

MARCONI SERVICE NEWS

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By and for Marconi Employees



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FRONTISPIECE

This month we present to our readers Commander Guglielmo Marconi of the Aviation Corps of the Royal Army of Italy, and a life Senatore. He is a member of the Italian Mission, headed by H. R. H. the Prince of Udine, which is now paying a state visit to America bearing the thanks of the King of Italy for our entry into the great war. Mr. Marconi needs neither introduction nor encomium. We all delight to honor him and welcome him to our country. While here he was elaborately entertained by the City of New York, and received the degree of Doctor of Science from Columbia University.

NEWS ITEM—

"Owing to the length of the European War it will soon be impossible to secure any more dark dyes."

WHAT MIGHT HAPPEN

This item had for us no charm—In fact it filled us with alarm.
To lose the dyes which rest the eyes
Where'er they come in contact!
We cannot bring ourselves to think, that David Sarnoff dressed in pink
The sort of gent that should be sent
To try and land a contract.

When we were told at every shop, that sombre clothes could not be got
We searched around until we found
A fetching old rose suit
Edward Pillsbury to adorn—But when he wore it in next morn
The typist crowd all cried aloud
"My word, don't he look cute!"

In the past no other hue would do for DeSousa hut old fashioned blue,
Always the same—just neat and plain
Commanding grave attention.
But when he blossomed out in green, poor George looked such a perfect
^{scream}
The traffic force used words so coarse
I would not dare to mention.

Now when stenographers are arrayed in all the rainbow's lovely shades
They look real sweet—Mon Dieu petite
(Speaking in the classics)

But hues which grace a squab or wren will never do Marconi men
We'll have to try to find a dye
That won't attract the static.

C. J. R.

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REMINISCENCES

By Norman E. Albee

My attention was first directed to the mysteries of wireless telegraphy by a fellow townsman who had recently returned from an extended visit to New York where men were discussing the wonderful achievements of Mr. Marconi who was then making his debut in the unscientific world. This young man explained that one or two shore stations had been erected along the beach and when it was desired to transmit messages to ships at sea they trained a powerful searchlight over the sea until it rested upon or directly over the ship it wished to communicate with, and dots and dashes were flashed with the light. By some this was accepted as genuine, while others met it with much skepticism. Fortunately I was one of the skeptics.

I have the distinction of being the first wireless operator from the state of Delaware. On July 5th, 1907, I

entered the employ of the American De Forest Wireless Telegraph Company and have been handed down to its successors as they were reorganized, renamed and resold without once severing connection therewith. My faith in the future of the art was attested by the fact that I resigned from a position with the Long Island Railroad at sixty dollars per month and a promise of seventy dollars to remain, for a beginning in the wireless field at thirty dollars a month. When the old company passed into the hands of the receivers many of us working on a weekly salary did not get any pay for two months.

My first assignment was the Standard Oil Barge No. 95, the lowest of the low. In August I was transferred to the Tug Astral of the same line and received my initiation upon the seas. We ran into a sixty mile gale off Cape Hatteras. A jib had been run up to aid the tug; before this could be lowered it was torn to shreds by the gale which soon lashed the seas into a fury. The Master of the barge in tow afterward remarked that he could see the keel of the tug as it dipped down into the trough of the sea. After one trip south the entire crew except the First Mate, Chief and First Assistant Engineers and myself left the ship, fearing to make the trip to Texas through the hurricane belt.

The Captain was allowed four week's vacation. I attribute my remaining on the boat not to courage but to ignorance of the sea. With an eccentric and domineering navigator temporarily in charge, and a crazy steward who paraded around clad only in trunks, with cold biting winds whipping across the decks, acclaiming himself the embodiment of health, and fol-

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lowing closely on the heels of a hurricane for twenty-four hours around the peninsula of Florida, the trip was not an enviable one.

My next berth was the S.S. Princess Anne, Old Dominion Line, where I joined the passengers in visiting the Jamestown Exposition. During these trips through Hampton Roads I had the pleasure of hearing wireless telephone conversations between the commanders of the American fleet then assembled for the trip around the world.

After a Christmas vacation the S. S. City of Atlanta, Savannah Line, became my home. During the night of January 27, 1908, we hit a real sou' wester giving us a hard twelve hour struggle before the ship poked its nose around Cape Hatteras. Some cried, some prayed, others kept quiet. They said I whistled for pure bragadocio though several ladies testified later to its soothing effect. Plainly, in mind, do I again see the agonized features of the man huddled in a corner of the dining saloon again passing through the suffering and tortures of the shipwreck to which he had been a recent victim when cast upon the turbulent waters in an open boat drifting for many hours without food or water, and numb with cold.

July 7th, 1908, I was transferred to the S.S. Seminole, Clyde West India Line. On August 1st we ran into a terrific gale 200 miles southeast of Hatteras which came near being our last voyage. The old ship which had weathered the storms for nearly forty years creaked and groaned as if in mortal agony as it dropped into the stormpits of the ocean, and the towering waves broke with mighty force across its decks, carrying away everything detachable on the superstructure.

August 19th, 1908, found me in a

new berth on the S.S. Morro Castle, New York & Cuba Mail S.S. Co. On December 1st while anchored in Havana harbor the government docks containing magazine stores exploded and burned to the waters edge. Our ship was anchored about two hundred feet from the fire and so great was our danger the fire hose was put in readiness for an emergency. It was a regular Fourth of July celebration on a large scale.

March 21st, 1909, I was appointed Manager of the new 3 k.w. station at Wilmington, Delaware, erected principally for overland communication. Mr. Bogart, Vice President, in confirming my appointment was generous enough to say it was not only because of my selection by Mr. Duffy, Acting Superintendent, but largely owing to a report from Mr. Summerville, Inspector, whom I had never met, crediting me with keeping the set on the Morro Castle in the neatest and best condition of all ship sets and recommending advancement. After sixteen months of successful operation the station was closed when by mutual agreement between the Commercial and Navy Officials all overland communication was discontinued whenever it was possible to use wires.

My next assignment was to the S. S. Juniata, Merchants & Miners Transportation Company, for a ten weeks test. This proving successful we obtained a contract for equipping their twenty-three ships and I was appointed Manager of the new 5 k.w. station at Sparrows Point, on the outskirts of Baltimore. Business increased the first month from thirty to three hundred dollars and the second and succeeding months to six hundred dollars. This was largely due to our efforts in giving a better and more efficient service to Hatteras than did the Norfolk station.

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resulting in traffic being diverted to us.

Mr. Pannill, District Manager, was given a desk in the General Manager's office in New York. To me fell the task of assigning the operators to the ships, particularly the new M. & M. ships, and checking all local traffic. During my fourteen months at this station I broke in about fifteen new operators all of whom I believe are still with the company. It was at this time in 1911 when I received one of the temporary licenses first issued by the government. Operator Bowers, my assistant, took charge when I left and has filled the position ever since until recently.

I was sent over to Atlantic City to take charge of that station three weeks while Manager Miller was away on a vacation. Following this I was detailed as Temporary Manager of Cape Hatteras for three months until a suitable Manager could be located. Then I was transferred as Manager of the Norfolk, Va., station. During the first month we regained all the traffic being diverted to Baltimore and held this service until the station closed ten months later. Early in November 1912 the S.S. *Noruega* was damaged at sea in a collision with the *Glenlui* and the Norfolk station was able to render valuable assistance. Several days later Operator Harrigan, present Manager of Virginia Beach station, and myself, each received a letter from Furness Withy & Company Limited Newport News, enclosing a check for \$25 "In recognition of services."

When the Marconi Company took possession of the United Wireless affairs, the station at Norfolk was closed and the staff transferred to Virginia Beach in January 1913. After remaining there for one month I was transferred to the Managership of

the Tampa, Fla., station. Seven months later Operator Young, my assistant, was selected to fill my post and I was again transferred to the Managership at Cape Hatteras.

In October 1915 Operator Dailey, First Assistant, took over the reins of management and I was transferred to my present position in the High Power Service at New Brunswick, N. J.

KETCHIKAN NEWS FROM THE ARCTIC

The ice is thawing out and it prompts us Marconi Men of the north to let our brothers of the key, in the different stations of the company, know that there is a place called Ketchikan and that there are some real live wires here too. 700 miles north of Seattle is Ketchikan the first port of entry into Alaska, land of snow and ice, a small town but a pretty one. Located on the side of Deer Mountain it forms a pretty picture with beautiful surroundings. Here is situated the relay station of the Alaskan circuit of Marconi's chain of stations.

The station is of 25 k.w. capacity and we also have two other sets of 1 k.w. and 5 k.w. which we work marine. The 25 k.w. set is of the disc discharger type and has a note similar to that of KET. Juneau is our northerly point of transmission and Astoria, Ore. is our southern outlet.

The aerial here consists of 22 wires each 1000 feet long supported by 4 steel towers which are 320 feet high. This is used for sending only. Our receiving aerial consists of 2 wires coming down from the end of the two last towers to the operating house.

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For receiving we use a Marconi type 105 tuner with a type D valve. We can hear all eastern stations and at times copy Nauen. Japan comes in daily. This is our outfit and bond to the world of civilization.

R. S. Powell is the High Muck-a-muck here carrying the title of manager around with him, and his worthy subordinates are, Messrs. Lovejoy, Svendsen and last of all "the Kaiser" or to those who don't know this personage his real name is F. Wilhelm or to make it more illustrious Frederick. That's how he is called the Kaiser. Pleased to meet you. Now we are acquainted and let's light up.

We have a regular tub we call the Radio, a ship of about 3 tons, mostly cement, and about 25 feet long and 7 foot beam. Has a 4 horse engine which drives the old hull at a speed of two miles an hour. Plenty fast enough? Yep, we won the races last summer with it. The only kick we have against it is that it keeps us all broke trying to keep the thing in commission. At present she is at the shipyard getting fixed up for the summer; and when it comes time to pay, it sure will make a crimp in our pay check for the next six months. After standing an eight hour watch one of us usually goes out to start her up and after two or three hours exercise we give up in disgust and swear that never again will we ride in a boat but will hit the planks for town. Talking about planks, we've got all there is in Alaska to walk on. Yep, a plank walk from the end of the government road to the station, about ten inches wide. It's awful dangerous for one who feels hilarious to attempt walking on this thoroughfare on the road to "Marconville." The station is two miles from town and for about a mile and a half of the

way the government has built a fine wide road where Tin Lizzies can pass each other without having to ditch. Oh yes, we have three Fords in this town and they are the go. Some times when we are flushed we go joy riding from one end of town to the other a distance of 3 miles. We shut our eyes and make believe we are riding along B'way back in old N. Y. and dreaming of our only one, we left behind. These thoughts console one when we get lonely, but the activities of the social set here keep one from getting lonely. Dances and parties come in frequent procession and other enjoyments add to the gaiety of life in this Country of No Mans Law.

The Kaiser has been acting very funny lately, going out with a clean collar on and his suit all pressed up. All we know is that she is a blonde. Time will tell. Let's wait. Lovie is getting free admission into the show house here. The reason is the Ticket seller. She's dark and Mike Svendsen is getting fat on waffles at the little waffle house across the way from the city office in town. It ain't waffles, we think, but we are not going to say anything. Ah, we almost forgot our worthy messenger. His name is Luke, and he is the pride and joy of us all. Can find anyone even if they had a name like some of the Russian towns the Germans are bombarding. He's a wonder and his ambition is to some day be a "Hero." Day dreams.

Duck shooting, trout fishing and bear hunting season opens soon so get ready for some fish stories.



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MARCONI BUDS

That the interest of the company in its employees extends to their families, even unto the second generation, is evidenced by the smiling face of Charles J. Larkin, the seven months old husky, who's proud parent is Thomas A. Larkin, Jr., of the Aldene works.

We will be glad to reproduce here portraits of Marconi infants under 18 months when taken; and at the close of the year, the Editor will award a cup to the one voted to be the best baby, by a committee of envious hachelors and maidens to be selected by the Editor who will act as Chairman.

MEDIEVAL HAVANA

Up to 1880, the older part of Havana was still enclosed by the massive wall of medieval days. It took the century between 1633 and 1740 to build and cost about \$700,000. In those days, the city gates were promptly closed at 11 p.m., except on nights when dramatic performances took place at the Tacon Theater, which, like the London playhouses of Shakespeare's time, was without the wall. Early each morning a jam of horses and mules bearing food for the city's tables congregated outside each of the principal gates. Small sections of the old wall are still standing at Monserrate and Refugio Streets and at Monserrate Street near Teniente Rey. You will realize the smallness of the Havana of two centuries ago when I tell you that the site of the Prado which runs through the heart of the present-day city was then quite hopelessly beyond the wall. The Punta, the Carcel and the Campo de Marte were also extramuros.

LARGEST 'PHONE CABLE LAID

New Submarine Line Connects Staten Island and New Jersey

The largest submarine telephone cable in the world has been laid across Raritan Bay, between Eltingville, Staten Island, and Keansburg, N. J., by the New York Telephone Company. It is nearly five and a half miles long and carries seventy-four pairs of wires.

The new cable does away with 3,000 miles of open wires and 13,000 cross-arms from the poles on the route from New York to Spring Lake, N. J. It will serve such communities as Asbury Park, Long Branch, Red Bank and Seabright, and, besides increasing the number of circuits available, will improve the transmission quality.

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THE GROUNDING OF S. S. ECUADOR

D. Mann Taylor

The value of Marconi equipment aboard all vessels was again demonstrated, when on March 10, 1917 at 12:45 p.m., the Ecuador of the Pacific Mail S.S. Company, which inaugurated the new Oriental Service last year ran ashore on a sand pit five miles off Tungsha Lightship, off the entrance of the Yangtze River, while bound from Kobe, Japan, to Shanghai, China. The accumulation of mud and sands off the mouth of the river is constantly changing position, making navigation difficult, and great caution must be exercised by the pilot, who boards the vessel about eight miles off shore.

About half an hour after taking the pilot aboard, our ship was fast in the mud. Constant communication being maintained at all times, it was only a matter of minutes until the Shanghai officials of the Company were notified of our predicament and the assistance of tugs requested. The Tender Victoria was immediately despatched, and soon arrived on the scene. After several attempts to float the ship, using the main engines and one tug, it was found impossible to do so, and additional tugs were requested by wireless and arrived the following morning. In the meantime our Shanghai passengers were sent up to the city on the Company's tender. Our through passengers elected to stay on board, as there apparently was no danger, the weather being calm and the ship's position favorable for an early release.

On the arrival of three tugs, the next morning, a strong attempt was made to float the ship, but the sands held her fast. Much time was lost awaiting high tide to continue operations. It then was decided that the ship's cargo must be lightered. Some 1500 tons of cargo was discharged into lighters, which had been sent down from Shanghai, and with the aid of the three tugs the Ecuador floated off into deep water, after being forty-eight hours aground—and proceeded to Woosung, to discharge the remaining cargo of specie and the mails.

The weather being calm during our stay on the bar, it was uncertain whether the ship sustained any damage or not. The following morning we proceeded to Hong Kong, where the ship was dry-docked. It was found that no serious damage was sustained, but had the weather and sea conditions changed I might have a different story to tell.

A feeling of perfect safety prevailed among the passengers on learning that we were in communication with the Shanghai officials and that tugs would be sent to our assistance at once. Over one thousand words were handled with accuracy and despatch between the Ecuador and the French Station at Shanghai and Chinese Station at Woosung.

We were also in communication with our sister ship, the Venezuela, on board of which was Mr. J. H. Rossetter, Vice-President and General Manager of the Pacific Mail Company. Mr. Rossetter was kept intelligently advised of our position and movements, although 1800 miles away. Captain A. W. Nelson and the officials of the Pacific Mail Company at Shanghai complimented both Mr. E. V. Baldwin, my associate operator, and myself on the efficient service rendered at the crucial moment.

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OUR WEEKLY LIMERICK

There was a young man who was
bitten

By twenty-two cats and a kitten;

Sighed he, "It is clear

My finish is near,

No matter; I'll die like a Briton."

—Toledo Times.

MONOTONY OF SEA LIFE

By Charles Sandbach

Ship operators sailing from New York are indeed fortunate in having a library of their own from which they can borrow books. With the right spirit, this library of yours might be made one of the most enviable of libraries.

There are many good, desirable books on the market, ranging from fifty cents, up. If each operator using this library would subscribe, say fifty cents or a dollar per year, this money might be well spent in buying new books. In addition to works of fiction there are many books of travel and adventure, not to mention scientific works, which are intensely interesting and would form welcome additions.

Besides your own library, operators sailing from large ports like New York can take advantage of the valuable city libraries. You say: "Oh, but the books might become overdue before we get back from a voyage." I have taken books as far away as Buenos Aires. I will tell you how I used to manage it. The night before we were due to sail I would take out from the library whatever books I wanted for the voyage. Most books, other than works of fiction, are renewable after fourteen days. I reckoned up on what dates, and how often, the books were due back before we were due to return. I then made out postcards asking the

librarian to renew the books. These cards I left at home to be mailed when they became due. Of course, this is no brilliant idea, and there may be quite a number of operators doing the same thing. On the other hand there may be some to whom it has not occurred. It is for these that I take the trouble to write these few lines.

Another arrangement with regard to periodicals may be worth mention. Often an operator is attached to one ship for months, during which time he becomes well acquainted with all the officers. Most ship's officers take a few periodicals of some kind with them to help while away the monotonous hours between watches. Often three or four officers on the same ship will each buy the same magazines. Why not form a "Periodical Club," decide what periodicals you wish to buy, and each pay a share? The magazines could then be passed around from one to the other. Generally, officers are only too glad to fall into line with this idea. Then again, most passenger ships have their own libraries. If asked in the right way, the Chief Steward will generally give operators the privilege of borrowing one book at a time. There is no doubt, however, that the most profitable way of overcoming the monotony of the sea is to fix on some line of study.

JUNEAU

Sparks from the Land of The Midnight Sun

The spring thaw is now on and we take this opportunity of sending greetings to our friends from our camp.

We were very sorry to see our former Manager Mr. C. E. Benec leave our midst, but at the same time glad to know that he is gradually

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reaching the top of the ladder of fame. He is a jolly good fellow.

Our eyes have been strained looking down the channel for the steamer that will bring Mr. Isbell and the new set. We are in hopes that both will arrive shortly and, before our old friend "static" comes down from the "Borealis" to pay us his annual visit.

The climate of this territory, Alaska, seems to contain a vast amount of romance. The latest victim is "Old Man" Cowden, who has succumbed to the charms of a fair maid who lives in Haines, a most beautiful little village not far from Juneau. We have suggested several remedies, but as yet he can't see it that way.

"Chechako" Woodford mused in over the icy trail the latter part of January, and has decided to become one of the much "toted" prospectors. Many have gone broke prospecting up here. When he gets back to little old "Noo Yawk" he will show the Broadway elite's how to "Mush over the trail."

"Old Nick" Marthaler is down with a touch of Alaskanitis, and yearns for the sunflowers of Kansas; but he still has hope that the proposed bridge across Gastineau Channel will soon be a realization. The 15c ferry fare is causing him to groan.

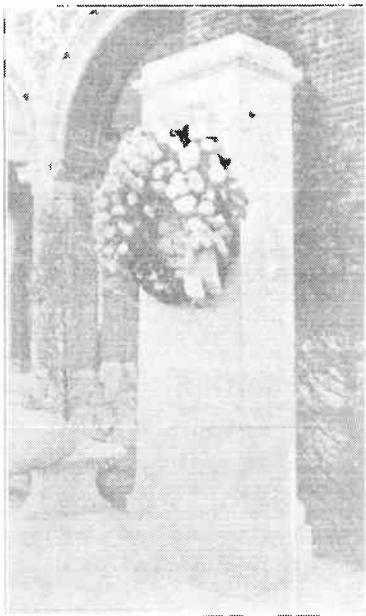
The "Gondola Club" gossips have it that the Board of Education is anxious about the future plans of Manahan. They would like to know if it will be necessary to make another appointment for a teacher. More Alaska romance!

"Ossie" the winged messenger has been fitted with a pair of "spccs" and a gold chain that dangles gracefully across his rosy cheek. Some one of these Juneau ladies is going to win him yet.

The welcome sign is on the house door, boys, so don't forget to pay us a visit when you are "p" this way.

HONORING THE DEAD

On Decoration Day a committee of Marconi men, consisting of Robert F. Miller, Charles F. Krauter and E. B. Pillsbury placed a handsome wreath of flowers on the Wireless memorial in Battery Park, New York, in the name of the Marconi Company. The fountain and shaft were erected in 1915 as a permanent memorial to the wireless men who have given their lives in the service, their names being inscribed on the shaft, thus perpetuating their fidelity and sacrifice.



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Maintenance Matters

A. Department for Technical Questions With Answers

By P. B. Collison

All employees are invited to direct technical questions to this department

By Government direction all vessels upon entering the port of New York must have their aerials lowered to the deck. In order to minimize the possibility of breaking the insulators or otherwise injuring the aerial equipment, operators are directed by this Department to superintend the raising and lowering of the antennae. We have reason to believe that the Navy Department may soon rescind this order, but the Hydrographic office will continue to seal the doors of all wireless cabins upon arrival at quarantine. On vessels where operators sleep in the radio cabin, it is suggested for their convenience, that they have their personal effects (including their operating license) packed ready for removal just previous to arrival at quarantine; otherwise they will be required to await the convenience of the Navy Department to break the seals. Operators should thoroughly understand that these seals are not to be removed by anyone until the vessel has cleared the three-mile limit.

The New York Division of the M. R. I. Department is installing several ship equipments per week, which in addition to the regular routine has heavily taxed the Department; and in order that all necessary repairs may be made without delay, operators are requested to hand in their station reports immediately upon arrival. This matter must be given particular attention as we have no other means of obtaining information concerning the movements of ships. Although our station report forms were purposely simplified for the con-

venience of operators, it appears that certain members of the staff do not properly fill them out. For example, it is not enough to simply state that "One of the clips on the aerial switch is broken" or that "New brushes are required"; because there are 18 clips on one type of aerial switch and a dozen on another.

If operators do not know the name of the particular part broken, they should try to make a simple sketch of it on their report forms. When ordering brushes for motor generators, they should make sure to state the type and size of the machine. Careful attention to such details will relieve us of unnecessary labor. Punctured Leyden jars, old telephone cords, dry cells, carbonium crystals, etc., should not be allowed to remain in the operating room, but should be brought to the stock room at 25 Elm Street.

We fully appreciate that certain of the operators in the service are beginners and consequently do not fully follow out the instructions given in General Orders. The M. R. I. Department is ready at all times to help operators solve their difficulties. If they will inform us of their troubles at once, we will make every effort to aid them. In order that the recognized standard of Marconi service may be maintained, operators should let their personal interests become subordinate to those of the Company. By so doing they will find that their personal troubles will disappear and their interest will grow with those of the organization.

Several of the new 1-4 k.w. 500

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cycle cargo sets are now installed and in service. As no information regarding these sets has yet been published a few words regarding them may be of interest. The transmitter comprises a 500 cycle motor-generator with a synchronous rotary gap. Unlike previous sets the oscillation transformer has a hinged primary and changes in coupling are effected by moving it at right angles to the secondary. Maximum antenna current is shown by a resonance indicator in the open circuit. This indicator consists of a shunted 4 volt electric bulb. A few words regarding the use of this indicator are necessary. With tight coupling this lamp will glow brightly over a wide range of adjustments. However with loose coupling the resonance point is so well defined that a slight change of inductance in either the open or closed circuits will cause the glow to diminish considerably. When the Inspectors tune this transmitter to the standard 300, 450 and 600 meter wave-lengths they endeavor to use a fixed point of coupling for all waves. To change the wave-length therefore it is only necessary to place the flexible inductance leads on the points indicated by the tuning record. Although extremely simple in construction the type 112 receiver furnished with this equipment is the equal of any tuner in the service. A lightning switch is also provided. When the operators are not on watch or during a severe lightning storm this switch should be thrown down thereby grounding the antenna.

The following suggestions regarding 106 type tuners may be of some benefit. The dead-end switches on these tuners sometimes do not make good contact or one of the wires leading from the inductance coils may break loose. When this happens all points beyond the affected spot be-

come dead. If the dead points are beyond No. 209 on the primary or No. 7 on the secondary, no serious inconvenience will be caused; but if below these points operators will have difficulty in receiving signals at ordinary wave-lengths. If this should occur on a vessel on a short run we prefer that the operators do not attempt any repairs; but if it is found necessary to do something to receive at all, proceed as follows:— If the dead points are in the primary circuit, disconnect the aerial and ground wires from the tuner. Then connect a pair of head phones in series with a dry cell and put them on these posts. Put the primary condenser in the "OUT" position. Then by testing each point with the switches the defective points will be quickly found. If the open circuit is caused by a broken wire the break should be jumped. Poor contacts on the dead-end switch commutators may be improved by bending the spring brushes. If the open points are in the secondary the phones and battery should be shunted across the secondary condenser and all other outside wires taken off the binding posts. Then repair as before.

NAVAL RADIO SCHOOL

Under the instruction of Chief Radio Gunner J. E. Hudson, formerly of the Marconi Company, the radio school of the Naval Reserve force has been opened in the Rogers High School, at Newport, R. I. The laboratory has been fitted up with modern wireless apparatus of an advanced type, suitable for coast defense vessels. The courses are arranged for men who have enrolled as operators, and for electricians and seamen with previous experience as amateurs. Forty men are under instruction.

MARCONI SERVICE NEWS

BRASS TACKS, DRIVEN BY C. J. ROSS



SLIPPING

The day was bright and crispy, but the Super wore no smile.
He knew that he was slipping, he had known it quite a while.
He heard the buzzer of his boss, a call to go explain,
The reason why competitors had beat him out again,
Somehow he couldn't quite tell why his brain was showing wear.
He tried his best to concentrate—The old pep wasn't there
A week before he reckoned he couldn't lose—he had a hunch,
But when the show down came he found he didn't have the punch.

Yes he was slipping badly, as he stood with head bowed low,
His memory took him by the hand to days of long ago
The days when like a dynamo he seethed with pep and vim
A lightning brain within his head—all Big things came to him.
The days when from the boss' lips came words of praise and cheer.
Each time he got behind a job he came through clean and clear
But he never had the answer now although he gamely tried,
The alertness of yesterday had withered up and died.

To all in life's short journey comes the messenger of Truth
The cross-roads in Life's journey, when we bid good-bye to Youth,
Sparks of rebellion linger slowly, dying in the breast,
As we scoff at Times grim finger pointing out the haven of rest,
Too heedless of the Present with the blessings in its hands,
We tarry by the wayside far from duty's clear commands,
Enough of moralizing! Hustle, youth, both day and night
And when your time for slipping comes you'll have a place to light.

MARCONI SERVICE NEWS



SUNK BY A TORPEDO

A brave lad and a modest one, is operator Watson Sidney, of Brooklyn, whose portrait appears here. His vivid account of the destruction of his ship will be read with keen interest. He lost his money and wardrobe, and is still under the surgeon's care, although again at sea, with a fair prospect of saving his leg, from which the flesh was torn on one side below the knee, leaving the bone exposed. He was formerly on ships sailing between San Francisco and Japan, and was for several years in the Russian government service, this being his first voyage since his return to Marconi ranks. May he hereafter be immune from torpedoes, mines and all other murderous contraptions of frightfulness.

His story follows:

"On March 18th the S.S. Aztec of the Oriental Navigation Company left New York for Havre being the first armed American ship to leave an American port,—after a sharp con-

test for this honor with the Manchuria and St. Louis.

"The early days of the voyage were uneventful and not until we were thirteen days out, did any exciting incident take place.

"At six o'clock in the morning of April 1st, one of the gunners on lookout sighted a submarine following the ship, which immediately submerged on sighting our guns, and we did not see anything more of her.

"At eight p.m. the lookout reported a light dead ahead which proved to be Onesant Island, thirty-five miles off the French coast.

"About nine-thirty p.m. the Chief Engineer spoke to me and said that my port hole was showing light and I left the wireless cabin to take a look at it. I had just stepped out on deck and as the wind was howling with rain and hail falling I kept close to the steel deck house for protection. I saw the chief gunner standing at the rail leaning over and searching the sea for signs of a possible submarine. I hailed him asking if he had seen anything and he had not replied, when a torpedo struck us directly below where we were standing. The gunner immediately disappeared and nothing more was seen or heard of him. Another man standing near had his head blown clean off. At the same instant I was struck by a piece of flying wreckage which tore away the leg of my trousers and inflicted a gash fourteen inches in length on my left leg. The force of the explosion hurled me twenty-five feet along the deck.

I picked myself up and ran to the wireless cabin and found the apparatus completely wrecked and the water up to my knees. I then returned to the deck, and observed four sailors and three chinamen lowering a life boat. The rope fouled in the block and the ship's carpenter slash-

MARCONI SERVICE NEWS

ed at it. One end of the small boat dived down and was smashed to bits against the ship's side spilling its seven occupants into the sea.

"I then went to search for the captain to report the destruction of my apparatus, but failed to locate him in either the chart room or on the bridge so I returned to the deck and saw another boat lowered which immediately rowed away from the ship. I then observed the Captain talking with the Naval Lieutenant, and he ordered me into the gunners' life boat which was being lowered. I jumped from the deck of the ship into the boat followed by the Captain and Naval Lieutenant, and left the ship which was settling fast. When we were about a hundred yards from the ship we saw her slide beneath the surface of the sea, seven minutes after she was struck.

The high seas were breaking into the lifeboat and the rain and hail still falling, making it necessary to start bailing out with small buckets, as the water was almost up to our knees.

"The Lieutenant then gave orders to throw the machine gun overboard. It was quite heavy and with the 10,000 of ammunition occupied considerable space and added to the dead weight in the boat. We floundered around in the stormy sea for five hours when a French Patrol Boat, the Joan d'Arc came in sight. We fired off our pistols, but they were not heard, and then the Lieutenant lighted a Coston distress signal which was observed by the Patrol Boat. She came to our rescue and took us aboard; quite a difficult feat in such a heavy storm.

"The French officers gave us dry clothing and warm quarters where we immediately went to sleep to await daybreak, when we started for the port of Brest which we reached late that afternoon.

"The Aztec carried a crew of thirty-six men, of whom only six were rescued. We were taken to a hotel at Brest and treated with great kindness, the guests and citizens furnishing us clothing and toilet articles. After a few days we went by train to Bordeaux, and came home by the French line at the expense of the steamship company."

THE SUBMARINE

Says Senatore William Marconi: "No, we have not found the way to eliminate the submarine. We have made some useful discoveries in that direction, and we are working on them, but the submarine is like tuberculosis. You can fight it, you can lessen its ravages, but you cannot cure it altogether. The chances are still against the ship that comes within striking distance of the torpedo."

If any effective remedy against the U-boat had been found, Marconi would surely know of it. The only practical remedy, apparently, is to build cargo ships faster than the submarines can sink them and to arm every ship for defense.—(Jersey Journal.)

MYSTERY NEVER SOLVED

"Waiter, what are those things on my plate?" asked a man in a Boston restaurant.

"Those are chicken croquettes, sir."

"Chicken croquettes, eh? Can you tell me why they call them croquettes when they're nothing but hash?"

"I don't know, sir. Possibly for the same reason that they call them chickens when they're nothing but veal."

—Houston Post.

MARCONI SERVICE NEWS

THE NEW EQUITABLE BUILDING—New York

The new Equitable Life Assurance Building, which stands on the site of the building that was destroyed by fire on January 9, 1912, is 537 feet high and its thirty-eight stories have forty-five acres of floor space. It is capable of housing 15,000 workers and it cost \$29,000,000.



EXECUTIVE OFFICE

Mr. Nally, accompanied by Mr. Sarnoff, were recently in Washington in conference with the Navy Department.

George S. De Sousa, Traffic Manager, has gone to San Francisco where he will remain for some time in charge of all Marconi interests on the Pacific Coast; Superintendent Stevens and Engineer Isbell having joined the colors, Division Superintendent Winterbottom returns to New York. Before leaving New York Mr. De Sousa was entertained at an informal luncheon by the heads of the various departments.

Charles F. Krauter, of the Purchasing Department has just returned from a cruise to and around the island of Porto Rico, a trip of 3,000 miles.

E. N. Pickerill, one of our oldest and best operators has resigned to engage in other business. All success to him.

G. E. Henderson has been appointed Acting Superintendent of the Southern Division, vice J. A. Pohl,

who has been called into active service in the Navy Department.

Misses Hoffman and Baltz have been assigned to temporary duties at the Aldene works.

BROAD STREET

Welcome to Messrs White and Soper. The Wireless press staff is now conveniently and comfortably housed with us.

This office has just been presented with a flag, which can be seen flying from our flag-pole at all times. Mr. Wallace has been designated as Flag Lieutenant.

We shall be glad to see those ship operators who wish to avail themselves of the use of the Trans-oceanic school where they may learn Trans-oceanic methods and prepare themselves for transfer to that division of the service at a later date.

Why are you allowing this opportunity to slip past you?

SOUTHERN DIVISION

The many friends of former Superintendent M. C. Morris will be glad to hear his health is improving.

A. G. Shafer, a new man, relieved H. G. Hopper on the Delaware Sun. Hopper is back on his old home, the Gloucester.

The Ontario went into commission on June 2nd with Operators L. Brown and F. Atlee in charge. Atlee is a new man.

Constructor McKee installed a cargo set on the Margaret of the A. H. Bull Line at Baltimore.

Constructors Gerson and McKee installed a quarter on the Beatrice, also of the Bull Line, at Baltimore. Operator Earl Rice was assigned.

Harry Helgeson, formerly of the Pearl Shell has returned to this Division, taking assignment on the Howard.

MARCONI SERVICE NEWS

Doctor Otto Curtis honored us with his company several weeks ago.

K. W. Orcutt is now on the Grecian with J. E. Wynkoop as junior.

North West, formerly of the Rockingham, reached Baltimore safely after his ship was torpedoed. He is very anxious to go to Liverpool and not being able to get there on the Rockingham he is going to try it again. Better luck this time, we hope.

C. D. Anderson, a new man, has been assigned to the Borgestad.

W. J. Ferris is now holding down the Sunoil. L. Asadorian is doing his bit on the Santa Maria.

David R. Lee, formerly of the Racoi is taking a trip across on the Alamance.

George Fischer is back with us again. Says the J. W. Van Dyke looks pretty good to him.

F. E. Tombaugh has been relieved on the Iaqua by Joseph Bernert. Tombaugh has returned to Frisco.

W. P. Grantlin, former coast station manager, returned to our service for several trips on the Somerset.

Former Manager Illingworth of Jacksonville is now on the Persian running out of Philadelphia.

Second Operator Merrill of the Savannah station is now in the factory at Aldene.

Hubbard McCauley, formerly star trans-Atlantic operator (with apologies to L. W. McKee) has been off for several weeks on a much-needed vacation. He expects to return in the near future.

R. E. Ford has resigned.

All of the eligibles of this Division registered on June 5th and now have their little blue cards on hand.

"Newport News is the finest little city in the country," writes Constructor Gerson, "although it has only one attraction." Now George, be careful, potatoes are high these days.

J. L. Brannon, formerly of the Mexicano has returned to this Division.

Mrs. M. C. Morris has been appointed District Manager at Philadelphia. Her address is 129 North Wanamaker Street. We wish her luck in her new position.

R. B. Dailey, former manager of Hatteras station, has been retained as caretaker of the Company's property. The station was closed by the Government early in April.

Former Manager Heilig of the Philadelphia Wanamaker station has been promoted to Ensign in the U. S. N. R. F.

H. C. Hax, former Marconi operator, is now Chief Electrician in the Naval Reserve and is stationed at Washington.

We notice one of our construction men has been spending a lot of his time around the office of late. What is the attraction, Mac?

Constructor Manley recently equipped the new S. S. Harold Walker of the Petroleum Transport Company with a 1-2 k.w. 500 cycle cargo set. By the way L. Lincoln, how is the 'phone service from Philadelphia to New York? She must have a strong voice to talk that distance every evening.

All of the Southern Division employees are wearing the new Marconi patriotic pins, which are much prized.

SPOKES FROM THE HUB

G. B. Ferguson and F. E. Zahn have been assigned to the six masted schooners Edward B. Winslow and Addie M. Lawrence respectively, sailing (not steaming) for the war zone. They should return regular deep-sea "op's" after four months on wind-jammers.

H. O. Bixby, a new man, is on the Belfast.

MARCONI SERVICE NEWS

The White Flyers are again in service. Flood and Platt are on the Bunker Hill. Platt formerly of the Vigilancia (sunk in the war zone) is now keeping within the three mile limit. West and Travis are on the Massachusetts.

A. Cashin has "come back" and is on the City of Bangor.

H. P. Whipple is on the Ransom B. Fuller.

L. R. Barbeau has transferred to the Gov. Dingley.

C. S. Thevenet has joined the Naval Reserve. He was relieved on the Augusta by P. S. Berryman, a New York man. M. Kanter is junior on the Augusta.

EASTERN DIVISION

H. S. White is junior on the Pioneer engaged in trans-Atlantic trade. White was formerly in the wireless school.

J. Houlberg sails alone on El Capitán having been transferred from the Saratoga.

A. J. Krynski and F. C. Gerloff are now senior and junior respectively on El Sol. Both were formerly students in the wireless school.

E. J. Smith, formerly of the City of Puebla, sails as junior on the City of Montgomery.

The Daylite's operator, H. R. Lee, is a new man in our service.

E. Michl of the Iroquois is also new in our service.

S. R. Kay of El Mundo is now on leave, being replaced by A. Russell who was transferred from the City of Savannah.

E. Marschall, senior of the Saratoga, has been transferred to the Jefferson, being replaced by W. O. Kay, formerly of the Iquitos. S. Hopko sails as junior on the Saratoga having been transferred from the H. R. Mallory.

J. B. Swift is now on the St. Charles, a recently-equipped boat, having been transferred from the Gulf Division.

G. F. Danforth, senior on the Mongolia, has been transferred to the St. Paul. D. A. Westerdorp, of the same vessel, has resigned. These operators are replaced by H. T. Solway, formerly of the St. Paul, as senior, and D. Voepel, formerly of El Siglo, as junior.

F. Mastronardi, a reengaged man, and H. Slater, formerly of the Lenape, are now senior and junior respectively on El Siglo, the latter replacing G. B. Eckhardt, who failed to report.

R. H. Redlin was reengaged as operator on the Dorothy Palmer, a trans-Atlantic steamer.

H. L. Potts, senior of the City of Savannah, is now on our Waiting List, being substituted by A. H. Koehler, formerly of the Comal. H. P. Folsom, also of the Comal, sails as junior on the City of Savannah.

V. A. Wheelless, formerly of El Oriente, and J. R. McKay, a new man are senior and junior respectively on the Comal.

The Brazos' operator, E. T. Erickson, is on sick leave, being replaced by J. G. Woltall, formerly of the Santa Rosa.

W. H. Boyle is now on the Santa Rosa, having been transferred from the S. Y. Alberta.

G. G. Chapman, a new man, was transferred from the Lenape to the J. L. Luckenbach.

J. F. Barstow, junior on the City of St. Louis, has been transferred to the Communipaw. His successor, E. S. Donovan, who had been on leave, after seven days' service went back on leave, being relieved by H. Parker, formerly of the Alamo.

R. F. Shipley has been transferred from the Cornelia to the San Marcos.

MARCONI SERVICE NEWS

He is succeeded on the former vessel by D. R. Kell, formerly of the Morro Castle.

P. S. Berryman, senior on the Morro Castle, has been transferred to the City of Augusta, being relieved by P. H. Kreiger, formerly of the Havana. R. Pindado, a new man, sails as junior on the Morro Castle.

P. E. Klipp who sails as junior on the Communipaw is new to our service.

L. F. Martin has been transferred from the Barnstable (formerly Gettysburg) to El Oriente.

The Yarmouth of the North American Steamship Co. now has as operator R. Clarke, who was transferred from the Rio Grande.

R. McManus who was to sail as junior on El Oriente failed to appear for duty.

G. H. Reachard, formerly of the Gulf Division, is now on the North-western.

The Currier will sail with D. R. Black as operator who is a new man assigned by Boston.

F. A. Schaeffer is now on the S. V. Harkness, having been transferred from the Pacific Coast Division.

The D. N. Luckenbach, a trans-Atlantic steamer, will sail with J. Davis, formerly of the Florizel. L. Pinkerton, of the El Dia, will be substituted as junior on the Florizel.

I. Hoffman and A. Visconti, formerly of the Monterey, are now senior and junior respectively on the trans-Atlantic Steamer Armenia. The former has been on our waiting list.

As the Gargoyle is now in coastwise service, only one operator is required. Her senior operator, C. A. Russell, has been transferred to the Grace, (formerly the Margarcia).

R. H. Poling of the Mundale has been placed on the Unassigned List and R. G. Curry, a new man, was sub-

stituted from this list. He joined the ship at Baltimore.

As no operator is required on the I. D. Fletcher, B. Krayner has been placed on the Unassigned List. He was later assigned to the Albert Watts, a ship recently equipped by the Southern Division.

C. E. Preiss of the Antilles has resigned from our service.

W. Cox, junior of the Algonquin, has been transferred to the Ruth E. Merrill, being relieved by C. A. Williams, a new man.

L. Leighton has been transferred from El Cid to the Rio Grande, being succeeded on the former ship by W. K. Johnson, formerly of the Northland. H. Voightlander was transferred from El Occidente to substitute of M. Kestenbaum, formerly junior of El Cid, now resigned.

B. W. Heyer, junior on the Hamilton, resigned from our service. H. C. Bigelman was transferred from the Frederick Luckenbach to relieve him.

R. W. Young of the trans-Atlantic steamer J. L. Luckenbach is now on leave.

W. R. Weeks, a new man was assigned as junior to the Philadelphia to relieve G. E. Sterling who resigned to join the Army.

A. Izzo was transferred from the Standard II to the El Valle, to relieve E. E. Davis who was transferred to the Angers, a recently equipped ship engaged in trans-Atlantic trade.

A. P. West, formerly of the Gulf Division, was assigned to the W. C. Warden to relieve C. E. Heinline who resigned from our service.

J. Maresca was taken off the waiting list and assigned to the Mohawk to relieve A. L. Heimbecker who is now on leave.

J. R. Joiner of the Madison is at present on leave.

MARCONI SERVICE NEWS

R. H. Aldrich of the Baton Rouge is also on leave.

The Campana's operator, C. E. Pfautz, has resigned.

F. W. Harper, who has been on leave, will sail on the Dayton, relieving J. W. Leathers who has resigned.

G. Fischer has been transferred from the Munalbro to the Southern Division.

The Beatrice's operator, A. P. Kessler, was taken from the waiting list.

L. J. Michaels was reengaged as senior on the Northland.

W. Miller, senior of the Onega, is now on leave. Her junior, R. S. Hubble, has resigned.

J. T. Neely of the Navahoe has been transferred to the Halifax, a recently equipped Canadian steamer.

The unassigned list furnished F. H. Gardner as senior on the Wico and the waiting list furnished her junior, R. McManus.

J. J. Auringer, junior on El Rio, is at the present time on the waiting list.

GREAT LAKES

W. E. Carlson has been transferred from the Minnesota to the Carl D. Bradley, a newly equipped ship. Zephyr A. Turner, a new man, has been made first operator and H. F. Kohintz, also a new man, second operator, on the Minnesota.

C. H. Hiestler, recently on the Eastern States, has been transferred to the Samuel Mitchell, a new equipment.

D. C. Smith has been replaced by E. L. Brisson on the Alpena. Smith is now assigned to the Schuylkill, recently equipped in this Division.

C. S. Swanson, a new man in the service, has been assigned to the Barge Limit.

S. E. Leonard has been assigned to

the C. O. Jenkins, a newly equipped vessel.

George Covey, one of our old operators, has again decided to return to the Marconi service, and has been assigned to the S. Y. Galatea.

E. C. Wirth, who has recently returned from the Pacific Coast, is now operator in charge of the Eastern States.

Fred Elliott, a new man, has been assigned to the City of Erie.

A. Shafer, a new man, has been assigned to the City of Buffalo.

W. K. Wing has been temporarily assigned as operator on the Seandbee. Mr. Wing is a Lake Michigan man and intends to return there as soon as the South American resumes operation this year.

Constructor W. H. Jones is now at Lorain, equipping the Carl D. Bradley.

During the past month installations were completed in this Division on the War Patrol and War Cross and we are now equipping S.S. War Major and War Tune.

PACIFIC DIVISION

G. A. Williamson of the Marshfield station was transferred to the Steamer Adeline Smith plying between Coos Bay and San Francisco Bay points. After three or four years land station service Mr. Williamson believes the sea is a trifle too rough for a landlubber.

Chief T. C. Eastman of the Heaver is enjoying himself immensely of late and showing himself quite capable of taking care of his numerous assistants.

A. M. Halliday and W. L. McLean are acting the part of buzz artists on the good ship City of Seattle.

Earl Diamond of West Mexican and South American fame is taking a short vacation on the liner City of Topeka.

MARCONI SERVICE NEWS

N. D. Talbot, formerly in charge of the Colombia has been transferred in charge of the Senator with E. P. Wuensch as junior. The Senator is now making her first trip from San Francisco to Nome, direct.

S. J. Fass, one of the old timers, is serving on the Geo. W. Elder. The Elder is doing the South American run.

W. E. Chesebrough was recently assigned junior on the Klamath. H. W. Underwood is senior.

H. E. Wright and J. J. Voss are holding down the Multnomah as senior and junior respectively.

P. S. Finnell, the Palmito Del Verde Scout, is in charge of the Northern Pacific with P. C. Valentine as junior. The Northern Pacific is now well equipped for an Ocean Wireless News record and it will be well for the men on the sister ship to look to their laurels.

W. B. Wilson, formerly of the Seattle station paid his bi-yearly visit to San Francisco the other day. He's the same old Wilson. The bag of dust that he usually carried has increased to a sack, and the spreading quality is now an art.

Highpower Schneider (W. P.) is doing the Honolulu Route on the Wilhelmina.

A. H. Doty relieved G. F. Shecklen in charge of the Johanna Smith.

E. I. Pynchon who earnestly believes in extremes, after doing the hot Chilean Route, following it up with a trip to Nome, has taken a short coastwise trip vessel, to think it over.

C. F. Trevatt has been assigned to the Cunard liner War Knight. This vessel recently left San Francisco for (Censored) via Portland.

M. J. Hankins has assumed charge of the Cabrillo plying between Avalon and East San Pedro.

C. T. Nichols is junior on the Matsonia vice Mattingly transferred to the Santa Alicia.

J. R. Livesay operator in charge of the Norwegian Steamer Cuzco when wrecked off the Coast of Salaverry, Peru, was returned to San Francisco May 12th, as passenger on the Steamer Santa Cruz. Livesay states that while standing by a wrecked vessel it was necessary at times to sleep ashore and that all in all the experience obtained could not be fully appreciated until after a short vacation.

The War Knight of the Cunard Line was equipped at San Francisco by Messrs. Vetter and Sabo with a 2 k.w. 500 cycle panel and a 10 inch coil auxiliary.

The George G. Henry was also equipped during the month by Messrs. Sabo and Vetter, and will shortly leave for East Coast Service.

E. A. Werner relieved E. V. Baldwin as junior on the Ecuador. D. M. Taylor in charge.

C. Lindh and J. H. Baxter are holding down the Great Northern and will have to set a lively pace to hold the news sales record, now that the two liners are on the same run. The results of the June sales will most likely appear in the next issue.

J. S. Knowles and D. T. McKinnon are acting senior and junior on the Windber, out of Seattle for Alaskan ports.

F. C. Reed, after spending several months on the Seattle-Alaska route is now running between San Francisco and Balboa.

F. A. Lafferty and F. T. Wiese left for the Orient on the China as senior and junior.

B. McLean, formerly in charge of the Venezuela has been shipped to Seattle for service as senior on the Umatilla making her first seasonal trip to Nome.

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