

MARCONI SERVICE NEWS

Volume 3



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By and for Marconi Employees



EDWIN A. NICHOLAS. Google

OUR HONOR ROLL

MARCONI

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Beckerman, Michael R.	New York	Cohen, Louis	New York
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Birren, F. L.	Michigan	Davis, Harold W.	New Hampshire
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Borch, Alexander A.	New York	Deal, Harmon R.	Missouri
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Dunn, J. Jr.	New Jersey	Haffen, Harry,	New Jersey
DuTrell, Louis J.	Louisiana	Hallett, Gena C.	Washington
Earl, H. E.	New Jersey	Hamilton, Ben B.	Indiana
Eastman, Thomas C.	Wisconsin	Hankins, Marvin J.	California
Edward, A. C.	New York	Harrigan, John J.	Maryland
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Elliott, Seymour,	Massachusetts	Hassen, Harry,	New Jersey
Ellis, Melvin J.	Minnesota	Haynes, Robert W.	Texas
Enders, Charles F.	New York	Hecht, Royal H.	Illinois
Ehrich, Wm. J.	New Jersey	Heilig, David J.	Pennsylvania
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Fass, Sydney J.	California	Haverkamp, Herman O.	Louisiana
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Fink, R.	New Jersey	Heck, J.	New Jersey
Finnell, Phillip,	California	Henne, F.	New Jersey
Fitzpatrick, Charles E.	Washington	Hovelsond, Frank,	Florida
Fritz, Paul,	Pennsylvania	Hoard, Bonner F.	California
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Forbes, Allen C.	California	Howard, Edward S.	California
Fowler, T. R.	New Jersey	Hopko, Stephen,	New York
Fox, Irving A.	California	Hopkins, Sydney K.	New York
Friend, William H.	California	Hudson, Joel E.	Massachusetts
Gardner, Roy A.	Michigan	Higgs, H. Y.	New York
Gerson, George I.	New York	Hutchinson, Arthur	Ohio
Giambruno, Waldon P.	California	Huff, Henry O.	New York
Gibson, C. C.	New Jersey	Hybarger, Jack A.	Louisiana
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Gordon, Charles O.	California	Illingsworth, Fred. H.	Pennsylvania
Gogel, Adelbert	Ohio	Ingalls, Herbert E.	Massachusetts
Gompf, Wallace R.	Hawaii	Jackson, J. B.	Pennsylvania
Gore, H. L.	Illinois	Jones, J. Edward,	Illinois
Gorrie, Robert,	Michigan	Jackson, Arthur E.	Ohio
Gould, H. W.	Ohio	Jagers, Homer D.	California
Graff, Walter H.	California	Johnston, Dwight V.	Illinois
Gibbs, D. W.	Ohio	Johnstone, Richard,	California
Gittleson, Mitchell	New York	Jorgensen, Edward T.	California
Greenwell, Arthur M.	Oregon	Joynes, John T.	Michigan
Grinnell, Milton W.	Massachusetts	Julien, Ira F.	Oregon
Grostick, George E.	Ohio	Karlovaky, E.	New Jersey
Hackenberg, Nafanile,	Hawaii	Karp, H.	New Jersey

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Kasner, Henry P.	New York	Marr, Alvin E.	Washington
Kay, Samuel R.	New York	Marthaler, Nicholas J.	California
Keefe, Geo. M.	Michigan	Mason, Francis H.	Ohio
Kell, David A.	New York	Mattingly, Aloysius V.	California
Keller, C.	New Jersey	Matheson, William D.	California
Keller, Kenneth Warner	Penn.	Mathews, George P.	Pennsylvania
Kendall, Lewis F., Jr.	New Jersey	Mathews, Ralph H.	Illinois
Kent, William P.	Pennsylvania	Mears, Mason H.	South Dakota
Kierstead, Alvin E.	New York	Meldrum, Herbert J.	Massachusetts
Kirtley, George S.	Missouri	Merrow, Elmer R.	Maine
Kneale, Charles K.	Ohio	Michaelovitz, David.	New York
Knieriemien, Joseph,	New Jersey	Michl, Eugene X.	Illinois
Kraemer, Jacob A.	New York	Miller, Walter S.	New York
Kraft, Edwin A.	Washington	Miller, W. R.	New Jersey
Krauter, Charles F.	New York	Miller, Robert F.	New York
Kreutel, B. G.	Kansas	Mock, Orin S.	California
Landick, Robert E.	Massachusetts	Moet, William	Minnesota
Lazarus, Benj. N.	Canada	Morgan, Samuel.	New Jersey
Leason, Roger W.	Massachusetts	Moore, Wm. V.	New York
Lee, T. J.	New Jersey	* Murray, Eugene M.	Pennsylvania
Leonard, Samuel E.	Ohio	Morgan, Clarence D.	New York
Levin, Claude C.	New York	Mousley, Franklin.	Pennsylvania
Lewis, J. R.	New Jersey	Massonneau, Reginald C.	New York
Liggett, Howard J. Jr.,	Illinois	Maresca, James V.	New Jersey
Lindh, Charles A.	California	Minners, Arthur J.	New York
Lissner, J. A.	California	Muir, Alfred B.	New Jersey
Livesay, James R.	California	Muldoon, James J.	Massachusetts
Lloyd, Raymond	New Jersey	Myers, William.	Hawaii
Logue, Wylie G.	Texas	Neely, Winslow W.	Ohio
Lohry, Ross B.	California	Naegel, Chas. F.	New York
Lovejoy, Loren A.	Washington	Neely, James T.	Pennsylvania
Ludgate, Wallace G. Jr.,	Wash.	Nelson, Edgar C.	California
Lumea, Frank	New York	Nelson, Ernest L.	Michigan
Lynch, Joseph L.	New York	Nelson, Francis A.	Virginia
McCarthy, Chas. L.	California	Neumann, Walter E.	Maryland
McCauley, Thos. E.	Maryland	Nichols, Clinton T.	California
McDonald, Byron C.	California	Noyes, W. A. Jr.	Massachusetts
McDonald, Frank W.	Michigan	O'Day, Howard H.	Illinois
McDonald, John E.	Illinois	Ogles, Lucian G.	Maryland
MacGowan, Hubert.	Washington	Oliver, Donald B.	Missouri
MacGowan, John N.	Washington	Oliver, Walter.	Wisconsin
McKee, Loyal W.	Maryland	Oloft, Carl.	New York
McKee, Loyal W.	Maryland	Pastuale, Antonio.	Maine
McLean, Blaine	Michigan	Passano, Lucian W.	Maryland
Main, Alfred J.	Ohio	Patchin, Ivan.	Ohio
Manahan, Walter J.	Alaska	Paynr, Frank W.	California
Manner, A. J.	New Jersey	Pendleton, Harold A.	New York
Manner, A. R.	New Jersey	Peters, F.	New Jersey
		Peterson, Arthur W.	California
		Peterson, Kenneth.	California
		Philbrick, I. S.	California
		Phillips, W.	New Jersey
		Plaisted, Ross J.	New York
		Podell, Peter.	New York
		Pohl, Julius A.	Louisiana
		Powell, Joseph W.	New York
		Preecce, Richard J.	Florida

* Deceased

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Portman, Joseph T.	Pennsylvania	Theveot, Clarence S.	New Jersey
Powell, Rayden S.	Alaska	Thompson, H.	New Jersey
Price, Walter E.	Washington	Thompson, Maurice	California
Putnam, T. W.	Ohio	Thompson, Wesley C.	Connecticut
Pyle, Howard S.	Oregon	Ticknor, Reginald	Washington
Quinby, E. J.	New Jersey	Tierney, Matthew C.	Massachusetts
Rawley, Palmer B.	Pennsylvania	Townsend, George R.	New York
Raymond, Frank M.	Hawaii	Townsend, Percival J.	California
Redfern, Forrest F.	Iowa	Troiano, Joseph	New York
Redfern, Otto R.	Iowa	Trostle, Clayton	California
Rengo, M. D.	New Jersey	Tyler, Walter	Virginia
Reynolds, Gordon P.	Louisiana	Tyrell, Alanson B.	Massachusetts
Ringgold, Paul C.	Maryland	Uhalt, William J.	Louisiana
Ritter, David	New York	Umbarger, H. M.	Ohio
Ritter, Harry S.	Indiana	Van Auken, George L.	California
Roberts, H. P.	Ohio	Van Auken, Horace M.	California
Robinson, H. J.	New Jersey	Vandenburg, Charles M.	California
Roche, Walter J.	New York	Valentine, Ray W.	Pennsylvania
Rodd, Herbert C.	Ohio	Venemon, Peter	New Jersey
Ross, Burt J.	Ohio	Vermilya, Irving	Massachusetts
Rowe, Glenn S.	Louisiana	Villareal, Dewey R.	Florida
Roy, Frank M.	Oregon	Vogtman, J.	New Jersey
Ryder, H.	New Jersey	Voss, John J.	California
Sanders, Edgar C.	Louisiana	Walden, Myron	California
Schaible, W.	New Jersey	Wallace, Irving H.	Michigan
Schmitt, Lawrence R.	Ohio	Walter, Howard N.	New Jersey
Schnarr, Charles W.	New Jersey	Walters, Leslie	Massachusetts
Schnarr, W.	New Jersey	Ward, Donald G.	Maine
Schuller, George C.	New Jersey	Ward, William W.	New Jersey
Scribner, Roy W.	New York	Watson, Noble B.	Indiana
Seidel, Alexander	California	Weaver, Charles J.	New York
Shaw, F. W.	California	Weber, John E.	New York
Shecklin, George F.	California	Weber, R.	New Jersey
Sidnell, Robert G.	Ohio	Weikel, John H.	Pennsylvania
Simson, Alva G.	Washington	Weller, Alvin O.	Ohio
Sloane, Bernard P.	Massachusetts	Werlein, E.	Illinois
Smalley, Arthur C.	New Jersey	Werner, Edward A.	California
Smalley, Russell C.	New Jersey	*Wesighan, A.	Massachusetts
Smith, Alan P.	Maryland	West, Howard E.	Massachusetts
Smith, Edward J.	New York	Wexler, Bernard	Pennsylvania
Smith Francis R.	Pennsylvania	White, Percy E.	California
Sokutis, John	Ohio	White, Laurance S.	New York
Spencer, Alvin C.	Ohio	Whitehouse, F.	New Jersey
Spenser, Edward R.	California	Wiese, Fred T.	California
Spratley, George M.	Oklahoma	Wilhelm, Frederick	Washington
Soringer, Ben C.	Iowa	Wilkins, George C.	Ohio
Stengle, William	Pennsylvania	Wilkinson, Frank O.	Wisconsin
Sterling, George F.	Maine	Williams, Harold A.	New York
Stevens, Thomas M.	Maryland	Williams, Hugh F.	California
Stewart, Lewis B.	New York	Wilson, Walter B.	Washington
Stelluti, Frank	New York	Wolfe, Albert E.	California
Stone, J.	New Jersey	Wombacker, Joseph A.	New York
Strenfert, Carl	Ohio	Wood, Walter E.	New York
Svensen, Michael A.	New York	Woodford, Richard J.	California
Swanson, Carl S.	Illinois	Worrall, Joseph A.	New York
Swanson, Howard	Ohio	Wright, Roscal C.	Indiana
Talbot, Norman D.	California	Young, Robert I.	Florida
Taufenback, Leslie E.	California	Young, Stanley	New York
Taylor, Albert	California	Zeller, C. H.	Ohio
Taylor, David M.	California	Zelphyc, Turner	Illinois
Tersdale, Robert	California	*Zihala, Joseph	Connecticut
Tellefson, Elmer M.	Wisconsin		

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FRONTISPIECE

This month we add to the family portrait gallery, Edwin A. Nicholas, Superintendent of the Great Lakes Division, at Cleveland, where he first saw daylight in 1893. After passing through the public schools, he entered the service of the United Wireless Company as messenger in 1909. His first assignment as operator was to the City of Detroit II in 1910. After serving a time in the Construction department, he resigned and went to New Orleans, where he joined the Marconi ranks in December, 1912. The following year he was transferred to Cleveland, and while acting as local manager took a course in electrical engineering in a night school. In 1914 he was transferred back to New Orleans, and while attached to that station, made a trip to France. On returning he was granted leave of absence for several months, and in December, 1915, re-entered the service as Chief Inspector at Cleveland. Successively he became Chief Operator, Acting Superintendent, and finally at the beginning of the present year, Superintendent. Mr. Nicholas is an efficient official, with a pleasing address, and is well-liked by his associates. He is a bachelor, but is not without hope.

FORCED HIM TO PLACE BOMBS

W. H. C. Holloway, of Westcliff, Essex, England, wireless operator on the ill-fated British transport *Penistone*, tells the following story:

"Eleven of us with the Captain had put off in one of the lifeboats. As we did not see the submarine, we started for the ship to get her papers. The submarine then appeared and an officer and three of the crew ordered me to go aboard the *Penistone* with them to blow her up. I placed two bombs in the hatches. These bombs were long and narrow and had fuses three or four yards long. The bomb I put in hatch no. 1 was filled with liquid fire. The other bomb I placed in hatch no. 2.

"Before we lighted the bombs, the officer made me get the Captain's bedding. They took him off with them in the submarine. The officers took pictures of us and of the sinking of the *Penistone*. I suppose those will be shown all over Germany.

"I thought they were going to sink us. I asked the officer how far we were from Nantucket, and he said 100 miles. I asked him how far from Boston, and he said 90 miles. As we were 350 miles from New York and 200 miles at sea, he was having fun at our expense. All the men seemed to be between 20 and 35. They were certainly well-fed and amply provided for, as they did not take any of our supplies. All they took in addition to our Captain was our chronometer.

"The men all suffered from exhaustion, and four are in the hospital suffering from severe burns caused by escaping steam at the time of the explosion."

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HOME AGAIN

Mr. Edward J. Nally, accompanied by Mr. W. A. Winterbottom, arrived home safely a few days ago, after an extended tour of Central and South America. They sailed from New York on April 17th last on the United Fruit steamer Carillo, bound for Colon and the Isthmus of Panama. There were no lurking submarines on our seaboard at that time and the precautions for safety of passengers and ships now adopted were not necessary. After four days of delightful weather a stop was made at Kingston, Jamaica, with an opportunity to visit the famous Myrtle Bank Hotel and get a fair impression of one of the most important of Great Britain's West Indian possessions. The effects of the disastrous earthquake, which visited the island more than twelve years ago, have long since been eradicated. Two days after leaving Kingston the busy port of Colon was reached, where most of the passengers disembarked for transfer to other steamers sailing through the Panama Canal to various ports on the west coast of South America.

Colon is the Atlantic terminus of the world's greatest feat of engineering. Several days were spent in the Canal Zone, while awaiting the departure of the next South American steamer. At Colon, the United States Government has erected and operates one of the finest hotels to be found in Central or South America. This is known as the Washington Hotel, a six-story, concrete building, with every modern convenience, (including an outdoor concrete swimming pool), having accommodations for several hundred guests. Adjoining the old city of Colon is the newer section, comprising the American administration buildings and the modern wharves, known as Cristobal. The United States Government also operates its own railroad across the Isthmus, practically paralleling the Canal and connecting the city of Panama with the Atlantic seaboard. The railroad trip across the Canal is extremely interesting and affords numerous vistas of the Canal, which are not discernible from the deck of a steamer. Half way between Colon and the city of Panama the United States Navy has erected a very powerful wireless station. Mr. Nally and Mr. Winterbottom were invited to tarry awhile at Darien and enjoy the hospitality of the naval officials located at the wireless station. The visit to the Darien naval radio station was extremely interesting.

The railroad trip across the isthmus occupies only two hours, and the city of Panama was soon reached. In the adjoining city of Ancon are found the largest Canal Zone administration buildings and supply depots, and much wonderful work has been accomplished in the direction of sanitary and landscape work in a section where, a number of years ago, yellow fever was the greatest enemy of progress. From the city of Panama a short automobile trip was made to the old and abandoned city of Panama, situated some fifteen miles to the south. Here are to be found the ruins of fine old houses, and the cathedral, now overgrown with grass and tropical vegetation. Although the city at one time had a population of over 50,000, not a soul lives there to-day.

The return trip to Colon was made by rail, and several days later

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the steamer *Imperial*, of the Chilean Steamship Company, flying the Chilean flag, sailed through the Canal on its way to south coast ports. The trip by water through the Canal occupies about six hours, the steamer first passing through a series of three locks known as Gatun, located near the Atlantic terminus and at the entrance to the famous Gatun Lake. The three locks raise a steamer in thirty minutes from the ocean level to the level of Gatun Lake, eighty-five feet above the sea. After passing through the Gatun Locks, the steamer winds its course for thirty-two miles through the artificial waterway formed by Gatun Lake. This lake, for the greater part, is more than ten miles wide, dotted with thousands of small islands, and it is not until some twenty-eight miles of Gatun Lake have been traversed that the famous Culebra Cut is reached. It was necessary here to practically cut through the mountain, and remove portions of others, in order to provide sufficient depth for navigation of ocean steamers. At the present time, gigantic steam dredges are still scooping away small slides of earth which, if not constantly attacked, would seriously interfere with safe navigation. After traveling for thirty-eight miles through Gatun Lake, Pedro Miguel Locks are reached, where the steamer is dropped eighty feet to the level of the Pacific Ocean. During its entire passage through the Panama Canal, the steamer is taken in charge by a United States Government pilot, and during its passage through the six locks, four powerful electric locomotives—two at the bow and two at the stern—carefully direct the progress of the steamer. These precautions are very necessary in order that no damage be done to the locks, and emergency safety devices are much in evidence.

After leaving the Canal, the steamer swings out to the Pacific Ocean and three days later made its first port of call at Paita, Peru, a small open harbor where cargo was discharged into small lighters. Paita is principally famous as being the center of the Panama hat industry; strangely enough, Panama hats are not made within five hundred miles of Panama. It is only in the neighborhood of Paita, Peru, that the first quality of grasses can be grown, and the natives manipulate these grasses under water and so construct the finest grade of Panama hats. The weaving of first quality hats is rather a slow process and sometimes takes one person from two to four months. As soon as a steamer drops anchor, a dozen native salesmen climb on board with large bundles of hats and begin to bargain with the passengers. There are no set prices, and excellent hats can be purchased at from \$3.00 to \$10.00 each. Usually the same hats would retail in the United States from \$10.00 to \$50.00 each. The stop at Paita is of a few hours' duration, and the steamer proceeds south to the next port of call in Peru—Pacasmayo and the next day the third port in Peru—Salaverry—is reached. These ports are quite small and are not usually visited by tourists. However, considerable exporting of cotton, rice, and sugar was noticed.

The next port of call—Callao—is the most important port of Peru. The steamer usually makes a sufficiently long stay to permit a visit to Lima, the capital of Peru. This journey occupies only about thirty

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minutes by electric trolley, and the trip is one well worth-while making, as in many respects Lima is a most progressive city, possessing fine boulevards, and handsome buildings. A visit was made to the famous zoological gardens and also to the bull ring, but bull fighting is practically a thing of the past in South America, although occasionally it is still to be seen at Lima.

The next, and last, port of call in Peru is Mollendo, where sufficient time is given to spend a few hours ashore. The following day sees the vessel at Arica, a very clean city, and the next day the important port of Iquique is reached. This city is the principal shipping port for the Chilean nitrate industry, and business here, on account of the large use of nitrates in the war industries, is in a very flourishing condition. Two days later brought the vessel to Antofagasta, a large and prosperous city made important on account of the nearby wonderful copper mines.

The next port of call is Coquimbo, followed quickly by the final stop at Valparaiso, the largest and most important city on the west coast of the American continent, south of San Francisco. The trans-Continental Railroad, the only one in South America, is about eight hundred miles long, and connects the city of Valparaiso with the capital of Argentine, Buenos Aires. This railroad is also one of the engineering marvels of the world, crossing, as it does, the majestic Andes at an elevation of 10,500 feet. Only two passenger trains per week are run in either direction, and this gave opportunity to spend a few days in Valparaiso and also in the charming city of Santiago, the capital of Chile.

The trans-Andean Railroad system consists of three distinct sections, the first running from Valparaiso to the small town of Los Andes, at the foot of the Andean range. This section of the line is of broad gauge. Transfer is made here to the narrow gauge railroad, which operates only across the mountains, and which is, for its entire length, operated on the rack and pinion system. A rapid climb commences at 7:00 A. M. through magnificent scenery and snow-covered mountains until the summit is reached, at noon. From this point its descent is gradual and the city of Mendoza, in the foothills, is not reached until 7:00 P. M. Thus the actual crossing of the Andes occupies exactly twelve hours, unless delayed by snow-storms. Mendoza is the center of the great Argentine wine industry and one sees on either side of the track, as far as the eye can reach, nothing but acres of grape-vines. The run from Mendoza to Buenos Aires, across the great Pampas, is made in comfort, on a broad gauge system, in twenty-four hours. The continent is crossed at this point in about forty hours.

Buenos Aires, the capital of the Argentine Republic, is by far the largest city in Latin America, and is the occasion of great wonderment to all travelers making their first visit. The population of the city is almost 2,000,000. The business section of Buenos Aires is comparatively old, with very narrow streets, typical of the older Latin American towns, but in the newer sections of the city fine wide boulevards extend for miles in every direction. The architecture of Buenos Aires is noted for its beauty, and the municipal authorities have very wisely set apart many beautiful and extensive sites for use as public parks. During Mr.

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Nally's eight weeks' stay in Buenos Aires, he resided at the Plaza Hotel, and made additional trips to Rosario, the great grain shipping center, and to La Plata, the shipping port of the frozen meat industry where most of our large American packers, such as Armour & Company, Swift's and Wilson's, are already located and doing an excellent business.

From Buenos Aires a French steamer carried them to Montevideo, the capital of Uruguay, and from there to Rio de Janeiro, one of the most beautiful cities in the world. Two weeks were spent in Rio de Janeiro, and additional trips were made to Sao Paulo and Santos, the centers of the world's coffee industry. From Rio the Lanport and Holt steamer Vasari, bound for New York, was taken, and the first stop was made at Barbados for coal, and a day was spent touring this picturesque island. From Barbados the steamer took an unusual course to the Island of St. Thomas, which the United States recently purchased from Denmark for \$25,000,000. Navigating instructions were received here and several days later the vessel was off South Carolina and continued its zigzag course, always in sight of the mainland, until New York was safely reached. Owing to the stringent regulations now in force, steamers on this route travel in absolute darkness, cabin and deck lights being completely shielded from outside view. Traveling under these conditions, with the thermometer hovering around 100 degrees, is by no means as pleasant as in the days before the war.

A SCRIMMAGE

Feeling her way through the fog past Fire Island and heading for the Ambrose light vessel, the Blue Funnel Company's steamer Pyrrhus had a narrow escape of being added to the list of submarine victims. When within a mile of Fire Island, a periscope showed up close on the starboard side of the vessel, so close in fact as to be harmless. The Hun commander, discovering his misjudgment, promptly submerged and manoeuvred for a better position. In this he was thwarted by the skilful handling of the British ship by her captain. After a short period, the U-boat again broke surface only to find himself some distance astern. The Pyrrhus gunners made some excellent shots at the enemy craft, but only having a few feet of periscope for a target did not score a hit. Eventually the submarine, thinking discretion the better part of valor, gave up the chase.

Advice by wireless was sent to a nearby United States naval station, to the detriment, it is hoped, of the Hun.

—Frederick Arnold Bradley.

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CARL B. McADAMS

A FATAL ACCIDENT

It becomes our sad duty to record the death of Carl B. McAdams, operator on the steamer Harvey H. Brown, at Erie, Penn., caused by stepping backwards into an open hatch, and falling 30 feet. He was 19 years of age, and a recent graduate of the Dodge Wireless Institute at Valparaiso, Indiana. He also graduated from the Washington (Penn.) Business College, and was a member of the West Washington M. E. Church in his home town, where he leaves his parents, a brother and four sisters, to whom we extend deep sympathy.

FAMOUS TENOR SHIPS AS OPERATOR

Z-Z-Zt! Z-z-zt! Z-z-zt!

It's the song of the wireless, of course, but if you were a passenger on the *Hermosa* on your way to Catalina Island this week, didn't it sound a little more musical than usual? It was being operated by one of the world's greatest tenors. Arthur Alexander, a \$10,000-a-year artist, has been running the wireless plant on the *Hermosa* for nothing in place of the regular operator.

Alexander, who was known as a wireless wizard before the war, and who owned a private wireless plant on the roof of his house in New York till the Government closed all private plants, has been in Catalina for the summer for the sake of the fishing. Crossing to the mainland, he got in conversation with the wireless operator on the boat and, through his enthusiasm over the wireless, the two became fast friends. Then the singer discovered that the wireless man was sick and very tired, and that he thought he could pull himself together again if he could take a vacation. But he couldn't afford to lay off, he told Alexander.

"Why, that's all right, pal," the singer said. "You can take your vacation and your pay envelope, too, and I'll run the wireless if it's all right with the company." Following the closing of his private plant,

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Alexander had taken Government examinations and secured an operator's license, so it was all right with the company, though it didn't know that it was taking on a man who is under contract for \$10,000 a year for three appearances a week in New York next winter. The operator took his vacation, and Arthur Alexander began his run.

He found himself forced to give up his summer fishing altogether in his new role of wireless man for the steamship company. Now he leaves the island at 7 o'clock in the morning, reaching San Pedro at 9:30. His duties are over till the return trip so he comes to Los Angeles for a few hours, and then returns for the afternoon trip back when the *Hermosa* pulls out at 4 o'clock. The wireless operator, in the meantime, has developed a serious illness and because he worried about the situation, the great musician has promised to "stick on the job" till September 1st, when he must return to New York to keep his contract.—*Los Angeles Herald*.

A SEA TRAGEDY

By Arthur H. Schweider

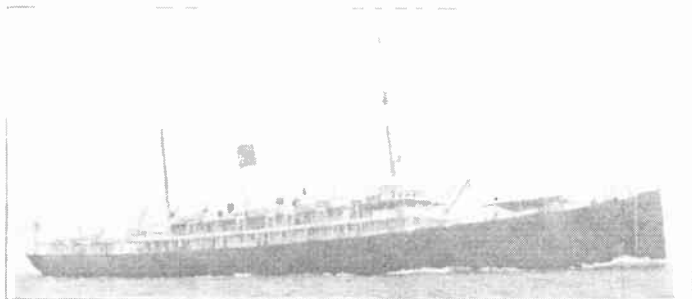
The Southern Pacific steamer *Proteus*, one of the best-known vessels in the coastwise trade, left New Orleans on her last trip bound for New York, which port she was destined never to reach. During the first day at sea, a large bird of an unknown species, flew aboard the ship, and after several unsuccessful attempts by members of the crew, it was finally caught by the second officer. The bird was an odd specimen, none of us ever having seen one of its kind before. That night at dinner I jokingly remarked to the second mate that the bird was probably an albatross, referring him to the tale of "The Ancient Mariner," in which the albatross was supposedly a bird of ill-omen, much feared by sailors, in the old sailing-ship days. He laughingly replied that if the *Proteus* was sunk this trip, we could blame it on the bird.

At one o'clock in the morning thirty miles south of Diamond Shoals, our good ship met her tragic end, when she was rammed and sunk by the 10,000-ton oil tanker *Cushing*. There were ninety-six persons on board the *Proteus*, including twelve passengers, five of whom were women, and all except the men on watch, were in their berths when the collision occurred.

I was in the radio cabin, when a sharp blast of our whistle startled me, and stepping on deck to learn the cause, I beheld the *Cushing* about 900 feet off our port bow steaming down on us at full speed. For a moment I was held spellbound at the sight of the oncoming vessel, which, owing to the reflection of the moon on her camouflaged sides, appeared like some grotesque monster bent on our destruction.

I at once realized a collision was unavoidable, and after voicing my opinion of the spectacle in language unfit to print, I jumped into the wireless room and braced myself for the crash, which was terrific, the *Cushing* plowing into our ship's side for more than four feet. We were

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hit about amidships on the port side, fifteen feet abaft the radio cabin. Water rushed into the engine-room at once, putting the dynamos out of commission, and before the second assistant engineer could bring the engines to a stop, he was standing knee-deep in water. I immediately threw in the storage battery lights which illuminated the decks, the wireless room itself being in darkness, as no emergency lights were installed there.

My partner, Mr. Gallo, came running to the radio room, clad only in underwear. I asked him to report to the Captain for orders. The Captain sent him below to put on some clothing. In the meantime, the lifeboats were being lowered, several of them already having pulled away from the ship's side. I found myself alone on the boat deck, still waiting for orders, and the vessel slowly settling in the water; so I started below to find the Captain, and met my partner coming up with a position report.

We returned to the operating room, and while Gallo lighted a candle, which we found in a drawer, I sent out a distress call, which was immediately acknowledged by N A N (Beaufort, N. C.). I informed him that we were abandoning the ship, and grabbing the log sheets and my license, after extinguishing the candle, we ran to the lower deck on the starboard side and reported to the Captain, whose lifeboat had been launched and was waiting for us. We climbed down the falls and got into the lifeboat, followed by the Captain, H. T. Boyd, who was the last man to leave the ship. Five minutes after our lifeboat left the side of the doomed vessel, the bulkheads burst with a loud report, and she turned over on her side and sank stern first, to her watery grave. Only one life was lost, that of a Spanish fireman, who jumped overboard as soon as the collision occurred, and was drowned.

It was a miracle that the Cushing, too, did not go down, as her entire bow had been torn away when she plowed into the Proteus. Ammunition for her guns was stored in a forward compartment within a few feet of her crippled bow, and had that exploded there would have been only a few survivors to tell the tale. Although at one time the

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Mr. Schweider on the left, Mr. Gullo on the right

Cushing was thought to be sinking, she remained afloat by the constant use of pumps, and stood by the Proteus, picking up all the survivors, who were supplied with clothing by the Cushing's crew, as some were very scantily clad. The women passengers were furnished with men's garments, which was all the Cushing afforded.

Our troubles were not at an end, however, as a heavy nor'easter set in, and handicapped by the damaged bow, we could only make five knots an hour through submarine-infested waters; and to add to our peril, there were not enough lifeboats to accommodate the combined crews of both vessels. A call was sent out for a convoy and we were met by a naval craft and safely convoyed to Norfolk, where we landed 42 hours after the disaster. Arrangements had been made for the officers and male passengers to stay at the Atlantic Hotel, the remainder of the crew to stay at boarding houses. We were an odd-looking crowd as we walked into the hotel, begrimed and scantily clothed, some bareheaded, others minus socks, and all in urgent need of a bath. Someone cheerfully remarked that Nat Wills had nothing on us.

The next morning we were taken to a department store and supplied with a new outfit of clothes. There was more confusion in the clothing store while the eighty-four members of the crew were trying to satisfy their wants, than there had been in launching the lifeboats from the sinking vessel. The firemen emerged victoriously from the

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through, displaying silk shirts of gaudy design, and other costly garments.

We looked more like a clothing makers convention than a shipwrecked crew, when we boarded the Northland for our trip to New York, where we arrived eight days after leaving New Orleans. Recalling the incident of the bird, though none of us are superstitious it was rather a peculiar coincidence that the accident should occur on the second officer's watch, as it was he who had caught the bird. The collision is attributed to the fact that coastwise ships do not carry lights because of the submarine menace.

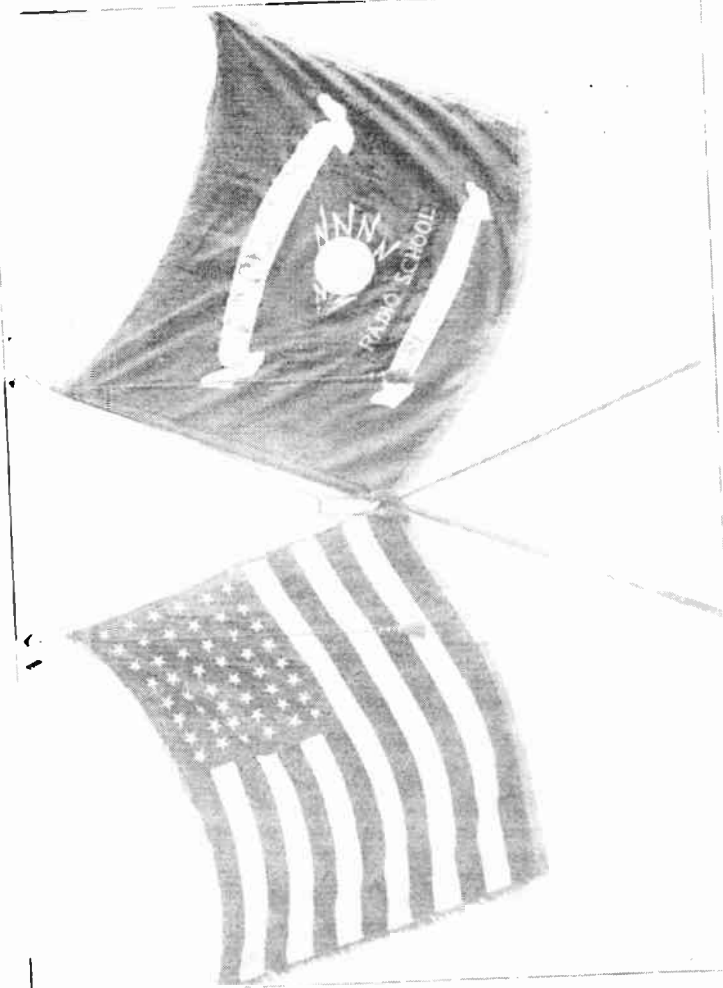
MR. NALLY'S VISIT TO MARCONI WORKS

We have often had the pleasure of having Vice-President and General Manager Nally visit the plant, in fact, these pleasures date back to the time when it was possible for Mr. Nally to shake hands and have a word with each, as was his custom. In the past few years under his guidance this family of Marconi employees has grown from a few to many. Before Mr. Nally's recent visit, notices were posted throughout the plant that he would address us. Works Manager Stein escorted Mr. Nally to the platform which had been erected and decorated with national colors for the occasion. The Marconi band of twenty pieces, in full uniform, presented a pleasing appearance and rendered several selections admirably.

After Mr. Stein had presented Mr. Nally it was evident from his expression that this family of Marconi employees which encircled the platform pleased him, and that it was especially gratifying to him to recognize so many of the faithful employees who have been with the company from its infancy. Their faces showed appreciation of the policy of the company in establishing conditions which appeal to men. Mr. Nally commended the performance of the Marconi band and suggested the committees be formed to promote sports, dramatics, sick benefits, etc., which he said would receive the moral and financial co-operation of the company. All work and no play, said Mr. Nally, was not beneficial to the men or to the company. After he had related an interesting synopsis of his recent trip to South America he closed his address and while the band rendered a few selections Mr. Nally renewed his old acquaintances among the employees and made many new ones.

It is the unanimous wish of the employees that they be favored in the future with other addresses. It was evident that his particular brand of congeniality is the kind which forms the stimulus which makes men feel they are not only working for the company, but that the company is working for and with them. Accompanying Mr. Nally were Messrs. R. A. Weagant, chief engineer; C. J. Ross, comptroller; and David Sarnoff, commercial manager; and if it were not for the fact that War is long and Time is fleeting, they would have been called upon to speak, as nothing promotes solidarity more than executive co-operation.

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A PRESENTATION

The following correspondence explains itself. The Great Lakes Naval Training Station has one of the largest Radio Schools in the world, with about 3,200 men learning the art. The school is known as the 7th Regiment, and it ranks as one of the best-drilled regiments on the station.

Marconi Wireless Telegraph Company of America
233 Broadway, New York City
Woolworth Building

July 30th, 1918.

Lieutenant F. H. Mason, U. S. N. R. F.
District Communication Superintendent,
Great Lakes, Ills.

Dear Lieutenant Mason:

The Marconi Wireless Telegraph Company of America having authorized the presentation to your regiment of a stand of colors, I have much satisfaction in informing you that the flags have been shipped to your address to-day.

Our company is deeply interested in the progress of the radio art, as well as in the prosperity and success of the men enrolled for its advancement, and more especially of those engaged in the national defense.

Wireless telegraphy is one of the most potent factors known to mankind, both in war and in peace, and I know that its illustrious discoverer, Senatore Marconi, would be glad to add his greetings to mine.

May the Seventh Regiment attain a large measure of success and efficiency, and keep these colors always to the front.

Very sincerely yours,



Vice-President and General Manager.

Navy Department
United States Naval Communication Service
Ninth, Tenth and Eleventh Districts
District Communication Superintendent

Great Lakes, Ills., August 6, 1918.

Mr. Edward J. Nally, V.-P. and G. M.,
Marconi Wireless Telegraph Company of America,
233 Broadway, New York City, N. Y.

My dear Mr. Nally:

We are in receipt of your letter of July 30th in reference to the stand of colors to be presented to the 7th Regiment. I want to assure

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you that the courtesy of the Marconi Company is appreciated, not only by myself, but by every man of the 3,200 now enrolled in the radio school, at this station.

The colors have not arrived, but we hope that they will before our Review tomorrow afternoon. It is my intention to have the Commandant of the Station officially present these colors to the 7th Regiment as they pass in review.

Regret very much that none of the representatives of the Marconi Company are here, but I hope that at some later date we may have the pleasure of entertaining you and the rest of the officials at this station.

Again thanking you for the courtesy, I am,

Yours respectfully,

F. H. MASON,
Lieutenant, U. S. N. R. F.

YOU'RE IN THE ARMY, LAD

I

When you wake up in the morning,
And the bugle's shrilling loud
And you just can't stop your yawning
While the sky's a huge dark cloud
And your limbs are cramped and aching
And your feeling mighty bad
With your neck so stiff, its breaking,
Why you're in the Army, Lad.

II

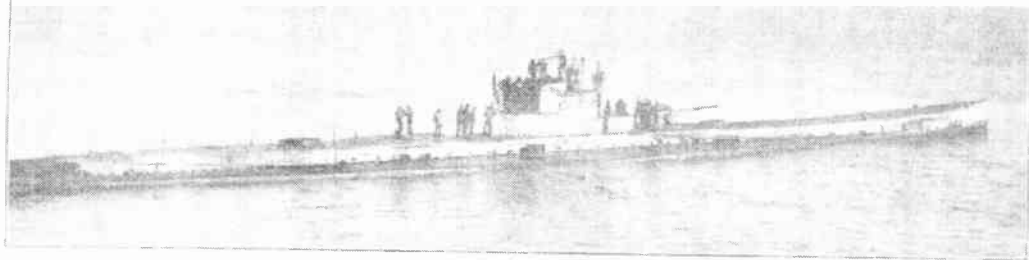
And you hustle out, about half dressed,
To be lined up for call,
But while shaking off a clinging pest
Slip in some mud and fall
And stand around and curse awhile
Just feeling mean and mad
Till your sense of humor makes you smile,
Why you're in the Army, Lad.

III

And each day's like the day before,
And the next will be the same.
Till life itself becomes a bore
And dangerous things seem tame
When there's someone, you're alonging for
And your very heart seems sad
'Cause you can't see her for three months more,
Why you're in the Army, Lad.

Clarence Cisin

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GERMAN SUBMARINE

which stopped the Nieuw Amsterdam off the Norwegian coast on her last trip from Rotterdam to New York. The ship was allowed to proceed unmolested when the Commander produced a safe conduct signed by the German minister at the Hague.

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THE INHUMAN HUN

By Frederick Arnold Bradley

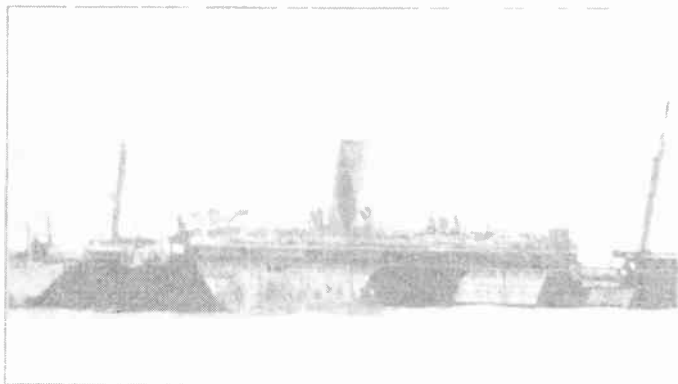


The transport Dwinsk, formerly one of the Russian Auxiliary fleet, was taken over by the British upon the cessation of hostilities between Russia and Germany. A British crew was put aboard and the ship loaned to the United States Government for the purpose of transporting troops and freight between America and France.

Our first voyage to Europe was accomplished without a hitch and the troops disembarked feeling somewhat disappointed at not having sighted a submarine. It was during our return trip to New York that the trouble began. We were proceeding alone at $14\frac{1}{2}$ knots and heading for the United States coast, then about 650 miles distant. Fritz was out of our minds altogether, as most of us considered that the danger zone had been left far astern. I had just returned from breakfast and taken the phones over from the junior operator, S. G. Burt. Whilst discussing the programme of amusements for our stay in New York it occurred. The torpedo struck the ship in number 4 hold, abaft the engine-room and immediately below the radio-room. As might be expected, we got an awful shock. I was deposited on deck in the middle of the room surrounded by the wreckage of what had been a wireless set. The ten-inch emergency spark coil was torn from its

fastenings, thrown up two feet and landed down on its side. Mr. Burt proceeded to the bridge and brought me the ship's position, and I told him to look after his skin. Upon surveying the gear the chance of getting out an S O S seemed very slight indeed. The main set was useless, also the tuned emergency, but after a few minutes I got the coil back in position and connected up for P. A., obtaining a fair spark. I believe the call was picked up by several ships, though at the time I did not know, the tuner being out of action. The junior operator now appeared at the door and advised that the "Old Man" was awaiting me. Grabbing an oilskin and the secret instructions (which I heaved over the side) I made my way forward, no easy job as the ship was listed thirty degrees to port. Arriving at the fore end of the promenade deck, the Captain told me to go down the rope into the one remaining boat. This I did and he followed. We had some difficulty in getting clear from the sink-

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ing liner on account of the heavy swell. Having accomplished this, we took the opportunity of having a look around. The other lifeboats, six in number, were by this time about a mile away. A large type of submarine cruiser, mounting two six-inch guns, was in the midst of them. Another submarine was in the vicinity, but only showed his periscope.

As the Hun approached us, we noticed that he had a lifeboat made fast alongside and our second officer on his deck. Approaching the sinking ship to within two hundred yards, he put a shell into her stern which perhaps helped her to the bottom a little quicker. With the shell exploding, her stern went under and the stem rose in the air, all forward of the funnel being out of the water. In this position the *Dwinsk* settled. Our thoughts for the next few moments were concentrated upon what Fritz's next move would be. We did not feel any too secure, hundreds of miles away from land, and no patrols near. Much to our relief, he cast the second officers' boat loose and submerged. Upon taking a look around, we discovered his reason—smoke on the horizon to the eastward and coming our way. Of course we were helpless and could not warn her. One torpedo was fired at the approaching ship but missed its mark. This gave them all the warning required and turning about, she ran for it, at the same time opening up on us with the two stern guns, evidently mistaking us for submarines. After about ten shots, she ceased fire, and in a few minutes disappeared from view. We were glad to see the last of her, as some of the shots fell too close for comfort. We now began to think of the future, which to us seemed rather black; but whilst there's life there's hope, so we all stepped our masts and made sail, setting our course N. W. With dark came heavy rain, and the wind became more violent. It was not long before we were all soaked to the skin. The boat leaked badly and two men, con-

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stantly bailing, could just keep the water under. At dawn only one boat was in sight, the other five having become separated. We kept company with this boat until rescued.

During the third day, the rain ceased, though the sea got somewhat worse. With the appearance of the sun our spirits rose and after drying our clothes, we reckoned how long it would take to reach the coast. Ten days was the general opinion. We had no hopes of being picked up by another ship. A quarter of a glass of water and one biscuit was a day's food allowance. Sleep was impossible, and what with the wet and cold, we were not feeling any too good. At dawn of our fourth day adrift, we sighted a steamer in the distance heading our way. Visions of hot coffee, bacon and eggs, etc., rose before us. We were showing red distress lights to attract the attention of the stranger. Words cannot describe our thoughts when, to our dismay, she held on her course, evidently with no intentions of investigating. However, we were a little too previous. When about a mile past us she turned about and zigzagged around us. This brought her close enough for us to signal over: "Dwinsk, torpedoed last Tuesday morning." This decided the commander to take us aboard, knowing that the Hun would not now be in the vicinity. We received the welcome signal: "Stand by to be picked up."

Gee! what excitement! In less than five minutes we were up the rope ladders and sitting on deck pouring hot coffee and cakes down our necks. I have never enjoyed a feed half so much. After a hot bath, breakfast and fourteen hours sleep, the majority of us were feeling O. K. A few men went into the ship's sick-bay, suffering from exposure, but after kind treatment, were little the worse for their late experiences. Our benefactor was an American Naval vessel. The American boys treated our fellows fine, and it was not long before we presented a fairly respectable appearance.

I cannot speak too highly of the kindness shown us by the American Red Cross Association on our arrival at New York the next evening. Providing us with all sorts of clothes, toilet necessities etc., they made us feel that it was almost worth while getting torpedoed. The portrait shows how the writer was togged out when rescued. Our suffering in the boats was nothing to be compared with that of the less-fortunate members of the Dwinsk crew who were adrift for eleven days. These men were found in a pitiful condition. One boat-load of men is missing and posted as "Lost at Sea." The total number lost is thirty-one.

CONVERSION OF LIBERTY LOAN BONDS

Subscribers to the Second Liberty Loan 4% bonds are reminded that these bonds may be converted into Third Liberty Loan 4½% bonds at any time up to November 9th, 1918, but not after that date. Those wishing to convert 4% bonds into 4½% bonds should complete payments and secure 4% bonds before November 9th, 1918, so that they may arrange for conversion.

MARCONI SERVICE NEWS



LIFE ON AN OCEAN TUG IN WINTER

By Henry T. Munroe

On a fine winter morning the tug *Warrior* left Norfolk for Boston towing two barges. The second day out I gave the captain a storm warning and that night it began to snow and blow. Life lines were put along the deck, as each time she rolled, her house would be covered. As it was 14° below, in a short time the lines were as large as one's arm and when I had to go to the pilot house, I was like a snowman.

The next afternoon, about four, I felt a jar and on reporting to the captain, found that our port shaft was broken and that we could just keep her head to the sea, let alone taking care of the barges. About this time the captain of one of the barges reported she was leaking and the pumps could not hold it. I sent a message to W. C. Y. and then stood by.

We anchored two miles off Fenwick Island Lightship and waited for assistance. All this time the gale was increasing and snowing so one could not see the length of the boat. Each time she rolled, the house would go half into the water. I had my hands full keeping the set dry, as water poured into the radio cabin continually.

The next morning the weather cleared and the sea went down. We got our first hot meal in two days. I got word that a patrol boat was on its way to our assistance. She arrived about 11 A. M., but was unable to give us much help. I sent for more help and received word that a lighthouse tender was on the way to us. She arrived about four in the afternoon. She took the leaking barge, with eleven feet of water in her hold, in tow; while the patrol boat took the other barge and ourselves in tow, and all started for Delaware Breakwater.

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THE SERVICE FLAG

Our flag now carries three gold stars, indicating three young lives sacrificed in the nation's defense.

YOU'VE NOTHING TO WORRY ABOUT

Here is a bit of optimistic philosophy passed round in the trenches: save it.

You have two alternatives, either you are mobilized or you are not. If not, you have nothing to worry about.

If you are mobilized you have two alternatives, you are in camp or at the front. If you are in camp, you have nothing to worry about.

If you are at the front you have two alternatives, either you are on the fighting line or in reserve. If in reserve, you have nothing to worry about.

If you are on the fighting line you have two alternatives, either you fight or you don't. If you don't, you have nothing to worry about.

If you do, you have two alternatives, either you get hurt or you don't. If you don't, you have nothing to worry about.

If you are hurt you have two alternatives, either you are slightly hurt or badly. If slightly, you have nothing to worry about.

If badly, you have two alternatives, either you recover or you don't. If you recover, you have nothing to worry about. If you don't, and have followed my advice clear through, you have done with worry forever.

THE TELEGRAPH SYSTEM

In 1850 there were 5,000 miles of telegraphs. There are now 1,573,000 miles in the world.



At Belmar, N. J., September 1st—Walter Edward Wood, C. E. (R.), of New York, to Xma Fae Root, of San Francisco. The honeymoon was spent in New York. Mr. Wood is stationed at the Naval Radio Station at Belmar.

At New Brunswick, N. J., August 10th—Harry Frederick Koehler, of Perkasic, Penn., to Sara Griffith Watson, of New Brunswick. The groom is attached to the Eastern Division and sails out of New York



William Vernon Moore, formerly of the trans-Atlantic staff at New York, and until recently serving in Belgian South Africa, is now in charge of the Admiralty Radio Station at Castries, St. Lucia, B. W. I.

Ensign Clarence Cisin was last heard from in a hospital in Nantes, France, where he had undergone a slight operation, from which he was making rapid recovery. He is attached to one of the Dutch ships recently taken over at New York.

Lewis B. Stewart, Chief Yeoman, has been at the New York Naval

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hospital some weeks, but is now ready for sea.

Miss Susanne Meredith Bottomley, daughter of the late vice-president, has arrived in France, where she will engage in Red Cross and canteen work.

EASTERN DIVISION

Congratulations from the men around the Eastern Division office were showered upon H. F. Koehler, who took a trip off the Philadelphia during the month to make a certain Miss a Mrs., and to enjoy a short honeymoon. While he was away, his place as senior operator was filled by Clyde Diderick, while E. A. Neimeyer acted as junior. Upon Koehler's return, Diderick transferred to the schooner Cora Cressy.

Four operators left this division during August to don the naval uniform, at the same time carrying with them the wishes of their fellow operators for good luck with rapid advancement. They were H. A. Williams, of the St. Charles, J. J. Voss, of the Caddo, C. D. Hallett, of the Iroquois, and W. J. Neel, of the Comal.

Arthur Schweider and L. J. Gallo lost a good berth and one of the best runs out of this section when the Proteus was sunk off Hatteras. They are now running to Cuba and Mexico on the Monterey and Arthur's girl in New Orleans is wondering if he is going to be another one of those sailors who never come back. Gallo is also out of luck for his home is in New Orleans and he can't speak Spanish well enough to capture a Cuban girl.

W. A. R. Brown, the good looking young hero of the Kellogg, which

was torpedoed just outside New York harbor, upon being landed in New York after his rescue, found himself in the wrong division office without a ship. He was relieved, however, by being formally transferred from the Southern to the Eastern Division and sent out on a long trip to South America on the Santa Elena.

W. H. Boyle, of the Crofton Hall, is on sick leave. L. C. Driver is sick at Baltimore and is expected to return to New York soon. H. S. Winbigler, who was taken to a hospital in Brest, France, on his last trip there, has returned to America entirely recovered and sailed during the month on the Moonlite.

Three former operators were re-engaged and apparently are glad to get back in the Marconi ranks. They are W. K. Storrs, who went out on the W. C. Teagle, R. Gaudio, who sailed on the Socony 82, and A. Vladoff, who is now on the El Capitan.

R. S. Savage transferred from the Pacific to this division and is now running on the Mrs. James Timpson.

The Santa Luisa was taken over by the Navy last month relieving E. A. Neimeyer, who went to the Philadelphia as junior, and H. Marcoe, who is now on the Crofton Hall. The Navy also took the F. W. Weller, and the senior, H. R. Wolfe, transferred to the Comet, while the junior, C. G. Athan, went as Conway's assistant on the Zulia.

F. E. Leach has left us for the Southern Division, where he will act as senior of the Kershaw. J. F. Berstow, also of this division, went with him as junior. J. Spatafore and G. E. Knudson transferred to the Pacific Division when the Navy took over the Royal while at San Francisco. That makes four good men

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this division supplied to other divisions during August.

This division lost by resignations during the month: R. E. Whitcomb, of the Alabama; H. Slater, who thinks he can make more money with another wireless company; G. S. Shaffer, junior of the James McGee; and A. M. Smith, second of the W. C. Teagle.

Four men left our service during the month in a manner not to their credit and which bespeaks the reliability of each. All four quit in out-of-the-way ports and caused quite a little inconvenience and expense to the company. They are: H. Newman, who left the Princeton at Key West; A. H. Lawford, who left the Alabama at Providence without permission, allowing the steamer to proceed to New York with but one operator; C. A. Schroeder, who left the Louisiana at Newport News; and J. B. Catanese, who left the Coosa at Philadelphia making it necessary to send a man by rail from New York to replace him.

Among the changes in the division, (other than the fact that the superintendent, Mr. J. B. Duffy, changed the arrangement of the office greatly improving it), were: C. H. Meyer, from the Chinila to the Helen; G. H. Allen, from the Munim to the Socony 83; G. J. Chamberlain, from the A. C. Bedford to the Moonlite; E. W. Hawkins, from the Cornelia to the Twylite; E. Carayanis, from the Daylite to junior of the Twylite; W. H. Davis and W. K. Storrs, to the Cherokee for a long trip in Government service; L. S. Quinn, from the H. H. Rogers to the Apache and later to the Madison (so that he might run to his home town); and V. A. Wheelless, from the Creole to the City of Montgomery.

SPOKES FROM THE HUB

F. J. Flood relieved P. S. Killiam on the Belfast.

J. F. Thacher, junior on the Belfast, has transferred to the C. A. Canfield, of the Gulf Division, being relieved on the Belfast by F. B. Falknor, a New Yorker.

H. T. Munroe has resigned to enter the Naval Reserve. J. F. Valente, a new man, relieved Munroe on the Camden.

W. R. Mercer has been assigned to the Camden relieving W. J. Swett, who is on construction work.

W. F. Rauscher, of the Melrose, has resigned to go on deck and was relieved by R. F. Jefferson.

George McEwen has been temporarily relieved from duty owing to his mother's illness, being relieved on the City of Columbus by E. E. Davis.

G. Kavanaugh has returned to New York where he will transfer with Damon Eastman on the City of St. Louis.

SOUTHERN DIVISION

PHILADELPHIA

One trip on the Persian was enough for Carl Grauer. He says he ate exactly 1½ meals all the way from Jacksonville to Philadelphia and return. Judging from his appearance, we were inclined to believe it.

W. P. Grantlin and W. R. Deavers missed the Nantucket at Jacksonville, and the Juniata's operators, Vogel and Nicholas, took her back to Philadelphia, where they were relieved by J. H. McCauley and M. P. Canpion.

J. W. Casebeer, one of our old-timers, was recently discharged from the Naval Reserve for physical disability, having been stationed at

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the Norfolk Yard as operator since the beginning of the war. He has now been re-employed by this company, and is acting as junior on the Persian.

P. B. Rawley, formerly employed on ships running out of Philadelphia, answered the call to colors last fall and is now a Second Lieutenant in the Signal Corps. Bernard Wexler, who was called at the same time, is now wearing a Sergeant's chevrons.

Most of our former operators, who recently enlisted in the Naval Reserve, are now holding down strenuous jobs at the Navy Yard or local Radio Sealing Station.

Constructor Schwab installed a 1-kw. outfit on the new vessel Allentown at Gloucester.

BALTIMORE

The Essex is now on the Baltimore, Savannah and Jacksonville run.

The Kershaw went into service again with F. E. Leach and J. F. Barstow, senior and junior respectively.

F. Atlee, clerk at the Philadelphia office, has tendered his resignation. He intends to go with the Government.

McCauley and Campion were relieved on the Nantucket by Grantlin and Lewis.

E. Kling relieved E. E. Davis on the Ontario.

Chief Elec. Radio U. S. N. R. F. H. Hax was in to see us. Says the Navy is the only place to be. His pal Loyal is a great Navy booster.

Don't forget that the Fourth Liberty Loan is now on. Dig deep boys.

GULF DIVISION

L. E. Adler is still confined to his home with the mysterious illness, but we hope to announce his entire recovery very soon.

T. J. Alderman and S. C. Hymel are junior and senior respectively on the Coahuila, ferrying between New Orleans and Progresso.

A. A. Angell is still in charge of the William Green.

L. E. Brasher has made a couple of trips on the Jalisco, but is again assigned as senior on the Mexico with J. H. Jensen, of the Pacific coast, as junior.

J. E. Broussard and W. L. Hille are still in charge of the Excelsior.

Since the torpedoing of the Frederick R. Kellogg, W. A. R. Brown has again been transferred to the Eastern Division.

H. L. Crandall and L. V. Grissom are senior and junior respectively on the Marina.

A. F. Christiansen has been transferred to the Breakwater.

G. T. Davis and G. E. Englebrecht remain on the Bacoi.

The Mexicano is manned by Y. de Bellefueille.

F. Dickley has been assigned to the San Juan at New York as junior while O. C. Temple remains senior.

K. J. Fruebing and T. C. Hyers remain on the Miami.

M. O. Green is on the Catania.

D. W. Jolls is touring Porto Rico waters on the Ponce.

A. Lizarraga is aboard the Jalisco. Miss Michelsen has just returned from a long voyage on the Tamesi.

Vance Nall, a new employee, is assigned to the Panuco.

J. J. L. Orthmann is still doing duty on the Harold Walker.

F. C. Patch is sailing on the Ed. L. Doheny, Jr.

MARCONI SERVICE NEWS

Fred. R. Robinson, a newcomer, is assigned to the Pennant, relieving O. Treadway.

C. J. Scott still holds his first assignment aboard the Harry Farnum.

K. G. Scott, a new employee, relieved R. W. Baer on the Breakwater.

W. E. Slauson remains aboard the Torres.

C. D. Sweeney has been transferred from the Buccaneer to the San Ramon.

J. F. Tuenisson remains on the Hardcastle.

J. F. Thacher has relieved A. Krog on the C. A. Canfield.

H. A. Wells remains on the J. M. Danziger.

A. P. West is having an exciting trip to the Canal Zone on the Tormentor.

H. O. Zahn is still assigned to the Roy Hooper.

Installation of a 1/2-kw. Canadian cabinet set on the War Marvel was completed August 10th. This is a sister ship to the War Mystery and they are the two largest wooden ships built and launched in the South.

The tug Gulfport's equipment will be started the first week in September.

The new wireless house on the Mexican vessel San Bernardo is nearing completion and installation will be started at once.

What is static? Our Superintendent's seven-year-old son has a definition for static which is amusing. In the South during the summer months we frequently have lightning at night, which is very brilliant, even while the stars and moon are shining. He questioned his mother as to what this was and during the explanation, he was told that regular lightning was in the form of a ball of fire which came down from the heavens straight at the point of at-

traction, but the flashes of lightning which he now saw did not contain any bolt which could do any damage. After thinking the explanation over for a few minutes, he approached his mother and said, "I've doped the static out; it is nothing more than what you would call crippled lightning."

Our Superintendent has returned from Tampa, Fla., recently, where he went for the purpose of starting the erection of new masts.

GREAT LAKES DIVISION

CLEVELAND DISTRICT

George Machin, a new recruit, is on the Harry Croft, vice Alfred Shaw, who resigned to join the colors.

The Harvey H. Brown has LeRoy Bremner as master of the key, formerly attached to the Peter Reiss.

Clark Olney, from the local Marconi Institute, is on the City of Buffalo.

Earl Ensign resigned from the City of Erie to return to school. The new man is Henry Cervanka, from Detroit.

With the Seandbee still in commission, we can announce several changes in the staff: Melvin Dennis resigned to return to school; A. Howell returned home to do likewise; George Noack, a resultant of the local Marconi Institute, relieved Howell.

Floyd Woodson, who had given up all hopes of ever getting a transfer from the Eastern States, has been assigned to the Peter Reiss.

John Hutton, junior of the City of Detroit III, has been replaced by Russell Carson, a new man.

N. B. Watson, senior on the City of Cleveland III, resigned to join the Navy. Ralph Savles was assigned temporarily, later being relieved by C. W. Fraser. Emil Farris is acting as junior.

MARCONI SERVICE NEWS

Herbert Blasier was relieved by E. L. Knapp on the F. J. Earling.

H. S. Scott has been replaced on the C. O. Jenkins by C. J. Grace, who is a new man in the service.

Carlton Morris, an experienced man but new to the Marconi service, has been assigned as junior on the Octorara.

Harold Chittenden and Allen Calvert are the only operators the Tionesta has had this season. Both doing excellent work in handling traffic.

J. E. Spencer was relieved from the car ferry Ashtabula by a new man, Miles Newton.

Roy Demerritt, who has been requesting relief from the Clemens Reiss for the past thirty days, now reports he has decided to remain. We certainly would miss the pretty pink envelopes in our mail box if Roy were to leave us.

L. Schermahorn, the one and only from the Otto Reiss, was a recent visitor at the Cleveland Office and reports everything lovely on board.

A number of our operators have been inquiring what kind of a craft the Barge Limit is. According to H. Borgen's description, she is ten by ten by six, with a movement all her own. "Yes—we are pulled around by a tug and I simply can't find out which end was made to steer from," reports Operator and Quartermaster Borgen.

August Myhrhof, of the Conneaut, has resigned to enter military service. Carl Flory, another new man to our list, relieved him.

We simply cannot resist mentioning that J. A. McCaffry is still on the Wyandotte. Yes—he has been there for very near three weeks.

Smith Johnson reports a most enjoyable vacation spent with the dentist.

We had slight suspicions of matrimony, but he reports not. Wm.

Shurance took Johnson's place on the Iluron during his vacation. Shurance has since been assigned to the Eastern States.

Harmon B. Deal, a former Marconi man, is acting temporarily as instructor at the local Marconi Institute, Mr. W. W. Wing having resigned to take up a similar position at Toledo, Ohio.

Among the vacationists is Miss Balhorn, who is well known to all the operators in this division by the alertness in which she insists that "you must be insured." Miss Balhorn reports a pleasant two weeks at Geneva-on-the-Lake.

CHICAGO DISTRICT

Carl Menzer has resigned from the Alabama to return to school. Francis Spickerman, a new man, is now on the Alabama.

The Arizona has laid up for the season. Peter M. Hansen is awaiting re-assignment.

Fred Schoenwolf has resigned from the Carolina to return to school and Herbert Merrill is now in charge, having been transferred from the South American.

The Chris Columbus made her last trip of the season on Labor Day. Chas. Zeller held down the job until she laid up at Manitowac.

The Florida also laid up for the season on Labor Day. Dwight Myers is returning to school.

The Georgia has put in for the season, which places Harold Leighton on the waiting list.

The Indiana will continue to operate with J. Bell as her operator.

The South American is out of commission. Howard Dodge, senior on this vessel, enlisted in the Navy at the Great Lakes Naval Training Station a short time ago, the season being finished by E. C. Mathis and Herbert Merrill.

MARCONI SERVICE NEWS

The North American has put in for the season. Duncan Cameron and Malcolm Romberg being the operating staff on this vessel.

J. F. Born remains on the Petoskey as purser and operator.

Superintendent E. A. Nichols recently paid the Chicago District a visit and made an inspection of all the vessels operating out of this port.

PACIFIC DIVISION

H. Jenson, assigned to the Nielsen at Seattle some months ago, was relieved by a Norwegian operator on arrival at New York recently. Jenson expects to obtain a position in the Southern Division; however, if unsuccessful, we will again see him on this coast.

Edmund Smith, of Marine and Highpower fame, performed a nice little bit of work for us the other day by going to the Hawaiian Islands with a United 1-kw. set as baggage, installing same on the tug Intrepid and making the return trip in twenty-one sea days. The tug is a small one and it was necessary to install a makeshift mast so that the antenna might have an elevation of twenty feet above deck and a length of another twenty feet. Withal Smith managed to get a little over one hundred and fifty miles out of the set, keeping in communication and getting his first report in at a distance of sixteen hundred miles. The little tug bucked head winds throughout the voyage and Smith's pleasure trip can best be summed in his own words, "twenty-one miserable days."

According to the latest advice, we are informed that Operator J. A. Maginnis, of the Louise Nielsen, was relieved at New York on July 30th.

Maginnis was replaced by a Norwegian operator.

R. Colbert, formerly of the Geo. W. Elder, has been transferred to the CadJo, of the Eastern Division.

A Marconi operator has again been placed on the Capt. A. F. Lucas. Operator A. E. Wilkinson is at present in charge.

J. L. Miller, of the Eastern Division, and formerly on the Gulf Coast, is now in this division in charge of the W. S. Rheem.

Considerable rivalry has been created lately on the President and Governor regarding the advancing of the sales of the Wireless Press. The Governor, with Operators C. G. Ahern, senior, and H. A. Burgess, junior, has been holding the record for sales for the past month or so, with their latest sales reaching 681 copies a trip. The President, with J. W. Yeager, senior, and E. W. Thurston, junior, has been running a close second, and slowly but surely advancing the sales, until the President's last trip, when 742 copies were sold, taking the long-cherished lead and establishing a record for short coastwise runs. Latest reports credit them with stating the Governor men can never hope to surpass them in the future as they are now in their stride. So confident are they that an unlimited dinner at the St. Francis has been offered to the team who can beat them, not mentioning any names.

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