

MARCONI SERVICE NEWS

Volume 3



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By and for Marconi Employees



EIFFEL TOWER.

OUR HONOR ROLL

MARCONI

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OUR HONOR ROLL

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OUR HONOR ROLL

MARCONI

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MARCONI SERVICE NEWS



MR. BOTTOMLEY STARTS THE BALL

New York, February 18th, 1918.

The Treasury Department of the United States has appointed the Marconi Wireless Company of America an authorized agent of the department for the sale of War Savings and Thrift Stamps, and stamps of the denomination of twenty-five cents and five dollars, payable in 1923, purchasable now at about four dollars, will be on sale at the Head office and offices of the various divisions, also at Aldene, N. J., and Elm Street, New York.

I cannot too highly advocate and recommend the practice of thrift generally, and more especially at the present time.

All our great men who have risen from a small degree have done so through the exercise of thrift, and we who remain in the mediocre class are there because we have spent instead of saving. Thrift saving is not taking or keeping money from capital or income, so much as saving where expenditure is unnecessary. As a man said when he refused to go into a "Jack-Pot" at a poker game, "It is not what you make, but what you save."

My last week's saving is shown as follows:

On Monday my wife and two daughters went to a knitting class. I called for them in the evening and walked ten blocks. .05
On coming out from the class my wife suggested we walk home, the evening being fine. .20

Saved..... .25

On Tuesday I went to the club and saw a very nice portion on the menu for 75 cents. I said to myself "No meat in war times for lunch" and I took an equally nice portion of fish for 55 cents.

Saved..... .20

On the way back to the office I stepped into the Mirror Candy Store, intending to buy a pound of candy for 75 cents, but I remembered this is Lent, and said "no candy during Lent."

Saved..... .75

Total saving for week..... \$1.20

This saving of \$1.20 is now in War Thrift Stamps.

MARCONI SERVICE NEWS

All of us, with advantage to ourselves, can do likewise, and I strongly urge every man, woman or child, connected with the Marconi Wireless Telegraph Company of America, to at once procure and fill as rapidly as possible a thrift saving card. My motto is—"Every stamp annexed to this card is a dent in the Hindenburg Line."



Vice President, Secretary & Treasurer.

WAR-SAVINGS STAMPS

IN OFFERING War Savings Stamps to the public the United States Government has made immediately available for every man, woman, and child in the country a profitable, simple, and secure investment.

What They Are.

War-Savings Stamps are the answer of a great democracy to the demand of a democratic form of government security. They are "Little baby bonds." Like Liberty Bonds, they have behind them the entire resources of the Government and the people of the United States. They have the additional advantage that they steadily increase in value from the date of purchase until the date of maturity, and this increase is guaranteed by the Government. These stamps are issued in two denominations, the 25-cent stamp and the \$5 stamp.

For convenience of investors a Thrift Card is furnished to all purchasers of the 25-cent stamps. This card has spaces for 16 stamps. When all the spaces have been filled the Thrift Card may be exchanged for a \$5 stamp at post offices, banks, or other authorized agencies by adding 12 cents in cash prior to February 1, 1918, and 1 cent additional each month thereafter. Those who prefer may buy a \$5 stamp outright. These will be on sale from December 3, 1917, until January 31, 1918, for \$4.12. They automatically increase in value a cent a month every month thereafter until January 1, 1923, when the United States will pay \$5 at any post office or at the Treasury in Washington for each stamp affixed to a War-Savings Certificate. When you purchase a \$5 stamp, you must attach it to an engraved folder known as a War-Savings Certificate which bears the name of the purchaser and can be cashed only by the person whose name appears upon the certificate, except in case of death or disability. This certificate contains twenty spaces. If these are all filled with War-Savings Stamps between December 3, 1917, and January 31, 1918, the cost to the

MARCONI SERVICE NEWS

purchaser will be \$82.40, and on January 1, 1923, the Government will pay the owner of the certificate \$100—a net profit to the holder of \$17.60. This is based on an interest rate of 4 per cent, compounded quarterly from January 2, 1918. The amount of War-Savings Stamps sold to any one person at any one time shall not exceed \$100 (maturity value), and no person may hold such stamps or War-Savings Certificates to an aggregate amount exceeding \$1,000 (maturity value).

If the holder of a War-Savings Certificate finds it necessary to realize cash on it before January 2, 1918, he may upon giving 10 day's written notice to any money-order post office receive for each stamp affixed to his certificate the amount paid therefor plus 1 cent for each calendar month after the month of purchase of each stamp. A registered certificate may be redeemed, however, only at the post office where registered.

In other words, the plan is simple, straightforward, and certain. The holder of the certificates can not lose and is certain to gain. He is buying the safest security in the world in the most convenient form in which the security of a great Government has ever been offered to its people.

Why You Should Buy Them.

The main reason for the purchase of War-Savings Stamps is because your country is at war. Your Country needs every penny which every man, woman, and child can save and lend in order to feed, clothe, arm, and equip the soldiers and sailors of America and to win this righteous war in defense of American honor and the cause of democracy throughout the world. If we are to win the war, we must win it as united people. The savings of every man, woman, and child are necessary if we are to hasten the victorious ending of the war. War Savers are Life Savers.

A single strand in the cables which uphold the great Brooklyn Suspension Bridge is not very strong, but thousands of these strands bound together uphold one of the great thoroughfares of the world.

When our fathers and sons and brothers were called by our Country to take up arms in her defense, you did not hear an individual soldier refuse to serve because his service alone would not win the war. Each man was ready to do his part. The great army thus formed is going forward to face the fire of battle and to risk everything for the safety and security of our homes and our families, and for the very existence of our Country. These are the men for whom you are asked to save and lend your dollars. A Country worth fighting for is a Country worth saving for. To save money is to save life. Buy War-Savings Stamps at post offices, banks, trust companies, or other authorized agencies, and strike a blow for our Country.



Secretary of the Treasury.

MARCONI SERVICE NEWS

THE TORPEDOING OF THE ACTAEOON

By G. A. Jensen



Our third encounter with submarines within a month which ended disastrously for us, occurred two days after leaving France for the U. S. We left Bordeaux in ballast and when about thirty miles off shore a hydroplane flew overhead and alighted in the water ahead of us. The observer reported a submarine about twenty miles ahead and warned us to give it a wide berth which we did with pleasure.

Two days later when about 400 miles from France shortly after 7 p.m., we were torpedoed without warning of any kind.

At the time we thought we were practically out of the real danger zone but to our sorrow later found we had a submarine on each side. The torpedo struck in the after part of the ship and sent things flying in all directions in the wireless room.

I was on watch at the time, having relieved the junior operator J. A. Atkins, at 6 p.m.

The ship's dynamo was put out of commission by the concussion. Realizing our main set was useless we started testing our emergency set to send distress as we were without convoy and alone. The ship started sinking so rapidly that all hands were ordered to take to the boats immediately. When the last boat was about to leave I went back on deck and slid down the rope falls together with the two men who lowered the boat. When a short distance from the ship a submarine appeared out of the briny deep and started towards us, and while approaching he Morsed with a light to another submarine some distance away. His wireless masts were stepped and his guns trained on us. About twelve of the crew were on deck with automatics in their hands.

When within hailing distance they ordered the nearest boat to come alongside. Being true apostles of the safety first propoganda, the boats started off in different directions bound for nowhere in particular, their object being merely to get as far away from those submarines in as little time as possible.

Page Eight

MARCONI SERVICE NEWS

When torpedoed we were about 150 miles from the nearest land with very threatening weather. The following morning found us battling with a gale which continued until after we were picked up. We sighted land (after sailing 36 hours) which we thought was Portugal, but it proved to be Spain. Shortly afterwards we sighted a small Spanish coasting steamer which we signaled and were taken aboard half frozen and nearly famished.

We landed in a Spanish port the following day, and were taken in charge by the American Consul, given clothes and later sent back to the United States on a Spanish passenger ship.

Unfortunately all of our boats did not fare as well as we did, some of the crew dying from exposure and thirst before being picked up, and although the official list is not known as yet, the number lost were few considering the trying conditions under which our ship was lost. One boat containing 10 Navy gunners and 5 of our crew has not yet been accounted for.

GOING DOWN



There is a law that for every effect there must be a cause. In the case of the *Alamance* the effect may have been due to the fact that the second mate took the skipper's black kitten ashore one night and with the aid of his shoe made the poor kitty disappear up a dark alley. The poor kitty never returned aboard. Again, the effect may have been due to numerous improvements made in the rooms of the officers, including Sparks, there being a superstition among mariners that improvements in their rooms will never do the ship any good.

Whatever the cause, the effects may be traced through a chain of minor mishaps to the climax, the torpedoing of the *S. S. Alamance* on February 5th, 1918, just off the Irish coast. In port, considerable difficulty was experienced in taking fuel oil aboard; and in the middle of the trip the cabin boy nearly died of heart disease; while just outside of the war zone our steering gear carried away and we had to heave to for a few hours till the gear was repaired.

We were in a convoy of 25 ships, escorted by a large British cruiser. At the beginning of the trip we were next to the last ship in the second line, but just before we entered the war zone the positions of several ships were changed, and we were then the second ship in the third line.

MARCONI SERVICE NEWS

On the morning of the fifth we sighted the coasts of Scotland and Ireland, and during the day entered the Irish Sea. Having come so far safely and being then inside, everyone felt secure and gave no more thought to Fritz and his highly explosive toys. Lest some wiseacre nod his head knowingly, I will add that the convoy was still in formation and was zigzagging. We were surrounded by destroyers, light cruisers, and trawlers, also we were highly "cauliflowered" in the latest American fashion, and carried four inch guns mounted fore and aft, with a gun crew to man them.

I was sitting in the Radio Cabin writing, when I heard a tremendous roar and felt the ship give a lurch to port. I remember being thankful that the door had not jammed and lost no time moving out of the room. I ran to the next door aft, which was the entrance to my room, but found it jammed so I ran back to the Radio Cabin and climbed through a cubbyhole which connected my room with the Radio Cabin. It didn't take long for me to get into sweaters and coats and get on deck again. I then ran up to the bridge but finding no one there I went to the main deck just in time to see one of the boats smashed up, spilling several men into the water. Going up to the lower bridge I found the Captain and was told that there was no need of getting out an S. O. S. Both of the starboard boats had been smashed by the seas but the two on the port side were intact, not having been harmed by the torpedo which hit almost under one of them. I hopped into one of these lifeboats and helped to pull away from the ship. We were pulling over to a light cruiser which had stopped for us, but on sighting two men in the water a little distance from us we turned and pulled over, but were beaten to them by a small boat sent out from the cruiser. A trawler came alongside us and we climbed aboard, setting the lifeboat adrift. The two men picked up in the water were also put aboard the trawler and proved to be the second mate and a seaman. While they were changing their clothes I went out on deck and watched the good ship sinking, slowly at first and then faster and faster, till the stern was completely under; then she stood on end for a minute and dropped out of sight. As soon as the men had changed their clothes for dry ones given them by the crew of the trawler, we were transferred to the cruiser. There we found the rest of the officers and crew. The officers including myself, were given the use of the officers wardroom. A supper of canned willie and hardtack with tea was served, sugar and butter being included. During the night hot whiskies were served regularly to those who wanted them. Next morning a breakfast of fried canned willie and ham, hardtack, butter and sugar was served. Just before dinner we ran alongside the landing stage of Liverpool and were landed. The ship's company's agent put us up at various hotels after the Alien officers had gone through their usual red tape, and for nine days we lived on fish and chips, without sugar and only a little butter for the war bread. In closing I will say that it was a very happy party that stepped ashore in New York.

Harvey R. Butt.

Page Ten

MARCONI SERVICE NEWS

PAN-AMERICAN WIRELESS

The Pan-American Wireless Telegraph & Telephone Company recently incorporated in the United States, has for its main purpose the closer linking together of the Americas by means of the modern method of communication—radio telegraphy and telephoning.

Its position in the wireless world is most exceptional, having secured the rights to practically all of the valuable radio patents existing to-day. Every possible scientific advantage therefore will be enjoyed by the Pan-American Wireless Telegraph & Telephone Company.

Primarily its activities will be directed to the rendering of a first-class telegraph service direct between North and South America, to be followed later with extensions to the smaller territories of Central America, Mexico and the West Indies.

By its close association with the Marconi Wireless Telegraph Company of America, connection will be made with California, Hawaii, Japan, China and the East Indies and also via New York with Great Britain and Ireland, Norway, Sweden, Denmark, Russia, France, Spain and Italy. The result of this wireless competition will be a reduction in telegraphic charges and the encouragement of a much freer telegraphic intercourse between the countries so connected.

The general idea of an "All American" commercial wireless service between the South American countries and the United States has been discussed regularly at Pan-American and Scientific Conferences for several years past. The need for such additional means of communication has been long apparent. Brazil and Uruguay have always been totally isolated from the United States telegraphically, except by means of British owned cables, which first cross the Atlantic before connecting with other cables to the United States. The telegraph rates from this country have in consequence been excessively high, and to-day the tariff from the United States to Brazil is considerably higher than that to Argentine.

It remained for Mr. E. J. Nally, Vice President and General Manager of the Marconi Wireless Telegraph Company of America to co-ordinate the various interested factions in such a manner that the completed plan and articles of incorporation were approved by our State and Navy Departments. By this remarkable association of wireless interests, the new Pan-American Company is privileged to utilize the latest Marconi, Fleming and Weagant patents, covering the most sensitive receiving devices known to-day, and also the latest developments of the Poulsen Arc transmitter, which has been largely adopted by the United States Navy in its long distance sending stations.

In addition to the use of practically all valuable wireless patents, the new company is assisted by a combination of the ablest radio and telegraph engineers in the world. The Company's President and General Manager, Mr. E. J. Nally, who is also Vice President and General Manager of the Marconi Wireless Telegraph Company of America, is a pioneer in the communication service of the United States, having

MARCONI SERVICE NEWS

entered the service of the Western Union when a boy, remaining until he retired as Vice President and General Manager of the Postal Telegraph Company in 1914, to take charge of the American Marconi Company's affairs. Mr. Nally has inaugurated successful long distance wireless services to the Hawaiian Islands and Japan, and also through Alaska. A direct service to Great Britain was interrupted by the war, as was also a further service between the United States and Norway, Sweden, Denmark and Russia.

No telegraph or cable company ever commenced operations under such favorable circumstances, nor was ever the cry for more adequate means of communication more urgent than at present.



EXEUNT THE SCHUYLKILL

By D. C. Smith

The American steamer Schuykill owned by the Greek Line left New York bound for Piraeus, Greece, on the 13th, of October. Speaking for myself and a few others of the crew, we would have been better satisfied if the good ship had delayed her departure until the morning of the 14th, but what can one expect with a one-eyed black cat aboard!

It was agreed after sailing that the cat should live because he might counteract the ill-omen of our sailing on the 13th. Now I believe that the cat must have been born on the 13th of the month.

Page Twelve

MARCONI SERVICE NEWS

We were 21 days going to Gibraltar and after having an English gun and two English gunners put aboard at that place we left on the 13th day for Oran on the north coast of Africa in the province of Algeria.

After arriving at Oran O.K. I decided to see the town. I saw about twenty dollars worth of the place and then decided that Africa wasn't as uncivilized as it was cracked up to be. One can't buy gold bricks in Oran, but one can buy 5 franc notes for five dollars without half trying.

We left Oran without convoy on the evening of the 20th, intending to be in Algiers the next day. I stayed on watch until 5:30 a.m. for two reasons, namely; to pick up submarine warnings and also to figure out a new process by which I could extract money from the skipper to see Algiers when we arrived there.

I came off watch at 5:30 and after hanging all my clothes on a hook in back of the door I turned in. Well the clothes that were on the hook and a few others are on the bottom of the Mediterranean but my B. V. D.s I still have.

The torpedo hit us amidship right abreast the radio room, just an hour and 20 minutes after I turned in. The explosion must have occurred at least 15 feet under the water as the greater part of damage was done to the hull, and the interior of the ship was practically intact except for a few of the partitions that were blown down. The table that the instruments were on was blown down and the instruments were scattered all over the floor. I didn't waste any time in seeing what damage was done but beat it over to where the companionway leading to the deck was and found that it had been blown away. I found a piece of wreckage that I could stand on and then pulled myself up on deck.

The ship had started to list immediately after the explosion and when I reached the deck she had begun to straighten up but was settling fast. Two life-boats had been blown away and the one that I was assigned to was tipped over as it was being lowered.

The usual amount of nervousness prevailed and I was doing my share and a little more of some one else's. After everyone was clear of the ship two of the fellows righted the lifeboat and pulled some of us in. A French destroyer was on the horizon and the submarine after trying to ram the life-boat that later picked us up passed about three feet from me as I was hanging on to a piece of lumber, started to come up and then apparently seeing the destroyer quickly submerged and disappeared among the floating wreckage.

The French destroyer and also an American patrol boat came circling in and picked up the crew. The French boat that picked us up took us into a small town called Tenez that we had passed earlier in the morning. We were treated very kindly there and found that the French people tho' they didn't have anything themselves would gladly give what they did have to anyone that needed it more than they.

We were sent by the French Government over the mountains in big auto trucks to a little town called Orleansville, from there taking the train to Algiers where we saw the American consul and were supplied with what clothes could be bought for us. Then is the time to wish for

MARCONI SERVICE NEWS

an American tailor. We were in Algiers three days and left on a French troop-ship for Marseilles. We arrived in Marseilles at night and left the next night for Bordeaux to take ship for New York.

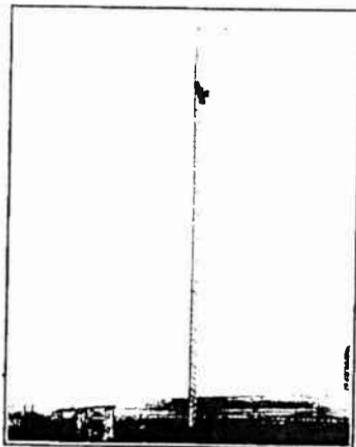
When we arrived in New York on the 14th of December there was no one any more convinced that Sherman was right than I; and another thing that I was sure of was that "Its a great life if you don't weaken."

A THRILLER

This most extraordinary and remarkable photo shows a British seaplane caught in the steel girders of a wireless tower over 300 feet high. The plane while emerging from a thick mist hit the tower and was caught firmly in the steel lattice work. The pilot, who was stunned, was flung from his seat and fell on one of the planes, where he lay unconscious over 300 feet from the ground. The seaplane's engines

were wedged into the interstices of the girders so that the body of the machine stuck out at right angles.

A small party of bluejackets were at work painting the tower. One of them, a seaman of the Naval Reserve named Rath, climbed up the inside of the tower until he reached the machine, and



then crawled out onto the ordinary plane to hold the pilot until help came. Two more men, ordinary seamen Knoulton and deckhand Abbott, passed a rope out to him, which Rath secured to the body of the pilot, and lowered him to safety. The gallantry of these men is accentuated by the fact that the mast was badly

damaged and might have collapsed at any moment. The damaged seaplane was only held in a horizontal position by the engine being jammed between the girders, and at the height of 300 feet, the wind caused the mast and the machine to sway, threatening to fall. The pilot owes his preservation to the intrepid gallantry of these men, who while alive to the dangers they ran, performed the rescue without regard for personal safety. The Albert medal will probably be awarded them for their bravery.

MARCONI SERVICE NEWS

— EIFFEL TOWER —

The place of honor this month is adorned by a picture of the tower which carries the loftiest radio station in the world. The tower was built by Alexandre Gustave Eiffel, a noted French engineer for the world's fair in 1889 and stands in the Champ-de-Mars, in Paris. It is 984 feet high and is built of iron frame work. The general form is that of a concave pyramid. The base consists of four inverted piers set at the angles of a square of 336 feet. The piers are connected on the sides of the square by huge arches. After rising about 600 feet, the four piers are merged into one. There are three platforms at different heights; the top one over 900 feet from the ground, is surrounded by a balcony and covered with a glass pavilion 54 feet square. Above this rises the lantern which is fitted for scientific observations.

In an underground chamber at the base, the French Government has established a high power radio station for over-seas traffic. The antenna consisting of six wires is attached near the top of the tower, and the wires radiate to supports near the base. The range of the station is very great.

— HAVE YOU FOUND HAPPINESS? —

Kings have tried to command it;
Explorers have sought to discover it;
Wealth has tried to purchase it;

And still it lies within a stones throw of everyone.
Happiness is definable—

It is the diffusion of an exhilarating warmth that flows from the heart. It is the answering echo to a laugh of happiness. It is the mental re-action of a deed bringing joy to others.

Vital essentials for the creation of happiness are—

Human understanding—which is simply sympathetic humanness, and
A true heart—which is an honest belief in yourself.

By making a chum of happiness, you make a stranger of misery.

If you are an ice-berg, move to the north pole.

Physical suffering is no more real anguish than physical joy is true happiness.

If you would suffer agonies untold, cause suffering to some one you love,—a careless word, an uncalled for comment, a scornful look, a deliberate insult, or any of a hundred little things that are often said and done,—invariably have a boomerang effect.

Why pick the thorns, when roses grow upon the same bush?

Why spend a holiday on Barren Island when the fare is the same to Manhattan Beach?

Every day is a holiday to the man who is happy.

Even undertakers can't bury love—and love is happiness—and happiness is making others happy. Try it.

Clarence Cisin.

MARCONI SERVICE NEWS

WRECK OF THE OLIVETTE

P. T. Barkley.

The Olivette grounded at 4:55 A. M., January 12th, east of Cojimar some twenty miles from Havana; a strong westerly wind was blowing, with thick mist and rain, and a strong current.

Upon Captain's request for assistance, I was called by Junior Operator Bailey. Our calls were answered by Morro Castle, Havana, and S. S. Sixaola, United Fruit Company. The latter came to our assistance, arriving about 7:00 A. M., and after failing to pull us off, stood by to take passengers until about 9:30 A. M., when our Captain informed Sixaola by wireless that he could proceed as we had a tug on the way from Havana and would transfer passengers to her.

All passengers were safely transferred about 10:00 A. M. Some thirty minutes later the Captain personally instructed both operators to get all valuables together, as vessel was liable to break in two at any moment. At about 10:45 A. M., he ordered all the crew, excepting those absolutely needed to leave. I told operator Bailey to go below and leave with the rest of crew. At this stage Bailey offered his services and was willing to stand by; I told him it wasn't necessary. He got away on third or fourth boat.

Those remaining were Captain Sharp-ley, first and second officers, Chief Engineer with some of his men and myself. At 1:00 P. M., the Captain again gave me the option of leaving. At about 2 P. M., all hands abandoned vessel.

The following day the Captain, Officers, Chief Engineer, Purser and Mail Clerk Mitchell attempted to board the Olivette but owing to heavy seas were unable to do so.

On the 14th we were successful and

sent a message to the agent at Havana, requesting Superintendent Spencer to come out on the next tug and commence dismantling. I immediately started on our apparatus in an endeavor to save as much as possible, and accompanied same on barge to Havana. The following afternoon all our apparatus was dismantled; the aerial also saved. I received every assistance possible under the circumstances from Chief Officer Harrigan, Second Officer Blair and U. S. Mail Clerk Mitchell.

BETROTHAL

The engagement is announced of Miss Marge E. Kehnle, of the Publishing department, to Mr. William Gelrath of Montreal, formerly of Brooklyn.

IN MEMORIAM

ARTHUR JAMES JACKSON

On or about the 27th, of July, the steamship Shimosa foundered off the English coast and Arthur James Jackson, Radio officer, went down with the ship. No details of the disaster have come to hand.

Mr. Jackson although a British subject, was in the service of the American Marconi Company, and was highly esteemed by its officials. He was born in Somersetshire, and was a large-hearted boy, fond of the country, deeply interested in plant and animal life, a keen sportsman and fisherman, and a great student. A desire for sea life impelled him to study wireless, and after joining the Marconi service he was assigned to several important ships. He was a fine fellow to work with and endeared himself to those about him by his generous nature and kindly manner. We extend deep sympathy to his relatives.

MARCONI SERVICE NEWS



LOSS OF THE HARRY LUCKENBACH

When the Harry Luckenbach was torpedoed on the sixth of January, Radio officer Alfred B. Robinson went down with his ship. The assault was so unexpected, the destruction so complete and the vessel sunk so quickly, that the survivors were unable to give any details of the catastrophe. Mr. Robinson was born in Keighley, Yorkshire, England, November 22, 1895. He took up wireless study in Manchester, at 18, and on graduation came to America, where he decided to settle, entering the Marconi service in January, 1915, his first trip as a wireless man being in South America. He was a youth of fine principles and genial temperament, and was well-liked by his associates. He performed his duties efficiently and fearlessly under trying conditions, and rendered valuable services to the country and its allied nations in the conduct of the war. Our deep sympathy is extended to his family.

SUCCESS

When success in life, not by indulgence, ease and comfort in their youth and middle age, but by persistent honesty, industry, loyalty, veracity, sobriety and punctuality; by living within their income and by not developing credulity; by all the time providing for the worst and the unexpected while hoping and working for the best.

MARCONI SERVICE NEWS



JOHN WATSON CAMPBELL, Jr.



DIANA UVEDALE TYSON



ANNA LOUISE EBERLE



HAMILTON BEATTIE DUFFY

MARCONI SERVICE NEWS



EDWIN P. GREENWELL



WARREN C. MAIR

MARCONI BUDS

We present this month, as a finish to the contest, a flock of beauties which we defy any Wireless Company in the world to beat, bar none. They are native born sons and daughters, and this is true of the entire aggregation of young huskies who have adorned these pages in the last twelve months. We are proud of the whole bunch, and next month the winner of the cup will be announced.

John Watson Campbell, Jr., is the son of a young man bearing the same name, who is Receiving Clerk at the Aldene Works. The kid is 4 months old, tips the beam at 17¼ pounds, and is the proud possessor of one tooth.

Diana Uvedale Tyson is descended from Norman Tyson, of the bookkeeping department, Head office. She is 13 months old, weighs 20 lbs. 7oz., displays 4 perfect teeth, has not been guilty of colic, and her daddy is confident she will win, hands down.

MARCONI SERVICE NEWS

Anna Louise Eberle's proud parent is William R. Eberle, head bookkeeper, Head office. Anna is six months old, weighs 18 pounds, has two teeth and is pronounced perfect by all her admirers. She is blessed with a sunny disposition and never cries, except sometimes.

Hamilton Beattie Duffy, aged 13 months, is the young hopeful of J. B. Duffy, Assistant to the Superintendent of the Eastern division. He is already a clever athlete, and now in training as a boxer. His pa will back him against all comers.

Edwin P. Greenwell is the son of A. M. Greenwell, Manager Marine station, Astoria, Oregon. He is 17 months old, very fond of roses, and is already quite proficient in listening in. When things go wrong in the interior department, the static he produces is distinctly audible.

Warren C. Mair who boasts of 12 months, is the handsome cherub of G. C. Mair, of the draughting department, at the Aldene Works. In the opinion of his family he is destined for the presidency.

STUBBORN FACTS

Marconi
Apparatus;
Rental
Contracts
On
New
Installations
Will
Insure
Reliability,
Efficiency,
Less Worry,
Endurance,
Satisfaction,
Safety.

G. W. Nicholls.

JAPANESE TELEGRAPHS

There are at present over 20,050 miles of telegraph line in use in Japan (compared to 19,627 miles in 1916), representing 101,480 miles of wire; over 40,000,000 messages are transmitted annually.

A NAVAL RADIO HERO

When the Army transport Antilles was torpedoed, Operator C. L. Ausburne, of New York, stuck to his post and went down with the ship. The Secretary of the Navy has written a letter to the operators family commending his devotion to duty.

ON THE WING

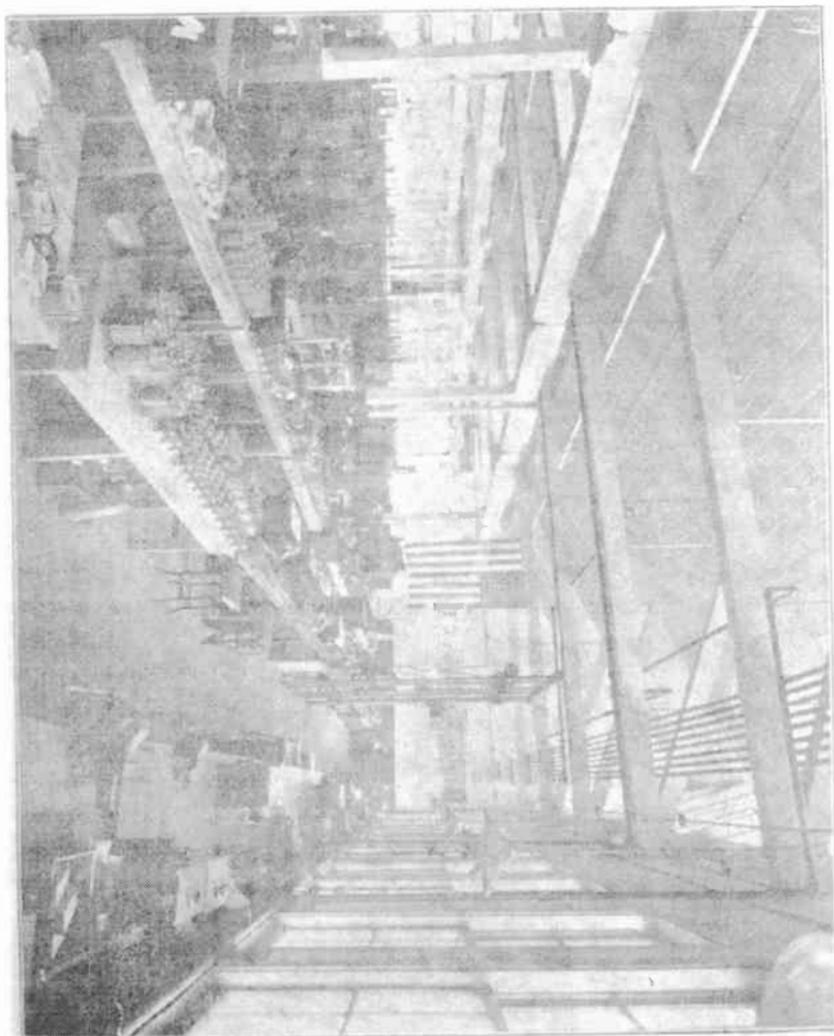
Orin S. Mock and J. Russell Livesay, of the Pacific division, and now serving on the U. S. S., B. Aeolus, (formerly the Grosser Kurfurst), sailed from New York recently on their third trip through the war zone. They report plenty of distress calls, but no subs have disturbed the even tenor of their way.

MR. DOOLEY ON OPPORCHUNITY

"Opporchunity knocks at iviry man's dure wanst. On some men's dures it hammers till it breaks down the dure an' thin it goes in an' wakes him up, if he's asleep, an' afterwards it wurks fr him as a night watchman. On the other men's dures it knocks an' runs away, an' on the dures iv some other men it knocks an' whin they come out it hits them over th' head with an axe. But iviry man has an opporchunity."

MARCONI SERVICE NEWS

Tuner Assembling Department—Marconi Works



Page Twenty-one

MARCONI SERVICE NEWS

PERSONAL

Mr. Eitaro Yokoyama, Engineer, of the Electro-Technical Laboratory, Electrical Exploitation Bureau, Ministry of Communications, Tokyo, who has been traveling in Europe, Canada and America for 18 months, in the interests of his department, sailed for home from Seattle, March 4, on the Katori Maru. He visited all the prominent high power stations, and being a deep student and modest, genial gentleman he has left a train of cordial friends behind. Mr. Yokoyama has been decorated by the Emperor for his research work.



EXECUTIVE OFFICE

Mr. Nally and Mr. Sarnoff have returned from a business trip to Washington.

Mr. Sarnoff, sailed on the Mexico recently for Cuba, to be absent about three weeks. Mrs. Sarnoff accompanied him.

W. P. Kelland, of Baltimore, was a recent New York visitor.

Mr. Weagant, Mr. Everett and Mr. Ogden, have returned from Florida, where they have been engaged in research work.

The Marconi Institute has been formed to operate schools of Radio Instruction throughout the country for the purpose of training operators for the army, navy and merchant marine. Branches are already in operation in New York, Cleveland, and San Francisco, and will shortly be opened in Chicago and Boston. Mr. Nally is president.

The Marconi Institute in collaboration with the Victor Talking Machine

Co., has placed on the market a complete set of phonograph records giving a course of home instruction in Radio receiving, and traffic routine. The records were made by Mr. H. Chadwick, Traffic instructor at the New York branch of the institute.

Miss M. E. Foss, of the Publishing department has resigned to resume her studies.

EASTERN DIVISION

T. Bowen, formerly of the Amelia, sailed as junior on the Westoil. He was replaced on the Amelia by J. Boa, formerly of the El Norte. W. H. Nussbaum, formerly second on the Concho, sailed in Boa's place on the El Norte. W. R. Mercer, junior of the Esperanza, relieved E. C. Stephens on the S. V. Harkness. Stephens sailed as junior on the S. V. Harkness.

C. R. Crosby of the Kiowa is now on the sick list.

J. F. Barstow, formerly of the Sabine, sailed on the Florida. W. K. Storrs who has been on the waiting list sailed in Bartow's place on the Sabine.

A. G. Berg, formerly of the Santa Barbara, stood by the Northland for three days, and was finally assigned to the Daylite. L. J. Michaels, first on the Comal, and D. Carruthers, of the Navahoc, sailed as first and second respectively on the Northland. H. McGuire who has been on the waiting list sailed in place of Michaels on the Comal.

J. H. Weikel was assigned to the Plymouth by Mr. Chapman when W. F. C. Hertz, its former operator, was transferred to the Shenango, to take the place of C. E. Onens, who is at present on the waiting list.

E. T. Erickson, first, and G. O. Potts, second, on the Pleiades have both been placed on the unassigned list; Potts, however, has subsequently

MARCONI SERVICE NEWS

sailed on the California as junior instead of S. J. Levinsky, its former junior, who has sailed as junior on the Saskatoon. A. Cruttenden, formerly of the Mundelta sailed as senior on the Saskatoon. W. L. Clement has been replaced as senior on the California by R. E. Dale, formerly of the E. L. Doheny, a Gulf Division steamer.

The San Giorgio sailed with R. G. Martin, a re-engaged operator.

M. Cohen, of the Lackawanna, has replaced H. McGuire on the Charles Pratt.

C. Stellmach, formerly of the W. D. Munson, sailed as senior, and E. D. Hallett, a new man, sailed as junior on the Momus.

C. W. Wood, of the waiting list, has relieved R. S. Savage on the Rio Grande, the latter returning to Frisco.

When the Saruga was torpedoed and sunk, her senior, W. J. Neel, and junior, S. J. Kulikowski, were placed on the unassigned list.

The junior operator on the Carolina, G. Burkhart, has exchanged places with the junior on the City of Montgomery, H. Koehler.

The Craster Hall sailed with a junior operator assigned at Baltimore, N. Brudenell.

H. R. Wolfe, a Navy operator but new to our service, sailed as junior on the Antilla.

W. L. Clement, formerly first on the California, sailed on the Ocamo.

When the Baton Rouge laid up, G. B. DeLaHunt was placed on the unassigned list.

The same thing was done with T. Peskin when the Sunlite laid up.

J. B. Jackson, the junior of the Franklin, is now on the waiting list; and the senior, H. A. Tucker, has been dismissed.

C. L. McCarthy, of the Saranac, has resigned to enter the Government Service.

Navy operators having been furnished to the Yarkin, D. Levin is now on the waiting list.

H. C. Bucholz, former junior of the E. L. Doheny, is sick in Scotland. J. P. Drummond, an English Co.'s operator was supplied in England.

The Borgestad, a Southern Division vessel, sailed with J. P. Hunter.

T. L. Dakin sailed on the DeSoto, of the Pacific Coast.

Clarence Cisin, whose pet pastime appears to be toying with torpedoes and with burning ships, and whose contributions to the Service News have been so acceptable to its readers, has resigned, to enlist in the Navy.

It is with much satisfaction that we record the rescue of operators Cecil S. Carter of New York, and J. B. Murphy of Brooklyn, from the wreck of the Florizel. No details have yet reached us.

J. A. Atkins, of the Pacific division, who was rescued from the Actaeon where he was serving as junior, passed through New York recently on his way home.

H. T. Munroe, who was shown in the February Service News as being dismissed from the steamer Warrior, has been exonerated and reinstated.

GULF DIVISION

L. E. Adler and L. E. Brasher, senior and junior respectively on the Mexico, have been sojourning at Vera Cruz for the last two months, owing to this vessel being taken over by the Mexican Government. We understand, however, she is now bound for New Orleans.

C. M. Alvested is still assigned to the San Ramon, and is keeping up the good work.

P. J. Barkley who is now senior on the Mascotte, was senior on the Olivette at the time she ran ashore on the Cuban coast. He gives an in-

MARCONI SERVICE NEWS

teresting account of his experience in another part of this issue.

P. A. Bailey, who was junior on the Olivette when she was wrecked, is now on the San Cristobal.

J. E. Broussard, the old standby for the Excelsior, is making one trip on the Coahuila.

H. C. Bucholz, who was assigned to the Ed. L. Doheny as junior, was removed to the hospital on the vessel's arrival in Scotland. We hope by this time he is on the road to recovery.

A. F. Christiansen of the Panuco is having a well-deserved vacation of four weeks, as his vessel is at present laid up at Mobile.

R. Clark is junior on the Mascotte.

C. A. Coe, is assigned to the Harold Walker.

W. G. Colby, a new man, is on the tug Tormentor.

G. E. Englebrecht has succeeded H. H. Tilly on the Mexicano.

O. C. Temple and K. J. Fruebing are still on the San Juan.

L. V. Grissom still remains on the Marina in Porto Rican waters.

M. H. Hammerley is standing by the G. E. Paddleford during salvage operations.

P. A. T. Hendrix, a new man, is assigned to the Tamesi.

S. N. Hill and R. L. Wolter, are senior and junior respectively of the Ponce.

W. L. Hillie is assigned to the Torres in place of J. A. Burch, who has left our service.

E. Hulsemann in on the tug Pan American. He is one of the youngest operators in this division, and from all reports is making good.

R. D. Magann and S. C. Hymel, are still traveling between New Orleans and Havana on their old home, the Chalmette.

J. E. Kane is assigned to the Bacoi.

G. J. King is junior on the Excelsior.

W. J. King has been assigned to

the Pennant on account of Berner being removed as an alien enemy.

A. Krog seems to be contented on the C. A. Canfield.

Leo Leighton is still assigned to the yacht Casiana, which vessel is doing station duty at Tampico.

A. Lizarraga and G. W. Skuman, are still assigned to the Jalisco as senior and junior respectively.

H. M. Neely, a new man in this Division, is on the William Green.

S. L. Parkin is still assigned to the J. M. Danziger.

F. C. Patch is aboard the Ed. L. Doheny, Jr.

C. J. Scott, the one armed typist is still on the Harry Farnum.

W. E. Slauson who just returned from Key West, has been assigned to the Coahuila.

C. D. Sweeney is on the Walter Hardcastle.

G. F. Thompkins is assigned to the Catania.

S. J. Weiss, is on the XLCR, as senior. The new way of spelling Excelsior is an invention of our Division Traveling Inspector, J. E. Broussard.

A. P. West is assigned to the Buccaneer.

F. E. Zahn is on the Frederick R. Kellogg.

SOUTHERN DIVISION

Constructor Manley, installed 1 k.w., 60 cycle equipment on the Desdemona at Philadelphia.

Operators Osterloh and Baskin were detached from the Dorchester, when the ship laid up at Philadelphia.

J. P. Hunter, was assigned to the Borgestad at New York.

Harvey R. Butt, formerly of the torpedoed steamer Alamance, has returned to Baltimore. He had an exciting trip but is anxious to return to the zone.

MARCONI SERVICE NEWS

We extend our deepest sympathy to Operator J. H. McCauley on account of the death of his father.

J. B. Jackson, has been assigned to the new steamship Santore. Constructor Sinclair equipped her with a ½ k.w., Canadian cabinet set.

J. H. Weikel, has been assigned to the Plymouth as junior.

GREAT LAKES DIVISION

No one has ever sung the praises of the Great Lakes in the News so far, so in this issue, (if the editor will let us), we are going to try to tell the ocean-going readers of the Service News, of the charms of the Great Lakes. Some operators say they prefer salt water, but before the war there were a number of men from our district who would operate in the Gulf or Eastern division during the winter months, when the Lakes were closed to navigation, and return with the opening of traffic in the spring, usually about April 15. They said they liked the coast, but the Lakes were better.

The opening of navigation this



Personnel of Cleveland

Top row—left to right, H. C. Rodd, formerly of S. Y. Nokomis; Lieut. F. H. Mason, former Supt., H. D. Cromer, C. P. O., Geo. Grostick, former Mgr., Mackinae, I'd, H. K. Trump, a recruit, R. G. Sidnell, opr, R. S. Smith yeoman.

season will find the Lakes Division with more jobs on its roster for distribution than ever before. Most of the newly-equipped vessels will make long trips from Buffalo to Duluth, or Cleveland to Duluth, or Buffalo to Chicago. Those trips take from three days to a week to make.

It is claimed that during the coldest part of the season our office cat, Pheobe, says that there wasn't any coldest part, that it was all cold, Lake Erie and several other lakes being completely frozen over. Rumor has it thus, but we did not brave the cold and wintry blasts to prove it.

Vesselmen are commencing work on refitting ships already. It takes a month or more to put a freighter into shape after a winter's hibernating. Passenger vessels take longer still, for the reason that all fixtures and furniture is removed, and the interior must be painted and renovated.

Vesselmen predict a phenomenal traffic on the Lakes this year. The reason assigned is the oft-heard one of railroad congestion. It is expected that the bulk freighters will have more than they can handle. Total tonnage is reduced somewhat this year, but most of the freighters are too long to be of use to the Shipping Board on the coast.

There will be a greater number of equipments on the Great Lakes this year than ever before, because of the several fleets of freight vessels which have signed contracts for equipments.

For several reasons only a few freighters were equipped, but our Superintendent, Mr. Nicholas, has lined up a number of previously skeptical vessel owners and the freight ships will have the ½ k.w. cargo sets this summer.

The Marconi Institute for the Cleveland district has opened in the Lenox Building, Prospect at East Ninth St.

MARCONI SERVICE NEWS

The Instructing Engineer-in-charge is Mr. Adelbert J. Gogel. He has been in the radio field for nearly ten years, and comes to us from Toledo, where he was constructing and designing engineer for the W. B. Duck Company. Mr. Gogel is an associate member of the Institute of Radio Engineers and an experienced theory man. We look for a large number of experts soon under the new school system.

KAHUKU

Mr. Nally has given much attention to the beautifying of the unattractive, treeless plot where the Marconi station is located on the beach, exposed to strong and continuous trade winds, heavily laden with salt spray from the breakers on the near-by reefs. Hundreds of trees and shrubs recommended by the Territorial Forestry department, were planted a year ago.

Most of the iron wood trees on the east side have had a very substantial growth, averaging about eight feet high, some of them twelve. Those on the south side and the lower sections on the north side were killed by the salt water, but have been replaced, and are now doing well. Those around the cottage, power house, operating building and hotel are mostly doing very well.

A new row of trees is also thriving along the East side of the road, from the main gate to the Sand-Blast House. The hibiscus shrubbery does not thrive in the salt air. Some of the crotons are doing very well. In another year the tree growth and shrubbery will make a most decided change in the heretofore bleak appearance. Many new small trees have been set out and reset.

PACIFIC DIVISION

A. H. Doty, formerly of the Idaho, has been called into active service.

C. Heck, Junior Operator of the Rose City, was relieved by C. J. Phillips, a new man in the service, and a graduate of the Marconi Institute. Mr. Heck's relief was due to illness, but he is now back again on his old assignment.

E. R. Spenser, formerly in charge of the Columbia, has been called into active service.

J. A. Gilliland, has been assigned as junior aboard the Celilo, relieving J. A. Spatafore, who has resigned from our service. Mr. Gilliland is a new man in our service, also a graduate from the Marconi Institute.

H. L. Johnson, has been assigned as operator in charge of the Cabrillo, relieving T. Lambert, who was taken sick a short time after his assignment to that steamer.

C. F. Trevatt, formerly in charge of the Iris, has been assigned to Bolinas. We are expecting to hear most any time that Mr. Trevatt has taken a partner to accompany him through life.

The San Francisco Construction Department during the month of February equipped the A. C. Bedford with a 2 k.w., panel set.

MAKING CERTAIN

Little Esther was saying her bedtime prayers and in conclusion, asked: "Please, dear God, make San Francisco the capitol of California."

"Why did you ask that, Esther?" interrogated her mother.

"Because I wrote it on my examination paper that way."

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233 BROADWAY, NEW YORK

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