

MARCONI SERVICE NEWS

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Edited by J. Andrew White.

GOOD NEWS!

In this issue of your paper is an announcement of such vital importance that, when it was received at the eleventh hour, the entire edition was stopped on the press and the forms made over so the columns should contain it. Turn to the last page—details are given there of the most splendid act a corporation could conceive for its employees.

This announcement(the General Manager's letter, a copy of which will soon reach you in person) will be universally received with deep and lasting appreciation throughout the Service. In no more thoughtful manner could an arrangement have been made to "acknowledge the high order of intelligent and zealous service" which it rewards.

As living is a serious problem, so is its inevitable conclusion—death. Those among us who have dear ones dependent upon our efforts—practically all of us, that is—are accustomed to giving a measure of very serious consideration to the distress which so often falls upon those deprived of the support of the wage earner. We have thought a great deal about life insurance, for, true to the Marconi Tradition that **MARCONI MEN NEVER FAIL**, we have recognized our obligation—and met it as best we could.

Now, our Company will meet it for us. Created for and continuing its existence of service to humanity, the Marconi Wireless Telegraph Company of America has taken an epochal step in our behalf. And the heroic sacrifices which Marconi men have made in faithful discharge of duty, already written into the record of Company achievement, by this act have been monumented with a lasting testimonial more beautiful in spirit than could have been conceived in the rarest marble.

Advice on Abstracting



Conducted by

C. F. Krauter

Operators are cordially invited to direct questions to this department, which is designed to clear up all points pertaining to the making up of abstracts.

Questions on technical matters will not be answered.

The Operator's name and division must accompany each inquiry, but will not be printed.

F. C. McA. writes:

How should a ship-to-ship "PDH", to be mailed upon arrival in port, exchanged between vessels equipped with American Marconi, be abstracted by the receiving ship?

Ans.—Received side of form No. 7, debit column 10, "American Marconi Ship Station" five cents, credit column 21 five cents heading the same to read "Registration."

B.M.D. Jr., writes:

Please explain how I am to distinguish between the prefixes "MSG" and "A?"

Ans.—"Book of General Orders," regulation 40, page 21, paragraph 1 states:

"On no account is information of any kind to be passed from one station to another except by 'service message' when relating to the telegraph business or by 'MSG' when relating to ships business."

S.F.E. writes:

Does William Eddie operate the S.S. Cetriona?

Ans.—No; the Canadian Company on behalf of the International Company.

G.G. writes:

How should I treat the S.S. Stockholm (S.G.L.)?

Ans.—Belgian Company. It is the S.S. Potsdam renamed.

N.J.F. writes:

Do we still operate the following ships on behalf of the Belgian Company? Nickerie, Commewijne, Noruega.

Ans.—No; Belgian Company outright.

H.S.H. writes:

When a ship acts as coast station does it change the receiving charge?

Ans.—The established ship tax applied to any one vessel shall not change when said ship acts in the capacity of coast station by delivering ashore messages sent through said ship.

H.H.G. requests that the following notice be printed.

Cancelled and non-transmitted messages should be abstracted in every instance and notation made in the "Remarks" column.

Eddie writes:

What rate per word is applicable to ships operated by the Belgian Company flying the Spanish flag?

Ans.—Six cents.

Geo. W. writes:

How should a paid relay message sent the last radio station be prefixed?

Ans.—"P."

E.M.W. writes:

How is war tax applied to "R.P." messages?

Ans.—When originating on shore

credit two cents to "War Tax" on the coast station abstract (a cent for each message). When originating on shipboard no tax is applied, war tax should never be shown on a ship abstract whether on an "R.P." or "P" message.

H.K. writes:—Should the signature as well as the office of origin appear in Col. 3, on the received side of Form No. 7?

Ans.—No. That column only to be used for the name of city in which the message originates.

R.M.B. writes:—How should I treat the S.S. Mexicano?

Ans.—It depends. There are two vessels named "Mexicano." The (LDH) is operated by the Belgian Company and the (KGM) by the American Company.

G.H. writes:—Who operates the U. S.S. Ulysses?

Ans.—Panama Railroad Company.

L.N.J. writes:—I would like to be informed if a ship has the privilege of cancelling a message which has been held up by the censor.

Ans.—No. It is not the fault of the radio service that a message is censored, a party is not on shipboard, a wrong address is given, etc.

E.P.O. writes:—Who operates the New Orleans (WNU) station?

Ans.—New Orleans (WNU), Burrwood (WBW) and United Fruit ships are operated by the Tropical Radio Telegraph Company while all other United Fruit coast stations are operated by the United Fruit Company.

R.C. writes:—Has the Olson and Mahony Steamship Company sold the S.S. Carlos?

Ans.—Yes, to the Donovan Steamship Company, Aberdeen, on December 13, 1915, so all charges from that date should be billed to them.

M.L. writes:—Does the S.S. Bermudian apply a minimum ship tax?

Ans.—No.

D.J.C. writes:—Kindly let me know how entries should appear on a ship abstract for a thirty word "Ocean Letter" exchanged with one of our ships, accepted and received.

Ans.—Accepted: Show a debit of \$1.32 in Col. 7, crediting Col. 12 with 60 c. and Col. 13 with 72 c. Received: Show a debit of 72c. in Col. 10, Credit Col. 19 with 60c. and Col. 21 with 12c. heading the same to read "Registration."

B.E.H. writes:—Does the apparatus on the S.S. Makura belong to the Marconi International Marine Communication Company, Ltd.?

Ans.—No. The "Amalgamated" Company.

L.S.B. writes:—Please advise me if the S.S. Great City is operated by the Great City Steamship Company?

Ans.—No. Operated by the International Company.

E.M.T. writes:—How should a ship station report show credit on a paid message sent to a United States battleship?

Ans.—Show the established ship tax in "This station's proportion," and four cents a word, ten word minimum, in column 18, heading the same to read "Navy Department."

FRANK NO. 1981 LOST

T. M. Stevens, Superintendent of our Southern Division, writes that he lost his pocket-book a few days ago in Philadelphia and with it a sum of money and his Marconi frank No. 1981. All operators are requested to be on the look out for frank No. 1981 and to take it up and forward it to the Traffic Manager if it is presented.

BRASS TACKS, *DRIVEN BY C. J. ROSS*

A PUZZLING PARODY

News Note: President of the Interborough Receives \$125,000 Bonus for Services.

Tim Sullivan earns six hundred a year from his knowledge of Wireless Art,
Shooing the static away from his ship and regist'ring calls on a chart;
And he wonders why he should pound a key, for fifteen hours a day,
While a lawyer's fee from the I. R. T. is double the whole crew's pay.
"Gee whizz!" he sighs, as he rubs his eyes and wrinkles his brow in a furrow,
"I'd give the whole ship and the wireless equip' for a job with the Interborough."

Marty McHale just out of Yale, where he studied the Wireless Craft,
Donned a suit of blue (as all op's do) tho' it caused his set to laugh.
For ten years he slaved and the lives he saved were heralded through the nation,
A hero was he, but disgruntled you'll see, as he sat in his wireless station
"They praise us guys up to the skies, but never a sou they'll loan us,
"They'd give me the hoot and a swift kick to boot if I asked for a little bonus."

There's Patrick McCann and Tom, Dick and Dan, all trying to earn their way,
But never a red can they get ahead from their little stipend of pay.
With labor and strife they pass their life, like slaves at a galley's oar,
While a financier in a good fat year piles up a million or more.
For man may gain international fame by inventing a Sound Wave Detector,
But in coin, poor he, is not one-two-three with an Interborough Director.

And so in their wondering blundering way, as the hurrying years flit by,
The Sons of Toil watch the Sons of Spoil with a shrewd and envious eye . . .
But its better to trudge one's way through life than ride in a big limousine
If the conscience is clear and there is no fear of not being loyal and clean.
So if Tim and Marty, Pat and Tom, Dick and Dan, do their best in their
Marconi station
They can go, to that Home where alibies are unknown, and pass the Inves-
tigation.

AWARDS FOR SUGGESTIONS

At a meeting of the Suggestions Committee it was decided to publish the names of the members of our staff who have submitted letters of suggestion which have been considered of sufficient value to adopt.

P. B. Collison, Inspector, N. Y.

Re: Installation of a contact on second arm of starter, on ½-KW panel sets, to make them more fool-proof. Prize: \$5.00 in gold.

P. B. Collison, Inspector, N. Y.

Re: Improvement in connections for Bradfield insulators. Prize: \$2.50 in gold.

J. W. B. Foley, Marconi Station, Port Arthur, Texas.

Re: Standard form of message to be used by commanders, to avoid interference and to save time in transmission. Prize: \$2.50 in gold.

Miss Ruth Cohen, Head Office, N. Y.

Re: The use of different colored tissues to distinguish, at a glance, between debit and credit notes. Prize: \$2.50 in gold.

E. D. Stevens, Foreman of Construction, San Francisco, Cal.

Re: Maintenance, repair and inspection of our ship stations. This letter contained suggestions by which inspectors and construction superintendents could keep in closer touch with the performance of equipments at sea. Prize: one year's subscription to The Wireless Age.

M. C. Morris, Constructor, Philadelphia, Pa.

Re: To include a telephone block connector with each new equipment. Prize: one year's subscription to The Wireless Age.

Miss M. Steers, Head Office, N. Y.

Re: Method for filing mimeograph stencils. Accepted and highly commended, but no prize awarded.

Miss H. Pleines, Head Office, N. Y.

Re: Method to take care of correspondence in connection with dictaphone records. Accepted and highly commended, but no prize awarded.

"NO RAIL OR WIRE COMMUNICATION WITH THE MAINLAND"

The following letter has been received by C. D. Campbell, Manager of the Galveston station, written over the signature of Agent McKenzie of the Southern Pacific Company.

"It has been my intention for some time to convey to you, on behalf of the Southern Pacific Company, our sincere appreciation of the continuous efforts made by you after the storm of August 16th-17th, 1915, to establish and maintain wireless communication, and for your valued assistance in other ways rendered immediately after the storm. I would mention specifically your valuable assistance in receiving and transmitting for us, wireless messages via U.S.S. Buford, after your own station was totally destroyed, at which time of course there was no rail or wire communication with the mainland.

"I also know it to be a fact that your efforts were untiring in securing necessary material and re-establishing the local Marconi station at the earliest possible moment.

"I would add further that I am confident from my own observation there was absolutely nothing left undone by yourself or your employees to assist as much as possible in handling the local situation after the storm—this, as regards services rendered other than to this Company.

"For all the above I am glad to tender you both personally and in behalf of the Company, our appreciation for services rendered."

THE ADJUSTMENT OF THE 2-K.W. 500-CYCLE PANEL TRANSMITTING SET

By

E. E. Bucher, Instructing Engineer.

SOME operators in the marine service do not seem to realize the importance of keeping the spark note of the 2 k.w., 500 cycle set clear and free from irregularities. It would be well for such employees to bear in mind that the range of these sets depends upon the pitch of the spark note as well as upon the value of current flowing in the antenna circuit. This is accounted for by the fact that the telephone receivers are more sensitive to the higher range of spark frequencies than to those of a lower pitch. All other conditions remaining equal, the pitch of the note depends upon the voltage of the generator and in the average installation the clearness of tone can be observed and regulated by listening in on the head telephones of the receiving apparatus and simultaneously altering the position of the sliding contact on the generator field rheostat until a bell-like tone, absolutely free from variation, is obtained.

The clearness of tone also depends upon conditions of resonance between the spark gap circuit and the antenna circuit; in other words, if the set is tuned to resonance with a clear spark note and if afterwards the circuits are partly thrown out of resonance, the pure character of the note will be destroyed. These instructions apply when the transmitting set is operated at lower values of power; if the number of gaps in use are less than required for normal power rating, careful regulation should again be made of the generator voltage until the note is

clear and free from impurities. From an operating standpoint the adjustment of the voltage of the generator is more important than the frequency for, if the ship's source of current supply is maintained at a pressure of 110 volts, a frequency of 500 cycles is obtained by placing the sliding contacts on the motor field rheostat near to the middle position; and, unless there is great variation in the ship's voltage, it should remain at this point.

When the rotary spark discharger is being adjusted to synchronism, open the generator field switch and close the contacts of the sending key. With the left hand on the generator field switch use the right hand for adjusting the position of the drum carrying the stationary electrodes. If violent discharges take place across the safety gap of the transformer it is an indication that the stationary electrodes are not in their correct position. At this point the fact that a very small spark gap must exist between the moving and stationary electrodes should be taken seriously into account. This adjustment is effected by stopping the motor generator and lowering each stationary electrode until it is in contact with the movable electrodes. Each should then be raised a fraction of an inch until they just miss the studs on the disc. With a minimum spark gap the condensers are not subjected to an abnormal strain and in addition the note is considerably clearer than that obtained with a long discharge gap. The rotary gap should be adjusted to resonance with medium values of voltage at the generator terminals.

Other rules to be observed follow:

Adjust the overload relay of the automatic starter to open the circuits when current in excess of thirty-five amperes is drawn.

Adjust the plunger of the auto-

matic starter to attain the full running position in from twelve to fifteen seconds.

Give frequent attention to the switch blades of the wave-length changing switch to insure good contact with the studs.

Do not forget to draw the primary winding of the oscillation away from the secondary winding when the rotary disc discharger is in use.

If the small resistance coil wound

the aerial tuning inductance to ascertain if a slight addition or subtraction of inductance at that point will not increase the value of antenna current. If the antenna current does not increase (with normal A.C. voltage) it is probable that one or several of the plates in the quenched spark discharger are short-circuited. The condition of the gap can be tested by means of the small spark gap tester furnished with the set. If two plates of the



In the Day's Work—Main Deck and Bridge of M & B Car Ferry No. 1 on January 30th

on a square piece of slate, located immediately behind the automatic starter and connected in series with the solenoid winding of the starter, burns out, one or two sixteen-candle power lamps connected in series will serve as a substitute. This resistance coil is split in the center and a portion of it connected in series with the "holding" magnet of the overload relay.

If the aerial ammeter indicates a sudden drop in amperes first adjust

gap are bridged and a good snappy spark takes place at the edge, it is an indication that the plate is in first class condition. If, however, no spark appears, the gap is short circuited.

Do not take the gap apart if but one or two plates are short circuited. Clear up the note and operate the set at lower values of primary power. If plates in excess of this number are short circuited dismantle the gap and substitute the rotary discharger dur-

LOOKING INTO THE PAST AND PRESENT WITH CHATHAM'S ENGINEER-IN-CHARGE



Samuel Campbell

There are several reasons why the autobiography of Samuel Campbell engineer-in-charge at the Chatham station, holds interest, principal among them being the fact that it tells of the development of a man in his

work and also of the expansion of the Company.

To use Campbell's own words: "During my early at the South Wellfleet station (in 1906) the number of operators in the service was not so large but that I knew every one. It is surprising, too, to note the difference in the apparatus of that period and that employed at present. A comparison of the size of the stations of to-day with those of the earlier time shows very plainly the advance which has been made.

Campbell was born in England in March, 1882. He came to this country in June, 1906, and obtained employment with the Marconi Company in October of the same year as an engineer at the South Wellfleet station. He was transferred four years afterwards to the Marconi shops in Cliff Street, New York, but in 1912 he was again detailed at South Wellfleet. Here he remained until April, 1915, when he was transferred to Chatham.

ON A DISABLED LINER

By Charles F. Trevatt
Chief Operator, S.S. Minnesota

FOR the second time within a period of less than twelve months, it has been left to me to demonstrate and report on the excellent service given to the Great Northern Steamship Company by the Marconi equipment on board their steamer *Minnesota*, the largest ship flying the American flag. In calling for aid, it has twice been the means of saving the largest cargo carried by a single ship, for in both instances she was loaded to her utmost capacity, 28,000 tons.

We started from Seattle on Sunday, November 14, for the long journey to England via the Horn; and, except for a tube or two blowing out, everything went well until we had passed San Francisco, when we began to slacken speed quite considerably, even stopping at times, while our working current occasionally dropped to forty volts. I had sent a service message to San Francisco before this to prepare for code messages to be sent, but the captain had given me to understand that as soon as we got out of range of San Francisco these would cease. However, after being in touch with East San Pedro for a day or two, and having received practically a farewell message from C. W. Wiley, the Marine Superintendent, we picked up a long code message which made the captain look very serious. He asked if any messages had been sent, other than the ones he knew about. Of course we told him that he had censored everything, at which he seemed relieved.

After this, we were continually stopping and the power in the wireless room got worse and worse until November 26, when the Chief Engin-

eer reported that owing to boiler conditions, the vessel could no longer continue the voyage to England. On November 27, at 9:35 A.M., the ship was headed back for San Francisco. Of course all this time we were in communication with San Pedro, but being all code messages I did not then know the exact kind of aid we were asking, and at times it was a hard job to get anything through on the low power, but thanks to the half k.w. set aboard, which I have on the ship's power, as well as on the batteries, I managed to the satisfaction of all concerned.

At 8:00 A.M., on December 7, the salvage wrecker *Iaquá*, also equipped with Marconi apparatus, accompanied by the tug *Dauntless*, arrived to tow us into San Francisco, and on December 10, at 1:30 P.M., the tug *Sea Rover*, arrived to assist. Everything went well until off Santa Cruz at midnight on the 13th, we encountered a severe southeast gale and the ponderous ship got out of control. Some more tubes blew out, and the current went so low that the electric steering gear became useless. We swung round, carried the tugs like so many corks, and lay helpless until daylight. I may state here that, although disabled, we still found use for the small set in relaying business for other boats.

At 6:50 A.M. it was found that the ship was in a serious predicament; the weather showed no signs of moderating, the tugs were helpless, and we were drifting towards shore. The Captain gave me a message to be sent to shore if he did not cancel it by 7:00 A.M. At 6:55 A.M., I gave KPH a call, asking him to stand by, and he said OK. At 7:00 o'clock, I sent the message to say that we were absolutely helpless.

By midday we managed to get somewhat straightened out, and proceeded to the lightship, where we arrived on the evening of the 13th. The next day other tugs took us in tow till we reached San Francisco Bay, where we dropped anchor at 6:00 P. M., on December 14.

In conclusion, I wish to state that Marine Superintendent C. W. Wiley and the captain, keenly appreciated the service rendered, especially by the operators at KPH and KPJ. In the face of bad interference and static, they successfully handled the great numbers of code messages we had to forward. It speaks well for this service, that out of all that number, only one message had a mistake—three words, later traced to the land line. From the way he spoke of the good service rendered I think that this Company will receive a letter from the Captain.

OBITUARY

Edward L. Young

Edward L. Young, for eight years a Director of the Marconi Wireless Telegraph Company of America, died at his home in West Thirty-eighth Street, New York, on March 16. He was born in New York in 1855, graduated from Columbia as an engineer, and entered business as the representative of Fraser, Chalmers & Co., of Chicago. For the last twenty years Mr. Young was the resident partner of the firm of Takata & Co. He was a member of the Engineers Club, Nippon Club, Columbia Yacht Club and the Belport Yacht Club at Belport, L. I., his summer home. A widow and two children survive him.

Loyalty

If you work for a man, in Heaven's name, work for him. If he pays you wages that supply your bread and butter, work for him, speak well of him, stand by him and stand by the institution he represents. If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But as long as you are part of the institution, do not condemn it. If you do, you are loosening the tendrils that hold you to the institution, and the first high wind that comes along you will be uprooted and blown away, and probably you will never know why.— Elbert Hubbard.

EASTERN DIVISION NOTES

W. R. Rosenzweig has been assigned to the Monterey as junior. Rosie was musician-in-chief and leading singer of our "Waiting Room Octette", and since he has been sent out the remaining seven members have been forced to disband. Rosie's harmonica is missed.

W. F. Vogel is the operator on the Artisan, a new equipment. Vogel is from the Southern Division.

J. A. Daggett, well known to old Marconi men, was recently assigned to the Tamesi at New Orleans.

T. A. Tierney has been transferred from the New York to the Finland.

C. W. Thomas has relieved L. D. Payne as junior on the Kroonland. Payne takes Thomas's place on the Arapahoe.

J. A. Jackson has returned from a trip around the world on the City of Hankow. His next assignment will be the Yaguez, re-equipped, which is to go to European ports.

F. Velten is operator on the Paloma. This ship has just been equipped; she runs from Mobile to Cuban ports.

R. Raggie is senior on the El Sol.

E. B. Hayward is proud of his new assignment, the Texas, which has just been launched. Hayward's first and only assignment since he entered the service a year and a half ago, was the Illinois. He was attached to that ship until the Texas was commissioned, when he applied for a transfer to her.

D. L. Eastman is on the Camden.

J. R. Decker is on the City of Atlanta as junior.

C. C. Langevin is on the Amazonia, which has just been equipped. The Amazonia is bound south, we believe, on a long trip and the Static Room crowd expects to hear some thrilling tales when she returns.

W. M. Chatfield is on the Platuria,, bound for Sweden.

J. R. Joiner is on the Glenpool, running to Mexican ports.

Harold Mack is on the W. B. Keene.

Frank Mayer of the Jefferson is wishing the war would come to a speedy end. Mayer has an inheritance in Germany coming to him but prudently defers claiming it until the war is over.

P. L. Wostear has resigned from the service to enter the British navy.

Sam Schneider is senior on the Evangeline. Schneider is working nightly to increase the O. W. N. sales; he's after that first prize in the monthly contest.

M. P. Beckvold is on the Illinois. Wonder if he will stay there as long as Hayward did.

A. J. Costigan has been assigned to the Floridan, a newly-equipped ship. The Floridan will be away a long time.

D. Cawman has rejoined the El Dia.

SOUTHERN DIVISION NOTES

A letter has been received at our Miami station, from Operator C. W. Sturz of the Sarnia, saying that he copied press from the Miami station, every night from New York to several hundred miles east of the Azores Islands. The greatest distance was about 3,500 miles.

While walking to his ship about a month ago, Horatio Joseph Sacker was followed by a bull "purp". Sacker, being a big hearted fellow and not wishing to see the poor dog suffer, took him aboard the Standard. Some of the crew named the dog, "Sparks", after its master. A day or two later Horatio inquired of the Skipper if it was in order for him to keep his dog aboard, or if it would be necessary

for him to take it home. The captain's reply was, "Your dog! Where'd'y get that stuff? That's my dog."

Who were the two gentlemen who were walking up and down Washington Ave., in Newport News for about two hours, both dressed in full American Marconi uniform, on the night of March 7th? The only ship in port was a New York vessel in the shipyard.

It has been whispered that Horace Guy Hopper of the Gloucester, is contemplating opening a dancing school in Boston or Baltimore. Black, his junior operator, tells us that Horace's practicing has worn a path on the deck of the Gloucester, from the wireless room to the after deck.

Constructors Murray and Wyble recently equipped the Charles Pratt of the Standard Oil Co., of New Jersey, with a 2 K.W., panel set. Murray is also re-equipping the Princess Anne of the Old Dominion line with a similar set.

W. F. Vogel has been transferred from the Suwannee to the Artisen of the American Hawaiian S. S. Company. He was relieved on the Suwannee by L. W. Sinclair.

J. F. Larrimore of the Nantucket, has left the Marconi service and gone into the school business with J. F. Buck, a former Marconi operator.

G. G. Adams has been transferred from the Dorchester to the Nantucket as junior operator. He was relieved by L. R. Robinson, a new man in the service.

H. L. Sacker has been transferred from the Dorchester to the Standard, at Newport News, Va. He was relieved on the Dorchester by W. S. Wilson.

W. S. Wilson, of the Dorchester, is in a hospital, in Baltimore, undergoing a slight operation. He was relieved by K. W. Orcutt, as senior

operator.

A. T. Doehler, of the Kershaw, has resigned from the Marconi service. C. G. Smith, a new man, was assigned to the Kershaw.

F. A. Savage was relieved on the Powhatan by Clement Murphy. Savage was assigned to the Toledo at Philadelphia, relieving A. Tomasso.

S. Taylor, of the Cretan, resigned from the service and was relieved by J. F. Onens, recently of the Kershaw.

H. L. Michaels was recently transferred from the Quantico to the Goldshell. The vacancy on the Quantico was filled by A. Tomasso of the Toledo.

P. Fretz was relieved on the Grecian by J. J. Huddy, a new man in the service. Fretz was assigned to the Delaware Sun.

SPARKS FROM THE GULF STATIONS

J. A. Burch, formerly of the Trinidadian has been assigned to the Topila, relieving operator Ray Free, who has joined the "back to the farm" movement.

C. L. House has been detached from the Galveston station and assigned to ship duty on account of a reduction of the operating staff. He was ordered to New Orleans for assignment, but while telling the "Spud House Princess" good-bye, his train departed and—House is still at Galveston.

"Bunk" Campbell, formerly in the Marconi service, is now pounding the mill for his Old Man.

Superintendent J. A. Pohl has returned from a ten day trip of inspection to Port Arthur and Galveston.

A certain operator on the Morgan Line, running into Galveston, is spending all of his time in port across the street from the Marconi station. What's the attraction?

D. B. Oliver is operator on the new steamer Nevada. This boat was recently equipped with Marconi apparatus.

Operator Frank Weide, formerly of the Arizona, is visiting relatives in Chicago.

The stork recently added another operator to the Joynes family, of Frankfort, Mich. Mr. Joynes is manager of the Frankfort station.

"Bob" Haynes, the old reliable night operator at Galveston is still burning up gasoline with his twin Indian on the Beach. He is, apparently, not worried over the high price of gasoline.

W. M. Hammond has been assigned to the Charles E. Harwood, relieving W. E. Neuman who was transferred to the Norman Bridge to relieve E. Du Treil, called to his home in New Orleans.

A certain operator around Galveston is receiving congratulations from the bunch on his approaching marriage. Guess who?

J. H. Uhalt, a New Orleans product and a new man in the service has been assigned to the Alabama of the Texas Company at Port Arthur, relieving operator Chapman who was called to his home on account of death in his family.

No, Beasley, I. G. B. can't become a member of the I. R. E. It's a girl.

GREAT LAKES CHANGES

Operator John McDonald is on the Arizona.

W. H. Biesemeyer is back at the Manitowoc station.

Operator E. L. Nelson, manager of the Calumet, Mich., station, is on the Car Ferry Ann Arbor No. 4 while Calumet station is closed for the winter.

SAN FRANCISCO STAFF CHANGES

M. H. Mears was assigned to the steam schooner Adeline Smith on Feb. 21.

W. P. Biambruno and L. Fassett were assigned first and assistant respectively to the Alliance on Feb. 15.

The steam schooner Aroline, of the Independent Steamship Line, was sold recently to the Alaska Steamship Company for the Seattle-Alaskan trade.

H. W. Underwood was assigned on March 3 as assistant on the steamer Breakwater.

F. Wiese and E. L. Reimers were assigned first and assistant respectively to the S. S. City of Topeka on March 7.

L. A. Lovejoy is now in charge of the steamer Congress. Lovejoy had an enforced lay over at San Francisco, due to illness.

The Pacific coast steamer City of Puebla is now making a chartered voyage from San Francisco to the Orient with operator E. J. Edmonds in charge.

Geo. E. Chamberlain was temporarily assigned to relief duty at East San Pedro and on the Cabrillo from Feb. 20 to 22.

M. Walden, formerly in charge of the Capt. A. F. Lucas, was transferred to assistant of the Great Northern on March 6, relieving J. M. Flottman, transferred to the Honolulu office of the High Power chain.

G. C. Hallett and W. Chamberlain were assigned as first and assistant to the Humboldt on March 6. The Humboldt has been undergoing repairs at San Francisco prior to entering the Seattle Alaskan summer season.

J. Parachini was assigned assistant on Klamath, Feb. 21.

K. D. Noble was assigned to the new equipment placed on the Manila sailing on March 3 for Singapore.

J. W. Russell and G. Walters have been assigned first and assistant, on the Nann Smith. This vessel is scheduled to sail for the Orient.

A. S. Mackenzie was assigned to the Pacific Mail steamer Pennsylvania, bound for the Orient.

M. A. Obradovic joined the Queen as assistant on Feb. 18.

A. Dezardo was transferred to assistant on the San Jose, on Feb. 28.

C. E. Goodwin and W. Burnett are acting first and assistant on the Yosemite.

B. C. Springer has been assigned to the Florence Luckenbach of the Eastern Division.

SEATTLE STAFF CHANGES

E. J. Edmonds is now on the City of Puebla.

R. V. Harris, of the Seattle office, is now acting as operator and purser of the Despatch.

A. E. Wolfe, of the Seattle station, has been transferred to the San Pedro station.

J. E. Johnson, of the Congress, is now third trick operator in the Seattle station.

W. Chamberlain has been assigned to the Congress.

J. N. MacGoean has been assigned to the Ravalli.

BOLINAS HIGH POWER STATION SOCIETY NOTES.

What of the happenings in our large city Bolinasmarconi? Well, the weather has been frightful. Travel by Fordmobile has been well nigh impossible. Each time the Boulevard Freckle left the station for a trip to town three or four of our huskies, armed with rubber boots and sticks, went along to lift our chariot

out of any mud holes she might fall into.

Rain and wind and mud and darkness hold no tremors for some of our boys, however.

One of our young engineers braves 'em all to pay homage to his lady fair o'er the hills and two miles away. When the good weather makes the roads motorcycleable we may expect to hear the purr of an Indian twin engine and see a cloud of dust as Howard speeds toward Bolinas or— Well you can imagine.

Harvey admits he is in love, an admission quite unnecessary as each Sunday, dolled up in his best bib and tucker, he runs Bolinaswards.

Verdi Davidson is another victim. You can see the love light shine in his eyes as he dreams of the Farm and that Girl some seven miles away.

McAvoy says he goes to Bolinas to get the "mail," but rumor has it that he is more interested in the female of endearing young charms.

Klem seems to be worrying over something and no one would be a bit surprised but what it is the fair lady of the beautiful Paradise Isles he loves to talk about.

Poor Campbell—he's married now; and his worries are over. Cam smokes stogies these days; and likes 'em with blasting fuses imbedded in 'em too.

Certain people are wondering whether the girl in the green riding habit who was saved from a terrible death (?) has not won our Phil's heart.

On Saturday, March 4, our hotel was the scene of a little dance, given by Mrs. Isbell before she left for a stay in San Fran. After the dance supper was served in her cottage and we were entertained there until well past the midnight hour. Everyone had a fine time.

Aloha mii oe.

Books on Wireless

A list of some of the best books pertaining to the wireless art. We have made arrangements whereby we can supply our readers with any book on wireless published in America at regular published price. We can also import on order any book published abroad. Send us your orders. They will receive prompt attention.

	Pub. Price Postpaid	With one Year's WIRELESS AGE
YEAR BOOK OF WIRELESS TELEGRAPHY (1915) pp. 1000. Contains a yearly record of the progress of wireless telegraphy; complete list of ship and shore stations throughout the world, their call letters, wave-lengths, range and hours of service, and articles by the greatest authorities on vital questions.....	\$1.50	\$2.25
HOW TO PASS U. S. GOV. WIRELESS EXAMINATION. 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators50	1.75
LIST OF RADIO STATIONS OF THE WORLD. 220 pp. Compiled by F. A. Hart, Chief Inspector of Marconi Wireless Telegraph Company of Am., and H. M. Short, Resident Inspector U. S. A. Marconi International Marine Com. Co. The only complete authoritative call list published50	1.75
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TEXT BOOK ON WIRELESS TELEGRAPHY, pp. 352. Stanley, R. A. text book covering the elements of electricity and magnetism, with details of the very latest practice in wireless telegraphy in European countries—recommended to all workers in the art of radio telegraphy	2.25	3.25
PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY. Mauborgne, J. O. Originally compiled for the Officers of the U. S. Signal Corps; comprises an explanation of the use of the wavemeter, the most complete publication on the subject so far produced	1.00	2.25
EXPERIMENTS. New, pp. 256. Edelman, Philip E. Practical, up-to-date information for building simple, efficient apparatus at small cost for conducting tests and experiments for establishing a laboratory..	1.50	2.50
HOW TO MAKE A TRANSFORMER FOR LOW PRESSURES, pamphlet. Austin, Prof. F. E. For Amateurs, showing how to construct a Transformer with an efficiency of 85% to 90%.....	.25	1.60
HIGH PRESSURE TRANSFORMERS, pamphlet. Austin, Prof. F. E. Directions for designing, making and operating High Pressure Transformers, with numerous illustrations of actual apparatus.....	50	1.85
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PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS, edited by Dr. Alfred N. Goldsmith. Nos. 3 and 4—1913; Nos. 1, 2, 3, 4.—1914, and Nos 2 and 4 for 1915 sold singly at \$1.00 each. Volumes II (1914) and (1915) Bound in Buckram, \$5.00 each.....	6.00	7.00

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April 1st, 1916.

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