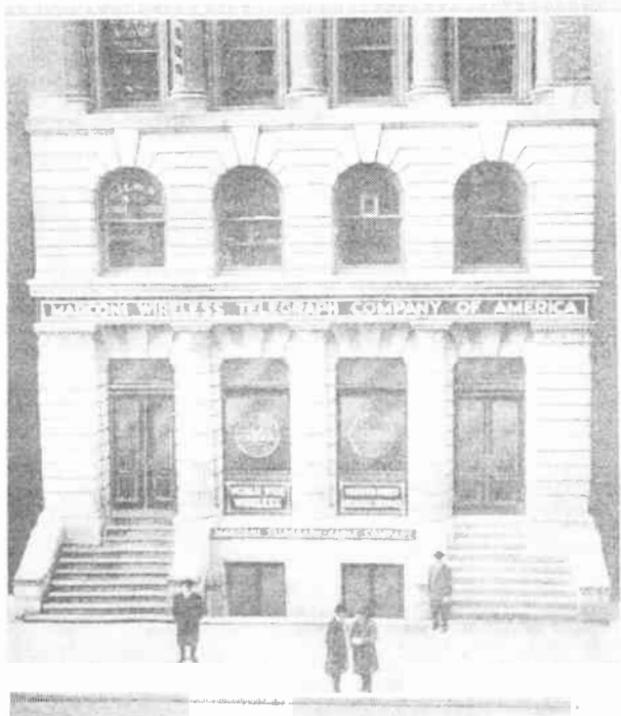


MARCONI SERVICE NEWS

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SILVER SHELL'S VALIANT FIGHT

COMPLETE STORY OF BATTLE IN WHICH AMERICAN SHIP SANK SUBMARINE— NO CHANCE TO SAVE ENEMY CREW

The author of this article was the senior wireless operator on the American steamship *Silver Shell*, which on May 30 sighted a submarine in the Mediterranean, and after a running fight lasting more than an hour and a half, during which about seventy-five shots were exchanged, sank her at 2,300 yards. Mr. Mapes saw the fight from the wireless cabin—the bullseye of the ship—and tells how it feels to be sending out S O S calls while shells from a submarine scream over one's head, sometimes missing the cabin by not more than two feet.

The *Silver Shell* is a steamship of 5,605 tons, owned by the Shell Oil Company of California. She sailed from the United States early in May with a crew of forty-three men, of whom fifteen were Americans. William J. Clark of New York, a warrant officer from the battleship *Arkansas*, commanded the armed guard on the vessel.

By Harold T. Mapes

We had, altogether, rather an eventful trip on the *Silver Shell* from New York to Marseilles via Gibraltar and Oran, Algeria, 1,800 miles of which was through the extreme danger zone. We steered a course south of the Azores and from there on traversed a distance twice that of the regular steamer course in our manoeuvres to keep out of the way of reported submarines. There were sixteen reported to me by wireless before we finally reached Marseilles.

Out in the Atlantic, to start with, we weathered a storm of no mean magnitude, being tossed about at its mercy for three days, and a few days later we passed within a hundred feet of a submarine that was lying on the surface charging her storage batteries with her oil engines. For the next day's run she was plainly seen by the three watchers, and we could hear her engines running after we had lost her in the dark astern. It was about 3 o'clock in the morning and very dark, and before the gunners could get the gun trained on her she was lost in the dark astern. Her watch was evidently asleep, as we were not molested. On a dark night they can see a large steamer much further than we can see them, and it would be very easy for them to manoeuvre into a position to torpedo us. So you can bet that none of us had any more sleep that night.

A day later we also passed a wooden ship, bottom up, with a large hole torn in her side, grim evidence of what a torpedo could do. A few life preservers and a lifeboat were floating near, but nothing else.

We lay two days at Gibraltar, and while there an open boat was brought in with nine sailors, only two of whom were alive, and crazy as loons, having completely lost their memories.

The Mediterranean is a hotbed of submarines, twelve out of the sixteen reported to me being in those waters.

We lacked only a day and a half to complete our voyage when we encountered our next submarine. We sighted her about 6,000 yards off our starboard beam early in the afternoon of May 30.

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The alarm blast was sounded, and then the fun started. The course was changed to west, and the lifeboats were cast free and lowered to the main deck; life belts were buckled on, and our small bundles of valuables thrown into the boats. Just then a shell from the submarine fell about 100 yards short. The next one just missed the wireless cabin, falling into the ocean 100 yards further on. Our 4-inch after gun had already opened up on them, our first seven shots falling nearly a thousand yards short of the submarine, even with the gun set at extreme elevation. W. J. Clark, who commanded the armed guard on the Silver Shell, then knocked out the extreme elevation pin and gave her about 40 degrees. We then did better, dropping our shots close around the submarine.

They had 5-inch guns against our 4-inch ones, and to start with were out-shooting us. The submarine was of the largest type, probably over 300 feet long.

In the meantime they were making it very unpleasant for us. The shells would come screaming by over our heads through the rigging and were bursting all around us. One of them that had fallen short and not exploded, ricocheted right over the wireless cabin with only a couple of feet to spare.

I was sending out the S O S broadcast, giving our position, course, and speed, while Mr. Douglas, the junior operator, was strapping a life preserver on me.

I was listening under difficulties for an answer to our S O S call, as every time our after gun was fired, which was only twenty-five feet away from the wireless cabin, the concussion would knock my instruments out of adjustment and the noise was deafening, along with the discharging of our gun and the exploding of the submarine shells.

The first answer was finally received from Algiers, and it had to be repeated a number of times, because, apart from the noise, a Spanish ship was blocking our signals by repeatedly asking in Spanish: "What ship is that asking help?" She did not sign off and it sounded like deliberate blocking, but finally I got it: "Help thirty-five miles northwest gunboat FQ." I then got into communication with gunboat FQ. She answered: "Coming as fast as possible."

From my position where I sat in the wireless cabin I could see the submarine astern, which had in the meantime come to within 3,000 yards of us and was plunging into a head sea, her gun crew hanging on every time she plunged. As her deck would be washed, and they would be waist deep in the brine, they would load and fire between plunges. We could see the flash of their gun ten seconds before the shell would reach us, wondering in the meantime whether it would hit us or not—pleasant feeling I assure you, when one has about ten seconds to ponder over it at each shot.

On an oil tanker, boilers, engines, and wireless cabin, the vital parts of the ship, are all right in the stern, with the wireless cabin as the "bullseye." To top it off, we had a cargo of over a million gallons of gasoline. Nice position to be in, with a grand-stand seat in the "bullseye," straining your ears between explosions and gunfire for that weak answering signal that your S O S has been heard and that help is coming!

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The firemen were below, making steam as they never had made it before, having screwed down the safety valves, and C. S. Adanis, first; J. J. Prescott, second, and L. D. Higgins, third assistant engineers, trying to get the engine to turn up a few more revolutions. You sure have to hand it to them, as at any minute a shell might penetrate a boiler or the steam pipes, and they would all instantly be killed by the live steam or an explosion. They were getting 14 knots out of a ship that had never done better than 11 before.

William J. Clark, who had been a warrant officer on the United States battleship Arkansas, handled his guns and gunners like a veteran, and neither he nor his gunners showed any more nervousness or confusion than when they were shooting at barrels thrown overside out in the Atlantic on the way over for target practice, although shrapnel was bursting close by on all sides, and they were in an exposed position, along with the engineers, firemen, and S. C. Harrison, the second mate, who was everywhere at once lending a hand wherever needed, a quick, accurate thinker and a silent doer. They were the real heroes of the day.

The bos'n, also, who had got inside of three suits of clothes, his Sunday ones on top, was seen a number of times brushing them off, and whenever a shell would come dangerously close he would let out a string of oaths and stop his work long enough to take a pinch of snuff.

Captain J. Charlton, although crippled with rheumatism at the time, was on the bridge manoeuvring his ship with precision and forethought. The mates and crew did good work, and there were only a few slackers to be found among them.

The submarine toward the last of the engagement was using shrapnel to clear our decks, and the shots were bursting all around and over the ship. She had closed in to about 2,300 yards, when we scored a hit aft of her conning tower. Her bow rose high in the air and she sunk stern first, with her crew on deck. This was lucky for us, as she would have cleared our decks with her shrapnel in another fifteen minutes, and she would have probably shelled our lifeboats if we had been able to get away in them after the fight we had put up. She was unable to get in a position to torpedo us, thanks to the engineers and firemen.

The engagement lasted over an hour and a half; we fired thirty-five shots and they about forty, and it was the first authentic case of an American ship sinking a submarine by shellfire. We did not try to rescue any of her crew, as there were other submarines in the immediate vicinity that were advised as to our position by our S O S call, so it was up to us to get away as soon as possible. Luckily no one aboard was seriously hurt.

Shortly after the engagement I got a message that came in very weak, saying: "If possible steer southeast. Will meet you in an hour." This was a decoy message sent out by another submarine to lure us in her way, as I afterward could not get it confirmed. We had already been instructed not to heed messages sent out by ships that were not authorized or confirmed by a Government land station.

At 7:05 p.m. gunboat FQ asked me our new position, which I gave her, and also details about fight and sinking of submarine. She wirelessed back, "Good work."

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At 11 p.m. met gunboat FQ and exchanged messages by "Morse Lamp." We were instructed to proceed. Instead of thirty-five miles distant when S O S was sent out she probably was over 100 miles away.

Next afternoon we arrived safely at Marseilles, France, the first American ship to make that port since war had been declared with Germany, and our bluejackets wore the first American uniforms seen there, and they attracted a great deal of attention. We will all probably receive prize money from the French Government for sinking a submarine. —(New York Times.)

A PIONEER VOYAGE

RECOLLECTIONS OF THE FIRST BRITISH OPERATOR TO MAKE A TRANSATLANTIC CROSSING

By F. S. Stacey

In responding to the invitation of the Editor to place on record a few notes regarding my pioneer voyage on the S.S. Lake Champlain, I am faced with the fact that no less than sixteen years have elapsed since this interesting event occurred. My memory, however, is still fresh upon many points which may be of interest to those operators who are now sailing the seas with apparatus of modern type. It will be seen later on that the conditions under which we had to work at that time were very different from those prevailing to-day.

It was in the year 1899 that I joined the Marconi Company, and after having made myself familiar with the apparatus, which was of a comparatively simple nature, at the office of the Company, then at 28, Mark Lane, and later on at Chelmsford, under Dr. Murray, I was able to act as technical assistant at several important demonstrations. When the Belgian mail packet Princess Clementine was fitted with wireless telegraphy I served aboard as operator.

The Princess Clementine having proved successfully that wireless telegraphy was a reliable form of communication, Captain C. V. Daly, who had then recently joined the Marconi Company as Marine Superintendent, arranged with the Beaver Line to install a set of apparatus on board the S.S. Lake Champlain. The arrangements were made with a Mr. Jones, later known as Sir Alfred Jones, and one of the directors of Messrs. Elder, Dempster and Company. Considerable importance was attached to the venture, particularly as the Lake Champlain was one of the Beaver Line's new vessels. As soon as negotiations were concluded I was instructed to get together the necessary apparatus and proceed to Liverpool to join the vessel, which was lying in the Alexandra Dock. The work of installation was carried out under the supervision of the late Mr. Bullock, afterwards appointed Traffic Manager to the Marconi International Marine Communication Company, Limited.

The transmitting apparatus consisted of a ten-inch induction coil working off current supplied by two six-volt accumulators. Four six-volt accumulators were supplied, two being worked whilst the other two were on charge. At that time there was no switchboard for charging, and the mains were connected to the accumulators through a bank of six carbon filament lamps which provided the necessary resistance. There

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were no tuning circuits, transmitting jiggers or aerial tuning inductances, the aerial being simply connected to one side of the spark gap and the "earth" to the other. A three-centimetre gap was used between balls of $1\frac{1}{2}$ centimetres diameter. The receiving apparatus consisted of two coherer receivers with a Morse inker, the signals being received on tape. The aerial consisted of two wires supported about one hundred feet above the waterline by means of a sprit, hoisted to the top of the mast and about twelve feet long. These wires, which were made of 7-20 I.R.V.B. electric lighting cable, were kept six feet apart by means of two spreaders, one at the top and one at the bottom. The aerial was led into the wireless cabin by a Bradfield insulator practically identical in form with that used at the present day. The transmitting key consisted of a switch and key combined. The lever had at one end an ebonite handle and a platinum contact, and this worked upon another contact beneath. At the opposite end of the lever was attached a length of ebonite fitted with another contact and a terminal. When the key was "up" this back contact rested upon a lower contact connected to the receiving instruments by means of a length of lead-covered cable, the lead covering of which was very carefully earthed. The terminal attached to the contact on the ebonite extension was connected with the aerial lead, so that when the key was at rest the receiver was directly connected with the aerial. Thus, when receiving, electrical oscillations collected by the aerial wire passed to the terminal on the top of the ebonite rod extension on the key, from there to the contact and thence by the lead-covered cable to the receiver. On depressing the key for signalling the contacts at the end of the ebonite rod were broken and the receiver cut out.

As there was no available accommodation on the boat for the wireless apparatus, a special cabin had to be built, and it is interesting to compare this with the specially designed and equipped cabins used at the present day. It consisted of little more than a cupboard 4 ft. 6 in. in length and 3 ft. 6 in. in width, one side being formed by the iron bulkhead. It was made of matchboarding, without any windows, and when natural light was required the door had to be opened. The total cost of this palatial structure was £5!

The apparatus itself was mounted on a table covered with green baize, the accumulators being placed on the floor and the lamp resistance for charging the cells screwed on to the wall. Two induction coils were supplied, one being used and the other being kept as a spare. The two coil boxes one on top of the other served as a seat, the empty coil boxes providing a convenient cupboard for spares and sundries. The stationery supply was of the simplest description, and consisted of P.V. forms, Post Office telegraph forms, and some Marconi's wireless telegraph forms printed in red. Traffic abstracts and the many other papers now in use had then not come into being.

The S.S. Lake Champlain sailed on the 21st of May, 1901, with about 1,200 people on board. Soon after we cleared the land we established communication with the station at Holyhead (long since dismantled), and soon after losing touch with this we picked up Rosslare.

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Numerous messages were sent and received to and from the owners; messages were also sent by members of the crew. Our busy time soon ceased, however, for there were no other stations to communicate with in Great Britain and none had been erected on the American side.

The new wireless installation naturally aroused tremendous curiosity and interest among the passengers and crew, who crowded in and out our tiny cabin from morn till eve. It is safe to say that it was much harder work explaining the apparatus and satisfying the visitors than actually manipulating it when occasion required. When the ship arrived at Halifax it was invaded by an army of newspaper reporters, who were quick to realize the possibilities of the new method of communicating, and Captain Stewart, Chief Engineer Samson and the writer were busy giving interviews and explaining the apparatus. Special articles appeared in the newspapers and were cabled to America and England. On arrival at Montreal further interviews were given and much interest aroused. Representatives from several of the scientific societies and technical colleges visited the ship, and Mr. Keeley, at that time Government Inspector of Telegraphs, journeyed from Ottawa with the express purpose of examining the apparatus. As a result of his visit the Canadian Government cabled to England and ordered two sets of apparatus for communication across the Straits of Belle Isle, a distance of twenty-two miles, where considerable difficulty had been experienced in maintaining cable communication owing to the cable being continually fouled by icebergs.

The return voyage was without event until on calling Crookhaven, which had not been erected at the time of our outward journey, but which was now working, we were considerably surprised to receive a call from the Cunarder S.S. *Lucania*, which was outward bound on her first trip with wireless. I exchanged several messages with the operator (Mr. J. St. Vincent Pletts), and as soon as communication was finished I picked up Crookhaven. Telegrams were sent to the owners and to Queenstown, and received some hours before they would have been if the old methods of signalling by means of flags had been used. After leaving Queenstown we communicated with Rosslare and Holyhead, and in due course arrived at Liverpool.—(Wireless World.)

The hen is the only animal in nature that can lay around and make money. The rest of us have to hustle for it.

Ingrate—Any person who has got something for nothing and wants more on the same terms.

Henry Ford fell down twice, Wrigley four times and Hershey once, before they reached their goal. Fortune likes a man who won't be licked and fights on, even when the devil himself is against him.

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SPECIAL ORDER NO. 55

TO ALL SHIP OPERATORS:

Please note that on and after August 1, 1917, the ten-word minimum previously applied to radio traffic, will be abolished. The abolition of the ten-word minimum has been agreed to by the following:

U. S. Naval Communication Service
Western Union Telegraph Company
Postal Telegraph Company
Marconi Wireless Telegraph Co. of America
Tropical Radio Telegraph Company
Federal Telegraph Company
Martha's Vineyard Telegraph Company
U. S. Signal Corps, U. S. Army
Washington-Alaska Military Cable & Telegraph System
U. S. Coast Guard
Panama Railroad Company
National Electric Signaling Company
Atlantic Communication Company
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American-Hawaiian Steamship Company
Ship Owners Radio Service, Inc.
Pacific Steamship Company
Booth Fisheries Company
San Juan Fishing and Packing Company
Puget Sound Tugboat Company
Union Sulphur Company
Oliver J. Olson & Company

DAVID SARNOFF,
Commercial Manager.



A Bunch of Head Office American Beauties

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DANGER OF FOG AT SEA

By L. S. G.

On June 13th, 1917, the good ship Governor was laboring along under a slow bell during the entire night engulfed in a very dense fog. All was well until about 7:20 a.m. when a faint whistle was heard from a distance, whereupon we immediately came to a stand-still. Upon closer approach we reversed our engines full speed astern but it was too late. At 7:29 a.m. the high prow of the Governor crashed into the star-board bow of the Revenue Cutter McCulloch, shaking the ship from bow to stern. Passengers were just entering the saloon for breakfast and a panic was averted by the coolness of officers and crew. As for myself, I was just getting out of my berth when I was startled by a sudden jar which nearly threw me off of my feet. I lost no time jumping into my uniform and slippers and repairing to the wireless room to deliver hurried instructions to the junior operator on watch. I next reported to the Commander on the bridge for orders when several messages were dictated to me. Between the Captain and the wireless key I was kept almost constantly on the go until 4:07 p.m. when I succeeded in clearing a considerable batch of messages. Communication was established immediately after the collision with the Naval Stations at Point Arguello and San Pedro also with the old battleship Oregon and U. S. Monitor Cheyenne. Directly after the crash, life-boats were lowered away and officers and crew of the Revenue Cutter were ordered to abandon the ship.

There were about ninety-two officers and crew all of whom were rescued, only one man being hurt. All were picked up by the Governor and

arrangements made by wireless for temporary accommodations on the Oregon and the Cheyenne both lying in San Pedro harbor. One of the saddest and most interesting sights was the disappearance of the historical old cutter. The vessel filled rapidly at the head and slowly sank, bow first. When sunk up to her waist she stood up almost perpendicularly for just a moment, and then took her final plunge,—one the prettiest dives ever made by a porpoise. Commander, officers and crew of the McCulloch paid their farewell honors to the historical old Spanish-American war veteran, when they stood at attention with bowed heads on her last fatal plunge.

McCulloch holds the distinction of having carried the first news of Admiral Dewey's victory at the Battle of Manila to Hong Kong in 1898 during the Spanish-American war.

WOMEN IN WIRELESS

Senator Marconi, while in New York as a member of the Italian Mission, received at the Ritz Carlton hotel, the members of the Hunters College Womens Class in Wireless, numbering 125. Our picture shows a part of the ceremony. The class was organized before war was declared, to aid the government. The students are now taking the technical instruction at the Marconi day and night schools where the tuition is free. Mr. Marconi addressed the class and urged its members to greater effort.

REALLY ALONE?

Lawyer—Was the deceased in the habit of talking to himself when alone?

Patrick Mahoney—I can't tell ye that, sor. I niver was wid him when he was alone.—Puck.



Senatore Marconi and the Women's Wireless Class of Hunter's College

(Copyrighted)

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**Mast Line, High Power Station, Looking Toward Station,
New Brunswick, N. J.**

The world's production of tea in 1915-1916 exceeded the figures of all other years recorded. India, Ceylon, and Java produced 100,000,000 pounds more than in the previous year, the Indian harvest alone surpassing that of 1914-1915 by 55,500,000 pounds. Shipments from Java reached 96,000,000, an increase of 12,000,000 pounds over the previous year.

Shipments from China showed a steady diminution, dropping from 8,500,000 pounds in 1914-1915, to 3,300,000 last year. Though the world's consumption of tea has tripled in the last thirty years, the production of tea in China has remained almost stationary.

The Government of Peru has offered a prize of \$300 for the best text-book teaching temperance for use in the public schools of the country. Intemperance has become a serious problem in the republic, especially in the mining regions, and it is hoped that the introduction of the teaching of temperance in the schools will have salutary effects. The texts submitted, which must be in the Spanish language, will be passed upon by a jury composed of the Director of Public Instruction, the Director of the Normal School for Men, a member of the Temperance Society, and one teacher from the Lima public schools.

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CENTRAL'S SACRED AND PROFANE

There are good centrals and bad centrals, and no hell can have too severe a climate for the really hopeless, blundering creature who gives you the wrong number three times running and then ignores your flashing far beyond the limits of your temper, to say nothing of your vocabulary. But anybody who telephones constantly knows that the bad central is a very rare exception. Day in and day out, from Bector to Tremont, and even to Edgewater and Back Bay, there is more courteous, intelligent good nature buzzing over the central end of our telephone wires than anywhere else we can think of.

We wish we could say as much for the great telephoning public. But we cannot. The profane telephoner of this city whose service was cut off with the cordial approval of the Public Service Commission stands at the bottom of the list. But there are endless pious citizens and citizenesses who are to be rated very close to him. Item one, there is the man equipped with a perfectly loud voice who insists upon talking with his lips some six or eight inches from the transmitter. The indistinct mumbling which results at the other end is probably the most infuriating experience of modern, civilized life, by no means excepting the central who blissfully ignores your flashing, for she, at least, has a superior upon whom one's wrath can ultimately be vented. Then there is the crank who expects bad service and always gets it, ever doing his best to earn it by concentrating as much peevishness in his tone as he possibly can. Unimaginative folk are these usually, who think of the telephone as a machine that ought always to be perfect, matching their eternal grouch with a never-failing politeness.

There are others. Of general, sincere human politeness there is a growing sum, but it grows slowly. We suggest self-interest as the best text to preach to the laggards. Even if you haven't a decent human interest in the human beings who wait on you in shops and summon friends for you on the telephone, for heaven's sake pretend an interest and be decently courteous. For the service that you receive will be bettered immeasurably. Try and see. The fact that you get what you give is nowhere so promptly true as in the small change of courtesy.—(N. Y. Tribune.)



THE IDEAL CENTRAL

It is located at the Head Office and its presiding genius is Miss Alma Lawson, known by her intimates as Dolly. She never forgets a number, and knows every number in the book by heart. There is always a smile in her voice, no matter how weary she is or how impatient those whom she is trying to serve. Calls come in hunches all day, yet she never

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loses her poise. There is a snap and decision about her methods which render the telephone the willing and efficient servant of the entire office in spite of wrong connections, busy lines, grouches and other ills common to all telephones excepting ours. With Dolly at the switch telephoning is a pleasure and switching is reduced to a fine art. She is everybody's friend and everybody is her friend: and this happy state of affairs has grown out of her absolute efficiency.

THE STAR-SPANGLED BANNER

No patriotic song has a more thrilling or inspiring history than the national anthem of our country. It was during the war of 1812, after the British had failed to reduce Fort McHenry, the defense of Baltimore, that Francis Scott Key, held prisoner by Lord Cockburn, the British Admiral, wrote the first lines. Key had gone to the flagship under a flag of truce for the purpose of requesting the release of a friend who was being held as a prisoner. The British Admiral had just completed his plans for the attack of Fort McHenry, and instead of releasing Key's friend, made Key a temporary prisoner. The battle began on September 13, 1814, and lasted until the morning of the following day. From his prison ship Key watched the progress of the bombardment, hopeful but not confident that the "Stars and Stripes" would still wave above the fort when the battle ended. Now he would catch a glimpse of the flag for a second as the smoke and fog cleared away, and then it would be hidden from view again as the British guns belched forth shot, fire and smoke. Night fell and the bombardment continued. Anxiously the prisoner peered through the darkness for a glimpse

of the flag. For an instant, as a bomb or a rocket would burst perilously close to its staff, he would see it, only to have darkness close in again—and with darkness came uncertainty. The hours passed slowly, but Key remained at his post watching, hoping against hope. Morning broke at last, and above the fort "Old Glory," still floated defiantly in the breeze. The British had failed, and withdrew. It was then that Key, on the inspiration of the moment, put down the first lines from which he later wrote "The Star-Spangled Banner." A week later the verses were published in a Baltimore paper, under the title of "The Defense of Fort McHenry." A short time later they were set to the tune of the old air, "To Ancreon in Heaven," and were taken up at once by the troops camped in Baltimore, and from that time the song grew in popularity until today it is given first place among our national songs.

SAMBO KNOWS

Railroad Foreman—Sambo, if we had war wouldn't you like to be a captain and get in front and holler, "Come on, boys!"
Sambo—No, suh, boss. I'd ruther git behind and holler, "Go on, boys!"
—The Christian Herald.

THE COAL QUESTION

"I see where some of the coal experts are advising people not to buy great quantities of coal at a time."
"Is that advice economy or sarcasm?"—Baltimore American.

ALL LETTER PERFECT

"You've been to the altar three times, I believe?"
"Yes."
"And me twice. The minister is an oldtimer, I guess we won't have to rehearse."—Kansas City Journal.

MARCONI SERVICE NEWS



OPERATORS are apt to feel that one's identity is lost when one is working in a large corporation like the Marconi Company. His ambition is like a bee-hive; each bee trying to climb over the other. Did you ever watch to see how some bees keep on top, although all have the same physical strength?

You, perhaps, have boarded a street car in a large city and observed the conductor with number 6547 on his cap. You might mistake him for an automaton which makes change and calls streets—just a machine. However, if you are in a strange port, and don't know your bearings, or how to get where you wish to go, you are mighty glad to make his acquaintance. If he is polite to you, as he will be, or should be, and unravels you in your course, you will think him a king-pin. You will think also that it is the finest street-car system in the World. Moreover, the 6546 whom you didn't ask, gets the same credit; a reputation created by one man.

A patron has complained at the Head Office that an operator, when asked a question regarding rates, not only cut his answer short but turned his back upon the questioner. Should the Marconi Company be credited with having a discourteous and arrogant operating force, because one of its operators forgot common courtesy? Yet this operator brought reflection on the Marconi Company and the entire operating force.

Individual effort does count, and although the bee-hive may be full of operators the top boys are first to fly with the new queen.

RIGHT

But the right is more precious than peace, and we shall fight for the things which we have always carried nearest our hearts—for democracy, for the right of those who submit to authority to have a voice in their own governments, for the rights and liberties of small nations, for a universal dominion of right by such a concert of free peoples as shall bring peace and safety to all nations and make the world itself at last free.

To such a task we can dedicate our lives and our fortunes, everything that we are and everything that we have, with the pride of those who know that the day has come when America is privileged to spend her blood and her might for the principles that gave her birth and happiness and the peace which she has treasured. God helping her, she can do no other.

—Woodrow Wilson.



MARCONI SERVICE NEWS



MARCONI BUDS

That the interest of the company in its employees extends to their families, even unto the second generation, is evidenced by the winning face of little Ruth, whose proud father is James A. Kennedy, of the Purchasing Department. This kid never cries, never has colic, and carries her seven months with becoming dignity.

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, acting as Chairman.

WEDDING BELLS

The nuptials of David Sarnoff, Commercial Manager, and Miss Lizette Hermant of New York, were celebrated July 4, at the Broadway Central Hotel, New York, in the presence of the immediate families of the happy couple. After a wedding supper the bride and groom departed on their honeymoon trip. They were the recipients of many presents including a large case of flat silver from Mr. Sarnoff's Marconi associates.

OPERATORS—ATTENTION

During the present year the Department of Commerce has received a number of complaints from foreign countries concerning the unnecessary use of radio by American operators, causing considerable interference. Specific complaint has now been made by the State Department and on receiving the report of the investigation the Department of Commerce has suspended the licenses of 2 first grade Marconi operators for 30 days, and intimated that if a second complaint is received the licenses may be cancelled.

Special Order Number 46 on this subject, issued November 25, 1916, cautioned all operators to operate their equipments strictly in accordance with international laws and regulations, as well as the laws and regulations of the Government. The violation of these rules is a serious matter at all times, but during the present emergency operators failing to observe them are guilty not only of breaking the law but of jeopardizing the value of radio communication. The air must be kept as free as possible, in order that official communications may be handled with minimum disturbance.

MARCONI SERVICE NEWS

EUGENE HEGEMAN BOOTES



In the sudden death of this promising young man Marconi loses one of its best operators. He was stricken with heart failure on the S. S. Carolina at San Juan and passed away almost before his associate operator Mr. Lazarus and the ship's physician realized his serious condition.

Mr. Bootes was born in Denver 21 years ago and had been in the Marconi service two years. He was a youth of high ideals and exceptionally good habits, and endeared himself to all his associates. Mr. Lazarus was his old schoolmate and was deeply affected by the sad event which compelled him to make the return voyage alone, with the remains of his friend on board.

Beware of little expenses; a small leak will sink a ship.—Franklin.

Life is like a street car—there is always room up front.

Beware of believing you are as good as people who like you, say you are.

JUNEAU

Sparks from the Land of the Midnight Sun

Lieut. Clark, U. S. N., visited our city recently and enrolled the staff

in the Naval Reserves. Each man passed the required examination in fine style. Some huskies around this place.

The Kensington station has been closed by the Mines Company. J. A. Marriott, operator, was to have been assigned to duty at this station, but owing to an unfortunate accident when he was a child which crippled his right arm, he could not pass the examination. We disliked very much to see Jack leave, as he came here when the circuit was opened. Our best "73" and wishes for his future are extended.

"Scraggs" Simson, radio operator, and mine electrician, at the Jualin Mines, paid us a hurried visit to enroll in the Reserves, in order that the station there might be kept open. He was given the rating of Chief Electrician, Radio. He says the climate and scenery over there are great.

Nick Marthaler, has been assigned to the city office in place of Woodford, now at the station. Nick is some dashing devil with the ladies. He has put in a large stock of late styles in sporty neckties, causing the fair damsels to sit up and take notice.

Cowden and Woodford the "Jolly Cooks" are busy these days trying to keep ahead of old man "H.C.O.L." They have planted some garden, and from appearances have had a great deal of experience, though we didn't know they had gardens back in little old Brooklyn.

"Ossy," the winged messenger who has been with us for almost two years, has resigned to enter the moving picture business with his father. (Ossy is to be the janitor.) He aspires to become a screen star some day.

Our new manager Curtis Slade, has been enrolled in the Reserves as a third class Yeoman. He has fond hopes of some day firing one—"Them there big cannons."

MARCONI SERVICE NEWS

FOR A JITNEY DAMAGES

Henry Ford might be justified in entering a libel suit against that New Jersey judge who convicted a man of petty larceny for stealing sixteen Ford cars.



EXECUTIVE OFFICE

General Manager Nally is spending his vacation in the Adirondacks at the Lake Placid Club where his family is summmring.

Mr. G. W. Nicholls, Superintendent at Boston, was a recent visitor at the Executive Office. He entered his daughter in our baby contest and her portrait will shortly appear in these columns.

M. H. Payne, Assistant Treasurer, is rustivating down in Virginia.

Lewis MacConnach, private secretary to the third Vice President, has been elected Assistant Treasurer.

Mr. Harry Shoemaker, Research Engineer, has resigned to engage in other business.

Mr. Juan de Jara Almonte has returned from Central America where he has been for nearly a year looking after Marconi interests. He is enjoying his vacation with his family at Richfield Springs, taking the cure.

SPOKES FROM THE HUB

Constructors Gardner and Swett completed new equipments last month on the Newton, Malden, Pennsylvania and Trillissick and on the five masted schooners Addie M. Lawrence and Edward B. Winslow.

C. H. Sargent and A. O. Parmelee, new men, have been assigned to the

Newton and Malden respectively.

P. W. Pratt, a new man, is on the City of Rockland, which has been commissioned for the summer season.

Operators P. S. Killam and H. C. Knight are on the Ockenfels, owned by the U. S. Shipping Board. One of our emergency sets was added to the Ockenfels' equipment.

M. P. Beckvold has transferred from the City of Atlanta to the Texas Company's new ship, the Pennsylvania, a Fore River product.

R. W. Rice, formerly of the E. L. Doheny, is now on the Matoa, newly equipped at Boston.

E. J. Doherty, a New York man, has relieved P. S. Berryman on the City of Augusta.

Damon Eastman, of the Nacoochee, has purchased a farm. With the prices of farm products sky-high and with the announcement of the new wage schedule, we expect matters to come to a logical conclusion.

EASTERN DIVISION

E. Michl from Iroquois to Edith, R. A. Reid, a new man taking his place.

H. J. Liggett of the Gulf Division ship Druid is now senior on the Parima with I. C. Patchin, a new man as junior.

D. Michaelovitz, a reengaged man, on the Nueces.

R. S. Shipley of the San Marcos to unassigned list succeeded by W. C. Clarkin of the Panuco. Wood, C. W. takes Clarkin's place on the Panuco.

J. A. Quinlan of the Mundelta to Great Lakes Division. H. M. Hammerly, a reengaged man, taking his place.

R. S. Weeks, a new man, on the Mayaro.

P. Troiano of the torpedoed S. S. Hilonian, now on El Oriente.

MARCONI SERVICE NEWS

H. R. Davis of the torpedoed Harwood Palmer now on Owega.

R. G. Curry of the Mundale to Southern Division relieved by G. S. Schaeffer from Southern Division.

D. R. Black of the Currier resigned, relieved by H. B. Upham, a new man.

F. Stelluti of the Tres-Os-Montes resigned and G. L. Rhoades his second also resigned, this vessel being sold to the French Government.

H. A. Ingalls of El Rio to Jamestown relieved by C. Miers, a new man.

M. A. Simmons of the Florence Luckenbach suspended.

J. D. Edwin of the Gargoyle on the Korona.

F. C. Gerloff of the El Sol failed to report, relieved by W. S. Knapp.

F. C. Gerloff on the Chincha. C. H. Meyer as senior on the Chincha.

J. E. Doyle of the Helen to New York relieving W. Dinga who relieved Doyle on the Helen.

M. J. Reilly, a new man, as first and J. Pope, also a new man, as second on the Campana.

C. S. Rosenthal of the Zulia resigned.

J. E. Dickerson of the Capto returned to San Francisco.

W. McCaig, on the Catania.

L. S. McKay senior on the Lampasas resigned, R. H. Strahlman, junior, laid off; relieved by J. A. Nash of the Mexico and A. Schwartz, a re-engaged man.

G. O. Potts of the Gold Shell is a new man.

E. J. Shirvell of the Caspodeia resigned, relieved by J. R. Raggie, a reengaged man.

J. D. Couvert, a new man, on the Mexico.

R. H. Rhien of the Paulshoro deserted.

G. Braito of the Platuria resigned
H. S. White of the Pioneer resigned.

F. W. Harper of the Dayton to the Madgeburg.

P. S. Killam first operator of the City of Columbus to Ockenfels and W. F. Norcross second to Boston Division relieved by C. E. Hallett from waiting list as first and W. H. Walker a new man as second.

C. C. Langevin senior on the North Star to Dora and C. A. Schroeder junior to Madgeburg relieved by C. R. Underhill, a reengaged man, as senior, and R. S. Shipley from unassigned list as junior.

D. E. Foster, a new man, on the Dota as junior.

F. A. Schneider on the Huron.

I. T. Carpenter on the El Alba.

D. Cawman on the El Norte.

G. L. Reachard of the Northwestern as senior on the Ida and J. M. Valasco of the Maracaibo as junior. K. G. Bailey, a new man, relieving Valasco on the Maracaibo.

H. A. Engelder of the Nelson to waiting list relieved by J. Rile from Southern division.

W. K. Johnson on the Edward Lawrence.

R. H. Poling and H. A. Carder as first and second on the Philadelphia have taken the places of W. C. Beltz and H. A. Carder as first and second of the Kroonland who are now first and second on the Philadelphia.

R. L. Greeman of the El Dia resigned and H. Voightlander as senior goes on.

E. J. Styles of the Muskogee to Evelyn relieved by A. Bergeron of Coamo. A. A. Learned, a new man, takes Bergeron's place on the Coamo.

W. O. Smith of the Evelyn resigned.

M. McNaught, a new man, on the Cornelia.

G. O. Petersen of the Sabine as senior on the Herbert G. Wylie and C. E. Isaacson, a new man, as junior.

MARCONI SERVICE NEWS

C. A. Williams of the Algonquin resigned.

H. Engeller on the Sabine.

R. G. Wolcott as first operator on the Jamestown.

E. Marschall and K. E. Smith as first and second on the Jefferson.

V. A. Wheelless of the Hamilton to the Brabant relieved by H. Koehler on the City of Savannah.

H. V. Griffing of the Brabant is on sick leave.

J. Maresco on the Torres.

E. E. Sams of the W. O'Brien on leave relieved by G. W. Drury, a new man.

H. P. Folsom junior of the City of Savannah to the Comanche relieving D. Malisorf.

C. H. Meyer and D. S. Templeton as first and second operators of the Concho replaced by E. J. O'Mara, a reengaged man, and J. Agnoli, a new man. Templeton on the Gulmaid relieving R. Batchelder.

H. I. Michener of the Brammell Point to Southern Division relieved by C. G. Dietsch, a new man.

J. G. Woltall of the El Mundo, suspended, relieved by F. Lumes, a reengaged man.

L. G. Ainley of the Princeton on sick leave relieved by North West of the Southern Division.

T. Peskin of the J. M. Guffy on sick leave relieved by J. N. Simpson of the Southern Division.

M. Kargher on the Harkness.

N. Brudenell of the Southern Division on the Golaa.

E. R. Schindler of the Pacific Division on the Josiah Macy.

H. J. Mapes of the Silver Shell resigned, relieved by E. Lahuc.

SOUTHERN DIVISION

Hubbard McCauley and R. Opperman have been assigned to the Arcadia, operated by the U. S. Shipping Board. She is bound for war zone.

Johnny Flagg has been assigned to the Prinz Oskar at Philadelphia.

Loyal McKee has left the service to go with Uncle Sam at Washington. You have a very appropriate name, Loyal.

H. P. Kasner, of the New York construction force, is now a member of our busy force.

H. R. Butt, a new man, has been assigned to the Essex at Norfolk.

R. W. Curry, of the Munalbro, is now working in this Division.

After an exciting trip to the war zone, Oscar Foy returned to our midst; celebrated his safe return in grand style; gave the Associated his story; signed on the Alamance (together with his new uniform) and left for another sojourn to the zone.

William Stengle, an old Eastern Division man, and John Canfield have been assigned to the Rheatia as senior and junior, respectively.

C. D. Anderson relieved George Fischer on the J. W. Van Dyke at Philadelphia.

The Harold Walker and Edward L. Doheny, Jr., were equipped with our apparatus by Constructor Manley.

Constructor Gerson installed a 2 k.w. panel set on the new steamship Torres of the Southern Pacific Company at Newport News.

Our construction department made eleven new installations during the month of June.

Dave Heilig is teaching school (wireless) at Philadelphia and says he is having the time of his life.

Superintendent Chapman was in Philadelphia recently on business.

Word was received from Ensign Eugene Murray several weeks ago to the effect that he would shortly be in Baltimore for a good old crab feast. Hurry up, Eugene.

R. J. Fitzgerald, recently appointed radio inspector for the Government in this district is an old Marconi man.

MARCONI SERVICE NEWS

L. M. Temple joined the Gloucester at Norfolk as junior, relieving H. P. Field who is taking a trip to the zone on the Norlina.

W. J. Sheehan, from the Boston district relieved J. L. Birmingham on the Juniata at Providence.

E. Sinclair Hook, cousin of former 3rd trick operator L. W. Sinclair of the Miami station has taken assignment on the Nantucket which is at present running out of Philadelphia. Any more operators in your family, Leslie?

N. B. Watson, formerly of the Somerset has been assigned to the Bacoi of the Gulf Division.

Former senior operator Fred Crone of the Suwannee has been assigned to the new motor ship Joseph Cudahy of the Eastern Division. His place is being filled by E. L. Knapp, a new operator in our service.

H. W. Keller, formerly of the Eastern Division is taking a trip South on the Paraguay.

F. R. Smith, formerly of Naval Auxiliary Service is taking a trip to war zone on the Sun. We hope she will not go down in the West, though.

GREAT LAKES DIVISION

Wm. H. Kunner has been transferred to the Carl D. Bradley, a new equipment.

The Juniata went into commission with H. F. Konitz as first and G. D. Rogers, as second, both new men.

The Tionesta went into commission on June 26th with H. E. Blaiser as first and E. F. Brede as second temporary. Blaiser is a new man.

B. L. Chapman of the City of Cleveland was transferred to the Conneaut vice W. W. Neely, transferred to the Eastern Division. H. E. Corey relieved Chapman on the Cleveland.

J. I. Bell is relieving Operator Brisson on the Alpena who has been on the sick list for some time.

E. C. Wirth of the E. J. Earling was taken suddenly ill and was relieved by E. J. Krajcick.

C. O. Weller has been assigned to the Seandbee.

The Octarara went into commission on July 4th with H. D. Scott as first and Orrin Dunlap as junior, both new men.

The South American went into commission with Howard Dodge senior and L. Lynn junior.

The North American started her season with B. B. Minium and W. K. Wing.

The Lakeland started her passenger season with Jos. Whalen as senior and W. D. McPherson as junior.

The Eastern States went into drydock at Detroit after a collision with a freighter in the Detroit River, the latter being sunk and the Eastern States badly damaged. No lives lost.

The Missouri went into commission with Edwin Werlein as first and Paul Kessler as second, both new men.

W. C. Evans is on the Carolina.

L. A. Benson is on the Arizona.

Gerald Price is on the Theo. Roosevelt, all new men in the service.

Installations were completed on the War Major and the War Tune during the month of June.

PACIFIC DIVISION

G. A. Williamson of the Adeline Smith was recently on a short vacation trip to his California holdings.

J. M. Chapple has been temporarily assigned as assistant on the Beaver.

W. E. Chesebrough is acting chief on the Klamath with C. Heck, a new man as junior.

B. McLean and L. J. Bauchou are senior and junior on the Lurline.

MARCONI SERVICE NEWS

F. I. Throop, an East Coaster, was assigned junior on the Manoa vice I. Farwell resigned.

Geo. Jensen is now in charge of the DeSoto, bound for South American ports.

W. B. Wilson of the Seattle end has been relieved as operator in charge of the Queen by F. M. Ryan.

E. A. Kraft joined our service at Seattle as junior on the Ravalli.

S. Emanuel also of Seattle joined the Spokane as junior from that port.

G. Knudsen of San Francisco after spending the cold winter months voyaging between Seattle and Alaska has been assigned to the Santa Rita for a trip to Chile during the hot summer. Something wrong. What's the matter with Knudsen? After considerable thought, it appears that the Eastern women entering the wireless field must have something to do with it. Anyway, we don't believe our worthy editor would run away!

Tom Lambert, one of our first class newspaper men is making the trip to Nome on the Umatilla. Record sales are expected on his return.

L. J. Ward, formerly of the East Coast, is returning on the G. C. Henry, a new equipment. She will operate out of the Gulf Division.

Superintendent T. M. Stevens of San Francisco and Manager C. E. Bence of Seattle are now in active Government service. Their smiles are no longer in evidence at headquarters.

Mr. E. W. Horsman has been appointed as manager of the Seattle district vice Mr. Bence. We were all sorry to see Mr. Horsman leave San Francisco and extend our best wishes for every success.

C. Fitzpatrick a new man assigned to the City of Seattle as junior.

C. Bryan one of the old timers was recently assigned to fill in as junior on the Beaver.

J. U. Meyer, a new man, joined the Breakwater as junior, relieving H. W. Kelly, assigned to the Tanker Col. E. L. Drake.

G. W. Werner and C. L. McCarthy are holding down the Wapama as senior and junior respectively.

C. Vandenberg of the City of Topeka, was relieved by a new man—J. Summers. Vandenberg is now on sick leave.

W. C. Ludgate and P. U. Clark senior and junior on the Great Northern.

H. B. Read, of the Seattle district, has replaced G. B. Horne as operator on the Louise Neilsen, (Nor.)

Tom Lambert has been assigned to the President and we expect to see record breaking sales for the Wireless Press.

F. M. Ryan was temporarily transferred to the Seattle shop. H. S. Pyle relieving him as operator on the Spokane. Mr. Ryan is filling the place of Construction Engineer Kraft, who is at Portland equipping the War Baron, (Br.)

The San Francisco construction department, as well as the Seattle department, is furnishing its quota of equipments. The present rush is the largest ever known, the force and installations being made in record style. The bread and butter is now truly being earned by the sweat of the brow.

Mr. Geo. S. DeSousa of New York will hereafter make his headquarters at San Francisco. He arrived from the East recently and after a short visit to Seattle, returned to San Francisco where he immediately started the ball going, and we are all going with him. The new spirit is rapidly spreading and our worthy executive will undoubtedly reap a full harvest in return for his efforts.

MARCONI WIRELESS TELEGRAPH CO.

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WOOLWORTH BUILDING

233 BROADWAY, NEW YORK

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