

MARCONI SERVICE NEWS

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Edited by J. Andrew White.

BRASS TACKS.

How did your *BALANCE SHEET* look January 1, 1916?

Did you have a *SURPLUS* or a *DEFICIT*?

Did you take Inventory of yourself December 31, 1915?

How much *BAD MATERIAL* did you charge off?

Did you appraise yourself at your *BOOK VALUE*? or at your *MAR- KET VALUE*?

Does your *BOOK VALUE* include any *CONCEIT*, *VANITY* or *BLUFF*?

CONCEIT is a *LIAR*.

VANITY is a *DECEIVER*.

BLUFF has no staying qualities.

If you took stock with *CONCEIT* and *VANITY* you used inflated values.

If you took stock with *BLUFF* you watered your *ASSETS*.

BLUFF mixed with *EARNEST- NESS* will shoot you up fast, but inability to *SHOW THE GOODS* will shoot you back faster.

Put these all on the Liability side.

If you can't do it this year—set up a *RESERVE* against them.

Increase the *RESERVE* next year; Automatically write them off.

Don't confuse *AMBITION* with *ABILITY*;

Don't sell yourself for a *PACKARD* when you're only a *FORD*.

Stand in front of your mirror for 15 minutes.

Judge your *MARKET VALUE* by your last *PAY CHECK*.

Look yourself *SQUARE* in the eyes. Tell *YOURSELF* the *TRUTH*,

Then sign your *BALANCE SHEET*.

C. J. Ross

PLANS FOR AN EMPLOYEES' LIBRARY

IT is proposed to establish in the Head Office a library containing general reading, reference books and fiction, which will be accessible to members two hours daily. The books are to be taken out for one week with the privilege of renewal for another week, after which a fine of one cent a day is to be imposed. The monthly dues will be twenty cents a month and probably less after the library is on a good foundation.

Members will be invited to contribute one or more books, (not necessarily new) in lieu of the first month's dues. Those wishing to join the library should so advise E. B. Pillsbury.

"HAND TO HAND FIGHTING IN THE FUTURE"

—Marconi

"IF we could find apparatus capable of producing electric waves powerful enough to produce explosions at a distance we then undoubtedly would see extraordinary sights such as modern inventors tell us we are destined to see—the blowing up of battleships at sea, the causing of shells to explode inside the guns and even in the soldiers' belts. That would bring us back to hand-to-hand fighting."

This was the statement recently made to the correspondent of a Paris newspaper by Guglielmo Marconi, now a second lieutenant in the Italian Army, who returned to Rome in December after an absence of five months in England and at the front in France and Flanders. At the last, he said, hand-to-hand fighting will prevail with what the Italians designate as the "white arm." In land battles victory will be won with cold steel, the bayonet and the knife, and the fate of empires will hinge upon the prowess of the soldier in the ranks.

Mr. Marconi said that science undoubtedly was one of the principal factors in the successes obtained by the Germans. There was genuine surprise among the forces of the entente countries at the scientific preparation in the armies of the Kaiser, but in that respect the Allies are now equally strong.

"In aviation," he said, "contrary to what had been expected, the Germans also showed their preparations had been on a most efficient scale. They



had very fine machines and exceedingly clever pilots. By prompt and energetic action the Allies soon caught up to them and now surpass them in this respect, a fact which is proved by the recent bombardments of German towns.

"Another surprise with regard to air machines was the fact that very large air craft, equipped with wireless telegraph apparatus of a new kind, were put in the field at the beginning of the war. The French, however, captured a few of these machines; the secret became common property and the benefit which the Germans expected from their invention in this regard was frustrated.

"In the matter of wireless stations also the Germans are inferior to the Allies. The most powerful station of all is one now established in England. Every day the Allies are adding little scientific improvements of a most useful kind and in a great number for wireless purposes. I cannot speak of them, because it is necessary to keep our secrets. I may say, however, that the Germans, who have remarkably well-equipped workshops and labora-

tories, are in a position to replace all their damaged parts, but the Allies daily making new scientific progress, already are on a par with their adversaries and soon will have left them behind."

Mr. Marconi informed another newspaper correspondent that the year just ended was full of bitter disappointments for the Allies. Germany made great headway, although not altogether in the direction she wanted to go. But she is in possession of Poland and she still holds Belgium, while Serbia is crushed.

"Italy is throwing all her energy into the war," said the inventor. "Already she has 3,000,000 men in arms. She will hold Albania and help Saloniki if need be. But I don't believe Italian aid is needed for Saloniki, for the British and French seem capable of holding their own. I don't believe the Germans will get into Greece.

"So the war will have to go on and I fail to see any prospect of the end

CONTRACT NEWS

One of the largest contracts for wireless equipment and operation ever made has been closed with the Inland Navigation Company, of New York. This company, a \$9,000,000.00 corporation, is building thirty-six power barges, varying in capacity from 1,600 to 5,000 tons, which will travel the Mississippi on regular schedules between Minneapolis and New Orleans, with stops at all important points between these two cities. The first barge is now nearing completion at the Howard Shipyards, Jeffersonville, Ind., and the company expects to have a number of the barges in actual service by Spring.

Each of the barges will be equipped with the new two kilowatt, 500 cycle panel type Marconi quenched gap sets, operators from our service will be provided, and communication ef-

of it by next winter. From observations I've made everywhere, I'm sure the conflict will be carried on, regrettable as it is, beyond next Christmas."

Mr. Marconi delivered his first speech in the Italian Senate on December 15, his utterances winning for him the congratulations of the other senators. The Italian press also published laudatory comments on his speech and called attention to its practicability and vigor.

A noteworthy feature was his recommendation that all ships of the mercantile marine of the allied governments be requisitioned and their use fairly divided among the entente countries.

Following Mr. Marconi's return to Italy, an interesting bit of gossip was put into circulation. It is to the effect that he will be promoted to the rank of colonel in recognition of his services. Mr. Marconi wore civilians' clothes instead of his uniform while he was in Italy.

fected as at present in ocean navigation.

The proposal of the navigation company is to compete directly with the railroads. The idea of those financing its project is to facilitate the movement of the crops from the West and Middle West and of the cotton and other products of the South. It barge is to be equipped with four 80-horse power engines, working separate propellers.

OPERATOR BROKE RULE, DISMISSED

An operator in the Marconi service was recently dismissed for supplying unauthorized information to a newspaper regarding the business of the vessel on which he was detailed. All messages concerning the navigation or other business of the ship must come from the commander or officer in charge.

SCRIBBLED AMID THE CRUMBS OF THE CHRISTMAS LUNCHEON



To-day we all are congregated
Round about the festive board,
High in the Woolworth Building,
Far from the maddening horde.
We've put away our worries
For this one day at least,
So let me introduce you to
Some men who grace the feast.

First I beg to call attention
To the man who ordered lunch,
Mr. Edward Butler Pillsbury,
He's the largest of the bunch
Big in stature—big in action—
With much bigness he is blest,
But the biggest thing about him
Now is beating 'neath his vest.

Next comes Mr. George De Sousa
With a smile which shows content;
No doubt he's thinking of a case where
He can raise some station's rent;
About this time to shipping men
Many "Dead Head Franks" he doles,
But by May the first you'll find,
He has reaped them back in tolls.

Then there's Mr. David Sarnoff,—
Our combination man,
Out he goes and gets the contract
Then comes back and draws the plan,
He's the best Marconi Fixer
When a client starts to rave;
If you want to see Ambition
Just you take a slant at Dave.

Next I mention R. A. Weagant,
Engineering is his game,
He will help you get acquainted,
With any part by its first name.
In the mystery of the wireless
He's the best I ever saw,
And recently I think you'll find he's
Up in wireless law.

There's John Bottomley, Esquire,
A man whom we all know
And love, perhaps mercenarily—
He's handling the dough,
He has a smile for everybody—
Always full of cheer, and sunny;
The only time you'll see him frown
Is when he pays out money.

Mr. Lemon quite sedately,
Working hard without a laugh,
Hasn't time to eat a sandwich
Has to watch the phonograph;
Just returned from sunny Texas
Where the wavelets wash the beach
Though his father named him "Lemon"
I assure you he's a peach.

There sits White—our own J. Andrew,
Edits all our magazines,
Writes of nonsense and of science—
Writes on everything it seems.
White by name and white by nature
White all through in everything,
But we have to make exception
To his "Chappie" eyeglass string.

Now along comes Johnny Curtiss,
He's a dapper little chap
Gets an ad from everybody—
Every city on the map.
There he sits among the ladies,
With their fascinating curls;
Even now he's advertising
All his pretty office girls.

There's our buyer, Mr. Porter,
Sitting in erect position
Wondering where we got the food
from—
Didn't see a requisition!
Turns to Jackson his lieutenant
With a look as if to say,
"If you put this over on me,
You'll O.K. it when we pay."

Hello Judge, I most forgot you!
Though you're sitting next to me.

Since you're up on all injunctions,
Very careful I will be;
As the watch-dog of our patents
You have surely set a pace,
But you ought to take that cap off
If you ever try a case.

Now the last among my friends here
But the first of all to shine
Comes Mr. Nally, smiling,
About this little rhyme.
He is a friend to every fellow—
He will stick through thick and thin;
And we'll stick through 1916
To the Company—and to him!

—C. J. Ross.

The author of the above classic—
He's the man who put the fig in
figger,
He's the one who sets the books
a'right,
And always has his finger on the
trigger,
Spots the very smallest error, sir,
on sight.
When he dropped his pen to put the
Poe in poet,
To set us down in verse, he didn't
tell,
He's our Auditor—he thought you'd
never know it—
And this alone will hold HIM for a
spell! —The Maligned

TRAVELING SHIP SUPERVISORS APPOINTED

FOR the more careful supervision of radio communication at sea, the management of the Company has decided upon the appointment of a number of additional traveling ship supervisors. Senior operators N. J. Kearney, of the New York (American Line, B. J. Harvey, of the San Jacinto, L. R. Schmitt, of the Comus, H. G. Hopper, of the Gloucester, J. E. Bell, of the Howard, and C. L. Beach, of the Havana, have been selected to act in the capacity mentioned.

These men are well-known to the rank and file of the service and it is generally conceded that their long service, experience, and ability qualifies them to competently perform the varied duties required of them.

In addition to noting violations of the rules and regulations of the International Convention, traveling inspectors will be authorized to inspect ship stations at ports other than New York and report upon the general appearance of the radio room and equipment, also to note that Government and Company forms and operators' licenses are posted as required by the regulations.

OPERATORS' PHOTOGRAPHS REQUESTED

S O frequently in pursuing their duties do the Marconi operators blaze their names on the scroll of fame that they are requested to send their photographs to the editor of the Marconi Service News. On the back of each photograph should be written the full name of the operator, the date and place of his birth, the names of his parents or nearest relatives and their addresses, and the date on which he entered the Marconi service. The photographs will be kept on file for use in the Marconi Service News and will be supplied to newspapers when requested. Operators should comply promptly with this request, as it is impossible to foretell when circumstances may place them on the heroes' roll.

V. Ford Greaves, Radio Engineer of the Department of Commerce at Washington, and C. P. Edwards, General Superintendent of the Canadian Radio Telegraph Service to Ottawa, were recent New York visitors.

Working Conditions in New York Harbor and Vicinity.

By Charles J. Weaver
Manager Sea Gate Station

THE nature of this article is to try and portray as nearly as possible the actual working conditions, as they are today and how they should be, in New York harbor and the surrounding vicinity.

It is my opinion, from twelve years in the Marconi service, both at sea and at different shore stations, that nowhere in the world is a place so congested with radio interference as the district about New York City. This is partly due to the great amount of testing operations that have to be conducted on ships while tied up at New York, and cannot be entirely eliminated; although owing to many complaints from this station, this testing has been materially decreased in the past year.

One kind of interference that can be easily stopped is caused by some operators not keeping a strict watch when going in and out of New York, causing Sea Gate coastal station to call them several times, when one call should be sufficient.

Another kind of interference that often causes Sea Gate to request repetitions is the habit of some operators of trying out the spark when passing out of the harbor. This may be for their own amusement, or for the amusement of some of the passengers; but I can assure them that it would appeal to the operators at Sea Gate much more if during this practice the aerial is disconnected.

Shipboard operators can be of great assistance when in the neighborhood of New York, if they will observe the following instructions:

When leaving port, or before calling Sea Gate or any other New York station, they should listen in care-

fully, the use the enquiry signal, QRW. Otherwise the ship's operator may cause the loss of a whole message by calling without first listening in, or giving the enquiry QRW, before starting to send.

Long calls are quite unnecessary, when the attention of Sea Gate station is wanted. They only take up valuable time.

Since the European war commenced, many of the ships of the belligerent nations reduce their power; therefore, although the operator just leaving port may not hear Sea Gate working, that station may be receiving from a ship whose signals are extremely weak, and cannot be heard by a ship further up the harbor.

Another thing which can easily be eliminated is the calling of coastal stations, and signaling the International signal Q.R.U. Once a ship carrying two operators has communicated with Sea Gate station, and has finished traffic, it is not necessary to call that station again, unless the ship has more traffic. This is specially intended for outbound ships. Incoming ships should report at Quarantine or the dock, and at all times be on watch; then they will soon know whether or not Sea Gate wishes more communication with them. Otherwise, if the ship operators do not keep a strict watch, and keep calling the coast station with the QRU signal, they not only cause unnecessary signals to be used, but are very liable to interfere with some other ship station that has legitimate traffic to transmit.

On busy days, as every one knows Sea Gate station has no time to spend in calling ships that should be keeping a constant watch. One or two calls should be quite sufficient in the harbor, and if the ship station immediately gives K, delay will be brought down to a minimum.

It would also help very much if operators would take care, that when, after sending a message, they receive the signal, QRM Tester, from Sea Gate and a request to repeat part or all of the message, they carefully listen and ascertain whether the tester has taken any notice of the coast station's QRM-QRT signal before starting to repeat. Sometimes the testers do take notice and many times they do not; if the operator would listen in before repeating the sentence or message asked for, he would very often save himself and extra repetition.

Junior operators, unless they are operators of experience, should not be allowed to work with the Sea Gate station, especially on busy days; as speed at that station is sometimes essential to keep the traffic clear. If Sea Gate gets good attention and reception, it can handle the traffic with a minimum amount of delay; but if it has to call a ship half a dozen different times, and gets poor reception in the bargain, delay will soon amount up, with the chance of losing some of the traffic altogether.

Another suggestion to shipboard operators entering and leaving New York harbor, is to work on reduced power between the dock and Scotland or Ambrose Channel lightships, so as not to interfere with other stations.

I also wish to point out one or two irregularities that several shipboard operators do not seem to grasp. One is the proper method of asking repetitions—RQ's. The GA, and stop, method has been abolished for a more simple method that is contained in the U. S. Radio Regulation Handbook for Commercial Traffic, which will be found on "Page 32, Par. 71." The operator is to use the sign UD. In case he misses all the words before the name (say the name is Commander), he will simply say "UD Com-

mander", the sending station then filling all the words, etc., before Commander. In case the operator loses all the words after Commander, he will ask "Commander UD", the sending station repeating all after the word Commander. If the receiving operator should miss several words in the text of the message—for instance, "Dock you north side of pier twenty" is sent and the receiving operator misses the words between "Dock and pier"—all he has to do is to ask the sending operator—"Dock UD pier", and the sending station will then fill in the missing words. This system is used altogether by the United States Navy, and I think it the simplest of all.

One thing which operators should always remember is that the prefix X is only to be used when they are sending traffic to a ship or coastal station for retransmission to another ship, or station. For instance, if Sea Gate sends an ordinary paid message to the St. Paul for retransmission to the New York, Sea Gate will prefix this message as X when sending it to KSO; that is to indicate to the operator on the KSO that it is a transmitted message, and is to be written on a relay form; but when KSO sends the message to the New York, he prefixes it P just as if the message had originated on the St. Paul, only he sends the original station, with, "via St. Paul." The same applies to both MSG and DH messages. If they are to be transmitted via another ship or station, they are prefixed XMSG, or XHD; the X simply indicating to the receiving operator that the message is for retransmission. But when the ship sends the message to its final destination, the letter X must be left out altogether. Some operators when sending a message to its final station, use the prefixes XP, XMSG, and XPDH, all these are wrong.



MEET THE CHIEF ENGINEER, MR. WEAGANT

THE life history of Roy F. Weagant well exemplifies his remark that "wireless offers a particularly promising career to a young man," for after he had spent less than four years in the service of the Marconi Wireless Telegraph Company of America he was appointed chief engineer, with headquarters in New York City. He took up his present duties on October first last. Born in Morrisburg, Ontario, Canada, he received his higher education at Stanstead College and McGill University.

Mr. Weagant was graduated from

McGill in 1905. Three years afterward he entered the employ of a company manufacturing wireless telegraph apparatus, becoming in time experimental and designing engineer.

When he joined the engineering department of the Marconi service he began designing the 500 cycle quenched gap sets, the transmitting and receiving apparatus of the American Marconi Company being based on his work. He also designed the greater part of the transmitting apparatus for the new United Fruit Company's station at New Orleans.

EASTERN DIVISION STAFF CHANGES

Fred Rosensweig is junior on the Princess Anne.

H. E. Orben has been re-assigned to the Saratoga as senior. Orben is the possessor of a pair of genuine reindeer gloves which are much admired by the boys at the Elm Street Office. Someone there is wishing that Orben will lose the gloves so that he may have a chance to find them, on the principle that "finding is keeping." Chain them to your neck, Orben.

A. E. Hapeman has returned to New York. After running out of New Orleans for about a year, he is now attached to the Comanche as senior.

B. L. Chapman, formerly of the Great Lakes Division, is on the Alabama, en route to Gulf ports. From freezing to roasting—a welcome change?

C. A. Biddinger is attached to the Arapahoe.

Kenneth McAlpine and A. B. Robinson are on the Armonia, making her maiden trip as far as the wireless is concerned.

C. J. Hiller is another operator who dropped in on us when things got dull in the Great Lakes Division. The Rio Grande for him.

L. L. Beard has returned to active duty. Beard has had a jinx trailing him around. He was taken sick down south and barely got well when he broke an arm. He's O.K. now and thinks the jinx is lost. No reward offered for its recovery.

J. Maresca is on the Vesta.

N. J. Ribler is senior on the Philadelphia of the Red D Line.

H. Koehler is junior on the Comal. Koehler recently returned from a trip to Norway on the Platuria.

Irving Vermilya, formerly operator

at Sagaponack and later at Sea Gate, has been promoted to the important post of Manager of South Wellfleet (Cape Cod) Station. He is delighted with his new work and has entered on the duties of the position with his usual energy and enthusiasm. Congratulations, Vermilya.

E. M. Caldwell, well-known to Marconi men, has been re-engaged and is now attached to Sea Gate Station as third operator.

J. M. Bassett is "watchfully waiting" on the Radian.

John R. Conway and George Abbott are holding down the job on the Jamestown.

C. L. Fagan and C. C. Levin were assigned to the Siberia of the Atlantic and Transport Line, bound for London.

Y. de Bellefeuille, who came from the West Coast on the Siberia, is senior on the Lampasas.

A. L. Speace is making a trip on the Omsk of the Russian Volunteer Fleet. The Omsk is bound for Vladivostok.

Fred M. Crafts, formerly of the Great Lakes Division, was assigned to the Tamesi, a newly-equipped ship.

E. Marschall has succeeded M. Mendelsohn as senior on the Coamo.

The Bayway of the Standard Oil Company of N. J. has recently been equipped. J. A. Dillon has been retained as operator on her.

Carl Orloff is junior on the Proteus. "Smiling" Arthur Schweider is in charge.

E. P. Diggins and J. E. Doyle are first and second on the El Occidente.

J. W. Kibler of the Southern Division is on the Dayton.

F. W. Harper is ready for business on the Vigilancia. We believe the Vigilancia is off on a long trip.

A. M. Mitchell and H. McDonald are on the Munamar.

S. W. Young and C. Stelmach are

on the Evangeline making the run to Bermuda.

W. H. Jones, a Great Lakes man, is on the Brazos.

P. Podell is senior on the Monterey.

George Sinclair has been detailed to the Uganda, a newly equipped ship.

H. D. Copland and H. F. Hill are attached to the Governor Cobb as senior and junior. The Governor Cobb is going south off the winter.

W. J. Swett is on the Bay State.

W. J. Saunders has been promoted to first on the Nacoochee. E. J. Maginot is second.

O. P. Angell is junior on the City of Atlanta.

Operator Samuel Schneider was transferred from the steamship City of St. Louis to the auditing department in the Head Office on January 1.

SOUTHERN DIVISION NOTES

Here Agin

Gone Agin

Harrig'in.—

—So it was, when "little" John Joseph Harrigan, Jr., manager of the Virginia Beach station, recently spent a two weeks vacation in his home town, Baltimore. It was Johnnie's intention on his arrival, to get married; but after thinking the matter over very carefully, he says, he suddenly changed his mind. There seemed nothing that would convert the little "Swede," for we even offered to take out the license, buy the ring, and should it be necessary, furnish the partner. All in all, there was nothing doing, so Johnie went on back to the Beach unaccompanied.

Then a few days later, who should turn up but Thomas Edward McCauley, brother of that confirmed bachelor James Hubbard McCauley and late operator of the steamer Southerner, plying between Savannah

and London. We expected to hear a marvelous story of his experiences with submarines, hydroplanes and warships, but Thomas Edward was very truthful and admitted that he had only seen a few U. S. battleships target practicing off the Virginia Capes.

Once more the old adage asserts itself. C. Russell Robinson, former star reporter on the Baltimore American, was reassigned to his old ship, the Howard, relieving J. E. Bell who is on sick leave. Regardless of how long an operator has been out of the business, he will at some time feel a desire to return. There seems to be some fascination in the radio service which one cannot resist.

Showing up on a long tune, we occasionally hear Dave Heilig ordering a pair o' ladies shoes, or a gown, or sending' the advertising editorial to the New York store.

Ward Sinclair, assistant manager of the Jacksonville Station has at last purchased that long talked of touring car, or at least that was the substance of his dream of a week ago.

E. Herrera, manager of the Cape May Station, is on a two weeks vacation. A. Campbell is acting manager, and W. H. Shaw has been temporarily assigned as third trick operator. Shaw was manager of WCY about two years ago.

Clement Murphy was recently assigned to the Nantucket as junior operator, relieving operator Maxwell, on sick leave.

Henry Simon has been assigned to the Southerner, relieving operator T. E. McCauley.

L. C. Noble, a new man in the Marconi service, has been assigned to the Howard as junior operator, relieving Walter E. Neumann who was sent to the Charles E. Harwood.

W. L. Outten has been transferred from the Grecian to the Moreni. He was relieved on the Grecian by P. Fretz from the Quantico.

E. Berbelbach, who has been off on sick leave, has been re-assigned to the Quantico as junior operator.

W. S. Wilson and C. Plossal have been detailed to the battleship Oklahoma for her trial trip.

Constructor Murray is equipping the steam yacht Diana at Norfolk, Va., Murray is also equipping the battleship Pennsylvania for her trial trip.

Constructor Morris is installing a set on the Santa Barbara of the Grace Line, at Philadelphia.

Forty employees of the Southern Division rejoiced at receiving an increase in salary effective January first.

GULF DIVISION STAFF CHANGES

Miss Ida G. Brogan is now filling the position of secretary at the Division Office, vice J. E. Hayes, resigned.

L. H. Graves has been detailed to the Chalmette as junior. Graves was until recently in charge of the Norman Bridge.

E. Du Treil has been detailed to the Norman Bridge and the vessel is now on a trip from Tampico to Brazil. "E." is a brother of "L.J.N." manager of the Marconi New Orleans station.

S. H. Wheeler who has made "homeless" upon dismantling of the City of Mexico has been detailed to the Francis Hanify, a Pacific coast ship, relieving Operator Fassatt who has returned to the "Golden West," by rail.

L. L. McCabe who was serving as junior on the City of Mexico until that vessel was dismantled has been assigned to the Chalmette as junior. J. E. Broussard, travelling inspector of this division, is senior on the Chalmette.

L. E. Adler, junior on the Excelsior, has been detached from this vessel. F. C. Moore, a new man, has taken Adler's place.

It is rumored that the staff of Port Arthur has gone to "baching;" Armstrong does the cooking and Foley scrubs the dishes. The Marconi Aid Association's fund will most likely suffer a dyspeptic shock.

Manager Young of the Tampa Station recently made a trip to Key West to inspect the vessels of the P. and O. Line. Young reports "all doing nicely."

It has just been reported that "Bachelor's Inn" at Port Arthur is soon to become a thing of the past. Both the manager and his assistant are now keeping late hours trying to figure out whether or not it is best to do it now, or wait until summer.

Staff at Port Arthur Station

Foley—(to visitor), "You see, the speed of a wireless message through the ether is tremendous; it travels about 186,000 miles per second, which is equivalent to seven and one-half times around the earth!"

Amazed visitor, "Gee! No wonder a wireless message always gets through; if you miss it the first time you've got six more shots at it." (Just then the fuse blew out on the rotary gap circuit.)

GREAT LAKES STAFF CHANGES

Ship stations in the Lake Erie District have dwindled to the number of four, while Cleveland is the only coast station open. Very little ice has formed along the shores of Erie, but the weather has been very bad—a heavy sea running almost all the time.

E. A. Nicholas, on the M. & B. No. 1, says its like sailing on submarine to cross the lake in the One. They only come up for meals.

H. Walters, on the No. 2, has nothing to say. Rumor has it he will shortly become a benedict.

J. Newton, on the Ashtabula, says his two hundred some—odd pounds can stand a little shaking up.

W. H. Jones, Detroit station manager, is now working in the Eastern Division.

Siegel and Main are still holding down first and second respectively at Cleveland.

We sincerely hope all managers and operators enjoy a happy and prosperous New Year, or rather Leap Year. Ladies take notice.

T. W. Fountain, manager of the Milwaukee Station, accompanied by Mrs. Fountain and their child, recently completed a visit among friends and relatives at Milwaukee and Chicago while on his vacation. Tommy, with his usual good taste, is once more nurturing that mustache which so agreeably becomes him.

J. E. McDonald, or present relief manager of the Manitowoc Station, agrees with Mrs. McDonald that Manitowoc is truly a cozy place in which to spend the winter.

Manager J. E. Clark, of the Ludington Station, after a two weeks vacation, once more takes up the reins.

D. B. Oliver, doing vacation relief during Clark's absence, was very popular with the fair sex of Ludington. Oliver's kindness will be spoken of for some days to come.

Alfred Thomas, now working nights at Chicago, is occasionally cheered during his solitary vigil by the fairy voice of his dearest, who also works a night trick at a board for a local steamship company. It's no wonder "WGO" is always on the job.

George Keefe, who was on the Iowa when she sank in Lake Michigan nearly a year ago, is now in Detroit, testing autos. Be careful of the curves, George.

Heavy traffic has kept the Ann Arbor and Pere Marquette ferries exceedingly busy this season. A vacancy as operator on one of these ferries is a rarity. When an operator secures an appointment to one of the berths, he and the position become as one and the same thing.

Operator Biesemeyer recently returned from Chicago, after a prolonged stay in the Gulf. He will resume his duties as manager of the Manitowoc Station March 1st. In speaking of his experiences Biesemeyer says if he ever gets back to Manitowoc, he never will leave, as it's the finest place on earth.

So far the ice conditions on Lake Michigan have not interfered with the schedule of vessels. There is very little ice for this season, although the weather has been very cold. It is hoped that some of the experiences of last year will not be repeated.

SAN FRANCISCO STAFF CHANGES

K. D. Noble relieved A. S. Mackenzie aboard the Adeline Smith Dec. 30. Mackenzie has been granted a furlough.

F. W. Payne joined the Aztec, Dec. 23.

D. C. McMullin in charge of the San Luis Obispo station for the past three and a half years, assumed charge of our Avalon, Catalina Island Station on Dec. 18, relieving W. L. Baker, who has been transferred to the Honolulu City Office of the trans-Pacific Department.

P. D. Allen has been assigned assistant to the steamer Bear, Jan. 4.

L. V. R. Carmine and F. A. Lafferty were assigned as first and assistant of the steamer China, Jan. 1.

B. R. Jones has been assigned to the J. A. Chancellor, Dec. 16, while Mr.

Giambruno takes a short leave of absence.

S. Cissenfeld has been assigned to the Catania, Dec. 31.

S. H. Wheeler was assigned to the Francis Hanify at New Orleans, Dec. 16, relieving L. Fassett.

S. M. Armacost relieved L. Winser as assistant of the F. A. Kilburn, Dec. 17.

E. D. Bryant and C. A. R. Lindh have been assigned to the Lurline as first and assistant, Dec. 30.

E. Smith has been placed in charge of the Matsonia, Dec. 29.

L. O. Marstellar and R. W. Baer were assigned as first and assistant on the President, Dec. 30.

J. E. Echlin was assigned as temporary assistant on the Queen, Dec. 15.

E. L. Reimers has been assigned as assistant on the Roanoke, Jan. 4.

R. A. Billadeau was assigned as assistant on the Willamette, Dec. 17.

SEATTLE STAFF CHANGES

G. W. Woodbury of the Pavlof is on an extended vacation.

J. A. Buchanan, Manager of the Ketchikan semi-high-power station, is on a leave of absence.

R. F. Harvey, of the City of Seattle, relieved Mr. Powell for a month at Ketchikan.

A. P. Neilson of the Alliance, is visiting the home folks at Ovid, Idaho.

M. A. Obradovic of the Alliance, has returned from a well earned vacation.

Fritz Wilhelm of the Senator, is now in charge of the City of Seattle.

E. J. Edmonds of the Senator, is on a vacation.

J. R. Irwin, Superintendent of Northern District, was married, December 5, to Miss Dorothy B. Copeland, of Seattle.

MARCONI, CAL., HIGH POWER STATION NOTES

The sincerest sympathy of the staff is extended to Messrs. G. F. Schecklen, M. A. Svendsen and L. W. Sturdevant, in their recent bereavements, and to Mr. J. L. Lynch, who is in the hospital at San Francisco, suffering from an abscessed foot.

It is gratifying to note that the large volume of traffic at Christmas was handled most expeditiously and without any hitch, everybody working cheerfully and with an esprit de corps that augurs well for the future. We confidently look forward to the time when the same amount of business daily will be regarded as merely normal.

Owing to the exigencies of the service, our Christmas celebrations were necessarily of a simple character; but it was good to find that Santa Claus had paid a visit to the hotel and left a well-filled stocking for each occupant. It was a kind thought on the part of Mr. and Mrs. Baxter, and was highly appreciated.

A combination pool and billiard table has recently been installed by the "KET" Club, and our best thanks are due to Mr. Gimman for his co-operation and assistance.

There have been several severe storms recently, and the short walk from the hotel to the operating house becomes quite an ordeal, when a gale is blowing.

Two of the boys were surprised on entering the tennis court a short time ago to find a jack rabbit disporting himself merrily therein. After a deal of manoeuvring, they managed to effect his capture with the result that there was a change of diet the next day. This is a fact!

There is rejoicing in the camp of the hunters, for the first good ducks have at last been secured. Now is the extravagant use of shells justified,

for our labors have not been in vain. Gone is the day of the coot, and forgotten is the charm of the mud hen—the butterball and blue bill reign supreme. Nowadays, when a man goes out hunting, even if he fails to bring home any tangible proof, he always claims to have shot at least one duck (either it was carried away by the tide or it sank before it could be secured)—anything goes. Of course, we have Missourians here, and it is sometimes rather difficult to convince them, especially if two members of a hunting party disagree as to the actual number of birds shot. But it all helps fill the sack.

Good-bye 1915—Welcome 1916.

We heave a prodigious sigh and tell ourselves mournfully and half-unbelievingly that another year has gone. Then we shake our heads and devote an hour or so to gloomy retrospection, finally reaching the conclusion that this old world of ours might be worse after all.

It is an annual affair, this heaving of sighs and shaking of heads over what might have been, and we do it, not so much because we derive any lasting benefit from it, as from the feeling that it is the correct thing to do at this season.

We have previously, and with much deep thought, made out a list of our New Year resolutions, and as we realize that certain things are now taboo, we become keenly aware of their utmost desirability. But we are strong in our determination, and it is with an air of ostentatious self-denial that we stick out our chests and in a look—what - it - is - to - to - be - strong-willed tone, say:

"Sorry, old man. I'd like to, but—New Year resolution, y' know."

It is noticeable, also, that about this time we develop an unaccountable irritability that is a source of never-ending amusement to our friends—especially those whom we pitied—and

somewhat the halo does not appear half so desirable as it did a few days ago. We are still firm, however—not so awfully keen, y'know, but firm.

This stage lasts perhaps a week, and then.

But why dwell on it.

Here's wishing you all a Happy and Prosperous New Year.

SPECIAL RECOGNITION FOR SOUTHERN MEN

THE valuation of faithful service which the Marconi Company places upon noteworthy acts among employees is revealed in the sequel to the reports of exceptional work done in the recent Gulf storms.

In a letter to J. A. Pohl, the newly appointed superintendent of the Gulf Division, Traffic Manager George S. De Sousa highly commended the faithful manner in which Mr. Pohl attended to his work. A substantial Christmas present, authorized by the General Manager, was added. A letter similar in spirit was addressed to J. W. B. Foley, Manager of the Port Arthur Station and also accompanied by a special Christmas gift.

In acknowledging the special distinction, Mr. Pohl said: "I am very proud of the letter you have written me and consider it my most valued keepsake."

Mr. Foley replied: "On Christmas Eve I was very much surprised, and pleased also, when I received your gift and beautiful letter, which I consider of inestimable value. That letter has inspired a faith in me toward the Marconi Company which I never had for any of my former employers. It simply goes to show that which I have heard, namely—that the Marconi Company has an interest in its employees, keeps itself informed of their actions, and takes proper care of the deserving."

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