

MARCONI SERVICE NEWS

Volume 2



September, 1917

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By and for Marconi Employees



EDWARD J. NALLY, Vice-President and General Manager

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OUR CHIEF

Edward J. Nally, Vice-President and General Manager of the Marconi Wireless Telegraph Company of America, has been a conspicuous figure in telegraph circles for a quarter of a century, having by close application and incessant study advanced through the various grades from messenger boy to his present rank.

He was born in Philadelphia April 11, 1859. Before entering the wireless field he was the chief executive of one of the large telegraph corporations, and in that capacity visited every city and hamlet in the Union.

Since he became associated with the Marconi Company he has organized its commercial transoceanic service. In 1914 he opened the wireless circuit between California and Hawaii, which was operated so efficiently that the submarine cable was compelled to reduce its rates; in November 1916 he opened the first transpacific radio circuit between America and Japan, operating in connection with the Japanese Government.

He has devoted much time to civic work and everything tending to improve the condition of the wage earner, establishing life insurance, savings and investment societies, employees libraries, reading and rest rooms, lunch rooms, classes, etc.

He has a valuable and extensive library, and possesses a fine collection of etchings and engravings. He is active in various organizations devoted to the advancement of the telegraph and the uplift of telegraph workers. He married a Kentucky girl, has two children and a beautiful home at Ossining-on-the-Hudson, where he is able to indulge his hobby for gardening and the cultivation of trees and shrubs.

The General Manager has a personal interest in the welfare of his staff, individually as well as collectively. He is accessible to all and always has a helpful word and cordial greeting for his callers. His insistence on a square deal is well known.

SINCERE INTERESTS

Remember this little rule for success: Let your every act start from a sincere interest in the thing to be done; never from the mere desire to impress others with your personality. Sincere motives are the firm foundations upon which actual accomplishments are built. Conceited motives are the shifting sands upon which failure is built. The man who works only for the purpose of impressing others with his personal worth cannot hope to compete with the man who has a definite ideal to work out, a purpose to accomplish.

"The superior man wishes to be slow in his words and earnest in his conduct."—Confucius.

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A GALLANT SEA FIGHT

The American steamer *Moreni* was sunk 500 miles off the Azores on June 12 by a German submarine, after an exchange of 300 shots. Three of the *Moreni's* crew were killed, and an oiler drowned, 43 were rescued. The fight began at daybreak and lasted two hours, the submarine remaining out of range of the *Moreni's* small guns. The senior operator, Dwight Howland, was off duty when the first shell was fired, but at once took his station and succeeded in making known the ship's position to shore stations and to the Spanish steamer *Valbanero*, 43 miles away, which started full speed for the scene. The gunners and crew stuck to their guns until the ship was almost entirely aflame, when they took to the boats. Six men were slightly injured, and two seriously, by the German shells. Junior operator James J. Curran died of heart failure during the engagement.

One of the shells exploded in the radio cabin, demolishing everything, but operator Howland providentially escaped with slight wounds on the face, hands and legs. The chair was knocked from under him and the 'phones were blown off his head. He was obliged to jump into the sea and swim a long distance to reach a boat. After the *Moreni* was abandoned the submarine approached and ordered Captain Thompson and Howland on board, congratulating the Captain on the splendid fight he had put up, and ordering his surgeon to dress the wounds of the *Moreni's* crew. The gun crew, who were clearly prisoners of war, he allowed to go free.

The German commander furnished Captain Thompson his course for the nearest land and the boats started on their way, being soon rescued by the *Valbanero*. On ship they were given new outfits and received the kindest treatment. She landed them at Barcelona June 13, where they remained until June 25 when they sailed for New York on the *Antonio Lopez*, arriving July 13.

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The Moreni was bound from Baton Rouge to Savona, Italy, with gasolene. On her previous voyage she picked up 4 survivors of the American schooner Gypson Empress which had sprung aleak and been abandoned. Two of the men were Americans and two Russians. They were nearly dead, having been 14 days without food. They had been kept alive by eating barnacles and corn cob pipes, and by chewing their shoes. The Moreni landed them at Gibraltar.

Mr. Howland, who is but 19 years old, has shipped for another trip to the war zone.



TORPEDOED

The Loss of the American Ship Petrolite

by J. M. O'Herrin

After a voyage to Italy with gasolene we started for America in ballast. We picked up the survivors of an Italian ship which had been torpedoed, and took them into Gibraltar. Resuming our voyage we were torpedoed without warning at daybreak. The torpedo hit us amidship. The force of the explosion blew a lifeboat 200 feet in the air, and demolished the antenna, so that we could not send out S.O.S. The ship immediately listed to an angle of 40 degrees, the starboard rail being awash, and kept on at full speed traveling in wide circles. All the boats had cleared away, leaving five of us on board. We slid down the deck into the water where we paddled around until the lifeboats picked us up. Some were in the water 15 minutes, others almost an hour.

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It rained all day and all night. Next morning about 10 we sighted a steamer and signaled for help. We lowered the sail and started to pull towards her, when she fired twelve shots at us, evidently mistaking us for a submarine. We then sailed for shore, not daring to signal for help again. After 73 hours we landed at Larache, a small port in Spanish Morocco, on the coast of Africa, whence we reached Gibraltar by packet and shipped on the British steamer "Pancras" for New York, where we arrived safely after an uneventful passage. Everybody treated us handsomely excepting the steamer we tried to signal. She certainly did give us a dirty deal.



AN APPALLING EXPERIENCE

The fortitude of operator Louis J. Larson, of Seattle, in sticking to his instrument under conditions which would stampede any man not plentifully supplied with nerve, made possible the rescue of 46 men out of 50, when the American steamship Orleans was torpedoed by a German submarine, 175 miles west of Belle Isle, France, July 3. Mr. Larson's account of the tragedy follows:—

At the time the torpedo struck (9 p.m.) I was in the wireless cabin listening in and reading a magazine I immediately started my motor generator but it was fully a minute before the voltage was sufficient to get a spark. Finally it came up and I sent the S.O.S. giving the approximate position. The Captain had given me a sheet

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showing the position of the ship every two hours. After I had sent the approximate position, the Captain gave me an accurate position which he had just worked out from a star before the torpedo struck. I sent this also, and waited until I got an "R" from Land's End England, then went out on deck. Land's End immediately sent the S.O.S. broadcast.

"When the torpedo struck, the ship took a heavy list to starboard, and it looked, for a few seconds, as if she was about to turn completely over; so the boats were sent away immediately. Two of them were smashed, owing to the ship having considerable way on, even after the engines had been stopped. When I came out on deck, the boats were all gone, and there were five of us left on the ship, the Captain, Chief Gunner, two sailors and myself. We all were up on the boat deck. The ship was equipped with two heavy accommodation ladders, lashed to the rail. We put these overboard, hoping to escape on them, but they sank. Captain Tucker was injured by one of the ladders falling on his instep as we were trying to get them over the rail.

Captain Tucker got down on one of the ladders, and I intended doing the same, but seeing it sinking under him, I rushed back up to the bridge and tore down a life-buoy, the last one we had, and threw it to him, then jumped into the water myself and caught up with him. We both hung on to this buoy until we were picked up. We struck out for what we thought was a life-boat, but it proved to be the submarine, which speeded up and went out of sight. Then Mr. Christ, the Chief Gunner, pulled out a flash-light from his hip pocket, and held it over his head. It worked fine, although it had been in the water for fifteen minutes. He was about 200 yards away from us on another life buoy. We struck out for him, and the life-boat saw his light about the same time, and picked all three of us up. We were in the water about an hour. I should judge.

"In the meantime, the submarine had come to the surface, and went alongside the boat in charge of Mr. Sorenson, the first officer. The submarine commander asked the name of the ship, what cargo, where from and where bound, then asked for the captain. Mr. Sorenson replied that the captain had gone down with the ship, and then asked the submarine commander if he would help pick up the men who were floating in the water. The commander said: "No; you forget this is war," then closed up his conning tower and left. However we picked them all up later, with the exception of four, a sailor, a fireman, a coal passer and a messman, all of whom I think were drowned when one of the boats capsized.

"The ship sunk ten minutes after being torpedoed. After being picked up by the life-boat, all of us who had been in the water tried to keep warm by pulling an oar or bailing water. The life-boat had been smashed and was leaking badly. This worked o.k. until we got tired, but left a fellow feeling worse, as it is pretty cold in the north Atlantic at night, even in July. We were picked up the next morning about 6 by the armed yacht Sultana, which formerly belonged to Mrs. E. H. Harriman. They took us into Brest, where the steamship company fitted us out with clothes. We spent a week in Brest, then were sent to Bordeaux, where we took passage on the French liner Rochambeau for New York.

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"On the way over to France on the Orleans, the second officer had arranged with me for my mattress to be used as a fender between the life-boat and the ship. I was assigned to his boat. I remembered this after I got through with the wireless, and brought the mattress out on deck, but seeing the boats were gone, I dropped it over the side. Later a man was picked up floating on it, so it did some good. I might have used it myself had I thought it would float.

"All hands received fine treatment in France, both by the Oriental Navigation Co., and the French naval authorities.

"I'm going back again."

Captain Tucker says that Larson sat quietly sending out S.O.S. as coolly as though sending ordinary commercial messages, finishing just as the stern began sliding under water. The captain ran into the radio cabin, pulled him out on deck and practically threw him overboard (knowing he could swim) and jumped after him. Had they not been powerful swimmers they would have been drawn under the sinking ship. Captain Tucker regards it as a miracle that only four men were lost out of 50, and that but for Larson's courage all hands would have perished.

This statement was substantiated by the representative of the Navy on board, who wrote a highly commendatory letter to General Manager Nally. Larson has reshipped for the war zone.

FACTORY NOTES

The recent organization of a Brass Band at the Factory, a month ago, is a matter of vivid interest to everyone and we prophesy for it a great success and popularity under its efficient management. Comfortable quarters have been rented in the West House, in the restaurant just abandoned by Mr. Howlett, where Mr. Hayes has ordered gas introduced for their benefit. Rehearsals are held semi-weekly and the whole force at the Works is expressing cordial interest and good will for the organization.

Marconi Band

President	J. Emery
Vice-President	P. Helwig
Secretary	H. Blackman
Treasurer	A. Kachelreiss
Director	A. Osmun
Assistant Director	H. Blackmann
Librarian	A. Kachelreiss
Cornets —J. S. Merrill, S. Blackmann, R. E. Scott, G. C. Henriques, J. S. Wetherill.	
Clarinets —P. Helwig, H. Blackmann, L. Paulausky, A. Carlson, W. Howard, H. L. Crane, C. E. Hooper.	
Tuba —J. Emery.	
Saxophone —A. MacCernan.	
Trombones —A. Osmun, M. Zimmermann, J. Cummings, W. Hanks, Geo. Harrington.	
Baritone —F. Lindsay.	

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Altos—A. Kachelreiss, F. R. Walsh, Chas. LaPoint, W. Henriques.
Drums—Snare D.: E. Miller, J. W. Campbell; Bass, D.: J. Weh.

We hear rumors of the re-organization of the Fire Department which was so efficient when the smaller force of 200 employees, nearly all on the second floor, made a reputation for themselves. Mr. Nally had just returned from a business trip to the Honolulu station, arriving unexpectedly just as Mr. Hayes turned on a drill alarm. In record-breaking time the act was done in such fine style that Mr. Nally pronounced it equal, if not superior, to anything he had seen on shipboard or at several stations on land, both in form and speed. All honor to the past and equal glory for the future.

A new department has been introduced from which we anticipate good results and real value later, but it is a little premature to mention it yet, so we only give you a hint to keep you guessing!

Mr. T. J. Howlett, our caterer, has moved into permanent quarters, snug and trim, at the office entrance to the main building, where good cheer is dispensed in his well-known agreeable and accommodating style, enhanced by the welcome and gracious presence of Mrs. Howlett.

A good story is told at the expense of Alexander Frauenthal, better known as Cop. As Watchman at the Employee's Entrance he stands with a flaming sword challenging every new comer to "Prove his title clear." When the illustrious Senator Guglielmo Marconi, Inventor of Wireless magic, Captain in the Italian Army, and Special Envoy to the United States, sent by the Italian Government with the Prince of Udine, arrived escorted by Chief Engineer Weagant, he was promptly held up by the Cop who demanded his name, business and permit. Mr. Weagant in some annoyance hastened to explain and assure him that it was all right. "The guys that come to this door try all kinds of dodges on me," replied the Cop, "but no one gets by me without a pass." Later, Mr. Weagant commended the new watchman for faithfulness to the job he was hired to do, giving him an approving pat on the back, and he felt as if he had received a gold medal.

Increasing interest is felt in the skillful and painstaking work the girls are doing in their commodious new work room.

The new offices on the second floor of the old building are nearly completed and Mr. Hayes, Mr. Ross and Mr. Elenschneider have moved into their's, leaving Mr. Stein "Alone in vast, magnificent silences," in the absence of Mr. Weagant with whom he shares the main office. After the strenuous experiences of the past four months of building, tearing away and installing new machinery, while constantly increasing the production and the working force under conditions of limited space and inadequate facilities in which the heads of departments and office force have fairly tumbled over themselves and one another, there was everywhere evident a genuine feeling of relief. We saw the tense lines vanish from Mr. Stein's face as he sat in smiling serenity, alone and undisturbed.

Recent visitors were Mr. Marconi, 1st Vice-President of the Marconi Wireless Telegraph Company of America, E. J. Nally, General Manager, Lieutenant Boutillon of the French Army, and C. H. Taylor, Chief Engineer in charge of the Marconi high power stations. They were much interested in the various departments.

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EFFICIENCY

Refined, it is the state of being efficient and efficient means being capable or qualified for duty.

Electric motors, machines and automobiles are rated according to their efficiency, in other words, power.

Your efficiency is your power—your capacity to do things.

Anything that tends to improve your efficiency results in a benefit to yourself, because your income is regulated almost entirely by your degree of efficiency.

To be continually making stupid mistakes; to not know your stock; to be careless, indifferent, inattentive, or discourteous indicates inefficiency.

The more you need to have someone look after you to see that you do your work, and to check you up afterwards to make sure that it is done right, the less valuable you are.

It is the people who do things without being told, and who use their brains and senses in order to prevent errors, and who try to do things better every time done are those that get up to the top.

Efficiency is the ability to do things, and do them right without it being necessary for someone to direct every movement.—Honey Comb Briefs.

WITHOUT A KICK

"Jane, what time is it?" called down the irate father.

"I don't know, pa. The clock isn't going."

"But I am," spoke up the young man, who could take a hint.—Detroit Free Press.

LINES TO THE PULLMAN CAR WASH ROOM

Oh wash room in a Pullman car
How thoughtless all your tenants are!
How different in your tiny space
Appears the well-known human race
From what it is in other haunts
Where man has all the room he wants.
Oh wash room in a Pullman car,
How sad your influences are!
Why is it that when he's behind
Your curtain green man grows unkind,
And all his finer instincts smother
To play the hog among his brothers?
I've studied you on many a train,
I've watched your tenant with the grip
That covers every inch of space
Where some of us our stuff might
place,

And needs, that he may shave himself.
The contents of a drug store shelf.
But worst of all your pests is he
Who, finished dressing, will not flee
But sprawls himself upon a seat
And lets men tumble o'er his feet
And though he's not had breakfast yet
Sticks till he's smoked a cigarette.
Oh wash room in a Pullman car
How disagreeable men are.
How thoughtless of their fellow kind
When once your curtain they're behind

What is there in your narrow range
That so completely men can change?

One of the longest bridges in the world, the railway bridge over the Amur River at Khabarovsk, Siberia, has just been completed. It took five years to build and cost over \$9,000,000. The bridge is 7,593 feet long. Its completion marks the completion of the Amur Railway from Kuenga to Khabarovsk.

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BRASS TACKS, DRIVEN BY C. J. ROSS



ERRORS

Failures are never spontaneous,
Lightning never leaps out of a clear sky,
Every storm signals in advance,
Nature warns us as to the elements.
There is a great system controlling all things.
A system watched twenty-four hours a day.
How about your little system?
You are more important to you than the whole world system.
Are you under the control of you?
A loosely controlled system soon becomes unreliable.
No system is better than the vigilance which directs it.
When you're in harness somebody is watching you.
When you're unharnessed, it's up to you.
A bad day's work usually starts the night before.
Where were you last night?
A man can't cope with important situations if he isn't in condition to use
his wits in an emergency.
Most wrecks are caused by the disregard of seeming trifles.
Hidden reefs are built by tiny insects, each insignificant of itself but in
combination able to rip the bottom out of an ocean liner.
Sound your course constantly.
Watch your charts.
You're sailing to failure if you don't control what's going on beneath
the surface.

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REDUCED FOOD CONSUMPTION

New York, July 26, 1917.

TO ALL EMPLOYEES:

Herbert Hoover, at the request of the President, is endeavoring to reduce our consumption of food supplies, so that we may ship to our allies the food that will keep men, women, and children from starving.

To reduce our consumption of food he has asked the following of each individual:

1. To eat one wheatless meal a day.
2. To eat beef, mutton, or pork not more than once a day.
3. To economize in the use of butter.
4. To cut the daily allowance of sugar, in tea, coffee and in other ways.
5. To eat more vegetables, fruit, and fish.
6. To urge in the home or restaurants frequented the necessity for economy.

Those who stay at home must help win the war. Here is a chance for every man, woman, and child, with the true spirit of American energy, to put their individual shoulder to the wheel. Each employee of the Marconi Company is therefore requested to undertake to live up to the above six requests, and to ask their friends to do likewise.



Vice-President and General Manager.

THE OPERATORS' NEW WAGE SCHEDULE

The General Manager has approved the revised schedule for marine operators in Eastern, Southern and Gulf divisions shown below, effective June first:

For first	six months' service	.....	\$40.00	per month
" second	" " "	.....	50.00	" "
" third	" " "	.....	60.00	" "
" fourth	" " "	.....	70.00	" "
" fifth	" " "	.....	80.00	" "

The company is in negotiation with steamship companies on the Pacific coast looking to the establishment of the same wage scale in the Pacific division.

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Maintenance Matters

A Department for Technical Questions With Answers

By P. B. Collison

All employees are invited to direct technical questions to this department

When placing the transmitting apparatus in operation after the Government Inspectors have sealed the radio apparatus, operators should carefully examine all connections. Pay particular attention to the armature of the motor generator, making sure that all seal wires have been removed. Take great care in lowering and raising the antenna wires, doing everything possible to avoid kinking. The hard rubber insulators should be placed flat on deck, and if possible should not be placed in the hot sun, as the rubber will soften and the insulator will be bent out of shape.

Navy officials require that all parts of radio apparatus be left in the room and be sealed during the stay in port. It will no longer be possible for operators to bring to this office such apparatus as phones, crystals, etc., for repairs. All defective apparatus should be carefully labelled and left where it cannot fail to attract the attention of the repair man. Our attention should be directed to such repairs on the station report. All labelling of defective parts should be completed before the Navy officials seal the operating cabin.

It is no longer necessary to make out duplicate station reports. A single form filled out and handed to the Superintendent of Maintenance will be sufficient.

The Marconi Company will not furnish fuses for the battery charging panels owned by the Steamship Companies. As we have mentioned previously, on ships where the battery is of sufficient capacity to operate the motor generator, the battery is owned by the Steamship Company

and is entirely under its care and supervision.

An operator while experimenting with a test buzzer noticed that an inductive resistance placed in series with the battery circuit, had what appeared to be, a rather odd effect. What he observed follows:

"I connected in series with the primary circuit of the test buzzer, a coil for the purpose of regulating the strength of buzzer signals. This coil consisted of a large number of turns of small copper wire with taps taken off at regular intervals. When the battery is connected directly to the buzzer binding posts of the type 100 receiving tuner, the strength of the signals induced in the receiver is fairly strong, but when the inductive resistance was added, the signals increased in strength rather than diminished."

The majority of elementary electrical textbooks will explain this action. If a circuit containing an electromagnet and a source of E. M. F. is rapidly closed and opened, a counter E. M. F. will be induced in the circuit. If the applied E. M. F. remains constant, the induced voltage will increase in proportion to the amount of inductance in the circuit. In this case, it was quite likely that the counter E. M. F. of the circuit was raised and a greater inductive effect obtained in the circuits of the receiver. If a non-inductive resistance had been added in the circuit, the desired results would have been obtained.

A number of operators who have not had the benefit of school instruction do not understand the oper-

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ation of the overload relay on the standard 2 k.w. panel sets. The overload relay operates in conjunction with the solenoid winding on the automatic starter and automatically opens this circuit when more than a pre-determined number of amperes flows through the circuit. It will be observed that this relay has two magnet windings, both of which actuate a single armature. The armature is fitted with contacts which open and close certain circuits. One of the magnet windings is directly in series with the motor armature and the other is in shunt to the D. C. line when the circuit is overloaded. If more than 30 or 35 amperes pass through the coarse wire winding, the armature of the magnet will be drawn up and the circuits of the solenoid broken whereupon the plunger of the automatic starter will drop down, and at the same time a brake resistance will be thrown in shunt to the motor armature. In order to keep the circuit open until the apparatus is properly adjusted or the trouble located, the same lever on the overload relay closes the circuit to a fine wire magnet winding which is placed in shunt to the D. C. line. This lever will remain in this position until the starting switch or the main D. C. line switch is again opened. Operators should carefully observe that the number of amperes at which the overload relay switch will open can be regulated by a small adjustment screw which raises and lowers the armature of the magnet through a small arc.

A number of new men have joined our staff who have not had the benefit of school instruction. This Department can be of great help in supplementing or filling in the gaps in their knowledge. If they will send in their questions to this Department,

we will endeavor to explain any misunderstood parts of apparatus in detail. We should prefer that they would place their questions before this Department in writing rather than request the information personally, as the published answers will be of benefit to other operators.

A RESOURCEFUL LEADER

During one of the early mobilizations of the army on the Mexican border a captain of the militia, whom we will call Feeney, was detailed to take charge of a detachment of infantry. In one of the maneuvers Captain Feeney was ordered to pursue the enemy, who, in the absence of a real foe, was represented by another detachment. As an aid in remembering the assumed war condition, nearly every location of importance was posted or placarded with such signs as: "This spring is poisoned," "This road is closed," or "Fence charged with high voltage."

However, it needed no imagination at this particular time to realize that the weather was almost unbearably hot. The umpires wondered how Feeney would act when he came to the bridge which bore the sign, "This bridge is burned." They didn't have long to wonder. Feeney was heard to hurl some strong epithets at the sign; then he yelled out at the top of his voice: "Forward! March!" Before the umpires could recover from their amazement the troops were nearly half way over the bridge.

One of the umpires, scandalized and indignant, rose up and bellowed angrily through his megaphone: "Hey! Captain Feeney! You can't cross that bridge. It's supposed to be burned."

A shrill rebellious Irish voice cried back: "Ye can go to the devil! We're supposed to be swimmin'!"—Houston Post.

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THE TEN COMMANDMENTS

Thou shalt not wait for something to turn up, but thou shalt pull off thy coat and go to work that thou mayest prosper in thy affairs and make the word "failure" spell "success."

Thou shalt not be content to go about thy business looking like a loafer, but thou shouldst know that thy personal appearance is better than a letter of recommendation.

Thou shalt not try to make excuses; nor shalt thou say to those who chide thee, "I didn't think."

Thou shalt not wait to be told what thou shalt do, nor in what manner thou shalt do it, for thus may thy days be long in the job which fortune hath given thee.

Thou shalt not fail to maintain thine own integrity, nor shalt thou be guilty of anything that will lessen thy respect for thyself.

Thou shalt not covet the other fellow's job nor his salary, nor the position he has gained by his own hard labor.

Thou shalt not be afraid to blow thine own horn, for he who faileth to blow his own horn at the proper occasion findeth nobody standing ready to blow it for him.

Thou shalt not fail to live within thine income, nor shalt thou contract any debts when thou canst not see thy way clear to pay them.

Thou shalt not hesitate to say "no" when thou meanest "no," nor shalt thou fail to remember that there are times when it is unsafe to bind thyself to a hasty judgment.

Thou shalt give every man a square deal. This is the last and great commandment and there is none other like it. Upon this commandment hangs all the law and profits of the business world.—Business World.

BEASTS OF FRIGHTFULNESS

"Father, what kind of beasts were the rams they used so much in the Civil War?"

"They were probably the ancestors of the ewe-boat of today, my boy."—Puck.

ASTORIA HIGH POWER

All hands are now in training for the static game which will soon be on in full blast. Business is getting close to high water mark again and we will all be tuned up to about top notch for the next two or three months, when the rush season will be nearing its end for another year. Chief Electrician C. D. Moyer has joined our staff as land line operator and bookkeeper. He is a sour dough just from Anchorage, Alaska, where he was in the signal corps service, and is therefore an experienced addition to the bachelors club, being quartered at the station. The three bachelors, Roy, Hamilton and Moyer figured prominently in the Red Cross entertainment given by one of our enterprising neighbors recently, which proved to be a howling success both financially and socially. Mr. Roy starred as darkey comedian, while Mr. Moyer rendered a cornet solo and Mr. Hamilton assisted the orchestra.

The entire staff by some freak of circumstances happens to be musically inclined. Each one plays one or more instruments; thus many pleasant moments are passed while off duty.

Mr. Dunlap has joined the "Back to the soil" movement, and already has various patches of garden truck planted wherever he could find a cleared spot and good digging. The gardens are late this season but everything is growing fine, weeds included.

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 first appearance in print of Miss Patricia Merrill Bent, the eleven months old daughter of Mr. C. E. Bent, until recently Marconi manager at Juneau, Alaska, now in the Navy. Patricia is an Alaskan baby, sound and kind, and stands without hitching. Her décolleté costume is a tribute to the Alaskan climate and she gives early evidence of flirtatious inclinations.

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.

Young Man: "So Miss Ethel is your eldest sister. Who comes after her?"

Tommy: "Nobody ain't come yet, but pa says the first feller that comes kin have her."

Many business men are like young mothers. A young mother seldom knows how to care for her baby, hut it is her own baby. She is its mother. She loves it better than anything else in the world. Nothing that she can do can harm it.

In the same way some men mother their businesses. They fancy just because it is their own business that they know what to do with it.

And so many a baby and many a business dies of some small preventable disease.—The Efficiency Magazine.

NOTICE

After August 1 the ten word minimum on radiograms to and from ships via Canadian Coast stations will be abolished. This applies to Canadian coast charges, land line charges, and to all charges on messages originating at points in North America destined for ships at sea, regardless of nationality.



EXECUTIVE OFFICE

Mr. E. J. Nally, vice-president and general manager, and Mr. R. A. Weagant, chief engineer, New York, have returned from a business trip to Washington.

Mr. John Bottomley, vice-president, New York, has been spending a week at his country home on Long Island.

Mr. C. H. Taylor, chief engineer Transoceanic Division, has returned from Marion, Mass., where extensive

MARCONI SERVICE NEWS

construction work is in progress in preparation for the Norwegian service.

Lieutenant O. Boutillon, a wireless expert of the French Post Office Department, who has completed a tour of this country during which he inspected the Marconi high power stations on the Atlantic and Pacific Coasts, is now enroute from New York to Glace Bay and Montreal for inspection of the Canadian high power stations and will submit a report to his Government on the progress of radio science in America.

Mr. J. de Jara Almonte has sailed for South America in the interests of the English Marconi Company.

Mr. Frank Chapman, Superintendent of the Southern division was a recent New York visitor.

Mr. Nally and Mr. Pillsbury recently looked over the high power stations in New Jersey and Massachusetts.

SOUTHERN DIVISION

Constructor Manley installed equipment on the new steamships Olean and Gulf of Mexico.

Ensign Murray and Lieut. Cadmus paid us a visit. They looked very businesslike in their naval uniforms.

Operator Atlee of the Ontario was transferred to the Dorchester in place of Operator Cadmus who takes Atlee's place on the Ontario.

Operators Sheehan and Harber took Suwannee to New York. She has been sold to Savannah Line.

Constructor Sinclair installed a cargo set on motor ship Joseph Cudahy at Baltimore. Operator Fred Crane assigned to this ship.

F. A. Knoll has been assigned to the Prinz Oskar to assist Johnny Flagg in the radio room.

W. P. Grantlin has come back. An assignment to the Margaret looked good, we guess.

V. Zito has been assigned to the Bayway at Baltimore.

Dave Levin is going on the Clara Menning to Italy. Good luck.

V. J. Stoncer, a new man, has been assigned to the Juniata.

L. Brown left our service on account of his regiment being called.

Constructor Manley equipped the new tug Freeport Sulphur No. 2 with a 1-2 k.w. panel set. This tug will be operated by the Gulf Division.

J. L. Brannon returned from a trip South on the Paraguay.

R. Rosen assigned to the Santa Maria in place of L. Asadorian.

Henry Simon is making several trips on the Borgestad.

George says he is very busy at Newport News lately. We have no record of any new equipments, though. P. S. It is not the selective draft, either.

Harry Nicholow has been assigned to the Somerset. Nicholow was coast station operator at Athens, Greece, for several years.

Operator Barry, of the Eurana paid us a visit recently. This is the Eurana's first trip to Baltimore.

M. Riser has returned to our service in the Philadelphia district.

How about a trip to Clifton Park. The water is fine these days. Ask L. W. S. Seems funny construction men should be short winded, though.

GULF DIVISION

Ernest Hubner has re-entered the service in the capacity of Inspector. Ernest says "Glad to be back in the flock."

J. E. Broussard, Division Traveling Inspector, is once more on the Excelsior. Nothing like the old home, eh Joe?

J. P. Huckaby transferred from the tug Buccaneer to the Clara.

MARCONI SERVICE NEWS

S. J. Weiss and R. V. Replogle are still on the Coahuila as senior and junior respectively.

G. S. Rowe, late of the Viking, has joined the Naval Reserve.

P. J. Barkley of the Olivette was recently appointed Assistant Division Travelling Inspector, and now wears the smile that won't come off.

G. P. Reynolds, former Assistant Inspector and Construction Man, is now with the Naval Reserve.

The Gulf Division is having its share of equipments. The Clara was recently equipped with a 1-2 k.w. 500 cycle panel set. T. J. Alderman from the Tormentor has been assigned as senior. Four other equipments are under way which we hope to complete this month.

L. E. Adler, an old-timer, has been transferred from the Tamesi to the Mexico. K. J. Fruebing, a new recruit, is junior on the Mexico.

We are sorry to hear that T. Bowen of Casiana has been removed to the hospital at Galveston.

A. Krog, senior on the Catania, has a help-mate for his long voyage, F. M. Peterson. We understand Albert bought a checker board and is to use Peterson to keep in practise.

F. Reb, recently of the Chas. E. Harwood has accepted assignment in the Eastern Division.

E. W. Rogers, late of the Fordonian has accepted assignment in the Eastern Division. E. W. R. says "No more 4 knot an hour vessels for mine."

M. O. Green has recently been re-assigned to the Pan American. Evidently farming was not in his line.

J. A. Pohl, former Superintendent, now Chief Radio Gunner in the U. S. Naval Reserve is a frequent visitor at the office. "Just to keep my hand in," says J. A. P.

R. E. Armstrong, former manager at Port Arthur paid a visit to the

office in his brand new uniform. We understand that R. E. A. is to start housekeeping very shortly.

C. C. McCann, a new recruit, is doing his "bit" on the Panuco.

R. D. Magann and S. C. Hymel are on the Chalmette.

T. C. Hyers, a new-comer, is junior on the Excelsior.

Lloyd Brasher, in charge of the Mascotte, shows indication of being homesick. Cheer up Lloyd, it won't be long.

We have added two new tankers to this division, the Frederick G. Kellogg and the Torres in charge of operators Sermon and Martin respectively.

Although we have been absent for sometime from this column we are in hopes of being able each month hereafter to be with you.

SPOKES FROM THE HUB

Howard E. West, formerly senior on the Massachusetts, has joined the Naval Reserve. West is in the aviation section and is enjoying every minute of his training.

G. E. Howard has re-entered the service and is on the newly equipped Everett.

E. B. Colby has re-entered the service and has been assigned to the new steamer Virginia of the Texas Company, just completed at the Fore River Shipyards.

M. J. Grainger, a new man, relieved Operator Kanter as junior on the City of Augusta.

The City of Atlanta has been taken for Government service and operators Crosby and Mercer transferred to the Erny of the U. S. Shipping Board, just equipped at Boston.

A. Cashin has resigned and is now chasing nickels for the Boston Elevated.

MARCONI SERVICE NEWS

J. L. Bermingham relieved R. G. Philbrook on the City of Bangor.

T. H. Johnson, a new man, is junior on the Massachusetts. G. E. Travis succeeded West and is senior on the Massachusetts.

We were glad to welcome Operator Zahn of the schooner Addie Lawrence back to Boston after being shipwrecked off the French coast. Zahn is ready to take another at any time.

All of the operators show the effect of the recent increase, the office some mornings taking the appearance of a banker's club.

Our constructors made five installations during July.

EASTERN DIVISION

The Carolyn's operator, J. A. Quinlain, was taken from the waiting list.

J. M. O. Herin who has been on leave assumes H. B. Bogert's duties on the El Cid, the latter having resigned.

W. W. Neely, late of the City of St. Louis, now senior on the Platuria after serving two days on the Harburg.

W. R. Hoffman and H. C. Bucholz first and second respectively on the Platuria, have resigned. H. B. Peters, a new man, engaged to serve as junior on this ship.

E. I. Quigley, one of the pioneers, is now convalescing at his home in Towanda, Pa. He was taken ill in Bermuda while on the Bermudian.

R. J. Wagner got in dutch when he missed the Texas at Port Arthur. Wagner went to sleep in a railroad car and a cop put him in the calaboose and said he was stewed. Wagner said he wasn't. Somebody lies!

W. A. Roy said that he was too good to the captain and gave him too much news. The captain insisted that he leave the ship in Sabine, claiming that he was no good.

C. A. Kohlbein picked an isolated spot to sever his connection with this company leaving the ship in Halifax. A Canadian operator succeeded him.

P. H. Cartier had to leave the Corning at Baton Rouge 'cause mother called him home. He is a minor. G. S. Kirtley thought the Gulf wasn't as deep as the Atlantic and chose to accept employment in the Gulf division. He was junior on the Corning.

C. L. Jones is either on the Polarine or in the hospital. Mr. Henderson doesn't know. Jones was under the weather on arrival.

The Government's need for wireless men was the cause of G. T. Desjardines resigning from the Baton Rouge at Key West.

W. H. Jones formerly of the M. R. I. Dept. of the Great Lakes wanted a little experience on a real ocean and sails on the Harburg for Archangel. We hope Jones took plenty of warm clothes with him.

W. P. Bremer has the distinction of being accepted for the brand-new Gulf Refining Steamer Gulf of Mexico.

G. L. Chapman is sojourning with his friends after returning from France on the J. L. Luckenbach. He's going back.

G. O. Dill only stayed one trip on the steamer Zulia. He's married, his wife didn't care, but his mother didn't want him to cross the Pond, so he didn't go.

R. A. Worrall after returning from a sick month's voyage on the Matinicock resigned.

R. G. Philbrook has left the City of Columbus to return to Boston. G. E. McEwen, late manager at Savannah Station, has accepted service on this ship pro tem.

G. S. Shaffer transferred from the Mundale to Southern division.

I. Baskin now on the Mundale came from the Southern division.

MARCONI SERVICE NEWS

L. C. Patchin, junior on the Parima, has returned to school being succeeded by W. A. Noyes, formerly of the Warrior.

The Crofton Hall sails with K. E. Smith as junior, who was formerly junior on the Jefferson. D. Voepel takes his place on the Jefferson.

S. W. Knapp sails on the Oregon, having been relieved from the El Sol by E. W. Vogel, formerly junior on North Star, who sails as junior. E. R. Schindler sails as senior on North Star having been on sick leave.

The Munwood sails with J. W. Dain, a new man.

The Guantanamo's operator, E. T. Darlington, has resigned, the former operator on the Wm. Rockefeller taking his place. E. Crane also left the Wm. Rockefeller.

P. T. Brown resigned as junior on the Brazos to be succeeded by A. E. Harper formerly junior on the Cascapedia. C. G. Newberg sails as senior on the Cascapedia, having been assigned by the Canadian Co.

The Iroquois sails with G. E. Stewart as junior. He is a new man.

W. Sirkin, formerly junior on the Arapahoe, sails on the Millinocket, relieving L. F. Kendall who intended to sail as junior on the Arapahoe, but was taken ill. He was relieved on the Arapahoe by T. Peskin who had been on sick leave.

The operator sailing on the Munalbro is F. Reb, formerly of the Gulf division ship Chas. E. Harwood. D. S. Templeton is his successor on the Harwood, being formerly on the Gulfmaid. C. R. Underhill, a new man, sails on the Rio Grande releasing L. Leighton to take Templeton's place on the Gulfmaid.

The Morro Castle takes from sick leave its future operator, F. Schneider, while its former operator, F. Koffer, goes to the waiting list.

J. W. Ashmore returned to Philadelphia, leaving the Olean without an operator. R. Pierce, formerly on the Florida, and G. E. Cole, a new man, sail as the first and second operators respectively on this ship. E. F. Samaha, a new man, replaces Pierce on the Florida.

The waiting list furnished W. Clarkin for the Trinidadian allowing T. J. Cerio to go on leave.

The French Government having bought the Angers, its operator, E. E. Davis, is now on the waiting list.

J. Boa, formerly of the Louisiana, takes H. T. Williams' place on the Brilliant, the latter going to waiting list. F. Koffer from waiting list to relieve Boa on Louisiana.

M. Kanter, junior on the City of Augusta, did duty for three days on the Wm. Rockefeller before being assigned to the Guantanamo. M. J. Grainger, a new man, is now on the Augusta.

E. W. Rogers, a Gulf division man, and F. H. Keane, a new one, are now the first and second operators respectively on the Westoil.

The Brammel Point sails with R. Costigan, a new man, as junior.

L. Pinkerton, junior of the Florizel, sails on the Camagucy in place of F. E. Leach who is on leave. V. A. Wheelless formerly of the Brabant, succeeds Pinkerton on Florizel. W. Elfenbein, a new man, relieves D. A. Kell on the Glenpool to take Wheelless' place on Brabant.

I. Hoffman, first, and A. Visiconti, second, on the Armenia have resigned being replaced by L. T. Brown, as first, and N. J. Stilian, second, who has been on leave.

The Catania's operator, F. M. Peterson, is a new man.

E. G. Zahn was assigned to the Gulfcoast to relieve J. W. Allen.

H. T. Williams from waiting list to sails on the Geo. G. Henry.

MARCONI SERVICE NEWS

D. Levin was re-engaged at Baltimore to sail on the Clara Menning in the place of H. A. Williams.

The El Siglio's operator, H. Slater, has been dismissed from the service, being replaced by F. Salem formerly of the Dochra. J. B. Swift, of the St. Charles, and G. J. Hamilton, a new man, sail on the Dochra as senior and junior respectively. H. A. Williams sails on St. Charles.

The junior operator of the Proteus, L. J. Gallo, is on leave. P. Bowen assumes Gallo's duties.

T. J. Alderman and J. P. Huckaby were assigned to the Clara as first and second respectively.

F. E. Zahn was taken off the Addie M. Lawrence and placed on the unassigned list.

The W. C. Teagle sailed with W. H. Davis as operator.

J. Rile was detached from and J. Hunter assigned to the Nelson.

The Erny sails with C. R. Crosby as first and W. R. Mercer as second, both being assigned at Boston.

Boston re-engaged E. B. Colby to sail on the Virginia.

E. J. Smith, a new man, takes C. W. Wood's place on the Panuco.

Carolina sails without its senior C. S. Gould, who is on sick leave; T. J. Cerio was assigned as junior.

The City of St. Louis loses its junior, P. Battiato, who is succeeded by H. A. Thompson, a new man.

J. L. Neeley resigned from duty on the Halifax to enlist. J. Houlberg, formerly of the El Capitan, taking his place. J. J. Kosta, a re-engaged man, sails on the El Capitan.

The Edw. B. Winslow having been torpedoed places its operator, G. B. Ferguson on the unassigned list.

L. J. Larson of the Orleans, which vessel suffered a similar fate is also on the unassigned list.

A. Schneider was re-engaged to sail on the Helen whose operator, W. Dinga, had resigned.

GREAT LAKES DIVISION

The S. Y. Galatea has been sold to the Government. Operator Gerald Covey has been transferred to the Lakewood, vice C. H. Warner.

E. L. Brisson is on the Alpena.

The Eastern States has resumed operation between Cleveland and Detroit. D. W. Balson, a new man in the service, has been assigned.

J. J. Manning and G. R. Rogers are on the Lakeland. Both new men in the service.

W. B. Snell, a new man in the service, is second on the Juniata.

E. F. Brede has relieved C. W. Thomas on the Lakeport. Thomas returning to the Eastern Division.

A. L. Shafer has been transferred from the City of Buffalo to the Octorara, as junior. O. E. Dunlap is senior on the Octorara.

A. R. Mehrhoff, a new man in the service, is on the Carolina.

Harvey Kelley, a new man, is on the City of South Haven.

J. D. Cameron, a new man, is on the Alabama.

H. L. Gore and R. H. Hecht are on the Missouri, as senior and junior respectively. Both new men.

Jos. Whalen has relieved E. I. Deighan on the Ashtabula.

Mr. Deigham now comprises our entire construction force, Mr. Jones having been transferred to the Eastern Division.

MARCONI SERVICE NEWS

PACIFIC DIVISION

A. S. Nielsen an old time operator rejoined our service as junior on the Celilo.

Norman D. Talbot was transferred to operator in charge of the Colusa.

Edmund Smith of highpower fame was assigned to the Governor. His ability as a newspaper man will serve him in good stead.

Lyle Dillon, a Southern Californian, joined our service as operator in charge of the Ferry Hermosa.

A. H. Doty, the tallest operator in the Pacific Division has assumed charge of the Idaho. Mr. Doty, besides being an old reliable stands four foot six. Reliability and efficiency is in every inch.

F. I. Throop with L. J. Bauchou as junior is holding down the Lurline. The Lurline is now in freight service, making it pretty soft for some people.

E. T. Jorgensen, formerly in charge of the Manoa, was called into active service and is now stationed at Marshalls highpower station. B. McLean was placed in charge of the Manoa with J. Hauselt as junior.

P. S. Finnell in charge of the Northern Pacific has also been called for active service in the new army training camp at Palo Alto. His position is being filled by L. V. R. Carmine. Mr. Carmine, after a ten month's sick leave, is again on the active list.

E. P. Weunsch and L. R. Cornish senior and junior of the Senator was transferred to the Alki at Seattle, the Senator having been laid up.

Geo. Street is in charge of the former German ship Serapis now operated by the U. S. Shipping Board.

N. C. Kumler has been placed as operator in charge of the Yosemite.

The Col. E. L. Drake has been placed in commission with H. W. Kelley

in charge.

J. E. Dickerson, formerly of the Norwegian Steamer Capto, was relieved at New York and returned to San Francisco overland. He is now on the J. A. Moffett.

W. L. McLean was assigned by our Seattle office to the City of Seattle, relieving G. Fitzpatrick.

K. E. Soderstrom has joined the new steamer Ernest H. Meyer.

Operators D. M. Taylor and H. W. Underwood are holding down the Great Northern as senior and junior.

R. A. Germon was assigned to the new steamer Frederic R. Kellogg. This vessel will be operated by the Gulf Division and will leave San Francisco shortly.

W. G. Ludgate joined the Jim Butler for Mexican West Coast service.

L. V. R. Carmine and E. A. Werner are acting senior and junior on the Northern Pacific.

R. A. Billadeau has assumed charge of the Motorship Nuanu.

W. W. O'Farrell, former operator on the Oregon is now stationed at Central America in the service of Huddleston-Marsh, S. W. Knapp replacing him.

The Seattle construction department recently equipped the Cunard Liner War Barron. This vessel carries a 1-4 k.w. cargo set.

The San Francisco construction department equipped the Ernest H. Meyer with a half kilowatt 120 cyle. the Frederick R. Kellogg with a 2 k. w. 500 cycle, the Serapis of the U. S. Shipping Board with a 2 k.w. 500 cycle, the U. S. A. T. Thomas with a 5 k.w. 500 cycle and the War Monarch with a quarter kilowatt cargo 500 cycle. In addition to heavy repairs on other Shipping Board vessels and new equipments started, the three man staff has been doing some humping.

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