MARCONI SERVICE NEWS

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Eliminate Waste!
Look to the little things!
In every possible way
Make everything count.
Infinite savings will follow.
Never was it so neccessary,
And the neccessity grows.
This is the duty of all—that
Every man in his line, shall

Waste nothing;
Allow nothing to be wasted
Seek to conserve.
This is your duty and mine—
Eliminate Waste!

ALL IN A DAY'S WORK

By Clarence Cisin

To the crew of the Navajo the Fourth of July came in like the proverbial lamb and went out with a display excelled by no old time celebration of that glorious day. The sun was shining upon a placid stretch of ocean that had all the peaceful quietude of a street scene in Flatbush. Dinner was in progress and one of the men remarked that it didn't seem at all like the national holiday without the time-honored fireworks—had he been a prophet, gifted with true foresight, his name would go down in history as the World's most sarcastic joker, as almost immediately the alarm gong rang out its warning. With a few choice words regarding the imaginary visions of over-zealous lookouts—for the pie was tasting very appetizing—we rushed out on deck and plainly saw a submarine, looking very businesslike, with its gun crew on deck preparing to fire upon us. The Captain rushed to my cabin with the ship's position. I soon had the distress call working overtime. A British destroyed answered, and reported that they were speeding toward us. Our gunners opened fire upon the Sub and after three shots from our guns she submerged. The patrol boat overtook us about an hour later, and convoyed us a short distance. That night the submarine topic was very seriously discussed.—So was life insurance.

The next morning I was awakened by the sound of shots. The Captain came into my cabin, and asked if I could hear any distress calls. I listened-in, and picked up the distress call from a British ship, saying that she was being shelled by a submarine. In the middle of her message stating her position, the spark suddenly died out. All operators are familiar with the peculiarly appealing sound given out when an accident

occurs to the transmitter. Nothing more was heard from that ship. A sailing ship about three miles ahead of us was apparently struck by a shell, as she buckled amidships, and almost immediately went down. Half an hour later the submarine appeared and commenced to chase us. I sent out our distress call and got in communication with a French land station. A little over an hour later an aeroplane came speeding toward us—it gave us the kind of a feeling a drowning man must have when he suddenly finds a life-preserver floating toward him—the plane circled around us and the U-boat promptly submerged. We no longer felt that the newspaper talk about submarines had been exaggerated.

Somehow or other, there was not a great deal eaten at the noon-day meal, but as we expected to arrive at the Port of Havre within a very short time, we all felt that the worst was over. However, the subject of U-boats is an extremely intangible one to speculate upon. We were going full-speed ahead and, although a heavy fog had arisen, the engineers kept the ship at its utmost speed. We were not breaking any speed records at that, as our ship was not able to make more than about nine and a half knots when pushed to the limit. About three o'clock the same afternoon the fog lifted and on our starboard side, a little over two miles away, was friend Sub with her gun crew on deck, ready to fire upon us. They didn't lose any time about it, for suddenly a peculiar whizzing, shrieking sound was heard, and a shell exploded about ten feet from us; there was a blue-flame and a sickening thud as the shell exploded—the whole ship rocked. The Captain immediately swung our ship around so that the stern of the vessel faced the submarine; then we opened fire. I had started the distress call immediately upon sighting the submarine, and the first mate brought in the ship's position a few minutes later. The wireless cabin was directly back of the after-gun and presented a very excellent target for the U-boat. Shells were flying in all directions. One shell whizzed directly above my cabin, miraculously missing the masts of the ship, and landed a few yards ahead of us. Another shell exploded about ten feet from one of my windows, and a shower of water was thrown all around and upon the apparatus. In the meantime I had picked up two British destroyers and a French land station. The destroyers upon receiving our position sent encouragement, stating that they were steering toward us. We expected to be struck any moment and we all knew that one shell would not only completely disable the Navajo, if it struck us anywhere near the engine room, but that it would immediately set fire to the fuel oil. The battle lasted about fifty-five minutes, and the naval gun crew are deserving of much credit for the cool manner in which they acted. One young lad named Smith, a gun pointer, kept repeating, even with the shells bursting on all sides, "Those damned Germans can't hit us. Give it to 'em, boys." The third mate gave very valuable assistance to the gunners in working the lanyard which they had attached, as the trigger of the gun was out of order. I realized that if one shell struck my cabin, there would be pieces of wireless apparatus and wireless operator spread promiscuously about the ship. That this would be instantaneous was sort of comforting. I had decided long before we entered the war zone

just exactly what my procedure would be in case we were fired upon, but I little realized the overwhelming sense of duty to our glorious country that came to me at the time to keep me at the key, while it seemed every moment would be the last. There must have been a guarding Providence watching over us because while shells were flying over and around us, missing us by a few feet, they DID miss. The twenty-fifth shot had been fired and the men watching with every nerve strained saw an explosion take place directly above the conning tower. Several of the enemy were seen leaping into the sea as the submarine up-ended and sank. They had fired altogether twenty-three shells at us, and we fired twenty-seven. When the guns ceased firing, the silence was just as it might be if you were standing close to Niagara Falls, and the falls were suddenly turned off. There had been so much vibration in my cabin that the detector point had been jarred from the crystal several times during the battle. We were breathing a sigh of relief, and I was about to light my pipe, when the first mate rushed into the cabin and said, "Continue the distress call, another submarine is in sight." There is a lot of truth in that "No rest for the wicked" theory. The engineers used all their energy in making the utmost speed, and the submarine which we had just sighted submerged within a few minutes. One of the fragments of a shell had struck the stern of our ship, almost directly below my cabin, but above the water level—this required seventy-nine rivets when we arrived in France.

We arrived at Buxham, England, that evening and anchored in the stream. A report of our encounter had preceded us and we were visited by several of the British officials. Later we received a letter of congratulations from the British Admiralty upon our sinking of the U-boat. That night we all sat around chewing the rag until about midnight. Had it been a religious gathering, it would not have been possible to have collected a more subdued and serious group of men; most faces bore an expression of heartfelt thanks for our miraculous escape. About midnight we bade each other goodnight, apparently to turn in. I went out on deck to have a final smoke before retiring, and about ten minutes later the third mate appeared, followed by two of the engineers—before half an hour was up we were all seated on deck, discussing the battle again.

The next evening we crossed the Channel with four other ships bound for Havre, and under the escort of a convoy, arrived at Havre the following morning without further incident. We remained in Havre a little over a week. During that time I had occasion to travel to Paris. There were about fifty-seven different varieties of police inspectors who found it necessary to look at my passport and papers—before leaving Havre and entering Paris. Everything and everybody was in uniform—a civilian created as much curiosity as a man in uniform had bestowed upon him before the war. There was a ratio of about forty women to every man. Women were working as street cleaners, taxi-drivers, car conductors, and at practically every vocation which man had filled in peace time. And I wish to remark at this point that the car conductors, with their kippy little white hats and neat-uniforms,—

were a sight that would have cheered the heart of Howard Chandler Christy.

A vast number of Americans, mostly from the Medical Corps and the Engineers Division, were very much in evidence. The French people surely know how to make strangers feel at home. A little incident that happened in the train on my way to Paris may be interesting as showing the attitude of all French people toward Americans. In the compartment in which I was riding there was a French soldier returning from the front, and a young lad who was studying aviation. They spoke very little English,—my French was not quite as good. We were able, by means of signs, gestures and a French-English dictionary, also by drawing sketches, to converse with each other. I believe it was the best example of the pantomimic art on either continent—bar none. When they grasped the fact that we had sunk a submarine, the soldier exclaimed: "Ah, Americaine! My comrade." And he produced a bottle of wine from his kit. We were all little comrades together.

On July 14th, France's great national holiday (the fall of the Bastile) an immense review of allied troops was held by President Poincaire. Everyone for miles around, who could secure a pass for the railway trip, came to Paris for this event. The soldiers of the various countries marched past amidst much cheering, and flag-waving. Old Glory was much in evidence. There were among the soldiers a great many lads between the ages of seventeen and twenty; and, although the occasion was one of great jubilation, there was a tired, dissatisfied, sort of longing-for-the-war-to-end expression on their faces.

The fourth day out from New York our Mascot Bess, a fox terrier, presented us with a litter of four pups. They immediately became the most cherished and petted of all animals. Talk about your Fifth avenue matrons who lavish affection on poodles—the mascots of the Navajo would indeed make these pups of the rich seem like ill-treated dogs. Two days after they were born their mother committed suicide by leaping overboard. Four little whining pups caused a grave council among us to decide upon the why and wherefore of bringing them up. One genius, who had a fountain-pen filler, took the rubber part and perforated it and attached it to a bottle. The pups took to the bottle as naturally as some men. I adopted one of the pups—a black and white one, and he made his headquarters in my cabin. I named him Trixie.

We sailed from Havre, acting as a convoy to twenty-three merchant ships. The Navajo steamed proudly ahead of this long procession, looking as if she were leading an exciting race—the thought of a race, howwever, immediately vanished when we remembered our speed of eight and a half knots. The next day we arrived in Fowey, England. Fowey is, indeed, the garden spot of the world. There are a hundred and one little nooks, shaded by gorgeous flowers, and the greenest of green trees, sending alluring invitations to all lovers of nature. There are miniature hills, with dreamy bungalows perched on the summits, overlooking a stream dotted here and there with skippy little sail boats drifting along in a carefree, lazy fashion. It would make a poet out of a Coney Island side show barker.

(To be concluded next month)

THE CREED OF THE BOSTON DISTRICT

The Commercial Manager copied the following from the bulletin board in Boston office recently. He reports everybody happy and pulling together in that district.

IN THIS OFFICE

We believe in our jobs.

We believe in the equipments and the firm we are working for.

We believe in ourselves and our abilities to get results.

We believe in serving our firm honestly and to the best purposes, and respect the confidence and trust placed in us.

We believe in working—not waiting, in boosting—not knocking, and in the pleasure of performing our daily duties.

We believe in the purchase of honest equipment and material, produced upon the standards of honest workmanship at an honest price, for our work, whether it be scrap paper or 300 k.w. plants.

We believe in man and power efficiency and the consummation of results at lowest cost.

We believe in keeping accurate records of the daily performance of our work to serve the best interest of our firm and to further prove our interest and capabilities.

We believe in adding to our store of knowledge daily, in keeping fully abreast of the times through the careful reading of current literature and in the learning of new ideas, new kinks, new equipment and better methods for the benefit of ourselves and our firm.

We believe in safety first, and in such personal care and precautions and the installation of such equipment and devices as will promote it.

We believe in our fellow-men, in giving each man a worthy chance and in assisting those who are honestly ambitious.

We believe in progress, in courtesy, in kindness, in generosity, in good cheer and good fellowship.

We believe in our homes and that there is nothing can replace them.

We believe in today and are proud of the work we are doing, in tomorrow and the work we are to do; and in the future and the rewards it holds for us; and we believe that no man is down and out until he has lost all faith in himself.

Maintenance Matters

A Department for Technical Questions With Answers

By P. B. Collison

[All employees are invited to direct technical questions to this department

Q: If the aerial ammeter should fail to function, does it necessarily follow that the radio transmitter is out of commission?

A: There are two types of aerial ammeters in use on the sets of the Marconi Company. The majority of the panel sets are fitted with a thermo-ammeter which has an external heating element containing a thermo-couple. With this type of meter the set continues operative so long as the small heating strips are not burned out. However, it is best to shunt this meter when it fails to function. In the hot wire type of meter, the small heating wire is often the sole conducting medium (through the meter) and if this should become broken it will be necessary to shunt the instrument.

Q: What is the most effective adjustment for maintaining a clear note at the quenched gap?

A: The generator field rheostat should be adjusted from time to time to compensate for any change of voltage at the ship's generator, or changed conditions in the quenched gap, due to heating. It is invariably necessary to alter the adjustment of the generator field rheostat whenever a different number of plates are selected at the quenched gap. The motor field rheostat should never be touched unless the ship's generator voltage should rise or fall in excess of ten volts.

Q: How often should the plates of a quenched gap be cleaned?

A: A quenched gap should never be opened unless the gaskets puncture or the plates become short-circuited. Both of these conditions will be indicated by a drop in the antenna current with decreased primary input. The adjusting screw of the gap should be tightened very slightly from time to time to prevent leakage of air caused by compression of the insulating gaskets.

N.B.—A few defective gaskets have unfortunately found their way into service. With these it will be noticed that the coating melts when the gap has become heated; this is apt to run between the sparking surfaces causing carbonization which may short-circuit the gap. These gaskets should be immediately returned to the M. R. I. Department, accompanied by a request for a new set. In the meantime the synchronous gap can be employed.

Q: Why is a reactance coil used in series with the transformer primary on the three hundred meter adjustment?

A: To prevent an overload at the spark gap due to decreased condenser capacity at this wave length.

Q: Why are double layered windings used in the Type 112 receiver?

A: To obtain the maximum of inductance with a minimum value of resistance.

Q: How can the power or antenna current be reduced with the new quarter and half kilowatt cargo sets?

A: By reducing the coupling and by shifting the position of the stationary points of the synchronous gap until the spark becomes weak.

Q: What is the usual antenna current of these sets? As there is no aerial ammeter provided how can I tell when the antenna current is at its maximum?

A: Consult the tuning record and make certain that the clips of the oscillation transformer are in the correct position for the wave length in use. A maximum glow of the shunted lamp in the earth lead indicates resonance provided the coupling is placed as indicated by the tuning record. The usual antenna current of the quarter kilowatt sets is about 3.5 amps., for the half kilowatt sets about 4.7 amps.

Q: How can I tell when the frequency of the motor generator is 500 cycles?

A: With the cargo sets fixed resistance coils connected in series with the fields make it impossible to alter the frequency. With the standard panel sets the correct position for the slider of the motor field rheostat is about one-third of the way up, providing the ship's generator voltage is normal.

Q: Is there any particular rule to follow in adjusting the potentiometer in the crystal circuit of the receiving tuner?

A: The position of the potentiometer will vary with each piece of carborundum and with different points of contact on the same crystal. The polarity of the battery may also have to be altered for different crystals. Trial alone will determine the correct setting.

Q: If the resistance coils of the charging panel on a ship supplied with a sixty cell storage battery should become damaged beyond repair at sea, how can the battery be charged?

A: Two methods of charging can be used. Connect the two banks of thirty cells in parallel and reduce the voltage of the ship's generator to about 70 volts. Another way would be to raise the ship's voltage to 140 and charge the two banks in series. If the second method is used be sure to disconnect all lights else the filaments will be damaged. A water rheostat is not nearly so reliable or efficient as either of these methods. The first method has recently been tried by an operator with great success.

Q: What material usually found aboard a ship could be used as aerial insulators, if all others were broken?

A: Old broomhandles. Cut them in three foot lengths and bore holes through the end to take the wire. If you can obtain some varnish to coat them, so much the better. Varnish is better than oil.

What to do in Emergency

The question of what to do if a ship's wireless set is damaged beyond immediate repair, as by shellfire for instance, is one that deserves much serious consideration. To construct a workable set from a mass of wreckage requires a thorough understanding of fundamental radio circuits and basic principles.

If the station is supplied with a ten inch induction coil, and if both the coil and batteries remain intact, a plain or tuned aerial circuit can be immediately arranged.

With only a power transmitter, a plain aerial connection with the transformer is practical but not very efficient.

Quick action in an emergency of this kind is the first requisite. Take quick inventory of the remaining apparatus and get help from one of the engineers if possible. If your motor generator is either undamaged or easily repaired get at it first. Next, look over the transformer, then the condenser; any old kind of a spark gap will do. Rig up some form of inductance from the remains of the aerial tuning inductance and the oscillation transformer. If the oscillation transformer is badly damaged rig up a conductively coupled circuit with tight coupling such as was used with the early sets. While placing this temporary rig in commission, use a small amount of power for a start to locate defective insulation. To get maximum antenna current use the aerial ammeter if you have one, and if not connect a small spark gap in the open circuit. If your motor generator is damaged beyond repair and you have no coil set you are, of course, up against it.

Now for the receiver. Remember the old question you were asked when you took your examination for an operator's license. It said "What pieces of apparatus are essential for the reception of signals"? Remember your answer and put it into effect. What was it? A crystal and a telephone receiver. You should all know how to rig up some form of simple detector (if you do not you had better brush up on this point). The addition of a variable condenser and a tuning coil of some sort will work wonders. Do not forget to arrange some method of quick transfer from transmitting to receiving.

As for the aerial, keep in mind that one wire is sufficient. The longer and higher you can place it the better. If the masts are shot away and you cannot get an aerial longer than fifty or sixty feet, stretch a number of wires, or if you should be short of insulators make a thick cable of all the wire remaining and hang it up on whatever type of insulators you may have. Never mind appearances. If the aerial is well insulated it will work, and work well.

MSG TRAFFIC VIA JAPANESE COAST STATIONS

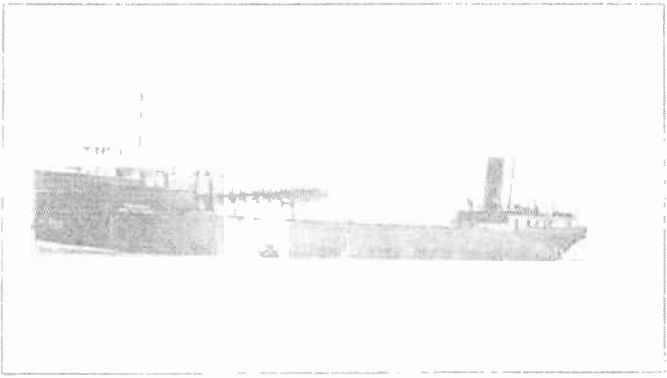
CORRECTION

An error has been noted on page 13 of the February edition. The correct manner of handling this traffic is as follows:

On messages destined for any point in Japan, i.e., ship's business messages from Pacific Mail or China Mail vessels to their agents in that country, the coast tax and forwarding charges will be collected from the addressees.

On messages to points outside of Japan to be forwarded, say to San Francisco or Honolulu, the coast tax and through cable or radio charges must be prepaid.

These instructions apply to MSG traffic only.



THE CONNEAUT

QRA "THE LAKES"

By Berton L. Chapman

No douht a few people, a very few we hope, are unaware of the existence of the Lakes; then there are many who are more or less acquainted with them and who like to hear how things are going, on the Lakes.

Here is just a word to inform those who wish to know, that the Lakes are still in commission and doing fine, in wireless as well as in any other worldly matters.

For the benefit of those few, to whom the Lakes are unknown, let us state that the Great Lakes are composed of six lakes of fresh water and form a partial boundary between our United States and Canada, an ideal route for various commodities from the fields of production in the northwest to eastern and foreign countries and incidentally providing numerous opportunities for displaying the worth of wireless telegraphy.

Although wireless matters are more to the front than other worldly matters, where we are concerned, it is impossible not to be effected by the happenings going on about us, which are more or less important in the activities of the world.

The Lakes are doing their bit in ship-building, with every yard working continuously in the construction of freight steamers for the ocean trade.

There is SOME shipping being done up here too, as a glance at the tonnage reports will show.

To see large freighters, built especially for large cargoes in the lake trade, pass one after another, (on an average of one every fifteen minutes by Detroit, the latest reports show, during a season of 265 days) loaded to the limit, to lower lake ports, awakens one's imagination and brings up the comparison of the problem railroads would have in transporting these cargoes especially during these times of rail delays.

These cargoes are important to the world, now, as never before. Wheat, which we are told is needed in many nations, is transported by the millions of bushels. Iron ore, one of the most important articles carried, keeps the majority of the lake freighters busy the whole season. Copper, which a certain country has been notoriously short of for some time, comes by the boat-load from the mining regions in the upper Lakes to lower ports easily accessible to manufacturing centers. Coal, lumber, various grains, package freight and limestone also form a large part of the lake trade; but to come back to the bearing wireless has on all this activity. There is as much traffic and normally, as many dangers to navigation, on the Lakes as on any waters where wireless is used and where, although some may think otherwise, wireless is equally as important. The convenience to vessel owners is without question. The fact that steamship companies are in touch with their various steamers aids greatly in securing quick dispatch, in loading and discharging cargoes, during the busy season when all port facilities are rushed to the utmost. A clear dock in the lower lakes is a rare thing when the traffic is at its highest and it means a saving of time and money to the steamship company, as well as to consignee of cargoes, to be able to divert the incoming steamers to the least congested ports for unloading.

The average lake steamer spends very little time in port and it prevents delay to be able to forward requisitions by radio for supplies, which are at the dock when the ship arrives. It is a simple matter for the master to send word ahead of his steamer that new hands are required to replace those who wish to leave the boat, thereby causing no delay to work or violation of the seaman's law, which as we all know strictly forbids a master to leave port short-handed. On passenger boats the wireless comes into welcome daily use to smooth out the troubles of the traveler and to clear up the business matters which are left unfinished on leaving part.

The traveling public fully appreciates the convenience wireless affords even on the comparatively short trips on the lakes and are loud in praise of the modern invention which makes possible instant communication with homes and places of business.

The radio art, however, comes into its best uses, as a saver of life and property, at the beginning of the stormy season (September 1st.) until the closing of navigation. The weather forecasts are easily obtained from the coast stations, while existing weather and ice conditions may be learned from other steamers before a vessel need venture into the lake.

For the most part the lakes are shallow and a gale, easily mistaken for just a blow, can cause a damaging sea to rise within the space of a very few minutes before a vessel could reach shelter even though it be near. The word, received via radio, which gives the least hint of a storm is accepted and heeded with the greatest concern by the master of any vessel passing out into the lake. The yearly toll of vessels lost in storms on the Great Lakes goes a long way to show the need of a reliable means of communication, at all times, with land and other ships.

Judging by reports and personal observation wireless is doing its work well. There is never a season passes but that numerous storm-damaged or ice-bound vessels are given material aid, which without a doubt, gives the owners of those vessels not equipped with wireless something to think about.

One vessel in particular, which demonstrated the worth of wireless equipment on the lakes, was the steamer Conneaut; after being equipped in 1916 and in charge of Captain W. W. Neely, gave such good service as to cause the equipment of the remaining vessels of the fleet. This fleet, owing particularly to the irregularity of its runs, employs wireless advantageously in its coal and limestone trade. These vessels discharge their cargoes by the use of a novel arrangement operated by auxiliary engines. The cargo is fed through hoppers at the bottom of the cargo hold to bucket conveyers running the length of the ship; it is then elevated to the belt conveyer of the boom allowing it to be placed on the dock anywhere desired. This system proves of great value in discharging cargoes in small towns where it is impossible for the usual lake freighter to trade due to the lack of unloading facilities.

The stone boats, as the vessels of this fleet are called, due to their cargoes consisting largely of limestone, provide an ever changing scene for the operator who wishes to see the sights, as they touch a different port nearly every day. This can be appreciated by anyone after spending monotonous weeks shut up on a trans-oceanic vessel.

The quarters and treatment of the operators are of the best to be found on any waters and the sets, although mostly of the older type, are efficient, and a vessel is never out of communication with land through some one of our twenty-odd coast stations.

The coast station service, under the supervision of the government, is efficient and continuous. Although the season lasts only eight or nine months on lake steamers, the winter vacations are welcome after the season's work, while there is always an opening in the various coast divisions for those who wish to spend the winter months on salt water where ice does not effect navigation as here. Our work on these lakes may not be as picturesque or exciting as that of our brother operators on the ocean but during the season it is equally important; and we intend to finish up the season here before turning our eyes toward the coast, from whence comes word of a scarcity of operators and an abundance of excitement. After ice begins to form and our ships lay up for the winter then we resolve to lend a hand and share in the exciting times on the deep sea, so CUL until that time.

MARCONI SERVICE NEWS

Russell A. Williams, of Ravenswood, Illinois, operator on the S. S. Motano, who perished when that ship was torpedoed in the English Channel July 31, was in his eighteenth year. He graduated from the high school last June and was president of the high school wireless club. He was a youth of exceptionally high principles and was a credit to the Marconi service. His first voyage proved to be his last. His parents have our profound sympathy in their bereavement.

NOTES FROM THE WORKS

Two brilliant new flags have been recently raised in the New Factory by competing departments. The Switch Board Assemblers bought and elevated one in a conspicuous position which spurred their neighbors across the aisle to go and do one better by ordering a 5x8. But we notice Old Glory holds the same stars and stripes for all sizes and ages and callings "Long may it wave o'er the land of the free and the home of the brave," and it's up to every man, woman and child to do his or her own part to keep it here and make the sentiment lite-ally true.

We gladly welcome back to the Marconi Works, Mr. D. Andersen of the Drill Press Corps after an enforced absence of two months following a compound fracture of his right arm. We congratulate him on his complete recovery. Speaking of Andersons, Mr. A. E. made a successful get-away with his matrimonial plans and kept his secret safe until he returned with the proud announcement of having joined the Benedicts on August 25th.

A breezy little incident at the Employees entrance recently enlivened the Factory and created widening ripples of interest. Mr. Geo. Lawrence, foreman of the Second Shift on 2 k. w. Standard Marconi Sets, had quietly planned for his marriage on Labor Day to Miss Alberta Ranigar of Cranford, N. J., where he resides, and attempted to slide out from the Factory unobserved, when a burst of music from the Bugler of the National Guard, stationed on the Marconi grounds, accompanied by a tin pan orchestra from the Factory, greeted him and he was suddenly caught in

a heavy shower of old shoes, rice and oatmeal which suggested a snow storm to those who strayed in on Sunday morning. In behalf of his many friends in that department, Mr. Thompson presented the prospective bridegroom with a handsome Morris chair. This started some of the old habitues on reminiscences and they regaled us with the story of Mr. Benson's sufferings two or three years ago. Deluding himself with the idea that he had kept his plans very quiet, he attempted to get away secretly. One of his suspicious friends had craftily struck up an intimacy with the father of a certain young lady, who was led on until he had innocently imparted the desired information. The afternoon of the fateful day found Superintendent Hayes dogging Mr. Benson's footsteps with unflagging interest until, seeing it was impossible to slip off unobserved, he announced nonchalantly—"Well, I guess I'll pull out now," whereupon Mr. Hayes electrified him by shouting, "No, you don't," and collared him, which was the signal for the husky Timekeeper, who tipped the scales at 225 lbs to seize him in his arms and carry him bodily into the cage where he was locked up for an hour while the men of his acquaintance circled around him with jibes and jokes, all of which he received with his usual smiling good nature. When all the workmen of the first shift had gathered en masse his feelings were soothed by the presentation of the handsomest sewing machine to be found, but the shower of rice and old shoes nearly spoiled the wedding for the deadly aim of the old shoes gave him a new sensation, viz, a swelled head.

With sorrow we record the death of a popular young workman, Michael Zygmund. Our most sincere sympathy is extended to his wife and little family.

As the Soldier Boys of the 4th New Jersey Regiment, some of whom had for three months guarded the Marconi Works, passed through on the large military trains for their Southern Camp, they were greeted enthusiastically by our girls and office force, who were on the grounds at the lunch hour, with flag and handkerchief salutes.

One of our office boys was caught in the act of perpetrating a practical joke the other day. Dashing into the main office, he called to one of the clerks "Hide me, quick!" "Get into the simplified card index case," said the clerk, calmly, "I defy any one to find anything there."

While waiting in a quiet corner the other evening the rich tones of a familiar old melody reached our ears from one of the workmen nearby and suggested that hidden among us might be some "Youth to fortune and to fame unknown" who might, perchance, develop into a Scotti or Caruso and charm the world! Apropos of this we wonder why a male quartet or chorus, meeting semi-monthly, would not be popular? Who will start the ball rolling? Ask some one in the Stock-room!!

Why?

Why do we fight and why do we live?
Why do we take and why do we give?
Why do we work and why do we play?
Why do we dream at the close of day?
Why do we hope for a future bright?
Why do we plan thro' the sleepless night?

Why?

The Answer:

For the light that lies in a woman's eyes,
And lies, and lies, and lies, and lies.

MARCONI SERVICE NEWS

MARCONI BUDS

That the interest of the company in its employees extends to their families, even unto the second generation, is evidenced by the sturdy face and figure of Earle George Hudson, the 14 months young hopeful of Mr. J. E. Hudson, formerly Engineer in charge at Marion, Mass., and now in the Navy. Earle tips the scale at 25 pounds and is some husky lad, with red cheeks and a happy disposition. He is not bow legged.

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 bachelors and maidens to be selected by the Editor, acting as Chairman.

WEDDING BELLS STILL BUSY

Married—September 5, 1917, Anna Katherine Pleines, of the Dictation department, Executive office, to Harold J. Kennedy. All our good wishes to the happy pair.

THE LAND OF SNOW AND ICE

KETCHIKAN

All of us have been kept pretty busy since the station was taken over by the Navy doing our bit and our place in the Service News was consumed otherwise. Ketchikan is the first station in Alaska in regard to geographical location, and is of quite a little interest in the wireless field. We are kept busy now-a-days keeping six naval stations clear besides doing our regular commercial circuit between Juneau and Astoria. With all this work it hasn't chased away the thoughts of the Service.

Same ole gang is still here except for an additional op, which was supplied by the Navy. Lovejoy is still here but entertains hopes that he will soon be transferred to the civilized world. We all hate to see him go, and we know that the goils feel the same way. Some ladies' man this boy Lovie. Mike Svendsen is bemoaning the fact that the waffle house has closed up and the proprietor has gone in the jitney business. Mike got pretty fat on waffles for a while. Kind of thinning out now. Wilhelm is still here, too, and is all broke up since his spruce left for California. She's to be gone nine months and we fear it will affect him pretty bad. Cheer up Kaiser, she'll be back again.

Lovie and Wilhelm are parading the streets now with their new uniforms. Some classy kids. Both of 'em have got the goils going. They all fall for brass buttons. Being in the Reserve we are required to wear the regulation uniform. Svendsen, Lovejoy and Wilhelm all are Chiefs and Roy, our worthy manager, is carrying a title of Gunner around with him. We are sure he never saw a gun in his life.

MARCONI SERVICE NEWS

Weather is getting kind of chilly at nights now and it won't be very many more moons before ole Kid Jack Frost will be biting our toes at nights. Fine outlook to look forward to. Some of you chechakos want to come up here and spend a winter. Fine place, lots of good hunting and fishing here.

There are good prospects for the continuance of the government road to the station this fall. That sounds good to us all, and if our dreams come true the undertaker will have a job on his hands. Boys figure they will get a fliver and ride to town in style, instead of footing the ten inch plank through the woods.

Let's hear from some of the other high power stations in the service. Don't let this war make us lose our interest in the Service.

EXECUTIVE OFFICE

General Manager Nally, has returned from a vacation spent in the Adirondacks, and reopened his home at Ossining-on-the-Hudson.

Welcome to Mr. Winterbottom, who has returned after a year's absence in the Pacific Coast Division.

Harold E. Dunn, Manager of factory, Canadian Marconi Company, Montreal, was a resent New York visitor.

Charles F. Krauter, of the Purchasing department, has enlisted in the Naval Reserve as Chief Electrician, Radio.

W. P. Kelland, Manager, Baltimore, paid us a call while en route to Syracuse for his vacation.

G. Harold Porter, Assistant Commercial Manager, has returned from Chatham, Cape Cod, where he spent his vacation.

Lee Lemon, Purchasing Agent, has returned from Beach Haven, N. J., where he enjoyed a short outing.

Harold Wick, of the Purchasing department, has resigned.

W. H. Wallace has been transferred from Broad Street to Purchasing department.

Miss Alma Lawson, telephone operator, has returned from Massachusetts and New Jersey, greatly improved in health.

Lewis Mac Connach, Assistant Treasurer, spent his vacation on the beach at Belmar.

Miss T. N. Brown, Secretary to the General Manager, enjoyed a motor trip to Buffalo, and has returned with a complexion the same shade as her name.

Frank L. Hartlieb, of the Purchasing department, spent his vacation in the surf at Staten Island, learning to swim.

Lewis B. Stewart has returned from Canada, Niagara and the Catskills, where he spent two weeks and some money.

Harry Chadwick enjoyed his vacation on his newly acquired estate on Long Island.

Paul Ringgold motored to Cape Cod for his vacation.

H. A. Sullivan, Auditor of disbursements visited the Thousand Islands for his vacation.

SPOKES FROM THE HUB

Operator Pratt of the City of Rockland has resigned.

The Governor Cobb is again in commission and is in the Boston-

Yarmouth service. Her operators are R. G. Philbrook and E. F. Harber. The latter came from the Southern Division.

T. H. Johnson has transferred from the Massachusetts to the newly equipped Brandon.

Operators Killam and Knight of the Ockenfels have returned from the war zone. Killam has relieved Parmelee on the Malden.

B. P. Sloane, who comes from the Coast Guard Service, is on the newly equipped Melrose.

F. J. Doherty has transferred from the City of Augusta to the Somerset, now owned by the Savannah Line.

W. E. Seaman, a new man, has relieved junior operator Grainger on the City of Augusta.

W. J. Sheehan of the Suwannee has resigned.

D. L. Eastman and O. N. Eddey left the Nacoochee at New York and are on the Suwannee, now owned by the Savannah Line.

EASTERN DIVISION

T. Peskin of the Arapahoe took A. Schwartz' place as junior on the Lampasas, when the latter went on leave, for one day and then sailed with the Sunlite.

E. F. Rice of the Margaret is now on the waiting list, W. P. Grantlin, a Baltimore man, having taken his place.

The Buenaventura sails with D. E. Howland who has been on leave.

L. F. Kendall, who has been on sick leave, sails as junior on the Arapahoe.

P. Podell, first on the Jamestown, has been superseded by A. C. Jacohy, formerly of the Apache. The junior on the Jamestown, M. Levy, on sick leave was relieved by H. S. Parsons, formerly of the Chas. Braley, for two days when he exchanged places with the operator on the Medina, T. G. Hahn.

The waiting list supplies J. T. Neely for the Chas. Braley.

The Erny's operators, C. R. Crosby and W. R. Mercer, were transferred to the Susana when this ship was taken over by the Government.

The senior of the Northland, L. J. Michael, has gone on leave being relieved by J. G. Woltal, who has been on leave, for nine days when he was placed on the unassigned list. L. J. Michael sailed on the Northland.

I. Hoffman, who has been on the waiting list, served on the Adamsturm for 7 days when he was assigned to the Brazos being relieved on the Adamsturm by D. A. Kell, formerly of the Brabant. T. Cook, of the Gargoyle, sails as junior on the Adamsturm.

The Gulf Division now carries P. Bowen on its payroll, formerly junior on the Proteus. L. J. Gallo takes his place.

M. S. MacNaught, of the Sabine, being one of those Summer only operators, has resigned being replaced by F. E. Leach who has been on leave.

R. S. Weeks, junior on the Mayaro, has been succeeded by G. O. Potts, formerly of the Goldshell, so that he may assume duty on the Comanche in place of J. B. Catanese who is at present on the waiting list.

The San Marcos operator, F. A. Mulvihill, has resigned; P. Battiato being taken from the waiting list to take his place.

J. F. Crosby, a new man, has taken C. Manley's place on the Comet, the latter now being on the waiting list.

The Northstar's operator, R. S. Shipley, resigned and L. Brown, a new man, was assigned to her as junior in his place.

MARCONI SERVICE NEWS

I. Hoffman, who served but a short time on the Adamsturm, relieved the junior operator on the Brazos, A. E. Harper, for one day and was then assigned to the Pisa in place of her former senior, F. W. Payne, now assigned to the Brabant. R. S. Henery of the Goldshell sails as junior on the Brazos.

E. Handler, a new man, sails as junior on the Monterey in place of J. A. C. Kavanagh who resigned.

The waiting list furnished J. B. Catanese as junior on the El Rio when C. Meirs went on leave.

The Southern Division assigned W. R. Hoffman as junior to the Harburg.

The Zulia now has E. E. Davis as junior.

The J. L. Luckenbach has a new man. H. Decker.

The Torres being transferred to the Gulf Division, her operator, R. G. Martin, was treated likewise.

O. C. Kebbel, junior on the Corning, has been transferred to the Gulf Division having been relieved by C. Diderich who was assigned at New Orleans.

B. Beckerman of S. S. Hamilton was called for draft, but was exempted as a member of Naval Reserve, being rated as Chief Electrician, Radio.

W. A. Roy deserted the Bayway, the Southern Division supplying a new operator in V. Zito.

R. J. Wagner thought it best to resign after allowing the Texas to sail without him while he slept off the effects of the night before in a railway station. A. Pasquale, a new man, sails in his place.

The Gulf Division assigned C. A. Coe to the Baton Rouge.

E. T. Donovan of the Allemania has been replaced by E. J. Smith, a reengaged man.

The English Company took over the Bryon but not the operators. R. Crozier, the senior, proceeded from England to his home in Ireland, while D. Carruthers, the junior, returned as a passenger on the Bryon, arriving in New York July 26th.

The junior and senior on the Communipaw, J. F. Barstow and P. Klipp, not finding the accommodations on board this steamer suited to their epicurean tastes preferred being carried on the waiting list. J. R. Churchill and D. Carruthers, take their places as senior and junior respectively.

G. H. Fisher of the Gargoyle takes H. Ely's place on the Westwego who is about to go on leave.

S. R. Kay of the Adamsturm relieved D. Cawman on the El Norte for three days and then resigned, Cawman assuming duty on the El Almirante.

The Cora Cressy sails with W. S. Miller, a new man.

F. Camenisch of the Lewis Luckenbach is now on the unassigned list due to the fact that this steamer has been dismantled.

The Wm. O'Brien released its operator, F. Drury, in order that he might relieve D. Leiter as junior on the Comal, the latter having resigned. W. J. Meekin, who has been replaced by F. Camenisch on the Portonia, sails on the O'Brien.

A. P. Kessler has resigned. J. O'Herin, formerly of the El Cid, takes his place on the Beatrice.

J. R. Churchill has left the Cadmus. He is now on the waiting list.

The Wm. Rockefeller had an operator that performed most of his duties at the Elm Street office, to wit: B. N. Lazarus.

E. Dynner of the Carolina is now on the City of Montgomery, taking G Kavanagh's place.

The senior and junior of the Ockenfels, P. S. Killam and H. C. Knight,

were transferred, with the steamer, to the Boston Division.

The El Siglo's operator, F. Salim, was removed as the crew were afraid to sail with a Turk (although he will soon be an American). D. Malisorf sails as junior in his place.

H. Folsom, who was formerly senior on the El Cid, has gone to the J. D. Rockefeller.

Y. deBellefeuille, senior, and W. I. Burns, junior, on the Santa Cruz have been transferred to the Pacific Coast Division. E. Smith and W. Marsh have been assigned at 'Frisco in their place.

W. J. Quinn, a new man, sails as junior on the Muskogee in place of E. Bergeron who is now on leave.

The El Norte now has S. W. Young, formerly of the Georgia, as her operator.

S. P. Wright of the Jno. D. Rockefeller has resigned.

E. K. Seyd of the Madison is at present on leave.

The Madison will sail with Tony Arthur who was formerly junior on the Pioneer.

SOUTHERN DIVISION

Constructor Sinclair installed a standard 1-2 k.w. panel set on the new S.S. Cubore at Baltimore. Operator Walter Osterloh has been assigned for the maiden voyage to Cuba.

Constructor Kasner, formerly of this Division, is now working for the Government at Brooklyn.

H. O. Simon, formerly of the Borgestad has left our service to attend Bliss Electrical School at Washington. Operator G. S. Shaffer takes Simon's place on the Borgestad.

Former Marconi operators Edw. McCauley, D. D. Moore, E. P. Hough and L. H. Gilpin are now in the Naval Reserve and stationed at Norfolk.

Sidney Giffin, a former Marconi man is now Chief Electrician in the Naval Reserve stationed somewhere in New Jersey.

Constructor Gerson was recently in New York on his vacation. George says there is nothing like Newport News after all.

Constructor Manley has been appointed District Manager at Philadelphia and is in charge of the new office recently opened at 109 South 2nd Street, Philadelphia. Operators are requested to call at this office when in need of supplies or requesting repairs to ships apparatus.

F. E. Zahn, the old Currier standby is taking a trip to the zone on the Carolinian from Baltimore.

W. P. Bremer has been assigned to the Norlina in place of Operator Fields who resigned from the service.

H. P. Parsons of the Eastern Division was assigned to the Rochester at Baltimore.

One trip to Italy was enough for F. R. Smith. He left the Sun at Marcus Hook and says never again.

Mrs. M. C. Morris, former District Manager, has resigned from the service.

Former Superintendent T. M. Stevens is now a Lieutenant in the Naval Reserve stationed at San Francisco. He says that he enjoys his new work and the climate on the Coast but is anxious to be back with the Company again. Let us hope the war doesn't last long.

H. R. Butt has been assigned to the Alamance in place of Oscar Foy who has been assigned to the Dorchester at Philadelphia. Oscar tells us the crew gave him a shower every morning through the port. Guess the subs got his goat, though.

Paul Fretz left the Dorchester at Philadelphia to join the Naval Reserve.

MARCONI SERVICE NEWS

H. Shallcross, former Cape May station operator, has returned to the service and has been assigned to the tanker Paraguay.

Hubbard McCauley recently paid us a visit. His trip to Naples was a decided success and he says the Arcadia is the best ever.

C. E. Stevens of the Ardmore blew into the Baltimore office like a gale of wind. He had his last haircut and shave on November 18, 1916, and looked like Robinson Crusoe. He is going to write us a story of his adventures in South America. We like to see him though, as the Ardmore is never in need of repairs.

Sam Cissenfeld, now Chief, is assisting Ensign Murray at Philadelphia teaching recruits.

Constructor Manley recently took a short sojourn to Florida in the interest of the Company. Lee says it was not a very successful trip.

H. M. Rodebaugh and his assistant Harry Nicholow have been assigned to the Howard now running to Savannah and Jacksonville relieving Operators Helgeson and Liedel.

Harry Helgeson is now senior on the Juniata. T. M. Scharf is acting as his assistant.

Operator Liedel is on the Gloucester in place of L. M. Temple who returned to school.

GREAT LAKES

Howard Swanson, senior on the Lakeland, has been called into military service. G. D. Rogers relieves him.

J. J. Manning, junior on the Lakeland, has resigned, and Paul E. Fischler, recently from the Southern Division, relieves him.

H. S. Scott, senior on the Octorara, has resigned, and O. E. Dunlap, junior on the Octorara, takes senior position; A. L. Shafer being transferred from the City of Buffalo as junior.

D. W. Balson has resigned on the Eastern States. Alvin Spencer, a new man in the service, relieves him.

H. E. Corey, junior on the S.S. City of Cleveland 111, had to leave his ship on account of illness. C. R. Pardridge, a new man, relieves him.

A. O. Weller has been transferred from the Seeandbee to the Wrecker Favorite, which is now working on the wreck of the Western Star in Georgian Bay.

F. J. Kaehni, a new man in the service, relieved Weller on the Seeandhee.

C. W. Thomas, of the Lakeport, has left for the Eastern Division. E. F. Brede, who has been on leave, was assigned to the Lakeport.

W. E. Carlson was transferred from the Minnesota to the M. A. Bradley, relieving F. W. MacDonald, who has returned to college.

W. E. Thielens, a new recruit, relieved Carlson on the Minnesota.

Ralph H. Sayles, a new man, has been assigned to the W. F. White, vice P. H. Manning, called into military service.

Fred. L. Cady, a new comer, has been assigned to the Harvey H. Brown, vice W. L. Birren, who has joined the Navy.

J. A. Goosirich has been assigned to the Georgia, vice Frank W. Weide resigned.

R. W. Eling has been transferred to the City of South Haven, vice Harvey H. Kelley, who has been transferred to the Alabama, relieving J. D. Cameron.

G. Windenburg, a new recruit, relieved Howard Dodge on the South American, who was compelled to leave his ship on account of illness. The South American is expected to close her Summer season about September 10th.

MARCONI SERVICE NEWS

J. G Leach, a new man in the service, relieved C. K. Little, senior on the North American. Little is returning to school.

J B. Coleman, a new recruit, has been assigned to the Arizona, vice L. A. Benson.

Constructor E. I. Deighan is making repairs on the car ferries of the Pere Marquette Railroad Company at Ludington, Mich., and the Ann Arbor car ferries at Frankfort, Mich.

PACIFIC COAST DIVISION

J. A. Miche, one of our former stars was re-engaged and is now on the City of Topeka, vice E. Diamond.

Mr. Earl Diamond was released from the service for breaking our regulations governing the unnecessary use of the apparatus.

E. I. Pynchon was assigned in charge of the new steamer Ernest H. Meyer.

E. W. Thureson, a new man, was assigned to the F. A. Kilburn as junior.

Y. Bellefeuille, formerly of the Santa Cruz was granted a leave of absence at Seattle.

D. M. Taylor of the Great Northern was recently called for active service and has been stationed at the Hillcrest station.

V. N. DuCette was assigned to the Ravalli at Seattle.

J. M. Chapple is now in charge of the San a Rita.

C. L. McCarthy is in charge of the one-man ship Verdun. This vessel, formerly a German steamer, is now operated by the U. S. S. B.

E. R. Spenser, of the Eastern Division, has been placed in charge of the Wapama.

Senior T. C. Eastman of the Beaver has been called into active service for assignment to the Ketchikan station. C. Bryan and J. F. Parenti are acting senior and junior on the Beaver.

H. G. Austin, an old timer, was re-engaged as operator and purser on the Hyades.

R. Whisman was assigned to the Coosa, of the U. S. S. B., by our Seattle office. The Coosa is a one man vessel.

The Monticello, of the U. S. S. B., is in charge of operator J. W. Yeager, senior and H. Cunfermann, junior.

Tom Lambert and F. M. Ryan are holding down the President as senior and junior respectively.

The Suwanee, of the U. S. S. B., is in charge of operators Geo. Jensen, senior and J. A. Atkins, junior.

The Santa Inez, formerly the Falcon, of W. R. Grace & Co., is in charge of W. H. Stevenson, as operator and purser.

The San Francisco construction department equipped the following vessels during the month of August: Former German steamer Bochum (now the Montpelier) with a 2 k.w. 500 cycle set, operators W. Giambruno, senior and T. F. Doyle junior; the Cunard liner War Sword with a quarter k.w. cargo set; operators A. H. d'Avigdor, senior and W. Nicoll, junior, for this vessel were sent here from the East; the steamer Santa Inez of W. R. Grace & Co., was temporarily equipped with a 1 k.w. United. On the arrival of panel sets this vessel will be equipped with a half k.w. 500 cycle. The steamer Waimarino was also re-equipped for our affiliated Company. Telefunken equipments on the Suwanee, Monticello and Governor Jaeschke were overhauled for the U. S. S. B. Our Seattle construction department equipped the U. S. S. B. steamer Coosa with a half kilowatt 500 cycle set.

MARCONI WIRELESS TELEGRAPH CO.

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233 BROADWAY, NEW YORK

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Frank Chapman.....Superintendent

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