

# MARCONI SERVICE NEWS

Vol. 1. No. 5.



May, 1916

Published at 233 B'way, New York.

Edited by J. Andrew White.

## IT CAN BE DONE

Somebody said that it couldn't be done,  
But he, with a chuckle, replied  
That maybe it couldn't, but he would be one  
Who wouldn't say so till he'd tried.  
So he buckled right in, with the trace of a grin  
On his face—if he worried he hid it;  
He started to sing as he tackled the thing  
That couldn't be done—and he did it.

Somebody scoffed, "Oh, you'll never do that—  
At least, no one has ever done it."  
But he took off his coat, and he took off his hat,  
And the first thing we knew he'd begun it.  
With the lift of his chin and a bit of a grin,  
Without any doubting or quiddit,  
He started to sing as he tackled the thing  
That couldn't be done—and he did it.

There are thousands to tell you it cannot be done,  
There are thousands to prophesy failure;  
There are thousands to point out to you, one by one,  
The dangers that wait to assail you.  
But just buckle in with a bit of a grin,  
Then take off your coat and go to it;  
Just start in to sing as you tackle the thing  
That "cannot be done"—and you'll do it.

# 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.

Jas. T.—Do you treat the S.S. Retlaw and S.S. Palacine as "This Company's" ships?

Ans.—Yes; we operate them on behalf of the International Company, but they are not entitled to free "MSG" service via this company's coast stations.

C.J.S.—How many ships do James Griffiths & Sons operate?

Ans.—One, the S.S. Turret Crown (ZDH).

Sammy—Will you inform me how traffic via Nassau (VPN) station should be recapped?

Ans.—"Telegraph Department, Nassau."

Bud—(1) The Western Union tariff book shows: \* \* \* WATOQA. 15-0 MARLINTON. Should I charge the state rate or the state rate plus 15 cents telephone charges? (2) What rate per word does the Western Union charge on messages via our coast stations for delivery in the same town?

Ans.—(1) State rate only. (2) Two cents, regardless of state rate.

W.P.Q.—Should ship reports be made up in ten day periods, monthly, or every trip?

Ans.—According to prevailing custom of division the ship comes under, but separate "Traffic Summaries," as well as "Abstracts" must be used for

each calendar month.

W.T.C.—What companies operate the following vessels: Oneida, Alvina, Lysistrata and New Sweden?

Ans.—Owners, E. C. Benedict, Thos. F. Cole, the International and Belgian Companies, respectively.

W.McK.—Do the U. S. Naval Authorities charge us for relay?

Ans.—No charge is made for two relays between ships, between a ship and one coastal station to reach another ship, or between a coastal station and one ship to reach a ship, but relaying between a ship and two coastal stations carries charges for the two coastal stations and the land line charges between the coastal stations. (We reciprocate).

Jack—Who does the accounting for Russian-American Line boats?

Ans.—Benham Boyesen, N. Y., excepting the Dwinsk (Belgian Company).

G.T.N.—Did the Bolivian Government subscribe to the London International Radio Telegraph Convention recently?

Ans.—Yes. French Oceania and Peru have also subscribed.

K.A.K.—Should I debit and credit Fiji Government on traffic exchanged with Suva (VPD)?

Ans.—Yes.

R.O'N.—Does the order regarding

war tax apply to "MSG's" originating in our Great Lakes coast stations and handled under our new contracts?

Ans.—If the message contains 15 words or over, yes; otherwise, no.

C.R.T.—Who does the accounting for traffic via Lloyd Brasileiro boats?

Ans.—Marconi's Wireless Telegraph Company, Ltd., Rio de Janeiro.

N.P.O.—Does the U. S. Naval Radio Service debit us "other line" charges on Government messages?

Ans.—Yes; they will in ALL cases look to the station of origin for all forwarding charges at Government rates. Radiograms relating to official business of the United States (having the word "Gov't" preceding the address), forwarded through Naval Radio shore stations, will be transferred to forwarding lines without further attempt to relay. Messages addressed to Weather Bureau, Hydrographic and Observer come under this category. Such messages through Alaskan Naval radio shore stations, destined to points in the United States, will be relayed by Navy radio to North Head if for points outside of California, or to Eureka if for points in California, and there transferred to forwarding lines. The preceding applies where no routing instructions are given, but messages will be routed otherwise if so directed by the station of origin. No charge will be made by the Naval Radio Service for the transmission of these "Government" messages.

R.Mac.—Does the Tropical Radio charge us on ship to ship "MSG" traffic?

Ans. — Reciprocal arrangements have been made with the Tropical Radio Co. whereby Master Service Messages, i.e., messages relating to matters of navigation, weather conditions, etc., will be handled free of ship tax between the United Fruit

Co.'s vessels and vessels on which the wireless apparatus is operated and controlled by this company.

P.H.J.—Are operators' deadhead messages destined for New York or Brooklyn forwarded via 'phone from Sea Gate?

Ans.—No.

Frank:—Should messages be accepted addressed care of a company or registered address as "Miller, Marconi Co., Newyork," or "Miller, Inogram, Newyork" without the words "care" or "care of"?

Ans.—Yes, but such messages are accepted subject to sender's risk of delivery, therefore attention should be drawn to the omission.

H.G.S.—How should the check of a ten word "COLLECT O.L. 'MSG' originating on shipboard be transmitted?

Ans.—The check is "10." The "COLLECT O.L." is service instructions and should be transmitted as last item of preamble.

S.O.S.—Are half rates for deferred cable messages applicable to radiograms to and from ships at sea?

Ans.—No.

N.J.L.—Is an extra cent a word 10 word minimum charged for "Weather Bureau" line tolls on cables via "WHA"?

Ans.—Yes, also on Western Union and Postal franked deadhead's, but not on "Government" messages.

A.E.C.—Please advise how the "Government" rate from Siasconset to Washington is computed.

Ans.—From Siasconset to Nantucket 20c—10 words, 2c wd. ex.  
to Woods Hole 20c—20 words, 1c wd ex.  
to Washington 20c—20 words, 1c wd ex.

G.R.D.—Are the Prince Line boats operated by the owners?

Ans.—No; by the International Company.

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

I like to write a lyrical  
Description of the Miracle,  
Accompanied by the flashes  
And the wingy dots and dashes  
Of Marconi's Wireless Art.  
It fills me with garrulity,  
Dispel your incredulity,  
Please be taciturn or something  
While some data  
I impart.



The air contains a wave, to wit:  
A kangarooish hop to it,  
With a blithesome unremittance  
Direct movement without quittance  
Sort of mystifying grace;  
And although it doesn't tarry  
Its been proven it can carry  
Morse or Continental code  
Commercially  
Through Space.

With panel board and rheostats,  
In short all kinds and makes of stats,  
Fleming valves and amplifiers  
Aerial and other wires  
All containing cosmic zip.  
And then some more material  
With names all quite ethereal  
A 2 K.W. set is builded  
And placed upon  
A ship.



In fact to make a summary,  
And cease long winded mummery,  
If the sound direction finder  
Doesn't ground on some post binder  
And the dynamo don't shirk,  
You adjust the wave condenser  
Tune the statical dispenser  
Then touch a key transmittingly  
And the gosh blamed thing  
Will work.

## AN OUTSIDER'S VIEWS ON W S T.

By R. H. Foster

**T**HIS station, located at Miami Beach on one of the beautiful Florida Keys, is situated in one of the most attractive parts of Florida.

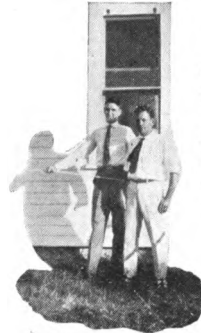
With the ocean a few steps away on one side, Biscayne Bay on the other, and magnificent millionaire estates all around, it should be considered a privilege to work in such a place.

I shall never forget the first time I met Senior Operator Chapman, who has charge of WST. My job was running a small private outfit communicating with one of the Keys and located about seven miles down the coast from Miami Beach. Of course I had often copied press from him, (it is a pleasure to read that spark) and had wondered who N C was, but outside of getting an occasional QRM, I knew nothing about the station or its operators. One day a very dignified individual knocked at the door of my office and introduced himself as Mr. F. Chapman of the Marconi Company. Visions of New York officials, patent infringements, reports of interference, etc., floated across my mind until he explained he was at WST., and had come down to see my outfit and get acquainted. Needless to say I was very much relieved and, like all wireless operators, he proved to be a mighty pleasant fellow.

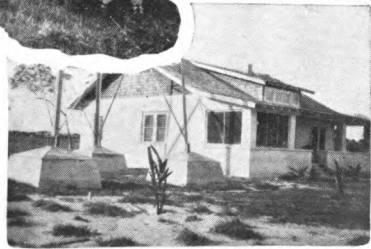
The first opportunity found me pedalling over the two and a half mile bridge that connects Miami Beach with the mainland over Biscayne Bay. The 210 foot steel towers of the station show up for some distance; in fact, in clear weather they are visible for seven miles over the water. I found Mr. Chapman "at home" and he very kindly showed me around inside and out. The station is

splendidly equipped and does excellent work. Although rated at 5 kw, they generally used about 3 kw on a 600 meter wave. I believe the longest distance his signals have carried is 2500 miles.

He showed me through the bungalow and right then I wanted to join the Marconi Company, if I could live there. It is a cozy little house with everything in it for the comfort of the operators. Of course Mr. Chapman



The operating personnel and the attractive bungalow at Miami, pleasantly mentioned in the article.



asked me to stay to supper and I was very glad I did. He proved to be as good a cook as a wireless operator, but the poor man does not enjoy his own cooking as he is afraid of getting too fat!

Late that evening I rode home across the bridge in the moonlight after an exceedingly pleasant day. In my opinion this station ought to be a pleasure to work in, and a company that provides so handsomely for its employees is entitled to the first class service its operators give.

**SERVICE MESSAGE UNIFORMITY**

**F**OR the guidance of operators who are not familiar with the correct forms and methods of handling service messages—and to help remove this traffic from the bug-aboo class—the following rules are set forth:

The PREFIX of a service message is "A."

The PREAMBLE of a service message contains:

1. Prefix
2. Number
3. Station of Origin
4. Station of Destination
5. Coastal Station via, (if necessary)

The TEXT of a service message must be expressed in the fewest words compatible with clear statement.

A service message relating to a

radiogram previously transmitted must contain all particulars necessary to facilitate search for the radiogram, especially the NUMBER, DATE, (if necessary) NAME OF ADDRESSEE, and complete address when referring to delivery.

A service message does not contain a signature, the station of origin being already shown in the preamble.

Example of service message received by the KVF from NY, via WSE

A No. 1 NY KVF via WSE.  
Nr... Natban 253 Broadway NY undelivered,  
unknown.

Example of service message sent to the KVF to NY via WSE:

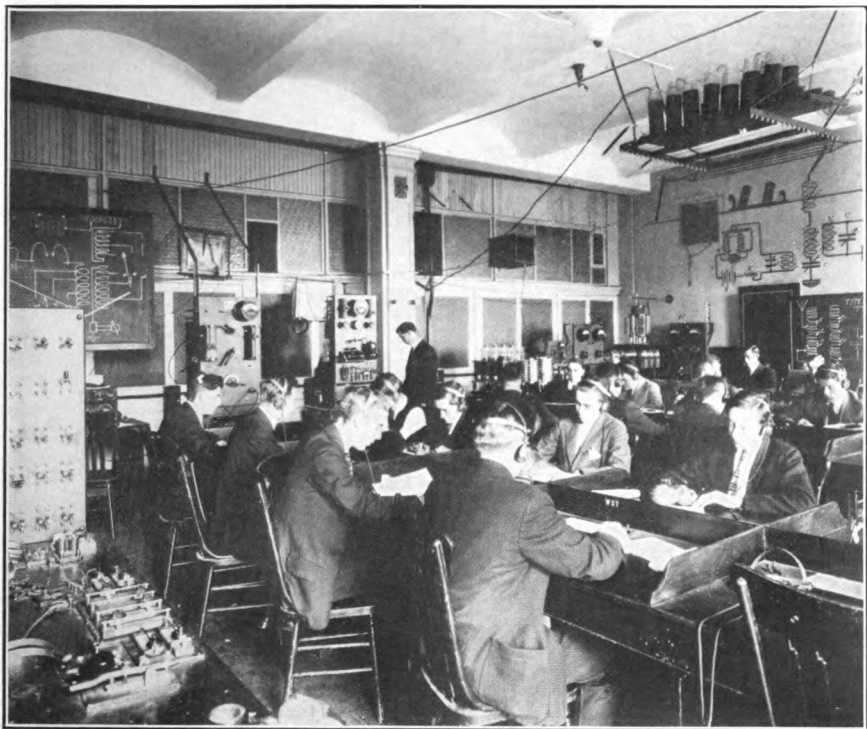
A No. 1 KVF NY via WSE.  
Nr... Jones SS Iroquois undelivered  
Not on board.

Service messages must be attached to the matter referred to.

—H. Chadwick.

**VESSELS RECENTLY EQUIPPED WITH MARCONI APPARATUS**

Names	Owners	Call Letters
Curacao	Pacific Coast Steamship Co.	WGK
Ravalli	Pacific Coast Steamship Co.	WGI
Cubadist	Cuba Distilling Co.	KNV
Miellero	Cuba Distilling Co.	KNT
Sucrosa	Cuba Distilling Co.	KNS
D. N. Luckenbach	Luckenbach Steamship Co.	KGW
Calgary	Standard Oil Co. of New Jersey	VEV
Clan Ferguson	Clan Line	YOQ
Petoskey	Chicago & South Haven Steamship Co.	WDH
Conneaut	Wyandotte Transportation Co.	WCU
S. Y. Galatea	E. L. Ford	WGF
Suruga	Barber & Co., Inc.	KGD
Jalisco	Mexican Navigation Co.	XXA (Temporary)
Coahuila	Mexican Navigation Co.	KEW
Tegucigalpa	Vaccaro Brothers & Co.	VB
Westwego	Union Petroleum Steamship Co.	KGE
G. R. Crowe	G. R. Crowe S. S. Co., Ltd.	VET
Dara	Bombay Persian Steam Navigation Co.	TZK
Matinicock	Standard Oil Co. of New Jersey	KID
Standard Arrow	Standard Transportation Co.	KSV
Royal Arrow	Standard Transportation Co.	KSW
Acme	Standard Transportation Co.	KIJ
Astral	Standard Transportation Co.	KIQ



### THE MARCONI SCHOOL

**A**RRANGEMENTS have recently been made at the Marconi School whereby a limited number of beginners in the Continental Telegraph Code will be accepted as students. After receiving from four to six weeks of continuous instruction in the code, these students will be placed in a special technical class and given a brief training in elementary electricity and magnetism, until they are qualified to take up the more advanced work. Heretofore students have only been accepted at the school who were able to receive in the Continental code at a speed of

at least ten words per minute. It is expected that a number of applicants who have previously been deprived of preliminary education, will take advantage of the opportunity now afforded.

Daily instruction is given on the Marconi 2 K.W., 500 cycle tests, to the members of the service in the Eastern District. All employees must pass a rigid examination, showing their knowledge of the technical applications of the art and must fully satisfy the examiner that they will be able to make necessary repairs on the equipment in case of emergency at sea.

### NOTES FROM THE LOG-BOOK OF ANOTHER GRINGO IN MEXICO

It was on April 15, last year, that I was offered a position as wireless operator by the Compagnie du Boleo for service in Mexico, and left San Francisco two days later on the steam-schooner Jim Butler, bound for Santa Rosalia in Lower California, nearly opposite to Guaymas. Beyond the fact that we were going to Santa Rosalia, little was known as to how long we were to be away or what we were going to do when once arrived there. Various rumors of a filibustering expedition and transporting troops for one or another of the revolutionary parties were the order of the day, and added interest to the trip.

These conjectures all turned out to be incorrect, however. We were chartered by the Compagnie solely for its own legitimate interests, and with the exception of two flying trips to San Francisco the Jim Butler has remained during the past ten months in the Gulf, making trips between Santa Rosalia and a host of small places, with cargoes of wood, coal and cattle. We have all come to look upon Santa Rosalia as our "home town," as a matter of fact. The town has a population of about 3,000, mostly French and Mexicans, about half of whom are employed in the mines. At the present time, the population is increased by the addition of the crews of eleven German sailing vessels, compelled, much against their will, to remain here on account of the war.

The concession to the Boleo Company (French) extends five miles east and west and ten miles north and south. The town is divided into two parts: La Playa, inhabited by the Mexicans, and La Mesa, wherein

live the French. The harbor, which has an area of about 40 acres, was constructed by the Boleo Company, which controls everything within the town and quite a lot outside it.

In common with most of the Lower Californian coast, this district is rocky, treeless, and waterless. Good water is, however, piped from St. Angueda two miles away. Rain occurs only two or three times a year, and the summer is intolerably hot. Anyone in search of scenery or pleasure would be ill-advised to make Santa Rosalia his hunting-ground. About every three months we are treated to a picture show, and less frequently to a dance, and about the best the stranger can hope for it to sit around the plaza of an evening, after the blazing Mexican sun has at length retired to rest, sipping a cooling beverage and making eyes at the señoritas as they pass by, drawn thither by the strains of the band which performs, usually, twice a week. The Mexican ladies, being by no means shy, can be easily enticed into conversation, so that the tyro may take this opportunity of adding a little more to his somewhat scant Spanish vocabulary; which is necessary, for in this part of Mexico, nobody speaks any English.

At times, life is brightened a little by the arrival of other steamers from American ports bringing cargoes for the Compagnie or by those that have made the long journey from Europe with coke, and by others again, that have come to take the copper for England.

And occasionally. H.M.S. Rainbow or H.M.S. Newcastle will pay us a visit, just to keep track of "los alemanes," and to make sure that they are still here.

With a brief description of Santa Rosalia set down I must add



the inevitable war incident, without which no story of a Mexican town would be complete.

I first saw Santa Rosalia at the end of April, 1915. Directly after landing I sought the operator, Mr. Everett, an old-timer in these parts and renowned for his prowess as a bullet-dodger. Stories of his remarkable escapes from insurrectionists and other disturbers had reached my ears, and I was curious to meet him.

I found him little the worse for his hair-breadths escapes, and the only thing that seemed to be worrying him at that time (at least, the only thing that I can mention with impunity), was the fact that he had lost eighty pounds or thereabouts in weight.

At that time, Santa Rosalia was in the hands of Villa and was garrisoned by about 150 of his men. Carranza, who was in possession of the Guerrero, Pacifico, and the other shores that comprise the Mexican navy on this Coast, was busy further south, but an attack was expected to be made sooner or later upon Santa Rosalia. Gradually, Carranza got control of the Gulf ports, until, at the end of August there were only two—Guaymas and Santa Rosalia—left to Villa.

The night of September 5 proved to be the date of the long-looked-for event. The Pacifico, with about 400 troops on board, arrived off Santa Rosalia at two o'clock in the morning, and landed parties at various points on the Coast, just outside the town. The first thing that the Villista soldiers did (they were there to protect us, mind you!) was to seize a train belonging to the Boleo Company, and to beat it out into the country! A gatling gun was landed, and was soon in action, and hundreds of rifle shots were fired between three o'clock and daylight. At whom they

were fired, goodness only knows, for the enemy had long before disappeared.

Everett and I were standing on the balcony of our house in La Mesa watching the fun, until a couple of bullets came through the door of his room, missing my head by a few inches. After that we thought the inside of the room seemed better, and there we passed the remainder of the night, Everett with gun in hand, guarding the door as faithfully and as bravely as Horatius guarded the bridge of old.

The following morning, all was again quiet. Santa Rosalia was now Carranza's, and the only casualty had been one woman killed.

Five or six days later, an attempt was made by the Villista forces to re-take the port. The Jim Butler had gone to San Francisco, and Everett with her. There was considerably more noise attached to this drama, than had been the case the first time, due to the fact that the Pacifico was bombarding the Villista troops with a six-inch gun. About twenty in all were killed, and an attempt of the Villistas to re-capture Santa Rosalia failed.

After a few weeks of guerilla warfare in the hills surrounding the town, the survivors came in about the middle of October and surrendered. Contrary to Mexican custom, instead of the ringleaders being publicly shot, they were pardoned. Since then, save for a few cases of shooting in the "pueblo," everything has been quiet.

In conclusion, I may say that throughout the whole of the Mexican revolution, which has lasted five years and more now, the Boleo Company have been working unmolested. As everybody knows, this has not been the case with most foreign concessions.

## THE MAN WHO KNOWS HOW



Many people seem to think that the success of others is not for themselves, that what others have is too good for themselves, that they are not expected to be as fortunate as those who are "more favored." They have grown up under this conviction of their own inferiority.

A great many who are really capable of doing big things are doing little things and leading mediocre lives, simply because they do not expect and demand enough of themselves.

"If we choose to be no more than clods of clay," says Marie Cor-elli, "then we shall be used as clods of clay for braver feet to tread on."

Conscious power exists within the mind of every sentient being. Its existence may be unrealized, but it is there. It is there to be developed and brought forth by training, like the culture of that ostinate but beautiful flower, the orchid. To allow it to remain dormant is to hold oneself in obscurity, to be blind to one's opportunities, to smother one's faculties.

Down with fear! Let the conscious power within the soul stand forth boldly and lead to usefulness, success and happiness. It is a matter entirely of right study of right effort, of right self-development.

Employers everywhere are seeking for the man who knows when and why; for the man who will go directly ahead and do his work promptly and correctly and thoroughly without having to be told every fifteen minutes how to proceed.

The way to get ahead and stay ahead is to use a head.

But the head must be trained. One must KNOW. No matter how willing he may be, or how greatly he may desire to do the thing at hand, he cannot do it and do it right unless he knows how. Knowing how comes from training.

The main thing is to fit into one's place, whatever the place may be, and when one does that, other things take care of themselves. There is no superiority but in superiority of service. The only thing any man has to sell in this world, and the only thing the world will buy, is SERVICE.

Many think that opportunity must be something great and unusual; but the fact is that the stepping-stone for any man to the place above him lies in doing better the very thing he is doing.

THE BULLETIN.

**EASTERN DIVISION NEWS**

A son, George William, has been born to George S. De Sousa, traffic manager, and Mrs. De Sousa.

H. A. Sullivan has succeeded C. B. Smith as chief clerk of the Auditing Department. Mr. Smith's resignation took effect April 22.

M. H. Payne, cashier, has been appointed assistant treasurer.

J. H. Jackson and Samuel Singer, who have resigned, after having been with the Purchasing Department since its organization, will open their own office at 115 Broadway on May 1, under the firm name of Jackson and Singer, eastern representatives of the Ashland Paint Company and the Rubin Schuman Company, manufacturers of paint and paint brushes.

George Abbott is the hero of the hour. Abbott was senior operator of the Alamo when the vessel was disabled off Hatteras. He was on the job every minute of the time and sent out the wireless call that brought a revenue cutter to the Alamo's assistance. Abbott's coolness and courage at the time things looked most dark won for him the praise and admiration of many of the passengers. Junior operator Maurey also did much to reassure passengers.

G. F. Danforth has been assigned

to the Siberia as junior.

H. S. VanCott and E. W. Harris have been assigned as senior and junior respectively to the Olinda. VanCott has taken his illuminating smile with him (he couldn't leave it behind) and things are rather dark on the Concho now since he has been transferred.

Alex Schneider has rejoined the service. He is attached to the Momus as junior.

W. E. Bisgrove is back in this division again after a year spent on ships of the Southern Division. He is now on the Winifred.

C. Stellmach is junior on the Brazos. Matt Bergin, the Beau Brummel of this division, is senior. Bergin is setting the pace for the other Porto Rico Line operators and they must hustle to keep up with his sales of the O. W. N.

A. Cruttenden has gone West to take charge of the installation on the Inland Navigation Company's barge No. 1 which is shortly to go into commission.

O. M. Shaw is senior on the Concho.

H. W. McDonald has succeeded C. L. Whitney on the Camaguey. Whitney was transferred to the Philadelphia of the American Line.

M. M. Myers is on the Pioneer.

**INSURANCE NOTICE**

When you are eligible for insurance under the conditions of the plan adopted by the Marconi Wireless Telegraph Company of America April 1, 1916, cut this out and mail it to the Chairman of the Marconi Insurance Committee, 233 Broadway, New York City.

Name

Division

Position

Date of entering Marconi Service

J. Kienast has been assigned to the new Standard Oil boat, the Charles Pratt.

G. B. Draper, a graduate of the school, is junior on the El Occidente.

J. B. Cravens is on the City of Columbus as second man.

C. S. Gould is now junior on the Arapahoe.

H. E. Cohen is on the El Mundo. Cohen has spent the last year on long trip ships and the change to a short run pleases him.

B. R. Jones, a San Francisco operator, has been assigned to the Georgian.

T. Barber, a new man, was assigned to the Prince George at Boston.

L. S. Bennett, also a new man, is on the City of Atlanta.

A. E. Ridley has been temporarily detached from ship service and is assisting Mr. Nicholls in effecting new installations.

H. C. Bigelman has returned from leave and is now on the Muskogee.

---

### SOUTHERN DIVISION NOTES

A delegation of thirty wireless operators, of the past and present Marconi service attended the Billy Sunday meeting on Friday, April 14. Silk badges bearing the Marconi Globe were made specially for the occasion. Rev. "Billy" made several special calls for the wireless men to come up and "hit the trail." Several responded to the SOS.

Herbert C. Hax, an ex-Marconi operator, and at one time manager of the Cape May station, is up and around again after an illness of three months with typhoid fever. Herb looks very formidable with his hair cut short.

M. C. Morris, at Philadelphia, recently completed the equipment of the steamer Jalisco, belonging to the

Mexican Navigation Company. The Jalisco will run between New Orleans and ports in Mexico, carrying passengers and freight. The wireless room is commanded by R. A. Gardner, well known in the Marconi service. It will be remembered that Mr. Gardner was on the Silver Shell at the time of the collision with the Takata Maru, off Cape Race on February first of this year.

J. F. Wyble, our local man, recently equipped the Arborean, of the American Hawaiian S.S. Company, with a 2 k.w. panel set. L. W. McKee was assigned to this vessel, which sailed from Baltimore for Rio about the first of April. Mack made sure to take with him his "Neptune" certificate which he obtained on his trip around Cape Horn on the Adeline Smith in 1912.

J. E. Kane was relieved on the Somerset by L. M. Gawler, a new man in the service. Kane was transferred to the Powhatan where he relieved C. H. Murphy.

J. W. Allen, junior operator of the Suwannee, has been transferred to the Essex as senior operator. He was relieved on the Suwannee by S. H. Griffen, a former employee of the Marconi service.

U. S. S. Wainwright recently left Philadelphia on her official trial trip. R. Marsano was assigned as operator for the trip.

---

### GULF DIVISION NOTES

J. E. Broussard, Gulf Division travelling inspector, S.S. Chalmette, has been transferred to the Excelsior, relieving Senior Operator J. A. Hybarger, who was transferred to the Chalmette.

"Col." L. H. Graves says that the aristocratic style of living on his present assignment doesn't agree with

his bank account, so he has filed application for return to one of the "old homes," a tanker.

The Tegucigalpa of the Vaccaro Bros. Co., was recently equipped at New Orleans with a 2 k.w., 500 cycle panel set. "V.B." has been placed in charge of Operator H. O. Haverkamp.

"Inspector No. 47" has just enriched the coffers of a local furniture store to the extent of some three hundred hard earned dollars. No date has been set, however.

Read the first and last page of Service Bulletin No. 4 and then join us in, "Three Cheers for our General Manager!"

#### SAN FRANCISCO STAFF CHANGES

S. Cissenfeld, in charge of the Catania, resigned at Galveston March 26. He was succeeded by Peter Daniels.

John J. Michelson and W. E. Chesebrough joined the Celilo on April first, as first and assistant respectively.

N. C. Kumler was assigned to the Steamer Capt. A. F. Lucas March 9.

F. A. Lafferty and C. T. Nichols sailed on the China as first and assistant March 17. The China is doing some good work so far, the last outbound report being 2100 miles west of Honolulu, some 4200 miles from San Francisco.

C. Bailey and L. O. Marsteller are holding down the Colusa.

On March 11, L. Farwell was assigned assistant on the Steamer Governor.

J. J. McLevey, in charge of the British Steamer Mexico City, was relieved at Cardiff on March 1 by J. R. Blacker. Mr. McLevey is being returned to the United States as a passenger.

L. V. R. Carmine was assigned assistant on the Matsonia March 16.

P. D. Allen and P. E. White left for Panama March 11, as first and assistant on the Newport.

W. J. Erich joined the President as operator in charge, March 19.

J. M. Chapple and J. R. Livesay are acting first and assistant on the San Ramon.

E. D. Perry relieved E. T. Jorgensen as assistant on the Wilhelmina April 1. Mr. Jorgensen is now at the St. Mary's Hospital suffering from various complications. The best wishes are extended for a rapid recovery.

A. E. Evans joined the Yucatan bound for the Orient, March 25.

#### HIGH POWER STATION NOTES

Spring is here, and with its advent our fancy lightly turns to thoughts of boats; particularly motor boats. The lure of the sea is strong within us and its call is insistent, brooking no denial. From the ashes of the old Piffle has arisen, Phoenix-like, a boat that is a thing of beauty and a joy forever. Resplendent in its new glory, its hull of dazzling whiteness breasts the waves gracefully as a swan and the staccato music of the relentless force that drives it ever onward is sweet in our ears.

Having said so much, we might as well add that the motor-boating fever has us in its grip and that we have taken the quickest means of curing it by installing an engine in the boat that was salvaged from the wreck of the ill-fated Hanalei at Bolinas. Henceforth, visitors to our station may enjoy the beauties of the bay without the oft-times back-breaking task of rowing a heavy boat and wishing they had never started.

"Bill" Barsby takes this month's prize for causing the biggest laugh. Four of the staff, among them Bill, decided to do a little fishing off Bird Rock. Bill was acting Mate, and according to the traditions of the sea, took his place in the bows to handle the hook. Arriving at the desired spot the Skipper shouted, "Let go the hook." A terrific splash assured him that the order had been carried out so all hands turned to the fishing gear and angle worms. A few seconds later they were drifting perilously near the rock and Mate Barsby was asked to take up a little slack in the mooring line. "By jove" he shouted, "the anchors over a'right but theres no line on it."

We regret to state that, owing to the exigencies of the service, it has been found necessary temporarily to reduce the staff at this station. Pending the inauguration of the Japanese service, several of the boys have been transferred to the marine division and will remain at sea until their services are again required at Marconi. We hope that this will be soon, for a more harmonious staff never worked together.

Under the auspices of the KET Club, a "hard time party" was given in the Hotel on April 2. More than forty guests were present and it is safe to say that a more enjoyable gathering has never been held. Perhaps the most noticeable feature was the entire absence of that formality which mars so many social affairs, everybody jumping in and getting acquainted without loss of time. It would indeed be hard to remain unmoved in the presence of such a collection of "dead-beats" and "hoboes" as were portrayed on this occasion, for collars were taboo and overalls, flannel shirts and similar outrigging reflected the spirit in which the dance was

given. The ladies were never more charming, the sweet simplicity of their gingham gowns and bonnets adding a delightful touch of rusticity to the occasion. Dancing was kept up until a late hour and there was never a lull in the merriment until the last guest had departed. The ball-room decorations were most effective and credit is due to the members of the Club who lent their services. Nor should our Hotel Manager and his good wife be overlooked for the refreshments they served were excellent.

To the Marconi Staff the gathering meant a welcome and deserved break in the routine of its life.

#### Obituary.

"Sparks," the friend and companion of all at Marconi, is no more. A friendless and forsaken city-bred cur, he adopted us but a few months back, but by gameness, intelligence and affection he won all hearts and his death leaves a gap that will not easily be filled. It was his daily custom to accompany the men to the operating building, returning with those relieved, and on more than one occasion when the boys put off in the boat leaving him behind, he dog-paddled out to them, mutely pleading to be taken along.

Rarest of dogs was "Sparks," for he was in every sense a game cur.

#### ANNUAL MEETING POSTPONED

The annual meeting of the Marconi Wireless Telegraph Company of America, which was called for April 17, at Nos. 243 and 245 Washington Street, Jersey City, N. J., was postponed till twelve o'clock, noon, May 17, on account of the absence of a quorum. Of 1,880, 414 shares outstanding, 343,456 were represented.

# Directors and Officers

## Marconi Wireless Telegraph Company

OF AMERICA  
**WOOLWORTH BUILDING**  
 233 BROADWAY, NEW YORK

### Board of Directors

Hon. John W. Griggs  
 Senatore G. Marconi  
 Edward J. Nally  
 John Bottomley  
 James Van Vechten Olcott  
 Godfrey C. Isaacs  
 James W. Pyke  
 George S. De Sousa  
 James R. Sheffield  
 John L. Griggs

### Executive Committee

Hon. John W. Griggs, Chairman  
 Senatore G. Marconi Edward J. Nally  
 John Bottomley James R. Sheffield  
 James W. Pyke

Hon. John W. Griggs.....President  
 Senatore G. Marconi..Vice-President  
 Edward J. Nally .....

Vice President and General Manager  
 John Bottomley .....Vice-President,  
 Secretary and Treasurer

George S. De Sousa..Asst. Treasurer  
 M. H. Payne.....Asst. Treasurer

### Legal Department

Hon. John W. Griggs, General Counsel  
 William B. Vansize..Patent Attorney  
 Sheffield & Betts.....Patent Counsel  
 Gifford & Bull.....Patent Counsel

### Engineering Department

Roy A. Weagant .....Chief Engineer  
 Harry Shoemaker..Research Engineer

### Auditing Department

C. J. Ross .....Auditor

### Traffic Department

George S. De Sousa..Traffic Manager  
 David Sarnoff, Asst. Traffic Manager  
 Trans-oceanic Division  
 C. H. Taylor .....Engineer

Lynn C. Everett..Assistant Engineer  
 Edw. B. Pillsbury.....

General Superintendent  
 Lee Lemon .....Superintendent

### Marconi School of Instruction

25 Elm St., New York  
 E. E. Bucher...Instructing Engineer  
 Harry Chadwick...Traffic Instructor

### Manufacturing Department

Aldene, N. J.  
 G. W. Hayes ..... Superintendent

### Purchasing Department

G. Harold Porter..Purchasing Agent

### Publishing Department

J. Andrew White.....  
 Editor of Publications  
 Wheeler N. Soper...Assistant Editor

### Pacific Coast Division

Merchants Exchange Bldg.,  
 San Francisco  
 A. H. Ginman, General Superintendent  
 George J. Jessop .....

Supt. Southern District

### Eastern Division

Operating Department,  
 25 Elm St., New York.  
 Ernest T. Edwards....Superintendent  
 G. W. Nicholls.....Dist. Supt.

### Southern Division

American Building, Baltimore, Md.  
 T. M. Stevens ..... Superintendent

### Gulf Division

529 St. Ann Street, New Orleans, La.  
 J. A. Pohl .....Superintendent

### Great Lakes Division

Schofield Bldg., Cleveland, Ohio  
 F. H. Mason .....Superintendent

# 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
<b>YEAR BOOK OF WIRELESS TELEGRAPHY</b> (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
<b>HOW TO PASS U. S. GOV. WIRELESS EXAMINATION.</b> 118 Actual Questions Answered. 72 pp. E. E. Bucher. The greatest wireless book ever published for amateurs and prospective wireless operators .....	.50	1.75
<b>LIST OF RADIO STATIONS OF THE WORLD.</b> 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 published .....	.50	1.75
<b>HAND BOOK OF TECHNICAL INSTRUCTIONS FOR WIRELESS TELEGRAPHERS,</b> pp. 295, Hawkhead, J. S. Covering principally the practice of the Marconi Co. abroad and elementary explanation of the underlying principles .....	1.50	2.50
<b>TEXT BOOK ON WIRELESS TELEGRAPHY,</b> 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
<b>PRACTICAL USES OF THE WAVEMETER IN WIRELESS TELEGRAPHY.</b> 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
<b>EXPERIMENTS.</b> 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
<b>HOW TO MAKE A TRANSFORMER FOR LOW PRESSURES,</b> pamphlet. Austin, Prof. F. E. For Amateurs, showing how to construct a Transformer with an efficiency of 85% to 90%.....	.25	1.60
<b>HIGH PRESSURE TRANSFORMERS,</b> pamphlet. Austin, Prof. F. E. Directions for designing, making and operating High Pressure Transformers, with numerous illustrations of actual apparatus.....	50	1.85
<b>LESSONS IN PRACTICAL ELECTRICITY,</b> pp. 507. Swoope, Walton C. Published by the Spring Garden Institute for use in its evening classes in practical electricity. It is one of the most popular works on practical electricity covering as it does principles, experiments and arithmetical problems.—401 illustrations.....	2.00	3.00
<b>THE WIRELESS TELEGRAPHERS' POCKETBOOK OF NOTES, FORMULAE AND CALCULATIONS,</b> pp. 347, Dr. J. A. Fleming. Bound in full flexible, rich blue leather, stamped in gold, with round corners and gold edges. A book of practical working formulae and calculations for the student of radio telegraphy. Bound to be considered an indispensable part of the working equipment of every wireless student .....	1.50	2.50
<b>WIRELESS TELEGRAPHY,</b> pp. 443. 461 illustrations, by Dr. J. Zenneck. Translated from the German. The work is the most scientific and thorough that has appeared on this subject. It covers all phases from physical principles to finished commercial apparatus.....	4.00	5.00
<b>PROCEEDINGS OF THE INSTITUTE OF RADIO ENGINEERS,</b> 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

Send  
Orders to

**The Marconi Publishing Corporation,**

450 4th AVENUE,  
NEW YORK, N. Y.