

# MARCONI SERVICE NEWS

Volume 3

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By and for Marconi Employees



G. HAROLD PORTER



# OUR HONOR ROLL

## MARCONI

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 Roberts, H. P. Ohio  
 Rodd, Herbert C. Ohio  
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 Roy, Frank M. Oregon  
 Roche, Walter J. New York  
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 Shaw, F. W. California  
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 Weikel, John H. Pennsylvania  
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 Young, Robert I. Florida

# MARCONI SERVICE NEWS

## FRONTISPIECE

We present this month the Assistant Commercial Manager of the Marconi Company, Mr. G. Harold Porter. He was born in Carbondale, Penn., in 1871, and when nine years old became ambitious to enter the working world. This was about a year after the death of his father. The best opportunity that offered was a position as breaker boy in the mining department of the Delaware & Hudson Railroad Company. Young Porter's mother did not know that her son's ambitions had assumed practical form until he was ready to begin work. Then she objected. An older son, who knew something of the hardships of the employment which the boy had selected, predicted that he would give up his position in half a day. Harold overheard the remark and disproved the assertion by remaining a breaker boy for a year and a half.

Porter's ambitions soared above his work, however, and he became in turn newsboy, office boy and messenger, holding the latter position in the telegraph office of the Delaware & Hudson Company. While he was thus employed he frequently thought of the telegraph operator's desk as one of the next steps in his climb upward. Therefore he obtained all the knowledge possible of telegraphy from the operator and in return was asked to aid him in the routine duties of the office—work which he was not called upon to do in his capacity of messenger, but it gave him training as an operator, and one day he was able to obtain a position at the key in a smaller railroad office not far from Carbondale. In the meantime the operator and his superior in Porter's former place of employment had disagreed and there was a vacancy in the telegrapher's chair. Porter seized this opportunity to apply for the more desirable position. He obtained and held it satisfactorily, although, in the parlance of operators, it was a roast.

A wider field was beckoning Porter, however, and in January, 1890, he came to New York, where he found employment as telegraph operator with the Kings County Elevated Railway Company. Afterward he served as operator for the Central Railroad of New Jersey, and was later invited to join the forces of the Baltimore & Ohio Railroad, and was shortly thereafter appointed division operator in charge of the New York division. He began his commercial career in New York in 1898, when he was appointed chief clerk of the general freight department of the Baltimore & Ohio Railroad.

When he left the Baltimore & Ohio in 1906 to become traffic manager of the Tyler Lumber Company he again put into practice his habit of doing just a little more than the duties of his position called for, becoming secretary of the company a year later.

Mr. Porter joined the Marconi Company in 1913, his first assignment being to the task of purchasing the entire equipment for the high power stations in New Jersey, Massachusetts, California, Alaska and Hawaii. On June 1, 1914, he became purchasing agent where he showed marked ability, and January 1, 1917, he was advanced to his present responsible position. Mr. Porter has a charming wife and daughter at his handsome home in New Jersey, and takes an active interest in civic affairs in his home town.

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### ON THE JERSEY BEACH

*By Rufus C. Thomas*

The Susquehanna was returning from European waters, where she had sailed up and down, and to and fro, within the war zone, visiting many ports without molestation by submarines, torpedoes or mines, and had come to hold those contraptions of the Kaiser in supreme contempt. She was bound for New York to take out another cargo of necessaries for the Allies.

I had gone off duty at mid-night and had been asleep about an hour, when the Chief Engineer opened my door and informed me that the ship was ashore. Knowing his facetious nature, and everything appearing to be normal, I turned over and went to sleep. In about half an hour I was roused by a summons from the Captain, who requested me to send an S. O. S. This I did at once but not without letting him know that I resented having my early morning slumbers disturbed.

Distress rockets had already been burned which attracted the attention of the coast guard and our solitary Navy signalman soon got in communication by means of a morse lamp, by means of which we learned we were ashore 20 miles north of Barnegat.

With the aid of a small flash light I found my way through the gale and inky blackness to the Radio Cabin, and here I found I had troubles of my own. On pressing the motor button, the motor failed to start. Investigation showed there was a ground on the main line. Not caring to take the time to clear the ground, the cabin extension lamp was called into service.

"Do you wish to be removed from the ship?" was the first response to my transmission, to which I replied "No, but the ship desires to be

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removed from the sand." Back came the answer, "Sorry, but our draught won't permit us to help you," and that was the last I heard from that station. In a short time we cleared the ground and I got in touch with Fire Island, Brooklyn Navy Yard and Cape May, each of whom tried to aid me in getting early assistance. Tugs were dispatched from New York, but were unable to reach us until after daybreak. By this time the gale and sea had driven the ship so far up the beach, that the tugs were useless, and after awhile they returned to New York.

In the meantime the Coast Guard was preparing to come to our relief and at dawn they were on the beach opposite us with all the modern equipment of a life saving station. Their gun projected us a cable which we carried to the top of the mizzen-mast and securely fastened. Upon this they suspended a breeches buoy which was hauled back and forth between ship and shore by means of pulleys.

When all was ready the order was given to abandon ship, as the increasing gale warned us that we should lose no time. It fell to the lot of a fireman to make the first trip. Fighting his way up the mast through the gale and heavy spray which was continually breaking over the ship, and flying high into the rigging, he got into the breeches buoy and was safely pulled over the surging seas to terra firma. Others followed with varying degrees of good fortune and wetness. Owing to the ships responding to the rolling seas, the tension on the cable was constantly changing, and the buoy was frequently immersed in the Atlantic.

About 10 o'clock it came my turn to beat it ashore and I was not sorry, for my stomach had commenced to respond to the violent lurching and pounding of the ship. My removal was uneventful excepting that I was held aloft some time in the driving spray, while readjustments of the cable were made. One old mariner who followed me ashore had some difficulty in making the transit. Being a large and heavy man, he ascended the mast with great difficulty, and required the aid of the third officer to get into the buoy.

Our Captain was the last to leave the ship and he left at once for New York by automobile and train, to report his loss to his owners.

We were given quarters at the Seaside Heights Life Saving Station, where we received the utmost courtesy and consideration. Dry clothes and hot food in abundance were at our disposal and that night accommodations were provided at a neighboring hotel, where we enjoyed ourselves as guests of honor. Everyone was anxious to hear personal accounts of our experiences. The next morning we were to entrain for New York and all were in the best of spirits. These spirits however were doomed to undergo a change for some. Along with the coming of dawn, came fate and the Shipping Board with a different schedule. Nine of our crew were ordered to return on board the ship to give what aid we could to a wrecking crew in helping to salvage the vessel. Among this unhappy number I was included. Needless to say we protested, but we were consoled with the statement that the work was connected with government and that our protest should be made to the authorities at Washington. Several of us being within the draft age, we decided that after all, the ship was probably preferable to the trenches.

On arriving on board we found the wreck had had visitors during

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the night. The New Jersey pirates had made an unsolicited call. An inventory of the Radio cabin showed that the tuner, key, phones, tools, spare aerial wire and several other articles, including personal property, had disappeared. The spare armature I found outside the door, awaiting transportation to the beach, and also the tuner, carefully wrapped in paper.

By this time the wrecking crew had arrived and assumed charge. The Captain, a little, short, fat man was in high spirits, although Jersey is dry. Reporting my losses to him and emphasizing the uselessness of the wireless without the missing articles he at once summoned a Coast Guardsman and enlisted his assistance, stating in an off-hand way that the work was connected with the government. The missing articles mysteriously returned the next morning.

The Susquehanna in grounding had grounded thoroughly. There was much speculation as to whether she would ever leave the beach. For a week the wreckers labored day and night, jettisoning cargo and pulling on cables attached to heavy anchors dropped half a mile off shore, to which was added the strength of a powerful tug, before she finally consented to return to her native element. Finally, on an unusually high tide, she responded to the efforts of the wreckers and slipped from the beach into deep water.

Our journey to New York was a perilous one. We soon discovered that the ship had not escaped damage. Her holds were flooded which gave her a heavy list. It was found necessary to order another tug from New York, but for some reason she did not show up. Arriving off Sandy Hook, the aid of the steam pilot boat New York was obtained. A little later we picked up a passing tug, and with the combined efforts of the three vessels, the Susquehanna was finally dragged up the harbor and beached at the Wrecking Company's plant at Staten Island, thus ending a long and trying voyage.

In my young life I have witnessed many a solemn hour, but none to compare with the moment when our shipwrecked and jaded crew, once more on dry land elevated their right hands and swore by Father Neptune, the God of Waters, "Never! Never again!"

### WIRELESS TELEGRAPH IN 1854

The Toronto Globe recently published a letter from Mr. James Adie, of the Canadian Pacific Railway Company's Telegraph, St. Catharines, Ont., giving a sketch of the life and work of James B. Lindsay, of Dundee, Scotland, who in 1853 suggested the possibility of electric communication between Great Britain and other countries without the employment of submarine wires. The following facts are quoted by Mr. Adie from a book entitled "Dundee Celebrities," published in 1873: In 1854 he took out a patent on his invention to accomplish this result, and in the same year he conducted a series of experiments in transmitting messages without wires across a mill-dam, about 300 yards wide. The result of these experiments were successful.

Mr. Lindsay continued to make experiments at other places, and

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on May 17, 1859, he telegraphed successfully across the Tay at Glencarse, where the river is about half a mile wide. In September of the same year he read a paper before the British Association at Aberdeen, giving an exposition of his theory.

In 1860 Mr. Lindsay conducted experiments at Liverpool, but they were not as successful as those elsewhere, being counteracted by some unaccountable electric interference which he had not before met with.

Mr. Lindsay discovered the electric light in 1835, when he succeeded in obtaining a constant light. The light was exhibited in Dundee in 1836. In 1845 he suggested the possibility of extending the electric telegraph to America. This was at least a dozen years before such a prospect was seriously entertained in the scientific world.

### MARCONI-VICTOR RECORDS

The following letter from an Associated Press expert tells its own story.

New York, April 6, 1918.

Mr. Harry Chadwick,  
Marconi Institute,  
New York City.

Dear Mr. Chadwick:

I learned only recently of the Marconi Wireless telegraph records and purchased a set from an up-town dealer. While I have had no practical experience with Continental Morse, I was fairly able to read straight words without punctuations and figures. Therefore, my first lesson was in figures. I put the No. 10 lesson on, slowly at first, and after not more than four hours practice, I could copy the figures as fast as the Victrola would run.

The sending is absolutely perfect, the signals clear as a bell, and I have told the men on my wire, sixteen of them between New York, Washington, Louisville, Indianapolis, St. Louis, Detroit and Chicago, about them and their merits. Our man in Detroit told me he had purchased a set and Indianapolis has put up a notice about them.

I enlisted in the Navy about a month ago and expect to be called soon. Have been given a rating as first class electrician (radio) and expect to be quite far advanced by that time, thanks to the aid of your records.

My reason for writing you is to ask if you expect any other records of this kind will be put on the market in the near future, and could you advise me further as to the best way for me to obtain a practical working knowledge of the technical end of the wireless, in order that I may prepare myself for promotion. I have been a press telegrapher seven years and at present am employed as assistant chief operator.

Very truly yours,

(signed) David Ryan.

51 Chambers Street,  
Care The Associated Press.

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### THE SURUGA TORPEDOED



The 5,000 ton steamer Suruga of the Barber line, sailed from New York, October 14, loaded with copper, oil and Red Cross supplies, bound for Genoa, and arrived there after an uneventful passage. Two weeks later we sailed for home in ballast in a convoy of seven ships under escort of an Italian submarine chaser. In a few hours we encountered a submarine which attacked two of the ships and then made for us. While at Gibraltar a gun had been mounted on our stern, and we opened fire but Fritz was out of range and we proceeded full speed for the beach which we soon struck. Fritz then let fly a torpedo which struck us near the propeller and opened a large hole. The Suruga took a heavy list to starboard and the order to abandon ship was given. We took to the boats and pulled like the mischief towards land and saw no more of Fritz. We soon reached the inviting looking little Italian village of San Stephano, where on landing we were hospitably received and supplied with hot food and dry clothing, the latter being most welcome. There being no inn, we were allowed to sleep in the church, where we were made quite comfortable. Three days later we proceeded by rail to Genoa, sixty miles away, where the American Consul

lodged us at the finest hotel, the Bristol. We had to wait five weeks for a ship, finally sailing on the fast mail steamer Dante Alighierie for New York. While off the Spanish coast we encountered a submarine which had just sunk a passenger vessel near by, but by cleverly zigzagging we were able to elude Fritz, and in due time tied up at Jersey City. The Suruga was floated and repaired, and is again carrying supplies to the Allies.

*William J. Neel*

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### Q. S. T. OF THE CITY OF ATHENS



I suppose all ones that have had the experience of being torpedoed or rammed as we were, know what it is to be awakened from sweet dreams, bumped about and finally become aware of the fact that the ship is sinking. This was my experience that fateful morning. For those who have not yet had the opportunity, or should I say, fortune, I can vouch it is 100% pure adventure.

We left New York bound for Savannah, one of those ships destined never to return, with indications pointing to stormy weather. I had been busy copying storm warnings amid victorious clashes of static when relieved by Mr. Doherty the senior operator, and I was sure glad to be off. A stiff wind, and heavy sea were going active duty as I went below, but as we carried a heavy cargo of machine gun parts the ship was doing little rocking. Our passengers numbering 68 in-

cluded 25 French sailors bound for Savannah, 25 marines for Port Royal and 8 women and children.

Going below to my cabin, which was on the starboard side on the main deck directly below the radio cabin amidship, I noticed the decks were deserted, so after trying to tally the wireless books and inserts and finding our scratch pads missing as usual I turned in, it being then, about 3 bells.

I was sound asleep when we were hit, but the fog whistles followed closely after by the tremendous crash mingled with the splintering of wood, and cries of frightened passengers soon had me wide awake.

I jumped out of my bunk and looked about; the sky was overcast and black as ink over-head, the slashing rain beat upon the deck, and I could dimly discern the outlines of a cruiser backing away from us, the green light on her broken foremast seeming to waver and then disappear.

I pulled on my uniform and ran forward to where we were hit; the mate and a few sailors were inspecting the damage and I could feel the ship listing already. The cruiser had rammed us directly under the bridge, killing almost all steerage passengers, including the French sailors. Their cries of fright and those of the dying were pitiful to hear. The sailors on watch were all below deck. They never uttered a sound as the deck had buckled and they were killed outright like rats in a trap.

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The ship had taken a bad list and I ran up to the radio cabin and found Doherty putting on a life preserver. He told me the ship was going down fast and to go up to the bridge and get orders. This I did but the water had risen above my knees, and I saw that the stairs and ladder to the pilot house had been torn away by the crash. It was therefore impossible for me to see or get orders from any of the officers who were all quartered on the boat deck.

I ran back or rather swam, being banged against the cabins and rail which was crowded with passengers many of whom were hysterical and crying that we had been torpedoed. A boat was being lowered and the crew and passengers were all jumping and leaping into it, when the ropes parted. The cries that rose I will never forget.

When I reached the radio cabin I found that Doherty was gone. The room was rapidly filling with water and the set being short-circuited all S. O. S. calls for help were impossible and no one knows whether a call was ever sent, though I afterwards heard from the captain, that he had telephoned orders to Doherty but had given no position.

I grabbed the log sheets and key to the room and going below to my cabin, I seized my life preserver, telling a marine in the next room to don his and then a huge wave washed both of us overboard. Swimming to a log floating near by and looking back I saw the ship rapidly keeling over to port; her stern was now under and the second life boat being lowered but she was not crowded as the majority had either jumped into the sea or were washed overboard. A fire had now broken out in the pilot house and sent its dull glare over the sinking ship, when all of a sudden the bow rose perpendicularly and the Athens shot out of sight 6 minutes after the collision. Cries of horror arose and a hissing of steam, now being revealed by the cruiser's search lights. She was now rapidly lowering her boats.

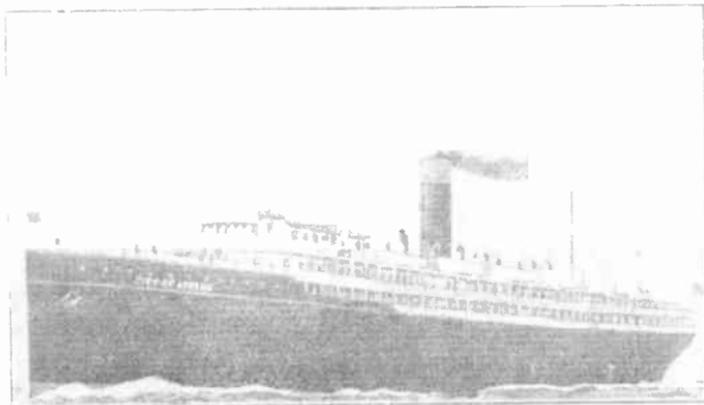
I was holding on to the log with the stewardess whom I had picked up as she was about to go down for the last time. She had on one of the children's life belts and was dead when I picked her up. We had drifted for about fifteen minutes and I had become rather faint and was rapidly losing consciousness when the search light picked us up and I was soon rescued and taken on board the cruiser. We were all given a hot bath to restore circulation and plenty of hot drinks and I soon felt human again.

The commander ordered the search for survivors carried on until daylight when we started back to New York 120 miles distant with but 67 survivors out of 152, losing our 1st officer, two children, 5 women and many others including Doherty my senior operator.

We all lost everything and in the morning it was quite a recreation trying to pick the Frenchmen from our passengers and marines who all now wore some part of the navy uniform. All of us have since testified to the kindness shown us while on board as every possible attention was paid to see that we were made comfortable.

We reached New York about 24 hours after we started on our voyage and went ashore a thankful and sorrowful lot of survivors. I had been fitted with a pair of modern shoes, a French officers hat, my shrunken and wrinkled uniform and a sweater too large for me; but the

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curious never bothered us as we crossed the ferry from Staten Island or when riding home. I just felt happy at seeing the thirteen cents I still had in my pocket through the whole event.

*Carl W. Vollmer*

### SOME GOOD RULES

- Be helpful
- Be sociable.
- Be frank, open and truthful.
- Be generous, magnanimous.
- Always be ready to lend a hand.
- Be kind and polite to everybody.
- Take a genuine interest in other people.
- Take pains to remember names and faces.
- Never criticize or say unkind things to others.
- Forgive and forget injuries, but never forget benefits.
- Rejoice as genuinely in another's success as in your own.
- Always be considerate of the rights and feelings of others.
- Have a kind word and a cheery, encouraging smile for everyone.
- Learn to control yourself under the most trying circumstances.
- Meet trouble like a man, and cheerfully endure what you can't cure.
- Believe in the Brotherhood of man, and recognize no class distinction.
- Never joke at the risk of giving pain or hurting someone's feelings.
- Be ambitious and energetic, but never try to benefit yourself at the expense of another.
- Be as courteous and agreeable to your inferiors as you are to your equals and superiors.
- Do not measure your civility by people's bank accounts.



French observer in sausage balloon keeping eye on German forces, telephoning to headquarters

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### A FIRE AT SEA

Nothing is more appalling than a fire at sea, and when the fire assumes serious proportions, if the doomed ship is equipped with wireless, many and fervent are the prayers of thanksgiving for the invention of Marconi.

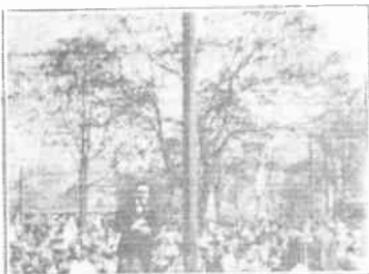
The American steamship City of Wilmington was recently burned south of Sable Island. The flames burst from the hold suddenly and spread rapidly, driving the crew to the boats. One of the last men to leave was the Naval radio operator. With the flames sweeping the ship fore and aft he stuck to his post, flashing out the S. O. S. keeping land stations informed of the ship's position and the progress of the fire. While the crew were piling hastily into the boats he sent word that he was going to make a final search to make sure all hands were safe.

After exploring those portions of the ship not enveloped in flames he jumped back to his key and reported to the nearest station that all hands had gotten away. The flames were leaping skyward almost as high as the foremast when he flashed his last message: "Me for the nearest boat. Goodbye."

A Norwegian steamship picked up his distress call and proceeded to the spot under forced draught, guided through the night by the pillar of fire, and rescued the entire ship's company.

### FACTORY NOTES

The employees of the Factory look with great pride upon the honor flag with nine stars presented by the U. S. Government for the successful termination of their subscriptions to the Third Liberty Loan. Saturday April 27th, the Local Liberty Loan Committee were presented with an honor flag for having over-subscribed the amount apportioned to them to raise. This was a great occasion locally, all the school children, the police and fire departments and the



men of the factory turned out, headed by our own Marconi Band, which appeared for the first time on parade in uniform. Our large subscriptions helped to win the flag for Roselle Park and following the parade the Local Liberty Loan Committee presented an honor flag of nine stars to Mr. Stein as representing the Marconi Company.

The men were not only proud of the fact that they worked for such a successful organization but were also exceedingly proud to see their leader, Mr. Stein, on the rostrum receiving this reward for the effort which had been made to make this loan a success. Everyone of the employees who witnessed this public demonstration had the feeling that they shared in the honor because they felt that it was their sub-

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scription which had made this occasion possible and reflected in their faces was the smile of pride and pleasure caught from that of Mr. Stein who in a very well-chosen and forceful manner thanked the committee for the flag and placed himself and his organization on record as willing at all times to co-operate with the Government and with the local officials in any move for public and civic betterment.

The factory subscription amounted to \$50,750.00, which represented a subscription of \$84.86 per man, 98.6% of the men employed in the factory having subscribed for the bonds. Of course, this fine showing was not made with any idea of receiving the reward which eventually came and hence much greater was the pleasure when Mr. Stein was notified to come for the flag.

Incidental to the taking of this subscription there was considerable friendly rivalry shown between the different gangs and different departments as to which one would show the largest total subscription per man, and also an effort was made to have every man in every department to at least take one bond.

To add to the interest in the contest certain men in the organization offered prizes for the teams having the highest subscription per man.

The prizes were awarded as follows:

Captain—R. H. Langley	(1st office prize)	sub. per man	\$147.62
" —O. R. Weidnüller	(2nd " " )	" " "	147.22
" —G. Berghaus	(1st shop prize)	" " "	125.00
" —A. Kachelreiss	(2nd " " )	" " "	108.11
" —H. Borstner	(3rd " " )	" " "	105.56
" —E. R. Welsh	(4th " " )	" " "	105.00

Mr. P. J. Collins takes great pride in the fact that he had no slackers on his shift, every man on the night shift having subscribed for a Liberty Loan Bond.

Out of the whole force employed at the Factory there were only 13 men who failed to subscribe. We consider this a most excellent showing. There is not a factory in our vicinity that approaches our record.

While the drive was in progress almost daily there was a new cartoon on our bulletin, drawn by some of our own artists portraying the gloom of some team captain who had to, perhaps temporarily, take second place in the contest, or the joy of some other captain who had landed a new subscriber which raised his average. The small cut shows Mr. Stein receiving our efficiency honor flag. This contest has been of great value in getting the men better acquainted and promoting an esprit de corps which will extend to other affairs.

### CAMP LIFE

One of the boys at Fort Sil, Oklahoma, sends the following outline of his days work.

This is the end of a perfect day as far as activity goes. From 7:30 to 8:30 we drove artillery teams up and down hills and through woods on very twisty roads. I had a fine big pair of wheelers and we got along fine. Then a lecture 8:30 to 9:30 on Ballistics—along the lines of my

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slide rule only the rule is simpler.

Then 9:30 to 11:30 mounted Battalion Reconnaissance—about 25 men. We were a battalion staff required to find and occupy a position to protect the retreat of our infantry. Every man had a job—one of the regular places—scouts, signal men, telephone operators, etc. I was Reconnaissance Officer for B battery. The batteries were simulated. We had a great ride, occupied a position, got chased out and occupied another a mile away. I had to simulate bringing the battery back at a walk after the rest of my own particular bunch had dashed ahead to find their own position and get ready for the battery; and my horse thought it was all wrong. But we got there at a walk.

This afternoon we had a lecture on firing, then piled into motor trucks and trundled in a cloud of dust; out to one of the firing positions and observed the firing done by one of the classes ahead of us. Then back for a lecture on telephone systems in the trenches—finishing at 5:30; and now it is 6:30 and I am ready for supper.

### SOMEWHERE IN FRANCE

Here is an extract from an interesting letter from Arthur E. Lynch, a former Marconi-ite, now on the western frontier.

Things do run along in very strange channels when the War God calls. My brother, who had just returned to a rest camp after a bit at the front with the 165th Infantry, is in an officer's training school expecting to be commissioned in the Signal Corps; my uncle is now a Captain in the Aviation Corps and is but a few miles from me, and one of my girl friends who knew nothing of telephones, is among the first twenty-nine operators to arrive. She called me up from a city about a hundred miles away. Gosh! but it was good to speak to an American girl after five months of nothing but French; and so it goes right on through the line. Here we have an architect commanding a regiment of infantry, and there an electrical engineer taking charge of a machine gun company, or running a supply station. It speaks well for American versatility.

The following paragraph from a letter written by my brother recently may interest you:

"I suppose you are watching, as we are, the enormous attacks of the Germans on the British front. I have great faith in the British and think that beyond a doubt they will more than hold their own. Kid, it looks to me like the end. The Hun must have peace and he knows it. Therefore, in this drive he is sacrificing everything to that end. Let's hope that before long he will have that peace—in defeat."

Just what our outfit is doing we are not permitted to say. For the first part of our time here the Supply Officer had me with him, then I went out checking material on a job which covered over six square miles, from there they put me on a motor cycle and that carried me all over the country, and now I am handling an entirely different kind of position.

I am having a great time, but will be mighty glad to get back.

## MARCONI SERVICE NEWS

### OUR FLAG—OLD GLORY

The first striped flag was raised at Washington's headquarters at Cambridge, Mass., January 2, 1776, and saluted with thirteen guns.

At about the same time, John Paul Jones, the senior First Lieutenant, hoisted it with his own hands over Commodore Hopkins' flagship, the *Alfred*, anchored in the Delaware off Philadelphia.

The Stars and Stripes was first used in actual military service at Fort Stanwix, re-named Fort Schuyler, now Rome, N. Y. on August 3, 1777.

It was first carried in battle at a skirmish at Cooch's Bridge, near Wilmington, Del., September 3, 1777.

It was first recognized by a foreign power on February 14, 1778, when the French fired a salute to the *Ranger* and the Independence of Captain John Paul Jones' fleet.

The American flag has never surrendered on the sea. One of the earliest ships to fly the Stars and Stripes was the *Bon Homme Richard*, a made-over merchantman. On Sept. 23, 1779, she was engaged and sunk by the British frigate *Serapis*. When the *Richard* was a mass of flames and sinking Capt. John Paul Jones was asked, "Has your ship struck?" "I have not yet begun to fight," came the answer.

Later John Paul Jones had the satisfaction of seeing the first British man-of-war strike her colors to the Flag of the United States.

Today all flags used in the Navy are made at the Brooklyn Navy Yard from bunting made in Massachusetts. The bunting must weigh five pounds to forty yards, and withstand a test of seventy pounds to two square inches. It is steeped in salt water six hours and then exposed to the sun for another six hours. If it passes these tests it is pronounced fit for the country's service.

### OIL BY WIRELESS

On April 21, at 10 A. M., the S. S. *Herman Frasch* sent the distress signal while in the Gulf of Mexico, stating she was adrift and short of fuel oil. The oil tanker *Brilliant* answered the S. O. S. and rushed to the aid of the *Frasch*. April 22, after securing a good supply of oil from the *Brilliant*, while at sea, she was able to proceed under her own steam, thankful to the *Brilliant* and her crew.

We regret to record the death of Restituto Pindado, at the Marine hospital in New Orleans. He was an operator in the Eastern and Gulf divisions during the past year, a native of Bilbao, Spain, and with no relatives in America so far as known. His age was 35.

TROUBLES, like babies, grow large by nursing.

Don't be a nurse when trouble comes your way.



**MARCH 18**, at St. Peters Church, Folkstone, England, William Vernon Moore, R. N. (Warrant officer), formerly of the Marconi transoceanic staff, to Esther Sara Herbert, of Waterville, Ireland. The bride, who was given away by Quarter Master Sergeant Hugh Young, of the Army Ordnance Corps, was attired in the

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uniform of staff sister. The best man was Corporal D. Ayling, of the Middlesex Regiment. The honeymoon was spent in Ireland, after which the bride resumed her duties at Northumberland War Hospital, the groom being on waiting orders. They received numerous handsome wedding gifts.

**APRIL 27**, at Brooklyn, Robert Franklin Miller, C. P. O., U. S. Navy, formerly of the Commercial department, Marconi Company, to Alma V. Lawson, telephone operator at Marconi Head office.

About 50 friends of the happy couple assembled at the home of the bride for the ceremony and reception which followed. A bridal supper and dancing filled up the evening and the newly weds departed 'midst a shower of rice, confetti and old shoes. They received many handsome gifts, including flat silver from Head office friends, a case of silver from the associates of the groom at the New York Navy Yard, and a purse of \$200, from his friends in the Operating department and ship operators of the Marconi Company. Mr. and Mrs. Miller will be at home after June 1, at 44 McDonough Street, Brooklyn.

**APRIL 23**, at the Livingston Avenue Reformed Church, New Brunswick, N. J., Flora Jackobsen, of the Girls Department at the Marconi Works, to Sergeant Klemmer Kalteissen of the U. S. Army also of New Brunswick. Mrs. Kalteissen has returned to work for a short time after which she will join her husband in Boston where he will be stationed.



An important event in Latin-American affairs is the departure for South America of Edward J. Nally, president of the Pan-American Wireless Telegraph & Telephone Co., and also vice-president and general manager of the Marconi Wireless Telegraph Co., of America. The plans of the Pan-American Co., call for the construction of several ultra high power wireless stations in South America for the purpose of providing high speed commercial wireless service direct with the United States and Europe in competition with existing cable lines. Mr. Nally is now in the Argentine.

### PERSONAL

Mr. P. C. Ringgold, of the Commercial department, having joined the colors, Mr. W. P. Kelland, of Baltimore, has been transferred to the vacancy.

Mr. F. M. Hartlieb has resigned from the Purchasing department and is succeeded by Mr. Joseph Henry, from the Commercial department.

E. N. Pickerill, a well-known Marconi man, has been commissioned a Lieutenant in the aviation service, and is stationed at Houston.

George H. Burgess, formerly at Marconi stations at Sea Gate and Wanamakers is now a Lieutenant in the aviation service, at San Antonio.

J. A. Worrall, a former Marconi man, is now a Lieutenant in the Signal Reserve Corps, aviation section, at Ellington field, Texas.

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### SOUTHERN DIVISION

D. C. Dudley relieved F. R. Smith on the Cretan for one trip. Smith was afraid they were going to draft him.

O. E. Curtus relieved W. P. Grantlin for a few trips on the Nantucket.

F. Atlee, former operator is making good at the Philadelphia office as assistant to Mr. L. Manley.

J. W. Harte, senior on the Persian, resigned to enlist in the Naval Reserve. Johnny Flagg relieved him.

J. H. McCauley and H. H. Faithful of the Eurana, were relieved at Wilmington, Del., by Naval operators. McCauley was re-assigned to the Lake City of the Bull Line, in the coastwise trade.

E. W. August, of the Norlina was relieved when the vessel was taken over by the Navy Dept. He is now on an Italian steamer going to Genoa for one trip.

Wm. Stengle and R. Rosen were relieved on the Black Hawk in New York. Stengle was called to active service in the Naval Reserve while Rosen was assigned to the Matincock of the Eastern Division.

K. W. Keller relieved junior operator C. A. Canfield on the Cretan.

W. Osterloh and C. Hahn took the Dorchester. She has been laid up for some time undergoing repairs.

Assistant constructor Schwab dismantled the Quantic. She is to be converted into a freighter.

He also installed cargo sets on the Springleaf and Piqua, formerly the War Nurse.

Constructor Manley assisted by Schwab and Flagg did a rush job on the Eskasoni, putting in a 2 kw. set.

Constructor Sinclair installed a 1/2 kw. Canadian Cabinet set on the Luella, formerly the War Whale.

Constructor Gerson at Newport News reports Marconi equipment

and operators are in demand. This is as it should be. It is the aim of this Division to make our service indispensable, to ship owners.

### GULF DIVISION

We are pleased to announce that operator Adler is well on the road to recovery after a serious operation at the Touro Infirmary, New Orleans.

Operator P. A. Bailey has accepted an important post with the Cia Mexicana de Petroleo El Aguila at Tuxpan Bar, Tuxpan, Mexico. He has been doing excellent work on the steamer San Cristobal in Mexican waters and in recognition of this excellent service Mr. Hillicoats of the above-mentioned company has offered him a position at Tuxpan. We are sorry to lose Bailey, but very glad to note that his work has been appreciated.

Operator Barkley is still making his home in the Key West District on the Miami and Mascotte.

Operator Brasher is in charge of the Mexico during operator Adler's illness.

J. E. Broussard, our genial traveling inspector, is still assigned to the Excelsior. Joe was overheard the other day making the remark "It would take a team of horses to pull me off this tub." Good for you, Joe.

Operator Christiansen is still assigned to the Panuco and in a short time will occupy a new operating room on this vessel, with no danger of being overcome by gas.

Operator Coe of the Harold Walker would like a relief at Tampa, we suppose in order to visit a young lady in Beaumont. We are unable to relieve him this trip and naturally suppose more pen and ink are in order.

G. T. Davis has been assigned to the Bacoi.

Temple and Fruebing still remain on the San Juan.

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We have received no further request from operator Grissom of the Marina to be transferred, therefore we are under the impression that he has at last found a home.

We understand Hammerly is still assigned to the Paddleford, and that she is still aground off Tampico Breakwater. Hammerly has advised, however, that they have great expectations of floating the Paddleford within a short time.

Operators Hill and Wolter are still assigned to the Ponce.

Operator Hille is assigned to the Coahuila, and expects to sail in about three weeks.

Operator Hymel late junior of the Chalmette has been transferred to the William Green on which we hope he will stay until this vessel returns to New Orleans.

Operator Jolls is assigned to the Miami.

Operator Kane is on the Mascotte.

Operator King has returned to the Excelsior as junior.

Operator Krog continues to hold his at homes on the Canfield.

Operator Lehan is assigned to the Danziger.

Operator Lizarraga and operator Miller are assigned to the Jalisco, as senior and junior respectively.

Operator Magann remains on the Chalmette as senior with operator Preis, transferred from the Momus, as junior.

Operator McCann is junior on the Mexico.

Our young lady operator, Miss Michelsen, is still with us, assigned to the Tamesi.

Operator Patch still remains on the Edward L. Doheny, Jr.

Operator Russell is enjoying life on the motor vessel Pennant.

Operator Scott, our champion one-armed typist, is on the Harry Farnum.

Operator Slauson remains on the Torres.

Operator Stolf remains on the San Ramon.

Operator Sweeney of the Walter Hardcastle has subscribed to our Liberty Loan in the amount of \$100, besides starting a savings account with \$100, and leaving the office with \$100, in checks. We wonder if, after cashing these checks he bought one or two bonds. How about it, Sweeney?

Operator Thompkins remains on the Catania.

Operator West, our old standby for small craft, is still assigned to the Tug Buccaneer.

Operator Zahn remains on the Kellogg.

Superintendent Henderson made his first inspection of the Tampa and Key West District, being absent from his office from April 9th to the 22nd. He reports everything in first-class condition, and hopes that the conditions will remain as they are for some time.

We expect to make five complete equipments during the month of May, namely the Warmarvel and Warmystery at Orange, Texas; the Lake George at New Orleans, the R. P. Clark at Port Arthur, and the Tug Gulfport either at New Orleans or Mobile.

The correspondent for the Gulf Division desires to announce that for the past four months we have had a writer of national reputation in our midst, who has been gathering color for many stories to be written during the summer months on his yacht which plies the waters of Chesapeake Bay. We refer to Henry M. Neely, who although a father of a commissioned officer in the Balloon Corps, stationed at Fort Omaha, is an excellent radio operator as well as a

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writer. To the readers who would prefer a lively story which is interesting from the beginning to end, we refer them to the novelette in the Blue Book of the June issue, which, no doubt, in a short time you will see portrayed in the movies. A writer who can successfully handle, as Mr. Neely did for a prominent Philadelphia newspaper, a national calamity such as the San Francisco earthquake, is an employee to be proud of. The Superintendent spent a very interesting two days with Mr. Neely, showing him around the quaint and interesting French quarter of New Orleans, which no doubt he will bring into his stories which he writes this summer. We understand Mr. Neely is returning to the Marconi Company in October or November, at which time he will no doubt be able to find an assignment.

### SPOKES FROM THE HUB

Constructor Swett relocated the apparatus on the Camden. The Camden and Belfast are now on the New York run. Operators Crosby and Munroe are on the Camden and operators Flood and Jefferson are on the Belfast.

A. T. Barber has been assigned to the City of Bangor. He says summer camps, canoes, etc., make Bangor a delightful place in which to while away one's leisure moments, and emphasizes the "etc."

Operator Gardner has transferred from the Camden to the City of Rockland.

The Ransom B. Fuller has been released by the Navy Department and has returned to Boston for overhauling.

P. S. Killam has been relieved on the Everett by J. S. Dodge.

Jefferson reported having a very pleasant trip on the Armando to

Italy. The passage over and back was uneventful.

Operators Crosby and Walter made a trip to New York on the Shipping Board steamer Dorothy Bradford. Walter has since been assigned to the City of St. Louis for the New York Division.

### EASTERN DIVISION

C. J. Koegel, who was laid up in the U. S. Marine Hospital for some time after he had been injured while on the Security is now on the Brilliant.

The Uganda's senior, G. E. Sinclair, has been transferred to the Charybdis as junior, the latter being a Canadian Co.'s steamer. The junior of the Uganda, W. Bogle, an English operator, returned to England upon arrival in New York, the Uganda having been torpedoed.

The junior of the City of St. Louis, J. Velasco, has resigned; he is replaced by E. H. Walter, a Boston Division man.

H. V. Griffing, formerly senior on the Sagua, took I. Teitelbaum's place on the Standard when the latter was placed on the waiting list. The Sagua's junior, H. Ades, has been loaned to the Trinidad Line, Naval operators having been assigned to the Sagua.

J. T. Brady, of the Matinicock, has been dismissed for missing the steamer at Havana.

The Canadian Co., relieved the operator we assigned to the Lady Sybil, viz: H. R. Briggs, who has since been dismissed for failing to join the St. Francis at Baltimore.

E. T. Erickson, formerly senior of the Wacouta, has been transferred to the Algonquin in the same capacity, succeeding P. Veneman, who has resigned.

The Ida's junior, K. Hattlestad, has replaced E. W. Hawkins as junior

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on the Caracus, the latter having been transferred to the Cornelia.

A. DeSilva is back on the Madison after having been on the sick list at Norfolk for six days; G. I. Martin, of the Oconee, replaced DeSilva for the six days and then went to the waiting list.

The California has been sold to the French Government; her senior R. E. Dale, has been loaned to Ellwell & Co., and her junior, G. O. Potts, is on the waiting list.

W. Tyler, first, and A. P. Sutherland, second, of the Armonia were loaned to the U. S. Shipping Board when their vessel was torpedoed.

T. J. Cerio, formerly junior of the Wacouta, replaced L. J. Michaels as senior on the Northland when the latter was placed on the waiting list.

P. E. White, first and P. T. Brown, second, of the Crofton Hall, have been transferred to the Wacouta in the same capacities.

H. Moulton has been assigned to the Helen, replacing E. J. Marschall, who has been transferred to the Crofton Hall as senior.

R. A. Merry, formerly senior of the Charybdis, has been assigned to the Plummer in the same capacity; G. Oliver, a re-engaged man, sailed as junior.

P. J. Donohue, formerly of the Vigo, has been loaned to the Standard Transportation Co.

G. H. Reachard, former senior on the Ida, has been assigned to the J. S. Whitney, a new equipment.

When M. O. Green, of the Virginia, was placed on the waiting list, her junior R. S. Henery, was placed in charge.

R. W. Hendrickson has been assigned as senior to the Concho in place of G. O. Pederson, who resigned to join the Navy.

When naval operators were supplied to the New York, D. R. Kell re-

turned to his home to add avoirdupois preparatory to enlisting in the Navy. The New York's junior, P. R. Ellsworth, has been transferred to the Currier, taking the place of H. T. Munroe, who was transferred to the Boston Division.

H. T. Williams and R. W. Culbert, juniors of the Huron and the Comal respectively, have transferred with one another.

L. C. Waterstrout of the Ascutney is at present on the waiting list.

The Radiant's operator, M. Gittleston, has resigned to join the Army.

P. S. Lewis of the Royal Arrow resigned at Frisco; J. Spatafore, a Pacific Coast man, replaces Lewis.

### GREAT LAKES DIVISION

During the month of April the last of the new installations was made. The vessels newly equipped are the Peter Reiss, John Reiss, Otto Reiss, Richard Reiss, William Reiss and the Clemens. All these vessels were equipped with the regulation cargo set. The William G. Mather was equipped at Toledo with a ½ kw. 500 cycle panel set. Operator B. L. Chapman took her out.

### Lake Erie District

F. E. Elliot, of the Eastern States has been transferred to the Cleveland office and is assisting at the office and at the Institute. J. H. Hutton took his place on the Eastern States.

The Carl D. Bradley went into service with William Kunner aboard as brass pounder.

The Richard Reiss went into service with R. Mooney in charge.

The Clemens Reiss cleared Toledo for Duluth with G. D. Bittner holding down the assignment.

The William Reiss cleared Toledo, J. O'Neil, a Dodge man, being assigned to her.

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L. B. Sbermerborn has been assigned to the Otto Reiss.

R. J. Plaisted has been put aboard the A. M. Byers, a new equipment.

A. L. Shafer is now on the Peter Reiss.

J. F. Ermantinger is the one and only on the W. F. White. He is a last year's man.

S. Johnson took the Huron out this season.

Operator C. Straufert has been assigned to the Wyandotte.

The John Reiss went into commission with J. Sokatis aboard.

The Harvester went into commission with S. K. Culbertson assigned. He is an old timer.

The Indiana laid up for repairs several times during April. Operator R. Eling has left her and been transferred to the Lake Erie District.

J. F. Scholtes has been transferred to the Indiana, vice, H. A. Lebkisher.

J. F. Born is now on the Missoari.

F. E. Elliot, of the Cleveland office is making one trip on the Harvey H. Brown.

In the belief that operators who have never traveled on the Great

Lakes will be interested in a series of articles dealing with sights worth seeing on the Great Lakes, this, the first of the series has been prepared.

### Duluth

One of the first sights which impresses the visitor to Duluth is her aerial bridge. Duluth, Minnesota and Superior, Wisconsin are very near to each other and the combined harbors of each make a huge basin which affords room for all the freighters that may enter. A natural point of land runs out from the Wisconsin side, reaching almost across to the Minnesota shore. It is over this comparatively narrow space that the bridge extends. With the enormous marine traffic passing in and out of the Duluth-Superior harbor, the ordinary type of swing-bridge can not be used. The Duluth plan has a structure of two towers supporting an aerial track from which a car is suspended. This car has room for trucks, passenger machines and pedestrians on its broad surface. This car travels across at regular intervals and is a most interesting sight. Prob-



DULUTH BRIDGE

The only bridge of this type in the world, moving platform can be seen at the left.

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ably the next point of interest to radio men is the radio station, now under the supervision of the Navy. The aerial is supported from a single mast over 300 feet high on the top of the highest hill in the city. The tower is an old one, formerly used by DeForest. There is a 2 kw. Marconi non-synchronous equipment at the station.

No one ever visits Duluth without taking a trip on her incline railway. It affords a magnificent view of the harbor and takes one almost to the door of the radio station. The marine section of the city is most interesting. The miles and miles of dock space, built to accommodate the thousands of vessels annually visiting the port, is a source of marvel to strangers. Duluth is a beautiful residence city and will well repay a visit.

### PACIFIC DIVISION

Operators J. J. Michelson and H. M. Van Auken were assigned to the Humboldt as senior and junior, respectively.

Operator T. Bradley, formerly junior aboard the Manoa was assigned as operator-in-charge of the Motorship Mount Hood.

H. E. Wright is acting operator-in-charge of the Centralia.

R. Colbert, a former Marconi man, is now in charge of the equipment aboard the Geo. W. Elder, relieving S. J. Fass, who has been called into active service.

J. Hauselt, of the City of Topeka has been transferred to the Hyades as operator-in-charge, relieving W. J. Erich, who has also been called into active service.

R. S. Williams, a new man, has been assigned to the Klamath as junior.

J. Summers joined the Manoa as junior during the month.

C. E. McDonald, a new man in the Marconi service, has been assigned to the Multnomah as junior and M. L. Principe has been assigned to the same vessel as operator-in-charge.

L. V. R. Carmine relieved R. H. Brower as senior aboard the Rose City. Mr. Brower has been summoned for active service in the Naval Reserve. C. E. Goodwin is acting as junior, temporarily.

C. F. Trevatt and Roy Hansen, formerly senior and junior, respectively, aboard the U. S. S. B. steamer Sachem are now acting in the same capacities on the City of Topeka.

C. Heck, after spending several weeks in the care of a physician, has resumed his duties as operator-in-charge of the Wapama.

C. M. English, a new man, joined the Willamette as junior operator, relieving G. E. Whiting, who has been transferred to the Beaver.

A. E. Wilkinson was recently assigned to the Motorship Mount Shasta as operator-in-charge.

Mr. E. R. Riddle has been released from the Naval Reserve Force and is now assigned by the Marconi Company to the Bolinas High Power station as engineer.

Mr. W. H. Barsby, a member of the San Francisco office force, has joined the Naval Reserves and will leave for Washington, D. C., about the middle of May, where he will report for duty.

During the month of April the San Francisco and Seattle construction department equipped the Motorships Mount Hood and Mount Shasta, Bark Belin, Bark Levi G. Burgess; steamers Westshore, Westgate, Westgrove and Westover.

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