

# MARCONI SERVICE NEWS

Vol. 1. No. 6.



June, 1916

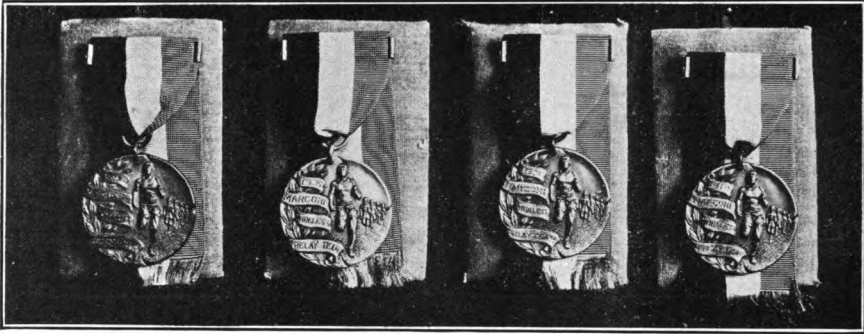
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Edited by J. Andrew White.

## THRIFT

**T**O form the habit of spending money only for the things you really, truly, want—that is thrift—the thrifty man will have more fun and probably spend more money in a lifetime than the spendthrift—he will certainly have more to spend. The thrifty man will be his own master—when the time comes if he wants a gun he can buy a good one; if he wants to go hunting or fishing, he can take a vacation for the purpose. He has not wasted his money on trifles that did not really interest him. He is free to do the things he really wants to do. The difference is like that between trained soldiers who submit to discipline so they can win and the soldiers who, because of self-indulgence and lack of discipline, get whipped.

—Bolton Smith.



### PRIZES FOR THE RELAY TEAM TRIALS

**F**URTHER evidence of the tangible sort that our General Manager appreciates team work in all branches of the service has been given in the award of medals to the successful contenders for places on the relay team which represents the Aldene factory at various industrial athletic contests. Mr. Nally donated the handsome gold medals illustrated on this page with the condition that they be given to the winners of the trial heats run off to decide the four men composing the team.

Knowing that the races were the object of great interest to the officials of the company a lively contest resulted when the candidates met to decide supremacy.

The Marconi representatives selected at the trials, to whom were awarded the medals, were Edward Miller, Gus Kachelreiss, John Downing and G. Krauss.

### INSURANCE NOTICE TO ALL EMPLOYEES

The majority of applications for insurance received from employees bear the name, relationship and full address of the beneficiary. As the beneficiary's address was not specifically asked for a number of applications do not carry this information and the same should be forwarded to the head office, through the District Superintendent, as soon as possible.

### INSURANCE NOTICE

When you are eligible for insurance under the conditions of the plan adopted by the Marconi Wireless Telegraph Company of America April 1, 1916, cut this out and mail it to the Chairman of the Marconi Insurance Committee, 233 Broadway, New York City.

Name

Position

Division

Date of entering Marconi Service

# Advice on Abstracting



Conducted by

C. F. Krauter

Operators are cordially invited to direct questions to this department, which is designed to clear up all points pertaining to the making up of abstracts.

Questions on technical matters will not be answered.

The Operator's name and division must accompany each inquiry, but will not be printed.

M. McD.—Are private commercial messages now accepted by British Post Office stations in England?

Ans.—No, only MSG traffic.

H.M.—What company operates the steamship Hewitt (KIL)?

Ans.—Union Sulpur Co.

Rob. S.—Who does the accounting for the steamship Pacific?

Ans.—LTZ. J. W. McNear.

SFZ. W. R. Grace & Co.

OZI. Det Store Nordiske,

Note: The Pacific (KIL) has been renamed the Hewitt (See answer above.).

I.M.F.—How should a ship station operator prefix a government message?

Ans.—“S”, also insert the word “GOV’T” as the first word of the address which is to be counted and charged for. (Messages reporting derelicts, ice and other menaces to navigation addressed to the United States Hydrographic Office carry no radio charge.) Coast station operators should prefix such messages U.S. G.” or “U. S. Gov’t” upon transference to Western Union lines. Note: **There is no charge for Government traffic over any government circuit.**

B.A.C.—(1) If a vessel steamer from San Francisco to San Pedro, thence to either Honolulu or Shanghai, would transpacific rates apply

from San Francisco out? (2) or would coastwise rates be applicable to San Pedro and transpacific rates applied from there out? (3) Also what part of a trip from New Orleans to New York to Liverpool constitutes a transatlantic trip in regard to rates?

(Ans.—(1) No. (2) Yes. (3) New York out.

L.K.—Are MSG and PDH totals to be taken into account when balancing abstracts?

Ans.—No.

U.A.R.—On which side of the abstract should relay messages appear?

Ans.—Received.

M.A.P.—Should coast tax and forwarding charges on traffic via other than American Marconi coast stations be entered in separate columns?

Ans.—No. Enter in one lump sum under the caption of the administration or company operating the receiving coast station.

C.W.—Is the steamship Olinda operated, controlled and allowed free MSG service by this company?

Ans.—Yes.

N.C.F.—Is a radio charge made on deadheads interchanged between vessels of the Marconi system?

Ans.—No. Neither is a charge made on ship to ship MSG traffic ex-

changed between Marconi affiliated companies' ships.

Ben. H.—Do the U. S. Naval Authorities account direct with the operating company for traffic exchanged with vessels of the Marconi system?

Ans.—With American Marconi only. In the case of foreign ships accounting is done with the administration to which the ship is subject, i.e., with British ships the accounts are rendered to the British Post Office.

T. Jr.—What rates are applicable to messages via New Zealand radio stations, to be delivered in New Zealand?

Ans.—The coast tax and forwarding charges on traffic via Awanui, Awarua, or Wellington to any place in New Zealand is 12c per word. Chatham Islands coast tax is also 12c per word but this station is used principally for relaying messages, the relay charge being 8c per word. Traffic to New Zealand via Chatham Islands and Radio Wellington should show credit to "New Zealand Gov't" of 20c per word.

Joe G.—Have the censorship regulations applicable at Newfoundland stations been modified?

Ans. No. Messages must be addressed in full and are accepted at the sender's risk.

J. O'C.—Kindly differentiate between "controlling" and "operating" companies.

Ans.—The controlling company owns the equipment, while the operating company supervises its working, conducts and manages its affairs such as traffic accounting, supplying operators, maintenance, etc.

H.C.—Specify the boundary line for "New York City" charges

Ans.—Greater New York.

Harold—What's the coast tax on traffic via VPO?

Ans.—The Barbadoes station was erected purely as a defence measure and makes no charge for forwarding messages. They receive ships', ship agents' and private messages merely to oblige those concerned, but ship tax is chargeable against "British Admiralty" on traffic received by our ship stations from Barbadoes.

T.M.E.—What American Marconi ships apply the \$1.32 rate for 30 word ocean letters?

Ans.—American Line and trans-pacific ships. Other vessels comply with instructions set forth on page 40, book of General Orders.

Roy S.—How are rates computed on messages via Fiji Island coast stations?

Ans.—For all ship traffic and traffic destined for land stations in the Western Pacific the coast tax is 12c per word, no transmission tax being imposed from these places to Taveuni or Labasa. The local telegraph system applies a flat 2c rate. For messages abroad the radio tax from Labasa and Taveuni is 6c per word, plus the cable rate and from Suva the cable rate only, no tax being imposed from Suvaradio to the offices of the Pacific Cable Board. The station at Suvaradio deals, with very few exceptions, with all outside land stations and ship traffic.

O.W. — (1) Should the number of words or the amount of an R.P. be transmitted? (2) Define the expression, "P.R."

Ans.—(1) Amount.

(2) Meaning "Poste Recommandee" or "Registered Post", i.e., radiograms to be delivered by registered mail; the same apply fifteen cents for postage.

R.T.C.—Are free position reports permissible via U.S. Naval Radio Service stations?

Ans.—Yes.

BRASS TACKS, *DRIVEN BY C. J. ROSS*

## "MARCONI."

What does that WORD mean to you?

A few years ago it stood for WIRELESS INVENTION.

Today it stands for MORE.

It stands for BIG things

BIG POSITIONS—BIG MEN—BIG ORGANIZATIONS.

Marconi organizations are of the BIGGEST and

You are WORKING for one of them.

HELP YOURSELF.

There is not a POSITION or an OFFICE beyond YOUR reach.

FAME and POWER serve no man PERMANENTLY.

They are LOYAL only to the STRONGEST WILL.

There is not a ten-day LEASE on any JOB in the whole ORGANIZATION.

Take your pick of OPPORTUNITY—there are a dozen places waiting for YOU.

Aim your AMBITION where you please—every position is a PUBLIC TARGET.

SUCCESS is always up at AUCTION—make YOUR BID.

How much BRAINS will you bid? How much RELIABILITY?

How much ORIGINALITY?—How much LOYALTY?

There are a thousand fellow employees competing against you

STRIVING—STUDYING—INVENTING — ORIGINATING —PLANNING.

Conserving ENERGIES—avoiding PIT-FALLS and TEMPTATIONS.

DENYING themselves comforts and luxuries PREPARING for THEIR opportunity—

Getting ready to make the highest bid in efficiency and effort.

ARE YOU?

INFLUENCE and PULL have long since been OUT BID.

They don't stack up against THE GOODS in 1916.

MERIT is SUPREME.

Begin now—take semi-annual STOCK of YOURSELF—make

it COMPARATIVE with last January—IMPROVE it before December 31st.

Twenty years from now a score of your co-workers will be running the organization.

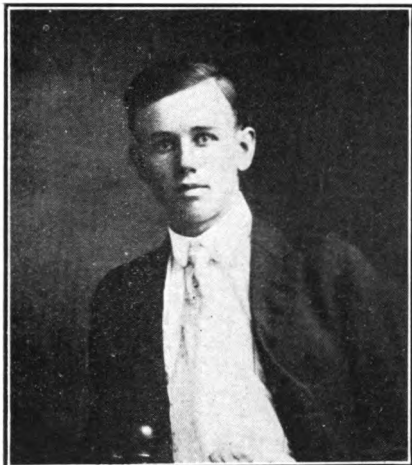
You're entitled to ALL you can get.

You can be working WITH THEM or FOR THEM.

It's up to you.

## GEORGE ERNEST CHAMBERLAIN

### —LOST AT SEA



George E. Chamberlain

ONE more name, that of George Ernest Chamberlain, has been added to the honor roll of those who have gone to death at sea in faithful performance of duty. Chamberlain, a new man in the service, was lost in the wreck of the North Pacific steamship Roanoke, which foundered off the California Coast on May 9.

The exact cause of the disaster has not yet been definitely determined but it is believed that the vessel tossed about in a storm for many hours and listed heavily before being battered to pieces by the waves. Leaving San Francisco on Monday May 8, at midnight, the Roanoke, loaded with wheat, gasoline and oil, sailed for Valparaiso with every indication ahead for a successful voyage. At 4 o'clock the next morning she was sight-

ed by the yacht Benicia about 65 miles south of San Francisco, the captain of this vessel reporting that she apparently was not having any trouble at that time and was riding the waves of a heavy northwest sea in good fashion. Several wireless messages had been received up to that time and four hours later, May 9, at 8 A. M., she flashed her position report, 90 miles south of San Francisco. This was the last heard of her until a lifeboat arrived at San Luis Obispo, carrying three survivors, the only men left alive out of a total of forty-nine

### SPARKS

Poem Written by Honor Man  
Shortly Before His Death.

We list through the night  
To our comrades afar,  
On the tropical seas  
Or beneath the North star.  
We flash out glad tidings—  
Some of sorrow and hate,  
Of a tempest arising  
Or a ship warned too late.  
Now we're hearing a ship  
And her cries of appeal  
Of the wave-wrecked reef.  
That is clutching her keel.  
Ah! Her set is now still;  
Not a spark rents the air,  
And we dream of the story  
Of death and despair.  
We think of a face—  
He—a pal to my death;  
It is hard to believe  
He has breather his last breath  
He's a man among men,  
E'en the Devil's defied;  
He has now met his God  
As the wireless men died.

aboard the ill-fated vessel. One additional boat was later picked up containing the lifeless body of one of the ship's officers.

Immediately after the first boat came ashore instructions were flashed from all coast stations to search for other survivors and wreckage. Several steamships were passing up and down the coast in the vicinity, but a careful search met with no success.

How Marconi Operator Chamberlain met his death is not known. His body has not been recovered so it is supposed that he was in one of the four lifeboats which overturned or that he stood by the ship with his captain when she settled beneath the waves.

The Roanoke, which was his first permanent assignment, had been en-

gaged in the passenger trade for many years Chamberlain joined her on April 23, when she touched at San Francisco on her last northbound voyage, and was given a permanent assignment after having proved his ability through filling various temporary vacancies. On the ill-starred trip to Valparaiso she was to be operated as a freighter and the operator in charge desiring leave of absence, Chamberlain was selected to take charge of her apparatus during the voyage.

He was twenty years old and resided with his parents at Sawtelle, Cal., of which State he was a native. Expressions of deepest sympathy from the Marconi officials have been extended to the faithful operator's parents.

### HEROES OF THE ALAMO

**H**IGH praise for the courage and efficiency of Marconi operators was received by the Marconi Company following the towing to port of the steamship Alamo which lost her rudder 130 miles northeast of Cape Hatteras on March 19, and drifted about at the mercy of the sea. In this emergency P. E. Abbott, first operator, and Marcel Mourey, his assistant, lived up to the traditions established by Marconi men by sticking to their posts despite terrific gales.

They succeeded in summoning the Coast Guard Cutter Onondaga which towed the Alamo to New York, reaching that port on March 25.

"I wish to express my sincere appreciation of the noble work performed by the Marconi Company through their radio operators \* \* \* on the Mallory Liner Alamo during her eventful cruise of the 19-25th" wrote J. F. Means, manager of the Empire Oil Works, Oil City, Pa.,

"these young men manfully performed their duties under very trying circumstances. Mr. Abbott, as chief operator, stuck to his post during the severe gale of the 22d and was untiring in his efforts to keep in touch with the vessels which were searching for the Alamo. The cool and cheerful attitude of both young men greatly aided Captain Congdon \* \* \* and as assistant operator, Mr. Mourey cannot be too highly praised.

"My wife joins me in this expression of gratitude to Messrs. Abbott and Mourey for the service so nobly rendered and the courtesy extended to all the passengers."

In response to this letter Mr. Nally wrote:

"We are becoming accustomed to the truism now often repeated—'Marconi men and Marconi apparatus never fail,' and humanity's debt to Marconi continues to grow."

From Charles D. Noyes, president of the Norwich (Conn.) Bulletin came this tribute:

"Mrs. Noyes has just arrived home after a very unusual and thrilling experience on the steamer Alamo. \* \* \* Once again the wireless showed its great value in such an emergency and Mrs. Noyes has asked me to acknowledge it in her behalf. The two operators \* \* \* showed themselves to be wonderfully efficient and fully equal to the emergency. They won their way to the hearts of the passengers by their manly bearing and courteous manner and their \* \* \* knowledge of their business.

"I feel that a great injustice would be done were not the faithfulness and constant attention to duty of the two operators \* \* \* brought to your attention. There was not a moment of relaxation on the part of either of them. Both \* \* \* instilled a vast deal of confidence by their cheerful and optimistic conduct. Especial commendation is due to the senior operator, Abbott. Even when absolutely physically exhausted due to his long vigil \* \* \* he refused to retire to his stateroom and simply rested on the hard benches in the smoking room within the instant call of his junior then on duty."

"Mr. Nally responded as follows:

"We are indeed proud of the young men who represent the Marconi organization upon the high seas and whose first thoughts in emergencies such as befall the Alamo are for the safety and comfort of distressed passengers.

"We are grateful that the anxiety of all was materially lessened by the invention of Marconi and the loyal men who care for it and it is to be hoped that the fidelity and manly conduct of Messrs. Abbott and Mourey will never be found wanting in the organization you are so appreciative as to commend."

### AN INTERESTING NEW BOOK FOR TELEGRAPHERS.

Mr. Jeff W. Hayes, the well-known old-timer and author, has just brought out an interesting and unique volume of telegraphic stories, which no doubt will meet with a hearty reception in the ranks.

It is some years since a book of this character made its appearance, and the fact that such books do appear once in a great while is evidence that operators have not yet lost their appreciation of telegraphic literature of the lighter vein.

It has the unique distinction of being at once personal and impersonal. There are many pages containing facsimile reproductions of the signatures of officials, managers, operators and other employees in many of the large offices in the country and of other persons who were formerly in the telegraph service. This feature of the book gives it a distinctive and personal character, and it is certainly interesting and "catching." Throughout the pages are scattered half tone portraits of many well-known old-timers.

The stories are, in the main, new and relate to western life and experiences, many of the contributors being well known to the telegraph fraternity and acknowledged reputation as writers. Interspersed throughout the book are several poems which will appeal to those of a poetic nature.

The autographs fasten the attention of the reader and recall many pleasant memories and experiences over the wire in years gone by. Many of the names are familiar and make a character study of deep interest.

The price of the book is \$2.50 per copy and copies may be obtained by addressing J. W. Hayes, 95 West Maumee St., St. Adrian, Mich. Special price of \$2.00 to Marconi employees.



### GOLD BADGE FOR PATRICK J. COLLINS

**I**N recognition of his services in behalf of the fire department of Roselle, N. J., Patrick J. Collins, chief of the Marconi fire department at Aldene, was presented with a gold badge on April 5. Collins expressed his thanks for the gift in a few gracious remarks. The presentation was made by Richard W. Low at a smoker and vaudeville entertainment held under the auspices of the Roselle firemen at the Roselle Borough Hall Auditorium.

Collins was born in New Town Sandes, County Kerry, Ireland, March 10, 1870, coming to Elizabeth when he was four years old. He entered the wireless field in Jersey City in July, 1908, and has been a member of the Marconi service since 1910.

He has taken keen interest in athletics for a number of years and was at one time a prominent member of the Pastime Athletic Club of Elizabeth, being chairman of its athletic committee and acting as coach of the contestants in the racing events. He himself has a good reputation as a runner. His first race was at Florida Grove, Perth Amboy, in 1888. This contest was a 100-yard event which he won. From 1888 until 1893 he competed in var-



P. J. Collins

ious events, winning 152 gold and silver medals and many cups and other prizes.

Under his management the Marconi base ball team has made an excellent record and it was through his efforts that a benefit game for the Roselle fire department was held last season.

### BRADFORD SAVED FROM GROUNDING

Prompt assistance in despatching tugs to the rescue of the Standard Oil ship Bradford, adrift outside the channel through an accident to her rudder, is the service performed by Marconi wireless at San Francisco on the evening of March 21. Quick action saved the vessel from stranding

on the shore, her perilous position being remedied after experiencing nothing more serious than a severe bumping on the rocks.

The SOS call sounded at 7:21 P. M.; San Francisco, the station called, answering immediately. The Bradford flashed back with a report that the steering gear had broken down in the north channel and requested that a tug be sent immediately. Instruct-

ing the steamers Frank H. Buck and the Lurline to stand by, the San Francisco station operator telephoned the tug boat company for the assistance requested. Ten minutes later the Bradford sent a rush service asking for four tugs, which instruction was also immediately forwarded. Word came by wireless that the Bradford was "bumping badly on the rocks."

Assistance, however, was at hand then and at 8:55 P.M., an hour and a half after the call for assistance was given, a wireless message reported the vessel was out of danger and anchored for the night.

### EASTERN DIVISION NOTES

James A. Kennedy has been transferred from the Auditing to the Purchasing Department to fill the place left vacant by the resignation of Samuel Singer.

R. H. Poling and H. A. Carder have been assigned to the St. Louis of the American Line. Poling, by the way, has the distinction of being the first operator of this division to rise to the \$1,000 insurance class after filing an application calling for \$500 insurance. His fifth year of service was completed in May.

A. S. Cresse has been assigned to the Camino.

F. E. Leach, a graduate of the school, is making a trip to Italy on the Caprera.

A. Rosenberger, who was formerly in the Southern Division, has been placed on the Buccaneer. This ship has just been equipped.

W. S. Fithian relieved D. Levin on the Louisiana. Levin is now on the Atlantic.

A. G. Berg is on the Suruga, a newly-equipped ship bound for Australia.

J. P. Eckhardt has returned to New

York on the Monterey. Eckhardt was on the S. Y. Casiana, stationed at Tampico, for a year. Peter Podell, formerly senior operator on the Monterey, has taken Eckhardt's place on the Casiana. Eckhardt will remain on the Monterey.

A. H. Baker has been re-employed. He is junior on the Evangeline.

Perry Harrison has returned from Chicago where he has been visiting relatives. He is now on the Yaguez.

J. R. Joiner is making a trip to South America on the Charlton Hall.

Lester Brown is on the Caloria, a Standard Oil ship.

D. B. Templeton, from the school, is junior on the El Siglo.

F. H. Gardner is junior on El Oriente. Gardner is a graduate of the school.

J. A. Jackson has been assigned to the Shimosa, one of our new ships.

A. Schneider is on the D. N. Luckenbach.

E. H. Bootes, who has been re-engaged, is on the Lampasas.

G. B. Saunders of the Boston District has been placed on the New York, a new ship of the Texas Company.

C. A. Werker has re-entered the service. He is on the Alamo. W. P. Doty, who is from the school, is junior.

A. E. Hapeman and W. C. Graf have been changed. Hapeman takes Graf's place on the Apache and Graf takes up Hapeman's duties on the Comanche.

J. E. Doyle is on the Matinicock of the Standard Oil Company.

W. W. Rich has been re-assigned to the yacht Corsair which has just gone into commission.

F. E. Zahn has re-entered the service. He is attached to the Currier.

W. I. Little is on the Belfast.

C. R. Crosby is on the Nacoochee.

**SPARKS FROM THE SOUTHERN DIVISION**

We wish to express our deepest sympathies to H. Kruhm, junior operator of the Juniata, for his bereavement in the loss of his mother on May 16.

S. H. Griffin recently relieved L. W. Passano as junior operator on the Suwannee. Passano was assigned to the Essex as senior operator.

H. G. Hopper, recently senior operator of the Gloucester, has been transferred to the Goldshell at Newport News, Va., relieving operator Michaels. Hopper was relieved on the Gloucester by W. E. Neumann, recently of the Norman Bridge.

The old adage, "They all come back," has again asserted itself owing to the return of K. Merritt McBride, recently assigned to the Gloucester as junior operator, relieving W. R. Black.

William B. Hatch was recently relieved on the Quantico as senior operator by A. Tomasso. John McCloskey, a new man in the service was assigned as junior, relieving operator Helgeson.

F. A. Savage was recently transferred from the Toledo to the Moreni. He was relieved on the Toledo by P. Fretz, from the Delaware Sun.

J. T. Portman has been assigned to the Delaware Sun, relieving operator P. Fretz.

E. G. Maxwell has been assigned to the H. H. Rogers, a new tanker just completed at the Newport News ship-yard. Maxwell was transferred from the Nantucket.

J. F. Furst, a former Marconi operator, has returned to the Marconi service and was assigned to the Powhatan as junior operator relieving operator Kane.

J. F. Wyble, local construction en-

gineer, recently completed the installation on the Galgary, of a ½ k.w. panel set. No operator has as yet been assigned. Mr. Wyble also installed a similar set on the steamer Munplace of the Munson line. Operator J. E. Kane was assigned to this vessel.

M. C. Morris, Construction Engineer of Philadelphia, is equipping the H. H. Rogers, at Newport News, Va., with a 2 k.w. panel set. E. G. Maxwell will be assigned as operator.

**GULF DIVISION "STATIC"**

P. E. Cassells has been detached from the Olivette and assigned to the carferry Henry M. Flagler as operator-purser. Cassells had been attached to the Olivette for the past two and one-half years.

O. Reynolds has been transferred from the Miami to the Olivette as senior. Geo. E. Abrams, a new man in service, has been assigned to the Olivette as junior, relieving C. B. Ellsworth, dismissed.

The Miami has resumed her regular summer schedule between Key West and Havana. While on this run but one operator is required, this position is being filled by D. R. Villareal.

Augusto Lizarraga, a Mexican operator, has been assigned to the newly-equipped steamer Jalisco of the Mexican Navigation Company. R. A. Gardner, who was in charge of the Jalisco on her run from the ship yards to New Orleans has been transferred to the Alabama of the Eastern Division, relieving J. H. Uhalt, who resigned from the service on account of bad health.

E. Du Treil and S. C. Hymel, both new men in the service, have been assigned to the newly-equipped steamer Dade, under charter to the Wolvin Line. The Dade will ply between

Gulf and Mexican ports.

R. E. Dale has been assigned to the Panuco, relieving L. L. Lynn who has returned to the Great Lakes Division.

Inco No. 1, the first of the Inland Navigation Company's fleet of barges, recently arrived at New Orleans on her maiden voyage. The equipment on "The Crab," as Inco No. 1 has been dubbed by the dock-workers, is in charge of Operator A. Cruttenden.

"Inspector No. 47", who last month bought out a furniture store, has now taken unto himself a parrot! Both are doing nicely, thank you.

J. B. Swift, a new man in the service, has been assigned to the Brunswick. G. S. Rowe is senior.

James Washington Beasley Foley, the old reliable night operator at Port Arthur station, is the discoverer of a new brand of radio interference.

The other night after he had filled up his log-sheet with the notation "Interference — Someone testing", Foley discovered that all of the buzzing in his 'fones was caused by a poor, lonesome mosquito, one of the "Texas Ranger" type, that had lost its way in one side of the head-fones Foley was using.

### STAFF CHANGES ON THE GREAT LAKES

F. G. Siegel has started the season on the Ashtabula as purser and operator.

A. J. Main has resumed his duties as second at the Cleveland station.

Detroit is back in commission. W. H. Jones has resumed charge, with a new second trick operator, L. C. Chapman, formerly on the D. & C. Line.

Buffalo went into commission the latter part of April, with E. C. Wahl as night operator.

Ashtabula went into commission the latter part of April, with George Commerford in charge.

Superintendent of Construction A. E. Jackson, with Installer E. I. Deighan, have been in Port Huron equipping the Port Huron & Duluth boats.

C. D. Heinlen advises that he is well satisfied with the new equipment and his new quarters on the Lakeport.

Wm. Kunner is on the Eastern States, which was the first boat to make the Detroit to Cleveland trip this season.

The steamship City of Buffalo started on the Cleveland to Buffalo run after a few trips to Toledo. Geo. Aldrich is in charge, with E. H. Swanson, a new man in the service, as relief operator and cashier.

The City of Erie went into commission the latter part of April, with Willis Beltz, a new man in the service, temporarily in charge.

H. C. Rodd has reported to the yacht Nokomis.

Duluth went into commission the 1st of April. O. R. Redfern is back on the job, with E. W. Schulthise as second. Mr. Redfern has just completed an equipment on the barge Limit. H. S. Winbigler, a new man in the service, is on the Limit.

### SAN FRANCISCO STAFF CHANGES

The steamer Alliance on the San Francisco-Mexican route left port a few days ago with operator J. M. Chapple in charge and Geo. Street, a new acquisition, as junior. The run is a nice one and gives the men an opportunity to study the static separator question.

J. F. Woods, our premier newspaper man, was assigned as temporary assistant on the steamer Bear at

Portland on April 29., relieving operator B. H. Linden, who has been transferred to Chief of the Rose City, which is expected to go into commission right away. In addition to Linden, the Rose will carry as assistant W. P. Schneider. Mr. Schneider is one of the high power men recently detached from Marshalls.

is some 445 miles according to the previous operator, that is, for direct work. Mr. Underwood promises he will overcome this lead or disappear as a static discharge in the attempt.

E. O. Mohl, former wireless operator and purser of the Enterprise, is now in charge of the Congress, with N. J. Marthaler as assistant.



### The new city office at Ketchikan, Alaska.

The good ship Breakwater, a local coaster, is carrying M. A. Svendsen, another temporarily detached high power man. This vessel, which has the habit of negotiating every bar on the California and Oregon coast is especially adapted for a "landlubber."

H. W. Underwood, a former Great Lakes man, is now in charge of the steamer Centralia, bound from San Francisco to Balboa via Mexican ports. The record of this celebrated little vessel while in the static region

Robert Teesdale was recently assigned to the Hermosa, running between East San Pedro and Catalina Island exclusively. This is Mr. Teesdale's first assignment with us.

H. W. Everett, in charge of the Marconi plant aboard the Korrigan Third in Mexican waters since June 8, 1914, has replaced R. A. Germon as operator in charge of the Jim Butler. The Korrigan Third has been temporarily dismantled and taken as a Mexican gun boat. Mr. Germon is

spending his vacation with relatives in British Columbia.

E. Diamond left San Francisco on April 25, in charge of the Paraiso, bound for South America. The Paraiso for the past few months has been running regularly between San Francisco and Chillí.

E. M. Sutton and O. C. Belding are acting first and assistant on the Peru, San Francisco-Panama route.

F. Wiese and J. A. Benn sailed on the San Jose as chief and junior respectively, leaving San Francisco on May 2, for Balboa.

The Republic, formerly the Wal-kure and sunk at Papeete during the English-German naval engagement, has been equipped with Marconi apparatus and is due to sail shortly for the Orient with operator O. Mock in charge.

The steam schooner Nann Smith, with operator J. W. Russell in charge, left San Francisco for the Orient during the early part of April. When out of relay range this vessel worked direct with our San Francisco station up to a distance of 2,250 miles. She is equipped with a 1 KW United and a ½ KW Marconi panel. Everything considered, it's some working.

B. C. McDonald, formerly of the Hormosa, has replaced P. J. Townsend, resigned, at the East San Pedro Station.

On last reports the steam yacht Cyprus was off the coast of Chillí. Operator S. J. Schmeling is enjoying the scenery immensely and hopes to see enough of the various lands and cannibals to last a lifetime.

#### SEATTLE STAFF CHANGES

W. C. Chamberlain, formerly of the Humboldt, has been assigned to the bark Berlin.

E. K. Hawkins is now assistant on

the Humboldt.

V. I. Kraft, ex-Marconi man, has returned to the service, being assigned to the construction force.

W. E. Price, of the school, has been assigned as assistant on the Curacao.

C. M. Morenus, late of the school, has been assigned to the City of Seattle.

A. E. Marr, after a long period on the tug Wallula, has been assigned to the Umatilla.

Mr. A. W. DeSart, Seattle shop foreman, has assumed the duties of acting district superintendent.

#### MARCONI, CAL., HIGH POWER NOTES

Roy A. Weagant, chief engineer, paid us a flying visit recently and was accorded a warm welcome. Most of his time was spent in the operating room in an endeavor to increase the efficiency of the set; the static elimination developments are awaited with interest.

'Sheck' is remarkably busy nowadays acquiring an education. At least, his frequent visits to one of the Marshall school ma'ams would appear to indicate as much.

The laugh this month is on 'Alternating Current' Forbes, now at Bolinas. Strolling by the tennis courts the other day he happened to discern a rattlesnake near by. After jumping six feet into the air (a modest computation) he rushed off to the power house to get a gun and when he returned the snake had vanished. He surmises that perhaps it was only a gopher snake, at that.

Tennis is becoming increasingly popular just now and if any of our San Francisco office friends think they can trim us, we extend to them a very cordial invitation to come and try.

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