

MARCONI SERVICE NEWS

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Edited by J. Andrew White.

WHY?

ALL Marconi employees do not appreciate the importance of reading the "Service News", which is printed for the benefit of all and for dissemination of official information of value.

The writer of "Advice on Abstracting" column recently received an inquiry from the manager of one of our largest coast stations as to how to charge for traffic relayed for the Tropical Radio Telegraph Company's ships, and on being referred to the current issue, which covered the subject thoroughly, he replied that it was destroyed each month—

Why?

A traffic checker inquired how war tax was applicable to reply paid messages, and upon being referred to the April issue, replied that he had not read it—

Why?

A ship's operator remarked he had not received the last three issues, was not interested and never read them—

Why?

Instances of this kind frequently arise.

Each official of the company should see that those coming under his supervision read, note and file the copy for reference. Each ship and shore station should possess a permanent and complete file for ready reference.

Many concerns distribute indexed vest-pocket books for advertising purposes—get one.

Then hunt up all back copies of the "Service News" and start indexing:

T—Tropical Radio, relay charges.	Jul, P.3.
R—Relay, tropical radio.	Jul, P.3.
Reply paid, war tax.	Aprl, P.2&3
W—War tax, reply paid.	Aprl, P.2&3

Mr. Superintendent—are you seeing to this?

Mr. Manager—are you also?

And you Mr. Senior Operator?

Mr. Instructor—how about the future operators of the company; is this a part of their study?

Do you realize that it requires money, time and labor to furnish this information?

"AEROPLANE WIRELESS DIRECTS NAVAL ARTILLERY FIRE IN WAR"—MARCONI

IN an interview given recently to a newspaper, correspondent in Rome Guglielmo Marconi declared that no notable scientific discoveries or inventions are resulting from the European war.

"On the whole, there have been no great war inventions that occur to me," he said. "Most of them have been minor ones, or applications of knowledge previously at our disposal, as in the case of poison gases, if these may be named at all. In my own field, there has been some advance in practical wireless, by which we are now able to direct the artillery fire of a ship by signals from an aeroplane. This has been made possible largely through big improvements in aircraft.

"The big lesson in Europe has been one of organization, of the physical handling of big material problems by the armies. I doubt if any one before this war ever realized the meaning and value of railroad transportation on a large scale, as it is practised in the United States. Europe, too, has learned how to do big industrial jobs overnight, to assemble raw materials and turn out needed factory products.

"I refuse to play the prophet role, so I would rather not say how many of these war products will be of use to us when peace comes."

Since the beginning of the war Mr. Marconi has had unusual opportunities for observing the practical side of the war, having early put his scientific knowledge at the service of his country. As a Senator of the kingdom he has visited England, Belgium, France and other countries and introduced industrial and shipping reforms. In his capacity as military

officer he has come into close relation with the army and the navy and given the benefit of his science and business organization knowledge to munition factories.

He has also perfected the army and navy wireless systems, and is at present working on a signal system which, it is expected, will render far more difficult submarine warfare through the readier location and signalling of the presence of such craft. The details of this he was unable to furnish because of its immediate military importance. Incidentally the inventor referred to the position of the United States.

"I don't think the United States should ever fear any fatal, disastrous invasion," he said. "Her seas protect her too well. She is too mighty a country in population and force ever to be conquered. I doubt if, with reasonable precaution, even her coasts could be injured or landed upon. The experience of this war has shown how easy it is to protect a coast by submarines, even when the invader is a near neighbor. It is a rule that will work both ways. The United States would have vast difficulties in landing forces on foreign territory, say that of Europe. Neither England nor Germany has been able to get at each other, though relatively close."

As to the prospects of peace in Europe, Mr. Marconi said there are many people who believe the war—that is, actual hostilities—will be over by winter.

"To me," he said, "the saddest fact about this war is that so much energy has been used up which might have gone to a better purpose."

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

There's a silence hanging heavy in the nursery all day long,
 Not a toy horsie is rocking, there's no snatch of baby song;
 Not a sound of childish laughter, nor the tooting of a horn;
 Not a governess or nursie looking after the first born.
 For the chap, his name is Chauncey—Chauncey Reginald De
 Kearns—

In a west side sanitorium, lies unconscious, full of GERMS.

In a stuffy east side flathouse standing just off Avenue A,
 Where a little red haired baby on the roof was wont to play,
 There's another painful silence, and the parents there are blue,
 And there's no swell sanitorium they can take their baby to.
 For the chap, his name is Michael—Michael Angelo O'Hearns—
 On an old rag carpet pillow, lies unconscious, full of GERMS.

Every mother's child's a target, DEATH and MISERY shoot at,
 And they don't respect the RICH one, or the POOR one, lean
 or fat.

WEALTH and HEALTH are seldom CHUMMY; RICH and
 POOR alike feel PAINS.

HAPPINESS was never listed on the New York Stock
 Exchange.

Every PLAGUE leaves us a LESSON as it sweeps the nation
 wide,

And we're just about concluding that

WE'RE

ALL

ALIKE

INSIDE.

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.

Joe.—Kindly inform me how to abstract "R.P." radiograms.

Ans.—**Ship Transmitting an "R.P."**

When via our coast stations; enter as a regular paid message, add the "R.P." tolls to the forwarding charge and enter the total in the forwarding charges column, with notation in the remarks "R.P.\$—".

When via other coast stations; enter ship tax in this station's proportion column, also the total of the coast tax, forwarding charge and "R.P." tolls in one of the blank columns, filling in the proper caption, with notation in the remarks "R.P.\$—".

When for our ship stations; enter as a regular paid message, add the "R.P." tolls to the receiving ship's proportion and enter in the receiving ship's proportion column, with notation in the "R.P.\$—".

When for other ship stations; enter ship tax in this station's proportion column, add the "R.P." tolls to the receiving ship's tax and enter in one of the blank columns, filling in the proper caption, with notation in the remarks "R.P.\$—".

Ship Transmitting an Answer to a "R.P."

Enter as a paid message, the charge to appear in column eight, with notation in the remarks "Due from 'R.P. a/c.', Voucher No.—".

Ship Receiving an "R.P."

Charge this company's coast and ship stations in their respective columns, or other stations in one of the blank columns, under the proper caption, with the total of the ship tax and "R.P." tolls. Crediting the ship tax to this station's proportion, enter the "R.P." tolls in column twenty one and make notation in the remarks "R.P.\$—".

Ship Receiving an Answer to a "R.P."

Enter as a paid message, leaving the remarks blank.

Coast Station Transmitting an "R.P."

Enter as a regular paid message, add the "R.P." tolls to the ship tax and credit the company operating the ship in a column headed up accordingly, with notation in the remarks "R.P.\$—".

Note: If accepted from landline, war tax is not applicable. If from public charge two cents war tax (a cent for each message).

Coast Station Transmitting an Answer to a "R.P."

If accepted from the landline, handle as a regular paid message throughout, leaving the remarks blank. If from the public, enter as a paid message, the charge to appear in column nine, with notation in the

remarks "Due from 'R.P.a/c', Voucher No.—".

Note: No war tax is applicable on messages under this category.

Coast Station Receiving an "R.P."

When delivered to other lines; charge this company's ship stations in column headed accordingly, or the operating company under proper caption with the total of the coast tax, forwarding charge and "R.P." tolls. Credit the coast tax to this station's proportion, also the total of the forwarding charge and "R.P." tolls to the land line company, with the notation in the remarks "R.P.\$—".

When delivered to the public: charge this company's ship stations in column headed accordingly, or the operating company under proper caption, with the total of the coast tax and "R.P." tolls. Credit the coast tax to this station's proportion and enter the "R.P." tolls in column twenty-six, with notation in the remarks "R.P.\$—".

Coast Station Receiving an Answer to a "R.P."

Enter as a paid message, leaving the remarks blank.

W.R.C.—Are registered code names permissible in the address of ocean letters?

Ans.—No. See Regulation 63, Article 8, Paragraph 2, Page 40, book of General Orders. The Post Office authorities are not in a position to unpack such addresses, therefore delivery would not be effected.

Grant.—Please furnish me with rates on traffic via Japanese coast stations.

Ans.—The coast charge is Yen 0.24 (12c. U.S.). For radiograms originating in, or destined for, the Japanese telegraph system, the coast charge includes the inland rate. As regards urgent messages, an additional charge of Yen 0.10 (.05c. U.S.) is made per

word. On radiograms destined to foreign countries the cable rates must be added to the coast tax.

Some books quote Komonto, Mokpo, Shogetsu and Shoseito in Chosen, as open for public correspondence. This is an error and your records should be corrected accordingly.

Note: Hereafter the Naval Radio Service will be known as the "Naval Communication Service" and will be under the supervision of the Director Naval Communications, Radio, Va.

P.H.L.—What are the rates between Woodlark Island, Rabaul, Port Moresby, Wilhelmshaven, Kieta and Nauru?

Ans.—Port Moresby to Rabaul

.04 per word,

Port Moresby to Wilhelmshaven

.04 per word,

Rabaul to Kieta, .04 per word,

Rabaul to Wilhelmshaven, .04 per word,

Woodlark Island to Kieta, .04 per word,

Woodlark Island to Nauru, .04 per word,

Woodlark Island to Port Moresby, .04 per word,

Woodlark Island to Rabaul, .04 per word,

Nauru to Kieta via Woodlark Island, .06 per word,

Port Moresby to Kieta via Woodlark Island, .06 per word,

Port Moresby to Nauru via Woodlark Island, .06 per word,

Rabaul to Nauru via Woodlark Island, .06 per word,

Wilhelmshaven to Kieta via Rabaul, .06 per word,

Woodlark Island to Wilhelmshaven via Rabaul, .06 per word,

Wilhelmshaven to Nauru via Woodlark Island and Rabaul, .08.

Delivery charges (if any) to be collected from addressee.

OPEN THE WINDOWS!

THIS story is true, so true, in fact, that it is not even exaggerated. Otherwise it would not appear in our service magazine. It relates one of the many queer things that have happened in the name of wireless.

Some years ago in a town in Michigan everybody had the wireless "bug". There lived in this town at the time a retired railroad telegrapher who conducted a sort of telegraph school—"ham shop", it was commonly called. The city becoming suddenly filled with wireless amateurs, this enterprising individual discovered an opportunity to make a name for himself, and, incidentally, some coin, by also organizing a wireless school.

To make all things appear complete he installed a wireless "set" in the schoolroom, providing for the transmitter a retired telegraph sounder and key, and by inserting a piece of carbon in the sounder made it produce a buzz. The key and sounder were connected to a line leading to another room in the building where the "receiving" apparatus had been installed. This consisted of two pair of old 75-ohm telephone receivers and a chunk of silicon. That was all. At the time it appeared sufficient, for this was long before the enactment of the wireless law covering pure and sharp waves and a tuner was not necessary to this equipment.

In order to impress upon students and visitors the wonders of wireless he had also rigged up an aerial in the schoolroom; this was made of German silver wire. The "professor" explained to all who came within hearing distance that German silver wire was the best known material for aeri-als and was "used by all big stations". This aerial had nothing at all to do with the transmitting and receiving

set; it was there only for purposes of demonstration.

Being a good talker, the "professor" succeeded in collecting a fair number of students, prospective radio operators ready and anxious to learn the wireless art. He also organized a wireless club.

When the kids finally began to get wise to the professor's buncombe they made life very uncomfortable for him by asking questions that were too technical.

There came a time, then, when the members disappeared and the exponent of the art was left high and dry and alone, with nothing but the memory of his teachings for consolation.

As a sample of the information received in this radio institute the following is a gem worth recalling:

One fine evening six wireless amateurs visited the ham shop. Its proprietor received them with open arms and escorted them all over the place showing his equipment and explaining wireless as he went. About the middle of the discourse, he was interrogated by one of the amateurs, who, being a rascal, told that he could hear Grand Haven station, 45 miles away, very clearly on the school receiving equipment. "Oh yes," the professor remarked, "that's nothing: we can hear him here all the time, and to-night he should come in particularly loud as the windows are open. You know, signals always come in better if you have the windows open."

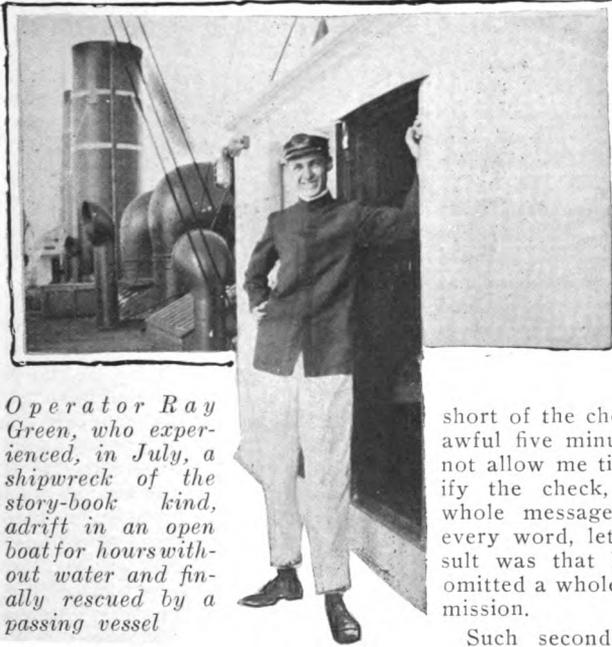
Of course we could all see that, all right.

Sometimes, even to-day, we remember the "professor" when the signals are weak, and straightway open the windows.

It always helps.

Try it.

—K. S.



Operator Ray Green, who experienced, in July, a shipwreck of the story-book kind, adrift in an open boat for hours without water and finally rescued by a passing vessel

SMOOTH WORKING

HOW much better it is to work in a smooth, easy manner, than in the swift, jerky, and inefficient style which some operators acquire, either from nervousness, or lack of sound judgment.

Why the extremes and mutilation of the code of some men? I truly believe Prof. Morse would turn in his grave could he but hear some of the "code" which is passed along as Morse.

Take for instance the little experience I had a short time ago, at a certain station along the Atlantic coast. I was working with the operator of a passenger ship which was attempting to float a freighter. The operator was evidently very nervous

over handling the few messages which were filed on shipboard, and he sent them in a quick, jerky, unreadable style. After sending a long and important message, in such a manner that all my imagination and concentration were called upon in order to receive it without a request for repeats, I discovered that there were about seven words

short of the check. Then followed an awful five minutes. The operator did not allow me time to ask him to verify the check, but commenced the whole message again, spelling out every word, letter by letter. The result was that he discovered he had omitted a whole line in the first transmission.

Such second class work is inexcusable with a man who boasts of holding a first grade license.

Some time after this incident occurred, another steamer went aground in the same vicinity. The operators were evidently good, steady men, for, although much more traffic was handled than in the other case, there was not a hitch during the whole period of working time. Their style was medium speed and even work, both in sending and receiving.

In the second instance the agent of the steamship line thanked the operators, and all concerned had nerves in good condition at the end of the day.

If operators will only acquire the steady, even, smooth way of handling traffic, much more work will be done, in less time, with less energy wasted.

—F. H. I.

RECREATION IN STRANGE PORTS

EVERY Marconi operator, especially those on coastal ships, should join the Young Men's Christian Association, for membership in this body possesses numerous and valuable advantages.

How often have operators been heard referring to this and that city or town in disparaging terms, because it was hot and there was no beach at which to refresh themselves! And the plea that they do not know anyone, there is nothing to do, there are no young ladies to call upon!

These situations are so easily overcome by members of the Y.M.C.A., a local branch of which may be found in every city or town of any importance on the eastern and southern coast.

Upon arriving in a strange city one may go to the Y.M.C.A. and be cheerfully welcomed; a good bit of exercise may be enjoyed in a fine gym, and a bath and plunge in the cool pool added for refreshment. The visitor may then enjoy a comfortable reading room with all the latest magazines, newspapers and periodicals. Every Y.M.C.A. is equipped with game rooms, including pool, bowling, checkers, chess and numerous other games, any and all of which will make pass quickly the hours spent in port.

In many places the Y.M.C.A. has dormitories in which one may stop, should the preference be to sleep on shore. Members, as a rule, are very sociable and it is easy to make acquaintances among the nicest class of young men—the kind which are best for Marconi men to associate with.

Those who prefer the company of the fair sex will find it not difficult to meet the sisters of the acquaintances they make at the Y.M.C.A.

This might prove to be a real sug-

gestion to many operators whose idea of a good time in our southern ports is of a much different character; try it now, join the Y.M.C.A. The admission fee is very small and entitles the operators to every advantage of the home with no expense whatsoever.

—Gilson V. Willets

SUCCESSFUL COMMERCIAL TESTS WITH JAPAN.

The third and final series of tests for trans-oceanic service between Honolulu and Japan by means of the Marconi station in Hawaii and the stations of the Imperial Japanese government at Funabashi, has just been completed. Telegraphic reports indicate that these tests were by far the most successful of any so far made, communication having been maintained night and day in both directions.

The Director-General of Posts and Telegraphs and his suite visited Funabashi recently and sent the following messages to General Manager Nally:

"We are hurrying to conclude arrangements and came here to see final test and find same satisfactory. We send you our best compliments on this occasion.

"Best operators in these tests will be appointed within a few weeks and inauguration of commercial service will be announced as soon as possible."

FRANK NO. 2244 LOST

Juan de Jara Almonte, South American representative of the English Company, who has been making his headquarters in the New York office, reports the loss of his Marconi Frank No. 2244. All operators are requested to note this number and if the frank is presented at any of our stations it is to be taken up and forwarded to the head office.



*Irving Vermilya, manager at South Wellfleet,
dressed to weather a storm*

INVITATION TO LAND MEN

The traffic manager has extended a cordial invitation to all coast stations operators to call on him at the head office should their vacations bring them to New York. Passes to visit the Woolworth Building tower will be issued to those desiring them.

OPERATOR BALKS MEXICANS

That Mexican bandits failed to add another American life to the long list of their victims is due to the coolness of Marconi Operator Outtner of the C. A. Canfield. On June 25th, while the steamer was lying at Tampico, William Green, manager of the Haus-teca Petroleum Company, begged to be hidden from men who were seeking to kill him. A few minutes later a Mexican officer boarded the ship with a squad of soldiers and informed the captain of the Canfield that Caranza officials had given him orders to shoot Green on sight. But here the wireless entered into the situation.

In the radio cabin Outtner was calling the U.S.S. Machias, lying nearby, and a surprise was arranged for the Mexicans in the shape of a lieutenant

from the Machias, backed up by blue-jackets armed with rifles, who quickly drove the Mexicans from the Canfield.

IN THE OLD DAYS.

The following is told as having happened on the San Jacinto sometime in the year 1906, when the third mate endeavored to put one over on "Windy."

Congdon, the third mate aforesaid, rushed to the wireless cabin very much excited and handing the operator a **white** Chinese laundry ticket said "Hey, hurry up, send this."

The operator, very much alive to the fact that he himself was the owner of one of those precious documents, turned on the switches and "sent" the message, after which he calmly placed it on the file.

The mate looked on in astonishment and disappeared after learning that his message had been forwarded to N.Y.

An hour or so later the operator was heard to give some station "OK", and immediately the mate was notified that a message was waiting for him. Upon reaching the wireless room he was presented with the **red** laundry ticket and told: "Here's your answer".



The operators' home at WCC, showing the spacious verandas

EASTERN DIVISION NOTES

E. J. Nally, vice-president and general manager, has returned from an outing spent in Ulster County, much benefited by the relaxation and change of air and scene.

Miss L. A. Horton of the head office was struck and knocked down by a horse and wagon at Broadway and Vesey Street, New York, on August 12, sustaining slight injuries.

Chief Clerk, H. A. Sullivan, of the head office, is back at his desk, after spending a fortnight at Nantasket Beach, Boston and Plymouth, Mass.

W. Cockett has been transferred from the Auditing Department, where he has been on special service for two years, and will take up the work of code instruction at the Marconi School, relieving H. Chadwick, who resumes his former duties as office manager at 42 Broad Street.

E. B. Pillsbury, general superintendent, trans-oceanic division, and W. A. Winterbottom, of the general manager's office, are en route to the Pacific Coast in the interests of the company. Before returning they will visit the Alaskan and Hawaiian stations.

Operator E. N. Pickerill, of the Saratoga, has been appointed traveling inspector to take the place of Traveling Inspector B. J. Harvey, who resigned from the service.

W. C. Graff is senior on the Zulia. H. T. Williams from the school is his junior.

Operator L. W. Passano has been assigned to the Moreni, relieving F. A. Savage, who has returned to the Southern Division.

R. E. Dale, formerly of the New York, is now on the Buenaventura. H. R. Davis of the Kroonland relieved him on the New York.

A. E. Voightlander arrived from New Orleans in time to join the Vig-

ilant, which has since laid up at Newport News.

William Sirkin, of the Mohawk, who was slated for the Buenaventura, but who preferred shorter trips, was assigned to the Virginia, which is now "Somewhere in Europe". Alex Schneider relieves him on the Mohawk.

S. Hopko is now in charge of the El Capitan, a one-man ship.

W. R. Rosenzweig is senior on the Lampasas.

M. De Martino, from the school, has relieved R. S. Carter as junior on the El Oriente.

L. Barriette is holding down the job on the Camaguey. This is his first one-man ship.

A. C. Jacoby is shaping up well on the Nueces, another one-man ship.

B. McLean is now on the yacht Aztec, running up and down the Sound; not nearly as exciting as the War Zone we would surmise. "Doc" Forsyth relieves him on the Mongolian.

C. R. Underhill is junior on the Kroonland.

R. Duna has access to the key on the D. N. Luckenbach.

G. V. Willetts, late of the Standard 2nd, is no longer in the oil business, having been transferred to the Concho as junior, where the atmosphere is of more aesthetic composition.

C. L. Fagan is doing temporary duty at the Wanamaker station, pending the appointment of a permanent operator to replace R. T. Crane, who has resigned to take up another vocation.

Albert Darlington is junior on the Florizel, pro tem.

L. F. Kendall, from the school, made a good start as junior on the Jamestown.

C. E. Murray, of the City of Montgomery, is on sick leave. G. Kavanagh relieves him.

D. Cawman is enjoying the change from the El Dia to the El Valle, variety being the principal spice of life for Cawman.

F. W. Payne, from the West Coast, relieved Operator A. S. Cresse on the Gulfstream. Cresse is on the El Dia.

C. V. McPherson and W. S. Terri- berry have both returned after making two trips on the British steamer Crispin. They were relieved by British telegraphists in the United Kingdom.

W. F. Vogel, of the Munsoma, is now on the El Sol. G. A. Costes, formerly junior on the Munamar, relieves him.

N. Maguire, a new man in the service, sailed on the Medina when she recently went into commission.

J. A. Worrall is doing relief work at the Sea Gate station. Worrall is one of the few operators who hold an extra first grade license.

M. Beckerman has returned from sick leave and is now senior on the Apache. H. Markoe relieved him on the Huron.

E. B. Colby, of the Neches, now laid up, who was a victim of infantile paralysis two years ago, visited the Willard Parker Hospital last week to contribute his quota of the precious fluid to be used as a serum in the prevention and spread of that disease. Operator Heimbecker, of the Mohawk, intends to follow suit next time in. Marconi men rise to every occasion.

SOUTHERN DIVISION NEWS

The office of the Southern Division was recently visited by L. B. Stewart of the Head office, who was on his vacation.

H. M. Rodebaugh, relief operator of the Southern Division, recently relieved Frederick Harold Illingworth, as manager of the Jacksonville station, while the latter was on

his vacation. Harold spent the greater part of his vacation with his parents in Philadelphia. We are told, that upon their arrival at Jacksonville, Mr. and Mrs. "Rody" set about making a couple of crab nets. Catching the crabs, as well as eating them, appears to be one of "Rody's" hobbies, as shown during his stay in Baltimore.

During a heavy gale about a month ago the Suwannee took water over her upper deck. It is reported that Senior Operator Loyal W. McKee developed a slight cold through getting his feet wet.

The Grecian is again in commission, the wireless being operated by L. Goldblatt and H. B. Whipple, senior and junior respectively.

H. O. Simon has been transferred from the Gloucester to the Dorchester as senior, relieving operator H. A. Pendleton. Simon was relieved on the Gloucester by Operator A. Gray, from the Tintoretto.

L. B. Robinson has returned to the Southern Division and was recently assigned to the Essex as senior operator.

William J. Phillips is on his vacation. He was relieved as operator of the Miami station by L. W. Sinclair, relief operator of the Southern Division. Phillips is visiting his parents and friends in the "Monumental" city.

F. C. Shelley, a new man in the service, has been assigned to the Powhatan as junior operator, relieving Operator R. S. Hall, resigned from the service.

L. M. Gawler, junior operator on the Somerset, has been relieved by J. M. Blake.

D. D. Moore, junior operator of the Dorchester, and L. C. Noble, junior operator of the Ontario, recently exchanged places.

J. E. Bell has been relieved as senior of the Howard by H. H. O'Day, returned from the Eastern Division.

A. Tomasso, who has been transferred to the Eastern Division, was relieved on the Quantic by B. Wexler, a new man in the service.

T. M. Stevens, Superintendent of the Southern Division, is enjoying his vacation. Stevens is visiting friends in New York and Boston.

Personal: Lost, strayed or stolen, one "Rambler", "SX" on collar. Probably in Miami, Fla., at present. Please communicate with "BF" 601.

H. Graf, assistant operator of the Baltimore station, recently enjoyed a two weeks' vacation. He took several short water trips in the vicinity of Baltimore.

GULF DIVISION STATIC

Erection of the new 175-foot steel tower for the Port Arthur station was started on August 14, and will be completed within two weeks. A steel water tower 170 feet high will support the other end of the new aerial.

The contract has been let for the erection of the new station building at Galveston. The building will be of brick and concrete and two stories in height. The contract will soon be let also for the erection of the two 175-foot steel towers for this station. The new station will be located on Market Street, between 28th



Operator A. G. Berg, who has seen some of the fighting in Mexico

and 29th streets.

The Brunswick after a month's lay-up for repairs, resumed her New Orleans-Tampa run on August 9. Operator C. E. Bower is in charge with G. P. Reynolds, a new man in the service, as junior.

T. Geist, a new-comer, was assigned to the Dade as junior on July 24, relieving S. C. Hymel, who has laid up for "repairs."

Manager C. D. Campbell of the Galveston station returned from his annual vacation on July 19.

E. N. Du Treil was assigned to the Coahuila as junior on July 29.

J. A. Hybarger was assigned to the San Ramon when that vessel was transferred to this division from the Pacific Coast on August 1.

Manager R. Coffin, of the Mobile station, returned from his annual vacationing on August 15.

G. S. Rowe has been assigned to Tampa station as second, relieving G. H. Reachard who is assigned to Mobile station as second for September 1. Reachard has been acting manager at Fort Morgan during Manager E. A. Beane's vacation.

Manager L. J. N. Du Treil, of New Orleans station, spent his annual vacation at Biloxi, Mississippi, resuming duty on August 30.

James Washington Beasley Foley, the old reliable second at Port Arthur is spending his vacation back home in New Orleans. L. L. McCabe of the Yacht Wild Duck is relieving Foley.

M. L. Grubman, division inspector, and Miss Emma Sinclair of New Orleans were united in the holy bonds of matrimony on August 15, and are now spending their honeymoon at Pass Christian, Mississippi.

A. J. Tomasso was assigned to the newly equipped steamer, J. M. Danziger, on August 16.

GREAT LAKES GOSSIP

W. C. Evans has been assigned to the Alabama, in place of E. M. Tellefson, who takes the Christopher Columbus.

Frank Fisher has been assigned to the third trick at Chicago.

The following 1915 men have returned to the service: G. P. Derry, who takes the Georgia; R. Mathews, the Virginia; C. M. Dibbell and L. Hansen, first and second respectively, on the Minnesota; C. K. Little and W. T. Wing, first and second respectively, on the North American, while B. B. Minium and H. M. Dodge are first and second respectively on the South American.

A number of new men have been

given various assignments this year: D. R. Lee, to the City of Benton Harbor, H. Deal to the City of Grand Rapids, M. J. Taynton to the Theodore Roosevelt, R. N. Scribner to the City of South Haven, and L. E. Oliver and T. J. Alderman, first and second respectively, to the Manitou.

L. L. Lynn, of the Old Guard, has been assigned to the City of St. Joseph.

The Harvester, the largest wireless equipped ore carrier on the Great Lakes, is in charge of S. K. Culbertson, who prefers the briny to a trick at any land station.

E. I. Deighan, who has been doing construction work, has been assigned to the Car Ferry Ashtabula, vice F. G. Siegel, who relieves W. H. Jones as manager at Detroit. Jones takes out the new Car Ferry Maitland No. 1, which was built at the Detroit plant of the Great Lakes Engineering Works.

Senior Eich of the Detroit 111 has resigned from the service to go into the rubber business.

F. F. Redfern, of the Ann Arbor No. 4, has been called to the front and is now doing duty on the Mexican border.

O. R. Redfern recently spent two weeks vacation in Buffalo and New York City. Otto must have had a good time as he says he is ready for another year's work. Otto is in charge of the Duluth station.

T. W. Fountain, formerly day operator at Milwaukee, now has a position with a rubber concern at Minneapolis. Tommy is becoming prosperous.

F. O. Wilkinson, night operator at Milwaukee, now has the day trick.

It is rumored that J. E. Clark and A. R. Miller, operators at Ludington, are to have a double wedding performed.

W. D. Millgard, purser and oper-

ator, on the P.M. 19 is going to marry again, it is said.

SAN FRANCISCO SERVICE CHANGES

J. F. Costigan of the steamer Floridian, and A. W. Peterson, third trick operator at the San Francisco (Hillcrest) station, have been doing exceptional distance work for this season. Operator Peterson has successfully obtained the Floridian's position nightly up to a distance of 5,277 miles.

W. F. Payne, familiarly known as "Bill", of the steamer Aztec, in a short communication says that he took unto himself a better half on his last stay at New York. Congratulations old man!

R. Ticknor and Y. DeBellefeuille made a short stop at San Francisco while en route to the Orient on the Siberia Maru. Both men will be replaced by Japanese operators on their arrival in the Orient and return to San Francisco as passengers.

A word from Mousley, formerly on this Coast, says that he and T. A. Churchill have been assigned as first and assistant, respectively, on the Korea Maru, bound for the Orient via San Francisco.

J. A. Benn was assigned in charge of Barge 95, July 24.

G. N. Robinson joined the Jackling yacht Cyprus at New York on July 10.

R. S. Roehrig, formerly of the Catalina boats, was transferred to the steamer Centralia, bound for Mexican ports, at East San Pedro July 24.

L. S. Grabow, in charge of the steamer Bear at the time of the wreck, has recently been assigned to the trans-Pacific vessel China.

Earl Diamond and E. T. Jorgensen are acting first and assistant on the steamer City of Topeka. Jorgen-

sen has been relief operator at the Hillcrest station for a few weeks.

The vacation period for the Southern District stations is practically over, and we are informed that the rest has added sufficient "pep" for a heavy grind with accurate work.

R. A. Germon was assigned to the steamer Jim Butler, in our Mexican Service, July 10, vice H. W. Everett. Everett, after a prolonged stay in Mexico, is spending a few weeks with relatives in Southern California.

E. D. Bryant, another man who has been enjoying a vacation, has returned to his former position as operator in charge of the liner Lurline.

L. O. Marstellar has been assigned to the steamer Honolulu of the A. & G. Division, relieving C. Bentley, who, after a short vacation, will resume service on the Pacific.

R. H. Brower and S. F. Booth have been assigned first and assistant on the steamer Ecuador at New York.

H. D. Jagers, in charge of the steamer Richmond for the past two years, has been transferred to the steamer Paraiso on the San Francisco-South American run.

F. Hartman was assigned junior on the steamer Queen at Seattle on July 26.

ADAM STEIN, JR., ASSISTANT CHIEF ENGINEER.

Adam Stein, Jr., has been appointed assistant chief engineer of the Marconi Wireless Telegraph Company of America. He was graduated from the University of Pittsburgh, becoming associated as chief engineer with Professor Reginald Fessenden upon the completion of his university course. He has recently been detailed at St. Louis as commercial engineer for the American Telephone & Telegraph Company with which he was employed for five years.

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