MARCONI SERVICE NEWS

Vol. 1. No. .10 October. 1916

Published at 233 B'way. New York. Edited by J. Andrew White.

A Fair Man

HE gazes at life through a window-pane and does not view it through a lens.

He measures facts with honest tapes and weighs folks as he finds them, not as he hopes or hears or wishes them to be.

He forms no definite opinion on any subject until he is qualified by the possession of information sufficient to reach a sane, unbiased conclusion.

He does not make the common error of confusing education with intelligence. The world is filled with good brains which have missed the opportunity of training. Intelligence is an instinct and an experience, while culture is largely a schooling—a memorizing of facts and rules and incidents.

He discusses his grievances with no one, not wishing to inflict his essentially personal worries upon his fellows.

He asks no man to perform any service which he could not and would not perform without smirch to his own self-respect.

Above all else he is a **gentle** man.

—Herbert Kaufman.

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

PRAISE

When the summer sun is beating down, and scorching
everything in town,
And humidity in fiendish glee,
Makes miserable the days,
There's nothing that is quite so nice, more cooling than the
coldest ice,
To brace a guy and make him try
As just a little PRAISE.

Don't shut yourself up so reserved. No PRAISE is wholly
undeserved.
Don't depict fear—spread some good cheer
Kind words unsaid get rusty.
You're filled with gentle word and deed, remove the cork,
let them be freed;
Turn on the fountain of your PRAISE,
For hearts grown dry and dusty.

Each little word of cheer you give, in someone's memory
will live;
A cordial gesture, kindly smile,
With indiscrimination,
Will make the valiant heart more free—you'll see the weak
will stronger be;
Do your small part—don't let a heart
Starve for appreciation.

This world consists of many men and other folks, and
sometimes when
Upon life's path you pass them by
Trudging their weary ways.
A heavy heart can be made light, discouraged souls renew
the fight;
Unloose your smile, make life worth while,
With cheering words of PRAISE.

Advice on Abstracting

Conducted by *C. F. Krauter*

Operators are cordially invited to direct questions to this official 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.

Rob.—(1) Is a retransmission charge applicable on traffic relayed by our ship stations, for our coast stations, to foreign equipments?

Ans.—No. Regardless of what company operates a station, for which a message is destined, we make no charge against our own stations for relay.

(2) If one of our ship or coast stations relays a message for a vessel equipped with foreign apparatus, does the relaying station charge for relay only, or would they charge for relay plus the receiving (office of destination) station's charge, crediting the respective accounts?

Ans.—Relay only, with two exceptions, Tropical Radio and U. S. Naval Communication Service traffic via our coast stations to our ship stations show full radio tolls as accruing to our coast station, which will in turn credit the ship with its proportion.

(3) Similarly, a foreign ship station relays a message for a foreign coast station, destined for one of our ship stations. Is the relaying ship or the coast station debited for our ship tax?

Ans.—Coast station.

(4) Do we charge "other line" ships for relaying U.S. Weather Bureau messages addressed to Observer, Washington?

Ans.—No.

A.K.—Is there any local delivery charge on traffic via Key West station.

Ans.—No.

F.C.—(1) Has General Order 125 been superceded?

Ans.—Yes, in a comparatively small way, instead of the coast and ship tax being given in the service instructions (see paragraph 3), give the coast tax only.

(2) Explain how we abstract radiograms received from the Western Union, originating in England, France or other foreign countries, except Holland, with and without the prefix "Thulium."

Ans.—When a Thulium message is received, enter tolls in the "Miscellaneous" column with the notation in the "Remarks" column, when from London, "M.I.M.C.Co. Thulium", when from Paris, "French Co. Thulium", etc. When a message is received without the prefix "Thulium", transmit the message as "Collect", charging the company operating the vessel for our coast tax. Enter tolls in the "Miscellaneous" column, with sufficient notation in the "Remarks" column to indicate from whom monies due.

(3) If a coast station receives traffic from the Western Union destined for a ship which has passed out of range, but is is communication with another coast station, how should the traffic be forwarded via the Western

Union, MSG, PDH, P or what?

Ans.—If a coast station is certain that a vessel has passed beyond its range, it will immediately inform the office of origin, advising if possible, what station is in touch with the ship in order that the sender may reroute the message; then cancel and file.

(4) How would you abstract a message as set forth in Question 3?

Ans.—Enter, but show no tolls, filling in the word "Cancelled" in the "Remarks" column.

D.J—Should Olsen & Mahony be charged for traffic exchanged with the Providencia?

Ans.—No, S. E. Slade Company, San Francisco.

L.V.—Would the Tropical Radio charge us for relaying a position report?

Ans.—Yes.

J.N.—What company operates the Seward?

Ans.—M. H. Tracy & Co., Inc., N. Y.

Jack.—Will an answer to a deadhead message be accepted deadhead, provided it is supported by the deadhead message to which it is a reply?

Ans.—No.

R.G.—What company operates the Lydie and Escaut?

Ans.—Pierre Mali, New York.

Inquisitive.—Are both the telephone and post charges of five cents credited to "Telephone Account?"

Ans.—Only on coast station abstracts, the telephone account being more of an operating account than for telephone charges alone. They should be treated as forwarding charges on ship abstracts.

J.F.—What company operates the Edgar Luckenbach?

Ans.—The owners, Luckenbach Steamship Company.

J.H.—A ship passing along the coast receives a commercial message through a coast station and for some reason or other is unable to effect delivery of the message and being out of range of the coast station, the message was received from, how will he notify the office of origin?

Ans.—The ship can send notice of non-delivery through the next coast station with which it can communicate, provided it be a Marconi, U.S. Naval Communication Service or United Fruit coast station that is open to commercial business. The coast station will forward such service messages to destination in all respects as though it related to its own correspondence. In cases where a reply to a service message is to be expected, a ship may ask that it be sent through another coast station by stating "Reply via...." in its original service.

N.V.—If the addressee of a message is handed a reply paid voucher for two dollars and in turn sends an answer for a dollar and a half, should the two dollar voucher be taken up and a new voucher issued for fifty cents? If not, what is the proper procedure, how is the fifty cents accounted for?

Ans.—The voucher should be taken up, the balance due will be refunded through the Head Office. Abstract full amount chargeable against "R.P. A/C.", distribute actual tolls accordingly and credit the balance to "Refund A/C." in one of the blank columns. This does not apply to coast stations receiving answers via Western Union, where no voucher is involved.

J.H.J—Advise me if it necessary for an operator to sign his personal deadhead messages in full, —initials as well as last name?

Ans.—Last name is sufficient.

TAMPA AND ITS MANAGER

The Tampa station is not in Tampa, according to Manager R. I. Young, who appears in the animated photograph on this page. It is in the city of Gary, some four miles from the business center of Tampa, says this authority in speaking of the bathing, fishing and boating enjoyed by the staff in leisure moments. "Being located on the water's edge, we have the coolest spot in town, and when the city folks are sweltering we can most always locate an air pocket. We also have with us the Florida mosquito, especially vigorous and healthy. During the rainy season the ground on which the station is located is frequently inundated, bringing old Tampa Bay right to the doorstep. Another distinction of the district is the electrical storm; statistics bear out the statement that we have more here than in any section of the United States."

Down among the Latin races that compose the greater part of the workers of the country's greatest cigar city, Mr. Young is making an enviable record. Since May, 1913, he has held down the management of this station and capably handled the manifold extra duties, such as supervising equipments, repairs and remittances, also providing and exercising jurisdiction over the operators, on the P & O steamers, which include the Olivette, Miami, Mascotte, H. M. Flager and a new ferry, the Joseph Parrot. Tampa's manager brings to bear on this job the experience gained in continuous wireless service since early in 1909. His four years at sea, before assignment to the Florida coast station, brought him to practically every American seaport from Boston to Buenos Aires. Assignments aboard ship include the Merchants & Miners ships, "too numerous to mention," as well as on the Saratoga, Creole and Vestris.

Maintenance Matters

A Department for Technical Questions With Answers

By P. B. Collision

All employees are invited to direct technical questions to this department

F.C.B., writes:

During the last trip of this vessel the alternator of the motor generator set suddenly failed to generate. After removing the armature from the machine, with suspension tests of the circuits involved, it seemed positive that an open circuit did not exist. I have since learned that the Maintenance Department located a loose connection at some point in the circuit, but I cannot understand where it could possibly have been. A complete explanation of the cause of the trouble would be gratefully received.

Ans.—If the operator in charge of this equipment had taken the precaution to carefully trace out and examine the exterior winding of the motor generator and the spring contacts of the antenna switch, he would have saved himself a needless amount of labor. The most common cause for a trouble of this nature is an open field circuit. Instead of taking down the motor generator, examination should have been made of the spring contacts on the aerial switch, the sliding contact on the generator field rheostat and the last contact on the automatic starter. If found to be in good condition, and the exterior winding o.k., it would have been in order to test the field coils in the armature. This could easily have been carried out by means of a 16 c.p. lamp connected in series with the d.c. line. This procedure holds good for the 2 k.w. and ½ k.w. sets, with the exception that in the latter the field circuit of the generator is not turned off and on by the plunger of the automatic starter. Later editions of this set, however, are being fitted with an extra contact for this circuit to act exactly as in the case of the 2 k.w. set.

In the particular problem cited by F.B.C., the open circuit was located in the spring contacts of the antenna switch, which did not effectively close the circuit.

W.C.K., asks:

I am frequently advised by other stations that the note of my set is not pure. What test can be made to determine the pitch of the note and in what manner can a "rough" note be made smooth? My station has a 2 k.w., 500 cycle, equipment.

Ans.—The importance of a clear note on these sets cannot be overestimated, since the range depends upon the pitch of the note as well as the current in the antenna circuit. The actual test for determining the pitch is simple. Operators are aware that during the transmitting period the receiving detector and the head telephones of the receiving equipment are short circuited and consequently the note of the local transmitter cannot be heard except in the following manner: Take a piece of thin cardboard and slide it between the cross bar and the vertical contact strips at the front of the aerial change-over switch; then it is only necessary to press the key of the transmitter to hear a faithful reproduction of the note.

The motor should then be adjusted to its proper speed by means of the

(Continued on page 11).

GENERAL INSTRUCTIONS FOR OPERATION OF THE TYPE 107-A RECEIVING TUNER

1. Type 107-A receiving tuner is a modification of type 103 tuner, which in turn is a modification of the original valve tuner.

2. Tuner 107-A is fitted with a **carborundum crystal detector only** and is supplied with a 400-ohm potentiometer for close regulation of the current flow from a local battery.

3. External connections (two binding posts) are placed directly underneath the aerial tuning inductance, thus permitting the use of a second detector. The change from one detector to the other is effected by means of a small single blade double throw switch mounted on the top of the box. When thrown to the front contact, this switch disconnects the carborundum crystal and potentiometer and connects in the external detector to the terminals of the secondary winding.

Since carborundum is the only detector authorized for use, these two binding posts may for the present be ignored.

4. When the double throw knife switch (two-blade or three-blade) mounted on the top, left hand side of the tuner, is placed in the "tune" position, the internal connections are as indicated in the diagram. Figue 1. Here, L-1 is the aerial tuning inductance, the value of which is altered by means of a multi-point switch mounted on the left hand front of the tuner.

C-1 is the short wave variable condenser connected in series with the aerial system. In the full scale position it short circuits itself and is thus cut out of the antenna circuit. This condenser is mounted on the left hand side on the top of the tuner.

L-2 is the primary winding of the receiving tuner and has a fixed value

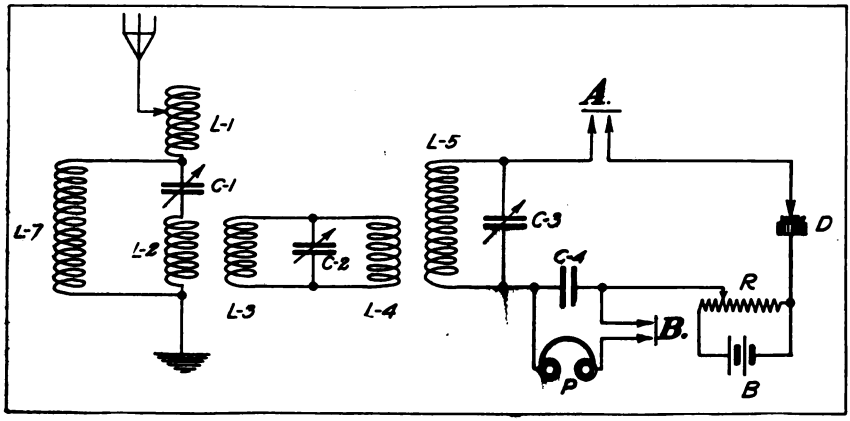

Figure 1

of inductance (not variable).

Coil L-3, Condenser C-2, Coil L-4, comprise the intermediate circuit. L-3 is of fixed value and is in inductive relation to L-2. L-4 has the same dimensions as L-3, but it is in inductive relation to Coil L-5.

The wave-length of this circuit is varied by means of a condenser C-2.

Coils L-3 and L-4 are wound on balls or spheres, mounted on a shaft so they can be turned at a right angle to L-2 and L-5, simultaneously. This is effected by means of the coupling knob mounted on the right hand end of the tuner, and thus the coupling between the intermediate circuit and the antenna and detector circuits is varied as required.

Coil L-5 and Condenser C-3 constitute the secondary circuit. L-5 is of fixed value and C-3 is the well known "billi" condenser, having a value of about .0001 microfarad.

C-4 is the telephone condenser of approximately .003 microfarad capacity.

R is a sliding contact potentiometer of 400 ohms, mounted on the left hand side of the tuning box.

B is a dry cell battery of 1.5 to 3 volts, while D is the usual carborundum crystal.

The inductance coil, L-7, is an inductive static leak for preventing the accumulation of large static charges upon the plates of the short wave variable condenser to prevent the rubber dielectric from puncturing.

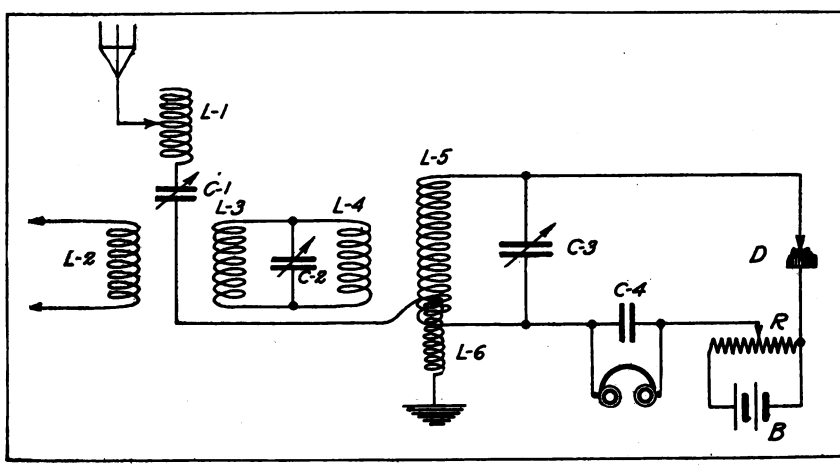

Figure 2

Operation

5. With the connection indicated in Figure 1 the tuning is extremely sharp and **the circuits will not respond to wave-lengths in excess of 1,000 meters.**

For general work the coupling knob is set at 90°.

The billi condenser is set at the zero position on the scale and one or two points of the aerial tuning inductance connected in the circuit.

The setting of the intermediate

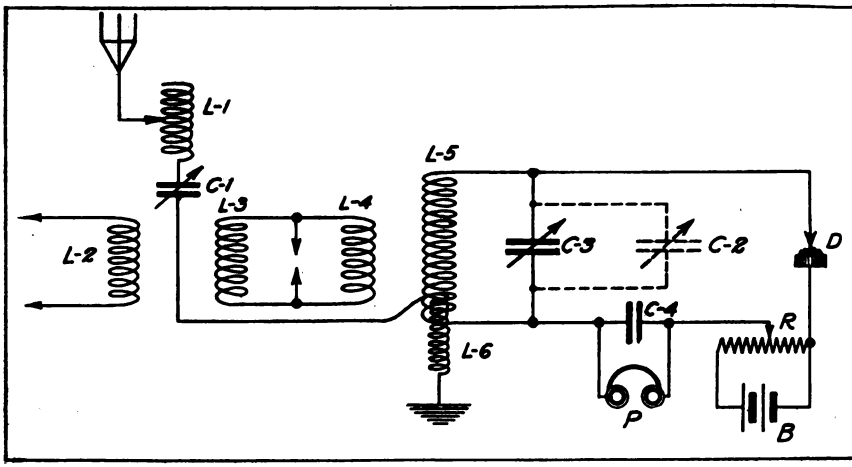

Fig. 3

condenser, C-2, is altered until response is secured.

Correct setting for the poteniometer is obtained by means of a buzzer tester or by listening to the signals of a distant station.

Follow this by reversing the connections from the battery to the tuner until the loudest signals are obtained.

For wave lengths up to 1,000 meters, three or four points of inductance should be added at the aerial tuning inductance, but for the wave-lengths below 600 meters, the short wave condenser should be used at smaller values of capacity.

The billi condenser permits the wave-length of the detector circuit to be varied from approximately 450 meters to approximately 1,000 meters.

"Stand-by" Position

6. When the double throw knife blade switch is thrown to the left—"stand-by" position—the circuits are altered as in Figure 2. With this connection the primary winding, L-2, is disconnected from the antenna circuit and a second primary winding L-6 connected in its place.

L-6 is an inductance of fixed value wound tightly around the winding L-5, giving a close degree of coupling between the aerial and detector circuits.

From this diagram it will be plain that coil L-4 of the intermediate circuit is still in inductive relation to L-5 and unless the precaution is taken to turn the coupling knob to the zero position, considerable energy will be absorbed from the detector circuit, thereby reducing the strength of signals, particularly if the intermediate circuit is in resonance with the antenna and the detector circuits.

7. For wave-lengths up to approximately 1,000 meters with the "S.T.D. B.I." connection, only the billi condenser is employed in shunt to the secondary winding, but for wave-lengths in excess of this value, the small six-point, double throw switch, mounted on the top of the tuner, is placed in the "S.T.D.B.I. long wave" position; whereupon the intermediate condenser, C-2, is connected in shunt to the billi condenser C-3. This con-

nection permits waves in excess of 3,000 meters to be adjusted to in the secondary circuit.

The complete circuit for this connection is indicated in Figure 3.

Note carefully that the intermediate circuit is not employed. It is important to note also that the type 107-A tuner is fitted with four binding posts (at the rear) from which connections extend to the type S aerial change-over switch. When the antenna switch is placed in the transmitting position the circuits of the 107-A tuner are interrupted at the points A and B, (Fig. 1) thus breaking the circuit to the detector and the head telephones. The contacts at this switch must have careful inspection from time to time or otherwise the apparatus positively will not function.

Should these contacts be broken a permanent jumper should be placed across the binding posts to keep the circuit closed.

Type 107-A tuner should be used with the Type S aerial change-over switch **only.**

The complete circuits for the tuner are shown in detail in Figure 4 and with the foregoing explanation, the functions of the various elements

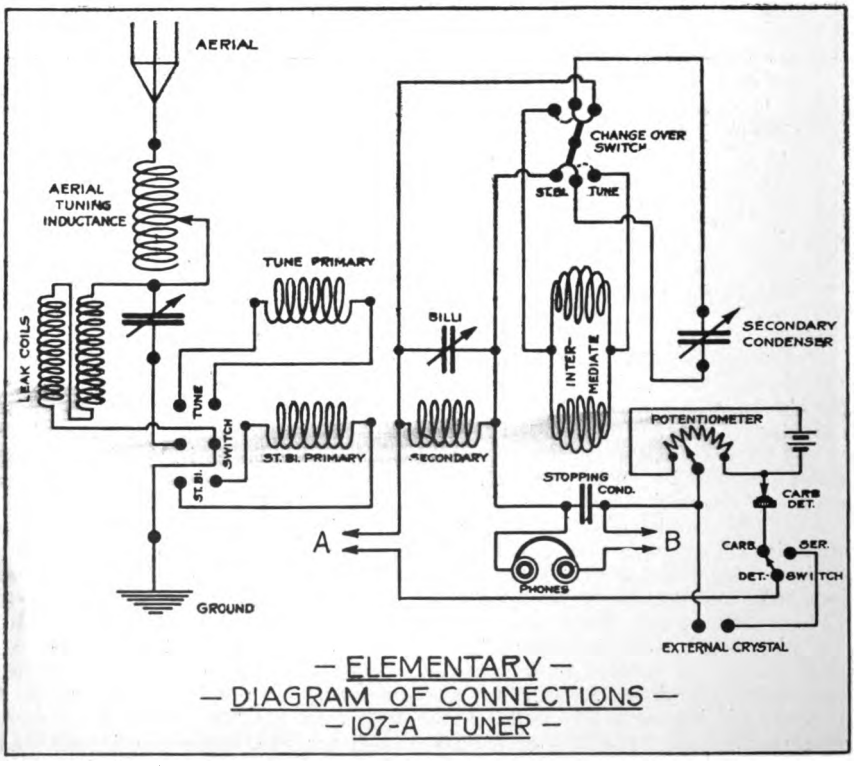

Fig. 4.

should be clear without further instuction.

General Instructions

8. For "stand-by" tuning or broad adjustment at wave-lengths up to 1,000 meters, place the double-throw knife switch to the left.

Set the condenser switch on "tune."

Set the coupling knob at zero.

Carefully adjust the billi condenser.

Connect in a few points of the aerial tuning inductance.

Vary the capacity of the short wave condenser.

9. For long wave-lengths (in excess of 1,000 meters) place the condenser switch on "stand-by long wave" position.

Vary carefully the capacity of the intermediate condenser.

Add inductance at the aerial tuning inductance.

10. For sharp tuning on the shorter wave-lengths (below 1,000 meters), place the double throw knife switch to the "tune" position.

Place the condenser switch on the "tune" position.

Set the coupling knob at from 70° to 90°.

Adjust carefully the intermediate condenser.

Add two or three points of inductance at the aerial tuning inductance.

Follow this by variation of the capacity of the short wave condenser.

In this position, all the variable elements of the complete tuner are in use.

MAINTENANCE MATTERS

(Continued from page 6).

motor field rheostat. By moving the sliding contact upward, the speed is increased, the reverse action taking place when it is pushed downward. The proper position with normal ship's voltage is about the middle of the rheostat. Positively no advantage is gained by speeding the machine above the normal.

The next step is to place 8 plates of the quenched gap in the circuit by means of the adjustable clips. Follow this by raising or lowering the sliding contact of the generator field rheostat until the note becomes clear. Next take note of the antenna current and the reading of the wattmeter. If the antenna current is not of normal value and the wattmeter does not indicate 2 k.w., add another gap and proceed as before. When the best adjustment is found in this manner, occasionally a slight variation in the speed of the motor will give better pitch to the note.

When sending on low values of power, 1 k.w. or less, reduce the number of gaps and readjust the apparatus as in the previous case. Do not attempt to obtain a clear note by means of the motor field rheostat alone.

FRANK NO. 1920 LOST

The commander of the steamship Coamo reports the loss of his message frank, No. 1920. Operators are instructed to take up this frank if presented by anyone and mail it to the Traffic Manager, at the New York office.

EXECUTIVE OFFICE NOTES

E. J. Nally, vice-president and general manager, who sailed for England on the Finland, September 1st, is still in London.

E. B. Pillsbury, general superintendent, Transoceanic Division, and W. A. Winterbottom, of the general manager's office, who left New York on a tour of inspection of the Pacific Coast Division during the latter part of August, are now in Alaska, where they will remain about a fortnight.

George S. DeSousa, traffic manager, on August 30th, successfully passed through a serious operation at the Jamaica Hospital; he is recovering rapidly and has returned to duty.

J. de Jara Almonte, now with the English Company, sails October 4th for Venezuela on important business of the Marconi Company.

William Collins, who for the past five years has been connected with the Second National Bank of New York City, has been appointed assistant cashier.

Charles Eugene Preiss, erstwhile junior operator on the Morro Castle, is now occupying a berth in the traffic auditing department.

Ralph Barnes has left the company to take up a secretarial position with the American Car and Foundry Company, of Berwick, Pa.

EASTERN DIVISION NEWS

Paul S. Lewis has returned to the service and is now on the Comet. Lewis resigned a few months ago to take up farming, but the lure of the wireless was too strong to be resisted.

M. DeMartino is junior on the Sabine.

A. Bernhard is senior on the Morro Castle. Bernhard has spent the past year on the Kentra, making two long trips to South America. He enjoyed them immensely.

G. B. Ferguson is on the Manchuria.

G. R. Entwistle is with Ferguson on the Manchuria.

I. Hoffman was transferred from the Northland to the Munamar.

M. Gittleson, a graduate of the school, has been placed on the El Cid as junior.

Verner Hendrickson and G. H. Hamilton, the latter fresh from the school, are senior and junior on the Cherokee. This is Hendrickson's first assignment to a passenger ship, and he likes it.

E. W. Harris is on the Louisiana. The boys at the Brooklyn Y. M. C. A. will miss him.

H. E. Cohen has been doing relief duty on the Hamilton, filling in while waiting for the Crofton Hall.

J. B. Swift and J. H. Uhalt were assigned to the San Juan of the Gulf Division, when she left New York recently.

A. E. Voigtlander is junior on the Antilles. Voigtlander has been running south for quite some time now, but the heat seems not to bother him; he's as jolly as ever.

G. R. Gould has resumed duty on the Mexico.

Clinton White is on the Philadelphia of the Red "D" Line.

Gerald Travis is making a trip to the West Indies on the Algonquin.

J. Maresca has returned to duty and is on the Jamestown. Maresca looks well and is glad to get to work again.

Geo. A. Geare was assigned by our Baltimore office to the bark Manga Reva, which has just been equipped. The ship is bound for South America.

E. R. Merrow relieved S. H. Giffin on the Brindilla at Baltimore recently. Merrow is a Bostonian and has been serving in the Southern Division.

E. T. Erickson is on the Jefferson.

J. F. Maher has returned to the Eastern Division from the Pacific Coast. Maher is on the Pampasas.

Charles Darcy is first on the Massachusetts.

O. B. Hanson is now riding the waves on the route to Halifax on the Stephano.

M. E. Fultz is on the Vesta. Fultz, as only a few of us know, is a college grad with the degree of E. E.

J. A. Harper is on the Gettsburg, a new ship.

Walter Osterloh has relieved Carl-

ton Crosby on the Cubadist.

K. G. Scott is serving on the Prince Arthur as junior.

S. W. Dean has resumed duty; he is on the Halifax.

Arthur Ridley is on the Camden.

W. J. Swett has returned to ship service, A. R. Gardner relieving him from duty at Boston station. Swett is now on the Ransom B. Fuller.

SOUTHERN DIVISION NEWS

The sympathies of Marconi men have been extended to H. Shallcross, third trick operator at Cape May, whose child recently contracted infantile paralysis. Mr. Shallcross will be quarantined six weeks, during which time his trick will be filled by H. M. Rodebaugh.

F. Chapman, manager of the Miami station, is spending a two weeks' vacation visiting relatives in Detroit, Mich. L. W. Sinclair is acting relief operator at Miami.

Dave Heilig is back at "WHE" after enjoying a two weeks' vacation, during which time he was relieved by Malcolm Ferris.

Southern Division men have extended their sympathies to H. Graf, second trick operator at the Baltimore station, whose brother died recently.

E. P. Hough, third trick operator at the Hatteras station, has resigned from the Marconi service to take a business partnership with his father, at Indianola, Miss.

J. S. Merrill, assistant operator of the Savannah station, is on a two weeks' vacation. He is being relieved by J. E. Bell, acting relief operator.

There is at present, a steamship line, whose ships ply between Baltimore and Liverpool, which is known to Marconi men of the Southern Division, as the "Mack" line. The ships comprising this line and the operators who operate the wireless are: the Rockingham, L. W. McKee; Carolinian, J. Hubbard McCauley; Norlina, T. Edward McCauley; Alamance, Henry McKiernan.

W. Batchelder has been reassigned to the Persian after a week's leave of absence. Thomas Peskin, a new man in the service, was assigned to the same ship as junior operator, relieving J. C. Rile, resigned.

M. H. Halsey, who has resigned from the service, was relieved on the G. E. Paddleford by Sidney Barton,

William Irving Vermilya receives Cape Cod without aerial or ground at age fifteen months

formerly of the Sun.

L. C. Noble has been transferred from the Dorchester to the Sun. Noble was relieved on the Dorchester by Junior Operator F. C. Shelley.

H. G. Helgeson has been transferred from the Rockingham to the Powhatan, relieving operator J. W. Allen, who has been assigned to the Essex as senior operator.

A. T. Doehler, who recently reentered the Marconi service, relieved Walter Osterloh on the Borgestad.

MARCONI SERVICE NEWS

GULF DIVISION "STATIC"

The new 175-foot steel tower for the Port Arthur station has been completed and the new antenna erected between it and a 150-foot steel water tower. A new type 3½ k.w. transmitter will be installed early in October.

The Chalmette after a six weeks' lay-up, resumed her New Orleans-Havana run on September first. J. A. Hybarger is senior.

R. E. Armstrong, manager of Port Arthur station, is spending his annual vacation in his old home town, Winthrop Highlands, Mass. According to stray bits of static picked up by our test-buzzer set Mr. Armstrong has purchased a single ticket for his North bound trip and a double ticket for the return trip back home.

Come on J. W. B. S., it's your turn next.

L. L. McCabe has been assigned to the Port Arthur station during Manager Armstrong's vacation.

G. P. Reynolds was transferred from the Brunswick to the Wild Duck on August 21st.

Wm. Macke, a new addition to the service was assigned to the Brunswick on August 25th.

T. G. Deiler was assigned to the San Ramon on Sept. 1st, relieving J. A. Hybarger.

E. W. Rogers re-entered the service and was assigned to the Panuco on August 30th.

J. L. Bennett re-entered the service and was assigned as junior to the Coahuila on Sept. 3rd, relieving E. N. Du Treil who has left the service to accept a position on shore in New York.

P. E. Cassells has been detached from the Carferry H. M. Flagler and is now enjoying a month's vacation at the expense of the P. & O. S. S. Company.

SAN FRANCISCO CHANGES

On advice from New York, we are informed that F. W. Payne of the steamer Aztec was relieved at that port by V. H. Rand. Rand paid the West Coast a visit during 1915 as assistant on the Honolulan.

W. P. Giambruno, is holding down the honors on the, now, one man-ship Alliance, doing Mexican West Coast service.

M. H. Mears, of the Adeline Smith, relieved G. A. Williamson at the Marshfield station during vacation period. Mr. Williamson and family we understand had an enjoyable vacation in San Francisco and vicinity.

E. O. Hendricson has been transferred in charge of Standard Oil Barge 93, vice A. Koch, resigned.

G. W. Kelley joined the steamer City of Puebla, bound for the Eastern Division.

W. G. Ludgate and R. Diamond are acting first and assistant on the Grace liner Colusa. R. Diamond is a "rookie."

R. H. Brower is in charge of the steamer Congress with H. E. Campbell as temporary assistant. Mr. Campbell, who is spending his yearly vacation on the Congress, expects to do considerable fishing during his stay. It is rumored he has invented a flying-bait and is desirous of proving its effectiveness on the flying fish of Southern waters. We can't help wishing him success, but—

D. Mann Taylor and E. V. Baldwin are first and assistant, respectively, on the new Trans-Pacific liner Ecuador.

C. Bentley and F. Wiese have been assigned first and assistant, respectively, on the steamer Great Northern.

L. C. Rayment was advanced to postion in charge of the steamer J. A. Moffett, Aug. 8th.

Directors and Officers

Marconi Wireless Telegraph Company

OF AMERICA

WOOLWORTH BUILDING

233 BROADWAY, NEW YORK

Board of Directors

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