

MARCONI SERVICE NEWS

Volume 3

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By and for Marconi Employees



ELMER E. BUCHER,
INSTRUCTING ENGINEER

OUR ROLL OF HONOR

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Baier, George E.	California	Halle, Genia C.	Washington	Randall, Joseph S.	Alaska
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Ellis, Melvin J.	Minnesota	Morgan, Clarence D.	New York	Woodford, Richard J.	California
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Evans, Albert E.	California	Maresca, James V.	New Jersey	Young, Robert I.	Florida
Evans, Norman W.	Massachusetts	Miles, Frederick G.	New York		
Finnell, Phillip.	California	Minners, Arthur J.	New York		
Fitzpatrick, Charles E.	Washington	Nelson, Ernest I.	Michigan		
Foley, J. Heasley.	Texas	Nelson, Francis A.	Virginia		
Forbes, Allen C.	California	Nicholas, Clinton T.	California		

MARCONI SERVICE NEWS

FRONTISPIECE

The subject requires no introduction. At last we have prevailed upon our modest instructing engineer to pose for his picture and it is with pleasure that we reproduce it.

Mr. Bucher first became interested in wireless when Mr. Marconi was conducting his experiments in 1898. His interest turned into diligent study and we find him in 1903 as experimental engineer with the DeForest Wireless Telegraph Company. About this time his private experiments proved successful in making records for cross-country wireless. He then took up installing high-power stations in the middle West and on the Gulf coast. At these stations he was able to carry on much experimental work and the cause of radio consequently advanced.

In 1907 Mr. Bucher joined the staff of the United Wireless Telegraph Company as installation and experimental engineer, being largely responsible for the early success of that Company's operations. It was while with the United that the first ship stations of the United States Navy were installed under his guidance—all final tests being made by him. The trips for this purpose are counted among his happiest reminiscences. Cape Hatteras and Tampa Stations were also the work of his hands.

The United Wireless Telegraph Company's School was organized by him in 1909, and for more than two years he held the position of Chief Inspector and Instructing Engineer—a dual position well filled.

To meet the rapid development of radio and the demand for operators, Mr. Bucher saw the opportunity for a private wireless school, and in 1910, in co-operation with the East Side Y. M. C. A., N. Y., the first school of this kind in the country was opened.

The call to the Marconi circle came in 1912, when he joined us as Instructing Engineer, and the majority of Marconi operators have pleasant recollections of his earnest efforts in their behalf.

Through all these years he devoted his energies to long distance experimental work, and results are to be found in the records of the United States Patent Office at Washington.

His wide and varied experience caused him to be called upon for advice from all over the country. To meet these calls the columns of the Wireless Age claimed his pen, and in 1913 he was appointed Technical Editor of that magazine.

The National Amateur Wireless Association next called upon him to assist in its organization, and with his help thousands of amateurs were able to make progress in their efforts to master the mysteries of the radio art.

On November 1st, 1915, congratulations were in order on the occasion of his marriage. The union has so far been blessed with one child—Marilynne Claire—and her happy cooing is daddy's especial delight.

The Eastern District Y. M. C. A. Radio School was equipped and organized by Mr. Bucher in the fall of 1915, and is still successfully carried on.

MARCONI SERVICE NEWS

The crowning of his many efforts, however, came in 1917—when his now well-known book, "Practical Wireless Telegraphy," was published, and immediately proved to be a best seller. We venture to say that this book is to be found wherever wireless is known. Because of its completeness, it is already recognized as the best practical book on wireless on the market today.

THE HERO OF THE MINNEHAHA

This liner was sunk by contact with a mine sixty-five miles off Bantry Bay, Ireland and forty-three of the crew perished. Captain Claret saved eleven of his men by swimming with them to a raft. Senior Radio Officer Blight, of the English Marconi Company, went down with the ship. The captain made the following statement in regard to Mr. Blight. "In my opinion a most heroic act, which should stand out with any deeds performed during the war, was that of Blight, who deliberately sacrificed his life to send out S. O. S. when the ship was sinking. Immediately after the explosion the ship took a big lurch to starboard, and I realized that she was going down. Blight came to me and calmly asked for orders. I handed him a piece of paper on which I had hastily scribbled the ship's position. He saluted and hurried to the Radio Cabin on the boat deck. I never saw him again. I learned afterwards that he sent out the call, all but the ship's name. He was at his key when the ship foundered. The Junior Radio Officer was also lost. I reported the heroic conduct of Blight (who was only 23) to the Marconi Company in London. The survivors landed at Bantry Bay."

MR. NALLY'S TRIBUTE

New York, December 20th, 1917.

Mrs. L. Larson,
Box 135, R. F. D. No. 5,
Seattle, Washington.
Dear Madam,

I have learned with sorrow of the illness and sudden death of your son, and send you my deep sympathy in your great loss. Louis was a manly boy, a son to be proud of; and we held him in high regard. He was efficient, faithful and fearless in emergencies and passed through the most trying ordeals without flinching. He has done his bit nobly for the country. His example will long be remembered in the annals of our company and his spotless character and sunny disposition will be an inspiration to other Marconi men.

Again assuring you of my heartfelt sympathy in your bereavement, I am,

Sincerely yours,



Vice President and General Manager.

Page Four

MARCONI SERVICE NEWS



LOUIS J. LARSON

It is with a deep sense of personal loss that we record the sudden death from pneumonia of Louis J. Larson, of Seattle, at Bellevue hospital, New York, after a brief illness. The funeral service was attended by Captain Tucker and Chief Gunner Christ, of the Steamship Orleans, four representatives of the Oriental S. S. Company and General Superintendent Pillsbury. Superintendent Edwards and operator W. S. Fitzpatrick, of the Marconi Company. The interment was at Woodlawn Cemetery.

Mr. Larson was on the Orleans when she was sunk by a submarine, and it was his fortitude in sticking to his key when the sinking ship had been abandoned which made possible the rescue of 50 men. The detailed account of the tragedy was told in his own words in the September issue of this magazine.

Mr. Larson had a very pleasing personality, and modestly but conscientiously performed his duties, and possessed the esteem of his superior officers. On shipboard he was a general favorite. He was one of the most efficient and reliable operators in the Marconi service, and his early death is deeply regretted by the Marconi officials.

MARCONI SERVICE NEWS

PERSONALITY IN SELLING

By Clarence Cisin

Developing a personality in selling is, or should be, the salesman's constant aim. The first step is a frank self analysis. Any other kind tends to overlook, excuse and hide points which are distasteful to us. Analyze your weak points and root them out. Realize your strong points and develop them.

Individuality is the corner stone of personality. Be different from the ordinary every-day mediocre salesman. Have a unique attention-gaining introduction. First impressions are very often a great factor of the sale. Make your prospect feel that what you have to say is worth his while to listen to. Be direct and concise, and remember constantly that by signing your prospect, you are doing him a service.

Have a thorough and complete understanding of your proposition. Be able to talk interestingly and instructively to the prospect who encourages such tactics, and also have the main issue and strong points on your finger tips for the opposite type of prospect who is interested only in the brief stating of the value of the proposition to him.

Avoid antagonizing in your correction of erroneous remarks. The chances of a sale are greatly lessened the moment the prospect feels that you cannot understand his point of view. Agree as much as possible to the opinions of the prospect, and tactfully but firmly correct his misconceptions.

Have a convincing and forceful closing. During your talk, it is usually easy to ascertain the points which are the most interesting to the prospect. An effective summing up of the proposition and an emphasis of the appealing arguments has the tendency to make the prospect feel that he is losing time by delaying.

Radiate vitality. Be alive, up to the minute on all details, enthusiastic, confident and persistent.

Believe in yourself, your product and your firm, and **WORK**. The only possible result is **SUCCESS**.

THE RADIOTELEGRAPHIST

By Eugene Dynner

I am a Radiotelegraphist--which is synonymous with optimist.

We Radiomen form a distinct division of the genus humanum.

We are perhaps the most light-hearted, care-free aggregation of good fellows that inhabit the earth.

We go to sea in ocean greyhounds which are the result of years of scientific study and represent the combined labor of thousands of men for years; and in old sailing ships which excite our vivid imaginations with the romance of Father Neptune's domains.

We are free: for those who are fettered to desks in offices or benches in workshops are virtually prisoners--voluntarily so.

We see the world--Mexico, Peru, Japan, India, are all familiar to us.

We number among our acquaintances the Venezuelan, the polite Chinaman, the turbaned Turk and the learned Englishman. Prince

MARCONI SERVICE NEWS

and peon; rich man and poor man; yachtman and fisherman; banker and beggar; priest and heathen—we know them all.

We are cosmopolitan, if anything.

The book of adventure is an open one to us. Wars and the terrors of the sea are nothing in our young lives—for most of us are young. Earthquakes and revolutions; submarines and hurricanes are nonentities in our existence.

Who does not wish to go to some out-of-the-way corner of the world where romance still holds sway? Where the air is filled with the voluptuous fragrance of multi-colored flowers and the enthralling songs of brightly plumed birds: lands of unstained primaeval beauty and loveliness. An island in the South Pacific or the Caribbean, darkest Africa and brightest France: all are within our reach.

And who, but those who travel, know the joy of homecoming after a long voyage? Distance enhances the love our friends bear for us. As a result our stays at home are full of happiness and pleasure.

The world is our field: the seas our camp.

I am a Radiotelegraphist—and glad of it.

WOMEN AND ELECTRICITY

When a woman gets too excited.....	Controller
If she is sulky and will not speak.....	Exciter
If she talks too long.....	Interrupter
If her way of thinking is not yours.....	Converter
If she is willing to come half way.....	Meter
If she will come all the way.....	Receiver
If she wants to go further.....	Conductor
If she would go still further.....	Dispatcher
If she wants to be an angel.....	Transformer
If you think she is unfaithful.....	Detector
If she is unfaithful.....	Lever
If she proves your fears are wrong.....	Compensator
If she goes up in the air.....	Condenser
If she wants chocolates.....	Feeder
If she sings wrong.....	Tuner
If she is in the country.....	Telegrapher
If she is a poor cook.....	Discharger
If her dress unhooks.....	Connector
If she eats too much.....	Reducer
If she is wrong.....	Rectifier
If she is cold to you.....	Heater
If she gossips too much.....	Regulator
If she fumes and spatters.....	Insulator

Electrical Experimenter.

MARCONI SERVICE NEWS



A busy corner at the Aldene works

MARCONI SERVICE NEWS

SOME MORE OF GERMAN KULTUR

By Harry S. Parsons



The Rochester and the Orleans were the first two armed American ships to brave the perils of the war zone. The Orleans was reported as missing some time ago, while our ship, the Rochester, managed to get by until November 2nd.

On the trip over the wireless shack, which was on the top of boat deck, was continually awash; and eventually we had to wallow into a Canadian port all but a total wreck. It took us a week or more to straighten out all the difficulties, after which we started across. We finally arrived with cargo intact. Discharging, repairs and taking on ballast consumed a couple of weeks, and on the 26th, of October we left for the good old U. S. A.

The following day we were ordered by a British patrol into a loch in Scotland for safety. We left here on the 28th, arriving at—

Bay on the 29th, where we were formed in a convoy with nine other ships. This whole flotilla left—Bay on the 31st, in charge of five destroyers and an armed yacht. These destroyers escorted us until November 2nd, about 1 a. m. when they left us and the various merchant ships in this convoy, each went their own way.

Our steamer was so speedy that we were soon out of sight of the rest, by the process of elimination. We then proceeded alone without seeing anything of importance until 4:45 p. m. of the same day. I went on the job again about 1 p. m. and contrary to my usual custom decided not to go below until supper was ready. After making this decision I happened to glance at my watch, and remember distinctly it was 4:40 p. m. Five minutes later my chair and I very abruptly started to one-step, and sure that was all for after the explosion all was silent save for the noise made by escaping steam. The shack was not demolished but its good looks were somewhat spoiled, and a life-boat directly in front of it on the starboard side was blown to bits. Nothing remained to tell where this boat had been except the davits. My first thought was to get off the necessary distress signals, but on trying to start motorgenerator found main plant to be out of commission. I then put the receivers up and tried to open the door. This was jammed by the explosion and refused to be moved. By golly; but I learned to feel for these Germans. At last it gave way and when I got out on deck I saw that the ship was

MARCONI SERVICE NEWS

not in great danger of sinking rapidly, as it had appeared from the room. Two of the aerial wires were down, but could have been fixed temporarily had the torpedo struck any other place than the engine-room. The outer shell of the ship had been penetrated, and the torpedo exploded in the engine-room proper, completely wrecking main engine and auxiliaries. The way of our vessel was counteracted, of course, as we were doing a good six knots at the time. One of the remaining wires of the aerial severed a life-belt from its upward motion, and there it hung.

Two of the three remaining life boats had been lowered and the third was being lowered. This was the captain's boat and the one to which I had been assigned. There were incidents in connection with abandoning of the vessel that might have proved serious, but in general, what I saw of it went off with nearly as much coolness as a boat drill. The sea at the time was very smooth. The captain seeing that several men had entered the boat without clothing, went back to his cabin and got all of his own clothing to cover these sailors, who otherwise would have died from the cold. The captain then came down the ladder, entered the life boat and we pulled away from the sinking ship in the direction of the other boats. After catching up to these the captain redistributed his men to equalize matters. At this time about 40 minutes had elapsed since the disaster, still the submarine did not appear until about five minutes later. When it did come to the surface they opened fire on the ship. The shots were apparently intended for the wireless house, but only two out of ten hit. Later dusk fell and we saw no more of the fast sinking ship or of the other life boats, which had been ordered to scatter when the U-boat opened fire. Two more subs came to the surface and signaled to the third one with their Morse lights; the code, however, was a new one to me as I could not read it although I am fairly good on the lights. Our boats were left alone, but believe me through no sentiment, we were nearly 400 miles off the Irish coast in the month of November so why shouldn't the Germans save ammunition.

The morning of the 3rd a sharp breeze sprang up and increased to a gale which continued, with heavy seas, for the next four days and nights.

The boat had a small leak at the start which grew worse, necessitating continuous bailing; sitting in the water to rest. To lie down was out of the question as there were twenty-two men in our boat, and as it was three men had to be exposed at all times to accommodate the rest. One of these men could steer, while the other two stood watch at the sheet and tack. Our craft would have been much more comfortable with only eighteen occupants, but still we might just as well have wished for beds and stoves. To make things very pleasant, or rather to break the monotony, we had a spell of rain, hail, and then snow, which with no covering or clothing to speak of added quite a great deal to our hardships. Still it might have been worse. The 2nd mates boat never reached shore, while the 1st mates had only five survivors out of twelve when they reached land. All of the men that were lost (twenty at sea and two killed in the explosion) were fine specimens of manhood doing their bit in a way that deserved attention, if not applause. It is hardly necessary to describe the number of times we were all but swamped, or to picture the agonies caused by lack of water; but it would be

MARCONI SERVICE NEWS

very unjust to leave out the name of Captain Erik Kokeritz, a pure American, every inch of him, to whom is due the credit for rescuing twenty-one lives for future service to our country. Rudder gone, sailing rig fast breaking up, and knee deep in water Captain Kokeritz steered our rapidly sinking boat with an oar to within hailing distance of an English trawler.

I never will forget how good that trawler looked and although the seas were running between thirty and forty feet high, Captain Stather, of the British Patrol Steamer Scot, and his men, made one clean-cut job of picking us up. Our life boat went down a few minutes after the rescue was effected. Nothing could possibly have exceeded the kindness and attention of the men aboard the Scot. And it is characteristic of the men we are to fight with, to do much and say little. Just one word further in commendation of the Irish people; should I have the misfortune to be torpedoed this next trip, may I have the luck to pass through the same set of circumstances and finally reach Londonderry and my Irish friends.



The Rochester

MARCONI SERVICE NEWS

ALASKA

Splashes from the Frozen North

Again we must apologize for our slowness in joining the rest of our clan in a monthly chat.

Being so far away from everything that looks real civilized, proper mail facilities, and many other things that you chechakos down in God's country enjoy, makes us very apt to be a little neglectful. The Service News for December has just arrived and was most eagerly absorbed by us all.

The fact that Ketchikan was not mentioned made us real peeved so the writer was prompted to write these few lines, so that we won't be disappointed in the next issue.

Winter has set in with all its glory such as bobsled riding, twenty on a sled or more, bear hunting and numerous other sports which help to pass the odd moments we have.

Snow is two feet deep at present and the long hike from the station to town is quite a "Yob."

The staff has changed considerably lately and most of the fellows who were here during Marconi times have either left or got hitched. We hope at the end of this war that we will all be able to have one grand reunion.

Mike Svendsen is leaving the family fold very shortly for sunny California or probably KIE, where he asked to be transferred. We all hate to see Mike go but guess since his "only one" has left town he has no more use for Ketchikan. We hope this change will be for the good.

Roy Powell is still our worthy manager, but better known now as Radio Gunner and two more titles too large to print. He is kept busy keeping the wind on the keys going. Roy hopes some day to be a great mariner as he is studying navigation and can occasionally be seen navigating a toy ship in the bath tub.

Wilhelm is still here and it looks like its impossible to get rid of him. Guess there's a reason, and it isn't grape nuts. He won't tell, but some day one of these ships from the sunny south is going to bring the question mark.

Lindholm, a former Marconi man of '61, is also with us and had cultivated a growth of hair under his nose that would make a poor imitation of an artists paint brush. On account of our admiration for same it disappeared one day when he went to the barbers for a haircut. He says he had it cut off, but the barber says he didn't see it when he shaved him.

Underwood, also a Marconi man, has arrived to relieve Mike. We hope he will like the snow and cold chickens. The writer has not found out much yet concerning this individual but will get on the job pretty soon.

Wirelessly speaking the circuit between KPB and KDU and KPB and KPC is still kept busy, but lots of new fists have replaced the old ones.

We hope that we will be able to read in the next issue of the Service News a little dope on the other high power stations; and once more we say, in place of "Remember the Alamo" our cry is "Remember Marconi," and after the war let us have one grand reunion.

MARCONI SERVICE NEWS

ZIGZAGGING AT SEA

How Changing Ship's Course May Elude the Submarine

Zigzagging to elude attacks by submarines has a protective value which it did not possess before ships were armed. Now that the tramp is apt to carry a rapid-fire gun, the U-boat, once it has come within effective range must stay below. In the old days a submarine with fourteen to seventeen knots speed did not hesitate to run down its prey on the surface, and a large proportion of the victims were sunk by gunfire. But when a ship mounts powerful guns, with navy-trained gunners behind them, the sinking, even of slow tramps, becomes a difficult and hazardous task.

On sighting an approaching ship the submarine heads to intercept her course, submerges, and then takes an occasional look at her, bringing her periscope above the water for a few seconds only. The U-boat estimates the speed and course of the ship, submerges and lays his course while below so as to bring his boat within torpedo range.

Now, if while the submarine is below the merchant ship changes her course, say, through an angle of 45 degrees, the former, on coming up for a look at the ship, finds that, instead of converging to meet him, the ship is sailing in a direction entirely different from that on which his calculations were based; his manoeuvre for getting into firing position goes for nothing, and he has to try again. Unless he is satisfied that his guns can greatly outrange the enemy, the U-boat does not dare use his surface speed, and below the surface has not sufficient speed to overhaul the ship. One or two misjudgments of this kind will lose so much time that the ship will have a good chance to pass him and escape.



MARCONI BUDS

That the interest of the company in its employees extends to their families, even unto the second generation, is evidenced by this little nine months old witch, Jean Winifred, daughter of J. C. Conroy, of the M. R. and I. division, at New York, and she makes her doting parent toe the mark.

We will be glad to reproduce here portraits of Marconi infants under 19 months when taken; and at the close of the year, the Editor will award a cup to the one voted to be the best baby, by a committee of envious bachelors and maidens to be selected by the Editor acting as chairman.

MARCONI SERVICE NEWS

REMOVAL

Mr. H. M. Short, Resident Inspector of the Affiliated Marconi Companies has removed his office to Woolworth Building, room 1868, N. Y.



D. N. LUCKENBACK SUNK

By Jacob Davis

We were enroute from Brooklyn to a port in France. It was my third trip on her to the war zone.

After dinner on October 27th, feeling drowsy. I turned in for a while. Soon after I heard a loud report, and thinking it was a submarine shooting at the wireless cabin, I ran out and saw that we were torpedoed without warning. Two life boats on starboard side were smashed. I ran back and closed D. C. line to motor-generator, but it failed to work. I tested the light circuit, and found it dead. I discovered that the ship's main power was gone, and having no emergency power supply, I could not

send S. O. S. and so reported to the captain.

Seeing that the ship was going down rapidly, I helped lower the life boat on the port side, and heard a man below screaming, who had been scalded by hot water and steam. Then I ran aft and helped throw a raft over the side and was the last one to climb on. The Captain, Mate, and two Engineers were left aboard; they threw a small dory over, and climbed in by means of a rope, the Captain being the last man off the ship.

Five minutes later she went down, stern first. The captain was taken aboard the submarine for about ten minutes. He told us we were torpedoed without warning because we had wireless, and that the submarine commander apologized for smashing the boats. We left the submarine and headed for the nearest land. We, on the raft, climbed in the small dory and life boat, about two hours later.

I was busy bailing for two days, having on only a sweater, a pair of torn trousers and no hat. I was soaking wet from head to foot every time a wave hit us. We were fed on crackers and water and had only about six hours sleep for the two days.

Then we sighted a ship on the horizon. The Chief Engineer stood up with an oar in his hands and a white shirt tied to it, to arouse our rescuer's attention.

In about an hour the ship was alongside. She was under the Danish flag, carried no wireless, and her name was Indien. She was bound for a port in U. S. They threw us a couple of lines and we climbed up a rope ladder. We were given stimulants and proper food and clothing, and in about two weeks the Indien landed us safely in New York, none the worse for our experiences.

MARCONI SERVICE NEWS

KAHUKU



At Belmar, N. J. December 22, Charles J. Weaver to Annie Tousey, daughter of the late George Tousey, President of the American News Company. Prior to the war the groom was Marconi Manager at Sea Gate L. I. and is now Chief Electrician Radio at the Naval Radio Station at Chatham Mass.

At Brooklyn, N. Y. December 27, Captain Richard Douglas, U. S. A. Reserve Force, to Madeline Dabo, daughter of Mr. and Mrs. Leon Dabo, of Brooklyn. After the ceremony at Plymouth Church, there was a reception at Hotel Margaret. The honeymoon was spent at Atlantic City. The groom is a former Marconi man and is about to leave for France.

STEAMSHIP LINE

HONORS ITSELF

The Oriental Navigation Company of New York announces it has purchased a large plot in Woodlawn Cemetery, in which will be buried the remains of men in its service who may lose their lives on its ships that are sunk on their way to France with food and munitions. The first to be buried there is Louis Larson, wireless hero of the Orleans, sunk off the coast of France. A monument will be placed on the plot.

The beauty and romantic picturesqueness of the scene was a tangible presence which permeated the atmosphere and stole in on the senses like the elusive fragrance of flowers, intoxicating, overwhelming. Magnificent kamani trees spread forth a canopy of green velvet and the ground beneath was carpeted with fallen leaves. In an open space beneath the trees, walled in by the riot of tropical verdure, was spread a luau which would have done justice to one of the ancient kings of Hawaii. Nature had exceeded herself in the creation of a setting and the typically Hawaiian feast, laid out in the cool shade of the kamani's harmonized to the fullest extent. The table groaned under its wealth of Hawaiian delicacies, from poi in calabashes to the delectable laulau wrapped in ti leaves. Hula dancers in their rustling grass skirts, swayed rhythmically to the melodious notes of an old Hawaiian hula and the key-note of all was a buoyant, effervescent happiness.

Into such a scene were the men from the United States Naval Radio Station at Kahuku, together with a few fortunate friends, ushered on Thanksgiving Day. The occasion of the luau was the anniversary of a child's birthday; the celebration being given by the child's parents, Mr. and Mrs. Frank Raymond, at their home situated a short distance from the radio station. Mr. Raymond is employed at the station and participation in the luau was due to his generosity. The fair sex was well represented, though not abundantly so, by wives and friends of the men present, and their enjoyment and appreciation was as spontaneous as that of the men. To several of those present a luau was a new experience, and they are to be envied, as a new, pleasurable experi-

MARCONI SERVICE NEWS

A RESOURCEFUL OPERATOR

ence invariably possess a charm which enhances its value, whereas a former, similar experience leaves one's mind less susceptible to the charm though none the less appreciative, in this instance at least.

The sun was sinking behind the Koolau Mountains in golden splendor and purple shadows were softening the rugged outlines of the earth, when the men from the radio station and their guests bid aloha to the luau and its donors and set out for the radio station where the fitting climax of a perfect day was in the course of preparation—turkey and its Thanksgiving Day contemporaries, from mashed potatoes to pumpkin pie and plum pudding. Surely the gods themselves, who dine on ambrosia and honey, must have looked on with jealousy when the festive board was spread and justice was administered in true American style. Even the turkeys, if they had looked down from turkey heaven, could not regret having sacrificed their lives for the occasion.

The dining room was very prettily decorated for the event and the subdued lights shone on many faces happy with life and the pleasure of the moment. Upon completion of the dinner a few moments of relaxation were allowed while floors were being cleared of tables, and tables of the remains of the repast which had so lately graced them. The remainder of the evening was spent in dancing.

An Hawaiian orchestra furnished the music and played only as the Hawaiians can play, with a rhythm and accent that is irresistible. Couples drifted from dreamy waltz to lively one-step and then into the appealing fascination of a fox trot until inexorable, old Father Time broke the wings of the butterfly "Pleasure" under his increasing load of golden moments.

Superintendent Henderson of New Orleans calls attention to the ingenious work of operator M. H. Hammerly, at the time of the stranding of the S. S. Geo. E. Paddieford recently. Mr. Hammerly's report follows and it may be of value in a similar case.

"October 30th, with a stiff norther blowing, our steering gear went wrong while crossing the bar of the Panuco River, Mexico, and we went on the rocks of the jetty on the south side of the breakwater. Tried for ten minutes to deliver message via station at Tampico but that station was closed at that time of day (1:15 P. M.). Then sent out a general SOS call which was answered by a U. S. Naval ship at Tampico. Reported circumstances and asked immediate assistance. Ship was pounding badly and seas breaking heavily. Spray played such havoc with insulation, radiation would cease at times.

At 2 P. M. dynamo shut down as water reached engine and boiler rooms; crew went down on jetty later in the day and slept there that night. The next morning we returned to the ship, the sea having flattened a bit and everything remaining intact.

Thinking of ways and means to re-establish communication, I dropped on the idea of using the jump spark coil from the ship's motor boat. Using the motor boat and telephone batteries for power, and one gap of the quenched, I established uninterrupted service between the ship and Tampico a distance of nine miles.

The Merritt Chapman Wrecking Company are now trying to salvage us, an operation we expect will be successful.

MARCONI SERVICE NEWS

OPERATORS TAKE NOTICE

The Director of Naval Communications has issued the following instructions relative to traffic to and from vessels operated by the U. S. Shipping Board.

Traffic to and from vessels operated by the U. S. Shipping Board, concerning business of ships, will be treated as official.

When necessary request ship or station by service to give proper prefix.

Traffic to and from vessels commandeered by the U. S. Shipping Board but permitted to continue their regular service will be treated as regular traffic in the same manner as before they were commandeered.

FACTORY NOTES

The great snowstorm and blizzard the middle of December will long be remembered at the factory. A blanket of heavy snow from 12 to 18 inches deep put the trolleys out of commission early in the evening, and the few men who lived near made such slow and difficult progress that the majority of the Second Shift gladly returned to the shelter and warmth of the factory. In the morning when they sallied forth again trains were infrequent and trolleys did not run for three days. Many were unable to report for days; but a few venturesome and hardy men and women plunged knee deep through the snow arriving spent and exhausted. Fortunately the critical coal situation had not then struck N. Y. and N. J.

After futile efforts to sleep like Chinamen curled up on benches and boxes on the floor, "On the memorable night of the storm," the men organized impromptu military drills and song fests and clog dances, or relieved their minds by leaving witty

or scurrilous notes on the benches where they had wooed in vain the slumber fairies. At length they swarmed down on Chief Officer Sensbach and induced him to unlock the door of Mr. Howlett's restaurant and summon an official from the second floor office to preside at the banquet, while they proceeded to clean out the larder.

Steaming gallons of coffee, concocted in strict Hoover style, guiltless of sugar, were served impartially to the clamoring crowd, while Mr. Walters at the urn, and Mr. Sensbach carving out sandwiches with a practised hand, were ably assisted by Mr. Douglas who calmly demanded a nickel each for unminutive slabs of pie strictly in advance, until a goodly pile of dimes and quarters was stored away to atone for the empty cupboards which greeted the eyes of the proprietor the next morning. But storms and cold have not diminished the energy of the factory force. Occasional demands from Public Service headquarters or diminishing supplies in the coal bins have held the work back slightly, only to leap forward with redoubled energy.

Improvements at the factory are going rapidly forward. Mr. Stein's office is completed and decorated with a handsome new rug, while the main office of stenographers and clerks and the Entrance Hall are getting a new coat of paint and new supply of desks.

EXECUTIVE OFFICE

On Saturday before Christmas the Marconi Company tendered an informal luncheon at the Head office to 100 of its New York employees. The main room was tastefully decorated and the affair was most enjoyable. The officials participated and there

MARCONI SERVICE NEWS

was a general exchange of holiday greetings.

Mr. W. A. Winterbottom returned from Buenos Aires recently on the S. S. Vestris.

Mr. A. E. Nicholas, who has been Acting Superintendent of the Great Lakes division of Cleveland for several months, has been appointed Superintendent.

Mr. Wallace succeeds Mr. Miller, Mr. Cockett succeeds Mr. Stewart, and Mr. Eberle succeeds Mr. Taufenback, all these vacancies being due to enlistments in the Navy.

We understand that Mr. Eberle's baby girl has two teeth.

Mr. Nally has returned from a business trip to the National Capital.

Superintendent Edwards has removed his office to 42 Broad Street, New York, where all Eastern division operators should hereafter report.

The offices of the Wireless Press are now located at 25 Elm Street, New York.

The betrothal of Henrietta Pleines, of the Dictation department to James Templeton has been announced. While extending every good wish, we contemplate her departure with keen regret.

The Marconi service flag now contains 235 stars.

The Navy has taken over the high power station at Chatham, Mass., for the period of the war.

SPOKES FROM THE HUB

Constructor Gardner equipped the City of Winchester (Br.) with a coil emergency set.

R. F. Jefferson, a new man, was assigned to the *Carrier*.

The Calvin Austin and Gov. Dingley have been requisitioned for Government service.

The Gov. Cobb, operator Gardner, is again in commission on the Portland run.

Operator Whipple was assigned to the *Gulfstream*, relieving operator Watson for one trip.

The North Land and Calvin Austin were sent to Halifax from Boston as Red Cross relief ships.

F. C. Patch, a new man, was assigned to the E. L. Doheny, Jr., Operator Sullivan, formerly of the Doheny has resigned.

EASTERN DIVISION

R. E. Dale formerly of the *Camaguey*, is on the unassigned list. S. B. King, a new man, sailed as junior on this vessel, R. W. Hendrickson, the former junior having been promoted to senior.

The *Olean* sailed with T. J. Cerio as senior, a reengaged man, and G. H. Hamilton as junior, who has been on the waiting list.

E. Handler of the *Pearl Shell* is now on the waiting list.

C. W. Sturz, senior of the *Nacooche*, was dismissed for failing to report on time, and C. C. Langevin, formerly of the *Dora*, was assigned in his place.

R. G. Martin, junior of the *Carolina*, formerly of the *City of Athens*, has resigned and D. G. Ward has assumed his duties.

The *Northwestern* sailed with J. J. Michaelson of the *Brabant*, instead of E. Tamburo, the latter having resigned.

R. A. Clarke of the *Morro Castle* sailed as junior on the *City of Athens*. C. Volmer, formerly of the *Caracas*, took Clark's place on the *Morro Castle*.

The *Amelia* sailed with T. Bowen, formerly of the *Anna*.

MARCONI SERVICE NEWS

C. Cisin and P. Klipp first and second respectively on the Albert Watts are now on the unassigned list, this vessel having been burned at Genoa.

A. J. Krynski of the Sagua is now on the waiting list.

J. H. Weikel, a southern division man, was assigned at Baltimore to the Wellington.

The Rochester having been torpedoed. H. S. Parsons is on the unassigned list.

H. A. Carder sailed as junior on the Caracas, E. W. Hawkins being demoted to junior. Carder was formerly on the Kroonland.

A. DeBrosky formerly of the Tanamo, is on the unassigned list, F. E. Zahn remains in charge.

A. Schwartz of the Rio Grande, deserted after accepting assignment. J. M. Harrison, formerly on the waiting list, stood by the Rio Grande for 5 days when he was assigned to the Farima. J. L. Miller, formerly of the Parima taking his place on the Rio Grande.

The Annetta sailed with J. F. Parenti formerly of the Wacouta.

W. I. Hill of the Millinocket sailed on the El Norte in H. C. Bucholtz's place, who has been assigned to the E. L. Doheny.

O. Pfaltz, who has been on the unassigned list, sailed in W. W. Neely's place on the Sabine, the latter having been assigned to the Watuga.

J. J. Kaleta and T. G. Hahn first and second respectively of the Alamo changed places with D. Michaelovitz and J. F. Barstow, first and second respectively on the Iroquois.

The Parthian, sailed with A. DeBrosky.

C. E. Stevens of the Ardmore changed places with G. E. Knudson of the DeSoto.

H. T. Munroe of the Warrior has

been dismissed and H. H. Warner of the Dora assigned in his place.

U. K. Stagg has been transferred to the Anna, as the Moonlite has laid up.

The El Capitan is laid up and her operator, H. P. Perry is now on waiting list.

R. Whisman, of the Coosa, has returned to Frisco and H. Tomasso of the southern division has replaced him.

M. C. Hilgenberg, of the Watuga, has been transferred to the Gulf Division and W. W. Neely, formerly of the Sabine, assigned in his place.

The Wachusett has been supplied with Navy operators and our operator, W. E. Grant, has been placed on waiting list.

L. V. R. Carmine of the Wacouta has returned to Frisco, as have also H. R. Phillips and F. E. Peterson, first and second respectively of the Casco, and G. A. Jensen, of the torpedoed Actaeon.

SOUTHERN DIVISION

W. P. Grantlin has been assigned to the Nantucket as senior operator. T. M. Brown is at present aboard the Ontario in the capacity of junior.

C. R. Hahn has taken assignment on the Toledo.

J. F. McQuaid thought he would like the Delaware Sun for a permanent job but evidently the ship didn't like him as it turned turtle near Sabine, Texas. McQuaid managed to get away all right but lost his personal effects.

J. R. Pell resigned from the Borgestad at New York.

Horace Hopper is acting as senior operator on the Essex running to Providence.

Constructor Manley installed standard 2 kw equipment on the new steamship Sylvan Arrow at Phila-

MARCONI SERVICE NEWS

delphia. Mr. Manley also installed auxiliary apparatus on the Kasbek.

F. H. Illingworth has resigned from our service and joined the Naval Reserve.

J. W. Harte was relieved on the H. C. Folger by Naval operators.

Constructors Gerson and Manley installed 1 kw 60 cycle equipment on the Chester Sun at Chester, Pa.

Constructor Sinclair equipped the Hatteras new with a ½ kw panel set at Baltimore.

F. R. Smith has returned to our service and been assigned to the Cretan at Philadelphia.

W. Haake, formerly of the Essex was assigned to the Miclero.

Harry Nicholow is still with us and is now assisting operator Vogel on the Juniata.

R. N. Scribner relieved operator Tomasso on the Paraguay.

J. S. Dodge has been relieved on the Ontario and is now on waiting list.

Operators McQuaid and Hahn were relieved on the Sun by Naval operators.

We are advised that the Furana arrived safely at a European port and that operators McCauley and faithful are enjoying themselves.

At present writing Johnny Flagg has not succeeded in getting his ship but has a good land billet for the present. Johnny says after he is ashore for a week or two he is like a fish out of water.

GULF DIVISION

Albert Krog is still assigned to the C. A. Canfield as senior.

Leo Leighton is aboard the Casiana.

The Jalisco has taken up her new run between New Orleans and Mexican ports, with Augusto Lizarraga in charge and G. W. Shuman as junior.

H. McKiernan has been assigned to the reconstructed San Cristobal on

which he has all the comforts of home.

S. L. Parkin was assigned as senior to the J. M. Danziger, December 1st.

R. Pindado remains on the Ponce as senior with R. L. Wolter as junior.

G. W. Pope still remains on the Frederic R. Kellogg.

C. T. Scott, a new employee, is assigned as senior to the Harry Farnum. Scott lost his right arm when he was two years old but apparently this has not impeded his progress in the business world as he holds a medal from the Remington Typewriter Company for writing fifty words per minute for ten consecutive minutes without a mistake. Some record!

W. E. Slauson has re-entered the service and is assigned to the Mascotte.

Bryan Spain remains on the Gene Crawley.

W. K. Storrs is on board the Harold Walker.

C. D. Sweeney is assigned to the Walter Hardcastle.

H. H. Tilley is still residing on his old home the Mexicano.

G. F. Tompkins, is on the Catania.

Oliver Treadway has re-entered the service and is in the Havana and Key West run, assigned to the Miami.

A. P. West is on the Tamesi.

J. E. Broussard is again on the Excelsior which has resumed her regular run between New Orleans and Havana. G. J. King is junior.

L. E. Adler is senior on the Mexico and L. E. Brasher is junior.

L. G. Ainley is still assigned to the William Green.

C. M. Alvested, a new employee, is assigned to the San Ramon. He made an excellent showing on his first trip.

P. J. Barkley is senior on the

MARCONI SERVICE NEWS

Olivette with D. W. Jolls as junior. P. J. has been offered a better position on the H. M. Flager but says the old Olivette is his home.

P. A. Bailey is assigned to the Buccaneer.

Joseph Bernert still remains on the Pennant.

G. A. Braito, a new employee, is junior on the Norman Bridge. H. V. Griffin is senior.

J. A. Burch, late of the tanker Torres is enjoying a three weeks vacation at his home in Valley Mills, Texas.

A. F. Christiansen is at present on the Panuco.

Richard Clarke is in the Havana and Key West run assigned to the Mascotte.

S. J. Weiss has re-entered the service and been assigned to his old ship the Coahuila. G. T. Davis is with him as junior.

P. R. Ellsworth, a new employee, is assigned to the Pan American.

O. C. Temple is senior on the San Juan with K. J. Fruebing as junior.

E. J. Smith is assigned as senior to the C. E. Harwood with G. J. Gray as junior.

L. V. Grissom is enjoying his trips around Porto Rico on the Marina.

M. H. Hammerley is still high and dry with the G. E. Paddleford. Late advices from Hammerley say that he will stand by this vessel during salvage operations.

R. D. Magann and S. C. Hymel are still on the Chalmette, senior and junior respectively.

G. O. Pederson and C. B. Isaacson are senior and junior respectively of the Herbert C. Wiley.

J. E. Kane has been transferred from the Gulfstream to the Bacoi.

During the month of November this Division installed two $\frac{1}{2}$ kw. 500 cycle panels sets on the Adelheid and Oliviant. In December the San Cristo-

bal was equipped and the installation on the Lucia finished. Prospects for the new year look bright. We already have two installation orders and will gladly welcome more.

GREAT LAKES DIVISION

The cold weather struck the Great Lakes region earlier than usual this year and caught the Lake vessels unprepared. The majority of the bulk freighters were down bound from the Northern Lakes when a severe storm came up, and all vessels were compelled to put in for shelter. After a blow of twenty-four hours, during which the temperature dropped to thirty and forty degrees below zero, the vessels found that ice had formed, which in many places was sixteen and eighteen inches thick, and they were unable to break their way through. Wireless was again used to great advantage in summoning assistance from wrecking tugs and ice breakers, to assist them in breaking their way through the ice field.

The Wyandotte, with a fleet of eight boats, was stuck in the ice for three days off South East Shoals, Lake Erie, before ice breakers could get to them. The Wyandotte laid up for the season on her arrival at Detroit; operator I. H. Wallace leaving for home.

The Huron laid up at Detroit after a forty-eight hour drive through the ice. Operator J. E. Spencer returned home.

The Conneaut was caught in the ice jam off Toledo, but succeeded, after several days of running the ice fields, in reaching Detroit. Operator B. L. Chapman has returned home.

The Alpena was ice bound for several days, off Colchester. She arrived safely at Detroit, where she laid up for the winter.

MARCONI SERVICE NEWS

D. W. Gibbs enlisted in the Naval Reserves.

The F. B. Squires was compelled to lay up for the winter, at Duluth, where she was harboring when the ice set in. This suited C. E. Erickson O. K. as his home is in Duluth.

The C. O. Jenkins was one of the last vessels to reach port to lay up. S. E. Leonard has enlisted in the Naval Reserves.

The Sir Thos. Shaughnessy laid up for the winter, at Cleveland. W. J. Ferris returned to his home.

The W. F. White laid up for the winter at Buffalo. E. D. Ermatinger left for home in Chicago.

The Carl D. Bradley arrived at Lorain, Ohio, where she will put in the winter. Wm. H. Kummer left for home at Ashtabula.

C. H. Heister is at home, after completing the season on the Samuel Mitchell.

H. Kohintz has returned to his home, at Detroit, after laying up the E. J. Earling.

Chief operator F. S. Fisher, at Chicago, has resigned from the service. Mr. L. L. Lynn succeeds Mr. Fisher.

Mr. S. A. Altman, who has been employed at the Cleveland office for the past four years, has resigned. He is succeeded by Miss N. Balhorn, who is a newcomer, and is progressing fast.

H. A. Lebkisher, a new operator, has been assigned to the Arizona, vice C. S. Swanson.

E. A. Klien, a new man, has relieved operator Kessler on the Missouri.

C. H. Zeller has been assigned to the Illinois, vice E. W. Tarbox.

J. F. Born, who finished the season on the Lakeland, has been transferred to the Chicago district and is now assigned to the Carolina.

PACIFIC COAST DIVISION

A. Hartman, a new man was assigned junior on the China. Hartman is a graduate of the local Marconi school.

W. Griffith is now operator in charge aboard the Schooner C. A. Smith. This vessel has been equipped with type P5 panel set.

M. J. Hankins of our Southern Ferries has been called into active service and is being replaced by Tom Lambert, who intends to settle down. Have we ever heard that before?

W. G. Ludgate has been assigned to the Johanna Smith relieving operator J. M. Lankston, resigned.

The Queen after a short lay-up has again been placed in commission with operators F. Prine and P. Morrison senior and junior respectively.

Dolph Creig assigned as junior operator on the War Sailor several months ago has been shipped back to Seattle overland. He is now on waiting list, looking for another chance to do the War Zone.

C. F. Trevatt, is acting as a sort of handy man through no apparent fault of his own. However, it appears, that he is only allowed one voyage on whatever vessel he may be assigned to, the vessel is then taken over. If this keeps on, we will undoubtedly have to eliminate all further assignments in his behalf.

H. Van Auken was assigned to the newly equipped Sagaland. This vessel is also equipped with one of our $\frac{1}{2}$ kw 500 cycle panel sets.

The San Francisco construction department equipped the following vessels during the month of December—C. A. Smith, Sagaland, Iris and tug Dreadnaught with $\frac{1}{2}$ kw 500 cycle panel sets and the Fred W. Weller and Santa Alicia with 2kw cycle panel sets.

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