

MARCO

Volume 3

September, 1918

Published at 233 Broadway, New York

By and for Marconi Employees



ERNEST J. EDWARDS by J. J. C.

OUR HONOR ROLL

MARCONI

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Allen, Preston D.	California	Burns, Walter I.	California
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Anderson, William G.	Hawaii	Butterfield, G. W.	Massachusetts
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Armstrong, Roy E.	Texas	Cassell, Paul E.	Ohio
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Beane, Edwin A.	Massachusetts	Carter, Robert S.	Maryland
Beckerman, Michael R.	New York	Conway, Horace B.	New York
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Benn, Julius A.	California	Cowden, John.	Massachusetts
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Birren, E. L.	Michigan	Darcy, Walter C.	New York
Blackstone, Herbert W.	N. H'shire	Davidson, Vernon O.	California
Borch, Alexander A.	New York	Davis, Harold W.	New Hampshire
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Bossen, John A.	New York	Derry, George P.	Pennsylvania
Boseker, Ferd. J.	Michigan	DeChamplain, Paul R.	Oregon
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Dudley, Richard B.	New Hampshire	Hackenberg, Stanislaw,	Hawaii
Dunn, J. Jr.,	New Jersey	Haffen, Harry,	New Jersey
DuTreil, Louis J.	Louisiana	Hallett, Gena C.	Washington
Earl, H. E.	New Jersey	Hamilton, Ben B.	Indiana
Eastman, Thomas C.	Wisconsin	Hankins, Marvin J.	California
Eklund, Walter E.	Hawaii	Harrigan, John J.	Maryland
Elias, Louis W.	Ohio	Harte, J. W.	Pennsylvania
Elliott, Seymour,	Massachusetts	Harvey, Benj. J.	New York
Edward, A. C.	New York	Hartley, Edwin M.	Pennsylvania
Edwards, Alfred C.	New York	Hassen, Harry,	New Jersey
Ellis, Melvin J.	Minnesota	Haynes, Robert W.	Texas
Enders, Charles F.	New York	Hecht, Royal H.	Illinois
Evans, Albert E.	California	Heilig, David J.	Pennsylvania
Faries, Walter,	Pennsylvania	Heck, J.	New Jersey
Fenton, Leonard	New York	Heinlen, Clinton D.	Ohio
Ferris, Willard J.	Pennsylvania	Helgeson, Harry G.	Michigan
Ehrich, Wm. J.	New Jersey	Ilggins, Wesley,	New Jersey
Fass, Sydney J.	California	Haverkamp, Herman O.	Louisiana
Filson, Norman W.	Massachusetts	Harvey, Guy H.	California
Fink, R.	New Jersey	Heck, J.	New Jersey
Fritz, Paul,	Pennsylvania	Henne, P.	New Jersey
Finnell, Phillip,	California	Hovelsond, Frank,	Florida
Fitzpatrick, Charles E.	Washington	Hoard, Bonner F.	California
Foley, J. Beasley,	Texas	Holden, Harry H.	Massachusetts
Forbes, Allen C.	California	Howard, Edward S.	California
Fox, Irving A.	California	Hopko, Stephen,	New York
Friend, William H.	California	Hopkins, Sydney K.	New York
Fowler, T. R.	New Jersey	Hudson, Joel E.	Massachusetts
Gerson, George I.	New York	Higgs, H. Y.	New York
Giambruno, Waldon P.	California	Hutchinson, Arthur	Ohio
Gordon, Charles O.	California	Huff, Henry O.	New York
Gibson, C. C.	New Jersey	Hybarger, Jack A.	Louisiana
Goldsmith, Philip H.	New York	Illingsworth, Fred. H.	Pennsylvania
Gardner, Roy A.	Michigan	Ingalls, Herbert E.	Massachusetts
Gould, H. W.	Ohio	Jackson, J. B.	Pennsylvania
Graff, Walter H.	California	Jones, J. Edward,	Illinois
Gogel, Adelbert	Ohio	Jackson, Arthur E.	Ohio
Gompf, Wallace R.	Hawaii	Jaggers, Hnmer D.	California
Gore, H. L.	Illinois	Johnson, Dwight V.	Illinois
Corrie, Robert,	Michigan	Johnstnne, Richard,	California
Gibbs, D. W.	Ohio	Jorgensen, Edward T.	California
Gittleson, Mitchell	New York	Joynes, John T.	Michigan
Greenwell, Arthur M.	Oregon	Julien, Ira F.	Oregon
Grinnell, Milton W.	Massachusetts	Karlovsky, E.	New Jersey
Grostick, George E.	Ohio	Karp, H.	New Jersey

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Kasner, Henry P. New York
 Keefe, Geo. M. Michigan
 Kell, David A. New York
 Keller, G. New Jersey
 Kent, William P. Pennsylvania
 Kierstead, Alvin E. New York
 Kirtley, George S. Missouri
 Kachni, Fred J. Ohio
 Keller, Kenneth Warner Penn.
 Kay, Samuel R. New York
 Kneale, Charles K. Ohio
 Koeriemien, Joseph, New Jersey
 Kraemer, Jacob A. New York
 Kraft, Edwin A. Washington
 Kreutel, B. G. Kansas
 Krauter, Charles F. New York
 Landick, Robert E. Massachusetts
 Lazarus, Benj. N. Canada
 Lee, T. J. New Jersey
 Leonard, Samuel E. Ohio
 Lloyd, Raymond New Jersey
 Leason, Roger W. Massachusetts
 Levin, Claude C. New York
 Lohry, Ross B. California
 Lewis, J. B. New Jersey
 Liggett, Howard J. Jr., Illinois
 Lindh, Charles A. California
 Lisner, J. A. California
 Livesay, James R. California
 Logue, Wylie G. Texas
 Lovejoy, Loren A. Washington
 Ludgate, Wallace G. Jr., Wash.
 Lumca, Frank New York
 Lynch, Joseph L. New York
 McDonald, Byron C. California
 McDonald, Frank W. Michigan
 McKee, Loyal W. Maryland
 McDonald, John E. Illinois
 McKee, Loyal W. Maryland
 McLean, Blaine Michigan
 MacGowan, Hubert, Washington
 MacGowan, John N. Washington
 Main, Alfred J. Ohio
 Manner, A. J. New Jersey
 Manner, A. R. New Jersey

Manahan, Walter J. Alaska
 Manning, P. H. New York
 Marr, Alvin E. Washington
 Marthaler, Nicholas J. California
 Mason, Francis H. Ohio
 Mattingly, Aloysius V. California
 Matheson, William D. California
 Mathews, George P. Pennsylvania
 Mathews, Ralph H. Illinois
 McCarthy, Chas. L. California
 McCauley, Thos. E. Maryland
 Mcara, Mason H. South Dakota
 Meldrum, Herbert J. Massachusetts
 Michl, Eugene X. Illinois
 Miller, Walter S. New York
 Miller, W. R. New Jersey
 Miller, Robert F. New York
 Mock, Orin S. California
 Moore, Wm. V. New York
 Morgan, Samuel, New Jersey
 Moe, William Minnesota
 * Murray, Eugene M. Pennsylvania
 Morgan, Clarence D. New York
 Mousley, Franklin, Pennsylvania
 Massonneau, Reginald C. New York
 Maresca, James V. New Jersey
 Minners, Arthur J. New York
 Muir, Alfred B. New Jersey
 Muldoon, James J. Massachusetts
 Myers, William, Hawaii
 Neely, Winslow W. Ohio
 Naegel, Chas. F. New York
 Neely, James T. Pennsylvania
 Nelson, Edgar C. California
 Nelson, Ernest L. Michigan
 Nelson, Francis A. Virginia
 Neumann, Walter E. Maryland
 Nichols, Clinton T. California
 Nickerson, H. E. Massachusetts
 Noyes, W. A., Jr. Illinois
 O'Day, Howard H. Maryland
 Ogles, Lucian G. New York
 Orloff, Carl, Missouri
 Oliver, Donald B. New York
 Oliver, Walter, Wisconsin
 Passano, Lucian W. New York
 Pendleton, Harold A. Maryland
 Patchin, Ivan, New York
 Peters, F. Ohio
 Payne, Frank W. New Jersey
 Peterson, Arthur W. California
 Peterson, Kenneth, California
 Preece, Richard J. California
 Philbrick, J. S. Florida
 Pohl, Julius A. California
 Pasquale, Antonio, Louisiana
 Podell, Peter, Maine
 New York

* Deceased

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MARCONI

Plaisted, Ross J. New York
 Phillips, W. New Jersey
 Powell, Joseph W. New York
 Price, Walter E. Washington
 Pnwelt, Rayden S. Alaska
 Putnam, T. W. Ohio
 Pyle, Howard S. Oregon
 Portman, Joseph T. Pennsylvania
 Quinby, E. J. New Jersey
 Rawley, Palmer B. Pennsylvania
 Raymond, Frank M. Hawaii
 Redfern, Forrest F. Iowa
 Redfern, Otto R. Iowa
 Rengo, M. D. New Jersey
 Reynolds, Gordon P. Louisiana
 Ringgold, Paul C. Maryland
 Ritter, David, New York
 Ritter, Harry S. Indiana
 Roberts, H. P. Ohio
 Rodd, Herbert C. Ohio
 Ross, Burt J. Ohio
 Robinson, H. J. New Jersey
 Rowe, Glenn S. Louisiana
 Roy, Frank M. Oregon
 Roche, Walter J. New York
 Ryder, H. New Jersey
 Schmitt, Lawrence R. Ohio
 Scribner, Roy W. New York
 Schmar, Charles W. New Jersey
 Schmar, W. New Jersey
 Schuller, George C. New Jersey
 Seidel, Alexander, California
 Shaw, F. W. California
 Shecklin, George F. California
 Sidnell, Robert G. Ohio
 Simson, Alva G. Washington
 Sloane, Bernard P. Massachusetts
 Smalley, Arthur C. New Jersey
 Spencer, Alvin C. Ohio
 Spratley, George M. Oklahoma
 Smalley, Russell C. New Jersey
 Smith, Alan P. Maryland
 Spenser, Edward R. California
 Springer, Ben C. Iowa
 Stengle, William, Pennsylvania
 Stevens, Thomas M. Maryland
 Sterling, George E. Moine
 Sokutis, John, Ohio
 Strenfert, Carl, Ohio
 Smith, Edward J. New York
 Smith Francis R. Pennsylvania
 Swanson, Carl S. Illinois
 Stewart, Lewis B. New York
 Sanders, Edgar C. Louisiana
 Stelluti, Frank, New York
 Stone, J. New Jersey
 Svendsen, Michael A. New York
 Swanson, Howard, Ohio
 Talbot, Norman D. California
 Taylor, Albert, California

Taylor, David M. California
 Teesdale, Robert, California
 Taulenback, Leslie E. California
 Telfeson, Elmer M. Wisconsin
 Thevenet, Clarence S. New Jersey
 Thompson, H. New Jersey
 Thompson, Maurice, California
 Thompson, Wesley C. Connecticut
 Ticknor, Reginald, Washington
 Tierney, Matthew C. Massachusetts
 Townsend, Percival J. California
 Troiano, Joseph, New York
 Trostle, Clayton, California
 Tyrell, Alanson B. Massachusetts
 Townsend, George R. New York
 Umbarger, H. M. Ohio
 Vnalt, William J. Louisiana
 Van Hove, H. New Jersey
 Van Auker, George L. California
 Van Auker, Horace M. California
 Vandenburg, Charles M. California
 Valentine, Ray W. Pennsylvania
 Venemon, Peter, New Jersey
 Vermilya, Irving, Massachusetts
 Vogtman, J. New Jersey
 Villareal, Dewey R. Florida
 Wallace, Irving H. Michigan
 Walden, Myron, California
 Walter, Howard N. New Jersey
 Walters, Leslie, Massachusetts
 Ward, Donald G. Maine
 Weber, John E. New York
 Weaver, Charles J. New York
 Weikel, John H. Pennsylvania
 Weller, Alvin O. Ohio
 Werlein, E. Illinois
 Werner, Edward A. California
 *Wesighan, A. Massachusetts
 West, Howard E. Massachusetts
 Westler, Bernard, Pennsylvania
 White, Percy E. California
 White, Laurance S. New York
 Whitehouse, F. New Jersey
 Wiese, Fred F. California
 Wilhelm, Frederick, Washington
 Wilkinson, Frank O. Wisconsin
 Williams, Hugh E. California
 Wilson, Walter B. Washington
 Wolfe, Albert E. California
 Wright, Roscal C. Indiana
 Wombacker, Joseph A. New York
 Wilkins, George C. Ohio
 Worral, Joseph A. New York
 Wood, Walter E. New York
 Woodford, Richard J. California
 Ward, William W. New Jersey
 Young, Robert I. Florida
 Young, Stanley, New York
 Zelphye, Turner, Illinois
 *Zihala, Joseph, Connecticut

MARCONI SERVICE NEWS

ERNEST THOMAS EDWARDS

In deep sorrow we record the sudden death of the Superintendent of the Eastern Division, Ernest T. Edwards, at the early age of 35, which occurred August 4th, from heart failure. He was a native of Birmingham, England, and studied telegraphy as a boy. On the completion of his studies, he entered the British Government telegraph service, in 1899, where he remained three years, during which time he acquired a knowledge of wireless, and then transferred to the English Marconi Company at London, where he served faithfully and efficiently until 1904, when he joined the American Marconi Company at New York. In his new field he found a multitude of complex problems to solve, and an up-hill road to travel, owing to the competition of various companies.

On several occasions he was selected to demonstrate the efficiency of Marconi apparatus as compared with competing systems, some of these tests being made in isolated parts of the country, as well as on steamers and sailing ships; one instance being on a sailing ship manned by a crew speaking only French. His experience on this voyage enabled him to converse readily with representatives of our affiliated French and Belgian companies. The ship was bound from Buenos Aires to the United Kingdom, and he did his testing alongside the operator of the competing company. His skillful work resulted in the adoption of Marconi apparatus. Possibly if the operators had been reversed, the Marconi Company would have been less fortunate. As a side issue of this test, he was placed in charge of the important coast station at Siasconset, on Nantucket Island, where it became his duty to clear out-bound and in-bound liners of several hundred messages each, under adverse and difficult conditions, which do not exist to-day. His renown as an expert wireless operator extended over the seven seas. He was advanced to the more important station at Sea Gate, L. I., where he remained until June 1, 1912, when he was appointed to the Superintendency which he filled with ability until his death. He was well-liked by his associates, and will be sincerely mourned. He left a widow and two young daughters.

The funeral service at his late residence in Sea Gate was largely attended. A delegation of about twenty-five operators was present and the Marconi Company was represented by Messrs. De Sousa, Sarnoff, Duffy, Chadwick and Pillshury. The floral tributes were especially handsome. The interment was at Evergreen Cemetery.

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THE STATUE OF LIBERTY

The Deity that Keeps Watch Before the Open Gates of America Holding Aloft the Light that Points the Way to Man's Enfranchisement

By Frances W. Taylor

In this history-making epoch through which we are passing, this period of strife and blood-shed, the equal of which has never before been known, there is one word which furnishes the key-note to the part which we and our allies are playing. While it is a word which will ever be as sweet music to the American ear, it is allowed to retreat into the background in times of peace. But in times like these, it comes into its own, and is on every tongue. The word is "Liberty." Although it is a nation-wide term, it has a significance which is peculiarly American, for therein lies the explanation of our existence as a nation. It was their devotion to the Goddess of Liberty which led that hardy little band of Pilgrims to these shores and kept up their morale through the unspeakable hardships which they were called upon to suffer. It was in defense of that same Goddess that all our wars have been fought in this country and now our worthy task-mistress has called her devotees to her aid once more to reinstate her on her tottering throne.

But America has not been the only worshipper at Liberty's shrine. In due time, France, brave, noble France, shook off the tyrant "Autocracy" and swore allegiance to the Goddess of America. And out of that joint allegiance has grown a brotherhood against whose combined strength, the tyrant's attacks have been all in vain. It was the timely aid of France in our other great struggle for Liberty which turned the tide and gave us the victory. We scarcely expected ever to be able to repay that enormous debt but to-day it is our privilege to place all our resources at her disposal (in the name of Liberty) to succor her in her hour of need.

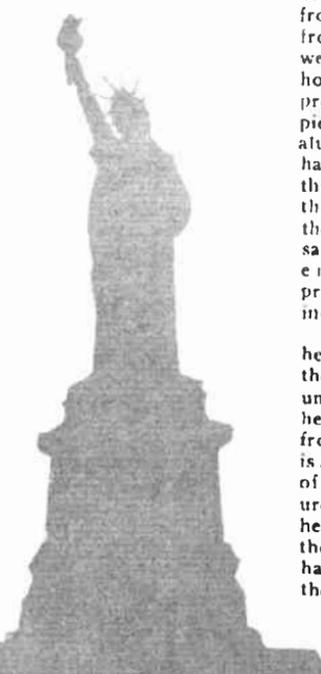
How fitting it is that at the gateway of this, the first Republic, there should stand that colossal figure which symbolizes Liberty and that that figure should have been the gift of the French people to the American people. It expresses better than whole volumes could do, the nature of the tie that binds the two nations together. As one writer has said, "Bartholdi's statue, constructed by free men and dedicated to freedom, is itself an emblem of Liberty."

"Liberty Enlightening the World" or, as it is more commonly spoken of, "The Goddess of Liberty," stands in New York Harbor on what was formerly known as Bedloe Island but is now called "Liberty Island." For the benefit of those who have never had the pleasure of viewing it for themselves, we reproduce a word picture. The lower bay almost surrounded by the shores of Long Island, Staten Island and New Jersey is a magnificent sheet of water. Coming up through the Narrows between the picturesque shores of Long Island and Staten Island the view is enchanting, and the land-locked upper harbor, sheltered by the hills of the two islands and of New Jersey, with the point of Manhattan

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Island reaching down to it between the two great rivers, the indications of a phenomenal commercial energy exhibited on every hand, the Statue of Liberty and the towering buildings, of the city, present a Statue of Liberty and the towering buildings of the city, present a

The statue itself is a stupendous piece of workmanship by M. Bartholdi, who also made the Statue of La Fayette which stands in Union Square. It is said that the subject for "Liberty Enlightening the World" was suggested to him by those lines of Victor Hugo's "This is the angel Liberty, this is the giant Light." He chose his mother as his model and after five years of patient labor handed over the completed work to the French Government with this written message: "May God be pleased to bless my efforts and my work and to crown it with the success, the duration, and the moral influence which it ought to have." Knowing as we do from this, that he received his



help and inspiration from on high and from his mother, we can understand how he was able to produce a finished piece of work which, although inanimate has the power to thrill. And if Bartholdi could know the extent of that same moral influence which he prayed for, he would indeed feel repaid.

A few figures will help us to realize the enormity of his undertaking. The height of the statue from the water level is 301 ft. The height of the woman's figure from heel to head is 111 ft. 6 in., the length of the hand is 16 ft. and of the index finger,

THE EMBLEM TO ALL MANKIND OF FREE AND EQUAL CITIZENSHIP

8 ft., the finger nail being 13 in. by 10 in. The distance between the eyes is two ft., the mouth is three ft. wide and the nose four ft. long. Forty people can stand in the head at one time and twelve in the torch. The total weight of the statute is 450,000 lbs. or 225 tons. It is made of separate plates of bronze fitted together. There

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are 403 steps from the base of the foundation to the torch. The total cost of the figure alone was \$250,000, the money being raised by popular subscription among the French people. The cost of the pedestal upon which the figure stands was \$350,000 which was raised among the American people, making a total cost of \$600,000. The torch is lighted by electricity, the light being maintained by the lighthouse service of the government. The entire statue is illuminated in times of peace.

The statue was first mounted in Paris in October, 1881, where it was allowed to remain for some time. Meanwhile, the American pedestal was in the course of construction, having been begun in 1883. It was completed in 1886. Altogether, the work on the statue stretched over a period of twelve years until its final unveiling on Bedloe Island, October 28th, 1886. One writer has said of this event: "Twice before New York City was stirred to its utmost by an event between America and France; when the combined American and French forces entered the city on the heels of the flying British which their combination had made necessary. and in 1824, when La Fayette sailed up the bay to visit once more the land he had helped to make free."

The speech of presentation was made by Count Ferdinand de Lesseps who had made himself famous by the marvelous feats of engineering which he had accomplished. It is interesting to note that he dwelt with great admiration on the American energy which he termed "Go-ahead."

President Cleveland accepted the gift on behalf of the American people. His speech of acceptance was characterized by that briefness and simplicity which seems ever to be an asset of the truly great. His words were sufficient, however, and expressed the thought of the day in a nutshell: "Complete in the particulars of past associations, present rejoicings and future prosperity and international friendship." We leave the reader to judge for himself:

"The people of the United States accept with gratitude from their Brethren of the French Republic, the grand and completed work of art we here inaugurate. This token of affection and consideration of the people of France demonstrates the kinship of republics and conveys to us the assurance that in our efforts to commend the maintained excellence of a government resting upon the popular will, we still have beyond the American continent a steadfast ally. We are not here to-day to bow before the representation of a fierce and warlike god, filled with wrath and vengeance, but we joyfully contemplate our own Deity keeping watch and ward before the open gates of America, and greater than all that have been celebrated in ancient Troy. Instead of grasping in her hand the thunderbolts of terror and of death, she holds aloft the light which illumines the way to man's enfranchisement. We will not forget that Liberty has here made her home, nor shall her chosen altar be neglected. Willing votaries will constantly keep alive its fires, and these shall gleam upon the shores of our sister republic in the East, and reflected hence and, joined with answering rays, a stream of light shall pierce the darkness of ignorance and man's oppression, until Liberty

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enlightens the world." In the light of recent events these prophetic words of President Cleveland take on a new meaning.

Chauncey M. Depew delivered the memorial speech of the day.

It is indeed interesting to read at this time some of the press comments which were made at the unveiling of the statue. A New York paper says: "Before the statue on Bedloe's Island crumbles there will be no kings upon the thrones of Europe and the emblem of her torch will have poured a flood of light upon all peoples." Another paper says: "While America and France are most directly concerned, it is truly the affair of a liberty-loving world and will evoke a sympathetic response from all quarters of the globe." And again: "It is a constant reminder of the mission with which America seems to have been providentially invested, to point the way of mankind to the blessings of free and equal citizenship." The Rochester Herald of October 20th, 1886, is quoted as follows: "The American people throughout the republic will rejoice with their brethren of the metropolis in the existence at the gateway of the New World, of this magnificent emblem, not of Liberty only, but of the mutual friendship existing between the two greatest republics in the world, the one on the Eastern and the other on the Western Continent."

Truly Bartholdi was inspired. Not only has the spirit of that serene, compelling presence been instilled into the sons of America so that they are unhesitatingly offering themselves by the thousands as human sacrifices to her cause, but the steady, never-failing gleam of the torch is slowly but surely penetrating into the darkest corners of the earth driving before it the tyrant "Autocracy," that creature of darkness, forcing him to his knees. It is only a question of time now until his death-throes will be over and "Autocracy" will be no more.

How pleasing to contemplate that the Goddess of Liberty with her benign countenance and hand up-raised as if in blessing will be the first to greet our boys as they steam into the harbor on that wonderful home-coming when the work which they have undertaken for her sake is finished over there.

PERSEVERANCE

By Leigh Mitchell Hodges

Perseverance is patience guided by purpose and propelled by human horse-power.

It plays no favorites.

With it poverty can be conquered and failure put to flight.

"Victory belongs to the most persevering," said Napoleon—and the man who proved this against him at Waterloo said, "Hard pounding, gentlemen: but we will see who can pound the longest."

When asked by a young man for a recipe for success, Bismarck replied: "You need three ingredients. The first is work. The second is work. And the third is work."

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Perseverance is persistence in effort—keeping everlastingly at it with heart, mind and soul firm-set on the desired goal. It offers a free field, and for the man or woman who sticks, it holds out the highest rewards. The required qualities are daring, digging and discounting of doubts.

The common cause of failure is want of application. Each normal individual has within self the means of succeeding. Lack of sticktoitiveness is the father of failure. Yet so powerful is perseverance that when applied even to the most typical offspring of this parent, it can transform a corner-loafer into a corner-stone.

History bubbles over with brilliant examples of men and women who, through perseverance, lifted themselves from unknown depths to heights of fame.

Without this quality Abraham Lincoln might have died as sheriff of Sangamon County, Illinois, and Thomas Gray, who spent twelve years on his "Elegy Written in a Country Churchyard," might never have got beyond the point of furnishing jingles to the local paper.

The person who thinks success a matter of luck or genius has another guess. Even Shakespeare, who began by holding horses in front of the old Globe Theatre, never could have reached the summit without perseverance.

The biggest and best thing about this quality, however, is its usefulness in the ordinary everyday, common-garden variety of life and labor. Just as the constant dropping of water will wear away the hardest granite, so continued effort will overcome any obstacle.

Old Dr. Johnson, sour as a crab-apple and superbly sane, emphasized this fact by saying, "He that shall walk with vigor three hours a day will pass in seven years a space equal to the circumference of the globe." This makes a man think.

What people have said about perseverance, interesting and inspiring as it may be, is not to be compared to what people can do through perseverance.

Yes, I mean what YOU can do.

What you can do when you keep on after you have come to what may seem the limit of your powers, the end of your string.

And all perseverance means in the last analysis, is keeping on. However narrow or steep your path, it will pay you to personally prove this matter for yourself.

LEST WE FORGET TO DO OUR PART

"They say, who have come back from Over There, that at night the troubled earth between the lines is carpeted with pain. They say that Death rides whistling in every wind, and that the very mists are charged with awful torment. They say that of all things spent and squandered there young human life is held least dear. It is not the pleasantest prospect for those of us who yet can feel upon our lips the pressure of our mother's good-bye kiss. * * * But, please God, our love of life is not so prized as love of right. In this renaissance of our country's valor, we who will edge the wedge of her assault make

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calm acceptance of its hazards. For us, the steel-swept trench, the stiffening cold—weariness, hardship, worse. For you, for whom we go, you millions safe at home—what for you? * * * We shall need food. We shall need care. We shall need clothes for our bodies and weapons for our hands. We shall need terribly and without failure supplies and equipment in a stream that is constant and never-ending. From you, who are our resource and reliance, who are the heart and hope of that humanity for which we smite and strive, must come these things." (Signed) CITIZEN SOLDIER No. 258,

—th District, National Draft Army.

TRIBUTE TO MR. BOTTOMLEY

At a meeting of the Executive Committee of the Board of Directors of the Marconi Wireless Telegraph Company of America, held in the City of New York, Wednesday, June twenty-sixth, nineteen hundred and eighteen, the following resolutions were unanimously adopted:

Whereas, The Board of Directors has learned, with deep sorrow, of the death of John Bottomley, after a service of sixteen years, and

Whereas, It is fitting that the Board should at this time express and record its high appreciation of his nobility of character and its sorrow at his death,

Therefore, Be It Resolved, That in the death of John Bottomley the members of this Board have lost a true friend, and the company a zealous servant.

He loved this company and was proud of his connection with its development as an international utility for the preservation of life and property and as a medium of communication between nations.

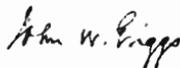
His life was one of fidelity to every trust placed upon him and full of helpfulness and encouragement to all with whom he came in contact.

He served as secretary and treasurer, fifteen years; as a director thirteen years; as vice-president, twelve years; and for a time as general manager; and the Board desires to place on record its appreciation of his ability and devotion.

The Board deeply deploras the great loss sustained by his family and offers its profound sympathy and sincere condolence in their time of trial.

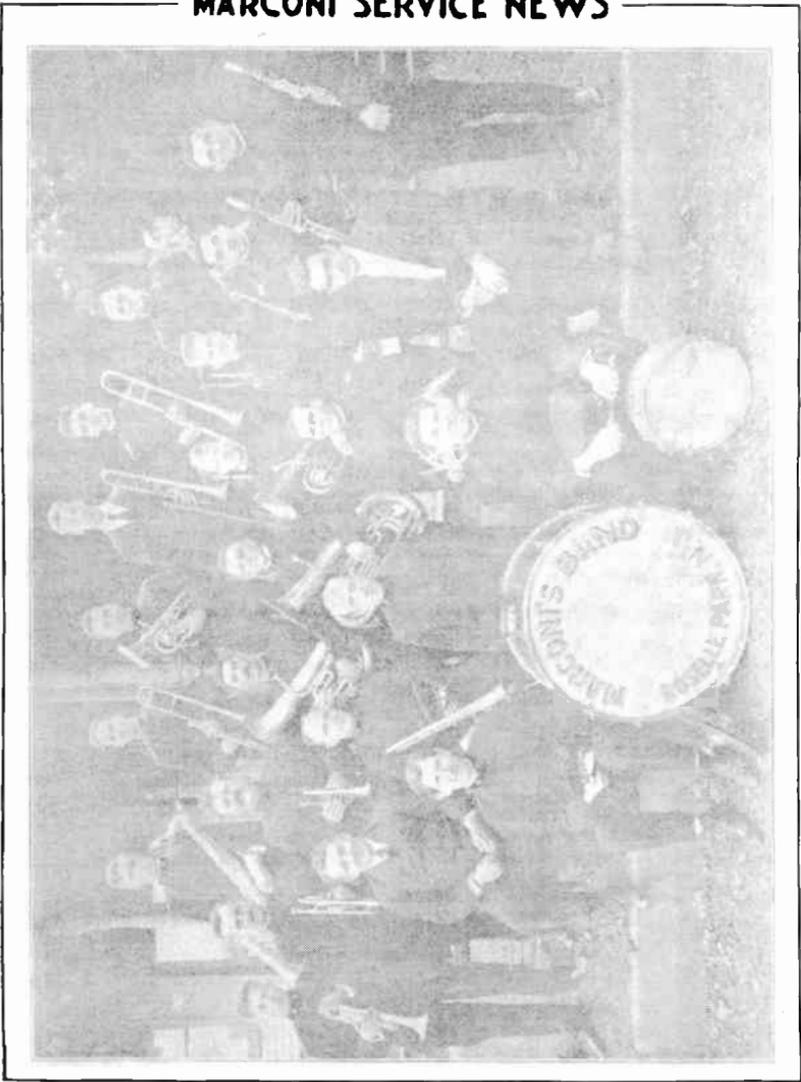
And Be It Further Resolved, That this tribute be suitably engrossed and forwarded to Mr. Bottomley's family.

APPROVED.



President.

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AT THE WORKS

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ON THE ROCKS

By *Reginald H. Tonkin*



Besides her pre-war reputation, few ships of the Mercantile Marine have had a more remarkable career or been engaged in more daring and dangerous enterprises in connection with the present conflict than the Cunard ship *Ascania*.

Her activities date from the very beginning, taking an important part in the transportation of the "contemptible little army" to France in 1914. Soon after this had been accomplished, she might again have been seen ploughing her way through the blue waters of the Mediterranean bound for that sanguinary field of operations, the Gallipoli peninsula, there disembarking her gallant campaigners

in the very teeth of the Turkish batteries with shells of huge calibre bursting all around, threatening to blow her out of the water at any moment.

With many such achievements and having emerged from them all with nothing more serious than a few shell holes, the belief entertained by the majority of the crew that she bore a charmed life, was to a certain extent, justified. As she bounded along through the surging waters of the great Atlantic on her final voyage with such a wonderful record, and having once again safely passed the danger zone, evading the deadly missiles of the lurking Hun, it seems almost incredible that such a ship could meet with such an unfortunate end as I am about to relate.

The great port of Liverpool had been left behind many days, the voyage being uneventful except for dense fog which had been experienced during the last few days, and the 13th of June found us off the rocky shores of that historical island of Newfoundland, notorious throughout the nautical world for its exceedingly dense fogs and often referred to as the graveyard of ships.

With the gathering shadows of night, the rain began to fall in torrents; the atmosphere becoming bitterly cold, the ship was still enveloped in an impenetrable fog, which, to avoid collision, necessitated a periodical blowing of the ship's siren. This, needless to state, added to the general discomfort of all aboard, but to none greater than myself, the siren being only a few yards from my cabin door, completely obliterating all signals and at every blast causing me to resemble a person who has accidentally sat on the business end of a pin.

Being unable to take any meteorological observations for some days, the anxiety of the Captain became more apparent each hour, as he realized we were approaching the dangerous coast and inquiries were frequently sent along to the wireless cabin for any news as to when the fog might possibly be expected to lift, while soundings were constantly being taken with presumably satisfactory results, as the rhythmical beat

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of the engines still continued as before, no reduction in speed being noticeable.

The upper decks not being a very attractive place on such a night, all those whose duties did not demand their presence above were below decks, many of them fast asleep in their bunks. Five bells had just struck. The Captain and second officer stood upon the bridge, the fresh breeze of the late afternoon having developed into a stiff gale; and as I sat in my cabin, I could gather from the motion of the ship that the confused sea was rapidly becoming more boisterous, when crash, bump, hump, bump, three distinct shocks and I found myself floundering on the floor amidst a conglomeration of chairs, books, papers, etc., with all kinds of conjectures flashing through my mind as to what had really occurred. Scarcely had I picked myself up when my assistant, J. A. Stafford, who had been fast asleep, appeared and, to all appearances, despite his rude awakening was not much frightened, but quite cool and collected.

"We have got it at last," he said, his mind being so full of submarines, torpedoes, etc., that no other solution could suggestion itself; in fact, it was generally believed by the majority aboard that we had either struck a mine or were the victims of an enemy torpedo. A few seconds after the impact, the Captain came rushing into the cabin and shouted: "Operators, where are you? Send out the SOS call, we are on the rocks." With that he darted off to direct the lowering of boats to the lower deck, preparatory to launching, should it be necessary, and ordered the firing of flares, rockets, etc. After sending out the distress call, with subsequent information, as quickly as possible, I received a reply from North Sydney Station and an exciting dialogue ensued for about four hours without stop, keeping my assistant constantly on the run from the cabin to the Captain with a regular avalanche of enquiries, instructions and information of every description, including the welcome news that assistance was hurrying to the scene.

During the time the deck was all bustle and amidst the clatter of feet could be heard the creaking of davits as boats were being lowered, and rockets and flares bursting in the sky, while the six-inch gun aft kept pounding away blank shells in the hope of attracting the attention of some one ashore, which we afterwards discovered was successful, although the simple fisher folk of the neighboring village were certain the German had come at last!

The passengers and crew were dashing about the decks cutting grotesque figures with ship's blankets about their bodies, with towels and all kinds of fancy clothing, which had been hurriedly snatched up in their excitement, wrapped about their heads and with flares and rockets bursting overhead, presenting a scene more like an Egyptian bazaar than the deck of a liner in distress. Fortunately the engine-room had not seriously suffered and the dynamos still continued to run, supplying light to the decks and rendering good wireless communication possible. With the news of assistance coming at greatest possible speed, and knowing the dangers attached to any attempt at lowering a boat in

MARCONI SERVICE NEWS

such a sea, the Captain ordered the passengers and the greater part of the crew to stand by the boats and await events.

By the early hours of the morning, the ship, tossing heavily on the rocks, was rapidly filling with water and the engine-room, which had hitherto been practically intact, became pierced by the sharp rocks and was steadily filling up, besides an ever-increasing list to port. To keep fire in the boilers and maintain a pressure of steam sufficient to drive the dynamo plant, became increasingly difficult as each hour went by, and the power supplied to the wireless was gradually becoming weaker, rendering effective working much more difficult.

The long-expected rescue boat, however, arrived at last and the passengers and crew were taken off with the exception of the mates, engineers, my assistant and myself, who were ordered by the Captain to remain aboard with him as long as possible.

All through that day and the next night we stood by her, but at the passing of every hour it became more apparent that nothing could be done. Numerous offers of assistance were forthcoming from various ships, our precarious condition by this time being known to practically every one in the vicinity. On the fifteenth of June, her condition made it dangerous to remain aboard longer, the decks outside of the wireless cabin commencing to separate, which plainly indicated that she was being subjected to tremendous strains and might fall to pieces at any moment. Consequently the Captain ordered a general abandonment.

Upon receiving these instructions and receiving an answer in the negative in reply to an inquiry to all neighboring stations as to whether they had anything further for us, my assistant and I commenced to disconnect the apparatus and make all secure as possible.

Presently one of His Majesty's Canadian ships, which had arrived upon the scene, came as closely as possible, and took us all aboard with the exception of a few who were to go to the fishing village and stand by the wreck. Soon we were on our way to Sydney where we arrived the following morning (as I thought) homeward bound. Our stop at Sydney, however, was a very brief one for the following morning we arrived in Halifax, thoroughly exhausted, having had scarcely any sleep since striking the rocks on the night of the 13th, but thankful to have escaped with our lives.

The following day the customs and alien officers having taken down a whole list of statistics regarding the color of our hair socks, etc., arrangements were almost complete for our returning home, when the telegraph boy appeared with a message instructing me to return to the wreck. Those who have passed through a similar experience can appreciate my feelings upon the receipt of such orders, with all my shipmates (including my assistant) to return to Blighty, while poor unfortunate I was to return to the unpleasant scene, for what purpose I had not the remotest idea, knowing full well that the dynamos were long since out of commission, and that to work from the battery for any length of time was impossible, with no source of recharging available.

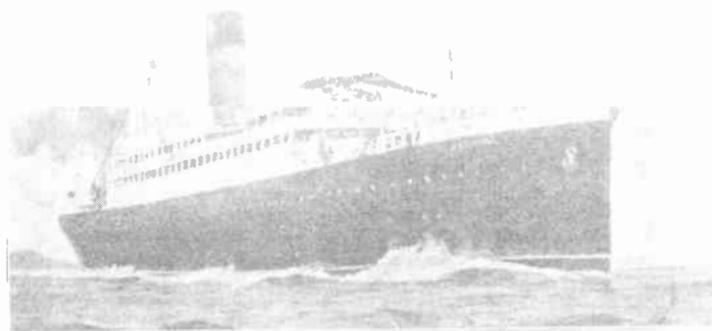
The instructions, however, must be obeyed and eventually I again left Halifax, arriving back at the wreck the following afternoon, where I learned that, the ship being pronounced by the experts a total wreck,

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every effort was to be made to remove as much of her valuables as possible. My share, of course, was the wireless installation, which was by no means an easy task with the ship in her present condition.

After procuring some food, I got aboard the wreck and commenced operations immediately, assisted by two sailors. After a series of acrobatic feats and a regular battle against adverse conditions generally, we succeeded in removing the converter. The dismantling of the delicate parts was quickly accomplished alone, and I experienced no formidable difficulties until the following day, when coming to the condensers and transformers. I was faced by a difficult task. No assistance could be found and there was no alternative but to do as well as possible alone.

By the aid of a stout plank, I eventually lowered them from the shelves onto the floor; to get them to the scupper to empty them of the



oil, however, presented a more difficult task, the ship having such a tremendous list that any attempt at lowering them by their handles would probably have resulted in both condensers and myself flying through the bottom railing into the sea. To prevent this, some other method must be employed and eventually I alighted upon the idea of attaching a long rope and standing around the corner of the cabin, allowing them to slide to the scuppers, pouring out the oil and drawing them up again, which method I finally adopted successfully. By the application of similar methods, at the end of three days of strenuous effort everything of any consequence had been removed and packed in such cases as were obtainable. The old cabin which had for so long been my home now resembled a chicken after being plucked of its feathers, and looked bare indeed. As I closed the door for the last time, I must confess to a feeling of sadness.

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Similar work on a much larger scale was being carried on in other departments of the ship by the salvage companies and practically everything of any value that was within the limitation of salvage operations had been removed to the little neighboring fishing village, until the place appeared from the distance a miniature Coney Island. Old men who had lived their whole lives in the village, and whose faces had grown hard and brown by continual contact with the elements, declared that although many wrecks had occurred along the coast, never before had the village presented such a spectacle of bustle and excitement as upon the occasion of the wreck of the *Ascania*, which would undoubtedly assume a pre-eminent place in the history of the village to be handed down to future generations and would form the principal fireside topic for many a day.

GIVE US OUR FLOWERS NOW

If with pleasure you are viewing
Any work a fellow's doing
If you like him or love him, tell him now.
Don't withhold your approbation
Till the parson makes oration
As he lies with snowy lilies o'er his brow.

For no matter how you shout it,
He won't really care about it,
He won't know how many tear-drops you have shed.
If you think some praise is due him,
Now's the time to slip it to him,
For he cannot read his tombstone when he's dead.

More than praise, and more than money,
Is the comment kind and sunny,
And the hearty warm approval of a friend;
For it gives to life a savor,
And it makes you stronger, braver,
And it gives you heart and spirit to the end.

If he earns your praise, bestow it,
If you like him, let him know it,
Let the words of true encouragement be said.
Do not wait till life is over,
And he's underneath the clover,
For he cannot read his tombstone when he's dead.

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A FATAL ACCIDENT

Arthur Wesighan, formerly employed at the Marconi Works, Aldene, N. J., was killed in a motor cycle accident July 22, at Camp Bowie, Fort Worth, Texas. He was 23 years old, and is survived by a widow, his parents, a sister and two brothers, having entered the Army in February last. He was a first class mechanic and a general favorite among his associates. We extend deep sympathy to his family.

MARCONI SERVICE NEWS



MAROONED ON A JETTY

By M. H. Hammerly

So many ops have been running across the Western and strafing Hun fish—or the reverse that the experience of ordinary shipwreck seems somewhat tame, but, however, here goes:

The George E. Paddieford, after being hove to in a norther off the Tampico bar for a day, started to cross on the last day of October, 1917, when the steering gear took a vacation, and the ship went broadside on the south jetty of the breakwater. The grind and groan and lurch, as the rocks tore out the ship's bottom, was—well—impressive, to say the least.

It being that dreamy, Mexican siesta time, the land station was closed, but we raised a U. S. gunboat after a while, reported the circumstances to him, and kept in communication for over an hour more, jamming the auto-starter with a newspaper to keep the generator running, as the voltage dropped. Water had reached the fires and the ship's dynamo was running only on what steam was in the boilers.

Assistance of the life-saving sort was not necessary, as we were safe enough. Immediate salvaging of the ship was not possible. A rope from a cargo boom swung over the side and a half of a barrel, made an excellent aerial railway down to the jetty, where we spent the night. Those were the hardest rocks I ever ———.

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The same blow accounted for the dredge, South Bay, which sunk about a half mile south of us, with the crew visible, hanging to the mast-head. They were rescued the next day, when we also went ashore via lifeboat. The breakwater looks walkable; and is--in calm weather, to about the same extent as the Alps, as several skinned shins will testify.

The services of a wrecking company were called for a few days later and part of the crew returned to the ship, where I rigged up the jump-spark coil from the motor-boat and the telephone batteries as a transmitter, as mentioned some time ago in the Service News. It seemed like hiking back to the amateur days, with the dinky spark, but, in the ensuing eight months, several hundred messages were handled over a distance of ten miles.

Salvage operations had to mark time until the end of the northern season, in May, but just as things began to brighten up, the barges, Vera Cruz and Tampico, in tow of the tug Pan-American, trying to cross the bar in a seaway, and at night, smashed into our stern, the tug going clear, but the Vera Cruz sinking alongside and the Tampico going ashore just below us. The latter was floated, but the former lasted only four hours of the next storm before breaking completely up.

Although wedged in between her and the rocks, with the engines and boiler of the old yacht, Wakiva, lost two years previously, jammed through our bottom and side, we slipped through a month later.

Floating on compressed air, we put into Tampico for temporary repairs before clearing for New York, where we arrived safely, just nine months after leaving there. **SOME TRIP.**

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WHY HE WAS NOT PROMOTED

He grumbled.
He watched the clock.
He was stung by a bad look.
He was always behindhand.
He had no iron in his blood.
He was willing, but unfitted.
He didn't believe in himself.
He asked too many questions.
His stock excuse was "I forgot."
He wasn't ready for the next step.
He did not put his heart in his work.
He learned nothing from his mistakes.
He felt that he was above his position.
He was content to be a second rate man.
He ruined his ability by half doing things.
He chose his friends among his inferiors.
He never dared to act on his own judgment.
He did not think it worth while to learn how.
Familiarity with slipshod methods paralyzed his ideal.
He tried to make "bluff" take the place of hard work.
He thought it was clever to use coarse and profane language.
He thought more of amusements than of getting on in the world.
He didn't learn that the best of his salary was not in his pay.

ATTENTION

Every man and woman in the United States must pull together if we are to win this great world war.

Four hundred and nineteen employees of the Marconi Company have enlisted in the service of our Country and many of you have fathers, brothers or friends, dear to you, who are in the Army or Navy. We must give them our unqualified support.

It is our duty, and we should consider it a privilege, to buy Thrift Stamps and War Savings Stamps to the limit of our ability.

Every dollar counts. Won't you help feed, clothe, arm and equip our boys who are offering up their lives to win this righteous war in the defense of American honor and the cause of Democracy, Humanity and Liberty throughout the world?

The rate of interest on the War Savings Stamps is four per cent. and is compounded quarterly.

The purchase of these stamps not only helps the Government, but enables you to save money, and the security is the very best in the world.

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BOLSHE-WHISKEY

By Clarence Cisin

A Bolshe-Whiskey Russian crew—and a big Norwegian Skipper
Set sail one cold and wintry day—for the Isle of San Lonstripper.
Now, San Lonstripper as you know—if you've studied much at all
Is an Island, round, down at Leegwa Sound with a population small.
There's fifteen whites and ninety blacks existing there, they say;
But, twixt disease and flies and fleas, it changes every day.
The only bit of praise that's due the big Norwegian Skipper,
Is that he managed to sign a crew for the run to San Lonstripper.

A Russian crew, or a Prussian crew, is like any crew that sails:
You can find the same on freights and tanks; and on ships that carry mails;
But a Bolshe-Whiskey Russian crew, by far excels the rest
In impudence and insolence, in filth and general pest.
They're mild enough when by themselves, but a crowd of 'em's quite frisky.
And when they're not talking their Bolshevic talk,
They're filling their tanks with cheap whiskey.
But, even at that . . . bad as they were, they didn't have much on their Skipper,
And worse than the crew and the big Captain, too,
Was the Island of San Lonstripper.

Just a word, 'bout this bird called the Captain. . . .
A meaner man ne'er sailed the sea—
He was hard-boiled and low-browed, he was sordid and base
With the heart and soul of a flea.
He'd been sailing for years on lime juice ships
And acquired the lime juice ways.
And being by birth, a natural-born crab,
He was crabbed the rest of his days.

The run to San Lonstripper takes exactly nineteen days,
And every day the hatred grew for the Skipper's lime juice ways.
And hatred grows real rapidly among good Bolshe-Whiskey
So they formed a union on the ship—led by one, Rouan Zabrisky!
And marched up to the Captain, and in profane English told
Their thoughts about the ship, himself and bread served on the mold.
They kicked about the fo'castle, they jawed about the work.
The Captain stood a-listening with an evil sort of smirk
And suddenly his fist shot out and met one Rouan Zabrisky
And the Bolshevic crew, immediately blew—leaving an odor of whiskey.
The Captain cursed them up and down in strong Norwegian phrases
And they talked back in Russian terms about eternal blazes!

That night a special meeting of a half-drunk Russian crew,
Decided just exactly what the union ought to do
To right the wrong, that had been done their leader—Rouan Zabrisky,
And make the ocean safe for all the other Bolshe-Whiskey;
But, while they planned and plotted how to beat get at their skipper,
They ran aground upon the rocks of the Isle of San Lonstripper.

The night was dark, the sea was rough, the wind was bitter cold.
The Russian crew and the Skipper, too, went down like seamen bold . . .
The moon broke through the clouds and showed a struggling Rouan Zabrisky,
A-slowly sinking out of sight, shouting—"Long live Bolshe-Whiskey!" . . .

MARCONI SERVICE NEWS

WEDDING BELLS

In Seattle, June 8th, Walter J. Manahan, one of the old Marconi staff, to Jane Brenneman, of Juneau, Alaska.

June 29th, at the home of the bride, Seymour Reese Elliott to Mary S. Nicoll, of Malden, Mass. The groom was employed at our Boston Station until the United States entered the war, when he joined the Naval Reserve force.

THE VOICE FROM OUT OF THE STORM

By WILLIAM H. EARLE
(Operator S. S. Arapahoe)

Outside the gale was raging,
Inside 'twas cozy and warm,
As I sat at my instruments listening
For the voice from out of the storm.

My head was drooping wearily,
But I dared not fall asleep,
'Twas my duty to list' for the cry of those
Far out on the briny deep.

Suddenly through the depths of the darkness
As on the wings of lightning it sped
Like the cry of a soul in anguish
Came the voice, and here's what it said:

"SOS. SOS, please God, help us
Ere the dawn we're far below
Into the depths of the great beyond,
Where sinners fear to go."

Quickly my spark was flashing
Words of hope and cheer to they
Who were waiting the Reaper's stroke
Which would fall at break of day.

Then with our engines racing
We sped o'er the angry wave,
And long before the morning
They were safe who we'd come to save.

And when the race was over
And all was quiet again,
I gave to Him my deepest thanks
For the thing He has given to man:
"Wireless."

In a cemetery in New London county, Conn., is a lot containing five graves—one in the center and the others nearby at the four points of the compass. The inscriptions on the latter read respectively, after the names of the deceased:

"My I wife" "My II wife"

"My III wife" "My IIII wife"

The central stone bears the inscription:

"OUR HUSBAND"



EXECUTIVE OFFICE

General Manager Nally, accompanied by W. A. Winterbottom, have returned from a business trip to South America in the interests of the Pan-American Wireless Company.

G. S. De Sousa, traffic manager, has returned from the Pacific Coast.

W. H. Wallace has resigned to engage in other business.

Chester Allan has been promoted to be junior clerk in the Purchasing Department.

J. H. Kennedy and Mrs. Anderson have resigned from the Purchasing Department.

L. B. Stewart, formerly of the Auditing Department, and now a chief yeoman in the Navy, has been assigned to sea duty.

W. H. Barsby, chief electrician (R) in the Navy, formerly of our trans-oceanic staff, is now located in Washington.

MARCONI SERVICE NEWS

EASTERN DIVISION

Operators of the Eastern Division who resigned during the month to enter the Naval or Army service were: A. G. Berg, of the Daylite; T. Bowen, of the Coosa (now a member of the Royal Flying Corps); A. Pasquale, of the Texas; S. W. Young, who has a long record as senior on the Mexico; O. C. Belding, of the Twilite; and D. Michaelovitz, who has been in this division over six years.

Charles Sandbach, instructor in the Institute, A. I. Yuter, senior of the Esperanza, and C. L. Whitney, senior of the Creole, have been transferred to the engineering department temporarily for special duties.

W. E. Meyer has been promoted to senior of the Esperanza.

W. H. Earle the famous poet-operator of the division, is now on the A. C. Bedford.

K. E. Smith, who goes as second on the Wacouta; H. Slater, now junior on the Standard; and A. Bernstwiller, who sailed on the Warrior, are former operators of this division re-engaged this month.

Several new men entered the service and, at the present writing, are making their first sea trip. They are: E. Caryannis, on the Daylite; C. F. Unger, on the Josiah Macy; S. Edgar, on the W. G. Warden and L. S. Quinn, on the H. H. Rogers.

L. C. Nunn is now senior and F. A. Schneider is junior on the Algonquin, both having been transferred from the Coamo when that ship took on naval operators.

Sam Schneider, senior on the City of Montgomery, took a trip off last month. Sam says it is his first vacation in his six years of service and he hardly knows how to spend the time. A. Darlington is now the City

of Montgomery's junior, having been transferred from the Korona.

E. W. Vogel is back again and has been assigned to the Mexico as operator-in-charge.

J. Churchill is senior on the Creole and V. A. Wheelless is junior. Both were assigned to that ship during the month, relieving C. L. Whitney and W. E. Grant. Grant has resigned.

H. H. Hammerly returned to New York after an extended period of service in the Gulf Division, and has sailed on the barge Socony No. 88.

R. D. Magann, of the Gulf Division, came to New York on the Chalmette, which has since been placed in a dry dock here for extensive repairs. While waiting for his ship to be ready, Magann is in the service of this division. He has already made a trip as the Cherokee's only operator and is now making a voyage to his home town, New Orleans, as senior of the Comus.

J. Houlberg has been assigned senior of the A. C. Bedford.

Ben Beckerman had a week's vacation during the month and is back as senior of the Princess Anne.

R. E. Whitcomb, from Boston, is second on the Alabama.

W. Miller has been assigned senior on the Charles Pratt.

T. G. Hahn is now second on the Brazos.

M. K. Lock, of the Governor Brooks, resigned to return to school.

H. T. Williams has been transferred from the Brazos to junior of the Monterey.

G. E. Sinclair was appointed senior on the Wacouta.

H. Newman and W. H. Nussbaum are now senior and junior, respectively, on the Princeton.

W. J. Neel was transferred to the Daylite and T. R. Hicks, from the Josiah Macy, takes his place on the El Norte.

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SPOKES FROM THE HUB

Constructor Swett recently equipped the Bath, of the Texas Steamship Company, with a 2 kw. 500-cycle panel set.

J. M. Bassett relieved H. B. Whipple on the Everett.

Operator Kavanagh, of the City of St. Louis, transferred to the City of Rome, and Eastman, of the City of Rome, transferred to the City of St. Louis.

H. A. Wells has been assigned to the J. M. Danziger, a Gulf Division ship.

H. B. Whipple has been temporarily assigned to the Camden.

SOUTHERN DIVISION

J. P. Hunter, formerly of this division, paid us a visit from New York recently. Says the Mohawk is fine, but wishes she were running out of Philly.

L. Asadorian, of the Sabine Sun, and F. R. Smith, of the Persian, have enlisted in the Marine Corps and are stationed at League Island. Speaking of the training they are receiving, they say, "It's a great life, if you don't weaken."

J. E. Wynkoop, Jr., who returned to our service recently, replaced H. E. Toopffer, junior on the Persian, who resigned to go to work!

D. C. Dudley, who is now enjoying the blessings of married life, was presented with a silver table set as a wedding gift by the Marconi-ites of the Philadelphia District.

K. W. Keller, formerly assistant key-pusher on the Dorchester, recently enlisted in the Army. We expect to see him in a general's uniform in short order.

F. A. Lafferty, a former West Coast man, made a trip on the Persian. He then resigned to go with

the Bethlehem Steel Corporation. L. Ainley is now in charge of this vessel.

Earl August recently returned from his round trip to Italy on Italian vessels. He is now booked for the Brynhilda, a windjammer bound for South Africa. Earl says he hopes they don't feed spaghetti on her; though we understand he acquired almost the skill of a native guinea in handling the stuff.

Baltimore

Manley and Schwab equipped the War Platoon with a ½ kw. Canadian cabinet set.

Schwab installed a 2 kw. panel and 10" coil on the J. A. Bostwick.

Gerson installed a 2 kw. panel and 10" coil on the H. M. Flagler.

Sinclair equipped the Firmore with a ½ kw. panel set, and took a trip to Wilmington, N. C., to overhaul the set on the Ocamo (Br.).

We have a new stenographer at the office, Miss Beatrice V. Deichelman. She says that wireless seems very interesting and doesn't understand why girls haven't taken it up long ago.

The Chinchu, of the Eastern Division, returned from the other side. H. R. Butt, formerly of this division, and junior on the Chinchu, has requested transfer back to this division.

T. S. Brown, of the Ontario, resigned from our service. He was relieved by E. E. Davis, formerly of the Eastern Division.

W. P. Grantlin and W. A. Deavers were relieved on the Nantucket by J. H. McCauley and M. P. Campion.

The Merrimack and Nantucket have changed runs. We understand the

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latter needs repairs at Baltimore.

J. H. McCauley relieved V. Zito on the Borgestad and was relieved by H. C. Jensen. All in one month.

L. H. Graves is still on the Augusta.

The Santino left here several months ago and we presume Fred Crone is still with her.

Former Manager Dailey, of our Hatteras Station, reports that his garden isn't doing as well as expected. Not enough rain this year, etc.

For the benefit of those who like to know who are on the different ships of the M. & M. T. Co., here they are: Dudley and Callan are on the Dorchester, Flagg and Canfield on the Cretan, Hopper and Sherman on the Essex, Carleton and Liedel on the Gloucester, Orcutt and Onens on the Grecian, Rodebaugh and Du Val on the Howard, Vogel and Nicholas on the Juniata, Curtis and Nickstein on the Kershaw, Miller and Walton on the Merrimack, McCauley and Campion on the Nantucket, Scharf and Davis on the Ontario and Ainley and Grauer on the Persian. Don't ask for transfers.

Chief Electrician Radio U. S. N. R. F. F. Hovelsrud, now stationed at Dry Tortugas, dropped in to see us. He was formerly in this division. Looked good in his neat uniform.

Sinclair and Kelland don't just know what to do since they have been taken from Class 4B and placed in 2B.

L. W. McKee was in to see us and stated that he had been transferred from the Belmar Station to one nearer home, also high power.

The announcement of the death of Mr. Ernest T. Edwards came as a great surprise to us. We wish to extend to his wife and family our heartfelt sympathy in this trying time.

GULF DIVISION

L. E. Adler, who was confined to the Touro Infirmary for the past four weeks, has been removed to his home and is convalescing quickly. This is the second time Adler has been in the hospital since March for a serious operation and we all hope for the best.

T. J. Alderman has returned to the service from sick leave and is junior on the Coahuila with Hymel as senior.

A. A. Angell is assigned to the William Green.

There have been no changes in the Key West District. P. J. Barkley is senior on the Mascotte with J. E. Kane as junior. K. J. Fruebing is senior on the Miami with T. C. Hyers as junior.

L. E. Brasher, who has been on the Mexico since November 1, 1917, is having a few days vacation until the Jalisco is ready, on which he will be in charge.

J. E. Broussard and W. L. Hille are senior and junior respectively on the Excelsior.

W. A. R. Brown has been transferred from the Eastern Division to the Gulf and placed in charge of the Frederick R. Kellogg. F. E. Zahn, formerly of the Kellogg, has resigned.

H. I. Crandall has been transferred from the Eastern Division and is now senior on the Marina, which vessel plies Porto Rican waters.

A. F. Christiansen remains on the Panuco.

G. T. Davis and G. F. Englebrecht man the Standard Oil Company's motor vessel Bacoi.

Y. de Bellefeuille is assigned to the Mexicano.

MARCONI SERVICE NEWS

S. N. Hill and P. Miller are on the Ponce, running between New Orleans and ports in Porto Rico.

D. W. Jolls has returned to our service from a vacation and is assigned to the Mexico as senior, with C. C. McCann as junior.

A. Krog is in charge on the C. A. Canfield.

A. Lizarraga remains on the Jalisco. Lizarraga has been assigned to this vessel for twenty-eight months, which is some record.

Lena Michelson remains on the Tamesi.

J. J. L. Orthmann is in charge on the Harold Walker.

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

C. J. Scott is on the Harry Farnum.

W. E. Slauson is assigned to the Torres.

C. D. Sweeney, who for the past two months has been sojourning at Hot Springs, Ark., has returned to the service and is making an inspection on the tug Buccaneer.

O. C. Temple and G. F. Tompkins are both homeward bound on the San Juan. We understand that the San Juan is to be thoroughly overhauled and placed in passenger service between New York and Porto Rico in the place of the Carolina.

J. F. Tennisson has been assigned to the Walter Hardcastle.

O. Treadway remains on the Penant.

H. A. Wells has succeeded G. R. Entwistle on the J. M. Danziger.

A. P. West has been transferred from the Buccaneer to the Tormentor for a trip to the Canal Zone.

L. W. Wright is in charge on the San Ramon.

H. O. Zahn remains on the Roy Hooper.

The Mexican vessel, San Bernardo, an oil tanker, has been dismantled

and is to be fitted with a modern 2 kw. Canadian cabinet set.

Installation is in progress on the Warmarvel at Orange, Texas.

The tug Gulfport has been equipped at Mobile.

GREAT LAKES DIVISION

Cleveland District

Constructor S. E. Leonard has enrolled in the Naval Reserves and is now stationed at Great Lakes, Ill.

N. B. Watson, from the City of Cleveland Ill., has returned to his home. We understand that Watson is contemplating going into the Naval Reserves. Ralph Sayles relieves Watson as senior on the City of Cleveland Ill.

Wendell Phillips, on the City of Cleveland Ill., and F. Kaehni, on the Seeandbee, have left for Fort Sheridan, where they will enter the Officers' Training School. George Noack, a graduate of the local Marconi Institute, has been assigned as junior on the City of Cleveland Ill.

H. Chittenden, formerly of the City of Buffalo, is holding down the position as senior on the Tionesta. Allen Calvert is acting as junior on Tionesta.

J. Anderson has resigned from the Octorara. H. Biggs, a new man in the service, relieved Anderson.

Ross Plaisted, who has been assigned to the A. M. Byers since the opening of navigation, has enlisted in the Signal Corps.

M. Dennis, a Toledo recruit, has been holding down the one and only on the Seeandbee.

J. A. McCaffry has been assigned to the Wyandotte. There are only three vessels on the Great Lakes on which McCaffry has not sailed. He will, no doubt, take these in during the next thirty days.

MARCONI SERVICE NEWS

H. S. Scott has been assigned to the C. O. Jenkins, relieving J. A. Caffry.

Ross Cutting, who has been acting as operator and purser on the Ann Arbor car ferries, was a recent visitor at the Cleveland office. Cutting has returned to Frankfort to relieve H. E. Lee, on the Ann Arbor No. 3, who is leaving for a twenty day vacation.

It is with deep regret that we announce the death, by accident, of C. B. McAdams, who was assigned to the Harvey H. Brown.

Chicago District

J. A. Goorisich, formerly of the Alabama, is acting as relief operator on the car ferries of the Pere Marquette railroad. E. A. Klein has been assigned to the Alabama.

Carl Menzer has been assigned to the Christopher Columbus, vice Chas. Zeller.

Mark Taynton, who has been on the Florida, is now doing duty on the Ann Arbor car ferries. Dwight Meyers is now on the Florida.

J. R. Pell, Jr., has been assigned to the Indiana, relieving J. F. Scholtes.

L. Yuhl, a new recruit, has been assigned to the Harvester, vice W. C. Evans, who has entered military service.

PACIFIC DIVISION

C. O. Gordon, our division cashier, answered the call to the colors with a happy smile. To each of his many friends he promised either an iron cross, boche scalp, or some other dainty souvenir. We all wish him the best of luck.

Miss H. M. King, who entered our service four years ago as secretary to the division superintendent, has assumed the duties formerly performed by Mr. Gordon.

Miss M. Weber has re-entered our service and is now holding the position vacated by Miss King.

Mr. E. S. Howard, formerly of our Bolinas Highpower Station, and now in the U. S. N. R. Force, somewhere in the East, was recently married to Miss Lynwood Hall, of California. The bride is a sister-in-law of Mr. Graff, who was also in our Highpower service prior to the war. The staff extends its heartiest congratulations.

F. E. Peterson and F. T. Cookson are acting senior and junior, respectively, aboard the training ship Iris.

L. V. R. Carmine was transferred as operator-in-charge to the Manoa.

R. S. Kimberk and Otto Wihl are holding down the Rose City.

E. I. Pynchon relieved E. F. Smith as operator-in-charge of the Santa Cruz.

Geo. E. Knudsen was recently relieved on the Ardmore and is awaiting a new assignment. Knudsen's last trip covered a period of some eight months.

J. U. Meyer assumed charge of the Johanna Smith, temporarily relieving G. A. Williamson.

E. W. Thureson joined the President as junior operator and freight clerk.

J. A. Gilliland on his return from Australia, was assigned to the Nuuanu.

L. S. Grabow, formerly in the U. S. N. R. F., has rejoined our service as operator-in-charge of the Santa Alicia.

Lee Nickels, also recently discharged from the Reserves, is now on the Wapama as operator-in-charge.

From all indications, Mr. A. A. Isbell, our new division superintendent, is immensely enjoying his return to California.

MARCONI SERVICE NEWS

MARCONI RADIO TELEGRAPHERS ASSOCIATION

OFFICIAL BULLETIN

At the beginning of the war, in response to Uncle Sam's call for men for all branches of the service, many commercial men of the Radio service, especially those employed by the Marconi Company, volunteered and enlisted in either the Navy or the Naval Reserve. Many who had endeavored to enlist were rejected on account of physical disqualifications, but continued to act in the same capacity on board merchant ships, considering that they were doing their bit by braving the dangers of submarines in the War Zone. A number gave their lives in this way, while others who were on torpedoed ships, acted heroically in the time of emergency.

A few months later, after the outbreak of hostilities, the Government saw fit to replace Commercial men on ships carrying an armed guard with Naval or Naval Reserve men, leaving only the coastwise vessels manned by commercial operators. Rumors lately arose that on all vessels the radio would be manned by the Navy Department. This would cause a number of men, who cannot qualify physically for Naval or Army service (but who are perfectly capable of discharging the duties of Radio Telegrapher on shipboard) to be thrown into some vocation with which they are entirely unfamiliar.

At a recent conference held in the office of Assistant Secretary of the Navy Roosevelt, the Marconi Radio Telegraphers Association, represented by its president, Mr. B. Beckerman, laid the subject before Mr. Howe, Secretary to Mr. Roosevelt. The result of this conference was received a few days ago in the form of a letter from the Secretary of the Navy, Josephus Daniels, the contents of which are very encouraging. It stated that there will, in the future, be vessels enough in the coastwise and South American trades to employ the services of all Marconi operators who do not care to enter the Navy.

Many operators who are not physically fit, and others who for obvious reasons have not entered into active service, are much elated over this good news, and are pleased to know that they will still be able to do their bit.

J. A. MOORE,
Secretary-Treasurer.

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