



# MARCONI SERVICE NEWS

Vol. 1. No. 7.



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Edited by J. Andrew White.

## ACCIDENT INSURANCE FOR OPERATORS

It gives me much pleasure to announce an extension of the Company's Insurance scheme which became effective April 1st, 1916. As a further mark of appreciation for the work performed by our ship operators, the company desires to provide some protection for them until such time as they are eligible for regular life insurance, and it has therefore arranged with the Ocean Accident and Guarantee Corporation, Ltd., to furnish without expense to ship operators not insured under the Company's life plan, a \$500.00 Accident Insurance policy.

The policy will be valid for one year, and cover loss of life, both hands, both feet, one hand and one foot, or the sight of both eyes, by accident, in the amount of \$500.00.

Should the operator, upon passing into the Life Insurance class desire to continue the accident policy, arrangements have been made whereby he may do so at exceptionally low rates.

It is necessary for each ship operator, of less than one year's service, to fill out an application form, in which the insured may name his own beneficiary. A service form properly filled out should also accompany the application form.

Should a ship operator leave our employ before completing one year's service, the policy will be terminated. Each new ship operator should be required to fill out accident insurance papers, immediately upon entering the service.

Yours very truly,

**E. J. NALLY.**

*Vice-President and General Manager.*

## THE COMPANY'S POLICY ON THE CALL TO THE COLORS

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The Marconi Wireless Telegraph Company of America considers that by reason of its nation wide activities and its peculiar adaptability to the nation's needs—perhaps greater than that of any other civil institution—it should be considered an arm of the government and in time of national stress or peril should hold itself in reserve subject to government orders and control.

Already it has enrolled many of its rank and file as a naval reserve, having several months ago furnished the Navy Department a complete list of its employees, segregating them according to rank and experience, with particular reference to their ability to serve the country in time of war in the manufacture, supply and operation of radio apparatus.

Having done this for the Navy, the Marconi Company is desirous of likewise serving the Army, and to the extent that it can supply capable and expert wireless men without weakening the organization it is holding in reserve for the Navy, it will be glad to do so.

Subject, therefore, to above conditions, the Marconi Company will give its consent to any employee who may wish to volunteer for service or who may, by reason of his membership in

the National Guard be required to heed the call to serve the country on the border or in Mexico, or wherever the Government orders; and in every case where the applicant meets the usual requirements and can be spared, the Marconi Company will keep his position open and allow him half pay until January 1, 1917. After January 1, the matter will receive further attention.

Employees of over one year's service, temporarily transferred to Government service will continue to be protected under the Marconi Company's life insurance plan, and such absence from the Marconi Company will not interrupt the continuity of the employee's service and seniority benefits.

Until January 1, 1917, the Marconi Company will waive the usual fee charged students in its wireless school and will instruct them without cost. The usual summer vacation will be dispensed with and the wireless school, located in the Edison Building, Duane and Elm Streets, New York, will be continued with interruption. Applications from students will be received, commencing Wednesday, July 5th.

E. J. NALLY,

Vice President and Gen'l. Manager.

# Advice on Abstracting

Conducted by

C. F. Krauter

Operators are cordially invited to direct questions to this department, which is designed to clear up all points pertaining to the making up of abstracts.

Questions on technical matters will not be answered.

The Operator's name and division must accompany each inquiry, but will not be printed.

A.W.S.—What are the charges, if any, on traffic relayed for and by the Tropical Radio Telegraph Co.?

Ans.—When a message originating on one of their ships is destined for one of our ships or to or through one of our coast stations, only one radio charge will be made regardless of whether the message is relayed or not, i.e., in the case of a message destined to one of our ships (but not sent through one of our coast stations) only our ship charge would be applied, and when destined to or through one of our shore stations, only the coastal rate of the station is to be applied regardless of the fact that the message may have been relayed to our coast station by one or more of our ships.

On messages from ships through a coast station to another ship, both the coast station charge and the ship charge is applicable.

When one of our ships acts as a relay point between two of their ships or between one of their ships and one of their coast stations, our ship charge will be applied as a relay charge; and when one of their ships acts as a relay station between two of our ships or between one of our ships and one of our coast stations, their ship rate will be applied as a relay charge.

The foregoing does not apply to

messages for the U. S. Weather Bureau (which will be relayed free of charge) and is irrespective of our reciprocal ship-to-ship free "MSG" arrangement.

R.J.—Who operates the Ramos, Aloha and Eocene please?

Ans.—National Electric Signaling Co., A. C. James, and Standard Transportation Co., respectively.

J.M.P.—Is the Atlantic Communication Co. operating any other ships than the following?

City of Everett  
Herman Frasch  
Rayo  
Socony  
Sialia

Ans.—No.

Jed.—What account should I debit and credit on traffic exchanged with Curacaco?

Ans.—Dutch West India Government.

J.W.—Are radio tolls applicable on messages received from affiliated company's ship stations, addressed to Manager, Marconi station, giving position of ships?

Ans.—No.

Chas.—Will you kindly confirm my understanding as to the fact that free ship-to-ship MSGs are permissible between National Electric Signaling Co. ship stations and vessels operated

by this company.

Ans.—Only between sound steamers, i.e., Eastern S.S. Corporation, New England S.S. Co., Colonial Navigation Co., etc.

Tony—what taxes are applicable at New Caledonia, for the exchange of radiograms?

Ans.—The coast tax on traffic via Noumea is 8c. per word, no minimum.

The interior tax is 2c. per word, no minimum.

This station only exchanges traffic with ships at sea and in the near future will communicate with the station in process of erection at New Hebrides.

The radiotelegraph tariff has not yet been decided upon by the authorities of Condominium.

New Caledonia's only connection with other telegraph systems of the world is via the cable at Bundaberg (Australia). The charge between these two points being 15c. per word, therefore cable rates from Noumea are those from Australia out, plus the rate from New Caledonia to Bundaberg and the interior tax of New Caledonia, i.e., 17c. per word.

McInnis—What ship tax is applied by vessels of the National Electric Signaling Co.?

Ans.—3c. with two exceptions, the Ramos and Zealandia being 4c.

Grant—How is the accounting done on an MSG originating on one of our ships on the Great Lakes sent via a Canadian Co. coast station destined for a city in the United States where we maintain a coast station, when it is forwarded by radio instead of land-line?

Ans.—On MSGs sent from our ship stations to Canadian stations, the Canadian Company is to be credited with 3c. per word coast tax, plus the established O. L. rates, irrespective of

whether the Canadian coast station forwards the message over the land line or transmits it by radio to one of the American Company's stations.

#### CONDOLENCE EXPRESSED TO CHAMBERLAIN'S PARENTS.

Appreciation of the faithful devotion to duty which ended in the death of George Ernest Chamberlain, lost in the wreck of the Roanoke off the California coast on May 9, has been recorded in a letter from General Manager Nally to Mr. and Mrs. S. R. Chamberlain, of Sawtelle, Cal. The letter follows:

"I have heard with deep regret of the sad death of your son, who lost his life in the discharge of his duties while assigned as radio operator on the S. S. Roanoke of the North Pacific Steamship Company.

"We know there is little we can do to assuage the grief which is yours, but if there is any comfort in the thought that the memory of our wireless heroes is treasured throughout the Marconi service please accept from this company its deep appreciation of the services rendered by your son and the sincere sympathy of all who have been his co-workers."

#### MARCONI EXCURSION.

A movement is on foot at the head office to hold an employees' outing some time in August which will give all in New York and vicinity an opportunity to get together. Details will be announced in our next edition.

BRASS TACKS, *DRIVEN BY C. J. ROSS*

## PREPAREDNESS

The lights were brightly shining 'long the Great White Way,  
 The cafes were crowded with diners out at play,  
 When there came a call for soldiers—suddenly from out the East—  
 And it came without a warning, breaking right in on the feast.  
 So they drank another bumper, rising up with a wonderous cheer,  
 —And they're crowdin' one another to be first to answer **HERE**.

It's great to be all ready when the bugle rends the air,  
 And it's great to throw your chest out on parade,  
 It's great to watch the people as they proudly at you stare,  
 Never thinking that perhaps you are afraid.  
 There's not a man can guess the secrets that your conscience knows,  
 You can make them think that you are what you're not,  
 But where you're going, soldier boy, you can't depend on clothes  
 You've got to be

Johnny  
 on  
 the  
 Spot.

There's another call awaiting **YOU**—a call from further East—  
 It too is coming suddenly, when you expect it least.  
 And there'll be no fancy uniforms, there'll be no big parade,  
 There'll be no crowd that you can make believe you're not afraid.  
 Your conscience, the great Auditor, will be the only one that's near  
 And you'll need his o.k. badly when you're called to answer **HERE**.

It's great to be all ready when the bugle rends the air,  
 And it's great to throw your chest out on parade,  
 It's great to watch the people as they proudly at you stare,  
 Never thinking that perhaps you are afraid.  
 There's not a man can guess the secrets that your conscience knows,  
 You can make them think that you are what you're not,  
 When you answer to the first call, but when the final bugle blows,  
 You've got to be

Johnny  
 on  
 the  
 Spot.

### WREATH FOR WIRELESS OPERATORS.

On Memorial Day, May 30, the Marconi Wireless Telegraph Company inaugurated a fitting and beautiful custom by placing a wreath on the monument in Battery Park, New York, to the operators who have given their lives in the service of the key. Year by year the sea has taken its toll of wireless men and as yet not one has failed in time of crisis to pay the last full measure of devotion. In honoring such fidelity and sacrifice, the company honors itself.

At about ten in the morning a committee consisting of R. F. Miller, and M. H. Paine, both formerly active operators placed on the shaft the wreath given in the name of the Marconi Company by Edward J. Nally, vice-president and general manager. It is expected that the custom will be continued hereafter, annually on Memorial Day.

The monument was dedicated on May 12, 1915, with impressive ceremonies in which Commodore Fred B. Dalzell of the Maritime Association and Acting Mayor McAneny participated, assisted by clergymen and uniformed men of the United States Navy. Upon the column behind the fountain are inscribed the names of the men for whom it was erected, with a space for others whose deeds will call for commemoration in the years to come.

### SERVICE EFFICIENCY

Some little misunderstanding has been noted with several of the points mentioned in the article entitled "Service Efficiency" in the March number. The writer will therefore deal briefly with that part of our operators' duties covering the count-



The Memorial Wreath on Wireless Operators' Fountain.

ing of messages as per Regulation 73, chapter xi, General Orders, and particularly as regards the counting of the station of destination.

To quote from the above mentioned article: "The correct word counting of messages appears to present some difficulty to a number of our men.... A regular stumbling block is the counting of the office of destination. This should always be counted as one word."

The method of counting and charging for wireless messages is accord-

ing to "Cable Count", which means, all written in the address, text and signature is to be counted and charged for. According to International Telegraph Convention rules, as well as the Company's General Orders, the number of words counted for purposes of charge shall include all that the sender writes on the telegraph form to be transmitted. In the address the name of the telegraph office of destination including any indication of the country or district to distinguish it from other offices of the same name, is counted and charged for as one word, irrespective of its length. The operator should join up the words composing the name of the office of destination and signal it as one word."

Upon investigation it is found that the majority of places in the United States call for the addition of the State to distinguish them and for the sake of uniformity it is the rule to so add the name of the State in all cases.

At land stations where connection is made with the American landline company, some method of dealing with traffic so that the two systems may not conflict has to be followed, and for the guidance of operators at those stations it is pointed out that the placing in brackets of that part of the office of destination denoting the State, is all that is necessary to ensure the adjusting of the difference and at the same time promote harmonious working.

I am again reluctantly compelled to mention the fact that many of our operators are apparently unfamiliar with the Company's General Orders, and to those men in particular I would advise they become better acquainted with the Rules and Regulations, for only by so doing can we hope to attain an efficient service.

H. CHADWICK.

### GREETINGS FROM A GROUCH

I have been told by some of the boys that operators going by WST think that "NC" delights in "piping 'em down." So here are a few words from one whom the boys at sea have no doubt pictured as an old crab or an individual with a chronic grouch.

The idea of the "gang" at WST telling you to QRT or "cut it" when you were about to indulge in QRB, QRA, QRD and the like, is to cut down interference. We have four busy stations in daylight range: NAR, VPN, M and WPD and I'm sure that is enough QRM without any unnecessary signals from ships. If ship operators would only carry out General Order 40, Spec. Orders 21, 28, 32 and 41, unnecessary QRM would become ancient history. But alas, such orders seem to slip their mind.

Another bad habit is for operators to continually call one station. If one cannot be raised, why not try another?

It appears that ship operators do not adjust their detectors to a sensitive degree. Others, before calling, do not listen in long enough, to ascertain if others are working.

I find the greatest amount of QRM is caused by long and frequent calls for ship and shore stations.

When this station is trying to clear ships in the West Indies, and ships who are within daylight range call us, we cannot be blamed for saying unkind things. Even though these don't get out into the air.

A hint to new men in the service—be careful what ships you relay your traffic through. I have often heard our ships relaying via United Fruit Ships. They charge eight cents a word and a few such messages would soon put a crimp in their check.

F. CHAPMAN.

### THE NEW GULF SUPERINTENDENT

The career of Julius Arnold Pohl, superintendent of the Gulf Division, is typical of the rise of many of the Company's best officials who have worked their way up from the ranks, except that Mr. Pohl varied the usual program with an enlistment in the Navy.

Born in Texas on June 24, 1889, he made his acquaintance with the key in the service of the Western Union, which he entered as a messenger-boy. Naturally young Pohl began to practice the Morse code on a home-made telegraph line and in due course became a telegraph operator. In 1906 he became interested in wireless. About the same time the old Ameri-

can DeForest company decided to erect a station at Port Arthur, Texas; Pohl joined the crew and when the apparatus had been installed, he continued to work at the station in the evening while learning the operation of the set. To use his own words, "wireless jobs are few and far apart in those days." So he joined the Navy and served on the battleship Ohio during the 'Round the World Cruise,' taking charge of the radio-telephone set of the warship.

After receiving his honorable discharge, Pohl went into commercial wireless with the United States, first at sea and later on a land station at Port Arthur. He was in charge of the station there when the Marconi Company took it over and in this way, joined the Marconi family. Five years later, in 1915, he was made superintendent of the Gulf Division.



Julius Arnold Pohl

### SET LOANED TO MILITARY CAMP.

Through the courtesy of the General Manager a 2 kw. set will be installed at the official summer camp of the National Amateur Wireless Association at Birchwood Lake, Monticello, N. Y. The Fairbanks-Morse Co. has also donated a stationary engine for the current supply, and with this excellent equipment it is planned to establish the headquarters station as the sole means of communication with outlying points. Marconi employees and their families who desire to spend a pleasant and beneficial vacation period at this, the Interstate Military Encampment, at a cost of \$4 to \$8 per week, may obtain full particulars by addressing the National Amateur Wireless Association at 450 Fourth Ave., New York.



## VESSELS RECENTLY EQUIPPED WITH MARCONI APPARATUS

Names	Owners	Call Letters
Aloha (S. Y.)	Commodore A. C. James	KYH
Hiram B. Everest	Vacuum Oil Co.	KRS
Brammell Point	Vacuum Oil Co.	KRO
Bayamon	Vacuum Oil Co.	KDX
Rawson	Oriental Navigation Co.	LML
Buyo Maru	Standard Oil Co. of N. Y.	JBY
Venezuela	Pacific Mail Steamship Co.	WBG
Columbia	Pacific Mail Steamship Co.	WBH
Ecuador	Pacific Mail Steamship Co.	WBN
Nevadan	Garland Steamship Corporation	WKZ
Westoil	Standard Oil Co. of New Jersey	KJT
Hazel Dollar	Robert Dollar SS. Co.	VEE
Mooremack	Moore & McCormack Co.	WCL
Gettyburg	Moore & McCormack Co.	Not assigned
Josephine (S. Y.)	Joseph Widener	KZU
Aztec (S. Y.)	A. C. Burrage	KZC
Tintoretto	Lampont & Holt	ZNM

## EASTERN DIVISION NEWS

As a mark of respect to the memory of Mrs. C. J. Ross, wife of the auditor of the Marconi Wireless Telegraph Company of America, officers and employees of the company sent floral wreaths to her late home. One wreath was given by the Auditing Department and another by members of the various departments. The death of Mrs. Ross occurred on June 10.

Richard Douglas, of the Publishing Department staff, left New York on June 23 for Boston on call from the First Cadet Corps of that city, which, it is expected, will be among the troops sent to the Mexican border. Douglas was the first man in the Marconi service to be called upon to follow the colors as a result of the Mexican crisis.

George S. DeSousa, traffic manager, has returned from a two weeks' inspection trip in the Southern Division. New Orleans and Mobile were among the cities which he visited.

John J. Leary, of the Engineering Department of the English Marconi Company, was in New York recently on his way back to England from Solomon Island, midway between Samoa and New Zealand, where he supervised the installation of a naval wireless station for the British Government.

Charles S. Gould, operator on the Arapahoe, responded to the call to the colors on June 29, reporting for duty with the Signal Corps of Jersey City, in which he is a first class private.

A fifteen-pound daughter was born to Mr. and Mrs. I. W. Roberts on June 23. Roberts is an accountant in the Maintenance and Repair Division, New York.

S. F. Booth is starting his career as a wireless man with a trip to Italy on the Sicilia. No doubt the souvenir craze will seize him when he gets to Genoa, just as it got to all the other men who have been there, and we can look for some unique little articles when he gets back. Booth was trained in the school.

C. E. Preiss is now junior on the Morro Castle.

A. E. Hapeman and G. J. Oschman are senior and junior, respectively, on the Caracas. Oschman has just re-entered the service.

G. D. Draper is handling the single man job on the San Marcos.

E. L. Petit has been transferred to the Platuria, running to Europe.

A. C. Jacoby, a graduate of the school, has been assigned to the El Dia as junior.

A. E. Voightlander has been engaged for duty on the Tormentor, a newly-equipped ship.

J. H. Rodenbach is junior on the Comus. Rodenbach's home is in New Orleans and he is now able to visit his folks regularly.

D. E. Sanders was assigned to the Ligonier by Superintendent Pohl. J. F. Flagg, who preceded Sanders on the Ligonier, is now on the Pioneer.

Geo. Emberton has returned from his trip to England on the Clearway. He is now junior on the Philadelphia of the Red D Line.

Miles E. Fultz has been accepted as a student at the Aldene factory. Fultz will take a four years' course at the factory and by the time he's through we suppose he will know enough to have R. E. signed after his name.

R. W. Rice is on the Belfast, of

the Boston district.

R. B. Dudley, a new operator, is on the City of Rockland.

Guy Entwistle is on the Massachusetts.

A. D. Moulton and W. E. Florence are senior and junior, respectively, on the Bunker Hill. Florence is still feeling a bit upset over the misfortune that overtook him the other day. During the Bunker Hill's stay in port he borrowed See's motorcycle and went for a spin on Long Island. He forgot there were such things as policemen, which lapse of memory cost him \$25 in the police court. No more motorcycling for Florence!

A. B. Nickerson, a new man, is junior on the City of Augusta.

N. W. Filson is on the Ransom B. Fuller.

George Abbott, the hero of the Alamo, is on the Guantanamo.

C. L. Fagan is senior on the Crofton Hall. C. M. Bush, a student, is junior.

C. V. McPherson and W. S. Terribery, the latter a student, are on the Crispin, an English ship.

R. W. Leason has relieved J. A. Wolton on the Petrolite.

J. J. McLevey, a Pacific Coast man, is temporarily acting as senior on the El Rio. S. Hopko, a graduate of the school, is junior.

P. S. Lewis is on the Campana, a new Standard Oil ship.

A. J. Bates has re-entered the service. He is on the Georgia.

Jas. Boa was assigned as junior to the El Occidente upon his graduation from the school.

S. W. Young is on the Rawson, a newly-equipped ship.

L. Barriette, from the school, is junior on the Zulia.

W. O. Kay is junior on the Finland.

R. H. Aldrich has been engaged for service on the Harry Luckenbach,

Aldrich was formerly in the revenue cutter service.

C. E. Heinline has been re-engaged for duty on his old ship, the Huron.

M. W. Grinnell is assisting Mr. Nicholls on summer construction work.

### QRM FROM THE SOUTHERN DIVISION

F. Hovelsrud has been transferred from the Essex to the Healdton at Marcus Hook, Pa.

H. Kruhm, junior operator of the Gloucester has been transferred to the Juniata, relieving operator H. Gilbert, resigned.

Shorty Warner was recently transferred from the Christian Knudsen to the Dochra, being relieved on the Knudsen by H. A. Pendleton, of the Eastern Division.

S. Barton, junior operator of the Ontario, was recently assigned to the Sun at Newport News, Va., relieving operator L. J. Leitenberger, resigned from the service. Barton was relieved on the Ontario by J. M. Blake, a new man in the service.

H. M. Rodenbaugh, now coast station relief operator of the Southern Division, was relieved on the Cretan by W. O. Smith, formerly of the Marconi service.

C. S. Schramm recently re-entered the service and was assigned to the Alabama, relieving R. A. Gardner, who is spending a few weeks with his parents in Detroit.

H. S. Scherr, formerly junior operator on the Merrimack, has been assigned to the California relieving operator P. H. Singewald, who was in turn assigned to the Merrimack.

C. R. Lamdin, a new man in the service, was assigned to the Essex as junior, relieving operator F. Hovelsrud.

T. M. Stevens and E. M. Murray,

recently made a trip south, visiting the Savannah, Jacksonville and Miami stations. During the trip, the wavelength for Press was changed from 550 to 450 meters, which it is believed, will cause less interference during Press schedules. Should occasion arise, ships can exchange traffic with any of our Southern Division coast stations on 450 meters.

Construction Engineer, J. Frank Wyble recently returned from Newport News, where he has been installing a wireless equipment on the British steamer Tintoretto. Operators Arthur Gray and H. B. Whipple were assigned to this vessel as senior and junior respectively. Wyble also installed a  $\frac{1}{2}$  k.w. equipment on the Munsomo. W. F. Vogel commands the wireless room.

Construction engineer E. Michael Murray has just completed the installation of a standard 2 k.w. set on the Alamance. This vessel was formerly the Nevadan, of the American Hawaiian line and is now owned by the Garland Steamship Co. L. B. Robinson, junior operator of the Dorchester was assigned as operator. Murray later left Baltimore for Wilmington, where he will install standard 2 k.w. sets on the steamships George E. Paddleford and Pearlshell.

Construction Engineer Maynard C. Morris, has just completed the installation of a  $\frac{1}{2}$  kilowatt set on the steam yacht Josephine. This vessel is owned and operated by Joseph Widener, of Philadelphia. Morris recently equipped the Mexican ship Coahuila, with a 2 k.w. panel set. Operator J. Knierieman was assigned to this vessel.

The vacation season has set in. H. H. Rodebaugh, the "vet" operator of the Southern division, is spending six weeks at the summer resort, Cape May. Campbell is now on his vaca-

tion, and will be followed by Shallcross, and later by E. M. Hartley.

L. W. Sinclair is down at Virginia Beach, relieving W. Potter Kent, who is enjoying his vacation at Rufus' home town, Wallingford, Del. Co., Pa. When he returns, Nelson and Harrigan will go on their vacations. We understand Harrigan is going to spend his vacation at Cape Hatteras. We wonder why.

Horace Guy Hopper has returned from abroad and can now be found, as usual, on the Gloucester. He was relieved on the Goldshell by K. Merritt McBride.

Wanted:—A cozy little bungalow, just big enough for two, address 601 K. V.

#### GULF DIVISION STATIC.

Lee Lloyd Beard has left for military service on the Mexican border.

The Catania went aground on Aransas Pass Bar (Texas) on May 19, sustaining considerable hull damage. S O S was promptly answered by the Galveston Station and a powerful tug was sent to the Catania's assistance. The vessel was floated on May 21 and is now undergoing repairs at Newport News, Va. Operator Peter Daniels, who was on the yacht Wakiva when that vessel was wrecked off Tampico Bar, is attached to the Catania.

Operator W. L. Hille, a new man in the service, has been assigned to the Dade as junior. S. C. Hymel is senior.

T. Reboul has been assigned as second on the Jalisco.

L. L. McCabe has been transferred to the Panuco.

J. M. Stone is junior on the Chalmette.

R. E. Dale has been assigned to the Medina, at Galveston, relieving L. L. Beard, who is now with the Texas National Guard doing duty on the Mexican border.

W. J. Uhalt has been detached from the San Juan and assigned to the Chas. Pratt for a trip to South America. G. Pedersen is now senior on the San Juan and J. H. Uhalt is second.

Frank Stone has been assigned to the yacht Wild Duck, relieving W. Neely who has gone home on a vacation.

Manager Campbell, of the Galveston Station, is planning to spend his vacation in July with the Texas Naval Militia on board the U. S. S. Louisiana.

The Gulf Division office has been moved from 529 St. Ann Street to 303 Hennen Annex.

Inspector Grubman is spending a few days at Mobile re-locating the equipment on the tug Senator Bailey. The Bailey is in charge of Col. L. H. Graves.

Superintendent Pohl has returned from a ten days' inspection tour of the eastern section of the division, including Havana, Key West, Tampa and Mobile.

#### SAN FRANCISCO SERVICE CHANGES

The steamer Great Northern of the Great Northern Pacific Steamship Company with operators D. M. Taylor and M. Walden, first and assistant respectively, was laid up from May 15 to 31. The operators, by the way, were not laid up. Mr. Taylor will resume his position as chief with Highpower Svendsen as assistant

when the vessel again takes up her regular run.

L. R. Fairley, one of the old timers, has gone to Los Angeles on his annual vacation, while his vessel, Standard Oil 91, is on the ways.

P. S. Finnell, the Palmito del Verdian, is again among us, after a very enjoyable leave of absence on the verdant Mexican isle, where his only troubles were fighting three-inch mosquitos, scorpions, snakes and gatos. Withal he appears in pretty fair condition and the prospects are that he will regain his own and make a good Op some day. First on the San Juan is the berth.

J. F. McQuaid, formerly of the A. & G. Division, has been returned as operator in charge of the Lewis Luckenbach, which left San Francisco during the early part of May for the East Coast via northern ports and Vladivostok.

R. W. Baer and C. E. Capwell, assigned as first and assistant respectively, on the Senator, sailed from San Francisco for Nome direct, the latter part of May. This is the first time during the past five or six years that a large passenger vessel has taken this route.

C. A. Holbein and J. L. Lynch are acting first and assistant on the Queen. This is Mr. Holbein's first visit to San Francisco since joining the Northern District. As far as Mr. Lynch is concerned it has been decided to let him ride this issue without molestation. It pleases us immensely to note that he has advanced, or rather outgrown, his recent assignment.

A. Seidl is an American though of German descent, and his name is not hyphenated. His assignment to the American schooner Oregon operating for a firm with headquarters at Mazatlan, Mexico, has resulted in the pleasure of being captured by one of

the belligerents. This vessel was taken as a prize by the Canadian gunboat Rainbow off the Mexican Coast on April 23, and towed to Victoria, B.C. Mr. Seidl is being detained as a witness but will probably be with us again in a short while.

G. W. Kelley and R. A. Germon are acting first and assistant on the steamship Northern Pacific. Mr. Germon who has spent the past year or so in our Mexican service has returned to the fold after an enjoyable vacation with relatives in British Columbia.

J. M. Lankston was recently assigned by our East San Pedro Station to the position of operator in charge of the Klamath, vice C. H. Rogatsky.

K. Peterson, formerly of the Standard Oil steamship Asuncion, was transferred to assistant on the City of Topeka.

L. V. R. Carmine has been assigned assistant on the Beaver, vice R. Camp on leave of absence.

E. V. Baldwin and W. D. Collins were assigned to the Japanese steamer BuyoMaru on May 11, for the voyage from San Francisco to Japan. On arrival at Yokohama these men will be shipped as passengers to San Francisco on the ShinyoMaru. A stay of one week will be allowed in Oriental ports. This is the first time in this district that American operators have sailed out of San Francisco on a vessel manned throughout by a Japanese crew. In order to take proper care of the men, a special commissary was necessary to provide American edibles.

H. Hatton was transferred to the Asuncion on May 13. This transfer, which was made at the earnest request of Mr. Hatton, is hoped will fit him for service in any submarine fleet.

E. T. Maher, a former member of the staff, was assigned to the steamer Breakwater as assistant during the

latter part of May.

A. P. Stone, in charge of the Breakwater, has resumed his duties after a short leave of absence.

### SEATTLE STAFF CHANGES

M. A. O'Bradovic, who has been on a short leave of absence, is now working the third trick at KPA.

A. H. Berntswiller, of the Queen, has transferred to the City of Seattle.

C. E. Bence, of the Juneau Station, is now on a vacation.

Fred Wilhelm, of the Spokane, is filling in at our Juneau Station.

C. E. Baker, of the school, has been assigned to the Aroline.

Geo. Sturley has been assigned to the Spokane.

E. K. Hawkins, of the Humboldt, has been assigned to the Windber.

J. S. Knowles, of the school, has been assigned to the Senator.

C. A. Hohlbein, of the City of Seattle, is now on the Queen.

J. S. Johnson, of the school, has been assigned to the Humboldt.

### MARCONI, CAL., HIGH POWER STATION NOTES.

We were recently favored with a visit from A. H. Ginman, our general superintendent, who after many strenuous months doubtless appreciated the tonic effect of our Marshall air. Unfortunately—or maybe fortunately, for us—the wind was too high to permit of much tennis, but we are looking forward eagerly to his next visit when we can promise him a warm time on the courts.

"Napoleon" (so called because of his many bony parts) has arrived. Napoleon by the way, is a horse and henceforth will undertake some of

the duties hitherto performed more or less satisfactorily by the Muddy Mary, as the Studebaker has affectionately been known. Having had time to inspect Napoleon, we will say that he has his points; in fact, some of them are so pronounced that they could be used at hat-racks. The day after his arrival as he was nosing around in the vegetable garden, one of the boys, solicitous for the radishes, etc., called out: "Hey!" Napoleon looked up with a beatific smile that eloquently said: "Where?"

Heartiest congratulations to V. O. Davidson, of the Bolinas staff, who, by the time these notes appear, will have become a happy bridegroom. Dave, we wish you and your bride every happiness, and "Lang may yer lum reek."

Owing to the necessity for getting into good trim on the court, the Piffle has been rather neglected of late. Yet it **would** go if we wanted it to, and it may come in handy yet; frinstance, if our San Francisco office friends make good their threat of beating us at tennis, we can take them out for a ride and maroon them on one of the islands in the bay.

Bill Barsby has definitely declared his intentions of becoming one of those shy benedicts that we hear so much of these days. At present, Bill is very much wrapt up in trans-Atlantic steamship and trans-continental railroad schedules, the influx of which has nearly swamped the local postoffice. Miss Edith Grimsley, of Leicester, England, is the cause of his constant studying and figuring, and before many weeks Miss Grimsley will leave on the long journey to her sweetheart in California.

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