

MARCONI SERVICE NEWS

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BY AND FOR MARCONI EMPLOYEES



GEORGE W. NICHOLLS

Marconi Wireless Telegraph Company of America

WOOLWORTH BUILDING
233 BROADWAY, NEW YORK CITY

EDWARD J. HALLY
VICE-PRESIDENT AND GENERAL MANAGER

December 6th, 1918.

To All Employees:-

The Marconi Company will be glad to receive from any of its employees suggestions and ideas relative to devices which can be manufactured by this Company at its large, modern and well-equipped factory located at Aldene, N. J.

This Company is particularly interested in any invention which has a wide application and usefulness, for which a large market exists, or for which a market can readily be created.

The management of this Company desires to encourage all its employees to think along these lines, and any suggestions or inventions submitted which will meet our present need for keeping our factory facilities fully occupied, will be suitably and materially recognized.

Very truly yours,



Vice-President and General Manager.



OUR HONOR ROLL

MARCONI



Albee, Norman E. Delaware
 Alber, Robert C. Iowa
 Aldridge, George I. Ohio
 Allen, John W. Massachusetts
 Allen, Preston D. California
 Alvested, Clarence M. Minnesota
 Anderson, William G. Hawaii
 Applegate, David V. New York
 Armstrong, Roy E. Texas
 Arnold, D. J. New Jersey
 Arthur, Tony W. New York
 Asadorian, Levon B. Louisiana
 Aufenanger, Wm. F. New York

Bacher, H. New Jersey
 Bailey, Cecil, California
 Baldwin, Edward F. Illinois
 Baldwin, Edgar V. California
 Balyeat, Roy H. Ohio
 Barbalette, Aaron, New York
 Barsby, Wm. H. New York
 Batchelder, Isaac H. Pennsylvania
 Bauchou, Leon J. California
 Baxter, George E. California
 Beach, Chester L. New Jersey
 Beane, Edwin A. Massachusetts
 Beckerman, Michael R. New York
 Beechel, George H. New York
 Bell, J. I. Ohio
 Bellis, George A. New Jersey
 Belding, Orrin C. California
 Bence, Clarence E. Alaska
 Benn, Julius A. California
 Beraldo, Dewey, California
 Berg, A. G. New York
 Bernitswiller, Arthur H. Penna.
 Bevis, Edwin R. California
 Biemeyer, Walter H. Michigan
 Billadeau, Roy A. Washington
 Birren, E. L. Michigan
 Blackstone, Herbert W. N. H'shire
 Blasier, Herbert E., Jr. Iowa
 Burch, Alexander A. New York
 Borgen, Henry, Michigan
 Rorton, F. New Jersey
 Boseker, Ferd. J. Michigan
 Bossen, John A. New York
 Bowen, Thos. New York
 Bower, Clarence E. Florida
 Bowers, Albert F. Maryland
 Boyle, James M. California
 Brandt, Erwin, Wisconsin
 Brady, Albert E. California
 Brennan, Morgan J. New York
 Brisson, E. L. Michigan
 Brower, Robert H. California
 Brown, Lester T. New Jersey
 Brown, Everett A. Massachusetts

Bucknam, John R. New York
 Burgess, Geo. H. New York
 Burhap, Harold J. Wisconsin
 Burns, Walter I. California
 Butterfield, G. W. Massachusetts

Campbell, Alex. A. Pennsylvania
 Campbell, Howard E. California
 Carlisle, Robert R. Hawaii
 Carter, Robert S. Maryland
 Cassell, Paul E. Ohio
 Catalani, F. New Jersey
 Chambers, Thos. A. California
 Chapple, James M. California
 Cisin, Clarence, New York
 Cisin, Harry G. New York
 Cissenfield, Samuel, Maryland
 Clark, Ellef S. Washington
 Clark, Joel E. Michigan
 Clark, Paul M. New York
 Coffin, Richard H. Alabama
 Cohen, Hyman G. New York
 Cohen, Louis, New York
 Connerford, George McK. Ohio
 Conway, Florence B. New York
 Covey, Gerahh, Indiana
 Cowden, John, Massachusetts
 Cnwilen, Reuel E. California
 Crosby, Carlton R. Massachusetts
 Culbertson, Samuel K. Kentucky
 Cwirkn, R. New Jersey

Darey, Walter C. New York
 Davidson, Vernon O. California
 Davis, Harold W. New Hampshire
 Davis, Jacob, New York
 Deal, Harmon B. Missouri
 DeChamplain, Paul H. Oregon
 Deighan, Edward I. Ohio
 Dent, Laramie C. Illinois
 DeRose, T. New Jersey
 Derry, George P. Pennsylvania
 Diamond, Raymond, California
 Dinga, William E. New York
 Dolbins, John S. Louisiana
 Dodge, Howard, Indiana
 Doty, Arthur H. California
 Douglas, Malcolm S. New York
 Doyle, A. C. New York
 Dudley, Richard B. N. Hampshire
 Dunn, I., Jr. New Jersey
 DuTrell, Louis J. Louisiana

Earl, H. E. New Jersey
 Eastman, Thomas C. Wisconsin
 Edwards, Alfred C. New York
 Ehrich, Wm. J. New Jersey
 Eklund, Walter E. Hawaii

*Deceased

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Elias, Louis W. Ohio
 Elliott, Seymour, Massachusetts
 Ellis, Melvin J. Minnesota
 Enders, Charles F. New York
 Ermatinger, Alex. E. J. Wisconsin
 Evans, Walter Chew, Illinois
 Evans, Albert E. California
 Faithful, Hayward H. Maryland
 Farris, Emil, Ohio
 Faries, Walter, Pennsylvania
 Fenton, Leonard, New York
 Ferris, Willard J. Pennsylvania
 Fass, Sydney J. California
 Filson, Norman W. Massachusetts
 Fink, R. New Jersey
 Finzell, Philip, California
 Fitzpatrick, Charles E. Washington
 Fritz, Paul, Pennsylvania
 Foley, J. Reasley, Texas
 Forbes, Allen C. California
 Fowler, T. R. New Jersey
 Fox, Irving A. California
 Friend, William H. California

Gallo, Louis J. Louisiana
 Gardner, Roy A. Michigan
 Gerson, George J. New York
 Giambardino, Waldon P. California
 Gibson, C. C. New Jersey
 Goldsmith, Philip H. New York
 Gordon, Charles O. California
 Gogel, Adelbert, Ohio
 Gompf, Wallace R. Hawaii
 Gore, H. L. Illinois
 Gorrie, Robert, Michigan
 Gould, H. W. Ohio
 Graff, Walter H. California
 Gibbs, D. W. Ohio
 Gittleson, Mitchell, New York
 Greenwell, Arthur M. Oregon
 Grinnell, Milton W. Massachusetts
 Grostick, George E. Ohio

Hackenberg, Nafanile, Hawaii
 Hackenberg, Stanislaw, Hawaii
 Haffen, Harry, New Jersey
 Hallett, Genia C. Washington
 Hallett, Eugene D. New Jersey
 Hamilton, Ben B. Indiana
 Hankins, Marvius J. California
 Harrigan, John J. Maryland
 Harte, J. W. Pennsylvania
 Harvey, Benj. J. New York
 Hartley, Edwin M. Pennsylvania
 Harvey, Guy H. California
 Haasen, Harry, New Jersey
 Haverkamp, Herman O. Louisiana

Haynes, Robert W. Texas
 Hecht, Royal H. Illinois
 Heck, J. New Jersey
 Heilig, David J. Pennsylvania
 Heinlen, Clinton D. Ohio
 Helgeson, Harry G. Michigan
 Helgeson, Harry G. Michigan
 Henne, F. New Jersey
 Higgins, Wesley, New Jersey
 Higgs, H. Y. New York
 Hoard, Bonner F. California
 Holden, Harry H. Massachusetts
 Hopko, Stephen, New York
 Hopkins, Sydney K. New York
 Hovelsrud, Frank H. Minnesota
 Howard, Edward S. California
 Hudson, Joel E. Massachusetts
 Huff, Henry O. New York
 Hutchinson, Arthur, Ohio
 Hybarger, Jack A. Louisiana
 Iyer, Charles Edwin, New York

Hingsworth, Fred H. Pennsylvania
 Ingalls, Herbert E. Massachusetts

Jackson, J. B. Pennsylvania
 Jackson, Arthur E. Ohio
 Jagers, Homer D. California
 Johnson, Dwight V. Illinois
 Johnstone, Richard, California
 Jones, James E. England
 Jorgensen, Edward T. California
 Joynes, John T. Michigan
 Julien, Ira F. Oregon

Kachni, Fred J. Ohio
 Karlovsky, E. New Jersey
 Karp, H. New Jersey
 Kasser, Henry P. New York
 Kay, Samuel R. New York
 Keefe, Geo. M. Michigan
 Kell, David A. New York
 Keller, G. New Jersey
 Keller, Kenneth W. Pennsylvania
 Kendall, Lewis F., Jr. New Jersey
 Kent, William P. Pennsylvania
 Nierstead, Alvin F. New York
 Kilam, Phineas S. Massachusetts
 Kirtley, George S. Missouri
 Kneale, Charles K. Ohio
 Knieriemien, Joseph, New Jersey
 Kraemer, Jacob A. New York
 Kraft, Edwin A. Washington
 Krauter, Charles F. New York
 Kreutel, B. G. Kansas
 Landick, Robert F. Massachusetts
 Lazarus, Benj. N. Canada
 Leason, Robert W. Massachusetts



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Lee, T. J.	New Jersey	Mousley, Franklin	Pennsylvania
Leggett, G. H.	New Jersey	Muir, Alfred B.	New Jersey
Leonard, Samuel E.	Ohio	Muldoon, James J.	Massachusetts
Levin, Claude C.	New York	Munroe, Henry T.	Massachusetts
Lewis, J. B.	New Jersey	*Murray, Eugene M.	Pennsylvania
Liggett, Howard J., Jr.	Illinois	Murray, W.	New Jersey
Lindh, Charles A.	California	Myers, William.	Hawaii
Lisaener, J. A.	California		
Livesay, James R.	California	Naegel, Chas. F.	New York
Lloyd, Raymond,	New Jersey	Neel, William J.	Ohio
Logue, Wylie G.	Texas	Neely, Winslow W.	Ohio
Lohry, Ross B.	California	Neely, James T.	Pennsylvania
Lovejoy, Loren A.	Washington	Nelson, Edgar C.	California
Ludgate, Wallace G., Jr.	Wash.	Nelson, Ernest L.	Michigan
Luma, Frank,	New York	Nelson, Francis A.	Virginia
Lynch, Arthur	New York	Neumann, Walter E.	Maryland
Lynch, Joseph L.	New York	Nichols, Clinton T.	California
		Nickerson, H. E.	Massachusetts
McCarthy, Chas. L.	California	Nyes, W. A., Jr.	Illinois
McCaughey, Thos. E.	Maryland		
McDonald, Byron C.	Michigan	O'Day, Howard H.	Maryland
McDonald, Frank W.	Illinois	Ogles, Lucian G.	Missouri
McDonald, John E.	Illinois	Olney, Clark,	Ohio
MacGowan, Hubert,	Washington	Oliver, Donald B.	Wisconsin
MacGowan, John N.	Washington	Oliver, Walter,	New York
McKee, Loyal W.	Maryland	O'Neill, Win. E.	New York
McLean, Blaine,	Michigan	Orloff, Carl,	New York
Main, Alfred J.	Ohio		
Manahan, Walter J.	Alaska	Pasquale, Anthony,	Maine
Manner, A. J.	New Jersey	Passano, Lucian W.	Maryland
Manner, A. R.	New Jersey	Patchin, Ivan,	Ohio
Manning, F. H.	New York	Payne, Frank W.	California
Marsuca, James V.	New Jersey	Pendleton, Harold A.	New York
Marr, Alvin E.	Washington	Peters, F.	New Jersey
Marthaler, Nicholas J.	California	Peterson, Arthur W.	California
Mason, Francis H.	Ohio	Peterson, Kenneth,	California
Massoncau, Reginald C.	New York	Philbrick, I. S.	California
Matheson, William D.	California	Phillips, W.	New Jersey
Mathews, George P.	Pennsylvania	Plaisted, Ross J.	New York
Mathews, Ralph H.	Illinois	Podell, Peter,	New York
Mattingly, Aloysius V.	California	Pohl, Julius A.	Louisiana
Mears, Mason H.	South Dakota	Powell, Joseph W.	New York
McEhrhof, Alexander,	Illinois	Portman, Joseph T.	Pennsylvania
McEldrum, Herbert J.	Massachusetts	Powell, Bayden S.	Alaska
Merrow, Elmer R.	Maine	Preece, Richard I.	Florida
Meyer, Charles H.	New York	Price, Walter F.	Washington
Michael, Louis J.	New York	Putnam, T. W.	Ohio
Michaelovitz, David,	New York	Pyle, Howard S.	Oregon
Michl, Eugene X.	Illinois		
Miller, Robert F.	New York	Quinby, E. J.	New Jersey
Miller, Walter S.	New York		
Miller, W. R.	New Jersey	Rawley, Palmer B.	Pennsylvania
Minners, Arthur J.	New York	Raymond, Frank M.	Hawaii
Mock, Orin S.	California	Reb, Frank F.	California
Moë, William,	Minnesota	Redfern, Forrest F.	Iowa
Moore, Wm. V.	New York	Redfern, Otto R.	Iowa
Morgan, Clarence D.	New York	Rengo, M. D.	New Jersey
Morgan, Samuel,	New Jersey	Reynolds, Gordon P.	Louisiana

*Deceased

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Ringgold, Paul C.	Maryland	Tierney, Matthew C.	Massachusetts
Ritter, David.	New York	Townsend, George R.	New York
Ritter, Harry S.	Indiana	Townsend, Percival J.	California
Roheria, H. D.	Ohio	Troiano, Joseph.	New York
Robinson, H. J.	New Jersey	Trostic, Clayton.	California
Roche, Walter J.	New York	Turner, Zephyr.	Illinois
Rodd, Herbert C.	Ohio	Tylar, Walter.	Virginia
Rosenquist, Frank W.	New York	Tyrell, Alanson B.	Massachusetts
Ross, Burt J.	Ohio	U'halt, William J.	Louisiana
Rowe, Glenn S.	Louisiana	Umberger, H. M.	Ohio
Roy, Frank M.	Oregon	Unger, Charles F.	New York
Ryder, H.	New Jersey	Valentine, Ray W.	Pennsylvania
Sanders, Edgar C.	Louisiana	Van Auken, Horace M.	California
Schaible, W.	New Jersey	Vandenburg, Chas. M.	California
Schmitt, Lawrence R.	Ohio	Van Hove, H.	New Jersey
Schnarr, Charles W.	New Jersey	Venemon, Irving.	New Jersey
Schnarr, W.	New Jersey	Vermilya, Peter.	Massachusetts
Schuller, George C.	New Jersey	Villareal, Dewey R.	Florida
Schweider, Arthur E.	New York	Vogtman, J.	New Jersey
Scribner, Roy W.	New York	Voss, John J.	California
Seidel, Alexander.	California	Walden, Myron.	California
Shaw, F. W.	California	Wallace, Irving H.	Michigan
Shecklin, George F.	California	Walter, Howard N.	New Jersey
Sidnell, Robert G.	Ohio	Walters, Leslie.	Massachusetts
Simsion, Alva G.	Washington	Ward, Donald G.	Maine
Sloane, Bernard P.	Massachusetts	Ward, William W.	New Jersey
Smalley, Arthur C.	New Jersey	Watson, Noble H.	Indiana
Smalley, Russell C.	New Jersey	Weaver, Charles J.	New York
Smith, Alan P.	Maryland	Weber, John E.	New York
Smith, Edward J.	New York	Weber, R.	New Jersey
Smith, Francis K.	Pennsylvania	Weller, Alvin O.	Ohio
Sokutia, John.	Ohio	Werlein, E.	Illinois
Spencer, Alvin C.	Ohio	*Werner, Edward A.	California
Spenser, Edward R.	California	*Weighan, A.	New Jersey
Spratley, George M.	Oklahoma	West, Howard E.	Massachusetts
Springer, Ben C.	Iowa	Wexler, Bernard.	Pennsylvania
Stelluti, Frank.	New York	White, Percy E.	California
Stengle, William.	Pennsylvania	White, Laurance S.	New York
Sterling, George E.	Maine	Whitehouse, F.	California
Stevens, Thomas M.	Maryland	Wiese, Fred T.	New Jersey
Stewart, Lewis B.	New York	Wilhelm, Frederick.	Washington
Stone, J.	New Jersey	Wilkins, George C.	Ohio
Strenfert, Carl.	Ohio	Wilkinson, Frank O.	Wisconsin
Svendaen, Michael A.	New York	Williams, Harold A.	New York
Swanson, Carl S.	Illinois	Williams, Hugh E.	California
Swanson, Howard.	Ohio	Wilson, Walter B.	Washington
Talbot, Norman D.	California	Wolfe, Albert E.	California
Taufenback, Leslie E.	California	Wolfe, Harry R.	New York
Taylor, Albert.	California	Wombacker, Joseph A.	New York
Taylor, David M.	California	Wood, Walter E.	New York
Teadale, Robert.	California	Woodford, Richard J.	California
Tellefson, Elmer M.	Wisconsin	Worrall, Joseph A.	New York
Temple, Otto C.	New York	Wright, Rosal C.	Indiana
Thevenet, Clarence S.	New Jersey	Young, Robert I.	Florida
Thompson, H.	New Jersey	Young, Stanley W.	New York
Thompson, Maurice.	California	Zeller, C. H.	Ohio
Thompson, Wesley C.	Connecticut	Zelphyr, Turner	Illinois
Ticknor, Reginald.	Washington	*Zihala, Joseph.	Connecticut

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FRONTISPIECE

This month we add to our family portrait gallery George W. Nicholls, district superintendent at Boston, who first saw the light at Providence, R. I., August 27, 1891, where he was educated in the public schools. Later he took a course in electrical engineering in a Y. M. C. A. class at Lynn, Massachusetts, taught by engineers from the General Electric Company. He spent five years in the service of that company in various departments, gaining experience on all types of apparatus and having charge of standardization tests on type C. V. C. motors and of special testing for the consulting engineers.

Having dabbled in wireless during spare moments, he was assigned to work on several high-frequency motor generator sets designed for the Nesco station at Brant Rock and for the scout cruisers Birmingham, Chester and Salem, and he determined to adopt it as his life work, joining the United Wireless Company in 1910, and serving on various ships. When that company was absorbed by Marconi he was found at the Boston station, and November 1, 1914, was appointed to the position he now holds. He is enrolled in the Naval Reserves with the rank of ensign. Mr. Nicholls is married and is the proud parent of two lively kids.

THE VIRGIN ISLANDS

The Census Bureau has completed a census of the Virgin Islands, which this country recently purchased from Denmark.

The report shows that by this latest territorial acquisition the area of the United States was increased slightly more than 132 square miles, this area being practically that of the three principal islands, St. Croix (Santa Cruz), St. John and St. Thomas. There are, in addition, about fifty small islands or cays, the largest about one mile square.

Interesting and significant is the fact that while the United States acquired title to the Virgin Islands by treaty with Denmark on August 4, 1916, after negotiations of more than half a century, the language of the people is English, though the islands were under the Danish flag for 245 years.

In 1917 the value of the exports from the United States to the islands was \$1,416,342, and of the imports from the islands \$1,259,607.

The population as of November 1, 1917, was 26,051, and comparison with earlier censuses shows the population has steadily decreased from 43,178 in 1835 to 26,051 in 1917. Of the total persons in 1917, 1,922 were white, 19,523 were negro, and 4,606 mixed. The sex distribution was 11,999 males and 14,052 females. The returns showed 5,281 persons, or 24.9 per cent, of the population ten years of age or over to be illiterate.

The population of each of the three principal islands in 1917 was as follows: St. Croix, 14,901; St. Thomas, 10,191, and St. John, 959. The islands contain three cities—Charlotte Amalie, on the island of St. Thomas, with a population of 7,747; and Christiansted and Frederiksted, on the island of St. Croix, with populations of 4,574 and 3,144, respectively.

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Agriculture and animal husbandry engaged 6,084 of the total population as owners, managers, or tenants on the 430 farms or "estates" on the islands. These farms embraced 69,892 acres of the 84,781 acres included in the total area of the islands. Of the 430 farms reported 102 were operated by white farmers as owners, managers, or tenants; 270 by negroes, and fifty-eight by mixed-blood farmers.

LITTLE JOURNEYS TO THE GREAT LAKES

LAKE ERIE AND HER GEMS OF THE UNSALTED SEAS

After leaving behind us the busy city of Detroit with its many attractions and numerous commercial and industrial enterprises, one passes down the busy Detroit River past many small islands; on the Canadian side, smiling farm lands, and on the American, busy industrial sites. The river from Detroit on down to Lake Erie is dotted with islands, some of which are used as private summer resorts for innumerable happy cottagers while others are used as public resorts. Detroit has its favorite Bois Blanc (French for white woods, but in good old Yankee parlance, Bob Lo). A line of steamers connects Detroit pleasure seekers with the resort. Several miles across from Bois Blanc is Sugar Island, a favorite haunt of Toledoans. The very name of the island is enough to strike delight into the heart of any Toledo youngster. It is sufficient to call up visions of wading, of happy hours spent in that inexplicably joyful pleasure, skipping stones; of the anticipation of lunches to be eaten a la picnic; of a ride on the favorite excursion steamer; of a much-looked-for opportunity to watch the constant parade of steamers, each on its mission, bound up or down the lake; and finally the happy ride home on the boat deck under the canopy of stars. (Pleasurable not only to the very young, but also to those not quite so young!) Unhappy are those who have not enjoyed the fascinations of a moonlight!

Lake Erie, though less scenic than some of her larger sisters, makes up in commercial endeavor what she may lack in beauty. With the possible exception of Lake Michigan, it is the most busy of all the lakes, because of the profusion of excellent natural harbors she affords. Another contributing cause for this supremacy is the fact that railroad connections with the south and east—in fact, all directions—are the best of any section. This factor alone would be sufficient to bring a great volume of trade. Navigators dislike Erie more than any of the other lakes because she is so treacherous. Being very shallow, a breeze coming up suddenly may stir up quite a sea and threaten disaster if the sea and wind be great enough to drive the ship on the many shoals near the traffic lanes. It was on Lake Erie in 1913 that the greatest damage to ships was done, in that memorable storm of November, because it came up suddenly and drove a number of vessels on the rocks before they could lift a hand to prevent. Because of being more shallow than other lakes, Erie has a different color than the others. Superior is a deep black, which portends unseen and unused power; Lake Michigan is a beautiful blue, which but rarely changes; Georgian Bay

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is even bluer, if that be possible, and this color sets off the myriads of small, heavily wooded islands that make this district so famous; Lake Huron is of a blue-green color that lends it an ever changing atmosphere of uncertainty which that lake has; Lake Saint Clair is very shallow, the water is a light green in color; Lake Erie, for the most part, is possessed of a light yellowish tinge—which, if you please, betokens a sordid commercialism—in contrast to the more scenic qualities of her sister lakes. A list of the cities of Lake Erie, important from the marine standpoint, would include almost every city and town bordering on the lake. Going down from Detroit toward Buffalo the more important ports are Toledo, Sandusky, Huron, Lorain, Cleveland, Fairport, Ashtabula, Conneaut, Erie and Buffalo (on the American side). Canada has but few Lake Erie ports—Port Colburne, Port Maitland, Port Burwell and Rondeau. Few of them are as large as the smallest of the American ports. Canada's few large and busy ports are Port Arthur and Fort Williams, in Lake Superior; Sault Saint Marie, Ontario and Sarnia at the entrance to Lake Huron.

Of course the most important and best-known of the Erie cities are Cleveland, Toledo and Buffalo. All of them are worth a visit. Cleveland is easily the largest of them. Although other lake cities have more actual traffic, this city is in reality the head of all lake business. All of the large steamship lines (freight) have their head offices here, so that affairs are in reality directed from here. The Lake Carrier's Association, the organization of ship owners that directs a great portion of Great Lakes' shipping, has its central office in Cleveland; also the Central Pooling Board, a war-organized board that has charge of all lake freight shipping. This board, under Federal authority, directs what ships are to move certain cargoes and has authority to move shipments of coal and wheat in the best possible manner. The lake traffic and all associated interests are some of the least of Cleveland's commercial enterprises; Detroit and Cleveland rank alike, almost, in automobile manufacture, which war necessity has altered to truck production. The Nela Park Works of the General Electric Company is recognized as the hub of all lamp production and it is rumored that they have large government contracts for the plotron tube for radio telephony. Electrical manufactures of all kinds is another branch in which this city holds sway near the head of the list. And in that link, so important for the winning of the war, shipbuilding, Cleveland is surely doing her share; any traveler coming in from the west passes almost through the yards and can see for himself. As a residence city, Cleveland is considered by her own residents to be the best in the country; by others, as one of the best. It is strange that after one has lived in the city he will always after proclaim it as an ideal city, with that rare combination of good municipal government and pleasant home life that is so much appreciated wherever found. The Forest City lives up to its name in every respect.

The headquarters of the Great Lakes Division of the Marconi Company are located in the center of Cleveland's business section—Euclid and East Ninth streets—and the offices are on the fourteenth floor of the Schofield building, under the highly capable direction of Superintendent Edwin A.

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Nicholas, a wireless man of long experience. It would be hard to find a more popular superintendent with the operators. In the same building and on the same floor is found the radio station, now, of course, under Naval control. It is of the usual 2 kw. non-synchronous type of all Great Lakes shore stations and the navy men claim that it is one of the busiest on the lakes.

Diagonally across the street from the Schofield building is located the Lennox building, wherein is the Cleveland branch of the Marconi Institute. The Institute here has most spacious quarters, a large code room for the accommodation of more than 125 students at a time, and a commodious laboratory with all the various types of Marconi transmitters and receivers connected for demonstration, as well as equipment for laboratory work. It was installed by Mr. A. J. Gogel, who is now with the Signal Corps in France.

Toledo, another Ohio city that ranks high in lake traffic, is a busy spot. Located on the Maumee River, a few miles from the lake, it offers an ideal harbor and haven in storm. It is one of the greatest ports on the lakes for the amount of coal and grain handled. The reason for this is twofold—most excellent railroad facilities and large, well-equipped docks. At the Hocking Valley docks the employees boast of having unloaded 13,000 tons of coal in less than seven hours. It is, indeed, a record. In shipbuilding, Toledo ranks high also, as well as in automobile production. Recently the Ordnance Department of the army started the construction of a huge nitrate plant to extract nitrates from the air. Many other industrial plants have located in this city because power is very cheap and plentiful, and railroad facilities are of the best. One of the chief boasts of Toledo is her school system, which is conceded to be one of the best in the country. One of the features of this system is a complete radio course in her high schools, which has trained a number of operators for Marconi service. As a residence city Toledo compares favorably with other Great Lakes cities. Steamship lines making the run up to Mackinac Is. and start from here, as do connecting freight and passenger lines with Cleveland and Detroit.

Buffalo is a city that combines beauty with thriving commercial enterprises. The residence section of Buffalo is beautiful and will favorably compare with any of the lake cities. Miles and miles of docks line her waterfront, some unloading ships carrying grain from the upper lake ports, others loading with package freight. Buffalo and Fort William, Canada, look a great deal alike in the great number of grain elevators to be seen. Buffalo City is also a shipbuilding center. The nearness of Niagara Falls has affected Buffalo to quite an extent and one may easily detect some of the attributes of the tourist town. The presence of quantities of cheap electric power (at 25 cycles) has contributed greatly to her growth, too. Her business section is well laid out and her business men highly progressive. Buffalo is now a center of hydroplane manufacture, one of the main plants of the Curtiss Company being located there. The radio station which,

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by the way, is one of the best for radiating qualities on the lakes, is the only one in this division possessed of an umbrella antenna, is located on an island in the Buffalo River. The 25-cycle current gives the spark a peculiar ringing tone.

—*Hillis K. Wing*

STATIC SUBJUGATED.

In view of the vitally important part played by wireless during the great war and the fact that it was chiefly relied upon by the Allies in obtaining news from Russia and Germany (indeed it seems to have been the only method of communication utilized in connection with the signing of the armistice, and the last message sent by the German government to President Wilson requesting a "Reply by wireless"), the announcement of our Mr. Weagant's wonderful invention will prove of great interest to our readers.

STATEMENT ISSUED BY EDWARD J. NALLY, VICE-PRESIDENT AND GENERAL MANAGER OF THE MARCONI WIRELESS TELEGRAPH COMPANY OF AMERICA.

"With the conditions that pledged us to absolute secrecy no longer prevailing, the Marconi Wireless Telegraph Company of America is permitted to announce a discovery and invention in wireless telegraphy that will mark a new era in world communication. It is America's contribution to science in solving a problem that has engaged the best scientific minds of the world.

"Ever since the genius of Marconi made wireless telegraphy a fact, the only limitation of this method of communication was the deadly phenomena of 'static conditions.' It was 'static'—the presence of a large amount of uncontrolled electricity in the air—that at the beginning of the war often entirely prostrated the wireless service even between the most powerful stations erected in Europe and America. Static conditions were responsible for abnormal delays and for the mutilation of words in wireless messages.

"It was the one great obstacle to continuous communication by means of electro-magnetic waves in the air. So baffling was the problem that Marconi issued a personal appeal to every wireless operator in the world to record his observations and to collect data on the subject. Some of the leading scientific minds in the universe struggled to overcome the effects of the static disturbances. World-wide researches were instituted and large sums of money expended, but the end sought was not obtained.

"It remained for an American radio expert, Roy A. Weagant, chief engineer of the Marconi Wireless Telegraph Company of America, to discover the solution of the static problem. Weagant practically had devoted his life to a study of this perplexing phenomena, and the result of fifteen years of experimental work was about to be published to the world when the United States entered the great war.

"Although patent applications had been made and the claims allowed by the United States Patent Office, the Weagant system was immediately placed at the disposal of the American government and every precaution was taken to keep the invention secret until the discovery could be safely announced. With the spirit of research that has made the Navy such a magnificent arm of our military service, officials of the Navy Department assigned naval

MARCONI SERVICE NEWS

experts to co-operate with the inventor in installing experimental stations in various parts of the country. These stations are now receiving messages from all the high-power wireless stations of the world.

"With the consent of the Marconi Company, the United States Navy Department disclosed the Weagant invention to our Allies, and special representatives of the French and British governments were sent here to study the system.

"Among the revolutionary changes that the new system effects in wireless installations will be the immediate disappearance of the huge steel towers heretofore built at great height to catch the incoming wireless waves. Equipped with the Weagant invention, the wireless receiving antennae are stretched merely a few feet above the ground.

"Heretofore, also, the increasing number of high-power stations that were being erected in every part of the world raised the difficult question of 'interference.' Crossing wireless messages that shot through the ether sometimes made the wireless signals so indistinct that they could not be understood, or drowned the weaker transmission entirely. The Weagant system, based on a unique selective principle, eliminates 'interference' and permits absolutely clear communication, regardless of the operation of other stations even in the immediate vicinity.

"The notable contribution to wireless telegraphy opened by Mr. Weagant's discovery makes continuous wireless communication over the oceans and between continents an absolutely assured fact for twenty-four hours of the day and at every season of the year, regardless of atmospheric conditions. All the Marconi high-power stations are being equipped with the Weagant system, and the stations of the Pan-American Wireless Telegraph and Telephone Company, which are to link North and South America in a closer bond of brotherhood, will likewise be equipped. In all probability the United States, as well as the Allied governments, will adopt this system.

"Mr. Weagant, who has been a distinguished radio engineer for fifteen years, is only 37 years old. He is a graduate of McGill University in Canada and a Fellow of the Institute of Radio Engineers."

NEW RADIO STATION AT ANNAPOLIS

The new Naval Academy Radio Station on Greenberry Point, across the Severn from the Academy, is at the present time the most powerful one on the continent. The first message was sent direct to Paris. Its aerials are hung from four steel towers, each over 550 feet in height, which cost \$320,000. The entire station was built in seven months, fairly quick time considering winter weather conditions and labor shortage. Besides the towers and high-power plant, there are quarters for the officer in charge of the station, his assistant, the Marine Guard of 40 men, and 24 operators. The total cost was \$950,000.

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SECRET STUFF

By Clarence Cisin

Men are getting scarce in Germany; supplies are going too—
The ingrown son of Kaiser Bill is feeling mighty blue.
The danger is diminishing in zones once marked verboten,
And a submarine commander said: "Der sinking game iss rotten."
The fighting huns are hoping that hostilities will cease,
While the latest note from Berlin reads: "Me und Gott desire peace."

It is desired by certain high officials in the army and navy (names withheld for military reasons) that nurses, for service overseas, be divided into the following classes:

1. For seriously wounded cases, such as shell shock, loss of sight, etc.
 - (a) Ladies, 45 years of age and over.
 - (b) Ladies who have been disappointed in love.
 - (c) Married ladies who are forced to support themselves because their husbands ran away to go to war.
2. For permanently crippled cases, such as loss of arm, or arms; loss of leg, etc.
 - (a) Ladies of indeterminate age.
 - (b) Stout ladies.
3. For all other cases.
 - (a) Girls who pose for magazine covers of Red Cross nurses.
 - (b) Girls who dance well.
 - (c) Sweet-voiced, gentle-tempered, sympathetic, attractive-looking girls.

A slight knowledge of nursing should be required for Classes 1 and 2, but is not essential.

A marine, who had seen eight months' active service in the front-line trenches, came back to the States on a furlough. After bravely following the retreating green line in the new subway for five days he succumbed. Death attributed to heart failure, due to overexertion and foul air.

Moral. (Subway Sun please copy)—Always carry a Ford and a gas mask down with you.

P. S.—For Mr. Shonts' sake, "Don't tell this to the Marines."

The Kaiser and his ingrown son are just about as much use to the German people as a case of mumps is to a debutante.

General Foch is teaching the Germans a new dance called the "Skunk Trot."

The cultured army of Von Sauerkraut has the same chance of winning the war as the average American sailor has of meeting a kind-hearted German submarine commander.

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A LETTER FROM A LIVE WIRE

SONEWHERE IN ITALY, September 20, 1918.

Well, here I am in a quaint little town in the Appennines with 9,000 young boys of the class of 1919 to keep me fairly busy. There are half a million such boys in training, and poor old Austria will shut up shop when these young huskies get loose next year. They're bright and strong and full of "pep." I still think that the quickest way to win this war is up into Vienna and I'd give a lot to see the plan tried out—with plenty of men and material. If Austria caves in, Germany is gone.

The Y. M. C. A. dropped me here in a hurry with a "good luck to you," and the old Appennines closed in mighty tight around me. I found myself alone among 15,000 Italians, not another American within many miles. I could only say about three words in Italian, "eat, drink and sleep," and I want to tell you that my mind nearly caved in those first awful two weeks here alone. They gave me a little interpreter, who understood me now and then.—I ate with 15 officers who spoke nothing but Italian and oftentimes all spoke at once and, of course, my soldier interpreter was not with me at meals.

So I studied my head off and just as I was ready to give up the ghost from sheer lonesomeness, and helplessness, the home office took pity on me and sent me a pal (Yale man, too) and the English language again came into use. Things are quite bearable now.

We box and play football and baseball every morning and have a class every afternoon where we teach English and learn Italian. We have a dandy casa or house for soldiers, with writing tables, stationery, games, music, etc. Then we run movies three times a week and last night our Y. M. C. A. Dramatic Company gave a comedy twice and 1,500 soldiers had a two-hour laugh.

But the life is queer. They eat no breakfast, and about 11:30 they stow away a huge meal with plenty of red ink. Then the whole gang packs off to bed until 4:30, when they start to work again and keep it up till 7:30 or 8, when another meal happens along. So much for meals.

About ten in the evening they really get started and everybody sits around in the little squares and gardens until Lord knows when. I usually desert about 11:30 and they think I'm sick or queer. I hear them coming home until two or three. You know about every forty steps they are apt to stop short and have a song and it all helps a lot for a light sleeper. Sometimes I think a few shells or an air raid would be a relief.

They treat me like a king and are most hospitable in every way. They appreciate all that the Y. M. C. A. is doing to help the morale of the Italian army. The main thing we're accomplishing is to show Italy that we are solidly behind her in this war and you know how such a feeling is inspiring the whole world right now.

Well I must quit, old man, and get after a piano which has just arrived for the casa.

Sunnily ours,

G. M. C.

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PERILS OF THE SEA

By George B. Ferguson

When the motorship *Gray's Harbor* sailed proudly out by Sandy Hook none of us thought that our voyage to South America would be other than prosperous; but dire disaster overtook us as we approached the Brazilian coast. One evening, just after four bells, there was an explosion in the engine room which killed the engineer and an oiler, and caused a fire which destroyed the ship. I tried to send out distress, but the storage battery and main switch in the engine room had been put out of commission, rendering the transmitter useless. Soon the gas and smoke forced me to vacate the radio cabin.

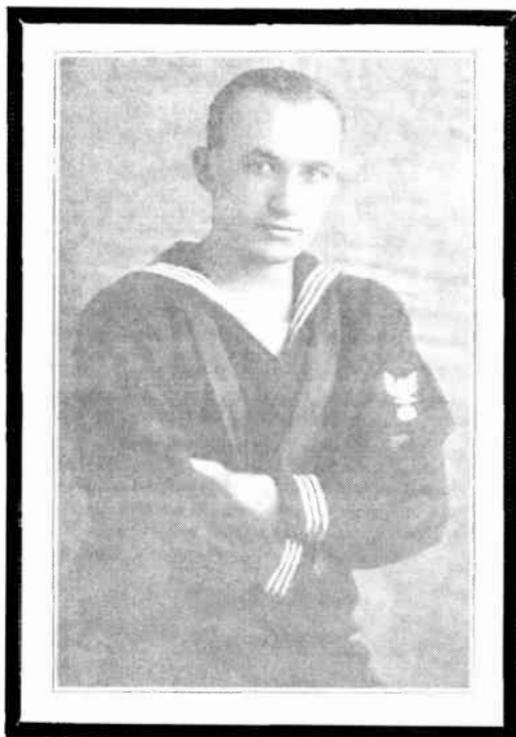
Captain Johnson ordered me to get my belongings and be ready to abandon ship, but I could not get to my stateroom below, owing to the flames and smoke, so that I lost everything but the clothes I was wearing. After making every effort to extinguish the fire, we provisioned the lifeboats and got away at two bells, with sails set, steering west. In twenty-nine hours we landed on the Brazilian convict island of Fernando Noronha and remained three days, when the Brazilian gunboat *Ter Adentes* picked us up and after a two days' trip landed us at Pernambuco.

We were quartered at the Hotel American Du Sul three miserable days, when the conditions became unbearable, and we appealed to the American Consul, who transferred us to the *Lusitania*, where we were more comfortable. A week later the Brazilian steamer *Itapohy* took us to Rio, a run of six days. Here we stayed at Hotel Bristol six weeks waiting for the *Vauban*, which landed us back in good old New York safe and sound, and profoundly thankful for our deliverance.



LIEUT. E. N. PICKERILL, U. S. A. AIR SERVICE

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Edward A. Werner of Berkeley, Cal., of the Naval Reserves, died at Hoboken, N. J., of influenza soon after his arrival from France. He joined Marconi in February, 1917, and enlisted soon after the declaration of war. He was a general favorite, being a gifted pianist and a student of literature with a talent for writing poetry. Military honors were accorded his memory at the funeral service, a national flag covering the casket. The deep sympathy of the company is extended to his family.

RADIO SCHOOL AT TOLEDO

What is believed to be a new departure in modern high school work is the innovation introduced by the Toledo (Ohio) Board of Education in installing a complete course in radio telegraphy. Realizing the war-time necessity for trained radio men, the school board installed the course in the

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desire to help win the war. Graduates of the course will be given the opportunity to enter government or the Marconi service.

The high schools are equipped with complete radio laboratories to train the prospective operators on commercial equipment. For the theory work, students are prepared for the government examination through the use of Mr. Bucher's "Practical Wireless Telegraphy." Methods of teaching the code and theory are similar to those used in the Marconi Institute.

Advanced students study the engineering phases of radio, including measurement of capacity and inductance, all radio formulae, radio telephony, vacuum valves, and all forms of undamped wave transmitters. For this work use is made of the Bureau of Standard's Bulletin No. 74, Professor Goldsmith's "Radio Telephony" and Mr. Bucher's "Vacuum Tubes in Radio Communication." These students are required to attain a 30-words-per-minute speed in Continental and 25 words in Morse. More than 130 students are registered for the course. It is believed that Toledo is the only city in the country having a complete radio course as part of the high school curriculum. Credits for graduation are given and during the period of the war the study may be substituted for a major science, as physics, chemistry or biology.

Willis K. Wing, former instructing engineer of the Cleveland Marconi Institute, is in charge, with J. Keith Henney, a former Marconi man, as assistant.

BEFORE THE WAR

Will they ever come back, those grand old times, are we ever to see them again?

The times of peace and liberty,
When the ether to one and all was free;
Any night you could hear
Both from far and near,
Signals in English plain and clear.

You remember the days—not so long ago—when silence and code were unknown,

When to press your key was not a sin,
When hundreds of stations were always in;
"Any night," you would boast,
"I could hear 'cross the coast,
If the boys on this side wouldn't make such a din."

Let us hope that some day—perhaps not far away—once more we can all open up;

When we won't go to sleep
As we rock on the deep
But will listen with glee
To the old 73
From a well-known fist as it pounds on the key—
It's some old fellow-op whom you're passing at sea.

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Peter K. Hanson of North Chisholm, Minn., died of influenza at the Marine Hospital, Chicago, October 18, after a brief illness, aged 20. He entered Marconi service in April, 1918, his last assignment being to the S. S. Carolina, in the Great Lakes Division. He was very popular and always performed his duties to the entire satisfaction of the company. At the age of 16 he was accidentally shot and permanently disabled. He was a lover of drawing and painting, and drew very clever cartoons. We deeply sympathize with his family in their great loss.

PROGRESS ANNOUNCED FOR JAPAN'S RADIOPHONE.

An exchange to connect wireless and wire telephones is to be established in Kobe, Japan, before the first of the year by the Government Department of Communications, it is reported. A wireless tower 180 feet high is now being erected in front of the largest of the Kobe telephone exchanges. Wireless telephone messages from vessels within 100 miles of the South Japan port will be connected by central operators with the telephones of subscribers in Kobe, Osaka, Kyoto and neighboring cities, thus serving the most densely populated section in Japan.

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Vernon O. Davidson, C. B. M., Naval Reserve Force, died in the Naval Hospital at San Diego, Cal., November 2, 1918, from influenza, aged 28. He was born in Missouri, but California was the state of his adoption. He served four years in the Navy, visiting Hawaii, Samoa, Philippines, China and Japan, settling finally at our Bolinas station as chief rigger. He re-enlisted at the outbreak of war and was sent to the Naval Air Base at San Diego, as instructor. He was a highly efficient man and a universal favorite. He left a widow and an infant, who have our sincere sympathy in their bereavement.

MARCONI TO SELL AND LEASE SHIP EQUIPMENT

The General Manager announces that the Marconi Company will in future sell as well as lease wireless apparatus. He also announces the sale to the Government of the apparatus on some three hundred ships now under Government control and all of the small coast stations which the Marconi Company has maintained in the past but which it no longer needs under its new plan of operation.

Mr. Nally stated that the terms of the sale were based upon the earning value of the stations and the apparatus, and added that the Secretary of the Navy had dealt with this question with the utmost fairness and with just consideration of the rights of the company's stockholders.

This transfer does not in any way affect the status of the company's large stations for transoceanic communication, but it is believed that it will have met every need of the Government for the control of domestic wireless and that there will now be no occasion for the Government seeking to secure control or ownership of the large high power stations which were built with the principal object of rendering to the public international transoceanic wireless service in competition with the cables, which is by far the most important part of the Marconi Company's activities.

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William Osborne Kay, of Philadelphia, died of influenza October 27, after serving Marconi several years as operator. After leaving school he was employed in the engineering department of the University of Pennsylvania and became interested in wireless through frequenting the radio station. He joined the Marconi school in Philadelphia and after graduating went to sea on the Itaska. He made about 100 trips, 12 to Liverpool, one to Italy and the balance on the American coast between Halifax and Peru. He was popular among his associates and stood high in the opinion of his superior officers. We extend sincere sympathy to his family.

WE BELIEVE

1. That it is fairer to train a boy to do right than to restrain him from doing wrong.
2. That it is easier to cultivate good habits than to remove bad ones.
3. That it is cheaper to prevent the crime than to cure the criminal.
4. That it is business-like to form character instead of trying to reform it.
5. That it is better to win a boy to the Christian life when he is in the formative period than to wait until he is hardened.
6. That every community should give its boys the best of intelligent care.
7. That the best supervision can be brought about by community co-operation.
8. That even if a community gain the whole world it is profited nothing if it lose its own boys.

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NAVY THANKS MARCONI

At the Congressional hearing on the bill for government control of radio communication, Captain Hooper prefaced his statement with the following complimentary allusions:

"Before going into the general subject, I do not think it would be out of the way that I should pay tribute to the fine co-operation and fine work of the radio manufacturers and inventors and amateurs in our country. When war came on us we were totally unprepared to handle the entire situation. The amateurs saved the day when we had to man practically the entire merchant marine by naval radio operators in order to incorporate the merchant marine into the naval system.

"The manufacturers came down to Washington and placed themselves at our disposal, and in every way possible did their utmost to further the plans and slightest desires of the Department. The inventors were keen and active in every effort in their research work to produce what might be used against our common enemy. I take particular pains to mention the assistance given by Mr. Nally, Vice-President and General Manager of the Marconi Company, whose company more than any one else suffered through what war brought upon them; and also of the Federal Telegraph Company, which stood next in being harmed due to the Government's closing the stations.

"These officers have performed a service as great as any military officer in the radio work for the Government in time of war, and this service should be recognized in some way. They know in their consciences that they have done a great good to the country, the same as the soldiers and sailors have done; and it ought to go down in the records of history that they have done their duty.

"It has been the same with all the radio manufacturers. They have done their duty to a man. They have borrowed money, they have worked overtime, they have worked until they could not work any longer, in order to fill the needs of the Navy. And it is our duty, now that the war is over, to see that they are properly rewarded; and I consider that a brief mention of this fact is not out of place in the hearings before this Committee."

NEW YEAR'S GREETING FROM MR. NALLY

The cessation of hostilities and the near approach of peace, which few expected so soon, have relaxed the severe tension under which we have been working for nearly two years, and filled us with thanksgiving that the fearful ordeal of war is passing from us, and that our friends and relatives

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who joined the colors will soon return, excepting, alas! those who have paid the supreme sacrifice. We shall welcome them joyfully, and the memory of the absent ones we shall always hold in reverent honor.

Our service flag of which we are justly proud, represents 456 men in the military service of the nation, and carries seven gold stars in honor of those who will not return. We point also with pride to the splendid and indispensable work performed for the government in the various departments of our service by those who could not be spared to go to the front; and the results of their work have called forth especial thanks and commendation from high government officials. Marconi men who have remained at sea during the war have given honorable account of themselves, and fully maintained the Marconi ideals of unflinching service, no matter what the conditions. To all, the company extends most appreciative thanks, together with all good wishes for prosperity and happiness during the New Year. With your continued loyalty the Marconi Company will forge to the front and repeat its past successes. I confidently expect that 1919 will be our banner year and trust that we may all be spared to enjoy the fruits of our labor.

MISS U. S. A.

The French girl is pretty, she's neat and she's cute,
From her chic little hat to her trim little boot;
She's frivolous, passionate, happy and gay—
But you really don't miss her when you sail away.

Italian signorinas take every prize
For expression and depth in their wondrous eyes,
For harmonious colors and music—and yet
She's not an impossible girl to forget.

The "Limerick Colleen" is lovely and sweet;
(Rosy cheeks without "make-up" are truly a treat);
She's attractive and clever and *good* as can be—
But you don't seem to miss her when you're on the sea.

You may roam to Australia and Africa, too;
You may travel in China or far off Peru;
You can meet girls in England and girls in Bombay—
But the girl you *remember* is MISS U. S. A.

Clarence Cisin

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MARCONI WIRELESS TELEGRAPH CO. OF AMERICA

RADIO PROVIDENT CLUB DEPARTMENT.

New York, Nov. 29th, 1918.

The Financial Committee presents herewith the report of the Radio Provident Club for the fifty weeks ended November 23rd, 1918:

Total number of members.....	126
<i>Less</i>	
Number withdrawn	61
Profit sharing members	65
Number of shares held by the 65 remaining members.....	257
Received from members during the fiscal year.....	\$ 12,588.32
<i>Less</i>	
Amount withdrawn by members.....	5,666.96
Net amount received from members.....	\$ 6,921.36
<i>Add</i>	
Profits for year on 257 shares.....	207.34
 Total amount to be distributed among 65 members.....	 \$ 7,128.70
 Value of share at November 23rd, 1918.....	 \$ 25.81
Amount received per share	25.00
 Dividend per share	 \$.81

The following is a comparative statement of the operations of the club for the past five years:

	1914	1915	1916	1917	1918
Total deposits	\$4,760.66	\$5,305.50	\$7,128.50	\$8,122.11	\$12,588.32
Total withdrawals	2,032.16	2,055.50	2,403.50	1,460.06	5,666.96
Number of shares held by members at end of fiscal year	107	130	189	251	257
Amount paid in and not withdrawn during year by members....	2,728.50	3,250.00	4,725.00	6,662.05	6,921.36
TOTAL PROFITS	\$ 104.86	\$ 143.00	\$ 177.66	\$ 349.78	\$ 207.34
Dividend per share.....	.98	1.10	.94	1.34	.81
Per cent. of dividend....	3.92	4.4	3.76	5.36	3.24

Respectfully submitted,

DAVID SARNOFF, Chairman.

Committee

C. J. ROSS
C. H. WALTER

E. B. PILLSBURY
J. B. DUFFY

M. H. PAYNE
Trustee

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At a special meeting of the Committee, November 29, 1918, there were present the following members:

D. Sarnoff, Chairman
C. J. Ross E. B. Pillsbury
M. H. Payne.

The Trustees' report for the year ending November 23rd, 1918, showing a net profit of \$207.34 or \$.81 per share, was presented and approved. Although the profit was below that of former years, it was the belief of the Committee that this was due to the extensive investments by members in U. S. Liberty Bonds and War Savings Stamps and the sale of candy, buttons, etc., not being received with much enthusiasm. Upon motion duly made and seconded it was decided to continue the Club for another fifty weeks commencing with Saturday, December 7th, 1918, as the date of first payment, with the same features and benefits as heretofore. Upon motion Mr. G. S. De Sousa was elected a member of the Committee.

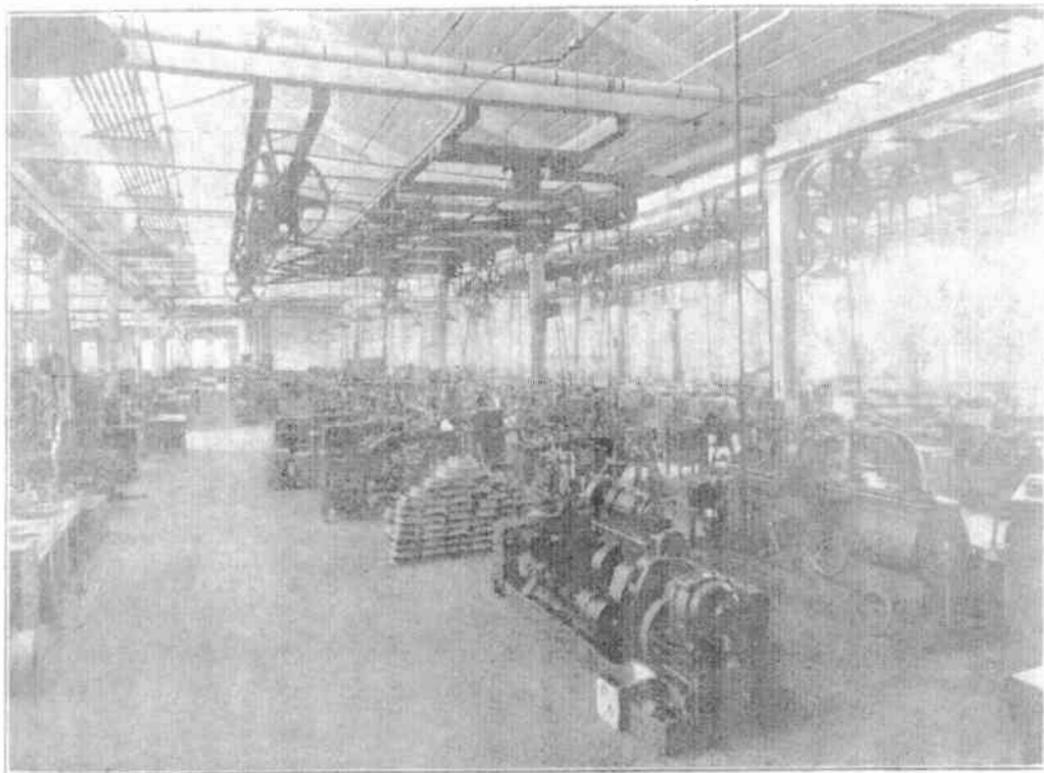
MEMORIES

BY PAUL H. KRIEGER.

When the war is over and we can sail
With our lights shining free,
And we needn't watch for a U-boat's trail
A sinking under the deep blue sea;
When we can steam at an easy lope
Just for you and me
With never a sign of a periscope
Along o' the track we run;

I'm a'thinking at first we'll find 'tis great
With never a convoy near,
To plod along over a course that's mighty straight
With ne'er a sub to fear,
Yet,—after playing this war-time game
Of submarine peek-a-boo,
I'm wondering if we won't find it tame
With nothing like that to do?

Yes, after drawing our every breath
During the perils that we have known,
And playing at hide and seek with death
In the thick of the danger zone,
Where a Hun torpedo may start to race,
A'striking like h— for our hull;
Well,—after having those things to face.
Won't peace seem a little bit dull?



GENERAL VIEW, MACHINE SHOP, MARCONI WORKS

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On Christmas Day, at Seaman's Church Institute, N. Y., John William Angus Clark, Radio officer S. S. Francisco (Br.) to Agnes McAlpine, daughter of Thomas McAlpine of Paisley, Scotland.

A wireless station has been established at Avarua, the principal town and port of Rarotonga, that now practically connects up a chain of wireless stations between the Fiji Islands, Tahiti and Rarotonga with New Zealand.

PEACE AT ANY PRICE.

Magistrate—Great Scott, officer, how did these men come to be so badly bruised and battered up?

Officer—Please, your Honor, they were discussing the peace settlement.

THE MORNING SLIP.

"Do you take exercise after your bath?"

"Yes; I generally step on the soap as I get out."

PERSONAL

Private William E. O'Neill, of New York, is reported to have been blinded when going over the top. According to a later report he has recovered his sight. He was formerly stock clerk at Broad Street office.

Lynn C. Everett of the engineering department sailed for Buenos Aires recently on the S. S. Crofton Hall, to push construction work on the Argentina station for the Pan-American Wireless Telegraph and Telephone Company.

Lloyd C. Driver, operator in the Southern Division, is still in the doctor's hands at Marine Hospital, Baltimore, but is on the road to recovery.

J. A. Pohl, chief gunner, U. S. N., formerly superintendent of the Gulf Division at New Orleans, is now serving as radio repair officer at Marseilles, where he has recently received high commendation from his commanding officer for the high efficiency of his work.

Private Harold H. Gallison of the 303rd Engineers, formerly of the executive office, writes to his sister from a base hospital in France that he has been severely wounded in the right shoulder. He volunteered to bring in the wounded during action, and while putting men in the ambulance a shell, bursting within four feet, blew up the ambulance, killing the occupants and wounding Gallison. He writes further that life for him has been far from dull in his new job. He finds cutting enemy wire entanglements exciting and the day before he was wounded, as part of a day's work, he carried fifty pounds of dynamite on his shoulder for two miles on a road under bombardment. Later news is anxiously awaited by his many friends in the head office.

Leslie E. Taufenback, C. E. (R), is at the Naval Air Base, Pauillac, near Brest, and expects to be demobilized in about two months.

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A letter from Private George A. Bellis, formerly of the Auditing Department, dated at a base hospital in France, in October, stated that he had served in the trenches three times, and was under treatment for a wound in the leg, below the knee, which was not thought to be serious. His many friends are anxiously awaiting further tidings.

EXECUTIVE OFFICE.

The employees to the number of 100 participated in the fifth Christmas luncheon provided by the company the day before Christmas, the spread being laid in the main room. Delegations were present from the Works, from Broad street and from Elm street. All the officials were present, and the occasion, which was wholly informal, was thoroughly enjoyed by all. The room was tastefully festooned with Christmas greens by Robert Hock. Entertainment was furnished by a jazz band and a juggler.

President Griggs, General Manager Nally and Commercial Manager Sarnoff have returned from Washington, where they attended the Congressional hearing on the Navy Radio bill.

EASTERN DIVISION New York

Alfred S. Cresse, whose well-written account of the torpedoing of the *Owasco* made interesting reading in October's *Wireless Age*, sailed on Friday, December 13th, on the Belgian relief steamer *Dicto* for Holland. It will take the steamer 13 days to make the trip over, and, realizing that he had been in New York 13 days before sailing, his friends were somewhat concerned about him. Cresse, though, stated that the old super-

stition of sailing on Friday the 13th did not cause him any fear. A girl down in New Jersey with whom he had repeatedly stated he was in love, wrote anxious letters to him and up to the time he sailed he had received just 13 from her; the others remain in the letter box awaiting his return.

Three new men came into the service since our last report. They are Joseph Abbott, assigned as junior on the *Momus* under P. H. Krieger; A. R. Brogan of Greenwich, Conn., who is on the *Caracas* with H. A. Carder, and C. W. Burwell of Cliftondale, Mass., who is now on the *Crofton Hall* sailing to South America after having made two or three trips on the *Jamestown*, breaking in, although he hardly needed this, coming, as he did, from another wireless company. Abbott is a brother of Ensign George Abbott, who will be remembered as a former Marconi man. Ensign Abbott was a recent visitor at the Broad Street office and is holding a responsible post on one of Uncle Sam's big ships.

Those who resigned during the past month are: I. W. Teitelbaum, H. V. Griffing, J. H. Weikel, C. F. Jacobs and S. B. King.

R. S. Savage was transferred to the Pacific Division; Bayle Harper was transferred to the Southern, and J. B. Swift to the Boston Division.

H. M. Whittleton, C. P. O., United States Navy, was a recent visitor. He will be remembered as a former Marconi man on several ships of this division as well as a longer record on the lakes. His story of experiences when the *Missourian* was torpedoed, which appeared in the *SERVICE NEWS* last month, was highly interesting. Chief Whittleton, who was for a time with Chief Robert Miller at the Brooklyn Navy Yard, is in charge of the radio on the Japanese steamer *Seigo*

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Maru, which carries three U. S. Navy and three Japanese operators.

R. H. Redlin, who is on the sick list in New York, received news of the death of his sister in Minnesota last week and was advised by the doctor not to make the trip home, a fact which caused him much grief. The men around the office and association rooms extended their sympathy.

T. Joseph Welch arrived in New York after completing his sixth trip as operator on the Radiant. Although he is not over-pleased with his present assignment, he walked in with his usual pleasant smiles, which stayed with him throughout his visit at the office.

Among the changes during the month were: Harris from the San Marcos to the Jamestown, Sirkin from Comal to Apache, Stuart from Apache to Comal, Watson from Apache to Comal, Hoffman from Comanche to Arapahoe, Steddom from Madison to Comanche, Neimeyer from North Land to Madison, and Davis from Cherokee to Alamo.

Doctor James F. Forsyth and P. J. Donohue are on their way to Italy on the Italian steamer America.

BOSTON

Operator Swett was assigned to the Cretan for the Southern Division.

Operators Dodge and Valente were assigned to the Minnesota of the Shipping Board. Dodge has been signal quartermaster on the Gov. Cobb but had to come back.

Murphy was relieved on the Central American by naval operators and was assigned to the Dorchester of the Southern Division.

Travis and Martin are enjoying life at Hopewell, Va., and are expecting to return to Boston in the indefinite future. Both are recuperating from the influenza.

Ted Barber is still holding down the City of Bangor and is hoping the ice will hold off for a while yet, else his ship will be barred from Bangor.

The Ransom B. Fuller has laid up and A. R. Gardner is on a vacation.

Operators Philbrook and Leahan are on the Gov. Cobb.

SOUTHERN DIVISION

BALTIMORE

The Philadelphia district equipped the War Medal with a ½ k.w. Canadian cabinet set.

E. Kling relieved J. Canfield and J. M. Bassett relieved Kling on the Dorchester. D. C. Dudley was relieved by E. C. Murphy.

R. W. Barrington deserted the Cretan in Norfolk and Thos. Peskin quit in Providence. W. J. Swett and J. T. Crosby made one trip on her and now I. Sherman and J. F. Flood are doing duty, but latest reports are that Flood is going to leave her.

B. G. Harper of the Eastern Division relieved I. B. Sherman on the Essex.

H. H. Hall takes the place of L. E. Carlson on the Merrimack. Carlson is leaving the service.

A. Bickstein is on the Nantucket in place of F. M. Baer, who resigned after three days at sea.

R. J. Gough, a new man in the service but not in wireless, is in charge of the Borgestad. Captain Haraldson says he is the best operator that has been on that ship since Vogel left.

PHILADELPHIA

Again Mr. Edward Hartley is in the limelight; this time a baby girl arrived Thanksgiving to help share the publicity. A buzzer practice set has been presented and we understand that Eddie is losing no time in getting instructions under way.

MARCONI SERVICE NEWS

Johnny Canfield should have his seasick outfit repaired. We are beginning to get skeptical when he tells us of all his ailments.

Direct Current Dudley has left our service to join the switchboard constructors of the Bell Telephone Co.

Operators Roudebaugh and Du Val are now running out at Philadelphia on the Howard.

Harry Hall is anxious to get a long run; says he is sick of coastwise trade.

Constructor Schwab is making inspection on condition of apparatus in radio cabins. Better get things cleaned up, boys.

GULF DIVISION

L. L. McCabe, division inspector, has returned from a three weeks vacation spent in New York and Washington.

C. F. Bailey, a newcomer, is assigned to the Pan-American.

In the Key West District the following changes are effective: P. R. Ellsworth and H. E. Blasier have been assigned to the Miami as senior and junior, respectively, in place of K. J. Fruebing, who has been granted a month's leave on account of seasickness, and F. R. Robinson, who has resigned to enter the Postal at Philadelphia.

L. H. Boizelle was removed from the Mexico at New Orleans suffering from a severe case of Spanish influenza. We are glad to say he is convalescing rapidly.

L. E. Brasher has been transferred from the Jalisco to the Torres.

J. E. Broussard and what goes with him have been in New York for the past month, the former for a period of rest and the latter for repairs and to have her hull scraped.

H. L. Crandall and I. V. Grisson are still keeping house on the Marina.

G. T. Davis and G. E. Englebrecht remain on the Bacoi.

M. O. Green has been assigned to the Roy Hooper.

W. L. Hille has been transferred from the Excelsior to the Jalisco.

D. W. Jolls has been assigned to the Buccaneer from the unassigned list.

A. P. West has been transferred from the Tormentor to the Mexico.

A 17 k.w. Canadian cabinet set was recently installed on the Mexican steamer San Bernardo at Mobile. By the way, we should hear quite a lot from this vessel as her masts are 120 feet high from the deck and the aerial has been suspended at the very top. Our superintendent made a receiving test with excellent results, the receiving range being practically unlimited.

Now that the influenza epidemic is over we can all draw an easier breath and not be worried by a passing sneeze or cough. The New Orleans office has been very lucky as we all escaped. However, we are still counting our pennies which we spent for preventives.

The superintendent, staff and operators of this division extend to all of our readers a hearty and comradely wish for a very merry Christmas and happy New Year. May we all unite in the coming year with our vice-president and general manager in placing the good ship Marconi in the foremost rank.

GREAT LAKES DIVISION

CLEVELAND

Philip Westcott returned to his home at Highland Park, Ill., after the laying up of the W. F. White at Buffalo.

Andrew L. Shafer, from the City of Erie, and Carlton D. Morris, from the

MARCONI SERVICE NEWS

Conneau, were transferred to the Gulf Division after their vessels laid up for the winter months.

Chas. Macomber was taken seriously ill with the influenza while on board the City of Buffalo. He was removed to the Marine Hospital at Cleveland until he recovered from his illness, after which he returned to his home at Detroit. Harry Fraser was the relief operator and remained on the City of Buffalo until she laid up for the season.

Glenn Munro returned to his home after the A. M. Byers laid up.

The Otto Reiss put in for the winter at Manitoba, Wis. The last heard from L. Schermerhorn, he was heading for home.

L. M. Temple was transferred to the car ferry Ashtabula after the M. A. Bradley laid up at Cleveland.

Roy Demeritt returned to his home at Key West after finishing the season on the Eastern States.

The steamers Harry W. Croft, Harvey H. Brown and Fayette Brown, with Operators Geo. H. Machin, Leroy Bremmer and E. Prenzel, laid up for the winter at Buffalo.

J. A. McCaffry informs us that the Wyandotte laid up at Detroit, which is McCaffry's home.

CHICAGO

W. E. Smith, a new man, is giving good service and satisfaction on the Indiana.

The Harvester has laid up for the winter. L. Yuhl is heading for the Sunny South and an assignment at New Orleans.

J. R. Pell, formerly of this district, advises that he really likes the Barge Limit. There is a deep mystery here. Let us hear from the would-be Shylocks just why Opr. Pell has such sentiments for the above-mentioned vessel. It's deep stuff.

The article in the November issue

about the Chicago office reads like prophecy, as Chief Lynn really did have the flu but has been back on the job for the past two weeks.

PACIFIC DIVISION

Operator J. U. Meyer of the Johanna Smith was transferred to the Santa Alicia.

Operators M. L. Principe and C. E. McDonald, senior and junior, respectively, of the Multnomah, resigned and have been temporarily replaced by C. C. Langevin, senior, and P. Thorne, junior.

L. S. Grahow, formerly of the Santa Alicia, is now in charge of the equipment aboard the J. B. Stetson, which was equipped recently with a submarine type $\frac{1}{2}$ k.w. 500 cycle set.

E. J. Pynchon and G. E. Whiting are on the Santa Cruz for Russia, China, and India, as senior and junior, respectively. Pynchon is a veteran on this run and Whiting will undoubtedly enjoy his trip as it will not be necessary for him to buy a tourist's direction finder.

H. C. Grundell, after taking the Santa Flavia east, returned overland and is now assigned to the good ship Santa Rita.

H. E. Wright and R. E. Todd are holding down the Wapama as senior and junior.

E. Wolcott joined the Celilo as junior operator, replacing E. H. Robertson, who has been transferred to the Asuncion.

Operator P. J. Foley was assigned to the Santa Flavia at New Orleans when that vessel was placed in commission.

W. J. Erich of our service, recently released from the Reserves, is at his home in San Jose convalescing from the flu.

Operator C. Heck, of the Asuncion, is on sick leave.

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