

# MARCONI SERVICE NEWS

Vol. 1. No. 11.



November, 1916

Published at 233 B'way, New York.

Edited by J. Andrew White.

If you stop to find out what your wages will be  
And how they will clothe and feed you,  
Willie, my son, don't you go on the sea,  
For the sea will never need you.

If you ask for the reason of every command,  
And argue with people about you,  
Willie, my son, don't you go on the land,  
For the land will do better without you.

If you stop to consider the work you have done,  
And to boast what your labor is worth, Dear,  
Angels may come for you, Willie, my son.  
But you'll never be wanted on earth, Dear.

—Rudyard Kipling.

BRASS TACKS, DRIVEN BY C. J. ROSS



THE CHILD-MIND

I know a little chap up-State who's traveled wide and far,  
All 'round the fairy universe he goes from star to star,  
His fancy runs to goblins dancing on the morning breeze,  
He talks of fairies singing in the weeping willow trees,  
He knows the gentle lullabies of crickets in the dell  
And croons of many wondrous things of which I ne'er heard tell.

He asks me what the robin chants upon the swinging limb—  
But any explanation would be far too deep for him—  
He wonders what the birds all do when they go home at night,  
And who turns on the sun each day and makes the world all light;  
He asks me where the wind stays when there isn't any breeze,  
And why his dolly never eats, or drinks, or bends her knees.

*But of course I never tell him, I just smile and pat his hand,  
The things he wants to know about, he couldn't understand;  
For he is just a baby, so I go and fetch his toys  
And tell him to be quiet, not to disturb me with his noise;  
It pleases me to have him think and use his little brain,  
And if he's good and does his best—sometime 'twill all be plain.*

That is the way with all of us as we go on through life,  
We wonder what it's all about, the bustle and the strife,  
We wonder where we came from and where we are to go,  
And why it is the Master doesn't let somebody know;  
We hunt and pray for knowledge thru the day and thru the night,  
We wonder if our conscience is reliable and right.

The poor man wonders why he's poor—the rich man why he's sick,  
The toilers wonder why it is they have to wield a pick,  
And why it is that stocks go up; they work with all their might  
While brother men (supposed to be) gain fortunes over night;  
We ask the Lord why young should die and old folks starve to death,  
We all have many questions which we ask with every breath.

*But of course He never tells us—just smiles and pats our hand,  
The things we want to know about we wouldn't understand;  
For we to Him are babies; so he gives us earthly toys,  
And tells us to be quiet, not disturb him with our noise,  
It pleases Him to have us think and use our little brain,  
And if we're good and do our best—sometime 'twill all be plain.*

# Advice on Abstracting



Conducted by

C. F. Krauter

Operators are cordially invited to direct questions to this official 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.

The following letter has been received from a coast station manager:

I notice the reply of last month's Thulium question states in part: 'When a message is received without the prefix Thulium, transmit the message as Collect.' This may be misleading. I would point out that cables bearing the indication Radio in the check are also fully paid. In two years I have not received a cable to be forwarded Collect, few prefixed Thulium, while ninety per cent. have the Radio indication. The Western Union pays us the radio charges on all cables having the indication Radio."

Note: The question referred to in the October issue pertained to Thulium messages only, and not those prefixed Radio.

Messages originating abroad bearing the indication Radio are to be sent paid, as set forth in regulation No. 125 of "General Orders."

L.J.N.—How would you abstract a message filed with a coast station for transmission one month and forwarded to destination in the following month?

Ans.—Abstract under date filed for transmission. But, say for instance you did this and the message was undelivered, what then? First be sure regulation No. 118 has been complied with, then cancel the mes-

age and advise the proper Marconi official so that the tolls may be deleted from the abstract in the Head Office.

F.—Can ships send press messages via Marconi coast stations at a press rate?

Ans.—This company does not allow a press rate through its marine stations but such messages are allowed press rates over the land lines to destination.

Note.—We are informed that a recent decision fixes the Key West local delivery charge at two cents per word, twenty cent minimum (this supersedes our statement of last month).

R.Y.—Allocate the tolls on a paid message originating on the Olivette, transmitted to Havana "M" for retransmission to the Metapan.

Ans.—Column 12, This Station's Proportion, four cents per word, forty cent minimum. Column 18, Cuban Government, eight cents per word, no minimum. Column 19, Tropical Radio, eight cents per word, eighty cent minimum.

W.H.F.—When reporting traffic, one of our coast stations receives from a foreign equipped vessel, and no column is provided for the operating company on the abstract; should tolls be entered in column 11 (miscellaneous), 20 or 21 (both blank)?

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Ans.—It depends on the amount of traffic handled. If small use the miscellaneous column, if large use one of the blank columns.

R.—(1) Are Hydrographic messages, reporting derelicts, floating buoys and other menaces to navigation entered on the abstract and traffic summary the same as deadhead messages? (2) Should such messages be forwarded other lines paid or other lines collect?

Ans.—(1) Yes. (2) Other lines paid government rate.

Note: In relation to Special Order No. 44. To insure the delivery of messages with code addresses registered prior to July 1st, 1914, by any station, such addresses should be registered at shore stations or at the office of the Director of Naval Communication Service; they will be published from time to time as additions in the Communication Chart supplements. Also messages having code addresses have been accepted without a signature, and messages containing code or cipher but which are unsigned. All such messages are likely to be stopped by the censor.

Furthermore, it has been noted that ship operators are not complying with Article XXXV of the London Con-

vention. Ships call the station at Curacao, San Juan, etc., the first night out of New York and by so doing "jam" coast stations; these coast stations then volunteer to relay their traffic "direct" and cut down interference. Handling direct is a serious offense, is not recognized by the Company, and should not be done. Article XXXV states in part: "A sender on board a vessel shall, however, have the right to designate the coastal through which he desires to have his radiogram transmitted. The station on shipboard shall then **wait until such coastal station shall be the nearest.**"

Then again, one coast station will forward messages to another coast station via a ship, to be relayed to another ship; for example, a message sent via Sea Gate is forwarded via the Saratoga to Miami for retransmission to the Finland. This message should have been held by the first station in compliance with Regulation No. 118 of "General Orders," or the office of origin notified, advising if possible, what station is in touch with the ship the message is destined for, in order that the sender may re-route the message, thereby eliminating interference.

### INSURANCE NOTICE

When you are eligible for insurance under the conditions of the plan adopted by the Marconi Wireless Telegraph Company of America, April 1, 1916, cut this out and mail it to the Chairman of the Marconi Insurance Committee, 233 Broadway, New York City.

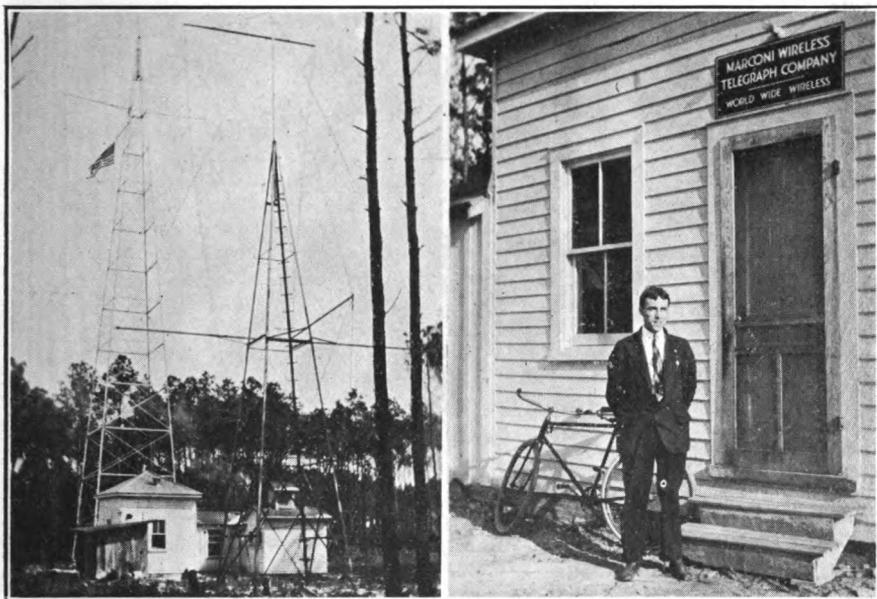
Name

Position

Division

Date of entering Marconi Service

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*Virginia Beach Station*

*John J. Harrigan*

### SOMETHING ABOUT "HN" OF WSY

**A** BUSINESS career begun in a Baltimore dry goods store at the tender age of twelve years, followed by an eight dollars per month position as a messenger boy for the B. & O. Railroad, is the foundation upon which John J. Harrigan secured the experience that eventually led him to the position of manager of our Virginia Beach station.

The oldest of six children when his father died, young Harrigan, undersized and with little schooling, faced the problem of aiding his family to live with fortitude that found its best expression in practising telegraphy at home nights, and learning the code signals by clicking keys or pennies together in his pocket on his way to and from work. Added to which he

evolved a system of shorthand which made it stand for that, when for when, etc., and secured extra duty as emergency stenographer in the office of the Superintendent of Telegraphs. Here he rose to a thirty-five dollar clerkship at the age of eighteen.

Then he enlisted in the navy. Eight months at sea as a signal boy revealed his elementary knowledge of code and he was given a chance in the wireless room; he made good and, when in 1911, he was honorably discharged as 2nd class electrician, he entered commercial wireless. Harrigan has been manager at Virginia Beach one year now, after serving the Marconi Company on ships, at Savannah and Cape Hatteras stations.

## Maintenance Matters

### A Department for Technical Questions With Answers

By P. B. Collison

All employees are invited to direct technical questions to this department

KXB. asks: On ships where the emergency apparatus comprises a panel set operated by a set of storage batteries instead of the 10-inch coil, who is responsible for the condition of the batteries? Recently I found a note on my table from the U.S. Govt. Radio Inspectors advising that the batteries need charging.

Answer:—In practically every case the shipowners own and are responsible for the condition of the accumulators. They are usually under the care of the Chief Engineer or one of his assistants. Upon receipt of such a note from the Government Inspector bring it to the attention of the Chief Engineer. Do not operate any of the special appliances on the charging panels except the main switches. In some cases the operators, out of courtesy to the Chief Engineer, do the bulk of the work necessary to keep the cells in good condition, but as a general rule it is advisable to make no changes without consulting the Chief Engineer.

J.F.P. writes:

The radio laws require that all commercial business be transacted on a wave-length of 600 meters. Of what use then are the 300 meter and 450 meter adjustment on the new sets?

Answer:—The licenses for ships now equipped with the new panel sets permit the use of three wave-lengths. By judicious use of these wave-lengths much needless interference will be prevented. For example, if a ship 30 or 40 miles distant missed a portion of the press schedule from

a certain station and you desired to help him fill in the blank spaces, make use of the 300 meter wave. Communication is certain, besides you will not interfere with stations working on the 600 meter wave. If, when communicating with a station one hundred miles distant, you experience trouble with interference, try the 450 meter wave. On several ships a high value of antenna current is available on this adjustment and considerable distance can be covered. The ranges given are not the maximum, but the statement may be applied generally.

H.R.D. writes:

Recently when I asked the Construction Department for some vaseline to put on the aerial insulators they advised me it was no longer necessary. We were formerly instructed to lower the aerial once every two weeks and clean and re-vaseline all the insulators. Why is this no longer necessary?

Answer:—When using the 10-inch coils with the spark gap directly in the aerial circuit the insulators were subjected to excessively high voltages, which would cause surface leakage with a corresponding loss of radiation. Covering the surface with vaseline helped to maintain the insulation but the coal dust from the funnels settled on the grease. This again lowered the surface insulation and necessitated a thorough re-cleaning. Now that inductively connected sets are used exclusively, the open circuit voltages are considerably reduced and with them insulation troubles.

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### A WORD TO OPERATORS FROM THE M.R.I.

FROM time to time the Maintenance Repair and Installation Department advises operators to exercise better judgment in the operation of their instruments and to forward their station reports promptly. It might be well to explain why we ask this and also that small parts be brought in for repair and replacement.

When apparatus is installed on a vessel we use our best judgment in the layout, and try at all times to place it where all parts are readily accessible for repairs and comfortable operation. In cases where, because of lack of space or peculiar room formation, the apparatus is unhandy to operate, the operator shows his value to the Company in operating efficiently under unfavorable conditions.

It is desirable and most necessary that we receive co-operation in the conservation of material and labor. The "General Orders" demand this of operators. Bear in mind, while at sea, that the reputation of the entire Marconi Organization is in your hands. Upon arrival in port do not forget that we are interested in you, the results you have obtained and the condition of the apparatus. Do not rush into our office with a report and then out again without consulting someone in authority. He may wish to have you explain further some item in your report.

We have devised a special station report (form 47) which must be filled out and signed each trip by the operators. This should be turned in to the M. R. I. Division immediately upon arrival, especially when repairs or replacements are needed.

On these forms are certain printed instructions. Obey these. Reports are not to be hurriedly scribbled and

then turned in to us without the name of the ship, its location, the dates of arrival and next sailing, etc., as is so often done. Operators have plenty of time to note the required repairs and replacements while at sea. A poorly made out report is worse than useless. Principally because of the low standard of these reports are we forced to inspect minutely each installation every trip. All this is expensive and the costs must be deducted from the money available for salaries.

As I told an operator a few days ago: "You cannot make me mad by reporting trifles, providing that a repair is justified." All equipments must be kept at the highest possible efficiency, and the cheapest and best way is to for you to report faults before they develop to the point of making extensive repairs necessary.

General Orders state that the operators must assist and facilitate the work of the Inspectors. All we ask is that you give us an intelligent report and leave the key of your room with either the First Officer or the Chief Steward, so that our men do not have to waste time and annoy the ship's company looking for it.

Bear in mind too, that a general order has been issued to the effect that the operators must bring in such small articles as leyden jars, crystals, phones and phone cords when they wish them repaired or replaced. To help you to realize how much time and trouble you would save us by attention to these details, I will cite a case where you can save the company time and money.

If you belong to a ship that docks at Bayonne or some other distant place, and you need only a few dry cells and a couple of motor brushes, you should take care of the delivery yourself. If we have to send one of

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our men he will consume at least three to four hours; his time and carfare will amount to at least a few dollars and there are losses in other ways not so easily estimated. If you belong to a ship that docks on one of the rivers, the same holds true, although not to so great extent. Just now the high cost of labor and material make the maintenance charges increase with leaps and bounds; the need for economy and efficiency is urgent.

I could go on for pages in this matter giving examples of reckless indifference but I choose rather to request you to look about and see whether you can improve conditions in your own case.

If you have any questions of a technical nature that do not require instant answer kindly use the columns in the Marconi Service News devoted to that purpose. Perhaps someone else would like to hear of it.

The Company has gone to great expense in the matter of tools and spare parts furnished with the new type panel sets. A complete set has been furnished with every equipment, and these are to be kept in the tool box and the box kept locked. Do not leave the different tools scattered around the room under cushions and in closets and drawers. From time to time we check up these spare parts and endeavor to replace breakage and use; already several cases have come to my notice where pliers and screwdrivers have been lost or have been stolen from the operating room.

In conclusion, let me assure you that we are organized to keep our many equipments in the most efficient working order. At all times we have your interest in mind. Reciprocate a little.

—P. B. Collison.

### MANY SETS ORDERED FROM ABROAD

THE rapidly increasing importance of wireless telegraphy in war time is illustrated in the announcement made recently by the Marconi Wireless Telegraph Company of America that an order had been received from the English Marconi Company, asking for urgent delivery of 250 wireless sets of the cargo vessel type. These equipments are of American design and similar to those, recently ordered from the American Marconi Company by Belgium and Italy.

It is announced also that the United States Navy has just ordered two direction finders for installation on the U.S.S. Pennsylvania and the U.S.S. Birmingham. This apparatus is used as a wireless compass in determining the direction and latitude and longitude of wireless stations, also as detector of the approach of vessels in fog. A high-power wireless telegraph set has also been ordered by the Navy for a shore station, and four special type receiving sets are under construction, together with twenty-nine transformers for high-power equipments.

Additional wireless telegraph equipment required under the new Navy program includes seventy-five aeroplane sets and ninety small powered equipments. Orders will soon be placed, it is understood, for 126 receiving sets for long and short distance work and forty additional sending and receiving equipments of varying ranges.

The United States Signal Corps has given the Marconi Company orders to assemble at its factory ten 2 k.w. radio tractor equipments. The tractors will include complete sending, receiving, aerial and counterpoise devices.

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### COURT AWARDS VACUUM VALVE DECISION. TO MARCONI

THE contention of the Marconi Wireless Telegraph Company of America that the deForest Radio Telephone and Telegraph Company had infringed its rights to the sole use and ownership of the patent covering the Fleming detector was sustained on September 20 in an opinion written by Judge Julius M. Mayer of the Federal District Court, of New York.

Judge Mayer's opinion made clear at the outset the court's conception of theory versus fact.

It pointed out that in endeavoring to resist the Marconi attack, the deForest interests had proceeded on the theory that beginning with his parent patent No. 979,275 antedating Fleming, deForest gradually developed his conception until finally it found practical exemplification in the two so-called three electrode "Audion" devices as to which plaintiff had confessed judgment. "In line with this plan of defense," notes the opinion, "defendants have elaborately built up an unsteady theoretical structure and upon this have superimposed an observatory from which they can see in the mind's eye only that which they call 'Audion' action."

The Judge then considered the vacuum valves as detectors, and the various forms of receiving devices which preceded them.

"Stripped of technical phraseology, what Fleming did was to take the well known Edison hot and cold electrode incandescent electric lamp and use it for a detector of radio signals. No one had disclosed nor even intimated the possibility of this use of a device then long known in an-

other art. Cohering filings, magnets, electrolytes and sensitive crystals, at that time, failed to give any hint of the utility in this art of the Edison lamp."

The opinion then discussed the theoretical considerations which led to Fleming's conclusions respecting the invention's utility as a detector, summarizing as follows:

"Whether right or wrong in his theory, the result of Fleming's invention was to give the art a new valuable and easily obtainable detector, which has gone into important commercial use. This Fleming detector is highly sensitive, quickly adjusted by an operator of even inferior skill and only momentarily disturbed by static or strong signals."

In relation to the application for the parent patent of deForest No. 979,275, of November 4, 1904, it was decided by Judge Mayer that "nowhere is there a suggestion of an incandescent electrode. On the contrary, in the specification and the drawings it is entirely apparent that deForest pointed out only what the layman understands as heating gas." A review of the claim made is followed by this conclusion: "Translated into plain English, this meant, 'I will try to make the gas conductive between two electrodes by heating it to the dissociating point.'"

"It was attempted to read incandescence into the specification or rather to infer much that later knowledge has taught, but incandescence had long been a word of art and Fleming had no trouble in using it either in his specification or his Royal Society paper. Why not deForest?

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Merely because the incandescent lamp detector was the farthest from his thoughts."

In awarding the decision to the Marconi Company the opinion observes:

"Within the limits of an opinion it is, of course, impossible to analyze at length a mass of experiments, tests and theses and an infinity of detail necessarily involved in the testimony of experts in an art of this kind; but \* \* \* \* \* the physical facts all support plaintiff's claims.

"Here, as is so often the case in law suits, resort is had to the story of events and the outcroppings of human nature.

"DeForest had long been proceeding on a theory different from that of Fleming. Having read Fleming's article, he began to experiment with the incandescent lamp. He probably doubted its efficacy at first but within a very short space of time—perhaps a week, perhaps a month—he changed his mind and, discovering that Fleming was right, wrote his solicitor after he had filed his application for No. 824,637, that the 'new receiver is the best yet.' Thereafter, he used the language of the incandescent lamp and in an address on October 20, 1906, before the American Institute of Electrical Engineers, really described fundamentally the Fleming lamp detector although using phraseology which has since become Audion vocabulary. Thus, the physical ocular fact is that in the alleged infringing P. N. device, the Fleming detector and not the Bunsen burner is used and the broad Claim No. 1 of the Fleming patent is infringed, precisely the same as if a patented crystal has been placed in some old or new type of circuit with a local battery—such, for instance, as the Weagant and Armstrong circuits."

## EXECUTIVE OFFICE NOTES

General Manager Nally sailed from England on the Finland, October 24th, after concluding the important mission which took him to London early in September.

Vice-President John Bottomley delivered an interesting talk on modern developments in wireless to the Old Time Telegraphers, assembled for the thirty-fifth annual re-union on September 26th, at the Hotel Astor in New York.

George S. De Sousa, traffic manager, left New York on October 23rd, bound across the continent to San Francisco and Seattle, where business of the company will engage his attention for six weeks.

E. B. Pillsbury, general superintendent, Trans-oceanic Division, and W. A. Winterbottom, of the general manager's office, have continued their inspection trip to Honolulu, preparatory to the opening of service with Japan.

David Sarnoff and J. B. Ellenschneider, respectively of traffic and engineering departments, completed a successful and eventful trip to Siasconset via automobile early in October. Changes in the station equipment necessitated the trip.

On the the eve before election Gustav V. Palm, draftsman extraordinary of the Engineering Department, makes his bow as an impressario. A benefit at Carnegie Hall for the Swedish Hospital and several Lutheran charities is the auspicious occasion which has called for the services of Mr. Palm, who has been hinting that tickets are for sale to all admirers.

J. C. H. Macheth, genial representative of the Wireless Press, Ltd., of London, sailed on the Adriatic for England on October 14th.

## CORRESPONDENCE STUDY AT SEA

### An Opportunity Overlooked by Operators

By P. H. Boucheron

OPERATORS on board ship have a great amount of spare time which could be profitably utilized for study; this is particularly true of those who are attached to cargo vessels which make long and, sometimes, very monotonous voyages. In such cases, if one is not careful of management of time and its proper use, the mind as well as body is likely to become sluggish. It is so much easier to drift along, paying little attention to mental development and reading cheap magazine fiction, than it is to improve and develop the capacities of the mind by a definite plan of serious reading and study.

There are really no limits to the possibilities of a Marconi man who makes up his mind to master any given subject. The ambition and the determination to finish a course of study not only may be the means to an end, but establishes for operators the principles of system and discipline, as well as creating an increase in will power.

It is conceded by men who have specialized in educational systems that the correspondence method of study is the best way to learn, when attendance at a resident school is not possible or convenient. Many men now high in the service of the Marconi Company have reached their present positions mainly by studying various branches of electricity and engineering by the correspondence method. These men, while they were ship operators, recognized the value of the time available at sea and while laying in various ports, and used it to

advantage in bettering themselves. The majority of men in the Service are young; that is, of ages ranging from 18 to 25 years, at which time the mind is more pliable and receptive than in later years, making comparatively easy the mastery of various technical subjects allied with the radio art.

It seems hardly necessary to suggest specific courses which may be studied by correspondence. Most of us speak and write the English language well enough to pass muster, but there is certainly room for improvement. In business to-day personality in speech counts as well as ability, and it is not a rare thing to be judged and estimated by the sort of English we use, both in speaking and in writing. Here may be a hint for the several hundred editor-operators who publish the news section of the Ocean Wireless News. This daily task, if done in a conscientious manner as to spelling and sentence construction, is certain to improve one's English. Several correspondence schools have excellent courses on this subject and the small monthly cost of tuition will hardly be missed.

Then there are the technical branches of the radio art. Foreign languages, particularly Spanish, should appeal to men who are attached to ships touching Spanish-speaking countries; for there are steamship companies who pay the operators on their cargo vessels an extra sum for a little clerical work, usually the typing of manifests and other ship forms where a knowledge of elementary Spanish is necessary.

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But correspondence study, like many other things, is at times a hard dose to swallow, and if we do not exercise some will power, procrastination may end much of what we start. Many of us, actuated by some temporary impulse of ambition, find it easy enough to start courses of study; but how many finish them? One large correspondence school asserts that of those who start courses by mail only ten per cent. ever complete them. Just think of the other ninety per cent.—that great army of “false starters,” procrastinators, drifters, or whatever else they may be called, who lack that stick-to-it quality necessary to accomplishment!

So, after all, it is not so much the starting of a good action that counts in the long run; it is seeing it through that does the trick.

—P. H. Boucheron.

### DISTANCE RECORD FOR COSTIGAN

Operator A. J. Costigan, of the Floridian, reports a new long distance record.

The Floridian left San Francisco for Sydney, Australia, on July 13th, from that date, up to and including July 31st, the vessel's position was transmitted to San Francisco. With a single exception, these position reports were received directly at the Marconi Hillcrest Station, near San Francisco, up to a distance of 5,227 miles.

The Floridian is equipped with the standard Marconi 2 k.w. 500 cycle panel set. The current consumption at the transformer did not exceed 1600 watts up to 2600 miles and at 5200 miles the power consumed was 2600 watts. Costigan says the San Francisco signals were audible up to some 3,000 miles.

### REDUCTION IN ALASKAN RATES

The Marconi Company made a substantial reduction in its telegraph rates in the Northwest beginning October 1st. The rate previously charged for messages from Seattle, Wash., and Astoria, Ore., to Juneau and Ketchikan, Alaska, was \$1.25 for ten words and twelve cents for each additional word. The new rate is \$1 for ten words and ten cents for each additional word.

### ACCIDENT INSURANCE

The attention of all employees is called to the arrangements made with the Ocean Accident & Guarantee Corporation, Ltd., whereby any of our employees may obtain accident insurance in the sum of \$500.00 for \$2.55 a year. Should an employee leave our service, he will be able to continue this insurance upon payment of a yearly premium, provided he does not enter a more hazardous business. With the exception of ship operators of less than one year's service who are already insured by the Marconi Company, any of our employees who desire to take this insurance may send application on the regular form to the Head Office together with their premium of \$2.55. When the policy is issued by the Ocean Company, it will be sent direct to the applicant.

### EASTERN DIVISION NEWS

Ronald Marsano has rejoined our service. After a few days spent on the Frederick Luckenbach, he was transferred to the Norman Bridge, of the Gulf Division. From all appearances Marsano will spend a comfortable winter on this ship traveling to Gulf ports.

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Sea Gate station is having installed a new 3 k.w. set of latest design; the mast will also be re-equipped.

Fred Leach is getting along well on the Camaguey.

William Meekin has given up his job as shoemaker and is now on the Santa Barbara.

B. A. Hampe, who has been ill for several months, is well enough

of the Great Lakes.

Blaine McLean and M. Sanchez, Jr., have been detailed to the Venezuela, of the Pacific Coast Division, equipped at New York. McLean hails from the Coast and has been in the East about a year. We are sorry to see him go.

R. G. Merry has returned from England and will assume charge of



*Operator Frederick O. L. Goertz taking it easy in Nagasaki, Japan*

now to return to duty. He is junior on the Huron.

E. B. Colby is on the Pioneer.

G. H. Hamilton is on the motor ship Bacoi.

Ben Beckerman has returned from a vacation trip that took him as far west as Chicago. Beckerman spent some days in Vermont and then traveled leisurely to Chicago by way

the Mayaro. Walter Oliver, who is junior, acted as senior during the last voyage.

Fred Kofler, after serving on the Florida for two and a half years, was recently compelled to leave the vessel in order to attend a lawsuit at Philadelphia. Kofler now has an assignment in the Southern Division.

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E. T. O'Mara has left the Standard to return to high school.

W. A. Brown, of the Boston district, is on the Philadelphia of the Red D Line.

C. C. Levin is on the Texas. Levin was considerably pleased when he was appointed to this ship.

H. Flack, a recent graduate from the school, is junior on the El Sol.

L. F. Kendall is junior on the Jamestown.

Charley Preiss, of the Morro Castle, has been promoted to a place on the traffic auditing force at the Head Office.

J. S. Casebeer is on the Silver Shell.

A. J. Minners and J. A. Worrall have been promoted to land stations, being second and third trick operators, respectively, at Sea Gate station. Minners for a long time was chief on the Finland. Worrall is an extra first-grade man and has been senior on the St. Louis, of the American Line.

G. H. Burgess, who was first operator at Sea Gate for several years, is now in charge of the Wanamaker station, New York.

### SOUTHERN DIVISION NEWS

Constructor Wyble recently installed a 2 k.w. standard Marconi set on the Norwegian steamer Kalafarli at Baltimore. The Kalafarli was formerly the Georgian.

The Nelson is receiving her new 2 k.w. panel set at Philadelphia; ditto for the C. A. Canfield.

H. M. Rodebaugh has been assigned to the Baltimore station as second trick operator, relieving Herman Graf, who is attending the Bliss Electrical School.

The stork visited our Cape Hatteras station at 3 a.m. Friday the 13th of October. Both Mrs. Breitenbach and

little Mildred Estell are doing fine. "BC" is some proud.

We are sorry to learn of the death on October 9th of the brother of Manager G. E. McEwen, of the Savannah station.

L. W. Sinclair has been assigned to the Miami station, relieving "Bill" Phillips, who is moving to Cape Hatteras.

H. H. O'Day, formerly of the Howard, is now on the Powhattan. He was relieved as senior operator on the Howard, by L. B. Robinson, formerly junior on the Merrimack.

Samuel Cissenfeld has resumed his duties as operator in charge of the Nantucket equipment.

Thomas E. McCauley is now on the Somerset, relieving operator Linderborn, who transferred to the Suwannee. McCauley was relieved on the Norlina by P. E. White, formerly of the Pacific Coast Division.

Operator A. Gray, of the late Chris. Knudsen, has been transferred from the Southern Division to the Eastern Division.

Edwin Morten Hartley, manager of Cape May, became a benedict on August 26th, Miss Marian Y. Platt, of Erma, N. J., being the aid to E. M. H.'s connubial bliss.

### GREAT LAKES GOSSIP

D. A. Nichols, manager Mackinac Island station, has resigned from the service to take up a position at Akron, Ohio. George Grostick, formerly operator-in-charge on the Juniata, relieved Nichols at Mackinac Island.

The Northland has laid up for the season. Operator C. K. Kneale relieved Grostick on the Juniata. L. C. Waterstrout, who was second on the Northland, relieved Operator Corey of the City of Cleveland III, who returned to college.

## MARCONI SERVICE NEWS

When the second trick at Mackinac Island station was discontinued on September 17th, Operator Irving Wallace was transferred to the City of Detroit III, as operator-in-charge, relieving W. D. McPherson, who was assigned to the Ann Arbor No. 5, which has been in drydock at Toledo, Ohio.

H. P. Roberts, who has been working as relief operator in the Lake Erie District, finished the passenger season on the Lakeland on September 24th. Roberts returns to college for the winter. The Lakeland is running in the freight trade with Operator S. E. Leonard in charge.

The Tionesta finished her passenger season on Sept. 23rd. Operator E. N. Shinn was assigned to the Standard Oil auxiliary schooner Twilite, which left Toledo, Ohio, for New York City. Operator Whalen, of the Tionesta, is understood to be sharing some of the prosperity in the automobile business in Detroit.

Eric Lyons, in charge of the Octorara's equipment received an appointment as instructor in wireless at a university located in Indiana when the vessel finished her passenger season on Sept. 30th. Harold Burhop, who was assistant, has returned to college.

R. G. Sidnell, who has been working second trick at Cleveland station since the departure of A. J. Main to the Border, was relieved by W. H. Jones. Sidnell returns to the University of Michigan for the winter.

### SAN FRANCISCO CHANGES

R. H. Brower is relieving T. C. Eastman as operator in charge of the Steamer Beaver. Eastman is on a thirty-day vacation.

O. Mock joined the Steamer Centuria, September 12th, bound for

Mexican ports.

A. E. Evans is now operator in charge of the Steamer Celilo. Evans recently made a trip to New York on the British vessel Idomeneus and states the voyage was all that could be expected.

L. V. R. Carmine and F. L. Wisner are now first and assistant on the Governor.

E. D. Bryant is in charge of the Great Northern, with F. Wiese as assistant. This vessel will soon go on the San Francisco-Honolulu route.

H. G. Austin is scheduled to leave San Francisco for the Hawaiian Islands as temporary operator and purser of the Hiltonian, vice G. F. Roberts, on leave of absence.

During the early part of September, W. J. Erich and E. T. Maher sailed as first and assistant on the Lurline.

C. A. R. Lindh, formerly assistant on the Congress, is now acting assistant on the Manoa.

P. E. Riese and L. G. Ogles are holding down the senior and junior positions aboard the Northern Pacific.

A. E. Brady, a rookie, was assigned to the Steamer President Sept. 11th. J. A. Stirling is in charge.

A. Seidl, of "Steam Schooner Oregon" fame, is in charge on the Queen with George Wunderlich as junior.

W. T. Frizzi, a new man, has been assigned to the Willamatte as assistant. R. A. Billadeau is in charge.

E. Zelecovitch is with C. E. Goodwin on the Yosemite.

O. C. Belding has been placed in charge on the steamer Yucatan, replacing C. A. Hohlbein who has been transferred to the Luz Blanca of the Eastern Division.

E. J. Edmonds and R. Whisman sailed on the Peru as first and assistant, Sept. 30th.

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