

MARCONI SERVICE NEWS

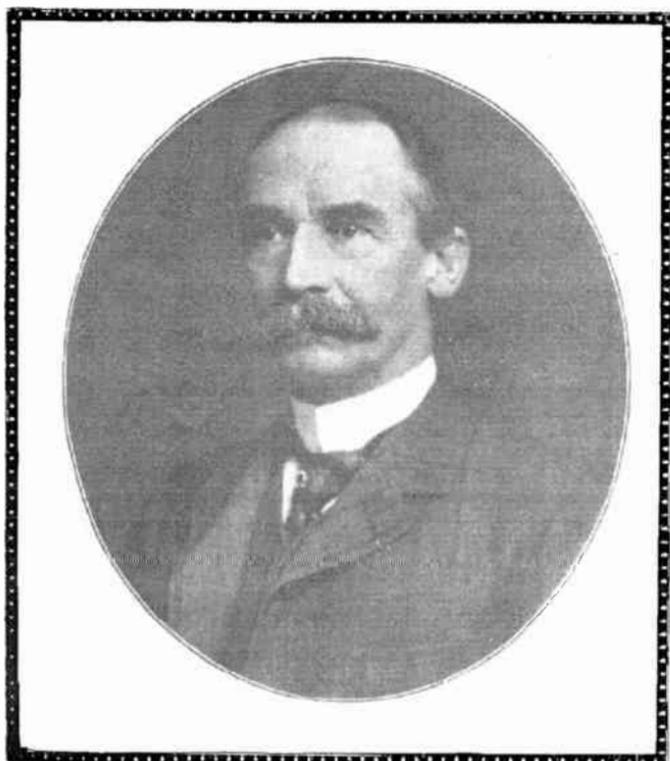
Volume 2



June, 1917

Published at 333 Broadway, New York

By and for Marconi Employees



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MARCONI SERVICE NEWS

FRONTISPIECE

Our readers need no introduction to the genial gentleman who adorns the place of honor this month. Vice-President John Bottomley is known to all and is universally respected. His door is always open to those in trouble: and his affability and sound sense endear him to all who seek his counsel. Mr. Bottomley comes from good old stock, having been born in 1848, at Belfast, in the Emerald Isle, a nephew of the late Lord Kelvin. Educated at Queen's College, he engaged in the export trade for several years, removing to New York in 1880, where he took up the study of law, in which profession he practiced extensively until 1898 when Mr. Marconi interested him in wireless telegraphy, and he undertook the task of introducing the new science to the American world of Commerce. Four years later he became General Manager, Secretary and Treasurer of the Marconi Wireless Telegraph Company of America and successfully guided the company through its infancy, beset by patent litigation, and, by competition not always based on fair dealing or financial soundness. He is now our Vice-President, Treasurer and Secretary, and takes much pride in the vigor and high standing of the corporation. He finds time to engage actively in social and church work, and is connected with many benevolent and financial institutions and clubs. He resides in New York City and has a fine country seat in Long Island.

OUR TRIP TO THE VOLCANO OF KILAUEA

By E. Livesey

Kilauea on the Island of Hawaii is famous as one of the wonders of the world.

We arrived at Hilo, Hawaii, one morning on the Matson liner "Wilhelmina" from Honolulu, anchored in the bay and were taken ashore in the tender. After making arrangements for the trip to the volcano, a tour of the city was suggested.

Hilo is the second largest city in the Hawaiian Islands and is growing rapidly. The population is 7,000. It is beautifully situated on the eastern side of the Island and has many beauty spots. One of the prettiest sights is the Rainbow Falls, about one and a half miles from the town. Another interesting side trip is to Cocoanut Island, a typical tropical islet covered with cocoanut trees, and it has the best bathing beach in the island. After taking a cooling dip in the ocean we were ready for lunch, and soon started on the auto ride of thirty miles, winding through various tropical growths and vegetation, sugar cane fields and Japanese and Hawaiian villages. The roads were in fairly good condition considering that there had been plenty of rain recently, and being in a heavy machine the ride was delightful. The further we rode up the slope of the mountain the cooler it became and nearing the summit an additional wrap was necessary. We were lucky in having picked out a perfect day for the trip. Usually near the end of the ride, a

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heavy fog or light rain prevails but this time the weather was clear. After two and a half hours riding we emerged from the forests of tropical vegetation on to a barren plain. We were now nearing the crater and riding through fields of decaying and dead lava. From here one can see for miles and miles, nothing but black fields of lava; not a particle of vegetation. The entire mass of lava is split into millions of crevices with columns of steam issuing from them, and a distinct odor of sulphur is detected. Just before reaching the active crater we passed an extinct volcano called the Kilauea-Iki, a huge hole in the ground a half mile in diameter and three hundred feet deep, and at the bottom a lake of dead, black lava. Fifteen minutes after passing this dead crater we passed through clouds of steam, moving very slow and our auto horn blowing continuously, reminding one of a thick fog on the ocean. Suddenly we emerged from this steam bank and arrived at our destination, or as far as one can go in the auto. A short description of the volcano will be of interest.

The volcano of Kilauea is on the eastern slope of the mountain of Mauna Loa and is 4,000 feet high and the only volcano in the world which has a molten lake of boiling lava, continuously active. At the present time the crater has an area of 4.14 square miles, a circumference of 7.85 miles, 2.93 miles long and 1.95 miles wide. The crater of Kilauea is a great pit or sink 400 feet below the lava plain and was first seen by white man in 1823. The lake of molten lava is known as Halemaumau, or the "House of Everlasting Fire."

Leaving the car we took the trail across the dead lava to the edge of the crater, only a few minutes walk. Looking at the volcano in the daytime is not near as awe inspiring as at night, but at anytime, it is the most wonderful sight in the world. We were fortunate in seeing the volcano in violent action.

Standing on the brink of Halemaumau one looks down 400 feet into the immense cauldron and near the centre observes the greatest activity of the roaring, seething, turbulent, sputtering mass of boiling lava, splashing forth at intervals and bursting bubbles and mighty fountains, with great fiery cracks, creeping like lightning from the centre through the surrounding cooler lava mass; then the entire floor collapses and an ocean of billowy, foamy, fiery lava covers it. The entire bottom of the crater was in violent action.

We now turned our attention from the boiling mass of lava to the hot lava plains surrounding us. A short walk from the crater edge and we were in the midst of hundreds of columns of steam issuing from the millions of cracks in the lava. With the aid of long forked sticks we put postcards into these crevices and scorched the cards as souvenirs. About two miles from the crater we saw a remarkable lot of tree moulds. These are deep holes in the lava bed, in which trees of a forest, overwhelmed by a lava flow from Mauna Loa, once stood.

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Approaching darkness enabled us to observe the crater when it is most beautiful. Just enough time to have a little rest and talk about this wonderful 'Hell on Earth.' We sat down and looked over the sheer precipice into the seething fires before us. The view was a startling one. Turning and looking at the rest of the party I saw the reddest faced set of people ever known, every countenance glowed like red-hot iron. The place below looked like the infernal regions and these people like half-cooled devils just come up on a furlough.

Words are but poor halting things when one tries to describe the boiling lake of lava. Now the whole pit is clear and the entire surface of the lake lay beneath us, violent in action. "Old Faithful" the most constant of the fountains was tremendously active, sending crimson and golden waves dashing in all directions. Over on the southern side were some spatter cones, volcanoes in miniature, which every few minutes shot great clots of molten lava high in the air with a rattle like a battery of machine guns. It was a magnificent sight; even as we watched in spell-bound silence a glowing spot appeared at the base of one of the cones, quickly widened into a chasm and then with a mighty roar lava flow burst from the great hole, shooting high, and pouring forth a wondrous mass into the lake. From 'Old Faithful' and the other numerous fountains branched numberless streams of liquid and gorgeously brilliant fire in all directions, giving one an expression of a jet black sky shivered into a tangled network of the fiercest, jagged lightning.

A curious thing about this lava is that as soon as a great mass of lava was some distance from the great fountains it rapidly cooled, but it did not take long before the molten lava flowing under this cool crust broke through and split a dazzling streak hundreds of feet long like a sudden flash of lightning, and then the masses of cold lava parted into fragments, turned up edgewise and plunged downward and were swallowed up in the crimson cauldron; shortly afterwards the wide expanse cooled, maintained a ruddy glow for awhile and then cooled again, awaiting nature's next action. This action is repeated continuously.

The temperature of the molten lava is 1750 degrees Fahrenheit.

The hardest thing to do now is to tear ones self away from the wonderful sight; one never tires of watching, and never forgets.

The immense clouds of vapor rising from the ocean of molten lava has a very strong smell of sulphur, and if one gets too close to the edge, which everyone has to do at least once, it is very disagreeable, but not unpleasant to a sinner.

We left the edge of the crater in a half baked condition and returned to our machine. From there all we could see was the rim of the crater, and directly above the huge hole was an immense cloud of sulphurous vapor, glowing a rich, lurid crimson.

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We left at once for Hilo and the steamer. It was a beautiful moonlight, but the night's beauty and the delightful cool ride had no attraction for us, as we were quite tired from our day's outing, and the two and a half hour's ride was a much appreciated rest. We arrived at the ship at eleven p.m., the end of a wonderful trip. "From Earth to Hell and Return."

Note by Editor.—Mr. Livesey's visit was in May of last year. The Editor saw Kilauea five months later and can testify to the accuracy of the description. The lava lake has ever since been rising at the rate of about a foot each day and has now nearly reached the top, the intense heat driving spectators back from the edge some distance.

ASTORIA

The camera reveals how Mr. Roy, the peerless operator on the Alaska circuit, overcomes the H. C. L. and keeps his muscles hard. The 'barrow' is loaded with the products of his fine truck garden, just outside the station. The editor can testify to the A1 quality of the vegetables.

These are strenuous days at the Astoria High Power Station. The cook has gone for a vacation and it is up to the staff to do the baching act. Each man has to get one meal and wash the dishes each day. Opr. "Red" Roy is official biscuit shooter, and Hamilton is the Waffle genius. Between the house work, the busy season coming on, the extra work in connection with the transfer to the Navy and our spring gardening, we are one busy bunch. We hope to deal the high cost of living a knock out blow with our 1917 spin crop if the rain stops long enough for us to get them planted. A new recruit has just been added to our staff in the person



of Mr. W. T. Dunlap and the station is now open for continuous service. Mr. Dunlap has rented a cottage just across the river and will row to and from the station. In this way he hopes to keep in good physical form as the distance is $1\frac{1}{2}$ miles each way and the sea is not always smooth.

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BRASS TACKS. DRIVEN BY C. J. ROSS



PREPAREDNESS

The lights were brightly shining 'long the Great White Way.
The cafes were crowded with diners out at play.
When there came a call for soldiers—suddenly from out the East—
And it came without a warning, breaking right in on the feast.
So they drank another bumper, rising up with a wonderous cheer,
—And they're crowdin' one another to be first to answer HERE.

It's great to be all ready when the bugle rends the air.
And it's great to throw your chest out on parade.
It's great to watch the people as they proudly at you stare.
Never thinking that perhaps you are afraid.
There's not a man can guess the secrets that your conscience knows,
You can make them think that you are what you're not.
But where you're going, soldier boy, you can't depend on clothes
You've got to be

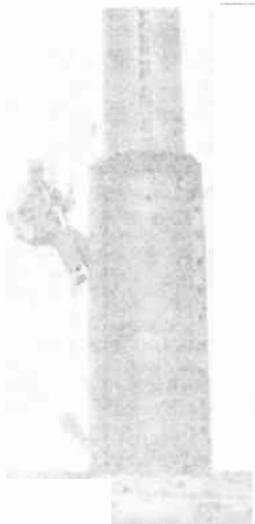
Johnny
on
the
Spot.

There's another call awaiting YOU—a call from further East—
It too is coming suddenly, when you expect it least.
And there'll be no fancy dress uniforms, there'll be no big parade.
There'll be no crowd that you can make believe you're not afraid.
Your conscience, the great Auditor, will be the only one that's near
And you'll need his o.k. badly when you're called to answer HERE.

It's great to be all ready when the bugle rends the air.
And it's great to throw your chest out on parade.
It's great to watch the people as they proudly at you stare.
Never thinking that perhaps you are afraid.
There's not a man can guess the secrets that your conscience knows,
You can make them think that you are what you're not.
When you answer to the first call, but when the final bugle blows,
You've got to be

Johnny
on
the
Spot.

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HOISTED BY AN AUTOMOBILE UP TO THE CLOUDS

By A. A. Isbell

This is perhaps the queerest use to which the automobile has been put. The photograph shows a rigger resting confidently on his nerve and on the end of a steel cable, the other end of which is attached to an automobile below. He is being hoisted to the top of a steel mast, towering 300 feet in the air, to give attention to the antenna, at Bolinas.

An automobile is preferable to a horse for the hoisting, since the flat cattle range surrounding the base of the masts makes the automobile practicable, and it is more reliable and insures more steadiness in the ascent than a horse. The plant has nine of these great tubular steel masts

so that considerable work aloft is necessary. (Popular Science Monthly).

TAKING CHANCES

There was a man who fancied that by driving good and fast
He'd get his car across the tracks
before the train came past;
He'd miss the engine by an inch, and
make the trainhands sore.
There was a man who fancied this;
there isn't any more.

—Railway Conductor.

"Grocery butter is so unsatisfactory, dear," said Mrs. Youngbride. "I decided today that we would make our own." "Oh, did you?" said her husband. "Yes; I bought a churn and ordered buttermilk to be left here.

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A FIRE AT SEA

On the 24th of April, at noon, in a thick fog, fire was discovered on the S.S. Coronado, lumber-laden, from Gray's Harbor, Wash., for San Pedro, when some 15 miles northwest of Eureka. The fire broke out through the upper deck and at once spread all over amidships. The crew was ordered to the boats and an hour later all were picked up by S. S. Hoquiam, which went alongside and started pumping water into the Coronado. After four hours pumping with but little effect, the Hoquiam tried to tow the Coronado into Eureka, first transferring 15 of the rescued men to the S.S. Atlas, bound for San Francisco, but she sunk. Operator Karl E. M. Soderstrom was able to send out one call but received no response, as the set was immediately put out of commission and the flames drove him from the radio cabin. He was unable to save any of the apparatus and lost all his personal effects. That no lives were lost was due to smooth seas and fortunate proximity of other vessels.

The burning ship was sighted by the Atlas and a general call for help was sent out, but no response came. The Marconi station at Eureka had been recently closed by government and the naval Radio station at Eureka, 15 miles distant, did not answer, although called continually by the Atlas, the Wapama, and the Northern Pacific until 7:50 p.m. when Eureka called the Northern Pacific and sent a message regarding the fire on the Coronado.

MORE WEDDING BELLS—SOON

Betrothal—The engagement is announced of Miss Lizette Hermant, daughter of the late W. H. Hermant, of Paris, to Mr. David Sarnoff, our Commercial Manager. The wedding will take place in the fall.



MARCONI BUDS

That the interest of the company in its employees extends to their families, even unto the second generation, is evidenced by the smiling face of Arthur William, son of W. A. Winterbottom, Division Superintendent, San Francisco, at the tender age of one. He is a promising kid, and is deservedly popular.

We will be glad to reproduce here portraits of Marconi infants under 18 months when taken; and at the close of the year, the Editor will award a cup to the one voted to be the best baby, by a committee of envious bachelors and maidens to be selected by the Editor who will act as Chairman.

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Marconi Wireless Telegraph Company of America

233 BROADWAY, NEW YORK CITY
WOOLWORTH BUILDING

EDWARD J. HALLY
VICE-PRESIDENT & GENERAL MANAGER

MADE & PRINTED IN AMERICA
"HOBSON"

April 25th, 1917.

FILE NO.

To All Employees:

Following its action in placing its entire organization and personnel at the disposal of the Government, for use in any emergency, the Marconi Wireless Telegraph Company of America has been glad to approve the enrollment of members of its staff in the Naval and Army Reserves for service to the country, regardless of the very considerable inconvenience and loss to the company caused by such enrollment.

It is the wish and hope of the Marconi Company that when the war is over, all employees who may enter the Government service, will be able to return to their former positions.

It is likewise the wish and hope of the Marconi Company that a full complement of wireless operators shall be available for ship service at all times during the continuance of the war. The Navy Department has advised the company that the needs of merchant ships must be considered for radio operators. Such an assignment presents full opportunity for patriotic service to the country.

It is hoped, therefore, that before enrolling in the Naval or Army Reserves, ship operators will first confer with their superior officer with a view to ascertaining whether their services would not be of equal value to the country by a continuance of their assignment on board merchant ships, and securing approval of their enrollment when the interests of the country can be best served by such enrollment.

Employees who have received such approval, and who have enrolled or may enroll in the Naval or Army Reserves will continue to be protected under the Marconi Company's life and accident insurance plan, subject to the rules and regulations governing its operation, so long as they remain in the Government service, and their absence while so engaged in the Government service will not break the continuity of their service and seniority benefits with the Marconi Company. Any employee now entitled to insurance in the sum of \$500.00 and who may, while in the Government service, complete the five year term entitling him to insurance in the sum of \$1000.00, will be insured for an additional \$500.00 upon the completion of such five year term.

The continuance of insurance under above conditions to apply only during the period of the present war and while employees are actually engaged in war service to the country. Should an employee continue in the service of the Government or leave the service of the Marconi Company to enroll in the service of the Government after the termination of the present war, his term of service to the Marconi Company will, of course, cease and terminate, and he will be no longer entitled to insurance benefits provided for Marconi employees.

Very truly yours,



Vice President & General Manager.

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NAVY DEPARTMENT
OFFICE OF THE CHIEF SIGNAL OFFICER

NAVY DEPARTMENT
NAVAL OPERATIONS DIVISION
OFFICE OF THE CHIEF SIGNAL OFFICER

Washington, DC April 29, 1917.

My dear Mr. Jolly:

The receipt of your letter of April 27, 1917, is acknowledged.

The approval of your application that Government employees will not receive the privilege of being awarded and receiving benefits with the Government, that their life and death insurance will be cancelled, and all other benefits of this nature will be discontinued, has been approved.

The approval of the purchase of the Marconi badge is also approved.

The approval of your application that Government employees will not receive the privilege of being awarded and receiving benefits with the Government, that their life and death insurance will be cancelled, and all other benefits of this nature will be discontinued, has been approved.

The approval of the purchase of the Marconi badge is also approved.

Very truly yours,

[Signature]
Commander, U. S. Navy
Director Naval Operations Division

Mr. E. J. Jolly, Chief Signal Officer and Chief Engineer,
Naval Radio Station, Bureau of America,
New York.

NAVY DEPARTMENT
OFFICE OF THE CHIEF SIGNAL OFFICER

May 1, 1917.

My dear Mr. Jolly:

Your letter of May first has been received, including a copy of the generous insurance proposition made by the Marconi Company for its employees who are in the service of their Country during the war. I cannot tell you how much I appreciate the spirit of patriotism that has prompted and carried out such a splendid act.

Sincerely yours,

[Signature]
Brigadier General,
Chief Signal Office of the Army.

Mr. Edward J. Jolly,
733 Broadway,
New York City.

DEPARTMENT OF COMMERCE
BUREAU OF COMMERCE
WASHINGTON



Mr. E. J. Jolly, Naval Radio Station and Signal Engineer,
Naval Radio Station, Bureau of America,
New York, N. Y.

Dear Mr. Jolly:

I am very much obliged for your letter of the 27th instant, enclosing a copy of a proposition for the purchase of the Marconi badge, showing that you will accept it in full and that you have no objection to my giving you the authority of your company to purchase the badge, subject to my approval.

Sincerely yours,

[Signature]
Superintendent.

NAVY DEPARTMENT
WASHINGTON

NAVY DEPARTMENT
WASHINGTON

April 29, 1917.

Continued:

I give you pleasure to acknowledge the receipt of your letter of April 27th, 1917, in which you enclose a copy of a proposition for the purchase of the Marconi badge, showing that you will accept it in full and that you have no objection to my giving you the authority of your company to purchase the badge, subject to my approval.

Respectfully,

[Signature]
Secretary of the Navy.

Commander, U. S. Navy
Director Naval Operations Division

MARCONI BADGE

A patriotic emblem has been designed for Marconi employees to be worn either as a button or pin. It is of rolled gold, one-half the size of drawing. The band is red enamel, and the flags, red, white and blue, making an attractive button. They may be purchased from the Superintendents at 50 cents each.



NEW YORK'S NEW CITY BUILDING

The new Municipal building is 580 feet high, including the Statue of Civic Fame, which measures twenty-four feet from top to toe. It has thirty-four stories, of which fifteen are in its tower, and it holds 6,000 City employees. Its floor space is 600,000 square feet.

JUST ANOTHER KILL

Wife of Author (hearing the sound of a brow being slapped)—Oh, Harold! An inspiration?

The Author (sadly)—No, my dear—a mosquito.—Punch.

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A TRAGEDY OF THE SEA

Death of George Arundel Geare

The steel bark Manga Reva bound from Rotterdam for Hampton Roads was last heard from when she sent out S.O.S. stating she was off the coast of France, drifting before the wind, with boats gone. The steamer Rockingham proceeded to the position indicated but could find no trace of the wreck. It is supposed that the ill-fated bark sprang aleak in a storm and went down with all hands some time in November last.

George Arundel Geare, Radio officer of the Manga Reva, was born in Washington, D. C., April 19th, 1895, and educated there, his ambition being to become an electrical engineer. He was proficient in his studies, and built an amateur wireless station before leaving school. He took up telegraphy and became expert in the use of both American and International codes, and also used the Phillips code in the service of the Associated Press.

He was an expert wireless operator and in 1915 received the highest grade of Radio license issued by the



government. He served the Marconi Company on a number of coastwise and foreign ships and at the coast stations at Hatteras and Virginia Beach. For a time he filled the position of Chief Instructor in the National Radio School. His next venture was to form the General Electrical Construction Co., which was dissolved after a time and he joined the National Electrical Supply Company being placed in charge

of the designing of wireless apparatus for the Navy. On account of the need for complete rest for his eyes, he decided on taking this voyage on the Manga Reva, intending on his return to enter the Telluride Association at Cornell University. Before sailing from Rotterdam he sent a postcard home reading "Everything fine. Leaving here to-morrow for Hampton Roads. Will be home for Christmas." His mother and four brothers mourn his early loss. He had a high standing in the Marconi Company and leaves a record of which the officials are proud.

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New York, May 11, 1917.

Mrs. Randolph I. Geare,
c/o R. W. Geare, Esq.,
Suite 327, Woodward Building,
Washington, D. C.

Dear Madam:—

The reports I have received in regard to your son George have touched me deeply and I am impelled to offer you my profound sympathy in your bereavement. He made an enviable record in our service which will remain as an example and incentive for those who come after; and it is a matter of deep regret to me that he was not spared to reap the reward which I am convinced would have resulted from his conscientious and persistent endeavors. That you may find consolation in the knowledge that your son revealed himself to his employers and associates as a high minded man of sterling qualities, is my sincere wish.

Sincerely yours,

EDWARD J. NALLY,
Vice-President & Gen'l. Manager.

A TRIP TO PANAMA

By M. W. Michael

The tank steamer Frank H. Buck passed out of the Golden Gate on a beautiful sunny afternoon bound for Balboa, the western terminus of the canal, with all hands on deck for a last look at land. At three in the morning we reached Monterey where we were to finish loading. The same night we sailed for La Union, Salvador. For six nights I was able to copy press readily from San Francisco. Getting into warm weather, awnings were stretched and hammocks slung on deck, the cabins being too warm for comfort. Off Cape San Lucas, at the extremity of Lower California I got strong signals from Denver, Port Arthur, New Orleans,

Tampa, and numerous ships in the Gulf of Mexico. La Union is two miles from the dock. After tramping what seemed like ten miles in the sweltering heat, we finally reached the town. The going was anything but good. I imagine the roads there were built in the stone age, as we had to jump from rock to rock like mountain goats to get anywhere. Evidently good roads leagues and village improvement clubs are unknown there, and the ubiquitous Ford is, for once, conspicuous by its absence. The intense heat compels every one to take a siesta in the middle of the day, and we were not slow in adopting the custom. One of the crew wanted a parrot and succeeded in getting one for three dollars, which he found, too late, to be worth only half that. We spent the evening in the Plaza where a band played, and fireworks were set off in a most dangerous fashion. I nearly broke a rib trying to dodge a ball of fire coming straight at me, and found it was running on a wire, about a foot above my head. The town houses are of the 'dobe type, while in the Indian section they are built of thatched grass, with only the base earth for a floor, and no furniture to speak of. The native women go bare-footed, and the small children are nude.

We made a run of three days to Balboa where we were quarantined. On the return trip I was able to do much better work than on the way down, as we drew less water, which raised the antenna 10 feet. The Buck was equipped with a Marconi 2 k.w. straight gap set for sending, and a valve tuner for receiving. I picked up San Pedro when off Tehuantepec, very strong, and kept in touch with him until we reached Monterey, and ended a very interesting voyage.

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PREPAREDNESS

The following communication explains itself:

THE NATIONAL LEAGUE FOR WOMAN'S SERVICE

WHEREAS, the Marconi Company has most generously presented to the Wireless Class for Women of the National League for Woman's Service, the complete necessary equipment of apparatus for their training,

BE IT RESOLVED: That the undersigned, members of the two Classes now in session at Hunter College, New York City, offer their heartfelt thanks and keen appreciation of his kindness to Edward J. Nally, Vice-President and General Manager of The Marconi Company.

MRS. HERBERT SUMNER OWEN,
L. R. KRUMM,
LEWIS D. HILL,
OTTO REDFERN.

Dated, New York City, April 17, 1917.

New York, April 18th, 1917.

Mrs. Herbert Sumner Owen,
Chairman, Wireless Classes,
National League for Woman's Service,
38 West 39th Street, New York.

My dear Mrs. Owen:

I cannot tell you how deeply I appreciate the resolution of thanks sent to me by the members and instructors of the two wireless classes for women, organized and working under the auspices of the National League for Woman's Service. I wish you would say to every one of them that I am deeply grateful.

It has been a genuine pleasure, as well as a rare opportunity, to unite in the efforts being made by so many patriotic young women in the service of our country, and it is with the sincere hope that what they are doing will result not only in good to our country but an increased opportunity to our young women, that the Marconi Wireless Telegraph Company of America has been glad to co-operate with them, and with you.

Will you please extend to them my renewed thanks, and my congratulations. Will you please, also, extend to the instructors, Messrs. Redfern and Krumm, and to Prof. Hill, of Hunter's College, my appreciation and thanks for their untiring efforts, and my congratulations upon the successful result of their labors.

With best wishes,

Very sincerely yours,

E. J. NALLY,
Vice-President & General Manager.

MARCONI SERVICE NEWS



Wherein A Fusion of Human Elements is Effected by DAVID SARNOFF

FUTURE IN RADIO

The World-Conflict has materially changed the future aspect of radio and the change is certainly for the better. Not only has the number of vessels carrying radio equipment been considerably increased but under the stress of the emergency, new developments have taken place, manufacturing facilities have been enormously increased and production methods improved, all of which will result in making radio an industry of international importance. This, of course, will mean wider and more popular use of the wireless, employment for more people in all the departments of a wireless organization, and, to the readers of this "Melting Pot" who are prepared to keep pace with the development and growth of the Art, it will mean better positions.

Every branch of the radio business is a profession full of promise
The future outlook is bright!

CHINESE PROVERBS

Think twice and do not speak at all.

Only those become priests who cannot earn a living.

At seventy man is a candle in the wind.

A thousand soldiers are easily obtained; one general is hard to find.

Do not lace your shoes in a melon patch.

Easy to open a shop; hard to keep it open.

Of all important things, the first is not to cheat conscience.

All pursuits are mean in comparison with learning.

In a united family, happiness springs up of itself.

He bought a dried fish to spare its life.

Win your law suit, lose your money.

Better do kindness near home than go far to burn incense.

If you suspect a man, don't employ him; if you employ him, don't suspect him.

Unskilled fools quarrel with their tools.

It's a little thing to starve to death; it's a serious matter to lose one's virtue.

MARCONI SERVICE NEWS

GOOD LOGIC

Ed. Shepherd (Union Central Life Insurance Company) tells a yarn about an old man who went into a life insurance office and requested to be insured.

The company asked his age. His reply was "Ninety-four."

"Why, my good man, we cannot insure you," said the company.

"Why not?" he asked.

"Because you are ninety-four."

"What of that?" cried the old man. "Look at the statistics and they will tell you that fewer men die after ninety-four than before it."—Houston Chronicle



EXECUTIVE OFFICE

Mr. Nally and Mr. Sarnoff recently spent a day in Montreal and two days in Washington, on business of the company.

Mr. DeSousa has returned from an inspection trip to Baltimore and Boston.

Mr. Pillsbury recently visited the high power stations in New Jersey and Massachusetts.

Owing to erection of an additional wing to the factory, and congestion of war orders, Messrs. Weagant, Everett, Elenschneider, Bellis and Palm are temporarily located at Aldene. A special telephone circuit now connects Aldene to the Head office.

A. H. Ran, late Engineer-in-charge at Kahuku has been transferred to Marion, relieving Engineer Hudson

who has joined the colors.

Miss Anna Pleines recently appeared wearing a brilliant sparkler on her left hand. We shall miss her.

Mr. Ross is spending his honeymoon with his bride in Cleveland.

Mr. Krauter has been transferred from Auditing to Purchasing Department, and Mr. Taufenbach from abstracting to head bookkeeper.

Mr. Mitsuru Sayeki, Radio Engineer, Department of Communications of the Japanese government, who has been in this country several months investigating Radio conditions, sailed for Tokio May 23rd on S.S. Persiawaru from San Francisco. He will remain in Honolulu ten days in connection with the transpacific radio circuit now being operated by the American and Japanese governments.

Mr. E. A. Nicholas has been appointed acting superintendent at Cleveland, in place of Mr. F. H. Mason, who has been called into active service in the Navy Department.

Miss Jeanne Baltz of the Engineering Department is planning for preparedness, in case of a call to join the colors. She went to Washington in May to take a course of Red Cross training at the National Service School, under the auspices of the Navy League.

SOUTHERN DIVISION

L. W. McKee, former operator at the Baltimore station is now acting as Assistant Constructor. Mac says he is a regular "IT" now.

"Johnny" Flagg could not remain ashore for more than one month so took assignment on the Sun bound for Italy.

Manager McEwen at Savannah and his assistant, Mr. Merrill, recently installed a 1-2 k.w. panel set on the Caroline E. De Perez at Charleston.

MARCONI SERVICE NEWS

Manager Illingworth of the Jacksonville station and Operator Sinclair of the Miami station are at present engaged in repair work at Baltimore.

The Dorchester recently went in commission again with C. F. Rice as senior and B. Cadmus as assistant operator.

Operator George Diehl has resigned to enter the Naval Reserve at Philadelphia.

Sammy Cissenfeld has left us and is now Chief Electrician in the Naval Reserve.

H. G. Hopper is holding the Delaware Sun down for a trip to Sabine.

J. L. Bermingham, a new man in this Division, is acting as junior on the Howard.

Senior Operator Merritt of the Juniata has left our service to go with Naval Reserve at Boston. L. Brown of Providence has been assigned to the Juniata as junior while T. M. Scharf has been promoted to operator-in-charge.

Doctor Curtis is still working on his submarine destroyer. He expects to give a demonstration at the Public Garden, Boston, in the near future.

F. J. MacQuaid, a visitor from the Pacific Coast, is acting as senior on the Persian.

Former Manager Rodebaugh of Baltimore station is acting as senior on the Somerset.

Edw. McCauley has left us and is now in the Naval Reserve. He is assisting Radio Inspector Cadmus in closing amateur radio stations.

R. E. Landick, a new comer, has been assigned to the Paraguay in place of K. W. Keller who has resigned.

J. R. Lange has left us to take a position with the Westinghouse Electric Co. His place on the Borgestad has been filled by R. E. Ford, a Boston man.

During the month of April our constructors installed nine new equipments.

The many friends of Operator H. P. Jernigan, formerly of the tug Security were shocked to hear of his death by drowning at New York on April 19th. His parents have our deepest sympathies.

After making one trip on the Norlina, E. Postell Hough has again left us and is now an Electrician in the Naval Reserve stationed at Portsmouth, Va. We wish him luck in his new venture.

Oscar Foy, a new man in our service, but an old man at the game, has been assigned to the Norlina for a trip across. Foy has been working for the Western Union for the last eight years. He wanted to know what to do when you want to "break" a man when his spark sounded bad!

Operator North West was on the Rockingham when she sank. We have not heard from him, but trust he got away all right.

Constructor Gerson recently equipped the new steamship Mundelta of the Munson Line at Newport News.

EASTERN DIVISION

J. F. Forsyth has been assigned to the Satsuma as senior.

J. F. Barstow, a Bostonian, is junior on the City of St. Louis.

Ed. Bernstein is off the Boston run and is in charge of the Huron. G. W. Wilson is junior.

Richard Maixner is traveling south on the Republic.

George Sterling is on the Philadelphia of the Red D Line.

D. Westerdorp is junior on the Mongolia. Danforth has been promoted to senior.

P. S. Killam was placed on the City of Columbus at Boston.

MARCONI SERVICE NEWS

Conrad Russell and J. Edwin have been appointed to the Gargoyle as senior and junior.

S. V. Parsons is on the Claire, a newly-equipped ship.

J. Sokutis is junior on the Brindilla.

H. Greenberg is working on the Navajo.

Herman Silverstein is back on the Jefferson.

E. W. Harris and C. S. Rosenthal are the new wireless crew on the Zulia.

E. E. Davis, a new man in our service, is on the El Valle.

Max Kanter is junior on the Antilles.

C. L. Fagan and E. T. Erickson have been changed to the Brazos, E. Marshall and J. Houlberg taking their places on the Saratoga.

S. W. Young is visiting coast ports on the Georgia.

Robert Pierce, a Boston man, has assumed charge of the equipment on the Florida.

Harold Scher is the first man to be assigned to any of the Palmer Line of schooners, having been placed on the first ship equipped, the Singleton Palmer.

Luther Clements is running across on the California.

George H. Fischer has been re-engaged, and is on watch in the wireless room of the Munabro, a new Munson ship.

P. J. Welch and P. J. Donohue, who were on the City of Memphis when she was torpedoed, have returned to New York.

Paul Leschhorn is bound for South America on the Starlite.

T. J. Ostrewich is running south on the Standard.

Frank Stelluti and George Rhoads are on the Portuguese steamer Tras-os-Montes. Stelluti has just finished a voyage on the French liner Kinmount.

Charlie Asche is junior on the Havana.

R. Mercer, who has just joined our service, is on the Nueces.

Eugene Dynner is in charge of the Carolyn, newly-equipped.

Lester Brown is running to Porto Rico on the Edith, also newly equipped.

G. W. Shepard is operator in charge of the Jane Palmer.

George Braitto has been detailed to the Platuria as Junior.

Adolph Schwartz is on the Wellington.

Thomas Cerio is on the Trinidadian.

W. L. Hille is taking things quietly in the Gulfoil.

E. J. Shirvell is junior on the Bermudian.

O. B. Hanson has been promoted; he is now working at the Aldene factory.

W. K. Johnson is on the Caracas, en route to South America.

E. E. Sams is bound for Italy on the Wm. O'Brien.

A. Cruttenden is on the Crofton Hall. Gerald Gray is his assistant.

Tom Tierney has re-joined the Sagua.

J. A. O'Herin and W. A. DeRidder have taken up duty on the Petrolite.

J. A. Poppele is senior on the Brindilla.

J. F. Bartels is junior on the Comanche.

U. G. Patterson is working on the El Rio.

H. Helgeson is in charge of the Pearl Shell. J. S. Lanning is assistant.

R. S. Shipley is on the Cornelia, a new Marconi ship.

Walter Wellman now graces the wireless cabin on the Warrior.

D. Voepel and G. B. Eckhardt are on watch on the El Siglo.

MARCONI SERVICE NEWS

Pete Podell is senior on the Comus. L. F. Kendall is with him.

Franklin Gardner is on the Millinocket.

David Carruthers is on the Parima as senior. R. Crozier is junior.

C. Manley is traveling with the Security.

H. T. Williams is at the key on the Brilliant.

SPOKES FROM THE HUB

Superintendent Nicholls omce is now at room 47, No. 29 Central Street, Boston.

Operator Meldrum, formerly of the Boston station, is now on the Calvin Austin. We hope he has found his sea legs.

Constructor Grinnell is now in the Naval Reserve. He looks real cute in his officer's uniform.

Operator L. R. Barbeau has been assigned to the North Star.

Operator Grant has been transferred to the Gov. Dingley where he can be near his old friend, Mr. Strout.

Operator R. W. Leason of the City of Atlanta, has gone to New York for an assignment on an American Line ship. He is in search of adventure.

Operator Beckvold who was on the Illinois, shelled and sunk by a submarine in the war zone, is now on the City of Atlanta.

GREAT LAKES DIVISION

S. E. Leonard has been assigned to the C. O. Jenkins, a new equipment.

C. E. Erickson, a new man in the service, has been assigned to the F. B. Squire, a new equipment.

C. W. Warner has been assigned temporarily to the M. A. Bradley, a new equipment.

Willard J. Ferris has been assigned

to the Sir Thomas Shaughnessy, a new equipment.

Jos. Whalen is on the Lakeland.

C. W. Thomas, of the Eastern Division, has been assigned to the Lakeport.

W. H. Jones is at the Soo completing equipments on the Harry W. Croft and Fayette Brown.

Wm. H. Kunner is on the W. F. White, a new installation.

D. C. Smith has been assigned to the Samuel Mitchell, a new equipment.

During Mr. L. C. Dent's absence, in the government service Operator F. Fisher has been placed in charge at Chicago.

PACIFIC DIVISION

During the early part of March the Motorship Nuanu of the General Petroleum Corporation was equipped by Messrs. Vetter, Sabo and Evans. This equipment was a hurry-up job, necessitating a trying voyage up the Bay in a small open boat during a heavy storm. The Nuanu sailed early the following day with the E2 set in good working order.

The new steam schooner Wahkeena of the C. R. McCormick Company was equipped with an E2 set by Mr. J. L. Sabo.

The Maui, recently built for the Matson Navigation Company was equipped with a P8 type set by Mr. W. A. Vetter.

The Eagle of the Standard Transportation Company was equipped by Mr. J. L. Sabo, assisted by Mr. M. W. Michael. Type P8.

The Bessa (Norwegian) was equipped with a P8 by Messrs. Vetter and Sabo.

The Providencia of the Compagnie DuBoleo was equipped with a P5 set by Messrs. Evans and Sabo.

Mr. W. A. Vetter was installing the

MARCONI SERVICE NEWS

new 5 k.w. 500 cycle set at the Hillcrest station when taken over by the Government.

Needless to say the equipment of the above stations was made in record time and style, and the construction department is highly commended.

On the night of April 15th, the junior on the Celilo was taken sick and needed immediate relief as the vessel was sailing within a couple of hours. Owing to the shortage of operators it was necessary to await the arrival of the Wapama. The senior operator of the Celilo was instructed to take the junior from the Wapama. The result of this transaction now appears; "San Francisco April 15th, Rec'd of Mr. — one second operator, in good condition. Not guaranteed as to sea sickness. (Signed) — Operator in charge Steamer Celilo". The receipt was duly turned in to the office the following morning with a requisition for a new junior.

G. F. Shecklen relieved H. D. Jagers as operator in charge of the Adeline Smith. Mr. Jagers was made first class electrician in the Reserves and dispatched to the Highpower Marshalls station.

The Bark Berlin has been placed in commission and departed with operator G. Sturley in charge.

The City of Para left San Francisco for West Mexican ports and Balboa with operators A. E. Brady as senior and C. L. McCarthy junior.

M. W. Michael has been assigned operator in charge of the newly equipped Eagle. This vessel is one of the first case oil tankers built in the West.

W. P. Schneider joined the Geo. W. Elder as emergency man and is now doing the Southern Coast.

The new ship Maui of the Matson Navigation Company recently equip-

ped is the Queen of the Matson line. Operators W. Erich and R. Baer are senior and junior respectively.

F. L. Wisner relieved H. G. Austin as junior on the Manoa.

A. V. Mattingly was assigned junior on the Matsonia.

R. B. Lohry joined the Nuuanu, vice A. Pattison resigned.

The Portland, formerly the Kuskokwin River, was placed in commission with operator K. V. Harris in charge.

The Providencia left San Francisco for Mexican ports with operator O. B. Mills in charge.

A. R. Darling was assigned to the Newport as junior and E. P. Wuensch as junior on the President.

M. J. Kankins relieved B. C. Springer as operator of the Queen. Mr. Springer having joined the Reserves as Chief Electrician and ordered to Marshalls station.

E. Pynchon was assigned to the Senator at San Francisco. She will carry one man from San Francisco to Seattle and then he a two-man ship for the Seattle Alaskan Run.

A. B. Gilman joined the Spokane as junior at Seattle.

F. S. Cutting was temporarily assigned junior on the Venezuela. W. G. Ludgate is in charge.

The Wahkeena is carrying J. W. Morrow as operator.

Operator W. Griffith after a short illness has assumed charge of the Alliance.

G. F. Shecklen has been placed in temporary charge of the new equipment aboard the Johanna Smith. This is a pretty heavy job and requires a man of exceptional ability. She will handle on an average of two or three little messages a week. The Johanna is being equipped by Mr. V. I. Kraft of the Seattle construction department and will ply between Coos Bay and San Francisco.

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G. A. Williamson of the Marshfield station has joined the Adeline Smith as operator in charge, vice Shecklen.

Allan C. Forbes and C. Vandenburg are acting senior and junior on the City of Topeka.

E. R. Bevitt 'left-out' on the Columbia April 26th.

H. E. Williams of the Eureka station was enrolled in the reserves and transferred to the Government station at Table Bluff, Calif.

W. H. Friend formerly in charge of the Eureka station was transferred to the Wilhelmina.

A. M. Halliday, a new man, was assigned junior on the Governor, and T. F. Doyle, another rookie, to junior on the Lurline.

K. E. Soderstrom, of Coronado fame, has been placed on the Motorship Nuuanu.

R. B. Lohy and E. M. Calou are senior and junior on the Peru for Mexican ports.

J. H. Baxter, formerly of the Astoria Marine station is now in charge of the Umatilla with I. Farwell as junior.

H. M. Van Auken has joined the Wapama as junior.

T. Lambert of the J. A. Moffett and R. A. Billadeau, senior, S.S. Willamette exchanged positions at East San Pedro, in order that Mr. Billadeau might reach Seattle with the least possible delay. The staff extends its most sincere sympathy to Mr. Billadeau in his sad bereavement.

All the land stations of the Marconi Company on the Pacific Coast are now being operated by the Government with the exception of the Eureka and Marshfield stations, which have been closed. The majority of the operators at our stations have enrolled in the reserves and retain their former positions. The few exceptions that have been un-

able to meet the Government requirements have been transferred to the marine staff until such time as they are eligible for enrollment.

Our worthy superintendent, Mr. T. M. Stevens appeared at the local headquarters of the Company the other day in full regalia. His natty uniform and military bearing creating a sensation. All work was stopped and admiring glances followed his every move. It is evident that his modesty was deeply touched as the next day he appeared in civilian clothes braving a courtmartial.

NAVY TAKES OVER HAWAIIAN RADIO STATIONS

As the most drastic war measure adopted in Honolulu since the formal declaration of war the United States navy took over all wireless plants in the islands and established a rigid censorship over the cable office.

The move means that (for the present) absolutely no messages other than federal government or territorial official business will be received or transmitted in Hawaii by wireless, and nothing but straight English messages—no code or foreign languages—will be accepted at the cable office. It also means that temporarily at least the only means of communication between the islands will be by mail, as the measure includes the Mutual Telephone Company's wireless department as well. All of the operators have been enrolled in the navy reserve and consequently will remain at their posts.

Although the wireless plants here are in charge of the navy department now, the army will continue to patrol and guard the premises as it has done for some weeks past, due to the small number of available marines stationed here. (Honolulu Star-Bulletin.)

MARCONI SERVICE NEWS

MARCONI WINS IMPORTANT PATENT SUIT

The Circuit Court of Appeals has handed down a unanimous opinion in favor of the Marconi Company, in its suit brought against the DeForest Radio Telegraph and Telephone Company for infringement of the well-known Fleming patent. The case was originally brought in the United States District Court of the Southern District of New York by the Marconi Company on this Fleming patent, alleging that the DeForest Company's so-called "Audion" was an infringement. The defendant set up a counter claim alleging that the Marconi Company's apparatus infringed nine DeForest patents. The Trial Court held that the Marconi Company's Fleming patent was a patent of great merit and of value, and was valid and had been infringed by the DeForest "Audion;" and that the Marconi Company's apparatus did not infringe seven patents of the De Forest Company. The Marconi Company confessed that the two other DeForest patents were good patents, as being improvements on its Fleming patent, and that the Marconi Company had used them to a slight extent.

In affirming the decree Judge Hough, speaking for the Circuit Court of Appeals, said: "We have no doubt that Fleming's patent displays invention, and of a very meritorious device."

As to the patents which the De Forest Company alleged that the Marconi Company had been infringing, the Court of Appeals held that six of them were not infringed and that a seventh was void. The result of this opinion, seems to be that the Marconi Company has the underlying or basic patent for what are called "vacuum" detectors, and that the

DeForest Company has two patents for improvements on the basic Marconi Company's Fleming patent for these devices.

SCHOOL OF INSTRUCTION SENIOR OPERATORS TO IN- STRUCT JUNIORS

By Charles Sandbach

As a result of the United States entry into the war and the fitting of a great number of ships, the supplying of First Grade operators has become a difficult problem. To meet the emergency the Government has agreed to issue "First" and "Second"-Grade Emergency licenses to operators who can send and receive at from 20 to 25, and from 12 to 15 words per minute, respectively.

In order to bring the students in the school up to this standard in the shortest possible time it is necessary to concentrate on code practice and cut all but the more important parts of traffic instruction. At the present time there are very few wireless messages being sent, and consequently very little abstracting. As soon as normal conditions are restored, it will be very necessary that the men we are now turning out with emergency licenses be prepared to take charge of ship stations.

From now on it will be expected that senior operators will instruct juniors in the proper abstracting and accounting of traffic. Sample copies of all classes of traffic should be prepared and the junior taught how to abstract them. This instruction should also include Traffic Summaries, Cash Receipts, Messenger Receipts, etc. By co-operating in this manner, senior operators will do much toward helping out of the present difficulty and the building up of an efficient staff for the time when normal conditions prevail.

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