MARCONI SERVICE NEWS

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JOHN B. DUFFY

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Peterson, Kenneth,	California
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Schmitt, Lawrence R.	Ohio
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Smith, Edward J.	New York
Smith Francis R.	Pennsylvania
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Sterling, George E.	Maine
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Stone, J.	New Jersey
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Thompson, Wesley C.	Connecticut
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Townsend, Percival J.	California
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Tyrell, Alanson B.	Massachusetts
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Unger, Charles P.	New York
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Villareal, Dewey R.	Florida
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Walden, Myron,	California
Wallace, Irving H.	Michigan
Walter, Howard N.	New Jersey
Walters, Leslie,	Massachusetts
Ward, Donald G.	Maine
Ward, William W.	New Jersey
Watson, Noble B.	Indiana
Watson, N. B.	Ohio
Weaver, Charles J.	New York
Weber, John E.	New York
Weber, R.	New Jersey
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Weller, Alvin O.	Ohio
Werlein, E.	Illinois
Werner, Edward A.	California
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West, Howard E.	Massachusetts
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White, Lauranee S.	New York
Whitehouse, F.	New Jersey
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Wilkinson, Frank O.	Wisconsin
Williams, Harold A.	New York
Williams, Hugh E.	California
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Wolfe, Albert E.	California
Wolfe, Harry R.	New York
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Woodford, Richard J.	California
Worrall, Joseph A.	New York
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Young, Robert I.	Florida
Young, Stanley W.	New York
Young, Stanley,	New York
Zeller, C. H.	Ohio
Zelnhve, Turner	Illinois
*Zihala, Joseph	Connecticut

*Deceased

MARCONI SERVICE NEWS

OUR FAMILY PORTRAIT GALLERY

John B. Duffy is said to have started in wireless as a boy. This must have been the case for he is one of the youngest superintendents in the Marconi Service, and it is many years since he made his first trip as an operator. There are few, if any, wireless men in America whose records of service cover a greater number of years, and there are none with a record more creditable than that of the new superintendent of the Eastern Division.

With the knowledge of what interesting reading a summary of his wireless career would make, several requests were made of him to write something of it, but without avail. He is not given to talking about himself. When he assumed his new post recently another appeal was made to him with a statement that it was felt that he should be introduced as the new superintendent. In reply he suggested that he did not think an introduction necessary. In this he is right. What Marconi man in America has not heard of Mr. Duffy, who for so many years held the post of Assistant Superintendent? Or, who among the older men does not remember him as "Z", the chief operator of the former big "NY" station of the United company? No, our superintendent needs no introduction. He is known, and, moreover, well-liked, not only by his associates and fellow officials, but by his own office force and the hundreds of operators under him.

His greatest reputation is based on the fact that he always gives a square deal, and there is many an operator who has had occasion to enthusiastically endorse this statement. The man needing a friend always find one in Mr. Duffy, whose friendly sympathy, earnest advice and help have often furnished inspiration. Although of a kindly nature he is a strict disciplinarian. His belief that a rule is a rule and his disbelief that rules are made to be broken, comes from his former railroad days. A respecter of rules springs immediately into the superintendent's favor.

Mr. Duffy came into the Marconi Service as assistant superintendent, having held that post in the United Wireless Company many years. He was also in the service of the United Company's predecessor. His initial trip to sea was made on the Bermudian which has recently been sunk. His last sea trip was on the Verdi when he was sent to Rio Janiero and Buenos Aires to clean up the United Wireless Company's business in South America.

We venture to state we are expressing his views in saying that the most important event in Mr. Duffy's life was when he married a few years ago, and that the next greatest event was the birth of his son, Hamilton Beattie, with whom readers of the SERVICE NEWS are familiar as a lively contestant in the "Marconi Buds" contest a few months ago. The lad is already showing himself a credit to his dad and at the same time furnishing evidence that John B. Duffy is as worthy a father as he is fraternity man, business man, and administrator of the affairs of the Eastern Division of the Marconi Company.

RESURRECTED

By William A. R. Brown

The American steamship Frederick R. Kellogg, a 7,200-ton tanker, left Tampico, Mexico, for Boston with a cargo of crude oil, and up to the time that Fritz scored a hit, only two events broke the monotony of the voyage—while off the Florida coast a wireless message was received from an American steamer about one hundred miles north of us reporting a submarine, and, when passing Hatteras, a floating mine was sighted.

Nearing New York, I received warnings that submarines were operating off Fire Island, but as we would not be in that vicinity until the next day and had already passed through the zone of activities along the coast without seeing a "sub," the warnings made no unusual impression upon us. The day passed without incident and at five o'clock I went aft to the mess-room. I had just sat down when there was a terrific crash and everything in the room rose into the air, myself included. At the same time a light brown smoke filled the room, but through the haze I could see the surprised expression on all faces. The next instant I came down upon the chair, accompanied by various pieces of broken crockery. For a moment I was dazed, but as the odor of burnt powder started me coughing, I realized that a torpedo had struck us—not very far away either—and made a rush for the stairs to the deck. There were two men ahead of me, and as I waited a moment to allow them to ascend, I glanced along the passageway. It was partly filled with steam, but I could see the crew running forward and water rushing along the passageway towards us. As I climbed the stairs the ship suddenly seemed to drop from under me and when I stepped over the door-sill to the poop deck, it was awash. I immediately started a sprint to the fore and aft bridge which on a tanker connects the poop, bridge and forecastle; and then I noticed that the port lifeboat and davits which had formerly been only a few feet from the door, had completely disappeared. When I reached the fore and aft bridge it had quite a slope caused by the rapid settling of the stern and this slope increased until I seemed to be running uphill. Upon reaching the midships section, I encountered the whole crew, all struggling to reach the boat deck by means of a narrow stairway. Somehow I got to the upper deck and made a dash for the wireless room. Breaking the seal on the emergency switch I closed it, but the motor-generator refused to move. Hastily opening and closing switches showed that the power was gone and a glance through the

door explained it. The water was swiftly rising up the funnel, and even as I looked, it had reached a point halfway up. I rushed out to the boat deck, which, by that time, was inclined at such an angle that it was necessary to hold on to the stanchions for support, and reported to the Captain, meanwhile putting on my coat and cap which I had seized upon leaving my room. The Captain and another men were holding on to the davits of the starboard work boat which had been lowered and had most of the crew in it, as the only other boat available had already been launched. I started to return to my room, but a look aft showed that the water had reached the top of the funnel. That decided me. A run down the inclined deck, a jump and I was in the boat. The Captain jumped about the same time, being the last man off, and ordered us to push away. But the small boat was overloaded and we could not get at the oars. For a moment it looked as if there would be a panic, but under the Captains' calm commands, we set to work to get out of the suction. Astern of us the water was a whirling white mass. While some struggled with the oars, others pushed the boat along the ship's side towards the bow, all of us momentarily expecting the ship to go down. We were pretty well forward and could see her keel, which was out of the water for some distance, before we could get away from her. Several men who had been caught by the rising water were swimming nearby, and these we picked up, making the small boat dangerously overloaded. Then the motor-boat (propelled by oars) came around from the other side of the ship, and bringing the two together, we divided the crew between the two boats. With all the survivors present, roll call was taken and seven were found to be missing, one being the second assistant engineer, with whom I had been talking at the time of the explosion. All attention was now directed to the steamer, which remained in the same position as when abandoned, with her funnel showing at intervals and her bow out of the water. We were waiting for the "sub" to come up and finish the job with gunfire, or to put another torpedo into the ship, but nothing was seen of the Hun for a long time. Suddenly what appeared to be a small gray spar was noticed some distance astern projecting out of the water, but it disappeared as quickly as it came.

The weather was overcast, and, as our boats were not lifeboats, it was decided to head for land; so giving the motor boat a line, we hoisted the sail and headed for shore. Night was coming on and those who had been in the water were becoming chilled, so we divided up the clothing as well as we could. The mate and myself were the only ones who had coats, the rest of the men being in their shirt sleeves—except two, who had nothing at all. After a while all had dry clothing of some sort or other, even if some of it did consist of canvas. My shirt helped someone out. Now that the strain had relaxed somewhat, the call for smokes was heard. Investigation disclosed one package of cigarettes and half a box of matches; and as the owner of the only coat in the boat, I was appointed custodian of these most important articles.

Everyone had a few "drags" anyhow while they lasted, and it made us feel a little better inside; but the outside defied soap and water for some time after, for most of us were covered with oil and dirt. We certainly were a hard-looking crowd.

Several ships were sighted, but as soon as they ascertained what had happened, they commenced to zigzag. We really did not expect to be picked up by a merchant ship, and there were no patrol boats in sight. A United Fruit ship stopped long enough, however, to learn the particulars and send a wireless. Soon after, the Huron, a Clyde steamer, sighted us and picked us up. At that time our flares had given out, and we were using our shirts, dipped in gasoline, lighted and hoisted on an oar, as distress signals.

Hot coffee and dry clothes soon made us feel almost ourselves again, and we spent the night telling of our experiences. The next morning saw us in New York, where the steamship company advanced us enough money to buy some clothes and make ourselves look a little more human.

As I look back upon those few minutes after the explosion, what stands out above all others is the speed with which everything took place. I never moved so fast in all my life, and I hope I shall never have to again. The ship did not sink, but stood on end with her bow standing 30 feet straight up in the air. She was towed in to Staten Island and beached. Later she was docked and repaired, and is now sailing the seas again, as good as new.

HELLO!

With a clamp on her head like a cage for her hair,
She sits all the day on a stiff little chair
And answers the calls that come over the wire
From people of patience and people of ire;
And "Number?" she queries of noble or churl—
A wonderful voice has the telephone girl.
She has to be pleasant, and hustling and keen,
With a temper unruffled and ever serene.
There are forty-five things she must think of at once
Or some one in the office will call her a dunce,
Since it seems the general custom to hurl
The blame for your grouch on the telephone girl.
It's wearisome work on the nerves and the brain,
Continual hurry, continual strain,
And Central gets tired—as other folks do—
And needs to be thoughtfully treated by you;
So think of her doing her best 'mid the whirl,
And try and be white to the telephone girl.

MARCONI SERVICE NEWS

GOOD NEWS FROM MR. MORRIS

HE IS DOING HIS BIT

The following extract from a letter from Maynard C. Morris, formerly Superintendent of the Southern Division, is most gratifying. He was invalided to Colorado a year ago, evidently with good results.

"I have been in Denver since October 8th, 1917, being sent here through the kindness of the Marconi Company, which has done everything possible to help me regain my health. My improvement began immediately after arriving in this land of sunshine and Rocky Mountain grandeur. Shortly after coming here, I was offered a position as director of the radio and buzzer training school in Denver which trains men for the Army Signal Corps and Naval Radio Service, with Lieut. Russell then in charge. Not being strong enough to work at that time, I did not accept then, but later, in March, I felt husky enough to get busy, so relieved Lieut. Russell and have been busy ever since, turning out men as fast as possible for the Army and Navy to help beat the Kaiser at the tough game which he started. The portrait shows the way the writer looks while doing it. I am very grateful for the chance to be active in helping Uncle Sam in some capacity, after not being allowed to enlist when we first declared war on Germany. I was in a sanitarium at that time, fighting a different kind of a battle.

"My health is constantly improving and I consider this condition due to Mr. Nally's thoughtful and constant attention to my welfare while laid up, and to the generous care and support given by the Marconi Company, including my good friends who did all that was possible for me and enabled me to come to Denver, thereby putting me on my feet once more.

"My gratitude to the Marconi Company and to my sincere friends who gave me such assistance and cheer, will be life-long."

SIGNAL CORPS EFFICIENCY

When the average man hears the Signal Corps mentioned he has a somewhat hazy idea of its work and of how it is connected with the vast organization of the modern war machine. Even to the man in the army the Signal Corps is more or less an unknown quantity.

The activities of the Signal Corps are so wide in scope and their development of so recent a date that this vagueness is not to be wondered at. Until the time of the civil war, armies and their units had been small enough to permit the commander to keep sufficiently in touch with his forces by runners and mounted messengers. During the civil war, however, armies grew so large and unwieldy that their efficiency began to be impaired through lack of a perfect system of communication. It was seen that no matter how perfectly trained an army might be in its various activities, if it was unable to know the proper time to perform, its efficiency was imperilled. In fact, it was already realized that a perfect army is nothing more than a perfect soldier on a vast scale and, like that soldier, in order to be of any service or accomplish its aims, it must have a nerve and control system just as perfect as his.

The first step in improving the signal service was the use of the telegraph which, at the time of the Civil War, had been commercially perfected. While some progress was made at that time in its use, it was not until the time of the Spanish-American war that the signal service of the army was employed on anything like the scale of today. During that war the Signal Corps was an entirely mounted organization and was required not only to be as mobile as the cavalry but was even required to anticipate the needs of the cavalry and immediately have stations, where officers could transmit messages, open and working as soon as the cavalry came to a halt. Our Signal Corps had developed a system of communication for open warfare that was practically perfect; in fact, one which would have given any number of pointers to even the perfect German war machines.

At the opening of the present world war it was seen that the signal service as organized for open warfare would not be applicable to the different conditions required in trench warfare. As our entry into the war seemed so remote there was nothing done actually to change our methods, but at the same time the Signal Corps was making a study of the various means of communication in use by the different armies in Europe.

As soon as war was declared it was known at once just what the duties of the Signal Corps would be during the several months before the actual entry of our troops upon the firing line. It was known that the moment our force set foot on foreign soil to study and determine the method of warfare to be adopted it would be necessary to keep this force in constant communication with the authorities at Washington. As soon as it was decided that our operators would be in France the material and the personnel for laying trunk telephone and telegraph lines from the various seaports through the heart of France over to the theater of operations were at once assembled, and this personnel was

among the first actual troops to be sent over. Today there is scarcely a city in the principal part of France through which an American telephone line does not pass.

As soon as it was decided that we were to adopt the French methods of warfare we began to make a study of the French system of signalling. While we speak of having adopted the French system of warfare, this is only approximately true as concerns the work of the Signal Corps. The main problems were to see what different kinds of messages had to be transmitted, the various ways the French had of doing it, whether any of the English methods were an improvement, and, lastly, whether we could not work out a system combining all the merits of the others, at the same time omitting their defects. This has been done so far as possible, and the United States Signal Corps now has a system of signalling as applied to trench and semi-open warfare which represents the most modern ideas of all the armies now at war, including even the German.

The success of this system is attested not only by the way in which it works in trench warfare but even more forcibly by the manner in which it has enabled perfect communication to be maintained in the first big offensive of the Americans.

The lines of information from the various army headquarters are continued practically in the same manner as the main trunk lines that run through France in the service of supplies. Radio begins to play an important part in the game. However, it is within the division itself that the development of all means of communication takes place. Here every method of signalling that has ever stood up under the ordeal of battle plays its part. The whole area within ten miles of the front line is a maze of "lines of information." For convenience these lines may be divided into four great net works, any one of which may be depended upon as a complete and independent means of transmitting information.

The first and most complicated is the wire net. This begins at division headquarters and reaches its tentacles out toward the front in all directions. Its large central telephone exchanges located at intervals over the entire front, sometimes in half-demolished dwellings, sometimes in dugouts 40 to 50 feet deep, are the busiest spots on the battlefield. Its lines must furnish communication for the artillery, machine guns, the infantry, the trench mortars, the balloons, the engineers, the field hospitals, and all the other units that go to make up the war machine. In fact, the telephone system is much more elaborate and more complicated than in a young American city.

The problem of laying the wires under shellfire and keeping them in repair at all times is enormous. While the Field Signal Battalion of the Signal Corps is directly in charge of all systems of communication within the division it is assisted by telephone men from all the other units who work under it and carry out its ideas. The wires are often in the form of large buried lead cables, for whose installation it is necessary to employ highly specialized cable splicers, who carry on their work often with shrapnel raining around them. Lines radiate from these

cables in smaller trunk lines, all of which have to be buried, but as these lines approach the front they are laid along the sides of the trenches the soldiers use.

It would be necessary to bury cable or wires fifteen to twenty feet to make them at all immune from shellfire, and as it is almost impossible to accomplish this, it can be seen how great are the troubles which the signal men encounter in trying to locate and repair breaks, especially in rain and snow or on dark nights, when the mere lighting of a match would be a welcome target for the enemy. All the wires have to be so carefully tagged and labeled that the telephone men can creep along a wire and merely by feeling these labels know exactly from what point the wire starts and where it terminates.

Another system which works independently of the wire system and which will interest the man who is inclined to wireless rather than wire work, is the radio net, which in itself furnishes complete lines of information throughout the area. In this net are employed radio instruments such as the average American radio man never dreamed of. Beginning at the front line are little radio sets with antennae so small that they can easily be concealed in a dugout. A little further back are trench radio sets whose transmitting range is larger than those in the dugouts, but whose antennae are so small that they can be placed just off the ground and not be seen by the enemy, or can even be placed in an unused communication trench.

The radio serves a great mission in the artillery where it is relied upon as the fundamental means of communication between the artillery and the airplanes which see and control the fire of its guns. Each shot is observed by one or more airplanes, which at once send with their radio sending sets the exact information of the result of the shot to the radio receiving set back by the guns. In this way it is possible accurately to adjust the fire of the guns on a target, which otherwise would be impossible. It has recently been possible for the airplane to carry on radio conversation with the man behind the gun.

It can be seen how great is the advantage which radio communication has over the form of communication which requires the upkeep of wires, since with the radio there are no wires to be shot away, and it requires a direct hit to put the instrument out of action. A new and interesting development is radio telegraphy through the ground instead of through the air. This has been extensively worked out and amplified by the Americans.

The third and most extensive network of information is the visual net. The inventive genius of the French has substituted for our wig-wag and semaphore a small searchlight, resembling an automobile headlight, but with a parabolic reflector, which concentrates the rays and enables them to be directed upon one particular spot. This lamp is not only a complete system in itself, but also parallels and duplicates our telephone lines, so that in case they become inoperative they can be replaced by lamps. It would appear to be no safer to shoot a beam from an automobile headlight into the face of the enemy than it would to get up and

wave a flag at him, but the Signal Corps experts seem to have overcome this difficulty, and the way in which it has been done illustrates, we are told, an interesting application of science to the field of signalling.

The visual net makes elaborate use of the old-fashioned fireworks, which have been in use in armies for years. Almost every infantryman as he goes over the top is equipped with one or more forms of fireworks, whose proper or improper use may mean for him life or death. While fireworks are used principally by the infantry and artillery men, they are trained by soldiers of the Signal Corps and supplied with the right colors and selections. The number of signals which are readily distinguishable from each other under all conditions are limited, and as the enemy is constantly on the alert to pick up their meaning and duplicate them with signals of his own to confuse and mislead his opponent, it becomes necessary to change the entire fireworks code throughout the entire area. It is up to the Signal Corps to develop the code and to transmit the order to change.

The airplanes following the infantry in an advance depend upon fireworks for their communication with the various units whose progress they are watching, and it is only when the front line troops light flares, which they place upon the ground, that the airplane at night is able to determine how far they have advanced and notify their own artillery in case it might be firing on them.

(Concluded on Page Twenty)

MARCONI INSTITUTE

NEW YORK

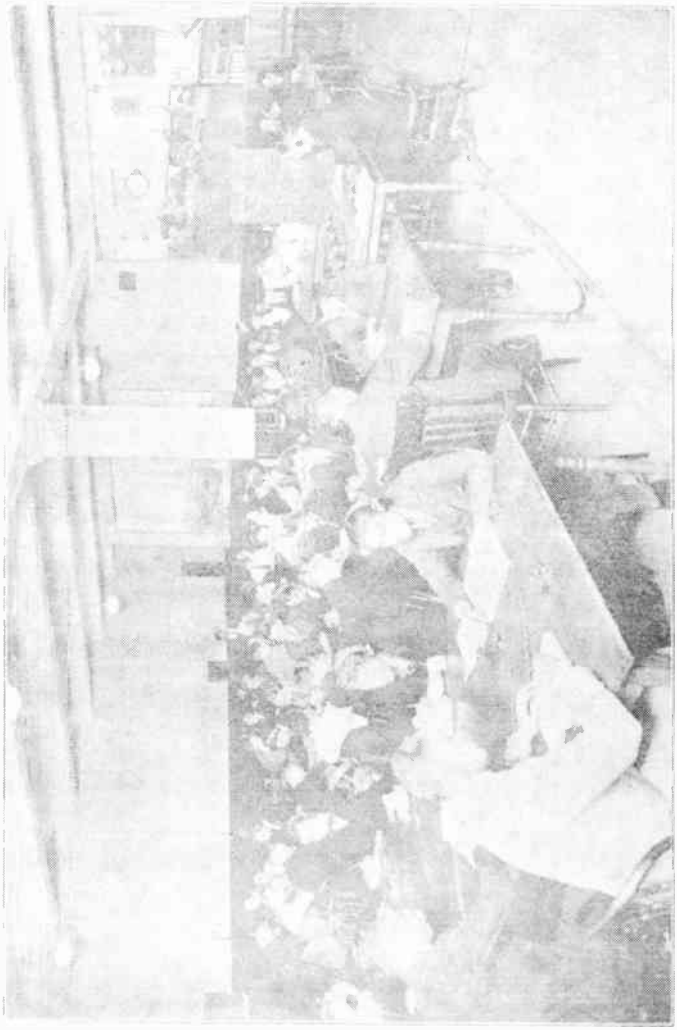
The accompanying illustrations will undoubtedly prove interesting to a great many of our readers, inasmuch as they convey to those unable to visit the Marconi Institute a slight idea of the scope of the company's plan for training operators for the various branches of Radio service.

The first picture shows a corner of the learners' division, where beginners are initiated into the mysteries of telegraphy. Here the tables are so connected up, that students can practice in pairs, under the guidance of an instructor, thus assisting one another in both their sending and receiving. Students are held in this division until a speed of six words per minute is attained, when they are transferred to the main code room, which is shown in our second picture.

The tables in the code room are graded as to speed, there being a difference of two words per minute between tables. The usual progress expected of a student is a weekly promotion to the next higher speed table—thus in about ten weeks time, with close study and concentration, he is able to receive and transmit at a speed of 20 words per minute.

Technical instruction is given in the Laboratory which is shown in the third picture—a laboratory equipped with all the latest types of transmitting and receiving apparatus, not found in any other school.

The technical studies are divided into three sections, elementary,



CODE ROOM

LABORATORY

intermediate and advanced. The complete course is given in from three and a half to four months and is most thorough, inasmuch as the subject is treated all the way from magnetism to practical transmitting and receiving circuits, including the latest panel type transmitters and vacuum tube receivers. About 350 students are at present in attendance at the Institute.

The staff of the New York branch is made up as follows:

Technical Instructors.—E. E. Bucher.
H. Chadwick.
R. Batcher.
J. Hammond.

Code Instructors. — H. Chadwick.
G. Lathrop.
A. Cruttenden.

A WIRELESS FEAT

Direct communication with Australia from Wales is the latest development of the wireless telegraph. Connection was established when Commonwealth Premier Hughes and Sir Joseph Cook, Minister for the Navy, who are in England, sent two messages to the Amalgamated Wireless Company of Australia at Sydney from the new Marconi station at Carnarvon, Wales, and although the distance of direct transmission was fully 12,000 miles the messages were received with perfect clearness.

The Hertzian waves of wireless messages move equally in all directions. If, therefore, the messages between Wales and Australia went half way around the globe in one direction, they did so in all other directions, and these messages may be said to have enveloped the globe.

A PLEASANT EVENING

A few days after Mr. Nally's return from South America he entertained his official staff at dinner and gave an informal talk covering the principal points visited. There were 27 guests present and he held their close attention for two hours.

Mr. Ogden, in a few well-chosen words, expressed the appreciation and thanks of those present and assured Mr. Nally of their loyalty to him and to the company, and their unfailing support in whatever the company undertakes. Mr. Nally gave unstinted praise to each department for the successful outcome of our efforts to aid the prosecution of the war, and he received three rousing cheers before the party broke up. It was an occasion greatly enjoyed and long to be remembered.

MR. OGDEN SCALING THE LADDER OF FAME

SIGNAL CORPS EFFICIENCY

(Concluded)

The messenger net, which is a modern adaptation of the runners and mounted messengers, is the fourth means of conveying information. This net serves primarily to transmit long orders and reports, but it is so extensively developed that it may be relied upon in an emergency also to provide complete communication throughout the area. The runners operate as of old, but instead of working on the ground they are winding their way through trenches and into dugouts. A little further back mounted messengers are still employed, but they have almost wholly given way to motor cycle riders.

The feats of the American motor cycle men in France are a mystery to the French. While the French possess motor cycles, they have never made the extensive use of them which the Americans have, and consider them more of a toy than an instrument of warfare. Where the French rely upon the mail for the transmission of orders between various larger headquarters the Americans have established a motor cycle dispatch service with hours of departure and arrival as regular as train schedule in our own country. When the mail is of sufficient bulk it is carried in a side car.

Among the most trustworthy of the messengers must not be forgotten pigeons, which when released from their baskets at the front fly back to their lofts where the messages taken from the little carriers attached to their legs are transmitted to the proper destination. Dogs are frequently used in transmitting intelligence and orders in the present war. The Germans so far have been able to get better results from the use of dogs as information bearers than we have. The airplane also serves as a message carrier. It was probably due to its contemplated use in this manner that the airplane service was originally assigned to the Signal Corps.

These four nets may be developed or extended indefinitely in the future, but it is hard to see how any method of communication can be evolved that will not fit one of them. When we consider the care and patience with which these nets are installed and the amount of time required in their upkeep even in a quiet sector, the difficulties which are encountered in a large advance such as the Americans have just made can better be realized. All the nets in operation are heavily overloaded as the messages fly back and forth by the thousands. As the infantrymen go over the top, the signallers can be seen following behind them, some with fireworks, some with lamps, and some with little breast reels of wire which they lay over the ground, followed by other linemen to attach telephones wherever needed.

When the advance stops, from this flimsy skeleton the new system is built up, and finally again becomes the perfect network. But, as soon as the signaller gets his system once more in a state of perfection he moves again, and it all has to be done over.

The other activities of the Signal Corps offer opportunity for men interested in various branches of science. The meteorological depart-

ment studies the atmosphere and compiles reports for commanders. These reports include information that affects the care of the troops and the maintenance of supplies, and predictions as to whether the ground will be favorable for troop movement or whether the wind will be right for a gas attack.

The listening-in service is not the least interesting activity of the Signal Corps. There is always a readiness to pick up any information of the enemy that might be of use to us. Accordingly, the Signal Corps has numerous listening-in stations which by means of devices recently perfected not only intercept any enemy radio message, but determine accurately the location of the radio instrument which transmits it. This information is, of course, at once furnished to the artillery, which proceeds to put that station out of business. Even German telephone wires have been made to divulge their secrets, though well within German territory, where it is impossible to tap their lines.

All this is accomplished by one of the most ingenious instruments which has yet been produced. By means of it our Signal Corps man can sit in his dugout on the front line with a receiver to his ear and hear any telephone message within the enemy's territory even though several thousand Huns all jabbering their lingo may intervene between him and the nearest point to the wires.

PESSIMISM

The Best Antidote For Pessimism is Optimism

To cultivate optimism our thoughts must have a healthy foundation upon which to build a normal, pleasant outlook on life in general.

If there is a drag, caused by any mental depression, it must be overcome before any strides toward personal efficiency can be effected.

To overcome the mental drag—get at the root of it. The first step is a frank self-analysis—Any other kind of analysis (and the kind most often taken) always tends to overlook, excuse and hide points which are distasteful to us. Very often it is just these things that can be traced back to our depression.

A pessimist is made—not born.

There is no excuse for pessimism.

It shuts out sunshine.
It develops dissatisfaction.
It strangles the sense for beauty.
It distorts commonplaces.
It spells unhappiness, loneliness, and very often failure
It can be heated by discontent, blown into a flame by idleness, and becomes a roaring furnace by hate.

One of its greatest enemies is healthful outdoor recreation.

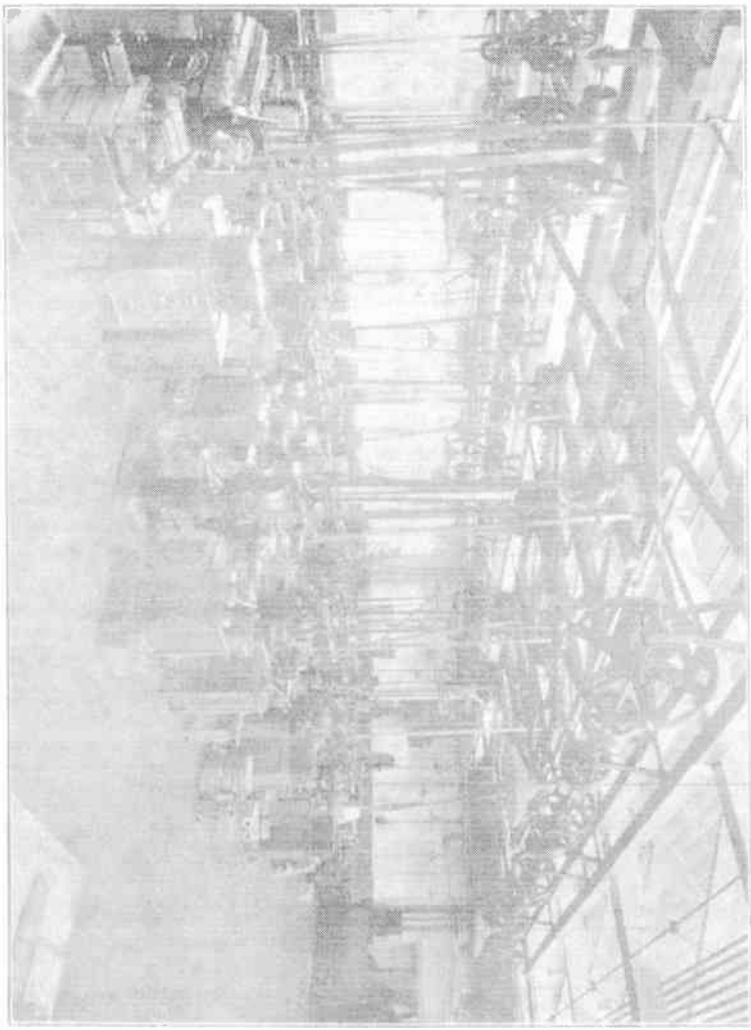
Take plenty of exercise—Have a hobby—Live clean—Have ideals and try to live up to them—Brace up —Cheer up—Smile, if it hurts—

And your blue spells will diminish while your grouches become practically extinct.

Clarence Cisin.

We regret to record the death of John Joseph Louis Orthmann, aged 17, operator on the Steamship Harold Walker, at sea, September 13th, from Spanish influenza. The ship was bound for New Orleans (his home) from Tampico, and the remains were brought here for burial. The chief officer and one of the crew who died the same day, were buried at sea Young Orthmann was a New Orleans boy. At 14 he graduated from the High School and at once took up the study of wireless, his first assignment being as junior operator, but he very soon passed the examination and secured a first-class license. It was his intention to join the colors on reaching home. He was the son of W. J. Orthmann, and was a loyal and efficient member of the Marconi staff. Our deep sympathy is extended to the family.

What the size of the after-war dictionaries will be, considering that new words, evolved from the mixing of many races on the battlefields and in the camps, are being produced at the rate of some thousand every year, it is somewhat appalling to think of. Dr. Johnson compiled a dictionary containing 50 000 words. Webster's, published in 1828, had 160,000, and in the most recent dictionary there are 450,000 words. To China falls the honor of having produced the first known dictionary in the world. That was some 2000 years ago.



MILLING DEPARTMENT—MARCONI WORKS

MARCONI SERVICE NEWS

PIER CLOCK TO STRIKE "BELLS"

A large clock of the marine type, which will designate the passing hours by striking "bells" from one to eight, in accordance with shipboard custom of reckoning time, is to be erected in the tower of the municipal pier where the waters from the Hudson and East rivers join at Battery Park, New York. Dock Commissioner Murray Hulbert is responsible for the order, and the clock will be so located as to be within view and hearing of the numerous tugs, steamers and other craft which daily gather at the Battery seawall for orders, or pass nearby.

HUGE WIRELESS MILEAGE UNDER U. S. CONTROL

Three great wire traffic companies of the country which the president is authorized by congress to operate for the government during the war have a total of 21,838,217 miles of wire in the United States and a combined valuation, according to latest available figures, of $1,484,885,240. These three companies are the American Telephone and Telegraph company (the Bell system), the Western Union Telegraph company, and the Postal Telegraph-Cable company. Figures relating to these three utilities for 1916 follow:

American Telephone and Telegraph Company	
Miles of wire	19,840,315
Miles of toll wire	2,682,910
Telephone stations	9,847,192
Value of telephone plants .....$	946,293,248
Value of assets	1,198,863,231
Number of employes .	179,032
Western Union Telegraph Company	
Miles of wire	1,627,342
Miles of line	237,644
Number of offices	25,324
Value of assets .....$	190,695,192
Profits, 1916	13,727,255
Postal Telegraph-Cable Company	
Miles of telegraph wire	370,560
Value of assets	95,326,607

NUTTY HOUSEHOLD HINTS

Never throw away an old diamond ring. The children can amuse themselves with it on a rainy day by scratching designs on the window panes and mirrors.

A coat of shellac on top of a pumpkin pie will prevent it from moulding.

Luther Burbank is said to have produced a cranberry plant the berries of which contain from one to two ounces of granulated sugar.

A good substitute for rye flour can be made of wheat flour and a small amount of brown dye.

A dish cloth made of rubber is much better than one made of cloth. Moths will not touch it.

The conscience that cannot be awakened by the heaping of coals of fire on its head, is surely in a bad way.

So many people fail to realize that the small man cannot fill the big man's shoes by merely stepping into them.

The world is moved by men who cling to their own possibilities in the face of opposition, defeat and ridicule.

There is this to be said of the new woman: That the newer she grows, the more determinedly does she refuse to grow old.

Sometimes it is afterwards given to those who suffer themselves to be defeated, to learn how close they were to success.

MARCONI SERVICE NEWS

TAKES THE CASH, TOO

"Mrs. Bings's new baby is just in the fashion."

"How do you mean?"

"It is such a red cross affair."

WORTH A SMALL BET

If, as seems
Possible, the
Draft age
Is raised
To forty-five,
Maybe some of
These chesty
Old earthworms
Who have
Been annoying
You to death
About their
Deep regret
At being
Too old
To get in
The army
Will shut up.

YOU ARE THE SAFETY MAN IN YOUR OWN HOME

1. Eat the proper amount of nourishing food.
2. Breathe all the fresh air possible.
3. Take regular daily exercise.
4. Get sufficient sleep.
5. Keep clean.
6. Be regular in your habits.
7. Wear the proper clothing.
8. Be temperate in all things.

These are eight fundamental health rules; try to keep them in mind.

Nature is very generous, and with a little reasonable and intelligent co-operation she will always go more than half way to keep you in good health.

September 25th, at the bride's home Eureka, California, John Hauselt to Miss Beatrice Chrisman. The bride will reside in Eureka for the present. The groom is operator and purser on the Hyades.

EXECUTIVE OFFICE

General Manager Nally and E. B. Pillsbury, General Superintendent, recently visited the high power stations in New Jersey.

J. C. Hawkhead, of London, after a brief visit in New York, has taken up his new duties at Montreal, as Resident Inspector for the English Marconi Company.

Comptroller C. J. Ross has returned from his holidays spent at Thousand Islands.

Herbert M. Short, Resident Inspector at New York for the English Marconi Company, spent his vacation motoring in the Berkshire Hills.

Lee Lemon has been appointed Production Manager at the Works.

Messrs. Henry Heisel, Booth and Link have resigned to engage in other business.

Grace F. Reynolds has been appointed Cashier, succeeding Mr. Cullman, who takes the Booth vacancy.

The purchasing department has been removed from Head office to the Works.

Our Roll of Honor now carries 443 names.

W. E. Brock is now located at Cleveland, as Director of Instruction at Marconi Institute.

MARCONI SERVICE NEWS

At the October meeeting of the Board of Directors the appointments of George S. DeSousa as Treasurer, and Charles J. Ross as Secretary were confirmed. Mr. Ernest H. Wands was elected director to succeed the late Mr. John Bottomley.

The directors of the Pan-American Wireless Telegraph and Telephone Company have appointed George S. DeSousa as Treasurer.

Mrs. Miller (nee Lawson) has returned after an absence of two weeks.

PERSONAL

Ensign C. E. Bence, formerly Marconi manager at Juneau, Alaska, is now officer in charge of High Power station at Koko Head, Oahu, H. T., relieving Wallace R. Gompf, who is now at Honolulu city radio office.

Walter E. Eklund is in charge at Marconi station at Kahuku.

Ensign Clarence Cisin is in New York, quite recovered in health, and ready for sea duty.

Operator L. C. Driver is convalescing at the Marine Hospital, Baltimore. He shows marked improvement and expects later to transfer to a sanitarium in New Mexico.

The Editor has received a postal card notifying him of the safe arrival of Charles F. Krauter, Chief Electrician (Radio), U. S. N., overseas—the Hudson River. Krauter has been transferred to foreign service, Headquarters Port of Embarkation, Hoboken, N. J.

Operator E. Owens, of the Steamship Grecian, is ill with influenza at the Marine Hospital, Chelsea, Mass. His case is not considered serious.

Superintendent E. A. Nicholas of Cleveland was a recent New York visitor.

GULF DIVISION

L. E. Adler has been removed to the hospital once more for a final operation. The best wishes of the Gulf Division are with him for his speedy recovery.

S. C. Hymel and T. J. Alderman are senior and junior respectively on the Mexican steamer Coahuila, plying between this port and Progresso, Mexico.

P. J. Barkley and J. E. Kane remain on the Mascotte.

L. E. Brasher and J. H. Jensen are on the Mexico.

J. E. Broussard and W. L. Hille remain on the Excelsior.

H. L. Crandall and L. V. Grissom are making their regular Porto Rican port calls in charge of the Marina.

A. F. Christiansen has resigned and accepted a position as instructor in the Tulane Radio School.

G. T. Davis and G. F. Englebrecht man the motor ship Bacoi as senior and junior respectively.

Y. de Bellefueille remains on the Mexicano.

O. C. Temple, late of the San Juan, has been callled into the Naval Reserve force. F. Dickley, his junior, has been assigned to the Eastern division on account of the San Juan being laid up in New York.

T. C. Hyers, who has been junior on the Miami, has resigned to reenter school. His successor is F. R. Robinson. K. J. Fruebing remains as senior.

M. O. Green is plying the waters of the Gulf on the Catania

D. W. Jolls remains on the Ponce as senior, with P. J. Foley, a newcomer, as junior.

A. Lizarraga and G. Oliver are on the Mexican vessel Jalisco.

Miss Michelsen remains on the Tamesi.

MARCONI SERVICE NEWS

Vance Nall is assigned to the Panuco.

C. J. Scott remains on the Harry Farnum.

K. G. Scott has resigned from our service and returned to the Tropical Radio Telegraph Company.

W. E. Saulson is on the Torres.

C. D. Sweeny has found a home on the San Ramon.

J. F. Teunisson is on the Walter Hardcastle.

A. P. West is on the tug Tormentor in Panama. It is our understanding that the Tormentor is to tow a large dry-dock from Panama to a Gulf port.

H. O. Zahn is on the Roy Hoober.

Two vessels of this division were manned by Naval Operators during the month of September, the Edward L. Doheny, Jr., and the C. A. Canfield. F. C. Patch of the Doheny Jr. has returned home to York Village, Maine, and J. F. Thacher has returned to Boston.

H. A. Wells has left our service and has been succeeded by J. B. Swift on the J. M. Danziger.

The Steam Yacht Wild Duck has been re-equipped with a ½ KW 120 cycle set.

An inspection was made of the Galveston district recently by our Superintendent.

EASTERN DIVISION

Patriotism continues to run high among the operators of the Eastern division. Six more men have resigned to don uniform of Uncle Sam and a number of others are preparing to take the same step. O. C. Temple, who was enjoying the fruits of an excellent record covering over six years and drawing the top notch salary, gave it up to enter the naval reserve. H. R. Wolfe joined the regular navy and is wearing good conduct bar and a red stripe on his uniform, indicating that he previously served with credit to himself in that branch. W. F. Aufenanger, of the Comal, and C. F. Unger, of the Mohawk, are now in the army signal corps. L. T. Brown and Frank F. Reb, both receiving the high salary rate, resigned to enter the military service.

Five new men were received into the ranks of this division during the month. They are Otto J. Goohs, of Brooklyn, now on the City of Atlanta, running on the Southern Pacific schedule to New Orleans; Jack Hoffman, of New York, assigned to the Comanche; Charles F. Jacobs, of Brooklyn, sailing as assistant to Ben Beckerman on the Princess Anne; Joseph P. Thornton, of Westfield, N. J., assigned to the Jamestown, and Howard S. Webster, of Lyndonville, Vt., who sailed on the Gulfcoast.

When naval operators were assigned to the Louisiana operator F. Kofler evidently liked the ship so well that he did not want to get off. He resigned as operator to take a position as quartermaster on the same steamer. Other operators to resign from this division include R. W. Barrington, R. Gaudio and R. A. Merry.

H Boizelle and Kenneth Kingsbury were transferred to the Gulf division, adding two good men to Mr. Henderson's staff.

Doctor James Francis Forsyth is still a prominent figure around the Broad Street office and, as in days of old, back in 1913, when he was the Savannah Line's star operator, he continues to dispense sage advice on how to cure ills and how to keep well. Doc is also an authority on the war as well as political conditions in Europe, and is always prepared for a discussion on these subjects.

MARCONI SERVICE NEWS

G. B. Rabbits and Marc De Luca, operators of the Freshfield, which was torpedoed in the Mediterranean last May, have arrived in New York.

Donald B. Templeton proved his loyalty to Marconi when he willingly left a party being given at his home the day after his arrival from a long trip on the Iroquois to join the City of Atlanta, sailing for New Orleans on but an hour's notice. Besides leaving the party the sudden assignment made it impossible for him to keep several social and business engagements and otherwise inconvenienced him; but all this was put aside when he was needed in an emergency.

Sam Schneider, John A. Nash and C. B. De la Hunt helped out with clerical work at the Broad Street office a few days while their ships were laid up.

Among the Eastern division men who reported sick during the month are C. L. Whitney and C. H. Meyer, both of whom have an attack of influenza. D. C. Smith, who was confined in a local hospital, has recovered, and W. J. Flood, of the Boston division, who almost reached the point of death in a hospital here, is back on the New York-Boston run. J. A. Moore, the Marconi operators' association secretary, is seriously ill at his home with Spanish influenza.

Our superintendent, Mr. J. B. Duffy, was observed laboring over a questionnaire last month, giving proof that he is under 45. The chief operator of the division also had his troubles with the famous paper, Mrs. Simon, the stenographer, alone escaping, not being within the draft age. Mr. Duffy was wondering if his old friend, Superintendent Henderson at New Orleans had to fill out a questionnaire.

The Omsk now carries three operators. They are S. C. Tennery, first, H. J. Scott, a former Pacific coast man, second, and R. S Henery, third.

SOUTHERN DIVISION
BALTIMORE

Schwab and Manley equipped the O. T. Waring at Wilmington, Del.

J. Canfield relieved F. G. Callan on the Dorchester when the Cretan laid up, while Johnny Flagg took an assignment on the Italian steamer Eugenio Cantoni, bound for sunny Italy.

O. E. Curtiss of the Quantico dropped in at the office this week and appears to be the same old Doc.

L. E. Carlson, a new man in the service, relieved K. B. Walton on the Merrimack.

H. H. Hall, also a new one, is now junior on the Nantucket in place of J. C. Lewis, Jr., who returned to school.

The Bergestad is still laid up.

The Cretan laid up for repairs.

The Ontario came to Baltimore for a two weeks' stay, for a general overhauling.

C. Hahn relieved J. W. Casebeer on the Persian.

The Santino has started on a nine months' trip to Pacific ports.

Miss Gillerlan was absent for about a week with the flu, but is now OK.

Just received a letter from George Gerson's fiancee saying that he has been confined for a week. We all hope it isn't the dreaded flu. Our best wishes for a speedy recovery, George.

Our Philadelphia office is in need of an ambitious clerk. Anyone under the draft age tired of the sea?

MARCONI SERVICE NEWS

GRFAT LAKES DIVISION
LAKE ERIE DISTRICT

The coming of November marks the beginning of the end of navigation on the Great Lakes. It is the month of heavy snow and severe wind storms, particularly for the upper lakes ,and it is the one month of the year when wireless is most appreciated by the Great Lakes mariner. We recall the many disasters of a year ago when a majority of the larger freight vessels were hurrying for the lower lakes on their last trip and expecting ice to settle in at any time. A severe storm came up and all vessels were compelled to put in for shelter. After a twenty-four hour blow, during which the temperature dropped to twenty and thirty degrees below zero, the vessels found that ice had formed, which in many places was sixteen and eighteen inches thick and they were unable to break their way through. Ice breakers were summoned by wireless and after several days of ramming and dynamiting the ice the vessels made their ports, but not until after several accidents had happened and several vessels were lost. It is the season of the year that the wireless operator has many thrilling experiences and has an opportunity to account for himself. We hope that some of our literary operators will favor us with some of their experiences for publication in the Service News to give their tropical brothers an idea of winter navigation on the Great Lakes.

We are not familiar with the methods of other divisions in getting together their Service News items, but we have no patents on our system, so we don't mind mentioning that our Chief Operator, F J. Elliott, who is the sole occupant of our front office, is detailed to run down all operators at the last of each month to see if their positions coincide with their records. He then presents us with a beautiful bunch of literature, as complicated as a New York timetable. After an hour's labor we quote the following, which we dug out of the wreckage he presentd.

The City of Erie heads the list with seven changes for the month. Claire Mowry, who is a new-comer to the service, is the last.

The City of Buffalo reports five operators for the month, with G. Shaft as the finale. He is a newcomer to the service and assures us that he is going to remain for the Exit March which takes place the first part of December.

The Seeandbee had three changes which are easily accounted for. This vessel laid up for the season on September 15th. Ross Gunn had the pleasure of the last trip of the season.

The Eastern States has been the least-mentioned vessel in this division this season, but we are compelled to report three changes for the month. H. Cervenka being the third.

The City of Detroit III had a change of senior operator. Carl Deitsch left the service to return to school. Glenn Munro is his successor. R. Carson is junior.

Lawrence Layne is the new arrival on the barge Limit. He reports the set in good condition, with the exception of a bum test buzzer, a tuner that won't work, and a gas engine with a cracked cylinder head and broken piston rod. Lawrence, if you are getting results with that set we are going to place a gold star in our service flag for you, and let you live.

The City of Cleveland III has Emil Farris and C. W. Fraser as senior and junior respectively. They relieved R. Sayles and A. Fenton.

The Tionesta put up for the season at Buffalo. Operators Chitten-

den and Calvert returned to their homes.

The Octorora laid up for the season at Buffalo. A. Shafer returned to his home. Carlton Morris was transferred to the Conneaut, vice Carl Flory, who has resigned.

The Juniata has also finished her season. Wm. Shurance has been transferred to the E. J. Earling, vice E. Blasier, who has returned to college. E Boyes has returned to his home

J. Joseph Grace relieved H. S. Scott on the C. O. Jenkins.

C. W. Warner, who spends six months of the year in the Great Lakes division and the next six in the Southern (in order to cause no hard feelings) has been assignd as Operator and Purser to the Ann Arbor 3.

CHICAGO DISTRICT

We fear our Chicago office is afflicted with the Flu, or Hindenburg fever, or some other serious illness which makes one lag far behind. Their Service News items have been coming through just in time to be too late for publication. So here we are compelled to write them up again from our office records.

F. Spickerman has been assigned to the Alabama, relieving E. A. Klein. Whereabouts unknown.

P. M. Hansen has been transferred from the Arizona to the Carolina, vice H. Merril. The Arizona has laid up for the season.

Chas. Zeller was put on the available list when the Chris Columbus laid up at Manitowac.

Dwight Myers returned to his home when the Florida put in for the winter.

J. K. Fell remains on the Indiana. We are wondering if he has cleaned up his radio room since we last made an inspection on his ship.

D. Cameron and M. Romberg made tracks for home when the North American laid up.

During a recent visit through the wilds of Michigan we found the following operators:

At Frankfort:

R. F. Cutting on the Ann Arbor No. 4.

H. E Lee, on the Ann Arbor No. 5.

J. G. Stelzer, on the Ann Arbor No. 6.

At Ludington:

Paul Kessler, on the Pere Marquette 15.

E. W. Kreis, on the Pere Marquette 18.

J. A. Goorisich, on the Pere Marquette 17.

H. E. Peterson, on the Pere Marquette 20.

PACIFIC DIVISION

E. R. Fairley has assumed charge of the apparatus aboard the C. A. Smith.

S. E. Hyde, formerly in our service, is on a temporary assignment in charge of the apparatus aboard the Hermosa.

H. Kirby, a new man, joined the Iris as junior operator, relieving F. T. Cookson. Cookson is now in charge of the Iris.

The Asbury Park of this Division, recently equipped at New York, is in charge of Messrs. C. C. Langevin and H. F. Dyer, senior and junior respectively.

E. D. M. Fabian, formerly of the Windber, is now in charge of the Motorship Mount Hood of the Eastern Division.

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