

MARCONI SERVICE NEWS

DECEMBER, 1918



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BY AND FOR MARCONI EMPLOYEES



GEORGE E. HENDERSON presented by Google

Marconi Wireless Telegraph Company of America

WOOLWORTH BUILDING
233 BROADWAY, NEW YORK CITY

EDWARD J. HALLY
VICE PRESIDENT AND GENERAL MANAGER

November 13th, 1918.

To all Employees:

The disturbing conditions brought about by the world-war will more or less disappear with the signing of the armistice and the discontinuance of hostilities, and I want to take this occasion to express to every member of our staff my grateful thanks for the spirit in which these conditions have been met and to extend a word of reassurance as to the future.

The return to normal business conditions must, of necessity, be gradual, and the period of reconstruction must be met with the same spirit of fortitude and co-operation that guided your actions during the trying years just ended. With this spirit, there is no reason to feel that the Marconi Company shall not take its deserved place as a very vital factor in the program of restoration and progress in which the whole world is now so entirely engrossed.

We must not lose sight of the fact that each individual has a unique responsibility in bringing about the ideal conditions for which so large a part of the world has fought so bravely and for which some of our own Marconi people have made the supreme sacrifice and others endured physical suffering, privation and inconvenience.

The particular work in which each of us is engaged presents its own problems, and their solution is dependent on the manner in which we meet them. If it be the spirit of determination, loyal devotion and untiring energy, results are bound to be satisfactory.

We have all been "Pro-Ally" in war, let us now adopt as a peace slogan "Pro-Marconi" and protect it with our full strength and enthusiasm.

With best wishes to each one of you individually, and with the hope that we may continue to labor together for the "Marconi Ideal" for many years to come, believe me,

Very sincerely,



Vice-President and General Manager.

OUR HONOR ROLL

MARCONI

Albee, Norman E.	Delaware	Bucknam, John R.	New York
Alber, Robert C.	Iowa	Burgess, Geo. H.	New York
Aldridge, George P.	Ohio	Burnap, Harold J.	Wisconsin
Allen, John W.	Massachusetts	Burns, Walter I.	California
Allen, Preston D.	California	Butterfield, G. W.	Massachusetts
Alvested, Clarence M.	Minnesota		
Anderson, William G.	Hawaii	Campbell, Alex. A.	Pennsylvania
Applegate, David V.	New York	Campbell, Howard E.	California
Armstrong, Roy E.	Texas	Carlisle, Robert S.	Hawaii
Arnold, D. J.	New Jersey	Carter, Robert S.	Maryland
Arthur, Tony W.	New York	Cassell, Paul E.	Ohio
Asadorian, Levon B.	Louisiana	Catalano, F.	New Jersey
Autenanger, Wm. F.	New York	Chambers, Thos. A.	California
		Chapple, James M.	California
Bacher, H.	New Jersey	Cisin, Clarence	New York
Bailey, Cecil	California	Cisin, Harry G.	New York
Baldwin, Edward F.	Illinois	Cissenfield, Samuel	Maryland
Baldwin, Edgar V.	California	Clark, Ellet S.	Washington
Balyeat, Roy H.	Ohio	Clark, Joel E.	Michigan
Barbalette, Aaron	New York	Clark, Paul M.	New York
Barsby, Wm. II.	New York	Coffin, Richard II.	Alahaina
Baicheider, Isaac II.	Pennsylvania	Cohen, Hyman E.	New York
Bauehou, Leon J.	California	Cohen, Louis	New York
Baxter, George E.	California	Commerford, George McK.	Ohio
Beach, Chester L.	New Jersey	Conway, Horace B.	New York
Beane, Edwin A.	Massachusetts	Covey, Gerald	Indiana
Beckerman, Michael R.	New York	Cowden, John	Massachusetts
Reechel, George H.	New York	Cowden, Reuel E.	California
Bell, J. I.	Ohio	Crosby, Carlton R.	Massachusetts
Bellis, George A.	New Jersey	Culbertson, Samuel K.	Kentucky
Belding, Orrin C.	California	Cwirku, B.	New Jersey
Bence, Clarence E.	Alaska		
Benn, Julius A.	California	Darcy, Walter C.	New York
Beraldo, Dewey	California	Davidson, Vernon O.	California
Berg, A. C.	New York	Davis, Harold W.	New Hampshire
Bernswiller, Arthur H.	Penna.	Davis, Jacob	New York
Bevitt, Edwin R.	California	Deal, Harmon R.	Missouri
Biesemeyer, Walter H.	Michigan	DeChamplain, Paul R.	Oregon
Billadeau, Roy A.	Washington	Deighan, Edward I.	Ohio
Birren, E. L.	Michigan	Dent, Laramie C.	Illinois
*Blackstone, Herbert W.	N. H'shire	DeRose, T.	New Jersey
Blasier, Herbert E., Jr.	Iowa	Derry, George P.	Pennsylvania
Borch, Alexander A.	New York	Diamond, Raymond	California
Borgen, Henry	Michigan	Dinga, William E.	New York
Borton, F.	New Jersey	Dohms, John S.	Louisiana
Roseker, Ferd. J.	Michigan	Dodge, Howard	Indiana
Rossen, John A.	New York	Doty, Arthur H.	California
Rowen, Thos.	New York	Douglas, Malcolm S.	New York
Rower, Clarence E.	Florida	Doyle, A. C.	New York
Bowers, Albert F.	Maryland	Dudley, Richard B.	N. Hampshire
Boyle, James M.	California	Dunn, J., Jr.	New Jersey
Brandt, Erwin	Wisconsin	DuTrell, Louis J.	Louisiana
Brady, Albert E.	Wisconsin		
Brennan, Morgan J.	New York	Earl, H. E.	New Jersey
Brisson, E. L.	Michigan	Eastman, Thomas C.	Wisconsin
Brower, Robert II.	California	Edwards, Alfred C.	New York
Brown, Lester T.	New Jersey	Ehrich, Wm. J.	New Jersey
Brown, Everett A.	Massachusetts	Eklund, Walter E.	Hawaii

*Deceased

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Elias, Louis W.	Ohio	Haynes, Robert W.	Texas
Elliott, Seymour.	Massachusetts	Hecht, Royal H.	Illinois
Ellis, Melvin J.	Minnesota	Heck, J.	New Jersey
Enders, Charles F.	New York	Heilig, David J.	Pennsylvania
Ermatinger, Alex. E. J.	Wisconsin	Heinen, Clinton D.	Ohio
Evans, Walter Chew.	Illinois	Helgeson, Harry G.	Michigan
Evans, Albert E.	California	Helgeson, Harry G.	Michigan
Faithful, Hayward H.	Maryland	Henne, F.	New Jersey
Farris, Emil.	Ohio	Higgins, Wesley	New Jersey
Faries, Walter.	Pennsylvania	Higgs, H. Y.	New York
Fenton, Leonard.	New York	Hoard, Bonner F.	California
Feris, Willard J.	Pennsylvania	Holden, Harry H.	Massachusetts
Fass, Sydney J.	California	Hopko, Stephen.	New York
Filson, Norman W.	Massachusetts	Hopkins, Sydney K.	New York
Fink, R.	New Jersey	Howelsrud, Frank H.	Minnesota
Finnell, Philip.	California	Howard, Edward S.	California
Fitzpatrick, Charles E.	Washington	Hudson, Joel E.	Massachusetts
Fritz, Paul.	Pennsylvania	Huff, Henry O.	New York
Foley, J. Beasley.	Texas	Hutchinson, Arthur	Ohio
Forbes, Allen C.	California	Hybarger, Jack A.	Louisiana
Fowler, T. R.	New Jersey	Hyer, Charles Edwin.	New York
Fox, Irving A.	California	Illingsworth, Fred H.	Pennsylvania
Friend, William H.	California	Ingalls, Herbert E.	Massachusetts
Gallo, Louis J.	Louisiana	Jackson, J. B.	Pennsylvania
Gardner, Roy A.	Michigan	Jackson, Arthur E.	Ohio
Gerson, George I.	New York	Jagers, Homer D.	California
Giambruno, Waldon P.	California	Johnson, Dwight V.	Illinois
Gibson, C. C.	New Jersey	Johnstone, Richard.	California
Goldsmith, Philip H.	New York	Jones, James E.	England
Gordon, Charles O.	California	Jorgensen, Edward T.	California
Gogel, Adelbert.	Ohio	Joynes, John T.	Michigan
Gompf, Wallace R.	Hawaii	Julien, Ira F.	Oregon
Gore, H. L.	Illinois	Kachni, Fred J.	Ohio
Gorrie, Robert.	Michigan	Karlovsky, E.	New Jersey
Gould, H. W.	Ohio	Karp, H.	New Jersey
Graff, Walter H.	California	Kasner, Henry P.	New York
Gibbs, D. W.	Ohio	Kay, Samuel R.	New York
Gittleson, Mitchell.	New York	Keefe, Geo. M.	Michigan
Greenwell, Arthur M.	Oregon	Kell, David A.	New York
Grinnell, Milton W.	Massachusetts	Keller, C.	New Jersey
Grostick, George E.	Ohio	Keller, Kenneth W.	Pennsylvania
Hackenberg, Nafanile.	Hawaii	Kendall, Lewis F., Jr.	New Jersey
Hackenberg, Stanislaw.	Hawaii	Kent, William P.	Pennsylvania
Haffen, Harry.	New Jersey	Kierstead, Alvin E.	New York
Hallett, Gena C.	Washington	Killam, Phineas S.	Massachusetts
Hallett, Eugene D.	New Jersey	Kirtley, George S.	Missouri
Hamilton, Ben B.	Indiana	Kneale, Charles K.	Ohio
Hankins, Marvin J.	California	Knieriemien, Joseph.	New Jersey
Harrigan, John J.	Maryland	Kraemer, Jacob A.	New York
Harte, J. W.	Pennsylvania	Kraft, Edwin A.	Washington
Harvey, Benj. J.	New York	Krauter, Charles F.	New York
Hartley, Edwin M.	Pennsylvania	Kreutel, B. G.	Kansas
Harvey, Guy H.	California	Landick, Robert E.	Massachusetts
Hassen, Harry.	New Jersey	Lazarus, Benj. N.	Canada
Haverkamp, Herman O.	Louisiana	Leason, Roger W.	Massachusetts

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Lee, T. J.	New Jersey	Mousley, Franklin	Pennsylvania
Leggett, G. H.	New Jersey	Nuir, Alfred B.	New Jersey
Leonard, Samuel E.	Ohio	Muldoon, James J.	Massachusetts
Levin, Claude C.	New York	Munroe, Henry T.	Massachusetts
Lewis, J. B.	New Jersey	*Murray, Eugene M.	Pennsylvania
Liggett, Howard J., Jr.	Illinois	Murray, W.	New Jersey
Lindh, Charles A.	California	Myers, William.	Hawaii
Lissner, J. A.	California		
Livesay, James R.	California	Nargel, Chas. F.	New York
Lloyd, Raymond,	New Jersey	Neel, William J.	Ohio
Logue, Wylie G.	Texas	Neely, Winslow W.	Ohio
Lohry, Ross B.	California	Neely, James T.	Pennsylvania
Lovejoy, Loren A.	Washington	Nelson, Edgar C.	California
Ludgate, Wallace G., Jr.	Wash.	Nelson, Ernest L.	Michigan
Lumea, Frank,	New York	Nelson, Francis A.	Virginia
Lynch, Arthur	New York	Neumann, Walter E.	Maryland
Lynch, Joseph L.	New York	Nichols, Clinton T.	California
		Nickerson, H. E.	Massachusetts
		Noyes, W. A., Jr.	Illinois
McCarthy, Chas. L.	California		
McCauley, Thos. E.	Maryland	O'Day, Howard H.	Maryland
McDonald, Byron C.	California	Ogles, Lucian G.	Missouri
McDonald, Frank W.	Michigan	Olney, Clark,	Ohio
McDonald, John E.	Illinois	Oliver, Donald B.	Wisconsin
MacGowan, Hubert,	Washington	Oliver, Walter.	New York
MacGowan, John N.	Washington	O'Neill, Wm. E.	New York
McKee, Loyal W.	Maryland	Orloff, Carl,	New York
McLean, Blaine,	Michigan		
Main, Alfred J.	Ohio	Pasquale, Anthony,	Maine
Manahan, Walter J.	Alaska	Passano, Lucian W.	Maryland
Manner, A. J.	New Jersey	Patchin, Ivan,	Ohio
Manner, A. R.	New Jersey	Payne, Frank W.	California
Manning, P. H.	New York	Pendleton, Harold A.	New York
Maresca, James V.	New Jersey	Peters, F.	New Jersey
Marr, Alvin E.	Washington	Peterson, Arthur W.	California
Marthaler, Nicholas J.	California	Peterson, Kenneth,	California
Mason, Francis H.	Ohio	Philbrick, J. S.	California
Massoneau, Reginald C.	New York	Phillips, W.	New Jersey
Matheson, William D.	California	Platiast, Ross J.	New York
Mathews, George P.	Pennsylvania	Podell, Peter,	New York
Mathews, Ralph H.	Illinois	Pohl, Julius A.	Louisiana
Mattingly, Aloysius V.	California	Powell, Joseph W.	New York
Mears, Mason H.	South Dakota	Portman, Joseph T.	Pennsylvania
Mehrfol, Alexander,	Illinois	Powell, Rayden S.	Alaska
Meldrum, Herbert J.	Massachusetts	Preece, Richard J.	Florida
Merrow, Elmer R.	Maine	Price, Walter E.	Washington
Meyer, Charles H.	New York	Putnam, T. W.	Ohio
Michael, Louis J.	New York	Pyle, Howard S.	Oregon
Michaellovitz, David,	New York		
Michl, Eugene X.	Illinois	Quinby, E. J.	New Jersey
Miller, Robert F.	New York		
Miller, Walter S.	New York	Rawley, Palmer B.	Pennsylvania
Miller, W. R.	New Jersey	Raymond, Frank M.	Hawaii
Minners, Arthur J.	New York	Reb, Frank F.	California
Mock, Orin S.	California	Redfern, Forrest F.	Iowa
Moe, William,	Minnesota	Redfern, Otto R.	Iowa
Moore, Wm. V.	New York	Rengo, M. D.	New Jersey
Morgan, Clarence D.	New York	Reynolds, Gordon P.	Louisiana
Morgan, Samuel,	New Jersey		

*Deceased

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OUR HONOR ROLL

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Ringgold, Paul C.	Maryland	Tierney, Matthew C.	Massachusetts
Ritter, David,	New York	Townsend, George R.	New York
Ritter, Harry S.	Indiana	Townsend, Percival J.	California
Roberts, H. P.	Ohio	Trojano, Joseph.	New York
Robinson, H. J.	New Jersey	Trostle, Clayton,	California
Roche, Walter J.	New York	Turner, Zephyr.	Illinois
Kodd, Herbert C.	Ohio	Tylar, Walter.	Virginia
Rosenquist, Frank W.	New York	Tyrell, Alanson B.	Massachusetts
Ross, Burr J.	Ohio	Uhalt, William J.	Louisiana
Rowe, Glenn S.	Louisiana	Umbarger, H. M.	Ohio
Roy, Frank M.	Oregon	Unger, Charles F.	New York
Ryder, H.	New Jersey	Valentine, Ray W.	Pennsylvania
Sanders, Edgar C.	Louisiana	Van Auker, Hnrace M.	California
Schaible, W.	New Jersey	Vandenburg, Chas. M.	California
Schmitt, Lawrence R.	Ohio	Van Hove, H.	New Jersey
Schnarr, Charles W.	New Jersey	Venemon, Peter,	New Jersey
Schnarr, W.	New Jersey	Vermilya, Irving.	Massachusetts
Schuller, George C.	New Jersey	Villareal, Dewey R.	Florida
Schweider, Arthur E.	New York	Vogtman, J.	New Jersey
Scribner, Roy W.	New York	Voss, John J.	California
Seidel, Alexander.	California	Walden, Myron.	California
Shaw, F. W.	California	Waltac, Irving H.	Michigan
Shecklin, George F.	California	Walter, Howard N.	New Jersey
Sidnell, Robert G.	Ohio	Walters, Leslie,	Massachusetts
Simson, Alva G.	Washington	Ward, Donald G.	Maine
Sloane, Bernard P.	Massachusetts	Ward, William W.	New Jersey
Smalley, Arthur C.	New Jersey	Watson, Noble B.	Indiana
Smalley, Russell C.	New Jersey	Weaver, Charles J.	New York
Smith, Alan P.	Maryland	Weber, John E.	New York
Smith, Edward J.	New York	Weber, R.	New Jersey
Smith, Francis R.	Pennsylvania	Weller, Alvin O.	Ohio
Sokutis, John.	Ohio	Werlein, F.	Illinois
Spencer, Alvin C.	Ohio	*Werner, Edward A.	California
Spenser, Edward R.	California	*Wesighan, A.	New Jersey
Spratley, George M.	Oklahoma	West, Howard E.	Massachusetts
Springer, Ben C.	Iowa	Wexler, Bernard,	Pennsylvania
Stelluti, Frank.	New York	White, Percy F.	California
Stengle, William.	Pennsylvania	White, Laurance S.	New York
Sterling, George E.	Maine	Whitehouse, F.	New Jersey
Stevens, Thomas M.	Maryland	Wiese, Fred T.	California
Stewart, Lewis B.	New York	Wilhelm, Frederick.	Washington
Stone, J.	New Jersey	Wilkins, George C.	Ohio
Strenfert, Carl.	Ohio	Wilkinson, Frank O.	Wisconsin
Svendsen, Michael A.	New York	Williams, Harold A.	New York
Swanson, Carl S.	Illinois	Williams, Hugh E.	California
Swanson, Howard.	Ohio	Wilson, Walter B.	Washington
Talbot, Norman D.	California	Wolfe, Albert E.	California
Taufenback, Leslie E.	California	Wolfe, Harry R.	New York
Taylor, Albert.	California	Wombacker, Joseph A.	New York
Taylor, David M.	California	Wood, Walter E.	New York
Tersdale, Robert.	California	Woodford, Richard J.	California
Telleison, Elmer M.	Wisconsin	Worrall, Joseph A.	New York
Temple, Otto C.	New York	Wright, Roscal C.	Indiana
Thevenet, Clarence S.	New Jersey	Young, Robert I.	Florida
Thompson, H.	New Jersey	Young, Stanley W.	New York
Thompson, Maurice.	California	Zeller, C. H.	Ohio
Thompson, Wesley C.	Connecticut	Zephyr, Turner	Illinois
Ticknor, Reginald,	Washington	*Zihala, Joseph.	Connecticut

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FRONTISPIECE

This month we add to our family portrait gallery George E. Henderson, superintendent of the Gulf Division. A native of Maine, he was reared in Lynn, Mass., and there first became interested in electricity through repairing the neighbors' doorbells. Having been given a Morse sounder, he fashioned a key out of a strip of brass, surmounted on one end by a button off his overcoat, sewed on with thread. His ambition was to become a locomotive engineer, but a serious accident to one eye, at the age of 7, made this impossible, and he turned his attention to telegraphy, entering a school in Boston for instruction in the art. While there Dr. De Forrest installed a small coil set in the school. This consisted of a small oak box with a set-in cover containing the coil and vibrator, with the electrodes and key on top. Signals were received at a distance of 150 feet, which was considered remarkable.

The first 20 k.w. wireless station put into operation for commercial traffic was at Ninth and M streets, South Boston, and to this station he was assigned as junior operator. His most vivid recollection of this station is of short-circuiting the two leads of 1,200 volts from the L Street power station with a piece of bare antenna wire while erecting a loop antenna. He struck the ground with a dull thud and got up with two deep grooves burned across his palms, where he had wrapped the wire in order to get a firm hold.

Mr. Henderson's first assignment to sea was to the Captain A. F. Lucas, equipped by the Atlantic De Forrest Company. He stuck to the sea until he had sailed on a ship of every line running out of New York excepting three—the Quebec, the Maine and the Mallory. He next took up shore duty with the United Wireless at 42 Broadway, New York, but soon returned to the sea and was the first American operator to cross to Europe on a Royal Mail ship. In 1910 he was sent to the Nassau Hotel station, Long Beach, L. I., and while there was married. Soon after he joined the Nesco, serving them at Brant Rock, New York Herald and Boston. He transferred to the Tropical Radio Company for four years and finally in February, 1917, joined the Marconi Company in his present assignment, where he is making friends right and left. His eight-year-old kid already gives evidence of aspiring to succeed his dad as superintendent.

MARCONI ON PEACE

The Associated Press quotes Senatore Marconi as follows:

"Italy, now that Austria-Hungary is out of the war, is ready to extend to the peoples of that country the hand of friendship. The splendid offensive of the Italian Army had brought about the collapse of Austria, and Germany will soon surrender, and the Italian army and navy in the campaign against the enemy has performed deeds of which their countrymen might well be proud.

"Austria's final collapse was caused by the splendid offensive of our

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army. It has brought definite victory within our reach. We may still look for some little trouble in bringing Germany to her senses, but with Austria definitely out of the war and with Italy's veteran legions free to throw themselves against Germany, either on the French front or by wounding her side through Bavaria, we ought not to be long in convincing the Teutons of the futility of further resistance.

"At last the world again is to know the blessing of peace. Safeguarded by President Wilson's immortal principles, we will be able to settle down and recover from the effects of this war without the constant threat of another conflagration hanging over our heads. At last the sway of military and brute force is at an end. An era of peace and good-will among men has begun.

"At last the hour of expiation for Austria has struck for all her past crimes and oppressions. It really seems a sort of poetic justice that her death blow should be delivered by Italy, a nation which, perhaps, suffered most at her hands in the past. One might feel sorry for her plight were there not abundant evidence in the villages and cities of Friuli, just reconquered, that Austria in no wise has changed her ways.

"It is plain that the Austria of 1918 is the same Austria of the '40s. When we see that the population of the provinces lost after the Caporetto disaster have been starved and robbed, their women mistreated and property wantonly destroyed for pure love of destruction, when we hear that old men have been treated so shamefully that all they ask is a bite of bread and a rifle with which to avenge the insults suffered at the hands of the invaders, when we see and hear all this, can we feel pity for such a foe? One might as well feel pity for the criminal who is about to suffer capital punishment for a foul murder.

"But, in spite of all this, we will not treat the Austrian population in a spirit of vengeance, for we do not consider them wholly responsible for the actions to which they had been instigated by their rulers. If the various peoples of Austria are ready to form their own governments according to the principles formulated by President Wilson and to govern democratically, we, on our side, are ready to hold out our hand to them in friendship and to live with them as good and peaceful neighbors."

THE WIRELESS AS A TRADE WEAPON

"In the reconstruction period following the war the nations possessing the best systems of rapid electrical communication with distant possessions or distant markets will have a very great advantage in their commerce and national development," declares a writer in *The Americas*. The article continues:

"On the other hand, to boycott a nation by curtailing its electrical communications would mean placing an almost insurmountable obstacle in the way of its foreign trade. For instance, present day foreign exchange is dependent very largely on the use of the cable. It is through cable

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quotations that the prices of commodities on the world's markets are settled. Whereas a dispatch sent by regular mail from the United States or Europe to South America requires normally the best part of twenty days, a cable or wireless message requires but twenty minutes for delivery.

"If the reconstruction after the war is along clearly cut national or imperial lines, the possession of strategic stations for cables or wireless apparatus will rank in importance with the possession of coaling stations. As in the case of coaling stations, the foremost nation today in the ownership of these islands and ports serving as cable or wireless relay points is England. English capital also controls the majority of the great international trunk lines of cable, having built up a world-wide system during the sixty or more years since the first international submarine cable was laid. On the other hand, wireless telegraphy is of such recent development that world systems have not yet been completed. England, however, just before the war, had actually under way a plan for an imperial wireless scheme to link up the different parts of the British Empire. Germany early recognized the importance of a cable system independent of British control to unite the scattered German colonies with the mother country, and after twenty years of effort had at the beginning of the war almost succeeded in creating such a system. By the conquest of the German colonies England has now undone this work. France was also striving during the years before the war to connect her colonies with herself by means of French cables, but several gaps still remain in the French system. The United States ranked second only to England in the possession of international cables."

RADIO IN AIRPLANES

What could be more natural than that the airman who forces the hidden power of the atmospheric air to maintain his craft aloft, should employ that same ether to carry his message to earth. There are other methods of communication, of course, but wireless telegraphy is predominant.

The wireless branch is a very highly specialized department. Its work is of first-class importance. On land its chief but not its sole function is concerned with spotting for the artillery. British airplanes fly for hours at a stretch over the German lines; circling comparatively slowly over a given area. They register for the guns below until the work of destruction has been completed.

Far below, in the advanced positions of the field batteries, are the wireless telegraphy mechanics receiving corrections by wireless from the airplanes. Their work involves considerable exposure to shell fire.

At sea wireless is extensively used in connection with submarine chasing. Seaplanes, flying boats and airships carry out long patrols in co-operation with destroyers. Immediately the aircraft sight a U-boat the destroyers are informed by wireless of its exact location. This method is highly successful, for a submerged submarine which is invisible from sea level can be seen clearly from the air in good weather. It is a significant fact that every German submarine is fitted with an anti-aircraft gun.

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Every pilot in the British air service must pass certain tests in wireless telegraphy before he is allowed to graduate; and in consequence at practically every home training station the air is made musical by the sound of many practice "buzzers."

Enormous strides have been made during the war in the use of wireless telegraphy in aircraft. One of the chief difficulties was to overcome the noise of the engine. But skill and ingenuity conquered this difficulty almost completely. It is not permissible to state just how it was accomplished. Of these matters Germany has not yet discovered the secret of various methods successfully used by the British.

The effective range for wireless transmitted from the air has been largely increased. Not so very long ago the limit was a few miles, but this has now been greatly exceeded by means of the more powerful current provided by electric generators; these generators are run off the airplane engine in the larger machines, and take the place of the comparatively weak accumulators hitherto employed.

The aerial on an aircraft consists of a length of copper wire, with a lead weight on the end, rolled on a drum. This can be wound or unwound at will by the observer; but care must be taken in unwinding, for if the winch is left to run free the lead weight will snap the wire and render the whole outfit unserviceable in a second. Most people have seen an aerial on board ship; it is the wire stretched horizontally between the masts.

Another form of communication between aircraft and the earth consists of a message bag. This is a long, thin, brightly colored streamer, with a little weighted pocket at one extremity. The aviator also frequently "talks" by means of a daylight signalling lamp. This is a device for flashing the Morse code, somewhat on the principle of a searchlight, and is chiefly used in flying at low heights when co-operating with the infantry during an attack. But these and the other methods used have rather narrow limitations compared with wireless telegraphy.

HOW THE HUNS GOT THE MISSOURIAN

By Harry W. Whittleton

The *Missourian* was a cargo and cattle-carrying ship of about ten thousand tons cargo and eighteen hundred horses. She was an oil burner and one of the finest owned by the American-Hawaiian Steamship Company of New York. We usually carried a crew of 140 men, including 80 hostlers. She started running to Europe three months after the beginning of the war, when there was not so great a danger of meeting submarines as at the present time, but all precautions were taken from the start to safeguard the crew and the ship. We made several trips between St. Nazaire on the west coast of France and the east coast of the United States and Canada, without any important events occurring until the last trip to France, when we spent several wakeful hours going into St. Nazaire,

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as a submarine had been reported off the mouth of the River Loire, which is the entrance to the port of St. Nazaire. All lights were immediately extinguished and everything made ready to abandon the ship at a moment's notice should it become necessary. All hands were nervous, as this was our first experience of this kind, but in the later trips we gradually grew accustomed to close calls. We arrived in port safely and learned that a ship had been sunk only fifteen miles from the entrance of the Loire the same day we arrived. At that time we thought the submarines were doing all the damage they would ever be able to do, but we later discovered our mistake.

On our first voyage to Genoa we had another close call when the Italian liner Ancona was sunk by a submarine with a large loss of life. When we first picked up the Ancona's distress we were only fifty miles from her. The Ancona reported she was being chased by a submarine and was under gunfire. About fifteen minutes later she told us she had been torpedoed and was sinking. Several stations answered her appeals for help, and I think the Missourian was the nearest ship to the Ancona, but we were helpless, as we also would have been sunk if we had tried to approach her, so we proceeded on our course and arrived in Genoa safely. During the voyage from Gibraltar to Genoa no less than six distress calls were picked up, but it was out of the question for us to help any of the attacked ships. Nevertheless we had a guilty feeling that we should have done something.

After our return to New York from Genoa we made several trips to St. Nazaire and to Brest without running into any special danger, but the number of ships which were being attacked constantly increased and in one voyage we received as many as ten distress calls. I remember one instance when a British ship had been torpedoed and was sinking, the operator stuck to the key and after sending his position several times constantly repeated (till his power failed) the appeal, "For God's sake help us." Again we had that guilty feeling, as we were only a few miles distance from the sinking ship.

On our nineteenth and what proved to be our last voyage to Europe, we left New York bound for Genoa, with a general cargo, but no horses or horsemen, which we were later very thankful for. It was the first voyage of the Missourian since the beginning of the war that she had not had both.

The night we arrived at Gibraltar we picked up distress calls from the British hospital ship Asturian, which had been torpedoed and was sinking in the English Channel. That was the only distress call we picked up before arriving at Genoa, but we had over twenty warnings of submarines from French and Italian stations as we passed up the Mediterranean. This trip we had taken extraordinary precautions, as we knew that relations between the United States and Germany were severely strained and that if we were captured by a submarine we could expect no better treatment than an Allied ship; and, as it finally turned out, our treatment was far worse than some Allied ships had received. One report of a submarine was in a position that we would be in if we continued on the same course we were then on, in twelve hours, so the course was changed and we arrived safely in Genoa.

After our cargo was discharged we sailed for Boston, without cargo

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The boats were swung out and everything made ready for a hurried leave. Two hours later we received a report from an Italian radio station that a submarine was reported two miles off Oneglia, which was about sixty miles west of Genoa and in our track if we pursued the same course we were then steering. The warning was reported to the captain, who had decided to follow the coast as closely as possible, considering that the safer way, but when the submarine was reported directly in his track he decided to give that spot as wide a berth as possible, so changed his course to the south so to pass Point Oneglia at a distance of about thirty miles instead of two miles as he had previously intended. We continued on our way for only three hours when we were attacked. The first warning we had that we were the object of an attack was when the second officer saw a torpedo approaching the starboard side of the ship. He swung the ship so that the torpedo passed just astern, but if it had been seen a moment later or not seen at all it would have crashed into the side of the ship and probably killed every man in the engine room and those sleeping below. The captain was sent for and came on deck immediately, and he and the second officer swept the sea with their glasses, but could see no signs of a submarine. The ship had been stopped, but was again started and the captain went below to work out the ship's position for the wireless operator, so if the ship should be attacked again no time would be lost in sending out a distress call. The captain had been below less than a minute when the second officer saw the submarine off the starboard quarter and at the same instant the submarine fired the first shot which struck the bow of the ship. The ship was immediately stopped, but the submarine opened gunfire on the starboard side midships. The captain sounded the signals to abandon ship and the submarine could see this very well, but instead of stopping the gunfire they increased it. After the fourth or fifth shot had hit the ship and the submarine kept off at a distance of about one mile, Captain Lyons ordered the distress signal sent, which was done at once and the position sent out several times. Two Italian torpedo boats replied and said they would send immediate assistance. We were only fifty-five miles south-southwest of Genoa. The submarine increased the rapidity of the gunfire as soon as the appeal for help was sent and put a shot through the captain's cabin, which they probably mistook for the wireless room, which by good luck was directly below the captain's room, but which on most ships is on the boat deck. The captain came below to the wireless room to order the operator to leave. When the captain came on deck the last time, one of our boats was already away from the ship and another was just pushing away, and, as the first boat to be launched had been swamped, it left only one boat in which to escape, and that one had momentarily broken adrift but was close to the side of the ship, so the captain got a line and threw it down and by good chance it landed in the boat. All this time shells had been crashing into the side of the ship with great rapidity and the submarine was about three-quarters of a mile off, and apparently coming closer all the time. Most of the shots struck in the engine room and great clouds of steam were coming up through the skylight. Several shots also hit on deck and they were apparently trying to hit the lifeboats as they were

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being launched. One shell went through the stack and another tore a great hole in the chief engineer's room. There could be no doubt that the submarine commander was doing his utmost to keep the crew from getting into the boats and to terrorize them as much as possible. While on deck I had a good view of the submarine, which was easily three hundred feet long and was painted a war gray. I also noticed two guns on deck, one forward and the other aft. The wireless antenna could be plainly seen, hoisted perhaps fifteen feet above the top of the conning tower, and was not dismantled when the submarine finally submerged. After sliding down the falls into the boat, which after considerable trouble had been pulled back under the falls, the painter was let go and we pulled away from the ship. We had been under constant gunfire for about twenty minutes and only one man had been hit by a shell, and he was not seriously wounded, but it was a miraculous escape for all of us. We moved off about half a mile from the ship and hove to, waiting to see what the submarine would do. The submarine, with decks awash, moved around under the stern of the ship and opened fire on the starboard side midships, and must have fired ten shots, then moved around to the port side and again opened fire. The gunfire had apparently no effect on the ship, so the submarine maneuvered for a few moments and then fired a torpedo at the starboard side aft. As yet no help had been seen, so we got our motor launch going and moved away from the ship, which nothing could now save. The *Missourian* took a list to starboard, then straightened up and commenced going down by the stern and slowly disappeared from sight. When the ship took her final plunge the bow went high into the air and at one time the mainmast was parallel with the water. It was a wonderful sight, but not one that I care to witness again. The ship sunk forty-four minutes after the first torpedo

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was observed. About five minutes after the ship finally disappeared smoke was seen on the horizon and a few minutes later we could make out a patrol boat approaching, probably called by our distress signals. We had not seen the submarine for some time, but she came to the surface about half a mile ahead of the lifeboats and fired three shots at the patrol boat, which answered with one shot and then turned and ran in the same direction from which she had came. The submarine again submerged and that was the last we saw of her. We found out later that the patrol boat was the one which had answered our wireless, and was coming to our assistance, but her one small gun was no match for the two quick firers on the submarine, so she went back to her base and got another patrol boat and a fast submarine chaser, and, after four hours in the open boats, picked us up and took us into Porto Maurizio, an Italian naval base, where we were fed, had our clothes dried and were given the best accommodations the town afforded. Only a few of the officers and crew saved any of their personal effects. The next day, in the presence of about half the town, we left Porto Maurizio and returned to Genoa, where the American Consul General did everything in his power to make us comfortable. We stayed in Genoa eighteen days and then went overland to Bordeaux. During our trip from Genoa to Bordeaux we had no trouble with either French or Italian officials, although we were traveling on temporary passports which would be practically useless to ordinary travelers in war time; in fact, several times French and Italian officials helped us to make train connections and did everything possible to get us through in the best and quickest manner. We sailed from Bordeaux on a French liner and arrived safely in New York one month and eight days after the *Missourian* had been sunk. I hope never to have another experience with a Hun submarine and lose as fine a ship as the *Missourian*.

FOURTH LIBERTY LOAN

The total subscriptions of Marconi employees totaled \$77,100, divided as follows:

Head Office	\$11,850.00
Repair Department	1,500.00
The Works	56,850.00
Eastern Division	2,500.00
Southern Division	1,450.00
Gulf Division	1,450.00
Great Lakes Division	500.00
Wireless Press, Inc.	1,000.00

\$77,100.00

Pacific Division figures not available. The subscription of the Marconi Company was \$200,000.

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THE FRESHFIELD TRAGEDY

By Marc De Luca



The steamship *Freshfield*, with a speed of less than ten knots, left New York for the war zone in a ten-knot convoy. Being unable to keep the pace and being hampered with inferior coal, we abandoned the chase after two days, and sought shelter in a convenient harbor, to await the assembling of another—and slower—convoy. Three days after our second departure we received storm warnings predicting a cyclone off the Banks. It came upon us in mid-ocean, destroying two lifeboats out of four, making a mess of our horse stalls, and throwing the gun almost off its mounting. At the same time the steering gear collapsed and we had to lay to in the darkness for repairs. Our condition was so serious that we asked the Commodore ship to send us assistance. In the morning, having completed repairs, and the weather having cleared, we were able to go ahead full speed, and during the day overhauled the convoy.

A few days later when entering Holyhead in the darkness we collided with a large vessel, but fortunately neither ship was disabled, although we were detained three months at Cardiff for repairs.

With a load of coal we joined a large convoy for the Mediterranean. When off the Spanish coast one of our convoy, the *Queen*, was torpedoed and sunk before my eyes. Our naval escort rescued her crew from the water. Six days later we anchored in Spezia harbor, proceeding next day to Genoa, where we hung around two weeks waiting for dock space.

We next sailed for Syracuse, touching in at Leghorn, Naples, and Messina, sailing in company with two British trawlers on their way to Malta. As we were about to enter Syracuse harbor a torpedo hurtled past us, missing us only by inches. The coast batteries quickly opened fire with smoke shells, showing the position of the sub and enabling them to use depth bombs. That night the trawlers went out to get the sub. She came to the surface so near one of the trawlers that the guns could not be trained on her. One of the gunners, without waiting for orders, let her have two depth bombs, which nearly blew the trawler out of the water. The sub quickly sunk and a large quantity of oil soon came to the surface, the trawler securing a bucketful as evidence of the destruction of the sub.

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After a brief stay we sailed for Taranto, Italy, touching at Messina, being escorted by an Italian torpedo boat and a motor launch. Soon after leaving Messina I retired at two bells and ten minutes later Mr. Rabbits, the senior radio officer, roused me by shouting, "Get up; it's coming." As I landed on my feet the crash came. The torpedo struck us just forward of the poop deck, and the destruction was terrible. The ship was cut right in two, the poop deck sinking in two minutes. The crew ran about the ship like a lot of wild men, especially the Arab firemen. I called to Rabbits to get aboard the nearest life boat. He was making for the bridge, lifebelt in hand. I got into a lifeboat which was put overboard in good order, although we had difficulty in getting out of the suction owing to the number of men clinging to our sides. We rescued those in the water, including the captain, chief engineer and Mr. Rabbits. The motor launch then came to our assistance and towed us to Cotrone, which was only five miles away. We landed on the beach. The other lifeboat soon arrived and we learned that three of our crew had perished.

The town welcomed us heartily and quartered us in the best hotels. Next day one of the bodies washed ashore and the town provided a most impressive funeral, which the mayor and other officials attended. On the third day the Italian authorities transferred us to Taranto, where we caught a British military train for Cherbourg, France, arriving after eight weary days of travel. From Cherbourg we took ship to Southampton, thence by rail to Cardiff, where we rested a fortnight, settled with the steamship company, got new outfits and proceeded to New York, glad indeed to leave the woes of war behind. Mr. Rabbits at once joined a new ship, and I am waiting my call.

MARCONI'S MEDAL SUNK BY U-BOAT

The Franklin Medal, the highest token of recognition the Franklin Institute of Philadelphia bestows, that was awarded to Signor Guglielmo Marconi, Italy's great inventive genius, on May 15, has been lost at sea.

This information has been transmitted to Dr. George A. Hoadley, secretary of the Franklin Institute, by Count V. Macchi di Cellere, Italian ambassador at Washington.

The medal, with accompanying certificate, was presented in Philadelphia to the Italian ambassador, who received it on behalf of Signor Marconi.

The medal, which had been awarded the Italian inventor, was dispatched to him by Ambassador Cellere on a transatlantic liner. The ship was attacked by a German submarine in mid-ocean and sunk, the medal, together with the certificate, going down with it. The medal, a handsome gold affair, will be duplicated and the duplicate forwarded to Signor Marconi as soon as expediency permits.

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A WIRELESS VETERAN GONE

One of the pioneer wireless men of the world passed away, when on October 24, 1918, William Harkin Boyle died, at the age of 37, a victim of the epidemic of influenza.

Mr. Boyle was connected with the original Marconi staff in England during the time of the early experiments and served for several years in the English Company. He later came to America and joined the forces of the United Wireless Company as an operator, from which he was appointed to an official position in the maintenance department. After the absorption of the United Company by Marconi he started again as an operator and held uninterrupted assignments up to August 13, last, when he found it necessary to apply for a sick leave. There are many hundreds of wireless operators and ex-operators throughout the world who, upon learning of the death of "Billy" Boyle, he who always wore that pleasant smile, always in a good-natured mood and forever passing a word of good cheer, will feel a pang of real sorrow and agree that the Marconi ranks has lost a man it can ill afford.

He was one of the most reliable of men in the eyes of officials and a popular man among his fellow operators; no operator on the books of the

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Eastern Division has left, or ever will leave, a more creditable record of service than William H. Boyle.

A beautiful floral piece, appropriately inscribed as being a token of esteem from his Marconi associates, was donated by the operators in port at the time, and it occupied a prominent place at the funeral.

Mr. J. B. Duffy, Superintendent of the Eastern Division, accompanied by Operator J. C. Stuart, attended the services as representatives of the Marconi Company and the fellow-operators of their departed brother. J. R. Byers, an ex-Marconi operator and a cousin of Mr. Boyle, and who served with him as junior operator on a South American run, came from an Army Camp in Virginia, where he is stationed, to attend the services with the family.

Mr. Boyle is survived by his mother and one sister to whom the deepest sympathy goes out from those who also loved him well—his wireless associates.

MARCONI WORKS

THE LIBERTY LOAN

With true Marconi spirit, the factory at Aldene did honor to the organization in going "over the top" with a 100% subscription to the Fourth Liberty Loan. Quite contrary to all the first gloomy reports that no drive was to be launched there, the works made a record for itself in rolling up a grand total of \$56,850; and this in a period only two-thirds of the time set for the drive in the outside world, that is, in two weeks. This made an average subscription of about \$98.00 per man.

The drive was organized October 3rd, by calling a meeting of representatives from each department of the shop and office force. The meeting was called at 5 o'clock, the Works Manager, Mr. Stein, presiding. The necessity for a large subscription was pointed out and the leaders eagerly grasped the spirit of the call by expressing their willingness to push the drive to the utmost and to get everyone to subscribe generously. To make the race rather interesting a contest was announced. Discussion of the details brought out the opinion that the fairest method would be to rate the contestants on the number of dollars subscribed per man, per average hourly rate earned. Four prizes of \$40.00, \$30.00, \$20.00 and \$10.00 in thrift stamps were offered.

And the leaders surely did make good on their promises in responding to the call. By the next morning signs announcing the race were posted up all over the Works. By evening the office concourse had become an Avenue des Postes, displaying much Liberty Loan literature. Cartoons characterizing various forces at work gave inspiration to all viewing them to "Double their third." Soon thermometers showed that the drive had risen to a fever heat. Some of the novel features of the drive were the meetings held in the Test Room, the daily bulletins of the M. E. F. (Marconi Engineering forces), and the systematic methods employed by shop in announcing the growth of subscriptions by the ringing of bells, gongs, etc. Much friendly

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rivalry existed between the various teams. One particularly noteworthy case was that of our beloved Pat Collins and Mr. Griffold, leading the Screw Machine department. This, of course, roused much of the old competition between the day and night shifts. Mr. Griffold won by merely one-tenth of a point.

The results speak for themselves. The first prize went to the Test Room with a subscription of 6.1 dollars per man per cent. earned. The submarine gang came second with a record of 4.2. Next was Gus Bosler's gang with 3.0; while fourth prize went to Mr. Griffold with 2.7. We regret that Pat could not have gotten just a little more than his 2.6 dollars to win. In total, the Engineering received \$5,250.00, this amount, being 195% of the department's original pledge of \$2,700.00. This shows the boys tried to double up as much as possible. \$4,200.00 was the next largest total, of the submarine department; then \$4,100.00 by Pat Collins and \$4,000.00 by the Test Room. On the whole things came pretty close. When the drive closed at noon, October 17th, everyone expressed their eagerness to engage in another contest on the next loan. We take pride in the 100% Americanism displayed at our Aldene Works.

CONGRATULATORY

We wish to heartily congratulate Mr. Steiner on his marriage and wish Mrs. Steiner the greatest happiness that this world has to offer. We felt somewhat hurt that we were not taken into the confidence of our friends. They bade us goodbye to go on a vacation but did not state that there was to be a honeymoon, and did not advise us it was their honeymoon until two months afterwards.

THE ARMISTICE

In view of the fine spirit with which the men in the Works have met appeals for Liberty Loans, subscriptions to Tobacco funds and Red Cross drives, there can be no doubt of our loyalty. It was not surprising that the announcement of the Kaiser's unconditional surrender should have met with the wildest kind of enthusiasm. When word was received at the Works that the Kaiser had accepted General Foch's conditions, it spread like wildfire, the whistles were blowing, the sirens added their clamor and anything with a metallic ring to it that could be possibly made to emit a noise was sounded. Above all this din sounded the voices of the men, as though they felt it were possible to make noise enough to be heard in Berlin.

Two of our engineers, Messrs. Leutz and McKenzie and Mr. T. C. Knight, each took a flag and climbed the 230 ft. towers, being cheered as they went by the 600 employees in the Works, placed the flags at the peak of the poles, climbed down to terra firma and were jubilantly carried around on the shoulders of the men. It was useless to think that any real serious work could be thought of for the rest of the day. The employees punched out to go to the larger centers to mingle their hurrahs with those of Elizabeth, Newark and New York.

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GEORGE ISRAEL GERSON

With sorrow we record the death of Mr. Gerson at New York, October 12th, in his twenty-eighth year, after a brief illness with influenza. He took up radio work with the United Wireless Company in 1911, and joined Marconi May 29, 1914, serving as operator on both coasts for one year. He then served a term in the Coast Guard service, and later in the Navy as radio operator. His next step was to re-join Marconi in the construction department at New York, where he remained three years, when he was transferred to Newport News as Marconi representative, which position he held at the time of his death. He had a wide acquaintance among Marconi men and was a general favorite, due to his genial manners and fine character. He was to have been married in a few months. We extend deep sympathy to his family.

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HERBERT W. BLACKSTONE

Mr. Blackstone's friends were greatly shocked to learn of his death October 12th, at the Naval Hospital, Charleston, S. C., from pneumonia, after a brief illness, aged 23. He was a native of Wolfeboro, N. H., and after graduating from the High School at Laconia, he became a student at the Marconi Institute at New York.

As a boy he became interested in wireless and built a station, having a wide range which enabled him to copy press dispatches nightly. On the occasion of the loss of the Titanic he gave the news to the townspeople before the arrival of the newspapers. During the next four years he traveled far and wide in the Marconi service and delighted his friends recounting his experiences.

He was an observer of an interesting incident at Gibraltar on New Year's eve, 1915, when a fleet of German submarines attempted to pass into the Mediterranean. A general bombardment took place which resulted in the sinking or capture of several of the submersibles, being the first time in more than a century that the guns of the fortress were used to repel an enemy.

In November, 1916, the Sibiria, of which he was senior radio officer, was wrecked on the Goodwin Sands, in the English Channel, while carrying supplies for the Allies. Several futile attempts to rescue the crew, who were huddled together on the bridge, resulted in broken bones and other serious injuries to the rescuers. After 36 hours of exposure, another attempt ordered by the British Admiralty was successful. The officers were sent to

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the Three Nuns Hotel in London, where Mr. Blackstone developed an attack of acute bronchitis, as a result of the exposure.

On returning to New York he was at once assigned to another ship, where he remained until the United States entered the war, when he at once joined the colors, being assigned to the U. S. S. Sterling as first class Electrician, radio. The ship was placed in the trans-Atlantic service, which enabled him to see a great deal of the war. On one occasion the Sterling took part in the sinking of a German submarine.

Returning from France in November, 1917, he suffered considerably from exposure, resulting in pneumonia. In April, 1918, he was made a warrant officer with the rank of Radio Gunner, and was placed in charge of all electrical and radio work on the ship, which was made a transport and sailed from Atlantic ports to Cuba, San Domingo and Hayti. After a summer spent in the intense heat of the tropics, the ship returned to New York during the first cold weather of September, and at once sailed for Charleston. On the way down Mr. Blackstone felt that he was taking cold, and on arrival was sent to the hospital suffering from pneumonia. It was found that his heart had been weakened by the attack of bronchitis and the previous attack of pneumonia, and he could not stand the strain. He made a brave fight, and the tenacity with which he clung to life was the marvel of the doctors. The best of medical attention and the most tender nursing could not save him, and he passed away after an illness of 12 days. His brother Edward, who was with him during his illness, brought his remains home for interment. The Mayor and a detachment from the State Guard attended the burial service, where a volley was fired over the grave, and taps were sounded.

Mr. Blackstone will be mourned by all who knew him. He was a young man of unusual ability, and the country which he served so well, and the flag which he loved, hold no balance against him. He paid for his Liberty Bond in full.

A RECIPE

To make the gray old world more gay,
To cheer a pal along the way,
To paralyze the blooming blues,
To dodge a tempting glass of booze,
To show yourself that life's worth while,
To heat a grouch by half a mile,
To bring new light to faded eyes,
To nail a liar in his lies,
To medicine a thousand ills,
To sidetrack inconvenient bills,
To take the venom from a sting,
To win a heart—or anything—

SMILE.

MARCONI SERVICE NEWS



KENNETH W. ORCUTT

It is a painful duty to record the death of Kenneth W. Orcutt of Winthrop, Mass., due to an automobile accident at Philadelphia, October 21, while walking from his ship, the Grecian, to the Marconi office in company with Mr. Onens, his junior operator. In crossing Delaware Avenue, which carries two steam railway tracks, and in trying to avoid an approaching train, Mr. Orcutt was struck by a truck, and so seriously injured that he died before reaching the Pennsylvania Hospital, where he was quickly taken by Mr. Onens. The interment was at Winthrop.

OBITUARY

Our sincere sympathy is extended to Maurice Thompson in the loss of his wife at East San Pedro on October 25th, from influenza and pneumonia, aged 27. Mr. Thompson came from the United Wireless to Marconi in 1912, serving for a number of years at Seattle and East San Pedro until taken over by the Government.

The sincere sympathy of this Company is extended to Mrs. M. E. Werner in the loss of her son Edward A. Werner, who passed away at Hoboken on October 29th, 1918, while in the Navy. He was in Marconi service from February 5, 1917, until he joined the colors.

Operator F. G. Strauss, who was in our service for several years was released from the Steamer Santa Alicia at Seattle on July 15th, having developed pneumonia. Advices from Seattle state that he passed away during the early part of October. He was held in high esteem by this Company.

MARCONI SERVICE NEWS



IRENE HELEN BUTLER

Our deep sympathy is extended to the family of Miss Irene Helen Butler, a victim of influenza. She was employed as a file clerk at Marconi Works, and was always obliging and cheerful, and a very conscientious worker. The circumstances surrounding the death are sad in the extreme. She was but 20 years of age, and was left motherless at the age of 12. She was the oldest of 5 children, the youngest being a baby in arms. Miss Butler took the place of mother to these children. During the recent epidemic two of her family were taken sick. She obtained leave of absence to nurse them, contracted the infection herself, and died within 3 days. Her death came as a great shock to her associates in the Works, and a wreath of beautiful flowers was sent as an expression of our sorrow and of our sympathy for her family. Her father is Postmaster at Roselle.

USE OF THE TELEPHONE

The annual report of the American Telephone and Telegraph Company shows that more than 1,000,000 toll connections are handled daily, and that the exchange connections are at the rate of 10,000,000,000 calls a year, an average of about 100 calls for every man, woman and child in the United States.

MARCONI SERVICE FLAG

Our flag now carries 456 stars and seven gold stars, representing our contribution to the armed forces of the nation.

THE CAPTAIN AND THE MATE

By Clarence Cisin

Said the captain to the mate, you must do as I dictate

Or else, my lad, you very soon will see That this large and massive ocean will, without any emotion,

Make a home for you, when you get through with me.

But the mate was strong and hardy— tho' in most of all things quite tardy,

With his fists was just as quick as he could be.

Funeral service held at eight and it was not for the mate—

Now there's one less captain sailing on the sea.

MARCONI SERVICE NEWS

TO OUR FLAG

Wave on! Wave on!
Thou emblem true,
Flag of the free—
Red, White and Blue.

Behind thy folds
A deep-set star,
In tranquil sky,
Shines bright afar.

And gentle winds
Give grace to thee;
A thing divine,
Thou seem'st to be.

Thy form may sink
Beneath the wave,
But rise again,
The world to save.

For freedom's sign
Is on thy brow,
And Heaven, strength
Will thee endow.

Then with God's help,
We, yet, will see
Thy stripes float o'er
Man's liberty.

Chas. S. Rabold, Sr.

THE GREAT TONIC

By Walt Mason

No doubt all ailing critters, weary of their ills, have taken Simpson's bitters, or Popoff's purple pills, yet found their ailments chronic, to their intense despair, until they tried this tonic—the crisp October air. I've lapped up Johnson's syrup of seaweed, prunes and cheese, and it would merely stir up new symptoms of disease; the doctor's diagnosis has often made me snort; I've taken dope in doses, a spoonful to a quart; I've piled on porous plasters, I've worn them inside out, to head off such disasters as rheumatiz and gout. In all the drugs of healing there's nothing to compare with this, of which I'm spiling, the crisp October air. I'm living, at this writing, from all my ailments free; I'm fit for fun or fighting, or shinning up a tree. No more you see me groping in cupboards for my pills, no more you see me doping my works for sundry ills, for organs dislocated, for falling of the hair; I've been rejuvenated by crisp October air. I'm active, blithe and sprightly, my gait is free and bold; I trot around as lightly as any ten-year-old; my enemies I've throttled, disease and pain and care; it really should be bottled, this crisp October air.

CABLE MILEAGE

The total number of submarine cables owned and operated by private companies throughout the world is 412, with a mileage of 223,769 miles, and the cables owned by nations throughout the world are 2,140, with 48,990 miles, making a total of 2,552 cables with a mileage of 272,759 miles. At the present time on account of the war some of these cables are not operated.

GARDENING COURTESIES

One morning, Jorkins looked over his fence and said to his neighbor, Harkins:

"What are you burying in that hole?"

"Just replanting some of my seeds, that's all," was the answer.

"Seeds!" exclaimed Jorkins, angrily.

"It looks more like one of my hens."

"That's all right," said the other.

"The seeds are inside."

MARCONI SERVICE NEWS



August 3, at the Church of St. Thomas the Apostle, New York, Irene Mary Cusick, daughter of Mrs. Mary C. Cusick, to Joseph Vincent Henry, of the purchasing department, both of New York.

November 3, at the home of the bride, Irene Marie Senters, daughter of Mrs. Gertrude Senters, to Harold M. Wick, both of Brooklyn. The bride was formerly employed in the auditing department and the groom in the purchasing department.

August 5, at Philadelphia, Minerva K. Ulrich of the factory auditing department, to Melvin C. Steiner, of the purchasing department.

July 21, 1917, at Honolulu, Lieut. Wm. Moe, U. S. A., to Agnes H. Collins, superintendent of nurses, Queen's Hospital. Mr. Moe was formerly a member of the Marconi staff at Kahuku.

February 1, 1918, at Honolulu, Wm. G. Anderson, formerly of the Marconi staff at Kahuku, to Thelma Sackwitz, of Wialua, Oahu.

NOTICE BRITISH AND BELGIAN OPERATORS

Operators desiring to see Mr. H. M. Short, resident inspector at New York, personally, are requested to call only between 10 and 11 a. m. and 3 and 4 p. m.

PERSONAL

Mr. and Mrs. Edward J. Nally have announced the betrothal of their daughter Marylee to Ensign Frederic Halsted Hahn of the Naval Aviation Corps.

Mr. Frank Chapman, superintendent of the Southern Division, has returned from a hunting expedition on the Great Lakes.



EXECUTIVE OFFICE

Mr. Ogden has returned from his vacation, spent on his Connecticut plantation.

Mr. Pillsbury recently made an inspection trip to the Gulf and Great Lakes divisions.

Miss Pleines and Miss Wishart have recovered from severe attacks of pneumonia.

Mr. Pavne has returned from his holidays. He has taken over the additional duties of office manager at head office.

Guy H. Harvey, C. E. (R), formerly of the Marconi staff at Kahuku, was a recent visitor. He is attached to the U. S. S. Gulfport, sailing to West Indian ports.

EASTERN DIVISION

NEW YORK

C. J. Koegel and H. Ades were relieved from the Mexico by naval operators. Koegel is now on the Philadel-

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phia with H. Koehler, and Ades went on the *El Almirante*.

Lieut. Carroll D. Riley was a recent visitor around the office. He will be remembered as one of the old-time operators who studied navigation in his spare time. He was a deck officer on the *Mongolia* when the first shot of the war was fired from that ship, and soon after receiving his commission in the navy was assigned as executive officer on an important trans-Atlantic supply ship. A short time ago, the lieutenant informed us, he was in the American Officers' Club in London and was surprised to meet Ensign David Helig, former manager of the Philadelphia station, and in whose school Lieut. Riley learned wireless.

Other naval men who dropped in at the Broad Street office during the month include: M. R. Beckerman, C. P. O., who is stationed at the Harvard Radio School; John A. Bossen, C. P. O., who is in charge at the New London naval radio station; B. N. Lazarus, who is on a chaser, Lieut. F. H. Mason, from the Great Lakes station and former superintendent at Cleveland; F. J. Schmitt, pay clerk, attached to a local naval office, and Ensign Swanson.

A highly interesting letter was received by the superintendent, Mr. Duffy, from First Lieutenant E. N. Pickerill with a picture enclosed. Old "PK" looks as dignified as ever and seems to have become stouter and better looking. We understand that he is now a full-fledged aviator. Another letter of much interest was received from Arthur Lynch, who is seeing real service at the front in France. We are hoping that it will not be long before we have Arthur back in our ranks. First Lieutenant Edward M. Joyce and Henry P. Flack, both former operators of this division, are in the same

company of the Signal Corps stationed in France. They have sent for copies of the *Service News*, which have been forwarded.

Among the operators who donned the naval uniform during the month are Arthur H. Schweider, L. J. Michaels, P. S. Killam, L. J. Gallo and C. H. Meyer.

E. Wellington, from the *El Sud*, was promoted to a position in the head office.

E. E. Griffin, a former Tropical Radio operator, was engaged during the month and after making one or two short trips resigned on short notice. R. J. Preis, of the *Momus*, resigned from the service to teach wireless at Tulane University, New Orleans. R. D. Magann, an old-time operator, resigned from the service in good standing and is now studying navigation. H. S. Webster also resigned during the month.

The Eastern Division lost one of its best men when William H. Boyle died during the month, after being on the sick list for more than a month. D. L. Cawman, W. F. Meyer and G. E. Burkhardt, who were on sick leave, have recovered. L. C. Driver is reported seriously ill at a hospital in Baltimore, and P. R. Ellsworth is confined in a Key West Hospital. A. Vladoff also reported sick during the month.

Captain Pickett, of the tug *Standard*, is a regular reader of *THE SERVICE NEWS* and has stated that he finds our little Marconi publication highly interesting. His operator, E. W. Vogel, who will be remembered as the hero of the *Carolina*, the only American passenger ship to be sunk by a German U-boat on this side of the Atlantic, supplies Capt. Pickett with a copy of the *News* every month. Vogel says he likes the *Standard* and its commander, but is dead sore that the captain does not stop

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longer upon visiting Portland, Me., where Vogel has a girl he thinks a great deal of.

Speaking of Vogel's Portland sweetheart we know, at least, that she likes him well. Upon his arrival here from that port, after leaving her but a day before, he finds a large quantity of mail from her awaiting him. On the other hand, perhaps all the mail is not from the same girl. With his good looks and winning personality he may have captured a whole Portland High School full of 'em.

SPOKES FROM THE HUB

BOSTON

Constructor Swett equipped the Canibus with a 2-kw. standard set and the Central American with a ½-kw. submarine type set.

We congratulate Frank Flood on his recovery from pneumonia. Doc. Forsythe relieved Flood during his illness. Doc. narrowly escaped influenza while at Boston.

J. S. Dodge has resigned and was relieved on the Governor Cobb by R. G. Philbrook.

G. E. Travis and L. F. Martin are on the Governor Dingley of the Shipping Board. We attribute to their spic-and-span uniforms the sudden influx of mail addressed to them.

P. S. Killam has entered the Naval Reserve. J. B. Swift relieved Killam on the Brandon.

T. H. Johnson, formerly on the Brandon, has resigned and is serving on deck of the same ship.

E. C. Murphy was relieved on the Malden by E. B. Colby who was in turn relieved by Naval men.

Navy men were also assigned to the Everett, relieving Thurston Johnson, who is now on the Belfast.

M. J. Reilly was ill at Savannah with

influenza, has recovered and returned to the City of Augusta.

Charles Silva is the proud father of a baby boy, born October 10th, in the room at one time occupied by Mr. Marconi. We extend our congratulations to the proud parents.

H. A. Wells was assigned to the City of Columbus, and E. E. Davis to the Florida.

SOUTHERN DIVISION

BALTIMORE

The Nantucket left Baltimore after her annual overhauling, Grantling and Bickstein looking after our interests.

The many friends of George Gerson, formerly of the Southern Division, learned with regret of his death at Newport News.

The Borgestad expects to sail next month. Has had an extensive overhauling at Baltimore.

The Essex is now on the Southern run out of Baltimore. Sherman wants to swap with someone on a Boston run. Guess he is getting homesick.

Supt. Chapman just returned from a vacation and has taken on a few pounds. Says rabbit hunting is great in the wilds of Michigan.

Our old friend "Pope" was in to see us the first part of November. Didn't feel lucky though!

L. H. Graves of the Augusta, must be a silent worker, as we never hear much from him.

We are pleased to report that L. C. Driver of the Eastern Division is improving at the Marine Hospital.

W. Hoffman, also of the Eastern Division, is boarding at the same place. Looks to be healthy.

Johnny Flagg had the flu while his ship was in Savannah, but is O K and says he hated to leave the hospital as they had such nice nurses.

MARCONI SERVICE NEWS

Vogel has a far-away look in his eye and is anxious for the war to end so that he can take a long trip on a freighter.

Our friend "DQ" is getting anxious, too. Must be the flu getting them all uneasy.

How much of each month's money did you contribute to the UNITED WAR WORK CAMPAIGN?

If I've overlooked anyone, holler!

PHILADELPHIA

Our constructors have had cause to board several Brazilian vessels at this port. They report that the crews were a sickly looking bunch, many of whom were down with the epidemic, and that they were glad to get off upon the completion of their work.

Dudley, the proud husband of a Philadelphia girl, struts in and out as though married life had given him wings. Take care boys, life is not all feathers and down; ask Dad, he knows.

Operator Tierney of the Admiralen, has been paying us quarterly visits for the last year and a half. He comes in busted and more or less misused, but two days in port with his accumulated checks makes him a dandy. We beg to be backed in this statement by Miss Mary Kuhs.

Onens is now senior on the S. S. Grecian, with Samaha as second.

Hartley, a name we all know, has had another promotion and is now an Ensign. Go to it Ed, we hope to see you Admiral soon.

GULF DIVISION

Our new quarters are commodious and afford our Superintendent a strictly private office. New furniture and fixtures have been purchased and everything is in fine shape.

We were gratified to receive a visit from General Superintendent Pillsbury

recently, but regret that his stay was not longer, so that he might have seen us in our new office.

Operators Dixon and Boizelle, who were stranded with the Breakwater, on a reef twenty-five miles from Puerto Mexico, Mexico, have just returned and give an interesting account of their thrilling experience. Although there were hopes of salvaging this vessel we have just heard that she broke in three pieces in a terrible northeast gale which lasted three days.

The Gulf Division operators responded nobly to the Fourth Liberty Bond Loan. \$1,450 was pledged.

Operator de Bellefeuille is confined at the John Seeley Hospital, Galveston, suffering with a severe attack of influenza.

P. J. Foley, a newcomer, was assigned to the Ponce and has just returned to the Gulf Division from New York, where the Ponce is laid up for repairs.

S. N. Hill has re-entered the service and is assigned to the William Green.

H. E. Lillibridge, a new recruit, is making his home on the Gene Crawley.

J. H. Jensen, a Marconi-ite of six years' record, has been assigned to the Steam Tug Gulfport for an inspection trip.

K. Kingsbury is assigned to the Harold Walker.

A. Krog has returned from a sixty days' leave and is assigned to the Penant.

A. J. Unger, a newcomer, has been assigned to the Torres.

A 2-kw. Canadian cabinet set is being installed on the San Bernardo (Mex.).

GREAT LAKES DIVISION

CLEVELAND

We have not found an operator in this Division who failed to buy a Lib-

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erty Bond of the 4th issue, and until we do, we will claim our Division 100%. Our only regret is that we cannot take full credit for the sale of the bonds to the operators, but we were requested not to solicit them as this would be done by the Captain on each vessel. The reason being that each ship was given their quota, by the Lake Carriers' Association, and it was up to every last member of the crew to come across so their vessel could fly an honor flag. Well—we are still looking for a vessel without an honor flag.

Roy Demeritt was transferred from the Clemens Reiss to the City of Buffalo, vice G. Shaft who took the assignment on the Clemens Reiss.

Deineritt has since been transferred to the Eastern States, relieving Philip Westcott, now assigned to the W. F. White.

Chas. Macomber is on the City of Buffalo.

Wilbur Cross who was with us for a few months last season, has been temporarily assigned to the City of Erie, relieving Clair Mowry, who has resigned from the service.

The City of Detroit III laid up for the season. Senior Glenn Munro has been transferred to the A. M. Byers. Junior R. Carson was transferred to the Otto Reiss and was later relieved on account of illness.

L. Schermerhorn, who has been detailed to the Otto Reiss all season, is back on the job.

F. J. Elliott of the Cleveland Office, spent a few days at his home in Jackson, Michigan.

Floyd Woodson of the Peter Reiss, has returned to his home at Washington, D. C. H. Cervenka, formerly of the Eastern States, relieved him.

CHICAGO DISTRICT

Lawrence Layne has been relieved on the Barge Limit by J. R. Pe'll, formerly

of the Indiana. W. E. Smith, a newcomer, has been assigned to the Indiana.

The Petoskey has laid up for the season and J. F. Born is awaiting an assignment on one of the Pere Marquette car ferries.

Oscar Hauger, a resultant of the Marconi Institute of New York, is acting as purser and operator on one of the Pere Marquette car ferries.

F. T. Tighe of the Cleveland District, has also been detailed to one of the Pere Marquette car ferries as operator and purser.

PACIFIC DIVISION

Operator C. C. Langevin, formerly in charge of the Asbury Park, is now in charge of the Steamer Multnomah, with Operator P. Thorne as junior.

Senior operator G. L. Van Auken of the China, has taken out R. H. Burr as junior.

J. W. James and S. E. Brooks are acting senior and junior respectively on the Manoa.

W. C. Nickels is in charge of the Windber.

W. Griffith and E. D. M. Fabian are holding down the Lurline, as senior and junior, respectively.

H. F. Dyer, who came West as junior on the Asbury Park, is bound East as operator in charge of the Mount Hood.

H. C. Grundell of the Santa Flavia, left that vessel at New Orleans and is awaiting an assignment out of this port.

R. S. Palmer of the Yosemite has been temporarily transferred to our Seattle shop. Palmer will do the honors while Mr. Barker is on his vacation.

Miss Cayo is again gracing our Seattle Office after enjoying a leave of absence of three months.

Marconi Wireless Telegraph Co.

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