

MARCONI SERVICE NEWS

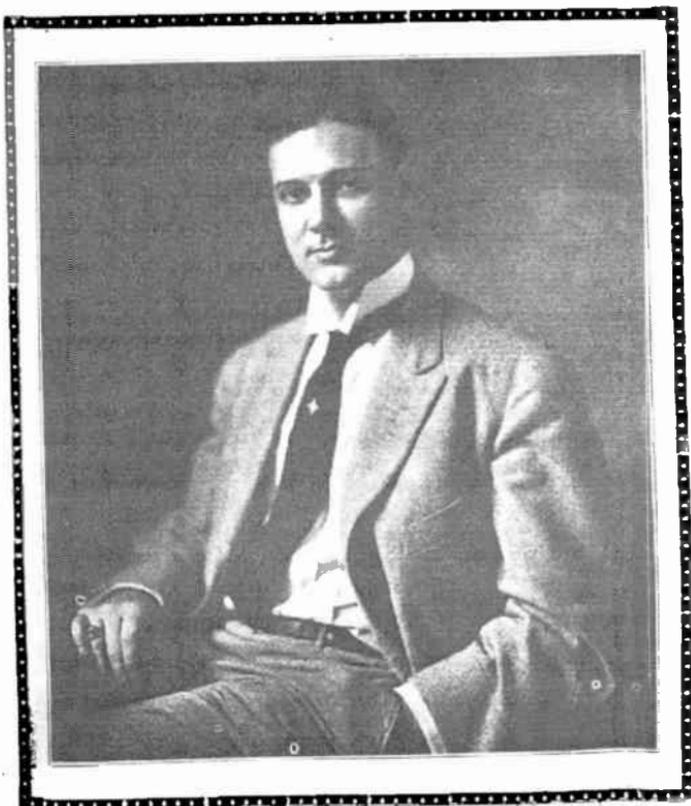
Volume 3

May, 1918



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By and for Marconi Employees



HERBERT GOUVERNEUR OGDEN



OUR HONOR ROLL

MARCONI

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FRONTISPIECE

We take pleasure in introducing to our readers this month Mr. Herbert Gouverneur Ogden, Attorney and Counselor at Law, the new head of our recently enlarged Legal Department, who has been with us since December, 1917. Mr. Ogden comes to us well-equipped, by education and experience, to take over the work of this department, which includes intricate patent matters relating to research and development work in the radio field. He was born in Newark, N. J., forty-four years ago, and comes of Revolutionary stock, counting among his direct ancestors a signer of the Declaration of Independence. Mr. Ogden's boyhood was spent in Washington, D. C., and after having passed through the public schools and the Washington High School, he graduated from Cornell University in 1896 with the degree of Mechanical and Electrical Engineer, but with the intention of fitting himself to become a patent lawyer instead of an engineer.

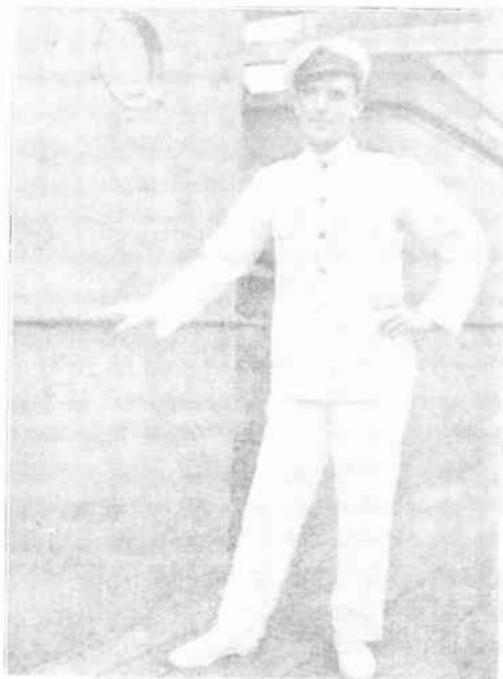
Returning to Washington, he entered the office of a prominent firm of patent lawyers and attended the law lectures at night at George Washington University, graduating in 1898, and then took a post-graduate degree in law at the Georgetown University in 1900, and the next year a special course in patent law. He was admitted to the bar of the District of Columbia in 1901 and admitted in the State and Federal Courts in New York in 1905.

It is a curious coincidence that while in Washington in 1899 the firm with which Mr. Ogden was associated was requested by Mr. Betts, to make a report on the scope of the original Marconi patent, and Mr. Ogden was called upon to make the actual search, which had an important bearing on the subsequent successful litigation under this patent. This was his first initiation into wireless, which came at the very threshold of the art.

Coming to New York in 1902 as a patent lawyer, he kept up his interest in wireless and while in business for himself in 1910 he was appointed New York counsel for the National Electric Signaling Company, and was engaged largely in wireless litigation. In 1915, after a settlement of the litigation with the Marconi Company, which he was instrumental in bringing about, he became a member of the firm of Sheffield & Betts, the Marconi Company's counsel, and was engaged in work for the Marconi Company, so that he is not by any means a stranger to our executives.

When not engaged in patent work and wireless matters, Mr. Ogden delights to work on his farm at Stamford. The Ogden's have five children, three of whom go to the District school, and they are allowed to run loose on the farm, so to speak. Mrs. Ogden, is said to be a fine farmer. When this country declared war on Germany, Mr. Ogden turned his business, temporarily, over to one of his former partners, and engaged in productive work on his farm and in war work under the direction of the Governor's Council of Defense in Connecticut, in increasing food production; but at the call of the Marconi Company he dropped his plow, figuratively speaking, and returned to assist in the great work our Company is doing not only for its own interests but for the nation.

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AN OCEAN HORROR

By Cecil S. Carter

Such were the ghastly headlines in the St. John's (N. F.) newspapers Monday, February 25. Groups of people in the streets were discussing the loss of the Florizel off Cappyhaden, 13 miles east of Cape Race; and well they might, for she was the only connecting link with outer world, since the Germans sunk her sister ship, the Stephano, off Nantucket, in 1916; although there is an unreliable railway which meanders across the island and sometimes connects with a ferry to Cape Breton. More serious, however, was the frightful loss of life, 94 souls perishing out of a total of 138, while the sufferings of the survivors were beyond description.

We sailed from St. John's Saturday night, little dreaming that the majority of the ships company would perish before dawn. I turned in soon after being relieved at 2 in the morning and soon fell asleep.

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A succession of sickening thuds brought me to my feet and I heard an S.O.S. call on the pony wire connecting with the radio cabin. Jumping into my uniform, shoes and overcoat I ran to the radio cabin, but how I got there I do not know. Heavy seas were breaking over the decks, smashing and carrying away everything movable including boats. I sent the junior operator, Murphy, to the captain to get a position report, which he brought me under conditions of great peril. I sent out the message which read "S.O.S. Florizel ashore near Cape Race, fast going to pieces."

The power set worked for about ten minutes, when the power failed, the lights went out and I was able to use the auxiliary gear for a short time, when a huge comber crashed down on the cabin, and the gear was put out of commission, as the masts went by the board. Hearing a call from Murphy I rushed outside only to meet a terrific sea and a cry to hold on, which 7 or 8 of us did to the rail on the lee side of the cabin. This was about the blackest moment in all my experience. While the Florizel pounded on the rocks, huge volumes of water crashed down on her; and with dead bodies floating around, the deck filled with wreckage, and groans and calls for help which could not be answered, the sight was one I never wish to see again. After half an hour the cries ceased, for alas! the voices were stilled in death.

As the temperature was freezing and we were drenched, we, with great difficulty entered the radio cabin. Stragglers joined us until about 40 people were crowded into the room, only 8 feet square. The last arrival reported the captain's cabin, bridge and smoking room swept away. These superstructures carried about 50 souls to eternity. The radio cabin door was next washed away and we replaced it with a piece of carpet. We were packed like sardines, half clothed, wet, hungry, thirsty and expected every moment to be our last. This continued for

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27 hours. Sunday afternoon the wind shifted and things looked a bit more hopeful. One poor chap, a returned soldier whose wife and child had been washed from his arms, died Sunday night from exposure and grief, and the re-opening of old wounds, which bled freely. Towards night we sighted two steamers and our spirits rose, only to fall as they drew off on account of darkness and high seas, which made rescue work too precarious. Once more we faced a night vigil, and started it by singing "Nearer, my God, to thee," which in the darkness and surroundings rendered most pathetic. Then we sang "John Brown's body." Hope revived later on when I managed to signal the Prospero with a flash lamp, telling her how many were on board alive. (When I got ashore I learned that the watchers on the beach believed that we had all perished.) The Prospero told us that they had launched one boat, but it was capsized and the occupants nearly drowned; and that they would try again at daybreak.

At the first streak of dawn the rescue work started in earnest. The picture gives a very good idea of it. The small boats are dories—flat-bottomed boats which will ride almost any sea—and it was in these dories that the rescue work was accomplished. One dory was anchored near the wreck, a line being passed on board, and this line enabled the dories to maintain their position while the survivors leaped 4 or 5 feet into the nearest one. If one made a bad jump, a cold bath was the result, as the seamen were too busy managing the dory to assist. All who went overboard, however, were fished out. Great praise is due the heroic rescuers who worked under the most perilous conditions.

After being taken on board the rescue ships we received every attention and were put to bed. Five hours later we were landed back in St. John's where ambulances and nurses met us. Some of the survivors were badly heated up and several went to the hospital, with broken arms and ribs, and frostbite. The third officer's face was terribly lacerated and he had to undergo a very serious operation, his nose being fractured and his lip badly cut. Murphy and I were detained in St. John's to testify at the inquiry held by the crown; but beyond the severe shaking up we got, I don't think we can grumble, and it is needless to say that we are thankful to be alive.

IT WORKS WHILE YOU SLEEP

Few realize how fast interest accumulates. Here is a concrete example worthy the consideration of all our readers.

A woman walked up to the savings window of the Minnesota Loan & Trust Company yesterday and presented a pass book dated 1891, containing a single entry, one for \$2,850.

"I want to withdraw what I have coming to me," she said.

The teller figured a minute and asked her whether she wanted currency or a check. His pen never sputtered as he wrote a check for \$7,349.16, covering initial deposits and accrued interest of \$4,499.16. Interest for the period had been compounded quarterly, part of the time at 4 per cent and part at 3½.

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GUATEMALA PROSTRATE

The following quotation from a letter from a resident in Guatemala written soon after the earthquake, reveals some of the horrors of which Dame Nature is capable:

"We had an awful time here. The British legation and our house are complete ruins, and we are living in tents in the legation garden. None of us was hurt in any way, but we all thought we were going to Kingdom come! We had four goocs of it; the 25th December, the 29th December, the 3rd January and the 24th January. On the 25th December we were having a quiet (!) Christmas dinner with the Young's when at about 10:30 down came most of the house, before we dared get out. You can imagine how my wife and I flew home to the kid, whom we found outside in the middle of the patio. On our way home houses fell about our ears, but thoughts of the boy led us on in oblivion (thank God) of the danger we were running. Then at about 11 p.m. we had such a rattle, our dining room fell flat in the patio at our very feet. We then caught up the kid in a blanket and did a Marathon to the open space in front of the legation, where we remained for an hour or so. During all that time the earth shook like a huge great jelly, and we felt like the proverbial flies. If we had not been conscious of the possibilities, indeed the imminent danger of being hurled to the infinite on a mass of cinders and lava, or adversely of being let down to —Australia or New Caledonia, or some such ungodly place, the whole experience would have been rather amusing. The loss of life was very small, considering the extent of damage. Really the town is one heap of debris, and I only know one house which withstood the shocks, and a very few that will be habitable even when the roofs are put back and the walls strengthened with re-inforced concrete.

Christmas night we slept eventually (at about 2 a.m.) in beds on the Legation lawn, and when at dawn I awoke, sore in mind and body, dressed in a dinner jacket, etc., well, really, it felt like old times. The next day was spent in salvaging operations, between the shocks. It felt something like a huge game of snapdragon—running into one's house and snatching one's things, a pair of trousers, a top hat, a boot, a razor, etc., and in the excitement one brought out the most ridiculous things, dust bins, door mats, shoe scrapers, a cocktail shaker, my wife's curling tongs! All these were placed in the middle of the street. It was most exciting as there was always the possibility of the whole house collapsing on one like a pack of cards, or else the entrance falling in and one becoming a prisoner. The idea was to make a rush, grab the first thing to hand, and out again. We were none of us in our best form on December 26th, after the happenings of Christmas day, and the shock we had when we saw the houses falling, and thought of the kid in charge of three useless servants. We were all prone to little attacks of nerves, and even now, if you drop something behind us suddenly, we positively jump. You will never believe what really happened here till you see it. There is not a church of any sort, which is available for even a most temporary service. They are all completely ruined. The Grand hotel has lost its top story, and the Imperial is—well, just an uninhabitable

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ruin. So likewise is the Railway station, the Ministry of Foreign Affairs, the Palace, the Postoffice, Hospital, Cemetery, and this latter is deserving of a description by a more worthy pen than mine, but you can imagine what happened to those miles, almost, of walls in which the poor were buried, seven tiers high. These all fell down, as did the elaborate mansoleums of the rich, and as the doctor said who was charged with cleaning it up and burning the 12,000 bodies, he had to dispute with the dogs and buzzards for the bones. No grave above ground was intact. I went to see it, a few days after. It was a pitiable sight; and to think that it was the only thing that had been well done, and cared for in Guatemala. It was a melancholy and triste affair. I could tell you lots more, had I time. One poor lady on the point of confinement fled from her bed at 11 p.m. to the Central Park and passed the night there in a straight back chair, with her two year old boy with bronchitis and a temperature of 40 degrees. It was all so very like the horrors of the retreat through Serbia that it seemed quite natural. Then there was the mix-up in the hospital and the asylum, but the possibilities of tragedy and light opera were never more potent than on that night. With all that I have put on 10 pounds weight, and was never more fit. Carrying on war work in a house made of old doors and windows, zinc, wood, rags, and any old thing!

Best regards.



A REMINDER OF WINTER

Steamer Ruth ice-bound at Searsport, Maine, released by use of dynamite.

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PAN-AMERICAN WIRELESS PROJECT

Plan to Link Up Every Portion of Western Hemisphere in Commercial Communication

The wonders of wireless telegraphy have been made the subject of many a poetical dissertation, but the theme is one of which we never tire, because something new is always being planned or achieved.

It was to marvel when the first telegraphic communication without the aid of wires was established, but the skeptical sneered at the suggestion that any practical use could be made of the device, and, of course, were absolutely certain it could never have the range of line telegraphy.

From little more than a pretentious scientific toy, wireless was soon installed on ships, and it was thought to be of inestimable benefit to mankind if it could only serve the purpose of calling for aid when a vessel struck upon the rocks or was foundering anywhere near a coast.

Bit by bit the plants were improved until first the seas and then the oceans were spanned. Messages to ships in midocean could be relayed to stations on the opposite side, and that seemed wonderful until it was found possible to communicate from one hemisphere to another without the aid of vessels at sea. From this it was only a step to sending wireless messages all 'round the globe; men at a station in the midpacific talking to New York, London, Berlin, Tokio, Melbourne and Alaska.

With this the force of science could no further go, and all that remained was for commercial enterprise so to extend its operations as to cover the whole globe with radio stations working on a business basis. Science had proved that the thing could be done, and it was for commerce to make wider and wider uses of the invention.

Of the many recent commercial extensions of wireless perhaps the most important project is that of the Pan-American Wireless Telegraph and Telephone Company, which seeks to establish communication between the United States, Mexico, Central and South America.

With such a concern in successful operation, Pan-Americanism will be advanced as it could have been by no other means. The various republics will be brought into the most intimate touch with one another, and if better knowledge is the basis of better understanding, and better understanding of better friendship, the Americas may become more united than ever through the unifying of wireless communication.

There could be no more favorable time than the present for such an undertaking. Cut off as is the Western world from communication through trade with Europe, it has immediate need of taking every advantage of its commercial self-sufficiency. This hemisphere is a world unto itself, and, if necessary, can live unto itself so far as trade and commerce are concerned. The war having presented that necessity, nothing can assist in the work of demonstrating how self-contained we are like more immediate communication of our wants and resources.

It may well be, if this is to prove a very long war, the Americas will foster mutual trade on a basis undreamed of in the days of peace, and to this much desired result the Pan-American wireless system can contribute very largely.

More closely welded together by commerce, we will be more of one

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mind on those world problems of mutual concern, and, as the essentially peaceful hemisphere, we may be promoting the universal concord of mankind.

A world united by wireless may prove more united than it could be by any other means.

(*San Francisco Chronicle.*)

SOME TOW

The Lurline left Honolulu for San Francisco at noon on the 16th of February. At 9 a.m., on the 18th we received a message from the Sacramento (U. S. M. V.) saying that their engines were disabled beyond repair, their wireless was unable to communicate with Honolulu, and they were helpless and needed assistance. Their position was about 750 miles from Honolulu. Ours was about 500 miles from Honolulu. We replied giving our position and approximate time of our arrival in their position. At 12:45 p.m., we got a message from the Sacramento saying that they were drifting about one and one half miles to the westward per hour and giving their noon position. At 3 p.m., took a code message from the Sacramento for relay to Pearl Harbor.

At 11:30 the next day we got the Sacramento in tow, telling them that we would take them down to the San Francisco and Honolulu track where the Manoa would soon be along and could take charge of them. At 8:45 p.m., we received word from Pearl Harbor which advised us to try to get the Manoa to take the Sacramento in tow and bring to Honolulu.

At 11:15 p.m., we got a message from the Manoa which said that they would take the Sacramento in tow, so we got on a new course, steering for the Manoa. On the 20th, at 2:15 a.m., we sent word to Pearl Harbor telling agents that we would meet the Manoa and transfer the tow. At 4:15 a.m., we got word from Pearl Harbor which gave orders to Lurline to proceed to Honolulu with the tow. Our course was again changed, this time for Honolulu. At 10 p.m., we received word from the Manoa which advised us that they had received a message from San Francisco telling the Manoa to take the Sacramento from the Lurline and tow to Honolulu, allowing the Lurline to proceed to San Francisco. At 10:15 p.m., we told the Manoa that we could not reach San Francisco with what fuel we had, so must return to Honolulu, and would keep on going.

On the 21st, at 12:45 a.m., we got a radio from Pearl Harbor telling us to transfer the Sacramento to the Manoa. At 11 a.m., we informed Pearl Harbor of the necessity of returning to Honolulu for fuel oil, and advising that we would keep the Sacramento in tow. From this time until our arrival at Honolulu we were in constant communication with shore station.

At noon on the 22nd, the Manoa passed us at a distance of about one fourth mile. We arrived at Honolulu about 2 p.m., on the 23rd, and took fuel which caused a loss of three hours, and at 7:30 we were again on our way to San Francisco. There was considerable trouble with static on the 18th and 19th, but it grew less and we were out of

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communication very little at any time with Honolulu. The total of messages handled by this station was 37 sent and 33 received or 70 messages altogether.

*F. I. THROOP,
Operator in charge.*

MRS. DUGAN'S DISCOVERY

Wan day win I was after rummagin' in me cellar Oi found wan dozen champagne bottles goin' t' waste, and t'was a pity t' see thim go t' waste. Oi tuck a look at thim and Oi seen they was all in good condition, except they was full of champagne water. Puttin' the twilve bottles t' wan soide O' procured a cork screw and houldin' the bottle tight between me knees—which Oi had covered wid rosin t' prevent th' bottle slippin'—O' drew out the cork.

Oi laid th' cork t' wan soide an' emtied th' contints ov th' bottle down th' drain, except wan small tumblerful, which Oi drank.

Oi thin removed th' cork from another bottle, an' emptied th' contints down the drain, except a small tumblerful which Oi drank.

Oi thin removed th' cork from another bottle, an' emptied th' contints down th' drain, except a small tumblerful which Oi drank.

Oi thin removed th' cork from the cork an' emptied th' drain down th' contints, except a small tumbler which Oi drank.

Oi thin removed another drain from th' contints,—and emptied th' small cork down th' tumblerful, except a bottle, which Oi drank.

Oi thin bottled another small remove—from th' tumbler—except a small corkful—which Oi drained—and continued th' drink down th' bottle.

Oi thin tanked a bump from 'nother bottle an' Oi mean Oi dranked a kump—Oi mean Oi cackled a—Oi mean Oi conkled—Oi—Oi well, anyhow, Oi did it t' all thim twilve bottles.

MARCONI WIRELESS TELEGRAPH COMPANY OF AMERICA Executive Office

To each and every employee of the Marconi Wireless Telegraph Company of America:

You country is to-day engaged in an unexampled struggle for liberty, not only for this country, but for the whole World, and everyone, of either sex, should do everything possible to aid and support the Government.

Two Liberty Loans have already been offered to and subscribed for by the American public. The Third Liberty Loan will be issued early in April, and it is my desire and the desire of each member of the Executive of this company that everyone should use his or her best effort to take at least one Liberty Bond of \$50. Subscriptions must be made prior to May 1st.

Jay Cooke, one of our greatest bankers and financiers, in 1863, at which time this country was in dire straits on another liberty fight, having first staked everything he had in the World on the security of the American Government, issued the following:

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TO FARMERS, MECHANICS AND CAPITALISTS!

"You have a solemn duty to perform to your Government and to posterity.

Our gallant army and navy must be supported by every man and woman who have any means, large or small, at their control. The United States Government, to which we owe our prosperity as a nation, security of person and property of every sort, calls on each individual to rally to its support—not with donations or gifts—tho' who could withhold them—but with subscriptions to her loans, based on the best security in the World."

I cannot add anything to the sentiment which is conveyed by these few words, and it should touch the heart of every person reading it.

Jay Cooke adds:

"Your nearest patriotic Bank or Banker will supply this loan, on which so much depends."

I will go a little further than that and say my company will supply the necessary funds to purchase any amount of bonds subscribed for by its employees and same can be repaid on a weekly, semi-monthly or monthly basis at the ratio of \$1.00 per week for each \$50 Bond (deducted, if desired, from wages checks).

Further, to encourage subscriptions, I would say should any person become ill and thereby financially distressed, that the money paid in will be refunded.

Do not sit by the fire warming yourself when your country calls you to action in the greatest crisis the world has ever seen.



Vice-President and Treasurer.

THE FIRST WOMAN RADIO OPERATOR SENT TO SEA

In our January issue Baltimore laid claim to the sending of the first woman operator to sea, the date being December, 1917. This has been challenged, and research into the archives reveals its inaccuracy. Back in 1910, Mrs. Tucker was assigned to the Indianapolis, running out of Seattle. In 1912, Miss Mabel Kelso was assigned to the Mariposa, plying between Seattle and Alaska; and during the same year Mrs. Sickles was detailed to the Roanoke, also in the Pacific division. Also in 1912, Miss Graynella Packer was placed on the Clyde Liner Mohawk, and in 1917, Miss Elizabeth L. Du Val entered service on the Merchants and Miners liner Howard. This we believe, brings the American record up to date. Now lets hear from our foreign contemporaries.

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S.O.S. OF THE S. S. KERSHAW

On Wednesday, March the 12th, we were calmly and peacefully sailing along headed for Boston and I was copying press from Naa, (Arlington). At 10:38 p.m., we received a terrific jolt. At 10:40 another staggering bump was felt, and the ship shivered from stem to stern. Immediately I was called to the pilot-house and ordered by the Captain to send the S.O.S. Newport, R. I., answered immediately and said that he would inform the Scott Wrecking Company at once. We were ashore at Montauk Point. By this time the poor Kershaw was lurching violently from side to side, and continued to do so for two hours. First I sent the S.O.S. while Mr. Muldoon held the coupling handle, as the jolts made it revolve. Then he sent the S.O.S., while I held the coupling, and answered phone messages from the pilot-house. The jolts had become so violent that several times I was thrown away from the telephone onto the sending panel, but got back each time, with no injuries to the panel. Mr. Muldoon, then went to the pilot-house to work the Morse lamp with a boat, which was coming from Georgia Life-Saving Station. He stayed there until morning working the lamp. I tied the coupling handle with a rope, and continued my watch steadily until 3 p.m., the following day, when my nineteen hour watch ended. Meantime I had got Fire Island and he said he was sending us the Revenue Cutters, Ranger and Tuscarora. These arrived at 10 a.m., on the thirteenth and took most of our passengers off in their boats. The rest we sent ashore, to Georgia Life-Saving Station, by means of the breeches buoy. Went on watch again at 8 p.m., on the thirteenth as usual, and sent messages to Baltimore, Philadelphia, and Boston, by order of the Captain, informing the Merchants and Miner's offices in these places of the accident.

At 2 a.m., on the 14th, went to bed as usual, and in the morning Mr Muldoon called me at 7:30 saying "Get up quick." I jumped out of bed on the floor, landing in 8 inches of water. This stimulated my desire to get dressed quickly and see what was doing, so I went into the wireless room immediately and saw Mr. Muldoon coming back from the pilot-house with a message and a wave about fifteen feet high seemed to be pushing him. It knocked him into the wireless room flat on the floor, and flooded the place, putting the apparatus out of commission, and filling the room with water almost to the motor-generator.

We went to the Captain's room to report this to him and then stayed there until 1 o'clock, when I returned to the Radio room and drove out a plug in the floor, which I had put there in 1914, to fill up a hole. This drained the room of water. I washed the salt from the apparatus, and rubbed it with vaseline to dry it. It then worked fine. I had just reported it fixed, when the first mate ordered me into the last of the life-saver's boats, which was just leaving the ship. Descending the swaying rope-ladder into this motor boat, I was ashore in six minutes. We were welcomed by the people of East Hampton, who under the auspices of the Red Cross, had prepared coffee and sandwiches for us in a little pavilion on the beach, and we warmed up by oil stoves.

They gave us a dinner at the East Hampton Hotel, and at 8:04 p.m.,

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we left for Boston by train, arriving at New York about 10:30 in our wet clothes. Next morning we landed in Providence at 5:30, had breakfast aboard the Gloucester, and about noon continued our trip by train to Boston.

Mr. Muldoon stuck to his duties continuously for 19 hours without sleep, working the Morse lamp all night, and helping me in the wireless room in the morning, after which he assisted the others down below with their work.

Captain McDorman handled the wreck with great skill and it was due to his efficient management that every one was saved, and as far as I know no one received a scratch. It is expected that the ship will be hauled off without serious damage.

Otto E. Curtis.

THE MARCONI INSTITUTE

25 Elm Street, New York

In order to keep pace with the growing demand for expert radio telegraphists, the Marconi Company has recently completed its new school known as the Marconi Institute.

The object of this article is to give our readers a brief account of the new Institute and so enable them to appreciate the efforts of the company to serve the nation in its time of need by placing at the disposal of those entering various branches of the radio naval military service, the best equipped institution of its kind in the country.

Both day and evening sessions are held.

The hours of the day class are from 10 A.M. to 12 noon and from 1 P.M. to 4:30 P.M., Saturdays from 9:30 A.M. to 12 noon. The evening classes hold sessions from 7:30 P.M. to 9:45 P.M., Monday to Friday, inclusive.

There will be established a third class, to convene at 3:30 P.M. and close at 7 P.M. This will provide instruction for men who are unable to attend at other hours during the day.

Under the present arrangement, technical instruction in the day class is given from 10 A.M. to 12 noon Monday to Friday; code instruction from 1 P.M. to 4:30 P.M. Monday to Friday, and Saturday from 9:30 A.M. to 12 noon, with the exception of a half-hour traffic class which is held on Wednesday from 3:30 P.M. to 4 P.M.

In the evening class technical instruction is given Monday and Thursday from 7:30 to 9:45 P.M. Tuesday, Wednesday and Friday are devoted to code and traffic instruction.

The code room, which can accommodate 275 students, is divided into three sections, beginners, intermediate and advanced.

The beginners room is arranged so that the necessary individual instruction can be given, the arrangement being such that any two, three, or six students may work together. Here students must attain a speed of six words per minute before being placed in the intermediate division.

The intermediate section is comprised of 4 tables accommodating 60 students, arranged according to speeds from 8 to 18 words per minute.

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The advanced section contains six divisions, and accommodates in all 165 students. Here pupils are placed according to their particular needs, whether it be sending or receiving practice. Weekly tests show the students' progress.

Head telephones which are energized by special motors are provided, the apparatus giving a perfect reproduction of wireless telegraph signals.

All tables are connected to the master-table so that the instructor is enabled to supervise the entire school. He is able to communicate with any section of the school by merely changing a telephone plug. Control of the motors, pitch and strength of signals, is also in his hands.

The students' tables are equipped with transmitting keys, enabling them to communicate with one another.

Call letters of prominent ship and shore stations are assigned to the various tables and traffic is dispatched after the method employed at commercial stations.

In addition, a Wheatstone automatic transmitter is in daily use. By means of this device messages which have previously been perforated on tape are automatically sent to the class at any desired speed. This apparatus is a duplicate of that employed at the high power transmitting stations for sending press and commercial messages to ships.

One of the features of the Marconi Institute is its class devoted to instruction in the dispatch of wireless traffic. The instructors in this department are especially qualified through years of practical and extended experience.

Students are taught thoroughly the regulations of the International Telegraphic Convention, and also the special regulations issued by the Bureau of Navigation and the Naval Communication Service.

Laboratory Equipment

The Institute is supplied with the most advanced types of wireless telegraph apparatus developed by commercial wireless companies. The equipment consists in part, of:

- (1) A 2-k.w., 500 cycle quenched gap panel transmitting set with all accessory apparatus for its commercial operation.
- (2) A standard $\frac{1}{2}$ -k.w., 500 cycle transmitting set.
- (3) A $\frac{1}{2}$ -k.w., 500 cycle submarine set.
- (4) A 1-k.w., airplane set.
- (5) A $\frac{1}{4}$ -k.w., 500 cycle cargo type transmitting set.
- (6) A 2-k.w., 240 cycle disc discharger transmitting set.
- (7) A 1-k.w., non-synchronous rotary transmitting set with switch-board and all auxiliary appliances.
- (8) Standard auxiliary or emergency transmitter for use on ships.
- (9) A complete storage battery installation with switch-boards and all accessory apparatus for instruction in the maintenance and care of storage cells.
- (10) Several of the latest types of receiving tuners employed in commercial service.
- (11) A Marconi Direction Finder Set complete.
- (12) Numerous types of wavemeters, decimeters, and special parts of both transmitting apparatus.

Experimental apparatus is constructed by students as part of the

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course. Those who show special ability in conducting experiments are encouraged to make further investigations into radio telegraphic measurements, thereby fitting themselves for advanced work. Special instruction is given in the theory and practical operation of the vacuum tube.

Examinations

The final examinations of the Institute are suited to the particular branch of radio telegraphy which the student desires to enter. In the technical examination a passing mark of 75 per cent is required and in the examination covering radio traffic a rating of not less than 80 per cent is required. At the completion of the course a certificate is issued to the student upon which is recorded the number of hours he has attended, his rating in the theory of both radio and radio traffic, and his knowledge of American morse and continental telegraph codes.

Graduates of the code division must be able to transmit and receive at a speed of twenty words a minute in the Continental Morse telegraph code.

The Instructing Staff at present is as follows:

E. E. Bucher, Director of Instruction.

Ralph Batcher, Instructor in Elementary Electricity and Magnetism

H. Chadwick, Advanced Code and Traffic Instructor.

C. Sandbach, Advanced Code and Traffic Instructor.

G. Lathrop, Elementary Code and Traffic Instructor.

Miss E. Reading, Assistant Instructor.

The training staff will shortly be increased to fourteen men.

The directors of the Institute believe that for the present it can serve the country in no more effective and patriotic manner than by freely offering counsel and aid to technical schools in process of forming radio classes to assist our government.

The Institute stands ready to help all such schools in every possible way, particularly in outlining a definite classroom course for technical and code instruction. This is not an entirely new function of the Institute; it has acted in a similar advisory capacity to training schools throughout the world, particularly since the United States entered the war.

MARCONI BUDS

For twelve months the Editor has been floundering in a sea of doubt, as to the awarding of the trophy cup. Each one of the entrants has appeared to him as possessing some special qualification as a prize winner, and as each new face appeared in these pages, the Editor has become more and more befuddled, until at the close of the contest he finds himself up a tree. He has been unable to induce any Marconyites to serve on the committee he had relied on to assist in selecting the best baby. Finally a committee consented to serve on condition that their names should not be divulged. Several sessions were held but an agreement on any one baby was out of the question. The sessions were at first inharmonious, but scenes of acrimony and hair-pulling followed and session after session broke up in disorder, until finally an agreement

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THE WINNER

was reached that it was impossible to agree, when it was moved and duly seconded that the names of the entrants be put in a hat, and the winner drawn by one of the committee who should be blindfolded. By this method peace and harmony were restored; and, after shaking hands all around, the Editor's hat was placed on the table, the names of the entrants were inscribed on slips, which were placed in the hat and thoroughly shaken. Miss—— was securely blindfolded, and under the watchful eyes of the others of the committee, drew forth the name of Ruth Heisel, daughter of Mr. Gus Heisel, of the Commercial department. She was declared the champion Marconi bud, and the winner of the contest. The Editor only regrets that there are not cups enough to go around, as he is convinced that each baby is the best.

Distance not only lends enchantment, but even more often it lends courage.

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THE CALL OF W DOUBLE I

The winter sun has settled,
Darkness is creeping near,
The moon slips behind a cold black cloud,
Denying the world of her cheer.
A sentry stands faithful to duty,
As out through the limitless sky,
Crashes the call from loyal America,
The call of W double I.
It speaks, and the whole world listens,
And in the far off city of Rome,
A happy American sailor,
Hears the call from his Home sweet Home.
It comes to the listening German,
As the eagles own warning cry,
And he shudders as he hears that warning,
The call of W double I.
The Frenchman hears and is comforted,
For he knows that it speaks with power,
He knows that aid is coming,
Though he knows not the day nor hour.
The load on his heart is lighter,
As he settles back with a sigh,
It comes to his ears as music,
The call of W double I.
Out on the wind swept ocean,
The sailor hears the call,
He knows it comes from America,
The grandest land of all,
He grasps its high pitched music,
As it crashes through the sky,
'Tis to him as the songs of angels,
The call of W double I.
In distant cold Alaska,
A soldier's eyes grow bright,
As he murmurs, "Yep, that's him calling,
And he's coming good to-night."
And he sits and listens closely,
With that stern look in his eye,
For he knows, 'tis the voice of Old Glory,
The call of W double I.
The moon comes out from her hiding,
And smiles her praising cheer,
On the land of free America,
Whose call she too must hear.
The clouds roll away to the southward,
The stars peep down from the sky,
And the whole world stops to listen,
The call of W double I.

H. R. Webster, U. S. Navy.

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FACTORY NOTES

Friday evening, March 15th, was another historic day in the development of our manufacturing department, at Roselle Park, when the new westerly addition to the factory was dedicated. This extension is a duplicate in style and construction of the easterly addition, completed less than a year ago and which was described in a former edition of the Service News. It contains about 25,000 square feet of floor space, which has been urgently needed to take care of the work on hand.

The employees of the factory took advantage of this opportunity to hold a reception and dance in honor of the Works Manager, Mr. Stein, and the General Foreman, Mr. Benson. Mr. F. C. Newell, Jr., the chief draftsman, was chairman of the committee of arrangements, and in a very eloquent speech paid tribute to the personalities of the two guests of honor, and took occasion to express on behalf of the men of the Works in all departments, their hearty desire to co-operate with Mr. Stein and Mr. Benson in the great work which they are so ably carrying out.

Following Mr. Newell's address, which was heartily applauded, Mr. Zimmerman, of the inspection department, presented Messrs. Stein and Benson with a souvenir of the occasion, and also seconded Mr. Newell in all the good things he had said for the guests.

Following these formalities was the dance and interspersed between dance numbers were a number of entertaining features, such as vocal selections rendered by men in the factory, and an exhibition of magic by Mr. S. Esposito. Following the entertainment, refreshments were served by Mr. Howlett.

Our own Marconi Band did itself

prond on this occasion, rendering the entire musical program. This occasion will long be remembered by every employee, who with his family, was present, for the reason that it gave an opportunity for the men and their families to meet socially. Such was the good time enjoyed that there is a spirit abroad in the factory looking for the next opportunity to have a similar celebration.



January 28, at the Church of the Messiah, Brooklyn, N. Y., A. D. McKenzie, of the Engineering staff at the Marconi Works, to Beatrice Wolley, of Brooklyn, formerly of the Auditing department at the Marconi Works.

Every time a woman sees a mirror she pauses to reflect.

Purchasing Agent—"Does everything one buys go to the buyer?"

Comptroller—"Decidedly, Martin."

P. A.—"Then how is it that when a person buys coal it goes to the cellar?"

PERSONAL

Samuel Campbell for 4 years in charge of the H. P. Station at Chatham, Mass., is now on special work at H. O., N. Y., the Chatham station having been taken over by the Navy for war purposes.

Clarence Cisin the operator who bears a charmed life, has resigned and entered the Navy as Ensign, sailing for the war zone on one of the Dutch ships recently command-

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ered at New York.

K. Kambara, Secretary to Department of Communications, Tokyo, is in New York, and will visit various cities in the interests of his department.

B. J. Ross, Jr., formerly one of the storekeepers, at the Works, who enlisted recently in the Navy, has been commissioned Chief boatswains mate, and is attached to a patrol boat in New York waters.



EXECUTIVE OFFICE

Mr. Nally sailed for South America April 17th, on the S. S. Carillo, accompanied by Mr. Winterbottom, on business of the Pan-American Wireless Company, to be absent several weeks.

SPOKES FROM THE HUB

The set on the Belfast, scheduled with the Camden to replace the White Flyers on the New York run this season, has been re-located by Constructor Swett.

Storage battery sets to operate the main sets were installed on the Maihar and Port Philip.

Constructor Gardner equipped the Anglo-Chilean with a coil set.

Operators Entwistle and Dodge of the Calvin Austin were relieved by Navy operators at Philadelphia.

Sargent was relieved by Navy operators on the Newton, and transferred to the Malden, temporarily relieving Martin who went to the Gov. Dingley.

H. T. Munroe was assigned to the

Carrier for the New York District, relieving Whipple.

Operators Walter and Sullivan, new men, were assigned to the Gov. Dingley. Sullivan was called into service with the Signal Corps after being in our service only a few days.

The shipping Board has requisitioned the Gov. Cobb and operators Barber and Travis have lost their home. Philbrook will be unhappy to learn of the discontinuance of the Yarmouth service, as he had been casting anxious glances at the Cobb in anticipation of a much hoped for vacancy.

EASTERN DIVISION

J. Boa, the Amelia's operator, is now on the waiting list. He has been replaced by H. C. Scher.

B. J. Harvey, of the El Valle, sailed on the Sabine, replacing W. K. Storrs, who was dismissed for failing to report direct to the El Valle. R. J. Preis, of the Creole takes Harvey's place on the El Valle.

Preis is succeeded by G. W. Pope as junior on the Creole; and L. R. Schmitt, its senior, having resigned to join the Naval Reserves, has been replaced by J. C. Stewart, formerly of the Santa Rosalia.

H. Ely, formerly junior on the Santa Rosalia, has been transferred to the Gulf Division.

W. J. Neel, junior on the Huron, has replaced L. D. Payne on the Morro Castle. H. T. Williams sailed in Neel's place on the Huron.

J. J. Michaelson, of the Northwestern, has returned to San Francisco.

J. R. Churchill sailed on the F. Q. Barstow instead of G. W. Pope, who is at present in a hospital at Baton Rouge.

H. McGuire and H. J. Decker, senior and junior respectively of the Comal, have been relieved by F. E.

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Leach and R. W. Culbert, who sailed as first and second respectively on said ship.

The Satsuma is at present without operators, P. Harrison, senior, being on one month's leave, and J. F. Weber, junior, having resigned to join the Navy.

The Santa Isabel was transferred from the Pacific Coast Division with E. I. Pyncheon, a Pacific Coast man, as operator.

H. W. Davis, of the Margaret has resigned to join the Naval Reserves.

After the unfortunate catastrophe which disabled the Susquehanna, her operator, R. C. Thomas, was transferred to the F. W. Weller.

The Apache's junior, R. F. Guy, has resigned. He has been replaced by H. D. Taylor.

The Cascapedia, a Canadian Co. steamer, sailed with L. D. Payne as junior.

When Navy operators were furnished on the Silver Shell, her senior operator, H. J. Liggett, resigned to join the Signal Corps, and her junior, R. C. Wright, resigned on account of being called for service in the National Army.

P. Veneman, the junior of the Algonquin, was promoted to senior when F. W. Rosenquist was removed; P. Tragni relieved Veneman as junior.

P. W. Clement, of the Susanna replaced D. Carruthers as junior on the Northland.

J. A. Quinlan arrived in New York on the Rochambeau, the Bella, on which vessel he sailed for France, having been taken over in France by the U. S. Government.

When the Florizel was lost at sea, C. S. Carter and B. J. Murphy, first and second respectively, were placed on the unassigned list.

The Sinola was sold to the French Government; her operator, C. E. Stevens, returned to New York on

the Rochambeau, and relieved W. Elfenbein on the Munrio, the latter resigning on account of some misunderstanding he had entertained in regard to the new wage schedule.

J. F. Diehl and W. Cox, senior and junior respectively on the Dayton, have both resigned. The vessel is at present laid up at Baltimore.

H. J. Decker has relieved J. Feingersh as junior on the Alamo. Feingersh sailed on the Standard II.

When the Pioneer was supplied with Naval operators, E. Meyer, first, and W. J. Quinn, second, were placed on the waiting list and the unassigned list respectively.

W. W. Redfern sailed as junior on the Cherokee instead of J. E. Boyle, who has been dismissed for failing to report on sailing day.

The J. S. Whitney's operator, T. J. Alderman, has been transferred to the Gulf Division.

C. C. Langevin, senior, and J. Sokutis, junior, have been transferred to the Brazos and the Great Lakes Division respectively. They have been replaced on the Nacoochee by C. L. Jones, formerly of the Polarine, and W. J. Quinn as first and second respectively.

When Langevin was placed on the Brazos as senior, L. F. Kendall was demoted to junior and E. Fabian, its former junior, was removed.

H. Wiswell was removed from the Polarine where he served as junior when Navy operators were supplied.

The Owega is at present without an operator, F. W. Hanper having been loaned to Elwell & Co., for a trip on the Cape Ann.

G. A. Marsh, formerly of the Charybdis, sailed as senior on the Weathersfield, a Canadian Co., ship. W. A. Slack was sent from Montreal to sail as junior on this vessel.

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The Trinidadian sailed with R. Preece.

H. T. Munroe was assigned to the Currier when H. B. Whipple resigned.

SOUTHERN DIVISION

Constructor Manley installed a 2 k.w. 500 panel set on the Broad Arrow, at Camden.

Constructor Sinclair installed a ½ Canadian cabinet set on the Santorc, at Baltimore.

H. T. Monroc relieved T. S. Brown for one trip on the Ontario.

L. H. Graves relieved A. A. Angell on the Augusta.

Constructor Gerson resigned to enter the Government Service, at Newport News.

Carl Rutland, clerk at the Philadelphia office resigned. He was relieved by C. Owens and he in turn by F. Atlee. Owens says nothing like ship life.

The Kershaw, of the M. & M. T. Co., was beached about 20 miles from Montauk Point. Operators O. E. Curtis and J. J. Muldoon took a ride in the breeches buoy and landed safely. Their personal effects were left behind. Otto is mourning the apparent loss of his "Ionic relay." Latest reports from the M. & M. T. Co., say that the ship will be saved and taken to Boston.

C. Owens relieved F. Atlee on the Grecian.

O. E. Curtis relieved W. P. Grantlin on the Nantucket owing to the illness of the latter's mother, who has since died. Grantlin has our deepest sympathy.

L. Assadorian was assigned to the new steamer Sabine Sun.

L. Ainley relieved C. R. Hahn on the Toledo.

W. Osterloh took the Meade from Newport News to Boston.

GULF DIVISION

Senior operator Adler, late of the Mexico is confined to his home with a mysterious illness. We understand that he is to have an X-ray examination and we all hope for the best. Junior operator Brasher has succeeded him and McCann has re-entered the service as junior on the Mexico.

Operator Bailey seems to have at last found a home on the San Cristobal. For a man with short experience he is possibly better than a lot of the older ones as his records on the San Cristobal show four to five hundred miles in the daytime in Mexican waters with 2 k.w. nonsynchronous set. We have been advised privately that he sports a motor boat while lying in Tuxpam; by the way, this is furnished by the Steamship Company.

We understand the P. J. Barkley, of the Key West Division is to substitute Q.C. for P.J., Q.C. meaning quick change. Barkley has been assigned to the Miami twice and also to the Mascotte twice; all within twenty-five days time.

Senior operator Broussard, of the Excelsior has as junior, H. Ely, who is from the Eastern Division.

Operator Christiansen remains on the Panuco.

Operator Coe is on the Harold Walker.

Temple and Fruebing are still doing their bit on the San Juan.

Operator Grissom is on the Marina in Porto Rican waters.

Operator Davis, after being on the unassigned list for five days, has been assigned to the Miami at Key West.

Operator de Bellefeuille, an old Marconite from the Pacific coast, has been assigned to the Mexicano.

Operator Hammerley is still standing by the Geo. E. Paddleford which

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is ashore on the Tampico jetties.

Hill and Wolter remain on the Ponce.

Operator Hille has been transferred to the Coahuila from the Torres.

Operator P. E. Cassels, late of the Joseph R. Parrott has resigned to enter the aviation service.

J. P. Leahan, a new employee, is assigned to the Danziger relieving Clement, who required medical attention.

The Southern Division is no longer in a class by itself, the Gulf Division now having a woman wireless operator, Miss Lena Michalsen, who has been assigned to the Tamesi. To make things a little more homelike she is fortunate in having her daddy, master of the vessel.

We are sorry to report that operator Zapata, of the Spanish vessel Aragon, which is controlled by the Belgium affiliated company, died at the Marine hospital, March 14th, after long suffering from pulmonary tuberculosis.

Sickness seems to be very prevalent of late in the Gulf Division. Operator Pindado, of the Gene Crawley, was taken to the Marine hospital on his arrival from Mexico as a passenger on the Tamesi. Pindado has been suffering from severe hemorrhages and we hope that now that he is to get the proper treatment, he will soon be with us again.

A. R. Russell has re-entered the service and is assigned to the Penant.

Operator Slauson is at present on the Torres.

T. J. Alderman is again in the Gulf Division and is junior on the Breakwater.

GREAT LAKES DIVISION

Lake vessels are being made ready for service as fast as possible. The engineers crews are putting the last touches on the engine-room, while the deck officers are getting the last coat of paint on and attending to the last detail. At the same time the radio men have not been idle. The past month has been a busy one for this division. There have been many new equipments to install, and all of the old ones to overhaul and repair. Constructor S. E. Leonard completed installation on the A. M. Byers with assistance of B. L. Chapman, an old timer on Lake Erie. Installation has commenced on four vessels of the Reiss Steamship Company. All the new equipments will be the regulation $\frac{1}{2}$ k.w., cargo set, with the type 112 tuner.

In the Chicago district, operator J. A. Goosrich, of the Arizona is absent on leave. E. Prenzel is now on the Arizona. J. F. Born, of the Georgia, has been transferred to the Illinois. R. W. Elling is now on the Indiana. These vessels have defied the ice of Lake Michigan for the greater part of the season.

On March 25, Otto Berg took the Maitland out. She is the first vessel on Lake Erie this season. The Ash-tabula, car ferry, went into commission April 1, with Joseph Whalen in charge. Both Berg and Whalen held the same posts last year. J. A. McCaffery was assigned to the Conneaut. The Eastern States made her first trip from Detroit this season with F. E. Elliot as operator. Elliot is a last year's man.

The Marconi Institute, under Instructing Engineer Gogel, met with hard luck in the fire that damaged express matter in the express warehouse at Cleveland. All the phones for the school were destroyed. How-

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ever, work has commenced with several classes for class 1 men, and prospective aviation corps men. The school will be running full blast soon with a probable enrollment of 100.

Great Lakes men will miss several familiar sparks this season. The Northwest, which burned at her pier at Buffalo several years ago, has been rebuilt and sent to the Atlantic. It is expected the Northland (WCN) will soon follow her. The Minnesota (WEK), the Nevada, and several others sailed to the coast last summer, before the close of navigation.

A plan is under consideration by Federal authorities whereby all Lake shipping, (freight) will be pooled and directed by a central board. Ships would be compelled to carry any cargo to any port at any time, under this plan. If the plan goes thru, the central pooling board will undoubtedly use wireless to a great extent in ordering vessel movements.

PACIFIC DIVISION

E. A. Werner, formerly senior of the Beaver, has been called into active service; A. P. Stone being assigned in his place.

H. E. Wright, senior of the Centralia, relieved C. Trostle, who has been called into active service.

E. I. Pynchon has been assigned to the Grace Steamer, Santa Isabel, as operator in charge.

C. F. Trevatt, has been assigned as senior of the Schem, and Roy Hansen, a new man in the service and a graduate of the Marconi institute, as second. It appears that fate is against Trevatt and does not desire him to take a partner in life.

G. A. Williamson, formerly of the Adeline Smith, relieved G. A. Jensen, of the Johanna Smith, who has been assigned in Williamson's place.

R. S. Savage, who has arrived here

but a short time from the east on transfer, has been assigned to the Alliance.

L. S. Grabow, formerly of the Enterprise and who has since been called into active service, was relieved by G. G. Greene, a former Marconi man, and now returning to the employ of this company.

G. W. Woodbury has been assigned as senior of the James Timpson.

H. M. Van Auken goes as senior to the Lurline relieving F. I. Throop, who has resigned to take a position with the Southern Pacific R. R. Co.

W. Chesebrough, formerly senior of the Multnomah, is now senior on the Wahkeena. G. C. Owen, junior on the Multnomah is now acting senior and V. P. Rodgers is junior, a new man in the service and a graduate of the S. F. Marconi Institute.

C. M. Morenus, who was temporarily on the Rose City as junior has been relieved by A. E. Wilkinson, a new man in our service. Mr. Morenus has since gone to the Santa Cristina.

L. H. Hardingham, a new comer, relieved W. Marsh, formerly junior of the Santa Cruz, and who has since been assigned to the motorship Sierra, as senior.

The San Francisco Construction Department during the month of March, equipped the motorship Sierra with a ½ k.w. panel set and completed the equipment of a ½ k.w. panel set aboard the steamers Santa Cristina and Wahkeena. The Seattle Construction Department during the month of March, equipped the motorship James Timpson with a ½ k.w. panel set, and the Western King with a ½ k.w. cabinet set.

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