

MARCONI SERVICE NEWS

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Edited by J. Andrew White.

FAILURE

THERE should be no such thing as failure. There is a point where some men give up, quit, and lie down. Failure is the end of effort.

War does not end with one battle. Business is not built by one stroke. Failure does not mean final, unless you accept it as the finis. The biggest and the best men in this country have "failed" once, twice, and many of them a dozen times; but they never gave up, and for this reason they never really failed. The point is, don't give up.

You think you have trouble. You feel you are about to fail. Trouble! You don't know the full meaning of the word "trouble."

Suppose you were in the position that your neighbor is, down the street. Go out on the walk and watch the people pass by. See how many you would like to change positions with. Most of them have kicked a hat with a brick under it, but they continue to limp along and smile.

Did you ever notice that the tide turns when it reaches its highest point? And it is so with trouble. Just when you feel you can't hang on any longer, this is the time to hang on.

—J. D. W.

Advice on Abstracting

Conducted by

C. F. Krauter

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

Questions on technical matters will not be answered.

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

H.H.G.—Should service messages reporting non-delivery be pasted to the original message referred to?

Ans.—First compare the service with the original and ascertain the cause of non-delivery. If you find the non-delivery was not caused by error in transmission, deliver the service message to the sender and get a receipt; this, together with a copy of the service message, should be pasted to the back of the original.

Note: The Turret Crown is now operated by Scammell Brothers instead of Griffiths & Sons, please correct your records accordingly.

L.—What company does the accounting for traffic via New London, Conn. (WLC) station?

Ans.—National Electric Signaling Co.

DeN.—Are free MSGs destined for ships permissible via Cape Cod?

Ans.—Yes.

Note: The Shimosa (Memo. 872) and Canastota (Memo. 867) should be treated as International Company instead of this Company; correct your records accordingly.

M.P.H.—Does Curacao work other coast stations nearby?

Ans.—Curacao station does not as a rule communicate with other stations in that immediate vicinity. Unless the cable is interrupted for some

length of time, it only communicates regularly with Aruba (PJA) and Bonaire (PJB). The rate per word is 10 cents Dutch, or 4c. American currency with a minimum of F. 1, or 40 cents American.

In case their cable communication is interrupted they signal to Trinidad and messages are forwarded from there by cable. The rate is that of the moment in Trinidad.

Gus.—How are radiograms routed that originate at Tahiti?

Ans.—They are routed via the stations of Apia (ROP) and Awanui (VLA) hence by cable to their respective destinations:

The charges are as follows:

Tahiti 12c.

Samoa 12c.

Awanui 12c.

To these charges are afterward added those of the international tariff in use in New Zealand.

Arrangements are being discussed for the regular routing of radiograms from Tahiti to America, via Apia-Honolulu.

Ham.—What are the other line charges from Cape Race to Paris, London, Scotland and Petrograd?

Ans.—25, 25, 25 & 43 respectively.

S.—What rates are applicable via Chilean coast stations?

Ans.—Refer to Radio Service Bulletin

tin No. 17. Pages 8 & 9, also No. 18 page 12.

A.N.—Are MSGs destined for New York forwarded via wire or 'phone from Sea Gate?

Ans.—All MSGs from "This Co.'s ships" carrying service instructions, **deliver by telephone**, will be 'phoned locally free of charge by any of our coast stations. This applies particularly to the class of traffic you inquire about.

P.T.—Can an operator turn in a ship station traffic report to a division other than the division under whose jurisdiction the ship comes?

Ans.—Only in case it is not convenient within a reasonable time for the operator to turn it in to the division to which he is attached. Then, if it is turned in to any one of our division offices or any one of its branches, it must be checked at that office, regardless of whether the ship is in that division or not.

John.—Is the tug Fischer allowed free MSG privileges through our coast stations?

Ans.—No.

W.S.P.—A ship which we operate was taken over by the British Admiralty. Does this effect MSGs sent by the British Government officials, and if so, at what rate?

Ans.—Charge regular rates.

Gene.—Is there any other line charge on messages received from vessels on the Great Lakes, not equipped with Marconi apparatus, which are to be telephoned locally?

Ans.—Yes, five cents.

J.Y.—Please advise me if there is a charge, and if so, who to charge, on messages addressed "Meteorology, Crookhaven" (containing weather reports of a similar nature to those supplied to the United States Government in messages addressed "Observ-er, Washington") and forwarded via

Crookhaven.

Ans.—Charge the British Government for the regular ship tax.

T.R.C.—Who operates the St. Jean?

Ans.—Societe Navale de L'Ouest.

A.H.—Should tolls be entered on the abstract as due to, or due from, the Mutual Telephone Company at Honolulu or the Japanese Government, on MSGs via their respective coastal stations?

No, they collect their own charges locally.

H.G.C.H.—How are tolls computed on a message originating on the Beaver transmitted via Marshfield, Ore., destined for the Mexico via Cape May, N. J.?

Ans.—The forwarding of traffic from a ship to a shore station to be forwarded via land lines to another coastal station for transmission to a ship carries charges for each station and the land line charges between the coastal stations: i.e., 4, 6, 10, 6 & 4 cents per word, minimum charge being \$3.00.

Bud.—Does the International Company operate the Suttlej?

Ans.—No; Seimens Bros. & Co.

Ed.—Please print that part of the war revenue act relating to telegraph and telephone messages.

Ans.—Telegraph and Telephone messages: It shall be the duty of every person, firm or corporation owning or operating any telegraph or telephone line or lines to make, within thirty days after the expiration of each month, a sworn statement to the collector of internal revenue in each of their respective districts, stating the number of dispatches, messages or conversations originating at each of their respective exchanges, toll stations or offices, and transmitted thence over their lines during the preceding month, for which a charge of 15 cents or more was imposed,

and for each of such messages or conversations the said person, firm or corporation shall collect from the person paying for the message or conversation a tax of 1 cent in addition to the regular charges for the message or conversation, which tax the said person, firm or corporation shall in turn pay to the said collector of internal revenue of their respective districts: Provided, That only one payment of said tax shall be required, notwithstanding the lines of one or more persons, firms or corporations shall be used for the transmission of each of said messages or conversations: Provided further, That the messages or dispatches of the officers and employees of any telegraph or telephone company concerning the affairs and service of the company, and like messages or dispatches of the officials and employees of railroad companies sent over the wires on their respective railroads shall be exempt from this requirement; And provided further, That messages of officers and employees of the Government on official business shall be exempt from the taxes herein imposed upon telegraphic and telephonic messages.

UNIFORMITY IN NUMBERING MESSAGES

A number of our ship and coast station operators are not quite clear on the correct method of numbering messages.

Some of our operators number certain classes of traffic, others do not; the resulting absence of any check upon the traffic, calls for a certain amount of guesswork on everybody's part. It must be thoroughly understood that every message, regardless of its prefix, must be given a number, and only one series of numbers must be used for each station communi-

ted with.

As an example of correct numbering, we will suppose the following seven messages were transmitted to the same coast station in the order named; they would be numbered:

Paid Message	P1
Service Message	A2
Paid Message	P3
MSG (To Agents)	MSG4
Paid Message	P5
MSG (Position report)	MSG6
Govt Message	S7

Service messages, when referring to traffic, are to be made out in duplicate in order that we may follow out instructions by attaching a copy of the service to the message referred to, and also maintain a complete message file.

Attention to details such as these, is essential to the maintenance of a businesslike wireless office. Make yours businesslike!

H. CHADWICK.

SURGEON CALLED IN TIME

Another example of the swift aid furnished by our service has been reported by Operator H. W. Underwood of the steamship Centralia. While transferring cargo in the harbor of Mazatlan, one of the crew was hit by a sling load of freight and knocked into the hold, where he sustained a broken left arm and a serious fracture of the ankle. Underwood immediately called the U. S. gunboat Annapolis, lying at anchor a short distance away, and through the prompt response of the Navy operator secured medical aid in a very few minutes.

In this case prompt treatment was essential as the danger of blood-poison in that climate is very great. Underwood states that the radio enabled the surgeon to reach his patient in about one-third the time otherwise required.

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

YESTERDAY

Last night while you were sleeping
 With the darkness o'er you creeping
 I slipped into the discard, duty done and cast away;
 Yet I ever will be with you,
 WISDOM I have stored to give you,
 Behold in me the subject of these verses—"YESTERDAY."

I am gone from you FOREVER,
 Tho' in MEMORY you can't sever
 Happiness or laughter, bitterness—perhaps defeat;
 And at times if you hear whispers
 'Tis then I'm talking to my Sisters
 In the BANQUET HALL OF MEMORIES built upon
 EXPERIENCE street.

Once you knew me as "TOMORROW"
 And oft from me would borrow;
 Or perhaps leave work and care for me to shoulder—debts
 to pay.
 Much ENCOURAGEMENT I gave you
 I'm the one can break or save you,
 Quickly grasp the hopes I offer, for I'll soon be called
 "TODAY."

All TOMORROWS come when needed,
 But TODAYS slip by unheeded;
 More and more you find that you're a CREATURE of me—
 YESTERDAY.
 I can lead you from your tangle,
 I can smother you, or strangle,
 I can be a fragrant flower, or a tombstone, 'long your way.

I appear in but three stages,
 Then I join your LIFE'S BOOK pages;
 Bound in volumes with my Sisters dragging after you afar,
 Thus I warn you now to heed me
 For some day you'll have to read me
 And 'tis I who's going to tell you just exactly WHAT YOU
 ARE.

A YEAR OF PROGRESS.

THE Company is making substantial progress in standardizing its apparatus and buildings and in raising the efficiency of its operators. During the past year more than two hundred ships have been re-equipped with panel sets; a free training school has also been inaugurated for coaching licensed operators along traffic lines.

At Siasconset the masts are being repainted and the rigging repaired; new apparatus of the most efficient type is in process of installation. This equipment comprises two separate engine-driven generator sets and a 2 K.W., 500 cycle, standard panel set. The four-cylinder engine can be started automatically from the operating table and will run only during wireless transmission, thus reducing the fuel consumption to a minimum. A 24-volt battery will be used for starting. This will increase the efficiency transmission by at least fifty per cent. over the old battery set. Such a plan of operation is entirely new.

The first standard Marconi 150-foot steel tower has been erected at Cape May, as well as a standard type frame building of a story and a half, containing the manager's office, operating room and lavatory. A 2 K.W. set of an entirely new design has been installed, for which motive power will be drawn from the public service lines, enabling the Company to dispense with generators and thereby effect economy of operation. The new station has an attractive and convenient location on the reservation of the city water works.

The Virginia Beach station has been removed to land owned by the Company and remodeled, so that all departments are now under one roof. A new tower has been erected and a new system of grounding installed which so increases the efficiency of operation that it has been adopted as a Marconi standard.

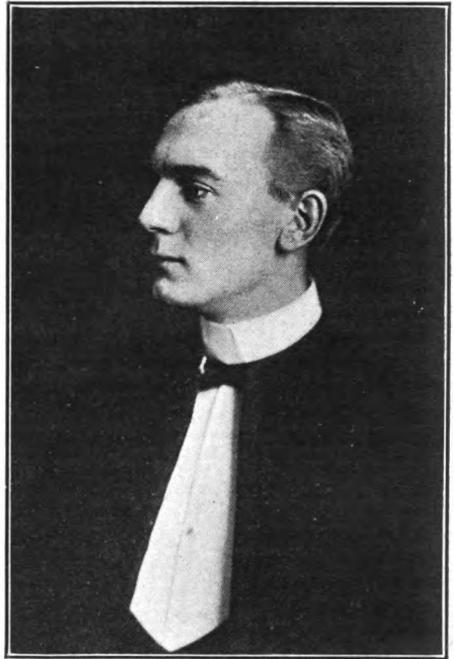
Elsewhere, the same work of improvement has gone on. The operating building and residence at Miami have been extensively repaired and the apparatus overhauled. In New Orleans, the superintendent's office has been removed to a modern office building in the center of the business section. The building at Port Arthur which was badly damaged by recent floods has been thoroughly repaired; a new standard 175-foot steel tower and new antenna have been erected. A 2 K.W. panel outfit of the latest type is to be installed and will be operated from the local service supply. At Galveston, where the station was recently destroyed by flood, a new fireproof building and two 175-foot steel towers are now going up for the 2 K.W., 500 cycle, quenched gap panel set with which the station will be equipped. San Francisco is to have a 5 K.W. high frequency panel set. A 2 K.W. set of the latest type is to be installed in the Sea Gate station, for which the public service mains will furnish motive power. All these betterments will enable the Company to secure the best possible results with the re-opening of business at the end of the war.

CONDUCTS SERVICES IN PRISON CAMP

THE mettle of the wireless man is well exemplified by a story which comes from the German prison camp at Giesson, where Albert Victor Hardwick, formerly in the service of the Canadian Marconi Company, is confined. Undaunted by his plight, Hardwick has formed a congregation among the religiously-inclined of his companions and conducts Sunday services which are looked upon by the prisoners as the brightest feature of the camp routine.

Hardwick, who was formerly sergeant of the Victoria Rifles of Montreal, was employed by the Canadian Company prior to the war as traffic accountant. At the outbreak of hostilities he joined the colors as a private in the Fourteenth Battalion, was made a corporal while the force was in England and was promoted to sergeant of bomb throwers as a reward of merit. He had previously been decorated by the late King Edward with the Albert medal of the first class for heroism in saving an aged woman's life when she fell from a railway station platform to the track below as a train drew up. Hardwick leaped from the platform, swept the woman off the tracks and threw himself on the ground a few inches from the rails a moment before the locomotive reached the spot. He was also given the medal of St. John and Jerusalem by King George, then Prince of Wales, and was known as "The Hero of 1904." The citizens of Muswell Park (England), where he then lived, presented him with an illuminated address and a gold watch and chain suitably inscribed.

He removed to Montreal nine years ago and took a prominent part in church work, being baritone soloist and a lay reader at the Church of the



Albert Victor Hardwick

Ascension. Soon after reaching prison he asked permission of the military authorities to conduct religious services for the prisoners. Not having been ordained, he was informed that the permission would be granted if he obtained a license from his bishop. Mr. Hardwick wrote to the rector of the Church of the Ascension to send him a copy of his license as lay reader and his request came to the attention of Bishop Farthing, who caused a duplicate license to be forwarded. The Bishop also wrote to the authorities requesting that Hardwick be permitted to act according to his office. The permit was granted and Hardwick secured an organ, and formed a choir. Scotch, Irish, Indians,

Australians, British and Canadians join in singing the gospel hymns. Nine bible classes have been formed and are in a flourishing condition.

Hardwick's name appeared in a list of killed several months before it was known that he was a prisoner, and a memorial service was held at the Church of the Ascension, which was largely attended, his seat in the choir being draped with the Union Jack and decorated with a wreath. Shortly afterwards a marconigram from the London office of the Marconi Company brought information that Hardwick was still living, but a prisoner of war. He is thirty-one years old, and lost a brother in the war who was killed when his aeroplane collapsed.

CHess BY WIRELESS

J. C. H. Macbeth, of the Wireless Press, Ltd., the London Marconi publishing company, has acquired a fund of reminiscence connected with his experiences with wireless. Mr. Macbeth, who is in New York on a business trip, tells, among many others, the following story:

"In the Arabian Sea, bound for Ceylon, I was seated under a well-working fan one hot day, about five years ago, in the smoking room of a big liner, when the Chairman of the Sports Committee came in with a worried look in his face and a marconigram in his hand. He addressed us collectively, saying, 'The captain has just handed me this wireless from the German Mail; it is challenge to a game of chess by wireless. I've not seen a game played this voyage—do any of you play?'"

"The worried look of the speaker was promptly reflected in all our faces. Although this was long before the war, there was considerable rivalry between the Germans and the British, and it seemed intolerable that we should fail to take up such a chal-

lenge.

"I had played a good deal of chess some years previously, but had not played a serious game for some time; it was with considerable diffidence, therefore, that, after waiting for some one else to volunteer, I offered to take up the challenge. The necessary preliminaries were soon arranged. The captain gave his permission to place a table outside the Marconi room, while we agreed to pool the expense of the marconigrams.

"The first message flashed to the invisible Nord Deutcher Lloyd vessel was 'we accept.' In a few minutes the operator handed me the following: 'We have spun a coin for 1st move.' I signaled 'heads,' and the answer was brief but satisfactory, "your move." The game then commenced, with a crowd of passengers looking on interestedly, and not a little anxiously, at this novel break in the monotony of the voyage.

"The game proceeded merrily and when the bugle for lunch sounded the interested onlookers could scarcely drag themselves away. A well thought-out meal was sent up to me, aided by which, and a fortunate error of judgment by my opponents, I found myself able to announce, 'mate in three.'

"When the crowd returned from lunch, they excitedly inquired how the game was going; I gave them a shock by answering laconically, and with a serious look, 'badly.' Their expressions changed however when after an interval I added:—'for the Germans.'

"Presently the reply came, 'thanks,' after which there appeared to be some violent static influences at work, the operator reporting that there was considerable bad language flying through the air and that some of the passengers had declared they distinctly smelt sulphur!"

THE ART OF TELEPHONING

We give too little thought to the limitations of the telephone transmitter. It is a delicate instrument, and we expect a good deal from it. Many users expect the impossible and become irritated when it does not meet impossible demands. Careful attention to the suggestions of the telephone company will almost invariably produce satisfactory results and economize time. These are:

Speak directly into the mouthpiece with your lips close to it.

Speak distinctly and deliberately.

Obtain telephone numbers from the telephone directories. Calling numbers from memory, or taking them from cards, letterheads, etc., often results in wrong number connections and delays.

If the number is not found in the directory, call "Information." Calls for information are free of charge.

When giving a number to the operator, state—(1) the name of the central office wanted, (2) each figure of the telephone number, and (3) the party line letter, if there is one. Numbers which are even hundreds or even thousands should be given as such, instead of each figure being given separately.

Examples:

John 1253 "John, one-two-five-three"

Main 125-J "Main, one-two-five, Party J"

Broad 4800 "Broad, four-eight-hundred"

Worth 5000 "Worth, five-thousand."

If you are calling from a party line station, announce the letter of your station, after giving the call as above.

Example: "This is party J calling."

After giving the number, listen to the operator as she repeats it. If she repeats the number correctly, say,

"Yes" or "Right." If she does not repeat the number correctly, say "No" and give the number again.

When the called number answers, announce first the name of the person to whom you wish to talk and then your own name or the name of your firm.

When answering calls, announce your name or the name of your firm.

When you are not using the telephone see that the receiver is on the hook, large end down.

Avoid the use of the word "Hello." It wastes time and is gradually going into the discard. In answering a call merely mention your name or the name of the company. This makes it unnecessary for the other fellow to ask who you are.

The first two instructions of the telephone company are of prime importance, "Speak directly into the mouthpiece with your lips close to it" and "Speak distinctly and deliberately." Never shout into a telephone or raise your voice. It rattles the diaphragm, impedes transmission and annoys your neighbors who are trying to concentrate on their work.

Do not require the private exchange operator to look up your numbers. She has no time to do it without slowing up her service to others.

When you put in a call keep the 'phone at your ear until you are answered. Not to do this is discourteous to the person with whom you desire to speak. Answer calls in an amiable tone of voice and with a rising inflection which, in effect, is equivalent to saying, "Good morning, what can I do for you sir?"

These simple suggestions are not difficult to carry out and if followed will tend largely to promote efficiency in our service and propitiate our patrons and the public generally.

E. B. P.

**DISABLED CENTRALIA SERVED
FAITHFULLY BY OPERATOR**

Details of a thrilling encounter with the sea and a successful repair to a wireless aerial brought down are interestingly told by Operator Earl Diamond in the following words:

"On the morning of January 20, the Centralia left Grays Harbor for San Pedro, via San Francisco, heavily loaded with a cargo of lumber and freight. Crossing the bar at 2:00 P. M., we ran into a strong south west gale. At eight that evening we were off Columbia River and received weather reports which included storm warning to all ships. The gale was increasing, and the seas were running high.

"On the morning of January 22 at 4:30 A.M., we were in grave danger; the seas were flooding the engine and wireless rooms, breaking the lashings and taking the deck-load over the side; the rudder was broken, the main rigging torn down and the aerial. The ship was rolling at an angle of 160 degrees in the trough of the seas, flooding the hold and all cabins, when I climbed up to the forward mast, and between hanging on and falling off, I managed to put up one wire from the mast to the wireless cabin. Then I repaired the receiving set, damaged by water, completing this job with seas continuously washing into the radio room.

"An hour's labor resulted in the ability to send out the first SOS call. Lifeboats were ordered to be in readiness and passengers and crew stood by ready to leave the ship. This was at 5:30 A.M. I stayed with the key repeating the SOS signals at broke into the room and in an instant the water was surging around my waist; I tried the spark and discover-

ed that my set was temporarily out of commission.

"But the signals had been picked up by the Governor, Adeline Smith, Yosemite, Admiral Schley, Eurana and the stations at Marshfield and Eureka. At 6:30 A.M., the Eurana was alongside and she stood by for several hours, in the meantime the storm was moderating. The day passed and at eight o'clock that evening the engine room was pumped out and I baled out the wireless room with a bucket. Upon inspection, I found that all my clothes were washed out and overboard.

"The following day, Jan. 23, with a heavy sea on, I took down the one wire which was used for an aerial, and put up a four-wire aerial half way up the forward mast to a lifeboat davit. With the receiving and transmitting set now in good working order, I called Marshfield and tuned my radio apparatus to the most efficient radiation, and put all work through O.K. At eight o'clock, I was called by the steamships W. S. Potter and Yosemite, with a request for the main details to give to San Francisco; these I gave and all were received at San Francisco in a few minutes time.

"On Jan. 24, Eureka gave the steamship Bear a message for me; it requested our position. Meantime the Bear had asked if assistance of any kind was wanted and in three hours time, this vessel ran alongside, asking if food, water, or oil was wanted and if the ship was still leaking.

At eight that evening we were 27 miles south of Cape Mendocino, sending our position to Eureka O.K. and clearing all ship business. I was now hearing San Francisco fairly well. Having fair weather, and making fair time, we arrived at San Francisco Jan. 25, at 2:40 P.M., in a battered condition.

gratifying commendation for the work I did and appreciation of the chances I took."

Mr. Diamond's devotion to duty has been favorably commented upon throughout the Service, as he says, particular attention being called to the fact although he is only twenty years old he has served the Company faithfully and continuously since August 25, 1913.

WHEN THE MAIN SHAFT BROKE

"In the interest of wireless" said operator H. G. Austin of the Enterprise, in reporting his recent experience, "I am glad to say that it was the means of preventing the Enterprise from drifting helplessly around for an inestimable length of time, due to the fact that she was quite a distance off course of the trans-Pacific steamers, and stood little chance of being picked up, had she not been equipped with wireless."

The incident referred to was the accident at sea to that vessel on April 2, when she broke her main shaft and damaged her stern to such an extent that she began leaking badly. The accident was discovered at nine o'clock in the morning. The captain of the Enterprise immediately filed a message for the steamship Manoa, 150 miles away. Ten minutes later the message had been delivered and the latter vessel started in search of the Enterprise.

The two ships were in communication all day. About 8:30 in the evening the Manoa came alongside the disabled steamer and fifteen minutes later had her in tow.

Operator J. A. Miche, in charge of the Manoa, had the following to say in reference to the accident:

"About 8:30, we came alongside and shot a line across, to which the tow

line was made fast. Several messages were transmitted and received, stating the particulars of the damage, and these were handled promptly and efficiently.

"The following morning, the anchor chain to which the tow line was fastened, parted, and after picking the Enterprise up once again, other messages were exchanged without delay.

"Upon arrival, the Enterprise was left at Quarantine. All messages handled while having this vessel in tow were very efficiently and promptly done, and we did not experience the least trouble.

"I am glad to say that this is but another incident of the great value of wireless equipment aboard ship."

CUBAN TELEGRAPH EXPERTS HERE

The Cuban government has sent to study the telegraph, telephone, and wireless systems of the United States a commission consisting of Senores Frenando Aenlle, Manuel Mallo and Arturo Novo. The Marconi Company has extended to the Cuban representatives the privilege of inspecting its ship and shore stations as well as the high-power stations at Belmar and New Brunswick, N. J., and also the school of instruction and general methods of conducting radio-traffic.

EASTERN DIVISION NOTES

J. M. Bassett has returned from Baltimore, where he was visiting his family. He has been detailed to the St. Paul of the American Line.

W. R. Rosenzweig has been re-engaged for service on the Nueces. Rosenzweig's singing voice suddenly deserted him and he has regretfully given up his attempts to outshine Caruso.

equipped with competitive apparatus, was retained for duty on her after the removal of that apparatus and the installation of a Marconi set.

F. E. Leach was transferred to the El Siglo as junior upon his return from Italy.

Karl McBride was assigned to the Gold Shell by Superintendent Stevenson of Baltimore.

J. A. Plummer, a new man in the service, is junior on the Korona.

The steamer Alamance was equipped at Newport News with Marconi apparatus. Operator L. B. Robinson of the Southern Division is in charge.

Operator Baldwin Guild is serving on the steam yacht Diana.

Max Kanter has re-entered the service; he is now on the Jamestown.

L. L. Beard of the Medina, who is a member of the Texas National Guard, received a call to join his regiment. It is understood that he is now on patrol duty somewhere on the border.

E. A. Cyriax, an old Marconi man, has been re-engaged for service on the Shenango.

G. W. Wizemann has replaced A. E. Speace as junior on the Monterey.

H. E. Ingalls and G. W. Butterfield have been appointed senior and junior operators, respectively, of the Evangeline. They are at present enroute for England.

H. E. Cohen is junior on the Brazos.

S. V. Parsons is junior on the El Sol. Parsons lately graduated from the school.

E. P. Colby was appointed to the Neches when she went into commission. The Neches is on a trip to South America.

G. V. Menhinick is junior on the Guiana.

R. Ticknor and V. de Bellefeuille

are on the Siberia, which is returning to the Pacific Coast.

H. L. Hoodmacker was engaged for service on the Admiralen, a ship just equipped.

G. B. Rabbits and C. White are on the Freshfield. White is from the school.

V. A. Hendrickson, formerly with another company, has been engaged for duty on the Vesta.

G. J. Oschmann and R. Duna have been placed on the Maracaibo as senior and junior, respectively.

Geo. Emberton is junior on the Stephano.

J. J. Kaleta is on the steam yacht Wakiva.

J. F. Furst is on the Bacoi of the Standard Oil Company. The Bacoi has just been equipped with Marconi apparatus.

M. E. Fultz and S. C. Tennery are on the Sarnia. They have started on a long trip.

R. W. Leason has been called out for service with a Signal Corps company of the New York National Guard.

NEWS OF THE SOUTHERN DIVISION

H. Simon, recently of the Carolinian, has been assigned to the Gloucester as junior operator. He was relieved on the Carolinian by J. Hubbard McCauley.

L. C. Noble, who has been off on sick leave, has returned to the service, and was assigned to the Ontario as junior operator, relieving operator L. W. Sayward, who was assigned at Boston.

L. W. McKee, recently of the Arborean, has been assigned to the Suwannee as senior operator, relieving S. H. Giffin, who is making a cruise on the U.S.S. Montgomery, of

the Maryland Naval Militia.

W. E. Newmann, recently junior operator of the Gloucester, has been transferred to the Essex as senior operator.

P. H. Singewald, recently junior operator of the Merrimack, has resigned from the service. He was relieved by C. R. Lamdin, of the Essex.

Sidney Taylor, junior operator of the Persian, has been transferred to the Santa Rita, relieving operator L. Goldblatt.

R. S. Hall, a new man in the service, has been assigned to the Powhatan, relieving operator J. M. Blake, who has been transferred to the Essex as junior operator.

Operator L. W. Passano was recently transferred from the Ontario to the Powhatan relieving V. Zito who resigned from the service. Passano has been temporarily relieved on the Powhatan by H. Kruhm, while he is making a cruise on the Montgomery of the Naval Militia.

John Joseph Harrigan, Manager of the Virginia Beach Station, is taking in quite a few trips while on his vacation; Cape Hatteras, Baltimore and Coney Island are on the itinerary.

A. Franklin Bowers, manager of the Baltimore station is taking his vacation visiting old friends in Baltimore.

TOPICS ON THE GREAT LAKES

The City of Detroit made a four day cruise with the Detroit Board of Commerce, from Detroit, Mich., to Grand Island, Lake Superior. Operator D. A. Nichols was in charge, with operator Ilgendritz as junior.

The Northland took the Hotel Mens' Association from Buffalo to Chicago. E. I. Deighan was in charge, with L. Waterstraut, a new man in the service. E. S. Swanson, who has been

working the night trick at the Buffalo station, relieved Deighan on the return to Buffalo.

William Kunnar, from the Eastern states, relieved Mr. Deighan at the Buffalo station. Deighan is going to Detroit to relieve Operator Jones, who has been assigned to the car ferry, Maitland No. 1.

The Seeandbee made an excursion trip around Lake Erie with the Buffalo Chamber of Commerce. Operator R. G. Sidnell was in charge, with R. W. Wright as second.

Jas. H. Coolidge relieved Operator Sidnell on the Seeandbee.

A. J. Main, second trick operator at Cleveland, and George P. Aldridge, from the City of Buffalo, are on their way to Mexico with the Signal Corps of the O. N. G. Operator R. G. Sidnell, from the Seeandbee, is relieving Mr. Main, while James Harper, a new man in the service, will relieve Aldridge.

George Grostick is on the Juniata, with Alvin Refvem, a new man in the service, as second.

C. K. Kneale and Eric Lyons have been assigned to the Octorara.

E. N. Shinn, formerly from the Gulf Division, is in charge of the Tionesta, with Joseph Whalen as junior.

R. A. Gardner, formerly of the Eastern States, is on the steam yacht Galatea.

The G. R. Crowe, which was rebuilt at the Ashtabula Shipyards, departed from Ashtabula for Montreal with Operator D. C. Smith. The G. R. Crowe will be in the Atlantic Coast service.

The Mooremack, another Great Lakes ship which was rebuilt for the Atlantic Coast trade, left Buffalo for New York, Operator G. H. Steele in charge.

The first of the Standard Oil Companys' auxiliary schooners, the Star-

lite, is completed and about to leave for New York. Operator Lois Elias is in charge.

Winslow Neely, from the Gulf Division, blew in just in time to be assigned to the Conneaut.

SPARKS FROM THE WEST COAST

C. H. Canfield, in the service since April 11, 1913, resigned on July 1 to accept a position ashore. We extend our good wishes in his new venture.

M. W. Michael was assigned to the new Standard Transportation Company's steamer Acme on June 21. The Acme is a large oil tanker recently built at the Union Iron Works.

J. F. Woods was temporarily assigned assistant on the Beaver, June 23, vice R. Camp on leave of absence.

W. E. Chesebrough, on June 15, was assigned assistant on the Breakwater.

A. Koch has relieved L. C. Rayment as operator in charge of Barge 93. Mr. Rayment is spending his vacation in the Middle West with his parents.

Operators E. V. Baldwin and W. D. Collins, assigned as first and assistant respectively on the Japanese steamer Buyo, returned to San Francisco the latter part of last month as passengers on the Shinyo, after transferring the Buyo to Japanese operators. D. Masuda is now in charge of the equipment.

H. W. Underwood, assigned to the wrecker Iaquia on her salvage trip to the steamer Bear, was shipped to the steamer Bear overland on the Iaquia's return. Underwood re-installed the set and had it in commission shortly after arrival and is now receiving all wrecking instructions, etc., via the air route.

W. G. Ludgate joined the steamer Colusa as assistant June 20, en route for South American ports.

E. T. Maher replaced M. P. Baker

as assistant on the Congress. Baker has been transferred to the Bolinas engineering staff.

J. M. Lankston is now in charge of the steam schooner Centralia, bound to Balboa via Mexican and Central American ports.

On advice from the Eastern Division, we note operator P. H. Singewald has been relieved by H. C. Scher.

G. L. Van Auken is acting assistant on the Celilo.

G. W. Woodbury and Geo. Street are acting first and assistant on the steam schooner Columbia.

Manager W. H. Friend of the Eureka station is at present enjoying his yearly vacation. Kenneth Peterson is acting as relief operator at this station during the vacation period. When Mr. Friend returns acting-manager H. E. Williams will leave on his vacation.

W. A. Collins was assigned assistant operator on the steamer Kilburn, June 21.

E. J. DesRosier was assigned operator at the Hillcrest station. Third trick operator A. W. Peterson returned to duty after a very enjoyable vacation up-country and is now fit for another year's hard work. Second trick operator Richard Johnstone is doing the summer resorts and hopes to bring back a good coat of tan.

E. V. Baldwin is temporarily relieving on the J. A. Moffett. Tom Lambert, the regular Op, is taking his annual vacation.

E. J. DesRosier was assigned operator in charge of the Peru on July 8.

A. W. Baxter and E. M. Sutton sailed as first and assistant on the Queen, July 9.

I. W. Hubbard relieved E. D. Perry as assistant on the Wilhelmina on June 22.

C. A. Hohlbein joined the Yucatan as operator in charge, June 26.

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