

MARCONI SERVICE NEWS

Volume 3

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By and for Marconi Employees



FRANK CHAPMAN

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OUR HONOR ROLL

MARCONI

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Albee, Norman E.	Delaware
Aldridge, George P.	Ohio
Allen, John W.	Massachusetts
Allen, Preston D.	California
Alvested, Clarence M.	Minnesota
Anderson, William G.	Hawaii
Asadorian, Levon B.	Pennsylvania
Applegate, David V.	New York
Arthur, Tony W.	New York
Armstrong, Roy E.	Texas
Arnold, D. J.	New Jersey
Bacher, H.	New Jersey
Baraby, Wm. H.	New York
Bailey, Cecil.	California
Baldwin, Edward F.	Illinois
Baldwin, Edgar V.	California
Balveat, Roy H.	Ohio
Barthalatte, Aaron.	New York
Batchelder, Isaac H.	Pennsylvania
Bauchou, Leon J.	California
Baxter, George E.	California
Beach, Chester L.	New Jersey
Reane, Edwin A.	Massachusetts
Beekerman, Michael R.	New York
Bellis, George A.	New Jersey
Bence, Clarence E.	Alaska
Benn, Julius A.	California
Berchel, George H.	New York
Hell, J. I.	Ohio
Beraldo, Dewey.	California
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Birren, E. L.	Michigan
Blackstone, Herbert W.	N. H. shire
Borch, Alexander A.	New York
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Bossen, John A.	New York
Boseker, Ferd. J.	Michigan
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Bowers, Albert F.	Maryland
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Brady, Albert E.	California
Brower, Robert H.	California
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Brennan, Morgan J.	New York
Brisson, E. L.	Michigan
Brown, Everett A.	Massachusetts
Bucknam, John R.	New York
Burns, Walter I.	California
Burgess, Geo. H.	New York
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Campbell, Howard E.	California
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Chambers, Thos. A.	California
Chaplin, James M.	California
Cisin, Clarence.	New York
Cisin, Harry G.	New York
Crosby, Carlton R.	Massachusetts
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Cissenfield, Samuel.	Maryland
Clark, Ellef S.	Washington
Clark, Paul M.	New York
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Covey, Gerald.	Indiana
Carter, Robert S.	Maryland
Conway, Horace B.	New York
Commerford, George McK.	Ohio
Cohen, Louis	New York
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Cowden, Reuel E.	California
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DeRusc, T.	New Jersey
Darcs, Walter C.	New York
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Deal, Harmon H.	Missouri
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Dent, Laramie C.	Illinois
Desart, Albert W.	Washington
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Doty, Arthur H.	California
Douglas, Malcolm S.	New York
Doyle, A. C.	New York
Dinga, William E.	New York
Dudley, Richard B.	New Hampshire
Dunn, I. Jr.	New Jersey
DuTreff, Louis J.	Louisiana
Ensl, H. E.	New Jersey
Estman, Thomas C.	Wisconsin
Eklund, Walter F.	Hawaii
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Elliott, Seymour.	Massachusetts
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Ehrich, Wm. J.	New Jersey
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Filson, Norman W.	Massachusetts
Fink, R.	New Jersey
Finnell, Phillip.	California
Fitzpatrick, Charles E.	Washington
Foley, J. Deasley.	Texas
Forbes, Allen C.	California
Fox, Irving A.	California
Friend, William H.	California
Fowler, T. R.	New Jersey
Gerson, George I.	New York
Gimbrunn, Waldon P.	California
Gibson, C. C.	New Jersey
Goldsmith, Philip H.	New York
Gardner, Roy A.	Michigan
Gould, H. W.	Ohio
Grahon, Leon S.	California

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Graff, Walter H.	California	Kreutel, B. G.	Kansas
Gogel, Adelbert	Ohio	Krauter, Charles F.	New York
Gompi, Wallace R.	Hawaii	Landick, Robert E.	Massachusetts
Gore, H. L.	Illinois	Lazarus, Benj. N.	Canada
Gorrie, Robert	Michigan	Lee, T. J.	New Jersey
Gibbs, D. W.	Ohio	Linyd, Raymnd	New Jersey
Gittleson, Mitchell	New York	Leasun, Roger W.	Massachusetts
Greenwell, Arthur M.	Oregon	Levin, Claude C.	New York
Grinnell, Milton W.	Massachusetts	Lohry, Ross B.	California
Grostick, George E.	Ohio	Lewis, J. B.	New Jersey
Hackenber, Nafanile,	Hawaii	Liggett, Howard J. Jr.,	Illinois
Hackenber, Stanislaw,	Hawaii	Lindh, Charles A.	California
Haffen, Harry,	New Jersey	Lissner, J. A.	California
Hallett, Gena C.	Washington	Livesay, James R.	California
Hamilton, Beu. B.	Indiana	Logue, Wylie G.	Texas
Hankins, Marvin J.	California	Lovejoy, Loren A.	Washington
Harrigan, John J.	Maryland	Ludgate, Wallace G. Jr.	Wash.
Harte, J. W.	Pennsylvania	Lumca, Frank	New York
Hartley, Edwin M.	Pennsylvania	Lynch, Joseph L.	New York
Hassen, Harry	New Jersey	McDonald, Byron C.	California
Haynes, Robert W.	Texas	McDonald, John E.	Illinois
Hecht, Royal J.	Illinois	McKee, Loyal W.	Maryland
Heilig, David J.	Pennsylvania	McLean, Blaine	Michigan
Heinlen, Clinton D.	Ohio	MacGowan, Hubert,	Washington
Helgeann, Harry G.	Michigan	MacGowan, John N.	Washington
Higgins, Wesley,	New Jersey	Main, Alfred J.	Ohio
Haverkamp, Herman O.	Louisiana	Manner, A. J.	New Jersey
Harvey, Guy H.	California	Manner, A. R.	New Jersey
Heck, J.	New Jersey	Manahan, Walter J.	Alaska
Henne, P.	New Jersey	Manning, P. H.	New York
Hoard, Bonner F.	California	Marr, Alvin E.	Washington
Holden, Harry H.	Massachusetts	Marthaler, Nicholas J.	California
Howard, Edward S.	California	Mason, Francis H.	Ohio
Hopko, Stephen,	New York	Matheson, William D.	California
Hopkins, Sydney K.	New York	Mathews, George P.	Pennsylvania
Hudson, Joel E.	Massachusetts	Mathews, Ralph H.	Illinois
Hutchinson, Arthur	Ohio	McCarthy, Chas. L.	California
Huff, Henry O.	New York	McCauley, Thos. E.	Maryland
Hybarger, Jack A.	Louisiana	Mears, Mason H.	South Dakota
Illingsworth, Fred. H.	Pennsylvania	Meldrum, Herbert J.	Massachusetts
Ingalls, Herbert E.	Massachusetts	Michl, Eugene X.	Illinois
Jackson, J. B.	Maryland	Miller, Walter S.	New York
Jackson, Arthur E.	Ohio	Miller, W. R.	New Jersey
Jagers, Homer D.	California	Miller, Robert F.	New York
Johnson, Dwight V.	Illinois	Mock, Orin S.	California
Johnstone, Richard,	California	Moore, Wm. V.	New York
Jorgensen, Edward T.	California	Morgan, Samuel,	New Jersey
Joyces, John T.	Michigan	Moe, William	Minnesota
Julien, Ira F.	Oregon	* Murray, Eugene M.	Pennsylvania
Karlovsy, E.	New Jersey	Morgan, Clarence D.	New York
Karp, H.	New Jersey	Mousley, Franklin,	Pennsylvania
Kasner, Henry P.	New York	Massonneau, Reginald,	C. New York
Keefe, Geo. M.	Michigan	Naresca, James V.	New Jersey
Kell, David A.	New York	Minners, Arthur J.	New York
Keller, C.	New Jersey	Muir, Alfred B.	New Jersey
Kent, William P.	Pennsylvania	Muldoon, James J.	Massachusetts
Kierstead, Alvin E.	New York	Myers, William,	Hawaii
Kirtley, Geroge S.	Missouri	Neely, Winslow W.	Ohio
Kay, Samuel R.	New York	Naegel, Chas. F.	New York
Kneale, Charles K.	Ohio	Neely, James T.	Pennsylvania
Knierriemen, Joseph,	New Jersey	Nelson, Edgar C.	California
Kraemer, Jacob A.	New York	Nelson, Ernest I.,	Michigan
Kraft, Edwin A.	Washington		

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Nelson, Francis A.	Virginia	Stewart, Lewis B.	New York
Neumann, Walter E.	Maryland	Sudlers, Edgar C.	Louisiana
Nichols, Clinton T.	California	Stelluti, Frank,	New York
Nickerson, H. E.	Massachusetts	Stone, J.	New Jersey
Noyes, W. A., Jr.	Illinois	Swanson, Howard,	New York
O'Day, Howard H.	Maryland	Talbot, Norman D.	Ohio
Ogles, Lucian G.	Missouri	Taylor, Albert,	California
Orloff, Carl,	New York	Taylor, David M.	California
Oliver, Donald B.	Wisconsin	Tessdale, Robert,	California
Oliver, Walter,	New York	Tetterback, Leslie E.	California
Passano, Lucian W.	Maryland	Telletson, Elmer M.	Wisconsin
Pendleton, Harold A.	New York	Thevenet, Clarence S.	New Jersey
Patchin, Ivan,	Ohio	Thompson, H.	New Jersey
Peters, F.	New Jersey	Thompson, Maurice,	California
Peterson, Arthur W.	California	Thompson, Wesley C.	Connecticut
Peterson, Kenneth,	California	Tieknot, Reginald,	Washington
Pfeizer, Richard J.	Florida	Tierney, Matthew C.	Massachusetts
Philbrick, J. S.	California	Townsend, Percival J.	California
Pohl, Julius A.	Louisiana	Troiano, Joseph,	New York
Powell, Joseph W.	New York	Trustie, Clayton,	California
Price, Walter E.	Washington	Tyrell, Manson B.	Massachusetts
Powell, Rayden S.	Alaska	Townsend, George R.	New York
Putnam, T. W.	Ohio	Umbarger, H. M.	Ohio
Pyle, Howard S.	Oregon	Uhalt, William J.	Louisiana
Portman, Joseph T.	Pennsylvania	Vandenbusch, Charles M.	California
Quinby, E. J.	New Jersey	Valentine, Ray W.	Pennsylvania
Kawley, Palmer R.	Pennsylvania	Venemon, Peter	New Jersey
Raymond, Frank M.	Hawaii	Vermilya, Irving,	Massachusetts
Redfern, Forrest F.	Iowa	Vogtman, J.	New Jersey
Redfern, Otto R.	Iowa	Villaveal, Dewey R.	Florida
Rengo, M. D.	New Jersey	Wallace, Irving H.	Michigan
Reynolds, Gordon P.	Louisiana	Walden, Myron,	California
Ringgold, Paul C.	Maryland	Walter, Howard N.	New Jersey
Ritter, David,	New York	Walters, Leslie,	Massachusetts
Ritter, Harry S.	Indiana	Ward, Donald G.	Maine
Roberts, H. P.	Ohio	Weber, John E.	New York
Roid, Herbert C.	Ohio	Weaver, Charles J.	New York
Ross, Burt J.	Ohio	Weikel, John H.	Pennsylvania
Rose, Glenn S.	Louisiana	Wertein, E.	Illinois
Roy, Frank M.	Oregon	Werner, Edward A.	California
Roche, Walter J.	New York	Westghan, A.	New Jersey
Ryder, H.	New Jersey	West, Howard E.	Massachusetts
Schmitt, Lawrence R.	Ohio	Wexler, Bernard,	Pennsylvania
Schibner, Roy W.	New York	White, Laurance S.	New York
Schnarr, Charles W.	New Jersey	Whitehouse, F.	New Jersey
Schnarr, W.	New Jersey	Wise, Fred T.	California
Schuller, George C.	New Jersey	Wilhelm, Frederick,	Washington
Schuel, Alexander,	California	Wilkinson, Frank O.	Wisconsin
Shaw, F. W.	California	Williams, Hugh E.	California
Shecklin, George F.	California	Wilson, Walter B.	Washington
Sidnell, Robert G.	Ohio	Wolfe, Albert E.	California
Simsion, Alva G.	Washington	Wright, Roscal C.	Indiana
Sloane, Bernard P.	Massachusetts	Wumhacker, Joseph A.	New York
Smallley, Arthur C.	New Jersey	Wilcox, George C.	Ohio
Spencer, Alvin C.	Ohio	Worwall, Joseph A.	New York
Spratley, George M.	Oklahoma	Wood, Walter E.	New York
Smalley, Russell C.	New Jersey	Woodford, Richard J.	New Jersey
Smith, Alan P.	Maryland	Ward, William W.	New Jersey
Spencer, Edward R.	California	Van Hove, H.	New Jersey
Springer, Ben C.	Iowa	Van Anken, George L.	California
Stengle, William,	Pennsylvania	Young, Robert I.	Florida
Stevens, Thomas M.	Maryland	Zelmyer, Turner	Illinois
Sterling, George E.	Maine	*Zibala, Joseph	Connecticut

* Deceased

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FRONTISPIECE

We add to our family portrait gallery this month Mr. Frank Chapman, Superintendent of the Southern Division, at Baltimore, who was born in Toronto in 1883, migrated to Detroit at the tender age of 11 and graduated from the public schools three years later. He first turned his attention to the trade of reed worker, learning to make chairs, go-carts, baby carriages, etc., but after five years he was seized with wanderlust and enlisted in the Navy in order to see what the world is like, much against the wishes of his family.

He was first ordered to Norfolk for three months training ashore as a landsman, the lowest rating in the Navy. Then he went to the U. S. S. *Prairie*, and in six months qualified as an ordinary seaman. His next ship was the new cruiser *Maryland*, where, after three months, he was rated seaman. The duties of seaman not being congenial, he spent a year in the dynamo room, and picked up some knowledge of wireless, which shortly secured for him a transfer to the Radio Department, and he has stuck to wireless ever since, with good results.

In 1908 Mr. Chapman was honorably discharged from the Navy, but four months later re-enlisted and went to the Naval Electrical School at New York Navy Yard, graduating after a six-months' course, and went to the U. S. S. *Olympia* for a summer cruise with future admirals (Naval Academy cadets), later transferring to the U. S. S. *Michigan*. After several coastwise trips and a voyage to England and France, he got his fill of the sea, and went to the wireless station at Norfolk Navy Yard for three years, when he quit the service and joined the Marconi colors.

His first assignment was Virginia Beach, and his next Hatteras, the unspeakable, where he stuck nine months. Next came Miami Beach, which was his home for nearly three years, and where the mosquitoes were unbearable. In February, 1917, he was selected for the responsible position which he now fills with credit to himself and to the company.

While in the Navy, Mr. Chapman served as radio electrician on the Diamond Shoal and Fenwick Island lightships, and made a cruise around the world on the *Maryland*, visiting various Mediterranean and East Indian ports, Manila, China, Japan, Hawaii, and all ports between Seattle and San Diego. He is an expert swimmer and diver, and has been known to remain under water 2 minutes and 43 seconds. As a boxer, he held decisions over all lightweight boxers in the Navy during his enlistment. As an official and gentleman he is held in high esteem, and is deservedly popular with his staff. As a husband and father, he is considered by his wife, son and daughter, as ace high.

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A WEEK ON A SAND BAR

Henry T. Munroe



The steamship Currier left Boston for New York where we were going into dry dock to have her bottom painted and then going to Port Arthur, Texas, for cargo. We dropped down Boston harbor and as the weather was bad so that the men could not work while we were outside, we anchored off Deer Island and started cleaning the tanks. The next morning we up anchor and got under way for New York. The wind was northeast and there was some sea running, and as we were light, we did not make much speed.

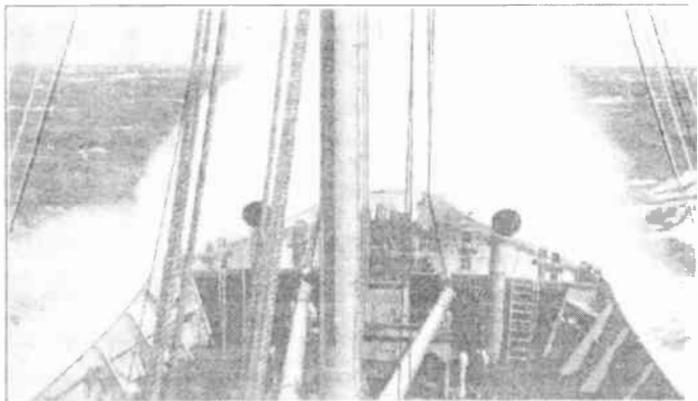
I got a message from the U. S. S. Meade saying she was in trouble. I reported to the captain, who told me to ask if we could be of any assistance. I did so, but they said they were O. K. Nothing more happened and about 9:50 P. M. I tuned up for N. A. A weather and press. I had just cleared on weather and started on press, when I felt a jolt. The second officer rushed into the cabin and said we were ashore off Cross Rip. I at once reported to the captain and in a short time he gave me some traffic to clear. He had the anchor carried aft and dropped off the poop, the windlass started

and the tanks pumped out, but it was no use, as the gale and tide were driving us onto the bar all the time.

During the night I got an S. O. S. from a ship off New York, also one from a ship on fire off Eastport. Ours made the fourth ship that was in trouble that night. The next morning I got word from W. S. C. that a tug was on her way to our assistance. When she arrived they put a big hawser aboard and with our engines running full speed, she started to pull, without results. They then tried jumping the hawser, that is, slacking it up and then running full speed ahead. All they succeeded in doing was to snap the hawser and going ashore themselves.

The next day a patrol boat came out and offered to take the crew off, and later two lighthouse tenders and a patrol boat hove in sight. They came under our stern and we sent a boat to take their line. They sent a 2-inch steel cable aboard and started to pull. As soon as they tightened on the line it parted. The two lighthouse tenders then gave up the job and the revenue cutter stood by us. About this time I got word the tug Rescue was on her way from Norfolk to our assistance. She arrived the next afternoon and started at once to get ready to pull us off. They sent a wrecking crew aboard us and dropped two large anchors astern of us. To these were attached big hawsers and in turn

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they were passed to us. They then put aboard large blocks which were put on bits on our poop. To these the hawsers were attached and in turn to our windlass; then a heavy line was passed from the tug and at a signal, the winches were started and the tug started to pull. We were hard and fast aground and nothing happened.

As we had been ashore about three days and only had enough food to last us to New York, it gave out; and we were having corned beef without potatoes and what little coffee was left without milk or sugar three times a day. I sent in a report and a patrol boat was sent to us. They took one of the officers ashore who got what provisions he was able to buy. He said he bought out the country store.

Each high tide the Rescue would pull on us and on the third day, after being ashore just six days and twenty hours, we slid into deep water. The Rescue came alongside and put aboard what provisions they could spare, I think it was four hams and some sugar. At least we were sure of not starving before we arrived at New York. After the wrecking crew got their blocks, lines, etc., on the tug, we up anchor and started for New York where we arrived the next afternoon.

JOBS YOU HAVE AND MAY HAVE

Wages are so big in certain lines at the present time that you are dissatisfied with your position and think of resigning.

If you have a good position with a reliable firm where there is a chance of advancement you had better stick where you are.

In your contemplated change, consider the permanency of the place where you are in comparison with the uncertainty of the one you covet.

You must know that the big wages are resultant from rush orders

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in enormous quantity and when the demand is satisfied the wages will drop correspondingly.

Then what would become of you should the business slump suddenly?

You may see an opportunity to better yourself now, but if not permanently, you are foolish to give up a good, fair, steady job.

Better look at the matter from its many sides before you make a move that you may regret.

It has taken you a long time to reach the place of trust you now enjoy and you get good wages with hope of a comfortable nest egg by saving a little every day. So stick to the steady job.

ENGINEERS WANTED

The Bureau of Oil Conservation, U. S. Fuel Administration, Washington, is desirous of securing a combustion engineer for each of the following districts, who will act as an inspector, visiting all plants within his district using fuel oil and natural gas: Boston, Providence, New York City, Philadelphia, Pittsburgh, Buffalo, Detroit, Chicago, Minneapolis, Tulsa, New Orleans, and San Francisco.

It is desirable for these men to act as volunteers where possible, but the Administration is prepared to pay a reasonable compensation for men who cannot afford to give their services to the Government. Only men who have had experience in fuel oil and natural gas combustion would be of value. Apply to

W. CHAMPLAIN ROBINSON,
Director of Oil Conservation.

NEED—CREED—DEED

Put thoughts for wealth and luxuries away,

Begin and continue and finish the day.

With all power in doing our job well;

Let it be our job and let it be our creed,

To help in sending enough Huns to Hell,

To lick the Devil out of the rest of the breed.

Robert H. Marriott

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IN THE ZONE OF ENEMY SUBMARINE ACTIVITY

J. M. Harrison



The steamer Parima sailed from New York with a full complement of passengers, and all the cargo space filled, bound for the West Indies. Nothing unusual transpired until the vessel reached a position not far from Cape Hatteras, when suddenly the engines stopped dead, and we remained practically helpless for a period of twelve hours. Fortunately, the weather was fine and calm and no uneasiness prevailed among the passengers; but, greatly to our surprise, about half a day later, when we were once again steaming ahead at a speed of ten knots, the junior operator received the S. O. S. from the steamer Nyanza, the message saying she was being chased. The position of the Nyanza was apparently close to the spot where the Parima had broken down. The information was kept from everybody excepting the

captain and the navigating officers. During the remainder of the voyage to St. Thomas nothing further was heard, and the news sent out from N. A. A. at 10 P. M. did not mention submarine activity close to the Atlantic coast; and it was only when the Parima arrived at the British island of St. Lucia that the full extent of the damage done to Allied vessels became known, the news being received over the cable via Jamaica. After a few hours stay at St. Lucia, we proceeded to Barbados, and there received confirmation of the St. Lucia reports. Several passengers who had been making the round trip, decided not to venture on the return voyage, cancelled their reservations and remained at Barbados. Subsequent events were not marked by anything of an unusual nature, and we only stopped an hour or two at each of the islands on the northbound trip taking on mails and passengers.

Soon after leaving the last port of call, St. Thomas, all the passengers and crew were supplied with lifebelts and instructed how to use them. There were many occasions when the call sounded to muster with belts on. Many warnings were received from the radio station at N. A. A., but the Parima arrived safely in New York. A gun is being mounted for the next voyage, which measure of protection may tend to reassure the passengers and the entire crew will be more keenly on the alert for emergencies.

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THE MARSEILLAISE

The most stirring song ever known—French National Anthem, written by ROUGE, DE L'ISLE in 1792. It might have been 1914, the words fit present conditions so well.

Ye sons of freedom, wake to glory!
Hark! Hark! what myriads bid
you rise!

Your children, wives and grand-
sires hoary.

Behold their tears and hear their
cries!

Shall hateful tyrants, mischiefs
breeding,

With hireling hosts, a ruffian
band,

Affright and desolate the land,
While peace and liberty lie bleed-
ing?

To arms! to arms, ye brave!

The avenging sword unsheathe;
March on! march on! all hearts re-
solved

On victory or death.

Now, now the dangerous storm is
rolling,

Which treacherous kings, con-
federate, raise;

The dogs of war, let loose, are
howling,

And lo! our field and cities blaze;
And shall we basely view the ruin,

While lawless force, with guilty
stride,

Spreads desolation far and wide,
With crimes and blood his hands
imbruing!

To arms! to arms, ye brave!

The avenging sword unsheathe;
March on! march on! all hearts re-
solved

On victory or death.

With luxury and pride surrounded,

The vile, insatiate despots dare,
Their thirst of power and gold un-
bounded,

To mete and vend the light and
air;

Like beasts of burden would they
load us,

Like gods would bid their slaves
adore;

But man is man, and who is
more?

Then, shall they longer lash and
goad us?

To arms! to arms, ye brave!

The avenging sword unsheathe;
March on! march on! all hearts re-
solved

On victory or death.

O Liberty! can man resign thee,

Once having felt thy generous
flame?

Can dungeons, bolts or bars con-
fine thee?

Or whips thy noble spirit tame?
Too long the world has wept, he-
wailing

That falsehood's dagger tyrants
wield,

But freedom is our sword and
shield,

And all their arts are unavailing,
To arms! to arms, ye brave!

The avenging sword unsheathe;
March on! march on! all hearts re-
solved

On victory or death.

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TWO TRIPS THROUGH HUN LAND

Walter Tylar

The Canadian steamer *Armonia* left New York on what, according to the agent, was to be a flying trip. In a sense it was, for we certainly flew a little way towards heaven before we got through. On account of the coal shortage in New York, we proceeded to Newport News, and after a delay of 17 days, finally finished coaling and left for Genoa. The ship was covered with ice and down by the head about three feet. The cattle tank and fresh water feed-pipes were all frozen up and on this account the 350 mules on deck suffered greatly. They were without water for three days, but they all pulled through. On the second day out, we ran into a heavy gale and this weather continued for ten days. Trouble commenced for us when our aerial parted in eight places, owing to the wind and weight of ice on it. We were busy all day repairing. The weather got worse and we were hove to most of the day. It was not long before the bilges were full and the water over the engine-room plates. Some of the stokehold plates were washed away and at one time only four out of sixteen fires were burning. It was only the good work of the engineers that kept us afloat then. We arrived safely at Gibraltar and four days later left for Genoa, in convoy with thirty-six ships, arriving safely.

After a long stay in Genoa, we bid good-bye, without much regret, and left in convoy with twenty-two ships. We felt greatly honored on being appointed commodore ship, having two Italian navy captains aboard as well as the usual signalmen. We had been out about twenty-four hours and were not much worried over submarines, as the seas were very high and it seemed impossible for them to operate in such weather. However, one afternoon, while about fifty miles south of Toulon, France, the disciples of kultur sent us a present aboard in the shape of a torpedo. It was a bulls-eye and hit squarely in the engine-room on the port side. The explosion was terrific and after the pieces had come back to earth absolute silence reigned. The wireless apparatus was hopelessly wrecked so we wasted no time getting a few clothes and a life-belt each and broke a few sprinting records for the boats. There was no panic and the boats were launched in quick order, and everyone was soon aboard. We experienced a little difficulty in getting away from the ship on account of the high sea, but gradually drifted aft. In our efforts to keep from getting caught under the stern, we broke the boat-hook and one oar, but luckily drifted clear and most of our troubles were over. Twenty-five minutes after the *Armonia* was torpedoed, she went down by the head, and we were lucky enough to be on the crest of a wave at the time, obtaining a good view of her final plunge.

After two hours hobbing up and down, we were rescued by the armed trawler *Corvi*; and when the roll was called, it was found that seven men had been killed, including the second engineer. All the casualties were in the engine-room and stokehold. At midnight we had canned willie, bread and tea and nothing ever tasted better. Next morning we arrived at Marseilles covered with much grime and few clothes. Towards evening we got a new rig-out, changed, and came out none the worse for wear. A week later we left Marseilles on the *S. S.*

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Roma, and after a stay of ten days at Gibraltar, proceeded for Lisbon, where 100 immigrants were taken aboard. Our next stop was at St. Miguel, Azores, where 100 more immigrants came aboard and also members of the Portuguese mission to the United States. After calling at Providence, R. I., we finally reached New York, thirty days from Marseilles.

Our stay was shortlived, however, as in three days we were on our way to Halifax, N. S., to join the American steamer *Bellatrix*. The overland trip to Halifax was extremely interesting, being somewhat out of our usual mode of traveling, and therefore a novelty. We cleared for Bordeaux, France, in convoy with forty ships. Except for a few days heavy fog, nothing of interest happened until seven destroyers joined the convoy. Next day five more destroyers came and we felt amply protected.

The excitement commenced when a submarine was sighted one morning between us and the *S. S. Bagola*, about 150 yards away and right abeam. The warning blasts were blown on the whistle and everyone put on a life-belt in preparation for hurried departure. We were just in time to see a torpedo fired at the *Bagola*, which, however, passed astern and did no damage. The submarine's conning tower was well out of water and the *Bagola* fired three shells, one of which struck the submarine aft of the conning tower, and a cloud of smoke hung over the surface where the submarine disappeared. As the *Bellatrix* was not armed, we swung off our course to give the ship ahead a chance, and she put in two shots, one of which was a probable hit. At the same time another submarine attacked the port side of the convoy and a number of shells were fired. Then came destroyers from all quarters and commenced dropping depth charges. About twenty charges were dropped altogether and the ones nearest gave us quite a shake-up. Later the port side of the convoy was again attacked. Five shells were fired and four depth charges dropped, but we could not see the submarine from our position. But for another alarm, we finally arrived safely at Bordeaux. After a stay of ten days, we left for New York in convoy with about twenty ships. The passage across was fairly smooth and the reports of submarines operating in the vicinity of the American coast was all that was really interesting. Luckily we were not introduced to any and arrived in New York without incident or accident.

SHANGHAI

Henry R. Markoe

It was a hazy day when our ship finally crossed Woosung Bar and headed up the river to Shanghai. The little port of Woosung could be seen to the right with quite a bit of native shipping clustered around. Getting into port and leaving it were many Chinese junks built in a style that would make one think of old Spanish galleons and ships that were sailing the seas in the days of Columbus. These Chinese junks have big eyes painted on their bows, for the Chinese seamen believe that ships can see. They are engaged in native trade along the China coast and river ports.

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Such things as the right of way concern said ancient craft not at all and they are a continuous menace to big steamships. While steaming up the river to Shanghai many industrial plants and administration buildings can be seen and a great deal of business activity. Finally the ship tied up alongside the wharf and my impressions of Shanghai follow.

Shanghai, although technically a Chinese port, has an international form of government and is decidedly a very pleasant place during the summer months. The public park along the Bund is well laid out and concerts are given every evening by a truly excellent band. The park is for the foreign community of Shanghai only, and the throng one meets there in the evening is quite cosmopolitan and very interesting. English, French, Russian, Japanese and many other languages are spoken simultaneously, with an expostulation now and then in our own particular brand of home-made American. English predominates, of course, and is spoken by every foreigner in Shanghai.

But although Shanghai is apparently entirely modernized, its native population still adheres to the old customs, demonstrating their old-time superstitions in various ways. A stranger to Shanghai may be surprised to see almost every night a long and weird procession moving up and down the river off the Bund. A big and clumsy sampan or two, lit up with various colored lanterns, full of people who are chanting, howling and beating gongs to the accompaniment of piercing sounds from long Chinese flutes constitutes part of a funeral. This impressive ceremony is attended by the numerous friends of a certain native who was drowned or otherwise departed from this over-crowded country. It is the true belief of the Chinese that evil spirits gather over the spot where the unfortunate took his fatal dive in order to capture his soul and take it to a very unorthodox place, hence this impressive and soniferous sampan procession, the purpose of which is to scare the evil spirits away. As a rule, the sampan is propelled by a pair of long stern oars with a goodly lot of coolies bending over them, as it requires quite a lot of manual strength to move the big, clumsy boat, but if the bereaved relatives can afford it, they hire a tow-boat to tow their sampan up and down the river. Here we have a modern tow-boat, managed by modernized natives, who received their schooling and training under Euro-

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peans, towing a mass of the oldest and darkest kind of superstition. This is only one of many extraordinary things that a stranger may see in the native quarter of Shanghai. While the Bund is the European business section of Shanghai, Nanking Road is the Chinese business centre of the city and offers quite a glittering spectacle of Chinese modern life, with its many shops and palatial jewelry stores, but if you'll tell your rikshaw boy to drive you to Foochow Road, you will be awarded with the sight of a typical Chinese street. Foochow Road is quite narrow, and crowded to the utmost. Variety there is much, and also plenty of smells. It is the place where most of the native population of Shanghai meets after a hard day's work to partake of refreshment and amusement, and as a Chinaman, when among his own, is a born conversationalist, the first thing that will impress you while driving along that famous thoroughfare is the great number of celestials, standing in all kinds of traffic-congested places, conversing, arguing, debating and speaking all at once. The street is lined up with overhanging banners and many beautifully colored lanterns. Shop keepers expatiate the goodly quality of their wares in hair-raising accents and to add to the general hubbub the piercing notes of various Chinese instruments from an endless number of tea-houses float over the entire kaleidoscope.

Finally the rikshaw boy, being a confirmed materialist, with the conviction that you've seen enough, literally pulls the carriage from under your feet, and, whirling you away from this highly interesting chopstick and pigtailed activity, turns into a dark and apparently endless alley, finally emerging into one of the streets of the European section of the city. The feeling is that of passing from one country into another. Quietude and order prevail here, with Sikh policemen on every corner, and buildings of European architecture. The French wireless station (FFZ) at the French Concession of the city, is a very efficient outfit. Weather reports are sent out at 11 A.M. and 5 P.M. every day. After sending the weather at 5 P.M., FFZ also sends the latest French communique. The Chinese official station covering Shanghai is situated at Woosung, call letters being XSG, and it's tall masts can be seen from ships crossing Woosung Bar.

FACTORY NOTES

Mr. Walter R. Miller, of the Production Department, left recently to enlist in the Quartermaster's Department at Fort Slocum. Mr. Miller would have completed five years service with the company on July 14th. He is a young man who was particularly well-liked by his co-workers, and we wish him the same rapid promotion in his new field of activity that he deservedly won in the Marconi Service.

Betrothal

On the eve of his enlistment, announcement was made of the engagement of Miss Annabelle Hanson to Walter R. Miller. Miss Hanson is just as popular among her associates in the Production Department as was Mr. Miller, and all heartily join in congratulating Mr. Miller and wishing them both happiness.

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Second Red Cross War Fund

Coming very close on the heels of the Third Liberty Loan drive, the factory employees take pride in their contribution of \$773 to the Red Cross fund. This is an average of \$1.31 per employee.

Mr. Collins, of the night shift, is jubilant over the fact that his shift gave a 100 per cent subscription to this, as to the Liberty Loan subscription.

DEFIES SHELLS TILL KILLED

Wireless Operator's Head Blown Off As He Sends S. O. S.

LONDON.—A stirring story of a wireless operator's faithfulness unto death was told today by Godfrey Isaacs at a shareholders' meeting of the Marconi Company.

During the latter part of last year a ship was 140 miles from the coast when she was attacked by a submarine, which launched a torpedo that missed. Very soon afterward the submarine appeared on the surface and commenced to shell the ship. For an hour the operator remained in his cabin and got into communication with a land station, from which the immediate assistance of a destroyer was promised.

He still stuck to his post in the hope of getting into touch with a ship which would be able to give earlier help. The captain sent a message that having obtained a promise of assistance it was advisable that he should take to shelter. The operator replied that he was getting into touch with an American light cruiser which was likely to give earlier assistance and that meantime he could not leave his cabin.

Within a few moments the submarine began to use shrapnel and fired a shot which passed directly through the cabin, decapitating the operator. When the captain and officers went later to the wireless cabin they found the headless body sitting in a chair with the completed message from the American cruiser in front of him. Only the timely arrival of the American vessel prevented the ship being sunk.

"This is an example," said Mr. Isaacs, "of the conduct of the wireless operators, commonly called sparks, on board ships of the mercantile marine. Rewards for bravery in the field have been given, and I trust that due recognition will be given soon by the authorities to the brave acts of wireless operators also."

MACKINAC ISLAND

This Island, which those of a poetic turn of mind call the Jewel of the Unsalted Seas, is one of the show places of the Great Lakes. As a summer resort, it has many unusual features which commend it to the tired business man. One of these is that there is not an automobile on the Island, and another that there are no trains.

The Island is replete with historical significance. Its strategic location made it an important point in the war of 1812 and the white-walled fort overlooking Marquette Park is a constant reminder that once the peaceful island was disturbed by sounds of gun-fire and battle. Mackinac (pronounced Mackinaw by the natives) is the property of the State of

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Michigan and is a state park. It is eight miles in circumference and the highest point is 320 feet above lake level, with the main plateau 150 feet above the blue waters of the straits. There are many beautiful, scenic carriage drives, some leading entirely around the island, and others to points of scenic interest in the interior. Among these are several places to which tradition has attached romantic associations and adventures. "All roads lead to Sugar Loaf" is a well-known fact, but other points well worth a visit are Cave in the Woods, Lover's Leap, Devil's Kitchen and the Old Fort Mackinac. At present, several of the neat white post-houses of the old fort are used by residents of the island as a meeting place and headquarters for Red Cross work, lending a touch of modern warfare to the memory of the old.

There is one Main street, unsullied by street-car line or noisy bus traffic; it has its usual quota of tourist shops and well-equipped stores; farther on, there are rows of beautiful private homes, one in particular belonging to the late Charles W. Fairbanks. There are, too, spacious and pleasant boarding houses. The island has a number of splendid hotels—the Grand Hotel is familiar to all visitors. Tucked away, on a side street, is the John Jacob Astor House, still rendering service in the same hospitable manner as in the days when fur-trading was more general than now. It was the former headquarters of the American Fur Company. Its heavy timbers, quaint, hut solid iron door-latches and romantic low ceilings are points which never fail to attract the vacationist. Old documents on exhibition there lend a touch of the past.

During the season the pretty harbor shelters many private yachts belonging to people of means from ports scattered over the Great Lakes from Buffalo to Duluth and Chicago. As all boats passing from the upper to the lower lakes must go through the straits of Mackinac, there is a never-ending procession of ships of all descriptions and cargoes constantly passing. Not a few of the vessels stop at the island. Passenger lines from Chicago connect and American vessels making cruising trips up and down the lakes feature especially the Mackinac Island stop.

An annual yacht race from Chicago to the Island has always attracted attention. It is conducted by Chicago yachtsmen.

As to the wireless, Mackinac Island is one of the busiest stations on the lakes. With its central location and the great number of ships making it a port of call, traffic is always heavy here. The station is located on the highest point of land on the island and the aerial is suspended between towers 175 feet in height. The transmitter is of the 2kw non-synchronous rotary type. The site of the station is one of the prettiest imaginable. Located in a clearing with woods all about and the little forest surrounding only broken by a white strip of road, there are few places more scenic. The Navy men stationed there have tents and enjoy camping there immensely. There is a path leading to the station through woods and fields and up a hill, a trip worth making.

Mackinac Island is visited annually by thousands of vacationists and marine sightseers. Its universal appeal is its all-pervading restful quiet and its beautiful scenery. Many side-trips can be made from the island. Some of the finest fishing grounds of the lakes are to be found at Les Cheneaux Islands, only a few hours' ride by boat, and another line

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runs to the Soo and Mackinaw City (no one ever explained why the difference in spelling exists) and to Saint Ignace.

Originally this island was British territory. Soon after the revolution we exchanged for it an American island located near the Canadian shore.

THE AMERICAN'S CREED

"I BELIEVE IN THE UNITED STATES OF AMERICA AS A GOVERNMENT OF THE PEOPLE, BY THE PEOPLE, FOR THE PEOPLE; WHOSE JUST POWERS ARE DERIVED FROM THE CONSENT OF THE GOVERNED; A DEMOCRACY IN A REPUBLIC; A SOVEREIGN NATION OF MANY SOVEREIGN STATES; A PERFECT UNION, ONE AND INSEPARABLE; ESTABLISHED UPON THOSE PRINCIPLES OF FREEDOM, EQUALITY, JUSTICE AND HUMANITY FOR WHICH AMERICAN PATRIOTS SACRIFICED THEIR LIVES AND FORTUNES.

"I THEREFORE BELIEVE IT IS MY DUTY TO MY COUNTRY TO LOVE IT; TO SUPPORT ITS CONSTITUTION; TO OBEY ITS LAWS; TO RESPECT ITS FLAG, AND TO DEFEND IT AGAINST ALL ENEMIES."

FOURTEEN MISTAKES OF LIFE

Judge Rentoul, of London, is a philosopher, much admired in that metropolis. Speaking at a banquet recently, he gained much applause by describing the following as the fourteen important mistakes people make in this life:

To attempt to set up our own standard of right and wrong and expect everybody to conform to it.

To try to measure the enjoyment of others by our own.

To expect uniformity of opinion in this world.

To look for judgment and experience in youth.

To endeavor to mold all dispositions alike.

Not to yield in unimportant trifles.

To look for perfection in our own actions.

To worry ourselves and others about what cannot be remedied.

Not to alleviate if we can all that needs alleviation.

Not to make allowances for the weaknesses of others.

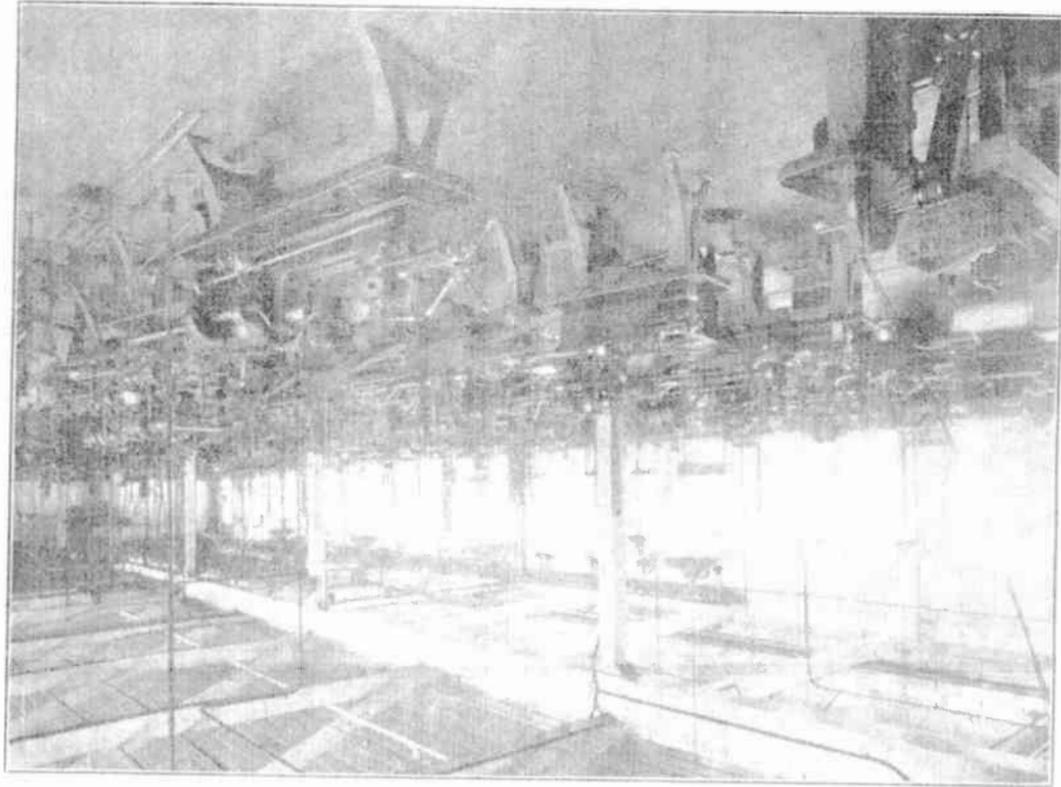
To consider anything impossible that we cannot ourselves perform.

To believe only what our finite minds can grasp.

To live as if the moment, the time, the day were so important that it would live for ever.

To estimate people by some outside quality, for it is that within which makes the man.

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SCREW MACHINE DEPARTMENT—MARCONI WORKS

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STATIC

Were static now to go away, what would the fellows do?
They'd have to listen very close the voyage thru and thru.
Your log would have to be A1—at times it's now erratic,
Lost would be that old standby—"STATIC-HEAVY STATIC!"

And when a station, far away, is pounding out your call,
Rough signals, deathly faint—no doubt you'd feel quite small,
When you went and told the captain, "Impossible to catch it,"
For you wouldn't have that old standby—"STATIC-HEAVY STATIC!"

And when you called a station where the operator's dead,
And kept a-calling all day long until you're off your head,
You finally have to give it up—your fingers feel rheumatic,
What will you tell the Captain then?—"STATIC-HEAVY STATIC!"

Then what about the ham, on him 'twould be quite tough,
For then, as in these good old days, he couldn't pull a bluff,
He now goes 'round at times, his chest looking pneumatic,
And when he's asked for news, he says—"STATIC-HEAVY STATIC."

There's a rumor in the air, that after this great war,
A machine will be in general use to kill the static roar,
That's when you'll see the hams sneak off, their clothes all in a packet,
They'll go to find another job where—"THERE'S STATIC-HEAVY
STATIC."

Just what is static, I would like to know,
They say it's thunder, lightning, rain and snow,
But I've a theory I would like to tell,
I think it's just a special brand of H—L.

It's not through modesty that I don't sign my name,
Last time I wrote a poem for six weeks I was lame,
But just to make you curious as to who this genius be,
I've given a clue, so read it through, it isn't hard to see.

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ADVERTISEMENTS

"Wanted—a sturdy, steady man
Of any age at all—
One who can handle heavy weights,
And help to lift and haul.
Color or creed will matter not;
He need not read or write;
We work the union eight-hour day
With double pay at night.
Experience we'd like, of course,
But any man who's strong
(A laborer is what we want)
Could qualify ere long.
To put this man to work at once
Our foreman we empower,
So please report, prepared to start
At 60 cents an hour."

And lo! A little further down
The advertising page:
"Wanted—an office man with brains,
Past thirty years of age.
A clever correspondent—one
Who is not prone to shirk.
And will not feel himself aggrieved
When asked to do night work;
A man of some experience,
A college man preferred,
With quick intelligence endowed,
And by ambition spurred.
The highest references we
Require—the man we seek
We'll gladly pay a salary,
To start, of twelve a week."
—Beatrice Barry.

GOOD TEETH—GOOD HEALTH

A man suffered for years from "acute rheumatism." He went from one doctor to another without relief. Finally he went to his dentist one day to have his teeth fixed. A blind abscess was found, which was opened and cured. Immediately his "rheumatism" disappeared.

Another man had a supposed case of "spinal trouble." No doctor gave him relief, until, finally, one physician

suggested that he have his teeth examined. Pyorrhea was discovered, cured, and the "spinal trouble" left him.

In another case "defective eyesight" was found due to defective teeth.

A man's "throat trouble" of years standing was found to be caused by toxins in his gums.

Evidently we do not give our teeth due credit for their importance to our general health.

REMOVAL

The Marconi office at Seattle has been removed to 512 Maritime Building.

One trouble is that so often when a man starts out to become a diplomat, he ends up by being a doornat.

ROLL OF HONOR

Any inaccuracies in the roll of honor should be reported to the Editor.

TAKE THIS ANY WAY

You would not allow another man to snub you, to be discourteous to you, without resenting it. Neither will the other fellow permit you to treat him shabbily, without letting you know what he thinks of it. Some days you feel cross, cranky and irritable. And did it ever occur to you that on these very days you seem to see others as others seem to see you? Did it ever occur to you that others are bound to treat you as you treat them? Take this any way you want to, but take it.—The Silent Partner.

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BORN

At New York, July 2nd, to Mr. and Mrs. David Sarnoff, a son, 9½ pounds.

At Brooklyn, June 30th, to Mr. and Mrs. E. T. Edwards, a daughter, 7½ pounds.

EXECUTIVE OFFICE

General Manager Nally and Mr. W. A. Winterbottom, who are en route from Rio de Janeiro to New York, are expected home about the middle of August.

Messrs. J. Edward Barbour, of Paterson, N. J., and Robert H. Patchin, of New York, have been elected directors of the Marconi Wireless Telegraph Company of America.

Mr. C. J. Ross, comptroller, has been appointed acting vice-president, vice John Bottomley, deceased.

Mr. Arthur A. Isbell has been appointed division superintendent of the Pacific Division, with headquarters at San Francisco, relieving Mr. G. S. De Sousa, who returns to Head Office.

SPOKES FROM THE HUB

H. A. Wells has returned from a trip to France having had a pleasant and uneventful trip.

W. J. Swett has been assigned to the Camden.

D. L. Eastman, of the City of Rome, has transferred with George Kavanagh, of the City of St. Louis.

R. W. Rice is sticking close to the Matoa and bears up under the excitement quite well.

Seymour Elliott, formerly at our

Boston Station, recently visited Boston on an important mission. We wish Mr. and Mrs. Elliott a happy and prosperous life.

H. B. Whipple left the Everett because of a misunderstanding and is awaiting another assignment.

EASTERN DIVISION

J. M. Bassett, of the Beatrice, has transferred to the Southern Division, E. W. Rogers taking his place.

J. R. Churchill, of the F. Q. Barstow, has transferred to the H. H. Rodgers, C. B. DeLaHunt, former senior on the latter steamer, being demoted to junior. A. P. Sutherland and W. F. Aufenanger (a re-engaged man) sailed as senior and junior respectively on the Barstow.

C. A. Schroeder, of the Oakley Curtis, sailed on the Louisiana.

E. J. Smith, of the Gulfstream, re-signed to join the Naval Reserve. He was replaced by G. Lipsyte, formerly of the Munamar. G. H. Allen sailed on the Munamar.

T. R. Hicks, of the Oregon, sailed as junior on the Josiah Macy.

H. R. Davis, of the Brammell Point, sailed on the Hamlet.

G. Kavanagh has transferred to the Boston Division, D. L. Eastman (a Boston Division man) taking his place on the City of St. Louis. This arrangement is temporary.

C. W. Vollmer sailed as junior on the Arapahoe.

J. E. Jones and D. Levin, late of the St. Francis, are on the waiting list due to their ship being supplied with naval operators.

The W. C. Teagle sailed with A. M. Smith as junior.

G. S. Shaffer (a Southern Division man) has been assigned as junior to the James McGee.

F. S. Shirlock (also from the South-

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ern Division) sailed as junior on the Matincock.

C. L. Jones, of the Nacooches, has been loaned to the Marconi Institute for one month, his place on the Nacoochee being taken by A. C. Jacoby, formerly of the Monterey. H. H. Long sailed on the Monterey.

"Plugs" Ferguson was assigned to the Grays Harbor, a newly-equipped vessel.

J. Hines, a re-engaged man, was assigned to the Mexico.

P. T. Brown, of the Wacouta, resigned. W. F. C. Hertz, of the Garcoyle, took his place on the Wacouta.

T. W. Cook (a Southern Division man) sailed as junior on the J. D. Rockefeller.

R. W. Hannah, who was engaged at Boston to sail on the Virginia, has been relieved by H. D. Taylor, formerly of the Rio Grande. R. C. Thomas sailed on the Rio Grande.

On account of the Cherokee being laid up temporarily, her junior, W. W. Redfern, was transferred to the Sabine, relieving B. J. Harvey, and her senior, C. W. Wood, sailed as junior on the Pennsylvania.

P. Tragni, of the Algonquin, has resigned.

W. A. Schneiderhan, formerly of the Concho, sailed on the Ancona, an Italian steamer. H. Newman relieved T. G. Hahn, on the Iroquois, the latter being placed on the waiting list.

F. A. Schaeffer and E. A. Bloss have been dismissed at the request of the Government; they were the senior and junior respectively on the Tidewater, which now carries naval operators.

F. W. Breedlove was engaged at New Orleans to sail as junior on the F. W. Weller.

A. DeBrosky, formerly of the Parthian, sailed on the Warrior.

W. J. Neel, of the Morro Castle, and W. H. Nushaum, of the El Norte, exchanged places on these ships.

L. J. Michaels has been relieved on the Northland by V. A. Wheelless.

M. Dreyfus, a re-engaged man, sailed as junior on the Standard.

P. A. T. Hendrix, of the Wm. O'Brien, has resigned.

P. Battiato, a re-engaged man, sailed on the Shenango.

W. R. Hoffman, formerly of the Maine, was assigned to the Ligonier when J. J. L. Orthman deserted her at Sparrows Point.

T. J. Welch, of the Maine, sailed on the Radiant.

J. L. DeStasio was engaged to sail on the Secony No. 89, a new equipment.

G. N. Hill, junior of the Pawnee, has resigned.

SOUTHERN DIVISION.

Gerson equipped the Argonne with a ½ kw., 500-cycle panel set.

Sinclair equipped the Mangore with a ½ kw., 500-cycle panel set.

Manley equipped the Quanticco with a ½ kw., 500-cycle panel set.

Schwab equipped the Avondale with a ½ kw. Canadian cabinet set.

Schwab and Manley equipped the Curityba with a 2 kw., 50-cycle non-synchronous set.

Yost and Gerson equipped the Kursk with a 1.7 kw. Canadian cabinet set.

L. W. McKee, formerly of our Baltimore station, is now in the Naval Reserve assigned to duty at one of our high-power stations.

Our former staff at WSY, who are still there, wish to be remembered to their fellow-operators still in the service.

E. M. Hartley, former manager of our Cape May station, is now doing duty in Philadelphia with the Naval reserves. We understand he is a radio gunner and explains the benefits of Naval service to our men. Wish you luck, Eddie.

MARCONI SERVICE NEWS

J. F. Flagg and F. R. Smith changed berths on the Persian and Cretan.

Five of our ships were manned by Naval operators during June.

H. R. Butt, clerk at the Baltimore office, said shore life wasn't exciting enough for him, so he left on the Chincha of the Eastern Division. He was on the Alamance when she was torpedoed several months ago but is willing to take another chance.

Wm. Kurtz, junior on the Merrimac, resigned. He is now employed in an ammunition factory and says the work is less dangerous than dodging subs.

R. J. Lloyd, L. Asadorian, J. B. Jackson and R. N. Scribner recently resigned to enter Uncle Sam's fighting forces.

O. E. Curtis, formerly on the Kershaw, relieved G. H. Fischer on the Quantico. Fischer has resigned.

Kenneth B. Walton is now junior on the Merrimac, relieving Wm. Kurtz.

L. Ainley, of the Toledo, R. N. Scribner, of the Paraguay and J. E. Wynkoop, of the Sunoil, were relieved by Naval operators. Scribner says they are welcome to his old assignment. It was a humdinger.

V. Zito, of the Borgestad, resigned and J. H. McCauley was assigned to the Borgestad.

GULF DIVISION

Operator Hammerly, who was in charge on the Paddleford at the time of this vessel going ashore at Tampico, is once more in good old New York. The Paddleford, by the way, has been floated and under her own steam proceeded to Newport News for repairs.

Hill and Miller are on the Ponce.

Operator Hymel is once more on his old home, the Chalnette as junior; Magann is senior.

Operator Krog is on the Canfield.

It is reported to us by the Naval Inspecting Officer, that the wireless room on the Tamsi has been put in excellent condition by our young woman operator, Miss Michelsen.

Operator Orthmann has returned to the Gulf Division and is at present in charge of the Harold Walker.

Patch is assigned to the Ed L. Doheny, Jr.

C. J. Scott, the one-arm typewriting marvel, remains on the Harry Farnum.

Operator Slauson is on the Torres.

Operator Stolf has resigned from our service and entered the employ of Vaccaro Bros. Steamship Co. as junior on the Ceiba.

Temple is still on the San Juan.

Tompkins remains on the Catania.

Operator Treadway, who resigned from the H. M. Flagler in May to enter the army aviation corps, was refused admission on account of underweight; he has returned to the service and is assigned to the Pennant.

West is on the Buccaneer.

Operator Wright, a new member of our large family, is assigned to the San Ramon.

Operator F. E. Zahn is still in charge of the Kellogg.

The British wooden vessel, Warmystery, which was built at Orange, Texas, has departed on her maiden voyage within the last few days. This vessel, as well as her sister ship, the Warmarvel, are the two largest wooden vessels ever launched south. Both of these vessels are being equipped with a ½ kw. Canadian cabinet set.

The San Bernardo and the San Antonio have been equipped with modern 2 kw. sets.

The tug Gulfport is undergoing extensive repairs and will be equipped with a ½ kw., 120-cycle set.

MARCONI SERVICE NEWS

A future operator, our superintendent's seven-year-old son, who, by the way, was born in Chelsea, Mass., seems to be under the impression that New Orleans and Louisiana are the entire United States. When told the other day that he was an American, born in the United States, he replied, "Why, mother, I thought I was born in Chelsea." Some of our Bostonians might appreciate this.

(Continued on page 23)

GREAT LAKES DIVISION

Chicago District

J. A. Goorisich is now on the Alabama.

The Arizona went into commission with Peter Hansen as operator, a new man in the service.

Fred Schoenwolf has been assigned to the Carolina.

Our old friend Tellefson, who was on the Christopher Columbus for several years, is now a radio instructor at the Naval Radio school at Harvard.

C. H. Zeller is now on the Columbus.

The State of New York, formerly on the Toledo-Put-in-Bay run has been purchased by the Goodrich line and renamed the Florida. Constructed by S. E. Leonard equipped her with a cargo set. She went into commission with Mark Taynton as radio man and will make the Chicago-Michigan City trip.

Harold Leighton, a new man, has been assigned to the Georgia.

The South American went into commission this season with Howard Dodge and E. C. Mathis as senior and junior, respectively. Dodge is an old operator, while it is the first assignment for Mathis, who comes from the radio school at Scott High, Toledo.

J. G. Jeach and Duncan Cameron are operating the North American.

Both are old timers. The owners have changed her trip this year and put her on the Chicago-Mackinac run. She will stop at Charlevoix, Harbor Springs and Mackinac Island.

Although we miss our old friend, Wing, of the North American, we cannot help congratulating him on his desirable position as instructor of the Marconi school at Cleveland. During the winter, Wing had charge of radio classes at Scott High school, Toledo.

Operator Junker, of the Petoskey, has resigned, due, we understand, to the well-known attractions of wedded bliss.

J. F. Born is now in charge as purser and wireless operator; and we wonder if the handsome salary that this assignment pays will not soon cause him to contemplate a similar step. If so, we wish him good luck, if there be such in his line.

Operator B. L. Chapman is in charge of the Mather.

CLEVELAND DISTRICT

Alfred Shaw, a new man, is now located on the Harry Croft.

Elmer Prenzel, after many locations on vessels of the Lake Michigan District, is now on the Fayette Brown.

B. L. Chapman is back on the William Mather.

Charles Heffleman, a new man, has been assigned to the City of Buffalo, relieving H. Chittenden.

John Sokutis resigned from the City of Erie to join the colors. Earl Ensign, a new man, relieving him.

John Anderson made a trip on the See and Bee.

The car-ferry, Ashtahula, has A. Spencer for its operator.

L. Schermerhorn, of the Otto Reiss, is quite a stranger; nothing but his

MARCONI SERVICE NEWS

name has been around the Cleveland office.

Rean Mooney was relieved from the Richard Reiss on account of illness. E. Moll took his place for a trip. Mooney is once more on the job.

The barge Limit has Harold Borgen for its operator; he wants to know which is the forward end of her.

The Octorara went into commission with A. Shaffer as senior and John Anderson as junior.

Willard Ferris, who rules the radio on the Shaughnessy, paid us a visit at the Cleveland office.

Ross Flaisted, from the Myers, has joined the colors.

Floyd Woodson, of the Eastern States, made a trip on the City of Cleveland III as junior, was then relieved by Wendell Phillips. Woodson is back on the Eastern.

Herbert Blasier is now located on the E. J. Earling. He relieved R. Eling, who is contemplating joining the colors.

The Florida on Lake Michigan has Mark Taynton as operator.

J. Spencer was relieved from the Jenkins on account of injuries, McCaffry taking his place.

W. Phillips, a new man, made a trip on the Eastern States.

Carl Dietch has been assigned senior to the City of Detroit III, relieving F. Weaver.

The junior operator's position on the Detroit III is now held by John Hutton, relieving R. Weeks.

On account of illness, Silver King, of the Cleveland III, was relieved by N. B. Watson, who is an ex-coast man.

A. Hutchinson, who was acting as purser and wireless operator on the car-ferry Ashtahula, has been called into military service.

W. B. Snell has resumed his position as senior on the Juniata, with J. K. Henny, a graduate of the local Marconi Institute, as junior.

We are very sorry to announce the death by suicide of Operator Joseph Smith, Jr., of the steamer Harry W. Croft.

GULF DIVISION

(Continued)

Operator Adler, formerly senior on the Mexico, was removed to the hospital June 27th for another serious operation. From last reports he is getting along fairly well.

T. J. Alderman is junior on the Jalisco, with Lizarraga as senior.

Operator Angell has re-entered the service and is assigned to the William Green.

Operator P. A. Bailey resigned from the San Cristobal at Tuxpan, Mexico, to accept an important post with the El Aguila Oil Company.

Barkley and Kane as senior and junior respectively on the Mascotte.

Brasher and McCann are assigned to the Mexico.

Broussard and Hille are on the Excelsior.

Operator Christiansen is still assigned to the Panuco.

Coe and Wolter are on the Coahuila.

Operator Englebrecht has re-entered the service and is junior on the motor-ship Bacoi. Davis is senior.

Y. de Bellefeuille is still in charge of the Mexicano.

G. R. Entwistle, a vacation man, is assigned to the Danziger.

Operator Fruebing has been promoted to senior on the Miami. T. C. Hyers is his junior.

Green remains on the Hardcastle.

Grissom, of the Marina, which trades in West Indian waters entirely sends an earnest appeal to be transferred.

MARCONI SERVICE NEWS

PACIFIC DIVISION

E. M. Sutton is assigned to the one-man ship E. H. Meyer.

G. Brown, after a vacation of several weeks, joined the Enterprise as junior.

E. L. Ritson replaced J. McGrath as junior on the Manoa. McGrath is on leave of absence.

O. Wihl, formerly of the E. H. Meyer, is now acting as junior on the Rose City.

G. E. Whiting replaced Ray Diamond on the Santa Rita. Diamond was called to active service in the U. S. N. R. F.

E. D. M. Fabian joined the Windher as operator-in-charge. Mr. Fabian was serving on the East Coast for a year.

F. T. Cookson and L. H. Ha'ise are holding down the Wapama as senior and junior respectively.

A. P. Stone, senior on the Beaver, is now unassigned.

H. M. Van Auken, junior on the Humboldt, has been replaced by F. A. Kilgore. Van Auken was released for service with the Naval Reserves.

C. F. Trevatt and C. D. Hill are in charge of the equipment on the Nanking as senior and junior respectively. The Nanking, which was formerly the Congress, has been rebuilt for the trans-Pacific trade, and equipped by our Seattle construction force with a 2 kw, 500 cy. panel set.

The Santa Flavia, a recent equipment of the 2 kw, 500 cycle panel type, is carrying H. Grundell as operator-in-charge.

The Ravalli, plying between Seattle and Alaskan ports, was totally destroyed by fire. No lives lost.

Chief Instructor A. S. Mackenzie and his assistant, T. F. Doyle, resigned from our service the latter part of this month.

Mr. Tom Lambert, in our service since June 24, 1914, has assumed charge of the Marconi Institute, and he promises to turn out full-fledged operators in short order.

The Institute was recently remodelled and some of our latest equipment installed. The equipment at present comprises a 10" auxiliary complete, a 240-cycle 2 kw. set, 2 kw. 500-cycle panel set, a 500-cycle 1 kw. aeroplane set, automatic transmitters and all other necessary installations in an up-to-date school.

Our Traffic Manager, Mr. Geo. S. DeSousa, visited the Northern District recently and made the necessary arrangements for the new location of our Seattle District office. The Northern office is now located at the Maritime Building.

W. J. Manahan, gunner (Radio), officer in charge of the Juneau station in Alaska, and a former employee of the Company, was married at Seattle in June. Manahan, old boy, we are in a quandary as to whether we should offer our congratulations or condolences! withal we extend the best of wishes.

W. A. Vetter and J. A. Miche, of the San Francisco shop staff, have resigned to accept very attractive positions: Mr. Vetter with the Bethlehem Steel Corporation and Mr. Miche with the University of California.

Mr. Geo. S. DeSousa, who has been with us for the past year, left for New York recently and we cannot too strongly express our regrets at his departure, as his stay occasioned considerable pleasure, encouragement and operation among all the West Coast employees.

Mr. A. A. Isbell, formerly of this Coast and recently with the Government at Washington, has arrived at San Francisco and assumed the duties of division superintendent for the Pacific Coast.

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