

MARCONI SERVICE NEWS

Volume 2



December, 1917

Published at 233 Broadway, New York

By and for Marconi Employees

food

- 1- buy it with thought
- 2- cook it with care
- 3- use less wheat & meat
- 4- buy local foods
- 5- serve just enough
- 6- use what is left

don't waste it

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W. W. Neely

H. B. Peters

A SWIM IN MID-OCEAN

By Winslow W. Neely

Until the evening of the September 14th, when the *Platuria* sailed from Gibraltar for New York, my first trip through the war zone had been so uneventful as to border on the monotonous. The only thing that savored of an adventure was the day we sighted a whale, and mistook it for a sub. We were quite excited for a few minutes, and were preparing to do battle before the mistake was discovered. We had scarcely left the harbor before events began to move more rapidly. We received our first S. O. S. that evening, and a little later I received a submarine warning which I took up to the bridge. The mate figured we were due to pass the spot where the submarine had been reported about noon the next day. No one seemed to take it very seriously—there were a few joking remarks passed, and the next morning my colleague, Mr. Peters, changed his trousers, remarking dryly that he wanted to look respectable when he was picked up. As twelve o'clock approached it became apparent that the captain was a little apprehensive, and at dinner said he would be glad when we were safely out of that district. Noon passed quietly enough, and after dinner I removed my coat and shoes and crawled into my bunk to get a little sleep. About three o'clock Peters shouted to get up and get a life belt. Having a notion we had got it at last, I got up, pulled on my shoes, and grabbed a life belt from the rack over head. Then came an explosion which put the wireless out of commission, and I realized that the best thing for me to do was to go on deck.

When I got there bits of wood from a life boat which had been blown up by the explosion of the torpedo, were raining down, and the ship had keeled over until the starboard rail was buried deep under water. The crashing

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from below as things broke loose was terrific, and every one was shouting, which added to the general confusion.

I went back aft where some of the crew were trying to lower one of the two life boats which had been left intact. By that time the list was so great that it was necessary to cling to the railing to keep from slipping into the water. We had a great deal of difficulty in getting our boat launched as it had swung against the side of the ship and become wedged. Finally some one got up and cut the falls, we succeeded in clearing it, and the boat slid down over the side of the ship and struck the water right side up. Our elation was short-lived, however, for the necessity of leaving the ship had become quite pressing by that time, and in their haste the men jumped all on one side and the boat capsized completely. One of the boilers blew up just as we hit the water. I came up under the boat, but realizing the danger of becoming entangled in the ropes, I dove and this time came up between the life boat and the ship. I pushed out and had cleared her about six or eight feet, when a negro clutched me around the neck and pulled me under again, so suddenly that I was compelled to take another big swallow of salt water, with which I was pretty well fed up by that time. The man was unable to swim, had no life belt, and having lost his head completely, I realized the hopelessness of trying to save him. The only way any of us could be saved was to get out of that vicinity with all possible haste to avoid the suction, for the ship was completely on her side and almost submerged and I knew she was about to take her final plunge. That was the last I saw of her, for I began swimming in the opposite direction.

I got within a few feet of the other life boat and the first mate called to me to hold on to the boat but not to climb in as it was overloaded already. Just then the captain's body floated near and the men pulled it in, but having been struck on the head, life was extinct and they lowered it again into the water.

I clung to the boat long enough to get my breath, then espying the overturned life boat some little distance away, I made for it and climbed on top. There were a couple of men already there and we succeeded in pulling up three or four more.

Then about 500 yards away we saw the submarine coming up and heading in our direction. It was with mingled apprehension and relief that we watched her approach. All the stories we had heard concerning the inhuman treatment of submarine victims flashed into mind, yet until her advent our chances of escaping had been very slim indeed. The sight of that monster steaming up through that scene of wreckage and confusion, so grimly efficient, was one I shall never forget. She immediately began throwing out lines and picking the men from the water. Several men shouted warnings not to go aboard her, but it soon became apparent that we had fallen into safe hands, for the Germans picked us all up, bandaged our injuries and did every thing possible for our comfort. The crew of the sub succeeded in righting the overturned life boat with ropes and after dividing

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the men between the two boats, we set sail for the African coast, some 150 miles away, the German commander giving us our course. He was an intellectual looking man, seemingly very well educated and speaking excellent English. He asked us many questions about the boat and her tonnage, who the captain was, etc. When he learned that the *Platuria* was originally a German boat he laughed and remarked, "Then the joke's on me for sinking one of our own boats." The submarine was about 300 feet long, carrying one four-inch gun forward. While manoeuvring on the surface she must have used electric motors for there was no sound whatever from the machinery. There was a man in the conning tower at all times scanning the sea with glasses evidently on the lookout for a patrol vessel. The Germans were very friendly, and doing anything to add to our hardships seemed farthest from their intentions. They waved us a friendly good-bye, and wishing us luck, sailed away. The ship sank in less than seven minutes. The attack was so sudden that we had scarcely time to fully realize the predicament we were in. It was a pretty sorry looking crowd that gazed after the departing submarine, for her departure seemed the last act that severed us from the rest of humanity. The sea was choppy with a fresh wind blowing. The sun was just going down, and to add to the desolation of the scene, a storm seemed imminent. It is easy to imagine how anxiously we watched for a storm which would have destroyed our only hope of keeping afloat long enough to be picked up by a passing ship. We soon lost sight of the other boat for we were unable to make as good time. Our boat leaked and the sail was poor. Most of our men had been in the water, and as night came on the air was extremely chilly. Some of the men had been routed suddenly out of bed, and were scantily clothed. The night was dark and seemed interminable. We burned flares but they only lighted the water a few feet around us and beyond that the darkness seemed to shut us in completely. Dawn came at last, gray and murky. We were still wet and looking anxiously for the sun to come up and dry us off. About eight or nine o'clock the sun finally made its appearance, and our spirits immediately rose. By that time we were all rather hungry. I had parted very regretfully with my last good meal during the night, as I was unaccustomed to the motion of the small boat, but after eating half a musty biscuit, decided my appetite was not so great after all.

About two o'clock that afternoon we were picked up by the steamship *Andrea*, an Italian vessel bound for the United States. She had picked up our other boat a few hours earlier and had been on the lookout for us. The crew were very good to us, giving us plenty to eat and what clothing could be had, and two days later landed us on the Island of Madeira. One could scarcely pick a more delightful place to be shipwrecked than Madeira, but after waiting there a month we gladly hailed the appearance of the *White Star Liner Cretic* which put in on account of a fire in her hold. She was delayed there four days, and on October 19th, left Madeira for Boston, which port we made in eight days after an uneventful voyage.

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THE CAMPANA TORPEDOED

By George W. Pope

We left New York Harbor July 10, for La Pallice, France. Arrived off Belle Island, France, July 23, took pilot and proceeded with a fleet of cargo boats for La Pallice under convoy. Several scout planes were over us most of the time. Arrived at La Pallice next day at noon.

We discharged our cargo of oil, and left August 5th, for Huelva, Spain. Next day at 4:30 a.m. we received a submarine warning off the coast of Spain. At 5 a.m. a German submarine fired a torpedo at us, but owing to the ship being high in the water the torpedo went under the Campana. About 5:30 the submarine opened fire on us at a distance of about five miles. The submarine was firing a broadside of two five inch guns. We returned the fire with our three inch guns. Our gunners stood by the guns bravely. During the battle the U. S. gunners fired about 200 rounds at the submarine. They returned the fire with about 400 shots. I went on watch about 2:00 that morning and remained there until the ship was abandoned. I was continually sending out distress calls till the captain ordered me to abandon ship. At 8:15 a shell went into the sailors mess room and exploded, doing considerable damage. At 9:15 we abandoned ship and took to our life boats, the Germans continuing fire. We rowed to a safe distance to get out of range of the guns. The submarine then came up to us and ordered the captain and all the gunners on board. She then turned around and towed the gunners' life-boat over to the Campana. They went on board and took all

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the provisions they could find, and also took the sights and breech blocks off our guns. They even went so far as to try to take the 3 inch guns, but changed their minds. They then let all the gunners go except 5 and captain Oliver, and the gunners rowed out to where we were waiting for them. We made sails out of some blankets and sheets and set sail for La Pallice. Before we got half way there the French cruiser Audacious in answer to our S. O. S. picked us up and then went to the rescue of a French armed tramp, which had a battle with a submarine. The tramp's funnels were shot away and so were the life boats. They had four wounded men on board. The captain of the tramp said they sank the submarine. We then went to La Pallice, there being 46 of us. Arriving there August 17th, the American Consul took nine officers besides myself to the Hotel De France. We remained there till August 17th, and then went to Bordeaux and took the French steamer Chicago for New York where we arrived August 22, safe and sound and none the worse for our experience, but sorry to leave our captain and 5 gunners behind us as prisoners of war. The submarine captain complimented Captain Oliver on his gallant fight and assured him the prisoners would be well treated and allowed to communicate with friends. They have since been located by our State department in a military prison near Brandenburg, Prussia.

FOG WARNINGS BY RADIOPHONE

The following is from the office of the Director of the U. S. Naval Communication Service:

"The attention of all ships navigating in the vicinity of Point Judith is invited to the recent installation at Point Judith Light of a radiophone fog warning device.

"The apparatus will be of use to commanding officers in picking up the light in thick weather, as experience has shown that operators can judge to some extent the distance according to strength of signals with a known normal range. Although measurements have been taken to determine the limit of range of this apparatus, too much reliance should not be placed in it until its worth has been proved under service conditions.

"The apparatus will be in commission beginning about October 1, 1917, and will be in operation during fog, mist, rain and falling snow. The warning consists of the repeating of the words, 'Point Judith Light,' every five seconds, with limit of range of about 8 miles. After every third repetition the warning, 'You are getting closer; keep off,' is sent out with a limit of range of about 2 miles.

"The apparatus required for the reception of the warning signals is an ordinary radio receiver. Crystal detectors may be used. The wave length is varied continuously between 550 and 650 meters.

"It is requested that reports be forwarded to the Lighthouse Inspector, Tompkinsville, N. Y., as to the range and value of this fog signal as found by experience under service conditions."

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WAR INCOME TAX

(For the information of Marconi employees affected.)

All unmarried persons with an annual income of one thousand dollars or more, and all married persons with an annual income of two thousand dollars or more are required to make returns on or before March 1st, 1918, to the Collector of Internal Revenue for the district in which they reside. Tax is due on or before June 15, 1918.

The exemption for an unmarried person is \$1000; the exemption for a married person is \$2,000, with an additional exemption of \$200 for each dependent child.

The Company is required by law to render a return to the Commissioner of Internal Revenue showing payment of income of \$800 or more, with the name and address of the recipient.

Additional information or assistance in the preparation of returns may be obtained through department heads.

GOVERNMENT TAKES OVER 500 VESSELS

Approximately five hundred American coast-wise and ocean ships of 2,500 tons or more have been commandeered by the government. Vessels on the Great Lakes are not affected.

While the government control became effective Nov. 1, the ships will continue in the same traffic and under the same arrangements as heretofore until they receive orders to the contrary.

All along the Atlantic, Gulf and Pacific coasts American registered and enrolled ships, all carefully listed in advance for the Shipping Board files, were taken over for government control. As requests from the Army, Navy, Allies and other government sources are passed upon for use of a certain amount of tonnage, orders will be telegraphed to ships, assigning them to particular service. The order requisitions all cargo ships carrying 2,500 tons total weight, including bunkers, water and stores, and all passenger steamships of not less than 2,500 tons gross register. Approximately four-fifths of the number taken over are cargo ships.

Mr. Colby, in active charge of the commandeering of the ships, said the requisitioning would not make any material difference in the present movement of ships. It ought not to delay any of them more than a couple of hours.

"We are turning the ships back to the owners to operate them on government account, under the same system as in England," he said: "We will not disturb them until there is a concrete case of need."

"Our purpose is to unify the control of all these ships available for ocean traffic. We have fixed a requisition rate, based on a fair appraisal, which replaces the speculative, hectic bidding for tonnage under old private charters. The rates are considerably under the prevalent high rates."

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SUGGESTIONS FOR TRANS-ATLANTIC TRAVELERS

(S. S. Companies please copy.)

If German shells start singing "Heaven is my home,"
It's sort of safe to say that you
Had better say a prayer or two.
In fact you'd better say a few
As your spirit's liable to roam.

Regarding baggage—Carry everything you don't mind losing.

Expect surprises—Don't show any signs of astonishment if, after cozily wrapping yourself in your bunk, you wake and find yourself clinging to a bit of driftwood in the aqua salty.

Be able to speak German—There's no sense in wasting good cuss words if they're not understood.

Practice swimming—If it becomes necessary to jump into the water be familiar with the porpoise dive—The enemy may think you're only a poor fish.

Conserve your energy—Don't try to swim to shore if your ship is sunk 800 miles from the coast—unless you have a compass with you.

Don't boast—The middle of the Atlantic is a poor place to brag about being unable to swim.

If taken prisoner—Expect the worst—You'll get it.

In firing on a sub—Remember it is more blessed to give than to receive.

A submarine's a peculiar thing;
Its sneaky, treacherous and mean.
You can best enjoy the sight of one
On a moving picture screen.

Clarence Cisin.

OLD FATHER NEPTUNE VISITS S. S. ECUADOR IN MID-PACIFIC

By David Mann Taylor

Even though fifty years of steam navigation has greatly altered the characteristics of sea travel and now one rarely sees the old type of "Deep water" sailors or ships, yet there are some incidental features of the old deep sea life that have survived. Here and there, on overseas journeys to the Antipodes and from America to Japan and China, many events crop out that hark back to the days of the old square-riggers and their clouds of billowing canvas.

In the days of old the nautical ceremony of King Neptune's visit aboard a ship was an elaborate observance and although the arrangements were often crude, the whole affair was carried out with dignity and precision, albeit the treatment of the victims was far from being dignified.

At 3:30 p.m., just as the good ship Ecuador was crossing the 180th Meridian—the International Date Line, in mid-Pacific—Jolly Old King

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Neptune and his consort, Queen Proserpine, with their retinues boarded our ship, ceremoniously coming up over the bows as we steamed majestically along through a delightfully calm and smooth sea. The weather was perfect, one of the many beautiful days thoroughly enjoyed by all those who have the good fortune to cross the Pacific, via the "Sunshine Belt", at this time of the year.

Upon reaching the promenade deck the King and Queen proceeded aft, meeting our gallant Commander, Capt. R. Lobez, amidships, where the greetings of the occasion were exchanged, after which, under the escort of our Commander, the King and Queen proceeded to the "Throne Room", which had been erected upon one end of the large swimming tank on the after-deck. The King then addressed his subjects—the passengers—upon the reasons for this auspicious occasion, and why His Majesty deemed it necessary to hold Court upon the Ecuador. The King's address was interposed with quaint nautical sayings by the Queen (in reality a gallant sea-dog of the old school—one Captain C. E. Steart).

Now then, with the aid of the Marshal, the culprits (those who had never crossed the "Line" before), were lined up before the King. The Court Herald then announced that his Royal Master had learned that these culprits had invaded his Sacred Domain without his Royal Sanction and they were now standing before His Majesty on trial to receive their just punishment and to be initiated, as it were, and later accepted as loyal subjects of the Dominion of the Seas.

Then the fun began. Each culprit was given a separate trial. All the culprits pleaded "Guilty" and accepted their sentences philosophically with the exception of one, Dr. Sander, who demanded a "Sea lawyer." After much palavering and with the help of the Marshal, he was put through his initiation and tipped over backwards into the swimming tank just as he was, although unprepared for such a ducking. However, seeing that it was useless he accepted his fate as thousands of others have done before. Much fun was indulged in and a happy afternoon sped quickly by.

Each culprit being found "Guilty" was first taken in hand by the Royal Doctor, who after taking his pulse, temperature and heart action, pronounced him in a fit condition to go through his initiation. The "Subject" was then turned over to the Royal Barber, who was armed with a huge paste brush and a bucket of lather—in these days it is made of soap-suds, but in the olden days of sailing ships it was composed of that unsavory compound known as "slush"—who daubed the face of the victim all over, not forgetting to cover up his eyes and fill up his ears and if possible his mouth. The Barber then proceeded to shave him with a large wooden razor, upon completion of which he was thrown, not over gently, into the tank. After a few minutes of playful duckings he was allowed to scramble out of the tank, amid the laughter of the lookers-on.

The first victim out of the way, the next was brought forward to undergo the same treatment and so on until the list was completed. There were seven culprits, five men and two ladies. Gallantly His Majesty pardoned the ladies.

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The King and Queen, with the Royal Court attendants, shortly afterwards took their leave, first having held an impromptu reception on deck, during which they welcomed the old and new subjects of the Dominion and wished the Captain a prosperous and safe continuance of the voyage.

Then, escorted by our Commander, the Royal Party marched to the bows, where the usual exchange of courtesies was made, King Neptune's blessings and all good wishes to the ship's company and passengers were given as he and his Queen and retinue nimbly vaulted the ship's rail and disappeared beneath the waves, amid the shouts and laughter of all the passengers and crew.—(Hong Kong Post).



C. A. Russell
THE SINKING OF THE GRACE

By Conrad A. Russell

We had an uneventful journey across the Atlantic, our first stop being at Gibraltar, where we took on coal. One night after a four day's stay at the large rock, we slipped out into the Mediterranean. The navy men doubled the watch on the guns so that a full gun's crew was constantly on duty.

Although submarines were reported every few hours via wireless, the Grace steamed steadily onward, unharmed.

We had gone the whole length of the Mediterranean and were well up amongst the Greek Islands expecting to arrive at Salonika, Greece, in two days, where we were to discharge our cargo, when it seemed the Germans thought we had gone far enough.

On July 12th, at 4 a.m., we were struck by a torpedo. No submarine was seen but the gunners on watch did see the wake left by the torpedo.

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It struck in the forward part of the ship only fifteen feet from the radio cabin where I was asleep, having just turned in after receiving two reports of submarines, but the captain told me they were not in our vicinity. The explosion of the torpedo threw a mountain of water over the whole ship and the shock was so heavy it threw me out of my bunk. Water had rushed in through the ports drenching everything in my cabin.

The fall from my bunk which was a high one, left me quite dazed. I slipped on a few clothes trying hard to put my right shoe on the left foot. I hadn't realized as yet that the *Grace* was going down until on reaching the deck I saw the water-line even with the rail. Looking aft I saw the life-boats being lowered and by the time I had reached there, they were nearly full of men. Seeing the captain go over the rail to a life-boat on the starboard side, I neither asked nor waited for orders but jumped into another life-boat and was no sooner seated than we pushed off, for the *Grace* was settling fast. We had not rowed fifty yards before she stood up on end and took a slow dive to the bottom, bow first, only twelve minutes elapsing between the time the torpedo struck and her final dive.

We were picked up by a French torpedo boat which was convoying us, together with a large French merchantman. After a few hours stay on the torpedo boat we were transferred to the Frenchman and carried into Salonika, where the American Consul took charge of us, and fitted us out with clothes, which some of the crew needed badly.

After an eight-day stay in Salonika we obtained passage to France on a French transport. Accommodations were not of the best. We were thrown in with a bunch of Arab soldiers on their way to France to fight.

We reached Marseilles safely after sleeping fourteen nights on deck and on saloon benches. From Marseilles we were shipped to Bordeaux, across France by rail, and we all enjoyed the ride and admired the beautifully kept vineyards and gardens.

After a week's stay in Bordeaux we sailed for America making the trip on a fast French passenger steamer. No passenger on that big ship was any happier than I when we docked in New York, although my clothes were bought in Greece and of Grecian cut. I recommend a trip to the war zone to any one who does not fully realize that we are at war. If he comes back, he will be convinced that "War is Hell".

HIS FINANCIAL MEASURE

Lady (entering bank, very business-like)—"I wish to get a Liberty Loan for my husband."

Clerk—"What size, please?"

Lady—"Why, I don't believe I know, exactly, but he wears a fifteen shirt."—Indianapolis Star.

INSTINCT AND ECONOMY

"Fader," cried a little Jewish boy attracted by a large colored show poster, "give me a nickel to go and see the serpent."

"Vastef 'l poy," exclaimed the father, "vanting to pay a whole nickel to see a serpent. Here's a magnifying glass, go find a vorm."

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STATIC FROM THE WORKS

Things have been moving rapidly at the Works recently. The pressure from the Navy Department for a little more than the utmost limit of production speed has kept everything humming day and night. Men and girls who seemed to be working at high pressure before have put in extra time day and night and Sundays, with such cheerful enthusiasm that every one has been stimulated to greater PRACTICAL patriotism than ever.

Such harmonious activity has materially lightened the burdens of the heads of departments who have also stuck to their guns constantly.

Liberty Bond week was the banner week at the Factory and taxed the well know energies of Mr. Walters, Mr. Benson and others to the utmost. We record with pride the fact that the Factory bond sales reached the high water mark of \$22,000. Members of the factory force, men and women, voters and aliens, proved their patriotism and sound common sense in a manner most gratifying to the officials of the Company. Their harmonious co-operation with the Government is honored and appreciated.

A wave of patriotism has swept over the Factory until every department has a flag of its own and day after day Old Glory is hoisted to the rafters at the change of shifts, without waste of time. An act of gallantry on the part of the boys in both shifts in presenting a flag to the Girl's Workroom was sincerely appreciated. Twenty-four flags now decorate the interior of the factory with inspiring effect.

The new Welfare Department, inaugurated last June, is quietly and steadily fulfilling its mission of ministry to the well-being of the girls employed here, and occasionally it rejoices in serving the Lords of Creation as well. Frequently both men and women are relieved by prompt and judicious care so that they are able to fill out the day with small logs of time, which is of considerable value in view of the present high pressure.

Two fine Rest rooms have been fitted up, one for the office girls upstairs and one on the first floor leading out of the Work room. Each has a lavatory with up-to-date fittings, mirrors and best sanitary appliances. Through extended investigations, inspired by Mr. Nally, the Factory has the benefit of the most approved sanitary methods throughout, drinking fountains, sterilized glasses, medicine cabinets, liquid soap, effective germicides etc. All testify to the generous provision made by the Company for the good care and comfort of its employees. Safety devices of the most improved and perfect type have been installed, all devised and made at the Factory. Goggles are provided wherever the safety of the workman requires it.

The Rest rooms are furnished with willow and cretonne furniture and rugs in restful and harmonious colors; with college couches which serve as comfortable cots in temporary troubles to which flesh is heir. Pictures of broad and suggestive interest adorn the walls and books are straying in for our much-needed library.

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Stenographers at the Works

A long lunch table in the Work room where the girls gather to enjoy their lunches and hot coffee made on the spot, adds much to their comfort, while the social hour is both a pleasure and necessity. Steel lockers have been added and umbrella racks are on the way, all of which benefits are much appreciated by the girls. This brief account would be incomplete without mention of the delightful atmosphere of this Work room, which is due not only to the kindness, justice and readiness to help, uniformly exercised by Mr. Helwig, and Miss Ulrich in charge of the room, but also to the happy and cheerful spirits and high principles of the girls

themselves, including Henry, "The Pet of the Harem."

The privileges and duties of the Welfare department, are, in fact, similar to those of the mother and housekeeper in the home. Little ministries that hardly show, and scarcely seem to count, occupy her full time, but if omitted, the comfort of the family is seriously affected. As future needs and opportunities lead us on the work will unfold on broader lines.

A few months ago we were treated to a glimpse of "A Bunch of American Beauties from the New York Office." We now respond by sending you "Wood Nymphs from the Factory office, and the Fauns" with apologies to the Fauns.

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Huskies at the Works

EXPERIENCE

Experience, it has been said, is the shroud of illusions. One of the sad conditions of life is that experience is not transmissible. No man, apparently, will learn from the suffering of another; he must suffer himself.

To most men experience is like the stern lights of a ship, which illumine only the track it has passed.

Experience is the name men often give to their follies or their sorrows.

Experience should teach, direct, and protect us, and each succeeding day should be the scholar of that which preceded it.

BIRTHS

October 9, to Mr. and Mrs. George W. Hopper, a daughter. Mr. Hopper is connected with the Stock room, at Marconi Works.

October 21, to Mr. and Mrs. Thos. Grosso, a daughter. Mr. Grosso is employed at Marconi Works.

October 13, to Mr. and Mrs. George W. Nicholls, a son. Mr. Nicholls is Superintendent of the Boston District.

August 22, to Mr. and Mrs. W. R. Eberle, a daughter, 8 1-4 pounds. Mr. Eberle is employed in the Comptrollers department, N. Y.

MARCONI SERVICE NEWS



MARCONI BUDS

That the interests of the company in its employees extends to their families, even unto the second generation, is evidenced by the young husky, 15 months old, Robert King Julien, whose proud daddy is I. F. Julien, in charge of the Naval Radio station at Astoria, Oregon. This robust lad is a personal friend of the Editor, who can testify that he possesses all the good points usually found in kiddies, and then some.

We will be glad to reproduce here portraits of Marconi infants under 18 months when taken; and at the close of the year, the Editor will award a cup to the one voted to be the best baby, by a committee of envious

bachelors and maidens to be selected by the Editor who will act as Chairman.



At Oakland, Cal., June 30, Frank Woodbury Shaw, U. S. N. R. to Jessie Walden, of Oakland. After a honeymoon in the Santa Cruz mountains, the happy pair have settled in San Francisco. Mr. Shaw is in charge of Hillcrest station.

November 24, C. E. Hooper of Westfield, N. J., to Julia E. Knoll. Mr. Hooper is with the Marconi Company at the Works.

At Juneau, Alaska, October 30, Nicholas John Marthaler, of the Radio station, to Ruth Crutcher, of Juneau.

BETROTHAL

The engagement is announced of Irene Senters, of the Comptroller's office, to Harold M. Wick, late of the Purchasing Department. They both joined our staff six months ago, strangers to each other. This is the usual Marconi speed. They are setting a good example to the timid ones.

MARCONI SERVICE NEWS

OFFICIAL NOTICE

Three cents per word is the land line rate to all points in the State of Washington for radio messages via Canadian Government stations on the Pacific coast.

BCND MEMORIAL TO LOST OPERATOR

A Liberty Bond memorial to Herbert F. Watson, the radio operator who was lost on the transport Antilles, was planned at the Farm and Trades School, on Thompson's Island, in Boston Harbor, from which Watson was graduated. The boy pupils, 12 to 15 years old, intend to contribute at least a dollar each of their pocket money toward a bond.

Watson was in the Naval Radio Service.



EXECUTIVE OFFICE

Mr. Nally and Mr. Sarnoff have returned from a conference with the Navy department, at Washington. Mr. Nally was recently in Montreal in attendance on the directors meeting of the Canadian Marconi Company.

Mr. Winterbottom has sailed for South America in the interests of the company.

Mr. Frank Chapman, Superintendent of the Southern division, was a recent New York visitor.

Mr. Pillsbury and Mr. Taylor have returned from an inspection of the high power stations in New Jersey and Massachusetts.

SPOKES FROM THE HUB

Our Superintendent, Mr. Nicholls, has a new guest at his home. George W. Nicholls, Jr., arrived on October 13th, and will reside with Mr. Nicholls Sr., permanently. A very robust youngster, he weighed 7 1-2 pounds and bids fair to overtake his dad. We congratulate the Nicholls family and expect to see a Marconi Bud from Boston capture that prize.

The White Flyers, Massachusetts and Bunker Hill have been requisitioned for Government service. Operators Swett and Travis, transferred from the Massachusetts to the Old Colony. Operators Flood and Platt of the Bunker Hill transferred to the North Star and City of Rome, respectively.

Operator Whipple of the Ransom B. Fuller relieved Barbeau on the Gov. Dingley, who transferred to the Gov. Cobb.

R. G. Phillbrook transferred from the City of Rome to the North Star running to Yarmouth.

M. J. Reilly is on the City of Athens. Reilly has tired of leaving ships via lifeboat. On each of his previous assignments Reilly was shelled and torpedoed and until he was assigned to the City of Rome had not sailed on a ship which completed a voyage. He now has the life of O'Reilly.

H. Moulton made a trip on the City of Augusta relieving Operator Eddley, who was taken ill and removed

MARCONI SERVICE NEWS

to the Marine Hospital at Savannah. Operator McKay of the City of Athens has resigned.

EASTERN DIVISION

E. W. Vogel of the Munwood is now on the Princess Anne. E. W. Harris formerly of the Buenaventura takes his place as senior of the Munwood.

C. A. Biddinger senior of the Princess Anne has been suspended indefinitely. I Hoffman formerly of the Pisa taking his place. H. Silverstein the junior of the Princess Anne has resigned.

The Comus sailed with M. L. Sazar as junior who was formerly on the San Marcus. R. E. Landick of the Gulf Division takes his place on the latter vessel.

W. S. Fitzpatrick is on the Comus.

The W. G. Warden sailed with G. E. Stewart of the Comanche instead of R. Pierce, who has been transferred to the Norman Bridge of the Gulf Division.

W. J. Quinn of the Muskogee sailed on the Red D Liner Philadelphia. R. S. Shipley of the Muskogee has been released from our service. J. R. Churchill of the Communipaw taking his place. S. M. Johnson, a new man, sailed as junior on the Philadelphia.

The North Star has laid up. E. R. Schindler and B. J. Harvey were senior and junior respectively.

T. Arthur of the Brabant has been released for government service. J. J. Michelson and J. S. Brunhouse sailed as senior and junior respectively on the Brabant. The Minnesotan, on which J. J. Michelson was operator, has been taken over by the gov-

ernment. The Proteus has also laid up. A. Schweider and L. J. Gallo were her senior and junior operators.

J. A. Worrall and C. A. Russell, senior and junior respectively of the Manturia have been transferred to the Creole and the Comet respectively, their places being taken by R. E. Dale, senior, formerly of the Buenaventura and G. F. Barry, of the Southern Division, as junior.

~~The Comanche's senior operator,~~ R. D. Giles, has been transferred to the W. D. Munson, taking the place of J. S. Brunhouse.

J. T. Neely has resigned and did not sail on the Charles Braley. S. H. Levinsky formerly of the Comet sailed as junior on the California.

A. Cresse, formerly of the Macona, sailed on the Helen in place of A. Schneider, who has resigned.

The Mexico sailed with D. G. Ward, who has been on leave, instead of W. Ayers, who is on leave.

P. Leschhorn has resigned and the Starlight sailed without him.

J. B. Swift and G. Hamilton, first and second respectively on the Dochra, have gone to the waiting list and the Winifred respectively.

M. DeLuc, a new man, will take H. Moulton's place on the Freshfield.

C. Falco of the Harry Luckenbach has resigned. A. B. Robinson resumes his duties on the Harry Luckenbach.

P. H. Krieger of the City of St. Louis has gone on leave, and G. Kavanagh of the Arapahoe takes his place. L. R. Schmitt of the Creole will substitute for Kavanagh on the Arapahoe.

J. S. Broussard of the El Valle sailed on the Creole.

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The W. O'Brien sailed with E. Bergeron as junior.

The Yarmouth sailed with R. V. Repolgle of the Gulf Division.

P. Podell of the Alamo has resigned. J. J. Kaleta of the Iroquois taking his place as senior. The junior on the Alamo, H. J. Styles, has been dismissed and succeeded by T. G. Hahn of the Iroquois.

J. W. Harte of the Howick Hall has been transferred to the Baltimore Division. L. C. Waterstrout and L. Walters, senior and junior respectively on the Munsomo, have been transferred to the Pisa in the same capacities.

M. S. Douglass, junior on the Silver Shell, has resigned to enter the government service.

J. B. Swift sailed on the H. H. Rogers.

C. Cisin and P. E. Klipp (of the Apache) sailed as senior and junior respectively on the Albert Watts for Genoa.

J. E. Doyle is junior on the Apache.

J. F. Urbani, a new man, is junior on the West Oil, instead of F. H. Keane, who has resigned.

J. F. Barstow of the Dayton is now on leave and H. R. Mitchell, junior on the same vessel, has resigned.

C. Stellmach sailed as junior on the New York in place of J. E. Doyle. C. Stellmach was formerly on the Santa Clara.

M. J. Schaeffer, a new man, is on the Panuco in E. T. Smith's place, who has resigned.

The Morro Castle sails with P. H. Krieger as senior and R. Clark as junior, the latter having left the H. H. Rogers.

H. Anderson, the junior of The Pioneer, has resigned, and J. Thompson, a new man, is in his place.

R. H. Strahlman, of the Standard, is on leave. J. Feingersh, of the Mouldgard, has succeeded Strahlman.

D. Carruthers, junior of the Communipaw, has been transferred to the Navahoe. J. Troiano, formerly of the Navahoe, was released.

J. M. Bassett and H. A. Tucker, first and second on the Wilmore, respectively, are at present on the waiting list at Baltimore, due to the fact that the Wilmore was torpedoed.

The Guiana's junior operator, J. E. Cronney, has assumed the duties of senior since R. A. Merry's transfer to the Col. E. L. Drake of the Gulf Division. H. B. Peters, formerly on the Platuria sailed as junior on the Guiana.

M. L. Wiesemeyer, of the F. Q. Barstow, has been released and replaced by M. Dreyfus, formerly junior on the Caloria.

E. I. Baskin, of the Mundale, has been transferred to the Southern Division.

The Brammell Point was put in commission at Baltimore and H. A. Tucker assigned to her.

R. H. Redlin, of the Dorothy Palmer, has been transferred to the O. B. Jennings.

R. A. Henry, junior of the Brazos, has been transferred to the Col. E. L. Drake, as junior.

R. C. Wright of the Poitiers has been transferred to the Silver Shell.

H. J. Liggett of the Tours has also been transferred to the Silver Shell.

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M. W. Michaels of the Eagle has resigned.

L. H. Graves, a re-engaged man, sailed on the Gulf Maid.

W. W. Kelley, senior on the Col. E. L. Drake, has returned to San Francisco. A. H. Lawford, junior on the same boat, has been released from the service.

J. E. Kane of the Gulfstream has been transferred to the Gulf Division and M. B. Watson of the Gulf Division has taken his place.

The Minnesota sailed with E. R. Schindler.

W. H. Jones of the Harberg has been released for government service.

C. Orloff of the Alamania has also been released for government service.

N. C. Hilgenberg of the Gulf Division has taken H. E. Wright's place on the Watuga, the latter having resigned.

The Montpelier has been taken over by the Army Transport Service and W. P. Gaiambruno first, and G. F. Doyle second, have returned to Frisco.

W. W. Neely, of the Platuria, is visiting his home in Ohio.

J. E. Cronney has been promoted from second to first on the Guiana.

SOUTHERN DIVISION

J. Hubbard McCauley and H. Hannibal Faithful have been assigned to the Eurana at Baltimore for a trip to Italy. Buck says he is glad to get back with us again.

C. H. Warner has been assigned to the new steamship Feltore at this port.

Constructor Gerson equipped the schooner Santino at Norfolk with our

standard 1-2 KW panel set. Fred H. Crone has been assigned.

H. G. Hopper, formerly of the Juniata, is assisting Constructor Sinclair on new installations. Mr. Sinclair has equipped the Feltore, William Isom and Brammell Point (re-installation) with 1-2 KW panel sets.

Constructor Gerson has equipped the new El Capitan at Newport News with our apparatus.

Oscar Foy has left the service to return to the W. U. at Boston.

One trip was enough for H. W. Shallcross on the Paraguay. When he heard the subs might come over and hover around the Delaware Breakwater he quit cold.

F. Atlee has been assigned to the Grecian, relieving Operator Wynkoop who returns to school.

Johnny Flagg is on the Kershaw relieving Senior Operator O. E. Curtis who is on sick leave.

W. R. Deavers, a new man, is acting as junior on the Nantucket in place of R. G. Curry who has been assigned to the Juniata.

H. A. Tucker, formerly of the Wilmore, was assigned to the Brammell Point at Baltimore. Harry said as far as he could get on the ship was New York.

J. M. Bassett, formerly senior on the ill-fated Wilmore has been assigned to the new O. B. Jennings, recently equipped at Newport News by Constructor Gerson.

A. J. Tomasso, formerly of the Great Lakes, has been assigned to the Paraguay at Marcus Hook.

E. A. Munch has taken assignment on the Delaware Sun. Munch is a new man in our service.

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R. E. Ford relieved J. H. Leister on the Toledo at Marcus Hook. Leister has been assigned to the Dorchester.

H. V. Simmons, formerly of the Postal Telegraph Co. at Detroit, Michigan, has been assigned to the Cubore relieving Walter Osterloh.

Constructor Manley installed 2 KW equipment on the new Deepwater and Harold Walker (re-installation) at Philadelphia. Auxiliary equipment was also installed on the British Ensign.

L. Asadorian has been relieved as senior on the Santa Maria at New York. Asadorian wants to try his luck on the Merchants and Miners for awhile.

The month of December promises to be a very busy one as we have a number of new installations to make. The war has affected our installation work. It is on the increase.

Harry Helgeson has joined the Naval Reserve at Philadelphia.

J. J. Harrigan, formerly manager at the Virginia Beach Station, says the Navy is fine, but "Oh you Marconi Company when the war is over."

R. B. Dailey of Platteras fame, is shooting ducks on the island. Richard says things are very quiet down that way. We imagine so.

Superintendent Chapman recently made a trip to New York, Norfolk and Philadelphia on business.

GREAT LAKES DIVISION

Constructor E. I. Deighan has returned from an inspection trip to Frankfort, Mich. New aeriels were erected on the Ann Arbor car ferries.

The F. B. Squire, one of the new-

ly equipped vessels of this Division, used wireless to advantage when her high pressure cylinder blew out while in Lake Huron.

The C. O. Jenkins, of the same line, and also newly equipped, used her wireless to advantage when she broke her rudder shoe in a gale and snow storm that swept Lake Superior.

W. H. Jones has just returned from the Eastern Division, and Russia, with a wonderful set of photos to corroborate his tales. Jones has been assigned to Ann Arbor No. 6 as Purser and Operator.

F. C. Goulding, of Ann Arbor No. 4, has resigned.

L. W. Hull has forsaken Ann Arbor No. 6, to enter the Navy.

J. F. Born has been assigned to the Eastern States, vice J. E. Spencer, who has been transferred to the Huron.

E. J. Ermatinger has been transferred from the Huron to the W. F. White, relieving T. W. Putnam, now in the Signal Corps.

The City of Detroit III has laid up for the season. F. H. Weaver was transferred to the Favorite, vice A. O. Weller, resigned. H. Sams is on the unassigned list. The Steamer Favorite is now engaged in towing the great fleet of lake vessels which are being cut into sections to facilitate passage through the Welland Canal and which will be in ocean service shortly.

PACIFIC COAST DIVISION

J. E. Dickerson and P. U. Clark have been assigned to the Colusa as first and second respectively. This ship was re-equipped with a 2 KW.,

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500 cycle panel set before leaving for the Orient.

G. Brown, a new man in the service, replaces F. Wiese as junior on the China.

J. Spatafore was recently assigned to the Klamath as junior in place of H. R. Phillips, who sailed on the Matsonia as junior.

G. Sturley is in charge of the one man ship Louise Nielsen replacing H. B. Reed.

A. E. Evans, formerly connected with the San Francisco Shop, has been called into active service with the Navy, and temporarily stationed at Goat Island.

L. Nickels, a very promising operator, sailed for the East in charge of the Wilhelm Jebsen recently built here for a Norwegian firm and later taken over by the U. S. Shipping Board.

F. Wiese has been assigned as operator in charge of the Willamette.

C. F. Trevatt, who just returned from a trip to London on the Cunard liner War Knight, has been assigned in charge of the U. S. S. B. steamer Wacouta with E. M. Sutton as junior.

The steamer Hattie Luckenbach has been dismantled and her operator H. Markoe has been assigned to the former German vessel Esslingen, now the Nyanza, and sailed for the East with C. L. McCarthy as second man.

A. B. Gilman and W. A. Collins have been assigned to the Shipping Board vessel Rappahannock as first and second respectively.

W. M. Griffith has been placed in charge of the S. S. Itasca, another Shipping Board vessel, with C. A. Briggs, a new man, as second.

L. S. Grabow, an old Marconi man,

replaced J. W. Russel, resigned, as Purser and Operator on the Matson steamer Enterprise.

W. P. Giambruno relieved L. Carmine as operator in charge of the McCormick steamer Klamath.

E. A. Werner has been assigned as junior operator on the Beaver, replacing J. F. Parenti.

The Standard Oil tanker J. A. Moffett has been placed in commission and sailed with R. B. Lohry in charge of the wireless plant.

Mr. Frank Woodbury Shaw, former manager of the Hillcrest Station under the Marconi regime, is now in the U. S. Naval Reserve as chief electrician and is in charge of the same station for the Government.

During the month of October the Seattle Construction Department equipped the former German steamer Prinz Waldemar, now the Wacouta, with a standard Marconi half kilowatt 500 cycle set.

The San Francisco Construction Department during the month of October dismantled the Steamers Colusa, Governor, President and Ernest H. Meyer, re-equipping the first three with the new standard Marconi two kilowatt 500 cycle sets and the Ernest H. Meyer with the Marconi half kilowatt 120 cycle type set. The equipment of the steamers Governor and President was performed in fast and excellent fashion, the vessels remaining at San Francisco overnight only. In addition to the above and the regular routine work, the following equipments were also started: The Sagaland type P5; the Santa Isabel type P5; the Santa Cristina type P5; the Iris type P5, and the Fred R. Weller type P8.

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