With sputtered profanity I redoubled my efforts to regain my feet, and at length succeeded. When I

looked around at the boat Dick was standing in the bows, chortling like a he-goat that has found an empty sardine tin.

"Guess that's quits," he gurgled.

It was. I thought of that day when Dick had fallen overboard from the fishing launch, and I had been on hand to witness his discomfiture. The tables were turned now with a vengeance, and I smiled grimly at the recollection, and wondered if I looked anything like he did on that occasion. I had not long to wonder, for Dick gave me a very minute and not particularly flattering description of my personal appearance. I would not have minded that, however, had not Dick positively refused to come ashore in a similar manner, and thus afford me the opportunity of seeing him in a like predicament.

Dick being adamant, we waded in again and pushed the boat along until we came to a firmer landing, and then only did he condescend to disembark, first, however, taking the precaution of leaving his shells in the boat lest an accident *should* happen.

The ardor of our boatman was somewhat damped by this accident, and he advocated an early return. This, however, scarcely suited Dick and me. We had come out for ducks, and ducks we meant to get as long as we had a shell left; so we compromised by eating a good lunch. By the time this was finished our clothes began to feel less uncomfortable, and as ducks apparently were scarce in that vicinity, we re-embarked and proceeded on our quest.

Mudhens we saw everywhere but never a sign of a duck. A dozen of the former were added to our bag in a very short time, but the argument as to ownership lasted much longer. Dick became so heated that he lost his hat and had no sooner recovered it than over it went again. Then I regret to say, he swore. There was some provocation, of course, but simply no excuse for the use of a word like "Botheration!"

Now our boatman had a very fine double barrelled gun, on which I had long cast covetous eyes, and noting my mute pleading, he asked me if I would like to try it. I would, and did.

When a flock of duc—er, mudhens, I

mean, rose opportunely I blazed away with both barrels. That is what I meant to do, but in the excitement of the moment, I must have pulled both triggers simultaneously.

Bump!

I want to take this opportunity of withdrawing all I have previously said in regard to swearing. I also apologize to Dick for the hard things I said about him.

I ruminated over this, as I painfully picked myself up from the bottom of the boat, and gingerly caressed the sore spot on my lip.

"Some kick," I murmured, relapsing into the vernacular.

Dick was jubilant, especially as he had just brought off a particularly spectacular and difficult shot. So enthusiastic was he that he executed a war dance in the boat, brandishing his gun as if it were a spear. Evidently, this disturbed our boatman, for he growled in a threatening bass: "Hey, steady, young feller, or you'll fill the bag at one shot." I added my word of warning—in words distinctly appropriate to the occasion—and Dick calmed down.

Ducks were still conspicuous by their absence, and it became increasingly apparent that, after all, we were doomed to return home with nothing more to show than the despised mudhens. Hence, it was that, when a solitary coot bobbed up just in front of Dick, he threw up his gun and fired twice in quick succession, missing both times. Distressed at such an occurrence, I took a snap shot and brought him down, but no sooner had he been deposited in the boat than Dick seized him, and said proudly, "He's my bird, and I shot him." I didn't speak for a moment. There are times when speech is difficult. Seeing my efforts, Dick broke in hurriedly:

"Well, I fired twice to your once, so it must have been my shots that killed him."

"Sure!" I retorted, when I had regained my breath. "You killed him all right; I only blew him into the water."

By this time, we had reached Marconi, and loaded down with birds we marched proudly up the steps, graciously acknowledging the plaudits of a crowd comprising one boy and five stray dogs, gathered to honor our return.

It is a funny thing that, although we impressed upon our colleagues the fact that mudhens are mighty good to eat, not one of them had the temerity to make the attempt, and, as the cook refused point blank to pluck them, though I told her we would make her a present of the feathers, we generously donated the whole bag to our boatman.

To our confreres in all branches of the Marconi service, we extend our most cordial greetings and heartiest wishes for a Happy New Year.

Mr. L. W. Sturdevant, who took up his abode at Marshall a few weeks ago, is worthily upholding his well known reputation as a raconteur. Some of his stories are quite within the bounds of possibility, too.

Mr. J. F. Woods, of the Great Northern, recently spent a few days here, and was keenly interested in the work of the station. Mr. Mousley also paid us a short visit prior to rejoining the Minnesotan on her trip North.

MONTHLY MISCELLANY

A. Williamson, G. H. Bryant and Charles C. Hall, of the English Marconi Company, recently arrived on the New York.

Wheatstone transmission and dictaphone receiving are being employed in the transatlantic circuit between Louisburg and Cape Breton to Clifden.

Night and week-end marconigrams to Great Britain and Ireland, excepting London and Liverpool, are now charged an additional six cents per message, owing to an increase in telegraph rates enforced by the British Government, December 1. An increase of one cent per word on the "extra word" rate has also been established on all Marconi lettergrams to the British Isles. Full rate and half rate deferred marconigrams remain as before, seventeen and eight and one-half cents per word, respectively, from New York City.

Apparatus for the new trans-oceanic stations at Chatham and Marion, Mass., which has been held up by the war, is now arriving from abroad and the installations will soon be completed.

VACATIONS FOR SHORE STATION OPERATORS

SOME word of appreciation has been received from practically all shore station operators who were granted vacations under the general order from the New York office. The following letter is published as it seems to express the views of all concerned:

EAST SAN PEDRO, CAL., NOV. 21, 1915.
MR. GEO. JESSE,
Dist. Supt., Marconi W. T. Co.,
San Francisco, Cal.

Dear Sir:—

Allow me by personal letter to thank the Marconi Company through you and Mr. Ginman for the kindness extended Station Operators, by giving them two weeks' vacation with pay, which was enjoyed very much, especially during this period when times are not so very good. I am sure we all will reciprocate by trying our very best to work to the Marconi Company's interest. I will, for my part, try to do so.

Thanking you kindly, I remain,

Very truly yours,

(Signed) M. THOMPSON,
Operator East San Pedro Station.

CHRISTMAS LUNCHEON AT THE HEAD OFFICE

THE third annual Christmas luncheon given by the Directors to the Head Office staff was held at noon on the thirty-fifth floor of the Woolworth Building, December 24. As in past years, the affair was entirely informal; no speeches were made and the hundred or more present were left to enjoy themselves in their own way. At the conclusion of the repast an entertainer mystified those assembled with a variety of feats of legerdemain, and the balance of the afternoon was given over to informal dancing.

Three rousing cheers called for as the general manager prepared to make his departure were given with a vigor that betokened the measure of appreciation returned for Mr. Nally's posted thanks for hearty co-operation throughout the year.

Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply Marconi employees with any book on wireless published in America at regular published price. We can also import on order any book published abroad. **Send us your orders. They will receive prompt attention.**

	Pub. Price Post-paid	With one Year's WIRELESS AGE
YEAR BOOK OF WIRELESS TELEGRAPHY (1915) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions.....	\$1.50	\$2.25
HOW TO PASS U. S. GOVT. WIRELESS EXAMINATIONS. 118 Actual Questions Answered. 72 pp. E. Hucher. The greatest wireless book ever published for amateurs and prospective wireless operators.....	.50	1.75
LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published.....	.50	1.75
THE BOOK OF WIRELESS, pp. 222, 119 illustrations; Collins, A. Frederick. An excellent book for amateurs, contemplating building their own stations, gives cost of installing ready built equipment and also cost of material for building your own equipment. Special chapters on amateur long distance receiving sets with costs both ways.....	1.00	2.25
HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHISTS, pp. 295. Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles..	1.50	2.50
TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy.....	2.25	3.25
WIRELESS TELEGRAPH CONSTRUCTION FOR AMATEURS, pp. 200. Morgan, A. P. The construction of a complete set of wireless telegraph apparatus for amateurs' use. Recommended to beginners.....	1.50	2.50
PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced.....	1.00	2.25
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EXPERIMENTAL WIRELESS STATIONS, pp. 124. Edelman, Philip E. A book for amateurs. The design, construction and operation of an amateur wireless station in compliance with the new Radio Law.....	1.50	2.50
EXPERIMENTS. New, pp. 256. Edelman, Philip E. Practical, up-to-date information for building simple efficient apparatus at small cost, for conducting tests and experiments and for establishing a laboratory.....	1.50	2.50
HOW TO MAKE A TRANSFORMER FOR LOW PRESSURES, pamphlet. Austin, Prof. F. E. For Amateurs, showing how to construct a Transformer with an efficiency of 85% to 90%.....	.25	1.60
HIGH PRESSURE TRANSFORMERS, pamphlet. Austin, Prof. F. E. Directions for designing, making and operating High Pressure Transformers, with numerous illustrations of actual apparatus.....	.50	1.85
LESSONS IN PRACTICAL ELECTRICITY, pp. 507. Swoope, Walton C. Published by the Spring Garden Institute for use in its evening classes in practical electricity. It is one of the most popular works on practical electricity covering as it does principles, experiments and arithmetical problems,—404 illustrations.....	2.00	3.00
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