

MARCONI SERVICE NEWS

AUGUST, 1919



VOLUME 4

PUBLISHED AT 233 BROADWAY, N. Y.

BY AND FOR MARCONI EMPLOYEES

Proverbs, Maxims and Phrases of all Ages

A little absence does much good.

A braying ass eats little hay.

It is a good fire when the neighbor gives the wood.

The second blow makes the fray.

It never smokes but there is a fire.

Book that remains shut is but a block.

Believe a boaster as you would a liar.

A barley corn is better than a diamond to a cock.

Another man's burden is always light.

One rotten apple in the basket infects the rest.

Justice is servant, when master is might.

Many a true word is spoken in jest.

Every day a thread makes a skein a year.

One hour today is worth two tomorrow.

The fear of ill exceeds the ills we fear.

That which comes with sin goes with sorrow.

If envy were a fever all the world would be ill.

He may find fault, but let him mend if he can.

The mill gains by going and not by standing still.

None can play the fool as well as a wise man.

Nobody so wise but has a little folly to spare.

Fortune does not stand waiting at anyone's door.

He is a fool who makes a physician his heir.

Giving much to the poor doth increase a man's store.

AN EXECUTIVE ORDER

Marconi Wireless Telegraph Company of America

WOOLWORTH BUILDING
239 BROADWAY, NEW YORK CITY

EDWARD J. NALLY
VICE PRESIDENT AND GENERAL MANAGER

June 27th, 1919.

To all Ship Operators :

In view of changed conditions under which the steamship companies employ and pay the wireless operators, and because of complications arising from frequent transfers of operators from rental contract to service contract ships and vice versa, the Marconi Company has decided to discontinue the carrying of insurance on the lives of its wireless operators on board ships after June 30th, 1919. All such policies in force on that date will be cancelled.

Very truly yours,



Vice-President and General Manager.

THE FIRST ATLANTIC CABLE

August first of the present year will mark the sixty-second anniversary of the completion of the first submarine telegraph cable stretched across the Atlantic. The new world is in such close touch with the old that the present generation pays little heed to the history of this truly gigantic enterprise, which was only carried through after repeated failures in the face of almost insuperable difficulties and enormous expenditures. The pioneers were compelled to devise a suitable type of cable and machinery for its manufacture, as well as for submerging it, and also for recovering broken ends from the bed of the sea. There was also the problem of suitable ships for the expedition, an absence of necessary surveys of the bottom and of ocean depths and currents.

The master mind who conceived and carried out the project to join the hemispheres was an American, Cyrus West Field, and he lived to enjoy the world-wide honors which were his. His co-worker in England was Sir John Pender, whom he had interested in the herculean task. The first problem was one of finance. It is interesting to note that the par value of the shares of the original Transatlantic Cable Company was £1,000 and they were sold by allotment, only one share being allotted to the state of Maine. The purchaser was Hiram O. Alden, President of the Maine Telegraph Company, which was one of the main arteries connecting the ocean cable, landing in Newfoundland, with Boston.

The steps which preceded the project of spanning the Atlantic are traceable to the intelligent mind of Bishop J. T. Muloch, of St. Johns, Newfoundland. He urged St. Johns as the point nearest Europe to which the system of inland telegraphs should tend, in order to catch, at the earliest possible moment, the news brought by European steamers. At that time Newfoundland was not in telegraphic connection with this continent, and steamers from Europe called at the entrance of Halifax harbor for the purpose of transferring newspapers to tugs, making it possible for news to be wired to the United States at least 48 hours in advance of the arrival of the ships at New York.

While standing over a large globe discussing this project Mr. Field conceived the idea of joining the continents electrically. He interested several influential men, gained their support and undertook the sublimest work of the age. The first long cable had just been stretched across the British Channel in 1854 by John Brett, an Englishman. Mr. Field proceeded to England, and with Mr. Brett's aid placed an order for a cable to be submerged between Cape Breton and Cape Ray, Newfoundland (85 miles) by the newly-formed Atlantic Telegraph Company. This was completed and shipped to Newfoundland on a brig which undertook to lay it, but lost it after paying out 40 miles, owing to rough weather and imperfect methods of handling the work. Mr. Field returned to England, ordered a new cable, and the following year (1856)

successfully laid it. This cable remained in service nine years, being the first long cable submerged in America. While this work was in progress the New York, Newfoundland and London Electric Telegraph Company had been formed and was battling with discouraging conditions between Cape Ray and St. Johns. Six hundred men were pushing the erection of poles and wires through the vast forests, a distance of four hundred miles, where not even an Indian trail existed. They were obliged to follow the coast in order to receive supplies by water. Tremendous difficulties were experienced. For nearly half the year the island is buried in snow. The men were sheltered in tents and shacks, and endured hardships which cannot be described. After incredible labor the company built a highway and a telegraph line from one end of Newfoundland to the other and connected St. Johns with New York, one thousand miles away, the cost of the Newfoundland line being about a million dollars, a fabulous sum in those days.

While this work was in progress Mr. Field was vibrating between New York and London (crossing more than thirty times) and through his efforts a contract was finally placed in England for the manufacture of a cable to connect Europe and America. Congress voted to allow the two finest ships in our navy to assist in laying the cable. The ships were the Niagara, the largest steam frigate in the world, and the Susquehanna. The former was the largest propeller steamer in our navy, and the latter the largest side-wheler. The British Government donated the use of the ships of war Agamemnon and Leopard. The cable was successfully completed between Valentia, Ireland, and Hearts Content, near St. Johns, Newfoundland, August 6, 1857, carried a few messages from continent to continent, and expired September 1st, the day given up throughout America to rejoicings over its success. One of these messages was from the Cunard Steamship Company, announcing a collision between the liners Arabia and Europa, and their consequent detention, thus preventing much anxiety and revealing the vast value of a transatlantic cable service.

The regret was universal throughout the world when the cable was found to be defective and ceased to operate. Undaunted, however, by the loss of the first cable and convinced of its final triumph, a second attempt was made nine years later, the steamship Great Eastern being employed. She easily took the entire cable in her capacious hold, and lightly carrying her gigantic burden steamed out from Valentia with her convoys, followed by the mingled hopes and fears of the civilized world. Half the Atlantic was passed over in safety, and a thousand miles of cable were successfully laid. The signals were clear and perfect. Success seemed certain. In mid-ocean, however, the cable broke, the fleet returned to England and the cable company, with an exhausted treasury, suspended operations. Such, however, had been the indications of success in laying the second cable in 1865 that in 1866 the Anglo-American Telegraph Company was organized out of the wreck with a

new capital. The Great Eastern with a third cable was once more started across the deep, and the great work was at last accomplished. Universal joy followed the announcement that the cable was successfully laid. Not only this but the lost cable of 1865 was, to the general wonder, found, hooked up, spliced and continued to Hearts Content. The cables were thrown open for public traffic August 26, 1866, and a large and remunerative business followed, which has continued ever since without interruption, the traffic being now carried on 17 cables, carrying two messages simultaneously in opposite directions.

The public use of the new line was inaugurated by the exchange of the following messages between Queen Victoria and the President of the United States:

THE QUEEN'S MESSAGE

Received on board the Great Eastern, July 27, 1866.

Commenced receiving 11.28 a. m.

Finished receiving 11.49 a. m.

"The Queen, Osborne, to the President of the United States, Washington: The Queen congratulates the President on the successful completion of an undertaking which she hopes may serve as an additional bond of union between the United States and England."

THE PRESIDENT'S REPLY

Received at Hearts Content Station, July 31, 1866.

Received from New York 3.42 p. m.

Commenced sending 3.50 p. m.

Finished sending 4.01 p. m.

Received in London 4.11 p. m.

Message received of its having been delivered to the Queen at Osborne at 5.00 p. m.

"The Executive Mansion, Washington, 11.30 a. m., July 30th. To Her Majesty, the Queen of the United Kingdom of Great Britain and Ireland. The President of the United States acknowledges with profound gratification the receipt of Her Majesty's dispatch and cordially reciprocates the hope that the cable that now unites the Eastern and the Western Hemispheres may serve to strengthen and perpetuate peace and amity between the Government of England and the Republic of the United States.

ANDREW JOHNSON."

I certify that the above messages were sent through the Atlantic Cable.—Willoughby Smith, Chief Electrician of the Telegraph Construction and Maintenance Co.

Throughout the world there are now more than 300,000 nautical miles of submarine cable in operation, in which the sum of three hundred million dollars is invested.

For the laying of the Atlantic cable, Congress gave Mr. Field a

gold medal and the thanks of the nation, and the Paris Exposition of 1861 awarded him a grand medal. Other nations showered honors upon him. New York City held a great celebration and festival during the first week of September, 1858, in honor of the creators of the Atlantic cable. The popular uprising and the extent of the public and private festivities on that occasion exceeded in cost and display the notable previous celebrations which greeted the connection of the ocean with the Great Lakes through the Erie Canal, and the introduction of Croton water into New York. One hundred thousand pilgrims from various parts of the Union had flocked to New York, and business was suspended. They entertained as guests of honor Peter Cooper, Chandler White, Marshall O. Roberts and Cyrus W. Field as cable pioneers, and the officers of the British and American frigates, together with William G. Everett, the engineer whose genius had framed the apparatus by which the coiled cable was payed out from each vessel after they had met in mid-ocean.

The ceremonies began in Trinity Church which was wonderfully decorated with shrubs, flowers and the flags of both nations. The service was followed by an elaborate procession of police, military organizations and patriotic societies. The guests rode in twenty-two barouches, each drawn by four horses. These were followed by a gigantic car of the American Express Company, drawn by ten gaily caparisoned horses, upon which reposed a tall cone made of coils of cable strands, beside which stood an operator working a model of the instrument which was to feed the cable with dispatches. Jolly tars from the Niagara tramped behind. There were nine divisions extending for five miles and the spectators numbered half a million. Everywhere were flags, flowers, evergreen arches, medallions of the Queen and President and no end of transparencies showing patriotic and jubilant inscriptions. At the mayor's banquet at the Metropolitan Hotel 500 covers were laid. The speakers were Lord Napier, Governor Price of New Jersey, Governor King of New York, Erastus Brooks for the press, Corporation Counsel Richard Busted for the city and Mr. Field.



CYRUS W. FIELD

YOUNG MAN, YOU'RE WRONG

On the business stationery of a well-known firm a young man writes to us as follows:

What is a young man to do when he is given no opportunity? I have been working in this place almost thirteen months and I haven't had a raise or any different work from what they first gave me to do. I guess there isn't much chance for a man nowadays.

We leave off the signature of this mistaken young fellow because we do not want the firm he works for to know who he is, and we have some hope that after he has read this editorial he will take a different view of his present and his future. If he doesn't he will of course be a failure.

The young man who thinks that opportunity no longer exists is in a sad way. With the truth all around him he persists in believing a lie. He is either too lazy to take the chance that lies at his hand, or too engrossed with foolishness and frivolity to genuinely care as to his future.

Either attitude of mind is fatal to success, and guarantees nothing but failure and the discontent that accompanies it.

There were never so great possibilities for genuine accomplishment, splendid success, and worth-while results as right now. There were never so many roads to wealth, never so many paths to fame, never so many opportunities as in this year of 1919.

The war with all its devastation has been creative of new fields of work and hitherto undeveloped channels of endeavor.

The active, purposeful, earnest young man has a score of opportunities open to him today that the boy of even ten years ago would have sought without finding.

A few days ago in New York a big brokerage firm bought a seat on the stock exchange. It cost \$75,000.

It was not bought for a member of the firm or for the head clerk or any other of the higher-ups of the organization. It was bought for the telephone boy.

He had done a small job so well, had so thoroughly proven his value that the firm was willing to give him the bigger thing to do. And willing to risk their money on his record.

That boy's opportunity did not come when they put him on the exchange. It came when they sat him down at the telephone.

A day or two ago the friends of Henry C. Lytton, of Chicago, head of one of the biggest clothing stores in the world, celebrated a business anniversary.

Mr. Lytton did not have to tell his friends, because they knew it, that he started a poor boy in New York and that his first job was filling ink wells and doing other work in a lawyer's office at fifty cents a week.

What if he had said then: "This is a rotten job and the boss doesn't appreciate me. I get ink all over my fingers and no thanks for doing it. A boy has no chance any more." Do you think he would have arrived anywhere?

Mr. Lytton did not recite how he had made his success, but he did tell a reporter for the Chicago *Herald-Examiner* something about the chance a

boy has now, and how that boy can best take advantage of it. This is what he said:

"There never will be a time when opportunity is absent to the young man who seeks it. Don't forget that, young fellow.

"To seek opportunity, however, means more than to wish. A young man must practice economy. He must forget all about the clock. If he is not equipped with a college education, he must educate himself.

"He must always be polite. Civility is our cheapest commodity—we should give it away freely. And, lest he become discouraged in his fight for success, our young man must remember that only at the bottom of the ladder is there crowding and shoving. There is no congestion at the top, and the farther he goes the easier the going is."

Any young man who thinks he has no chance, that opportunity has passed him by, should cut out that quotation from Mr. Lytton and glue it on the footboard of his bed. It should be where he will see it the first thing in the morning and the last thing at night. And he ought to read it as often as his mother taught him to say his prayers.

This is the golden age of opportunity. It is the easiest time for success the world ever saw.

Education was never so easy to get nor so free of expense. The business world was never so big nor called so loudly and insistently for young men of brains and ambition. The scientific world never had so many problems to solve. A thousand roads radiate from where every young man is standing and every one leads to success.

Opportunity has you by the hand ready to pilot you, but she will not pull you nor will she wait.

You can sit comfortably at the crossroads of Success and watch the crowds go by headed for big things, but that will not get you anywhere.

The boy who says he has no opportunity is fooling nobody but himself, and as long as he believes it he will be a failure.—From the *Washington Times*.

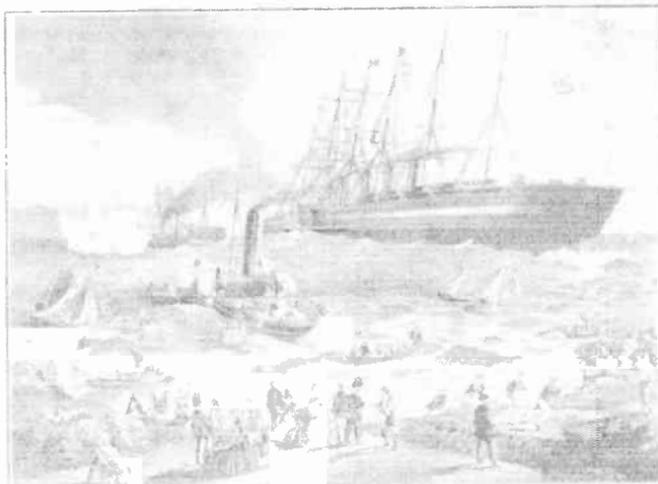
WHO WON THE WAR?

Never in our lifetime will anyone be able to say exactly, from a human standpoint, who or what won the war. England, whose power on the sea was supreme, does not say she won the war; France, with her wonderful General Foch, and her incomparable armies, does not say that she won the war; Belgium, making the most heroic defense ever known, does not say that she won the war; Italy with her proud record of victories achieved by superhuman effort over Alpine passes—Italy does not say that she won the war. And America, in the field two million strong, and arriving at the psychological moment when her power and her succor could best be felt, bringing energy, courage and cheer to those whose strength was almost exhausted—America, I hope, will never say that she won the war.

All these elements, all these countries, all these armies, all these sacrifices, all these sufferings contributed to the victory, and to each of these factors is due its liberal meed of praise.

The war was not won by the strength of any nation or by the single generalship of any man. It was won by the united effort of all the nations with their armies and their generals under a single leader.

Cyrus H. McCormick



THE FIRST LEVIATHAN

The first big ship came in the late 50's when Isambard K. Brunel conceived his great masterpiece and, as it was termed, his most colossal failure, the Great Eastern. As it proved she was about 30 years ahead of her time. This vessel was a wonderful construction, built on the Thames, with a length of 659½ feet, a beam of 78 feet 8 inches and a total tonnage of 18,915. Everything in connection with her eclipsed anything which had gone before; she was a novelty from stem to stern and from keel to funnel. Her creator was not the man to keep to hide-bound traditions. Pioneering was more in accordance with his nature, knowledge and temperament. The building of this leviathan was watched with the greatest interest throughout the world. It was fully recognized that if she were successful she would completely revolutionize ocean transportation.

The traveling public in particular anticipated her commission with ill-disguised pleasure. In those days a voyage across the Atlantic was not to be undertaken lightly. For the maximum of expense one also endured the maximum of discomfort and misery. But with the Great Eastern everything was changed. The saloons were large, lofty and spacious, and most comfortably appointed. The cabins were designed on the same liberal plan, while the broad decks afforded excellent space for the daily constitutional. She was expected to subjugate the terrors of mal-de-mer owing to her great length and beam; seas which made the ordinary liner pitch and roll in the most disconcerting manner would be unnoticed by this titan, which in a gale would ride the seas as firmly as a rock.

The vessel was fitted with both systems of propulsion. The paddle-wheel had proved its value and efficiency, but the screw was maintained to be the propelling force of the future. Inasmuch as there was a rooted antipathy to this form of propeller at the time owing to its principles not being recognized and because it had not been subjected to sufficient practical trial, the designers of the Great Eastern adopted both systems. On the trial trip from Holyhead to Portland (England) the paddle engines developed a maximum horsepower of 2,800, while the screw propeller engines gave out 4,700 horsepower. Her speed was 14 $\frac{2}{5}$ miles per hour. The dual driving system demanded the continuous stoking of 112 furnaces and the total fuel consumption ranged between 250 and 400 tons of coal per 24 hours. With her six raking masts, on which could be spread some 50,000 square feet of canvas, and her five smokestacks, the Great Eastern certainly looked imposing, especially when passing the typical liner of those days.

This ship proved a lamentable failure as a liner. Her career was melancholy. Money was difficult to raise for defraying the cost of construction and accordingly she was built in a hand-to-mouth manner which greatly delayed her completion. When ready for her trial trip over \$3,500,000 had been sunk in her. A chain of mishaps attended her appearance. During the launch she stuck on the ways and defied removal for several weeks. \$300,000 was spent in the effort to get her off before she would consent to rest on the boom of the Thames. While proceeding around the English coast a boiler explosion killed seven men and injured several, and off the Eddystone she narrowly escaped collision with a brig which carried no lights because its master considered them a luxury until he ran into danger.

In order to ascertain the possibilities of the vessel for her designed service between Great Britain and Australia, she was dispatched on a trial trip to the United States and occupied eleven days in crossing. But she could not earn sufficient money on the Atlantic to defray her expenses and repairs, although she was engaged in troopship service, so that she never ventured to the Antipodes. From the passenger service she drifted into cable laying operations and her most historic journey was that associated with the completion of the Atlantic cable. Then she degenerated into a coal hulk at Gibraltar. She was sold in London in 1884 for a mere \$131,000. For a time she served as a show-ship and then ended her career in an advertising venture, after which she was broken up and sold under the hammer as junk for \$200,000. Such is the doleful history of the first monster steamship. She sealed the fate of the paddle wheel propelling system so far as oceanic travel was concerned.

The first ship to eclipse her was the White Star liner Oceanic, launched in 1899. It is interesting to note the length of the largest liners today: Mauretania, 790 feet; Olympic, 882 feet; Aquitania, 885 feet; Imperator, 900 feet. The picture of the Great Eastern laying the shore end of the cable with the aid of a tug is from an old engraving.

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EMPLOYEES OUTING

The Marconi Works employees inaugurated an annual outing on June 21st at Maplewood Park, an ideal place for an event of this kind. There is a perfect baseball diamond, running track, grove, dining hall, etc. The committee of arrangements consisted of Messrs. P. J. Collins, Chairman; P. Helwig, A. Osmun, A. Kachelreiss, E. R. Welch, J. Campbell and J. Emery. Our own Marconi band furnished music for dancing, and gave a band concert. The amusements consisted of baseball contests, relay races, three-legged races, pipe races, egg and spoon race, dancing and other events.

The prize cup for the winning baseball team was hotly contested for by a team from the office and one from the factory, the score being 13 to 8 in favor of the factory, although the feelings of the office team were spared by reason of the fact that the committee inadvertently advised the local press that the score was 13 to 8 in favor of the office, so that so far as any one knows outside of the Works, the office team won the game. Prizes were also awarded to Bauer, who made the first home run and to Hoffman who made the second home run. There was a base running contest which was won by Dorfner who made a complete circuit of the bases in 16 seconds. The ball throwing contest was tied by Bauer and Decker who each threw the ball 295 feet. The fungo contest was won by Hoffman.

One hundred yard dash, H. Decker, first prize, straight edge; Mr. Mack, second prize, umbrella; Mr. Woodruff, third prize, scarf. Three-legged race, Major and Whiting, first prize, each a gold stick pin; Prepiak and Willig, second prize, scarfs. Pipe race, Converso, first prize, meerschaum pipe; Steigleder, second prize, meerschaum cigar holder; T. C. Knight, third prize, meerschaum cigarette holder. Relay







race, Factory vs. Office, won by the Factory team, consisting of Decker, Helwig, Campbell, Putscher. Egg and spoon race, contested by ladies only, Miss Dietrich, first prize, umbrella; Miss Geffert, second prize, silk hose; Miss Shuha, third prize, collar and cuff set. The ladies thirty-yard dash resulted as follows: Miss O. Larsen, first prize, cut glass fruit dish; Miss Riccitelli, second prize, cut glass vase; Miss Schimmel, third prize, cut glass berry dish. The judges for the day were Messrs. Stein, Benson, Lemon, Guber and Walter.

There was one event in which everyone participated with a great deal of pleasure, and that was the banquet. Following this a photograph was taken of the guests of the band, but due to the limited range of the camera and the great modesty of some of the guests, all present were not included, although the photographer tried very hard by a flank movement to include a greater number than appear on the negative.

We were sorry that Mr. Collins, who was one of the prime movers in getting up this outing, should have been detained at home through illness. He often speaks of the officials whom he knows, and we feel sure that he used his influence on this occasion. The day was perfect and we conclude that Mr. Collins must have asked the weather clerk to give us such a day as the poet was inspired to write about when he said:

"And what is so rare as a day in June,
Then, if ever, come perfect days."

We feel that this must be so, for the band concluded their playing with "End of a Perfect Day."

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The outing season is surely here. On a number of Saturday afternoons a party consisting of employees of the office and engineering staffs have taken themselves to the beach by automobiles for a dip. The photograph shows some of our force at play, and they play as hard as they work.

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We have recently welcomed back from the country's services Messrs. Hasson, Morgan, Leggett and Henne.

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Our sympathy is most sincerely extended to Mr. Benson, our popular superintendent, who was called home from a very delightful trip over the Fourth by the death of his mother.

THE THREE TALL TOWER BUILDERS OF NEW YORK

It is a striking coincidence that the three men who made it possible for New York to have the tallest three habitable buildings in the world should have died within a month of one another.

Frederick G. Bourne, who died on March 9, was at the head of the Singer corporation when, a dozen years ago, it built a tower surpassing

in altitude the Ulm Cathedral and even the Washington Monument, and exceeded in height by no structure of man except the Eiffel Tower.

John R. Hegeman, who died last month, was the master spirit behind the construction at Madison Square of a magnificent reminder of the Venetian Campanile, in the form of an office building even higher than the Singer building.

Frank W. Woolworth, who outlived Mr. Hegeman less than two days, outdid the others, at a cost of \$14,000,000, with a tower that challenges the clouds 750 feet above the feet of the Broadway throng.

Among them, these three men made a new skyline for the city. Each in his turn expressed the spirit of ambitious America in a form of commercial architecture native to the crowded island of Manhattan. Each, building a monument to his business, left a memorial to himself. These three men, each of whom had built something higher and more useful than the Pyramid of Cheops, vanished from earth in the same order that their towers rose; but the towers themselves, unlikely to be surpassed in loftiness in this part of the world, remain as reminders of remarkable individual accomplishments and vision.

MEDICAL AID VIA WIRELESS

To Editor Marconi Service News:

When the Savannah Line Steamer City of Atlanta, with Captain Garfield in command, was off the Virginia Capes on June 27th, while southbound to Savannah with passengers, a young naval electrician, 2d Class, U. S. R. F., was accidentally shot in the leg. With no doctor aboard to give treatment, the captain was told that he was in touch with the Navy transport Manchuria, close by at that time. He sent a message asking for aid. The big transport stopped her engine and told us to come up along port side and they would lower away boat with a doctor. There was a choppy sea running at the time, but everything went smoothly and the doctor arrived on board and redressed the sailor's wounded leg, stating it was not serious and that he could proceed to Savannah to a hospital for operation. The young sailor was a guard who was taking a few naval prisoners to Paris Island, South Carolina.

After medical assistance was given, the doctor returned to his ship and the Atlanta gave three blasts as farewell, bon voyage and thanks for their aid.

*G. S. Thevenet, Chief Operator,
S.S. City of Atlanta.*

A GLIMPSE OF SANTO DOMINGO CITY, D. R.

(Extract from a letter from Guy Harvey, Chief Electrician, U. S. N., formerly a Marconi engineer at Kahuku.)

We have very little in the way of amusements, as there is but one movie show. When it is not too hot we enjoy walking, swimming and

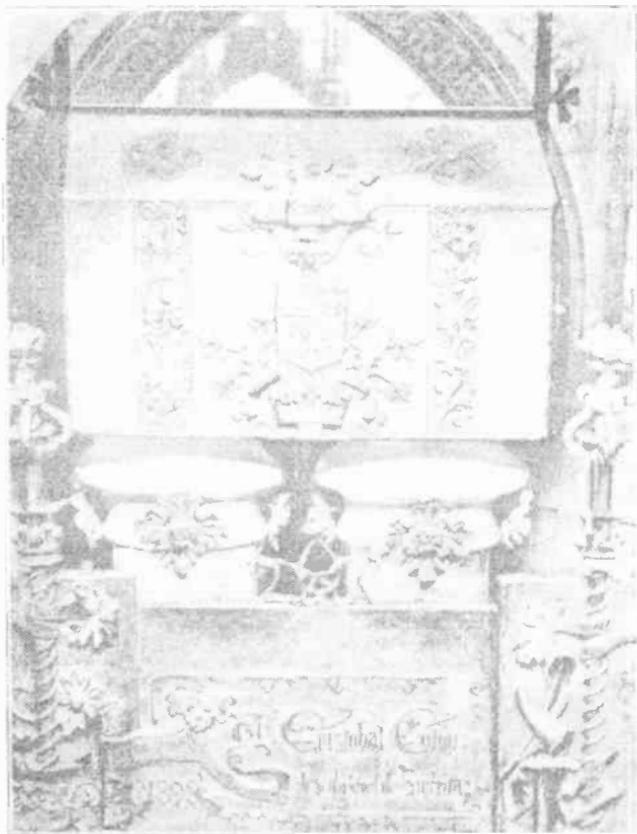


fishing. Some days the heat is so intense one must stay under cover. The marines give us a baseball game every week. We have a club for enlisted men where we enjoy the reading and pool rooms and the movies. Many of the boys are homesick as the population is mainly Spanish and negro, and to mingle with any of them is out of the question. The city is typically Spanish, the special amusement of the people being to don their best apparel and parade around the plaza in the evening when the band plays. The women walk in one direction and the men in the other, making eyes at one another in passing. We would call it flirting and it is amusing to the looker-on.

The people are deeply religious. The Good Friday parade consisted of carrying through the streets all day an elaborate glass coffin containing a statue of Christ, followed by stately music and hundreds of marchers in mourning costumes.



Business is not so very rushing, the principal industry being sugar. Ships come here infrequently. The Dominican government is controlled by the United States. The people bless the day the Americans took control, and well they may. When everything is in good shape our military government will be withdrawn and civil government on the American plan will be resumed.



I enclose a picture of the U. S. S. Memphis which was driven on the beach in a big storm near our radio station in 1916, and another of the tomb of Columbus, where his body lies. The decorations around the tomb in wood carving and metal work are very fine. The tomb is said to be over 300 years old, and it looks it.

SHE HAD EXPERIENCE

An applicant for a telephone job at Memphis, when asked if she had ever had any operating experience replied: "Yes, I have had my adenoids removed."

**PIONEERING WIRELESS
SPEECH****ACROSS THE SEA**

On the morning of October 22, 1915, an engineer speaking at Arlington, Virginia, was heard at Eiffel Tower, Paris, and at Pearl Harbor, Hawaii. This was the first trans-Atlantic and trans-continental message ever sent by wireless telephone.

BETROTHAL

Evelyn E. Jesbera of Brooklyn has announced her engagement to Frank B. Campbell of Spring Valley, N. Y. Miss Jesbera is employed in the Treasurer's office.

PERSONAL

J. C. Macbeth, managing director of the Marconi International Code Company, Ltd., of London, arrived in New York recently on the Olympic.

Julius A. Pohl, Chief Gunner, U. S. N., who has been stationed at the American base at Marseilles, has been released from the service and resumed his former position as Superintendent of the Gulf Division at New Orleans, relieving Paul C. Ringgold, who has returned to New York.

Marion H. Payne, Assistant Treasurer, spent his vacation on the sands at Ocean Grove, N. J.

Roy A. Weagant, Chief Engi-

neer, enjoyed his vacation at his new home on Long Island.

Herbert M. Short, New York, representative of the English Marconi Company, returned on the Olympic after a month's stay in England.

Harold H. Gallison, formerly of the head office, has returned from France, entirely recovered from his injuries and received an honorable discharge from the army.

Lewis B. Stewart, a former head office attache, now a yeoman attached to the U. S. S. Teresa, has arrived at Philadelphia from France, visiting Azores and Bermuda en route.

TRANS-OCEANIC NOTES

The Marconi Company has leased quarters for its New York main office at 64 Broad Street, now occupied by the Central and South American Cable Company, which company is about to occupy its new building now approaching completion. The Marconi Company will vacate its present office at 42 Broad Street when the new quarters are rearranged and renovated.

EASTERN DIVISION

Among the new men to enter this division during the month are: C. J. Hopkins, C. J. McMurry, M. H. Dennis, W. E. Seaman, J. L. Eddy, L. E. Flagg, R. A. Reid, W. L. Verecoutere, G. Rannie, C. A. Biddinger, W. K. Wing, F. B. Parsons, E. Phillips and G. P. Fitzgerald.

Former Marconi men to be re-engaged during the month are J. M. Velasco, H. B. Snell, J. B. Harrietts, H. A. Ingalls, W. Cox, R. C. Cuthbert and H. B. Silversdorff.

BOSTON

Constructor Swett installed a standard 2 KW panel set on the War Convoy.

Seymour Elliott, formerly at Boston Station, has returned and is awaiting his discharge from the service. Elliott served on the Arizona during the war.

Valente transferred from the Belfast to the New York Division, and was relieved by W. H. Sullivan.

Rice is on the Ransom B. Fuller, being relieved on the Belfast by J. A. Quinlan, a New Yorker.

F. E. Zahn has returned to the service and is on the Calvin Austin, relieving Whipple, who went to the Dingley.

The North Land has laid up for repairs at New York and Barber has been assigned to the City of Bangor. Barber is again one of the leading figures in Bangor social circles.

Kling transferred from the North Land to the New York Division.

K. E. Smith of the Matoa has resigned, being relieved by L. E. Boyden.

SOUTHERN DIVISION

Schwab and Armstrong equipped the Santore at Norfolk.

W. M. Schubert relieved A. A. Grant as junior on the Gloucester.

T. Peskin missed the Grecian in New York and F. R. Smith was assigned to her. Smith just returned from overseas. His company of marines lost nearly 300 men in one fight.

T. Peskin was assigned to the Feltore.

L. R. Kendall relieved C. Onens on the Persian. L. C. Palmer went out as junior.

C. E. Aymar, a new man, relieved W. M. Schubert on the Gloucester.

E. R. Raguse, junior on the Merrimack, went out as senior when W. J. Ferris left her. W. A. F. Pyle, Jr., went out as junior.

F. Atlee relieved J. Canfield on the Dorchester.

C. E. Sadlier took the Juniata out for two trips while Bassett laid off. J. G. Johnson relieved A. B. Tyrrell as junior.

A. B. Tyrrell took out the Caloria of the Standard Oil Company.

R. J. Nicholls, from the Great Lakes, relieved J. L. Warner on the Nantucket.

R. R. Jordan relieved Butler as junior on the Kershaw.

A. P. Smith relieved H. Moulton on the Cretan.

H. Moulton was placed on the Ontario in place of E. Lindauer. Moulton wants to finish that home of his.

Our old reliable Johnny Flagg has left the sea and accepted a position at Belmar. If you get tired of it up there, Johnny, we have a good ship waiting for you.

J. S. Brunhouse is taking Flagg's place on the Carolinian.

A letter from Liverpool from F. Hovelsrud says the equipment on the Norlina was destroyed by fire.

R. E. Armstrong, just out of the service and formerly manager at our Port Arthur station, is our representative at Norfolk and Newport News. He can be reached

through the M. & M. T. Co. at Norfolk. Look him up, he wants to get acquainted and says Norfolk is awful lonesome *just now*.

L. C. Noble was assigned to the *Sucrosa* of the Eastern Division.

C. B. Hughes was assigned to the *Jonaney* at Savannah.

Haake is still on the *Borgestad*.

Last reports from Fred Crone said he was having a good time while on the *Santino*. Some trip he is making.

The business of the Philadelphia district has been so brisk that Manley had to have another assistant. B. Wexler is handling the work.

PHILADELPHIA

F. H. Illingworth, former manager of WJX, has answered the call of the sea and after four years is returning and wants a long trip. No more M & M's for him.

We take pleasure in announcing the arrival of a bouncing baby girl at the home of Mr. and Mrs. D. C. Dudley.

J. B. Jackson, after a few strenuous weeks in construction, became highly elated upon receiving a license. He sailed on the *Chester Sun*.

Tom Tierney, after ten years at sea, has retired to take unto himself a wife. Tierney spent over two years on the *Admiralen*. We are having a hard time to find a man game enough to tackle her for a big salary. Show nerve, fellows!

A. R. Short and F. Mousley, of the *Donnell and Folger*, quit the *Atlantic Refining Company*.

Clarence Onions (Onens) is bound overseas on the *Sunoil*.

Willard Wilson, an old timer, has quit building ships to sail on a bum one. Not like the *New York*, eh?

Ask Jimmy Harte anything you wish to know about canned music. At present he may be found attached to the *Coastwise*.

Constructor Schwah was called to Norfolk to install a 2KW panel set on the *Brandon*.

Manager Manley and his fiancee spent a sun-burnt time at Atlantic City over the Fourth.

There seems to be a shortage of Wireless Operators, but one would not think so to see all the old timers camping in the vicinity of Philadelphia.

Constructor Wexler made the trial trip on the *Ayurroca*, but somewhat against his will?

H. R. Davis has accomplished his object and is trading his coaster for an overseas ship.

GREAT LAKES DIVISION

CLEVELAND

Constructor W. H. Jones has completed the installation of a ½ KW Type 296-B panel on the *City of St. Ignace*. After completing this installation, Mr. Jones resigned from our service and returned to his home at Lorain, Ohio, where he will take over the florist business which has long been conducted by his father.

Harold Henkel, formerly from the *Lake Michigan District*, has been assigned to the *Harry W. Croft*.

Aldo Montle, a *Valparaiso* recruit, has joined the *M. A. Bradlev*.

W. W. Neely, who has been assisting Constructor Jones and was later assigned to vessels in the Lake Michigan district, has been transferred to the Wm. G. Mather.

R. L. Brown, a newcomer to the service, is attached to the City of Buffalo.

The State of Ohio, after spending two years alongside of the dock, has been placed in service between Toledo, Ohio, and Put-in-Bay. Chas. Heffleman drew the assignment.

John Anderson has returned to the service for his second season and is assigned to the Seelandbee.

E. Glause, a new recruit, has been assigned to the Eastern States.

H. A. Teiman has replaced Ollie Fishtorn as junior on the City of Detroit III, Fishtorn being transferred to the City of St. Ignace.

F. Woodson is senior on the City of Cleveland III, P. E. Fischler having resigned. C. R. Gill is junior.

P. L. Slagle was transferred to the E. J. Earling, relieving M. C. Lapp who goes aboard the Western States in place of Slagle.

Carl Flory has returned to the service for his second season, being assigned as senior on the Tionesta. Carl Chapman has been transferred from the Clemens Reiss as junior.

Ralph Sayles and H. Merrill, senior and junior respectively, are assigned to the Juniata.

C. Russell has been transferred from the City of Erie to the Octorara as senior. Chas. Macomber is junior.

Roy Zindars, a new recruit,

joined the Otto Reiss at Ashland, Wis.

Samuel Featherstone, a newcomer to the service, is on the Clemens Reiss.

CHICAGO

Lieut. L. C. Dent, who recently returned from France, has returned to his old position as Chief Operator of the Lake Michigan district. His first job was the equipping of the Pere Marquette No. 8 with a 1/2 KW cargo panel.

The Arizona went into commission with Carl Menzer as operator.

Leslie Gorder, a new man, has been assigned to the Carolina.

E. M. Telfson has returned from two years in the Navy and couldn't resist the charms of his old home the Christopher Columbus. He is quite a ladies man and no doubt business on this particular ship will show a substantial increase this season. Well, he does look rather fetching in his uniform, and we cannot blame the girls for taking a trip on his vessel whenever possible.

I. C. Wiberg, a new recruit, is on the Florida.

Philip Burke, an ex-Navy man, is holding down the Georgia.

Winslow Neely has been transferred to the Lake Erie District and assigned to the Wm. G. Mather. We hated to see him go, but the mail man on this route will surely rejoice. Neely sure got lots of mail and if a letter was a day late he looked as blue as indigo. We trust he marries the girl soon or else she turns him down, for the present strain he is under is something terrible, and we fear for his

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health if this continues much longer.

G. Holly has been assigned to the *Indiana* to relieve Ncely. He is a new man in the service.

E. D. Bryant is still on the *Harvester*.

The *Manitou* went out with Chas. A. Zeller and J. F. Scholtes as radio men, senior and junior respectively.

A. Mehrhof and Albert Towner are assigned to the *Missouri*, Mehrhof is an old man working on Lake Erie last season, while Towner is a Valparaiso recruit.

Howard Dodge and E. C. Mathis are on the *South American* as usual. Both were on this vessel last season.

Fred Schoenwolf and Dwight Myers are on the *North American*.

GULF DIVISION NOTES

Inspector Coe has completed the installation of a new 2 KW outfit on the *Westwego* at Baton Rouge and the vessel has sailed for Mediterranean ports with Operators Loyd E. Brasher and Herbert E. Blasier.

J. J. Bodine, a new man in the service, has been assigned to the *Marina* as junior.

Charles H. Acree is now representing the Marconi Company at Port Arthur, Texas, vice W. J. Uhalt, who has been transferred from Port Arthur.

D. W. Jolls is off on another trip on the *Tug Buccaneer*.

A. P. West has finally succeeded in climbing out of the tug class and is now with the Eastern Division on the *Nelson*, having relieved the Naval personnel on board.

W. L. Hille has lost the companionship of H. E. Blasier who has been relieved by G. H. Pascoe, a new man in the service.

T. J. Alderman and L. H. Boizelle seem to have a lifetime job on the *Coahuila*.

From all reports J. E. Broussard, of the Key West District, finds everything in first class condition in that direction.

Joseph V. LeBlanc, a new employee, has been assigned to the *H. F. Dimock*, trading in and out of Mobile.

G. H. Reachard, formerly of the *H. F. Dimock*, has been assigned to the *Herman Winter* after a week's lay-off at Mobile, on account of illness.

V. C. McIlvaine is doing duty on the *Tug Senator Bailey*, having relieved O. C. Kibble.

PACIFIC DIVISION

J. Fernandez, a new man in our service, has been assigned as junior aboard the *Multnomah*, relieving J. L. Stevens, who has been assigned as junior aboard the *Manoa*.

P. Thorne, formerly junior aboard the *Humboldt*, has been assigned as operator-in-charge of the *Multnomah*.

W. E. Chesebrough has been assigned as operator-in-charge of the *Willamette*, relieving O. Wihl.

E. O. Hendricson has been assigned to the *Herminosa* as operator-in-charge.

A. W. Wilson, a new man in our service, has been assigned as junior aboard the *Wapama*, relieving R. E. Todd, who has resigned from our service.

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