

MARCONI SERVICE NEWS

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Edited by J. Andrew White.

For or With?

IT'S war time and all thoughts have a more or less martial tinge; quite naturally the mind reverts to Napoleon, greatest warrior of them all. Yet he failed. He started with nothing and ended with—less than nothing.

He failed because he was destructive.

Success, of the lasting kind, is interlocking. You can't get on unless you help others to success.

Napoleon said: "Get your principles right, and the rest is a mere matter of detail."

Yet, true as this axiom is, the very man who gave it utterance was the most magnificent failure of his time because he overlooked the basic principle of all success—helping others that they may help you.

One of the most successful men in the field of wireless recently stated that his first consideration in employing men was, whether the employe would work **WITH** him, and not merely **FOR** him.

The statement at first seemed rather inane and senseless. But a little thought illuminated its meaning.

When you work **WITH** a man you aim for close association. The ordinary conception of master and servant gives way to a closer alliance. The result is harmony of thought and action; co-operative and concerted effort; a common interest in the work in hand.

Working **FOR** a man resolves itself into taking orders in consideration of a stipulated remuneration. It implies the lack of success's fundamental proposition, hand-in-hand, pull-together team-work.

The rule applies to those in authority as well as the subordinates. The relationship that spells results is founded upon mutuality of interest.

To every man in Marconi Service this may then be asked:

Are you working **FOR** the boss? Or **WITH** him?

Do your subordinates merely work **FOR** you? Or have you allowed them to work **WITH** you?

Your future rests with the proper answer.

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



DREAMS

At midnight, when upon the world the yellow moon looks down,
And dreams come falling like the snow on every roof in town;
And wealthy folks who fall asleep in soft and downy beds,
And poor folks on a tattered cot lay down their weary heads,
Go hand in hand to that vague land where strange delights abound . . .
There is no class distinction when dreams are passed around.

There's many a little dressed-up chap rips off his clean new clothes
And rushes to the gully where the inky river flows,
And for a happy hour or two tastes all the splendid joys
That long have been forbidden soft nurtured little boys;
And many a wan-faced poorer chap; in ragged pants and blouse,
From down the inky river way goes to the rich chap's house.

The poor man from his bed of rags slips forth in Dreamland's hour,
And finds himself a plutocrat, a wielder of great power.
The wealthy man, in overalls with dinner pail and pack,
To loving mate and struggling days in dreams is carried back.
They fill their souls with happiness until an early gleam
Of sunlight says, "Here's morning" . . . and they find 'twas all a dream.

So envy not your fellow man if happiness you seek,
The things that make for happiness are lying at your feet;
It's just ourselves we must adjust; our system's out of tune;
If we had all we wished for we would tire all too soon.
Thus whether rich or whether poor, alike in dreams we share . . .
The Dream Man tries to tell us: Happiness is everywhere.

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.

Lew.S.—Does this Company extend to affiliated Marconi Companies dead-head or franking privileges through its coast stations?

Ans.—Yes.

W.D.M.—(1) Should tolls on traffic exchanged with vessels of the U.S. Navy and the U.S. Naval coast stations be abstracted separately or together in one column captioned U.S. Naval Communication Service? (2) Will the Chilian and Peruvian coast stations accept MSG traffic with the service instructions: Other Lines Collect?

Ans.—(1) For auditing purposes we distinguish between the different class of vessels, also between vessels and coast stations operated by the U. S. Government.

Debit and credit the U.S. Naval Radio Service on traffic exchanged with coast stations operated by the U. S. Naval Communication Service until our present supply of ship station abstracts is exhausted.

Debit and credit the U.S. Navy Department on traffic exchanged with U. S. battleships and vessels which the list of Radio Stations of the United States show as being controlled by the U.S. Navy.

Debit and credit the following named self-explanatory accounts on traffic

exchanged with other U.S. Government departments:

- U. S. Coast Guard Service.
- U.S. Lighthouse Department.
- U.S. Army Transport (ship).
- U.S. Army Quartermaster (coast).
- U.S. Naval Militia, etc.

(2) Forward traffic paid.

Note.—Thos. F. Cole no longer operates the yacht *Alvina*. Messrs. Cox and Stevens are now doing the accounting. Likewise, M. H. Tracy & Co., Inc., N. Y. have discontinued operating the *Seward*, the vessel having been taken over by the firm of Harrison and Company. Please correct your records accordingly.

Note.—It was noted while checking over a coast station traffic report, that an Ocean Letter was sent to the Brazos, for retransmission to the *Zulia*, to be posted in Venezuela.

Such relaying is in direct violation of Regulation No. 63, Page 40 of General Orders, which states: "Such radiograms shall not be entitled to any relaying by radio".

Note.—S. E. Slade Lumber Company advise us that all traffic exchanged with the *Providencia* should show tolls due to and from the *Providencia Steamer Company*. Correct your records accordingly.

This page is for the answering of complicated questions, in a simple manner. If you have anything on your mind that you would like answered, let us hear from you as often as the occasion requires—the more the merrier.

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SATISFACTION

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AST night I became deeply interested in a magazine story. The Mayor of an enterprising city was making an eloquent speech to his townspeople. "Gentlemen," he said—"gentlemen, we must have it! As San Francisco is known as the Golden Gate, as New Orleans is known as the Crescent City, and as Boston is known as the Hub of the Universe, gentlemen, so must Vreedersburgh be known by a second name which shall be at once a sobriquet and a motto. Nothing, gentlemen, nothing on this *earth* so advertises and makes known the character and virtues of a town as a second name, such as I have indicated! Gentlemen, such a name must be found, to couple with the name of Vreedersburgh. Gentlemen, the thing **MUST** be done! I leave the thought in your minds. My wish is that it will sink deep."

¶I lay awake for hours, symbolic words and groups of words parading before my mind's eye. For, as the sweep of a giant wave from the distance, the thought had come: Why not—why not a name motto for Marconi?

¶And my reflections ended in a resolution:

¶To make the name Marconi and SATISFACTION synonymous.

¶SATISFACTION! Let us forget for a few minutes we are skilled operators and give some thought to the word. Have you ever realized how essential it is to our success? It is obvious that we must satisfy our public patrons. We do not all realize, however, that it is just as necessary to satisfy the sender of a message pertaining to the operation and navigation of a ship—**CONTRACTS DEPEND UPON IT.**

¶Perfect satisfaction to the public requires the aid of our operators. Cultivate Cheerfulness and Courtesy. They cost nothing and are valuable assets. Acquire a pleasing personality, even though nature did not bestow that precious gift upon you. Say, "Thank you"—and mean it; be pleasant, answer questions freely and endeavor to promote more cordial relations with our patrons. Life is short; but not too short to answer questions civilly.

¶The observant operator knows the value of courtesy, and practices it. He also knows the ill effects of discourtesy, and avoids it. A few of us, however, do not live up to the standard set by the more agreeable-mannered operators. Some operators on occasion are grouchy and inattentive, characteristics which do not impress our patrons favorably. The faults of the inattentive operator offset the satisfaction given patrons by operators who are ambitious to please.

¶We are organized for the accomplishment of a constantly needed work, commercial as well as humanitarian. Nothing so well advertises a company as a name for satisfactory service. Accuracy and Speed have a top place in the work of the operator. But Courtesy, with that accuracy and speed, is set up as a milestone on the road to SATISFACTION.

¶Some will read and having read, forget; but some will readjust their head phones and think. Will you be one of those to think and profit! Or will you remain inattentive?

—Seakay.

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HEILIG OF PHILADELPHIA WANAMAKER'S

SIXTEEN years ago, D. J. Heilig, like many other wireless men, was a telegraph messenger boy in Philadelphia. Heilig is still in Quakertown, but is now busying himself with the management of the Marconi station at Wanamaker's. And that appears as considerable job, when it is known that the equipment is really two complete stations, a 2 k.w. set for communication with ships and a 5 k.w. plant for messages to and from Wanamaker's in New York. Something like 50,000 words a month are handled for the department store alone, and with Philadelphia's rapid increase in importance as a port, it is easily seen there is plenty to do all the while.

Heilig is physically capable, however, of standing almost any rush. He is an amateur wrestler of considerable note and the possessor of several handsome trophies for athletic prow-

ess. Mental agility is also testified to by a record of sea service on the Prince George, the Finance and the Prince Joachim, and shore service at the Bellevue Stratford hotel—eleven years in wireless, all told. As a matter of fact, Heilig has had just slathers of experience in the field of radio key manipulation. While at the hotel station he acquired the habit of teaching young men recruited into the service from the line telegraphs, and the thing grew on him so that he became ambitious to start a school of instruction. He did, and, with the assistance of his two associates, made a big success of it. That is,—well, from a pedagogical point of view. Heilig says the cash remuneration was negligible. So, when conditions once more became normal, Heilig returned to Marconi Service, to the full satisfaction of all concerned.

Maintenance Matters

A Department for Technical Questions With Answers

By P. B. Collison

All employees are invited to direct technical questions to this department

DURING the raising and lowering of an aerial the hard rubber insulators are frequently broken. I have found the following method of replacing to be easily accomplished at sea:

Take a large carlin-spike, stand it on some solid object and place the ring of the broken insulator over the pointed end. Then with a medium sized hammer strike a few sharp blows on the part of the ring farthest away from the rubber. The ring will be easily forced apart without any danger of breaking the hard rubber.

Another insulator may then be placed in position by opening its ring in the same manner. It may then be closed by using a large pair of pliers or by hammering carefully.

On the new panel sets where the wiring is held in place by cleats on the back of the board, a disagreeable rattling is sometimes experienced. This may be remedied by placing a cushion made of friction tape between the cleat and the wiring. Other little noises should be immediately located and remedied as there is nothing more unpleasant to the ear than a piece of apparatus not running smoothly.

On ships fitted with the new 106 tuner, why not make a canvas cover to place over same when not in use? A kindly request to the ship's first officer will generally bring the desired canvas; a few lessons in sail making from the Bos'n, and the cover is finished. It will keep out the dust and dampness. By going over the tuner every day with a piece of waste moist-

ened with a few drops of oil it will be kept looking bright and new. Apparatus like this should be used with care and not as a piece of kitchen furniture.

Let's have some more of these suggestions from the boys and help shove the "Service" another point on the scale.

—H. L. Crandall.

The article written by operator H. L. Crandall contains many points of interest and the instructions should be followed by all operators.

His suggestion regarding the replacing of broken rod insulators is very good. A coat of spar varnish on the rubber will help to preserve it.

I am pleased to note that he considers the new panel sets and type 106 receivers worthy of special attention. I know of several boats, particularly those of the Old Dominion Line, on which the wireless apparatus is so well kept that it looks even better than when it came from the factory. On other ships apparatus that has seen less service appears as though it had been in use several years.

A large part of the insulation trouble on the transmitter panel, especially that of the quenched gap and condenser, could be remedied if the operators would wipe off the daily accumulated dust and dampness. Otherwise the insulation will become carbonized from surface leakage and have to be replaced. The iron portions of the frame should be oiled now and then

(Continued on page Eleven.)

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IN APPRECIATION OF LOYALTY

November 16, 1916.

Miss Florence Hebden,
3300 D Street,
Philadelphia, Pa.

Dear Miss Hebden:—

It was with deep regret that the officers of the Marconi Wireless Telegraph Company of America learned of the death, by drowning at Rio Janeiro, of your brother, Percy Burdon Hebden.

His record of service, dating from September 13, 1913, shows that he had earned a name for devotion to duty, reliability and steadfastness of purpose—characteristics which will be associated with memories of him for years to come. He was one of those who kept vigil on the sea in calm and storm, facing hardship, peril and privation with unflinching eyes, in order that he might protect the lives of others. For these reasons the Marconi Company is particularly proud to have had him in its service, and it is not too much to say that he well exemplified in various ways, the ideal which it seeks to maintain.

The loyalty which Marconi operators give prompted the Company to provide life insurance for them, and in accordance with this plan, you as the beneficiary named in your brother's policy, will receive \$500. You will find enclosed a check for this amount.

With assurances of our sincere sympathy because of your bereavement, we are

Yours very truly,

E. J. NALLY,

Vice President & General Manager.

November 19, 1916.

Mr. E. J. Nally,
Dear Sir:—

Your letter of November 16th reached me yesterday, also the check for five hundred dollars, for which please accept our sincere thanks.

As I am now the only support of my parents, this money will be very acceptable.

It has given us great pleasure to have your letter and we shall always keep it as a memorial to my dear brother.

Percy was an ideal son and brother, and his loss is keenly felt by all of us.

Again thanking you for your prompt attention in this matter and for your much appreciated letter, I am with best wishes for the success of the Company and yourself,

Sincerely yours,

FLORENCE HEBDEN.

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THE OPENING OF SERVICE WITH JAPAN

THE forging of another link in the Marconi world-wide chain and the unlocking of other gates to the commercial world of the Orient, was signalized by the opening of trans-Pacific wireless service between the United States and Japan on November 15th.

At ten o'clock in the morning, New York time, and midnight, Tokio time, the cumulative result of the three years of study and effort which Edward J. Nally, Vice President and General Manager of the American Marconi Company, and the members of his staff had devoted to the task of establishing communication with Japan, was commemorated by an exchange of messages between notables in the United States and the Asiatic nation. As an illustration of the operation of the service it can be stated that a message from President Wilson to the Emperor of Japan, at Tokio began its radio flight at the Bolinas station, from which, with the speed of a lightning flash, it took an unerring course across the Pacific and was received at the Kahuku station, spanning a distance of 2,087 miles. Quickly it was copied at Kahuku, given a new impetus, and sent speeding across the space of 4,140 miles that it had to traverse before reaching Tokio. In a similar manner the reply of the Emperor was dispatched to President Wilson. The message was transmitted from Funabashi and relayed at Kahuku to Marshall, which station has direct communication with the Western Union Telegraph Company, over whose wires traffic is forwarded. In Japan, connection is made with the Japanese Imperial Telegraph system to all points in the Orient.

The President's message read as follows:

The White House,
Washington, November 15, 1916.
His Imperial Majesty the Emperor
of Japan at Tokio.

The Government and people of the United States of America send greetings to your Imperial Majesty and to the people of Japan and rejoice in this triumph of science which enables the voice of America from the far West and speak to Japan in the far East hailing the dawn of a new day. May this wonderful event confirm the unbroken friendship of our two nations and give assurance of a never ending interchange of messages of good will. May the day soon come when the voice of peace, carried by these silent messengers, shall go into all the world and its words to the end of the world.

Woodrow Wilson.

To which, the Emperor of Japan replied:

It affords me much pleasure that the first use of the installation of wireless telegraphy between Japan and the United States has been to transmit your cordial message. In return I send this expression of my thanks for the good wishes exhibited toward me and my people, and of the hearty desire entertained throughout Japan for the continued prosperity and welfare of the United States.

Among the hundreds of early messages transmitted, one of the most significant was the following, from General Manager Nally to Hon. Jiro Tanaka, the Japanese Director General, Posts and Telegraphs:

For three years we have worked

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together to commercialize this miracle of wireless. Our relations have been so harmonious and so pleasant that we have added reasons to celebrate this day and to exchange felicitations upon the happy completion of what seemed a well nigh impossible task. Accepting this as an augury of the future character of communications which may pass between us and between those who may use our service it brings us assurance of continued friendly relations. My congratulations and best wishes to you and to all the members of your staff.

Edward J. Nally.

All of the communications between the United States and the Hawaiian and Japanese stations are transmitted in English or French. The Funabashi station is controlled by the Japanese Government and has two staffs of operators, military and civil, being employed by the Department of Posts and Telegraphs for commercial business, as well as by the Government.

For the present the Marconi United States-Japanese service will be confined to San Francisco, Hawaii and Japan. There will be two classes of service between San Francisco and Japan, a full rate or expedited service at eighty cents per word, a reduction of forty-one cents per word from the existing cable rates, and a deferred half rate service at forty cents per word, the lowest cable rate at present being \$1.21 per word.

AWARDS FOR SUGGESTIONS

At a meeting of the Suggestions Committee held on October 27, four suggestions submitted to the Committee were accepted; the prize award details follow:

Operator N. J. Kearney, of the New York. To abolish duplicate copies of logs. 1 year's subscription to *The Wireless Age*.

D. V. Applegate, Operating Department, N. Y. Improvement in clips used in connection with quenched gaps. Prize: \$2.50 in gold.

Operators C. L. Beach and B. Guild, of the Havana. Suggestions for the improvement of the 106 tuner. Prize: \$2.50 in gold, each.

SPECIAL NOTICE

Beginning with the January issue, David Sarnoff will conduct a page each month, entitled "The Melting Pot."

Mr. Sarnoff intends through the pages of this magazine to engage in frank discussions of all matters relating to the good and welfare of our employees, and particularly wishes to exchange views with operators who often ask such questions as:

How can I advance myself in the radio profession?

How can I obtain a higher position than my present one?

What particular line of outside study will be the best for one in my position to take up?

And similar questions. Through an erroneous conception of development, the statement is often heard, that while it is true those now holding high position in the Marconi Company have been operators in the past, the organization is now so changed that the average operator has not the same opportunities that existed when the art was younger.

This is not so; and Mr. Sarnoff, for the benefit of all Marconi men, will answer any proper question, whether it refers to the conduct of the business or whether it applies to the personal problems of employees. You are invited to assist in making this department of interest to all readers. Address: Mr. David Sarnoff, 233 Broadway, New York.

THE GOLD BADGE OF COURAGE



William H. Howard wearing fob presented by his factory associates

A TOKEN of affection and esteem that will long remain one of the most prized possessions of William H. Howard, was given to him by his associates in the Aldene factory when he returned recently from the Mexican border. Mr. Howard, or Corporal Howard, as he is known in the First Field Signal Corps, N.G. N.J., was presented with a solid gold watch fob of special design, the gift of the officials and employes of the factory.

James McKenna made the presentation speech, referring in his remarks to the dark shadow which appeared

on the horizon four months ago, taking the form of what gradually appeared a cloud of inevitable war with the sister Republic to the south of us. A summons for aid resounded throughout the nation and a generous response from those subject to service followed. Turning to Howard, the speaker remarked, "Aye sir; and you were one of them! When the call came, although you were not subject to it, you answered voluntarily. You did not hold yourself aloof. You did not place your own personal welfare above the welfare of your country. You did not stop to think of those who were near and dear to you, even though the fulfillment of duty may have brought death. You have set a noble example. And if that call should again come—God forbid that it will!—when reason primes the rifle and duty draws the sword, when honor breathes a blessing on the standards they uphold, from every pulsing heart will come a patriotic response. A response that will make the most insensitive palpitate with emotion, through knowing that if circumstances permit, you will again be among them.

"I have the honor on behalf of your fellow workers and friends to present to you a token of their esteem and appreciation of the spirit you have displayed. Accept it in the same spirit with which it is given. The fullness of heart which inspired the gift insures that it will be a credit to you; and this we hope for always, for you are indeed a credit to your country."

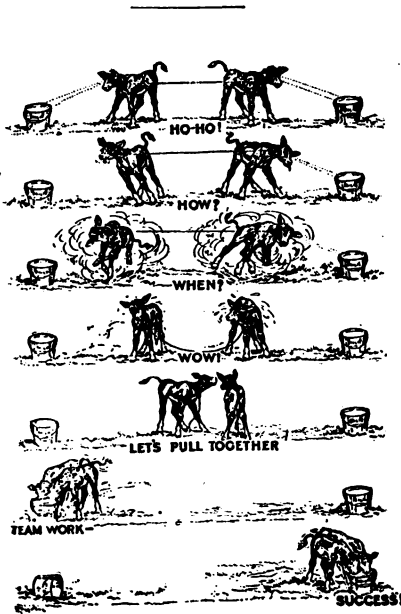
Mr. Howard was taken by surprise by the gift, but he responded gratefully, thanking the employes and officials and stating that he will serve again whenever his services are required.

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MAINTENANCE MATTERS

(Continued from page Six.)

to prevent rust. The Maintenance Department will furnish the necessary metal polish and cotton waste to any operator who requests it. We will paint the iron work whenever necessary. We will repair or replace any worn or defective part, but we will not send a man to a ship with a dust rag and broom to clean dirt that has accumulated during an entire trip. Operators should wipe off the entire set with a slightly oiled rag every few days. Don't paint the set with oil. Use a little polish on the bright work once in a while and you will be surprised to see how it will improve its appearance.



Co-operation—a Picture Sermon

EXECUTIVE OFFICE NOTES

Vice-President and General Manager E. J. Nally, accompanied by John Bottomley, secretary and treasurer, David Sarnoff, assistant traffic manager, and Roy A. Weagant, chief engineer, recently spent several days in Washington, looking after the interests of the Company.

Mr. Nally left November 23rd for Montreal, to attend a meeting of the Board of Directors of the Marconi Wireless Telegraph Company of Canada, Ltd., of which he is a member.

During the recent inauguration of the United States-Japan trans-Pacific service, the New York office was represented by the following officials:

E. B. Pillsbury, general superintendent, at Honolulu.

George S. DeSousa, traffic manager, and W. A. Winterbottom, superintendent, at San Francisco.

EASTERN DIVISION NEWS

Instructor Bucher, of the School, became the father of a nine-pound girl on November 21st.

A. J. Falke has been re-employed. He is assistant on the Manchuria.

Fred Throop was assigned to the DeSoto when she came out of dry-dock. Throop has just joined this division, having spent the summer working on the Great Lakes.

E. N. Du Treil, formerly of the Gulf Division, is temporarily on the Lysefjord, a new equipment.

J. Cratan is on the Harry Luckenbach.

R. H. Redlin is on the Guantanamo. Redlin has been seriously ill, but is quite recovered now.

Theodore Hahn is junior on the Iroquois. Hahn likes the run to the West Indies and hopes to be allowed to stay attached to the Iroquois.

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Thomas Peskin was assigned to the Wico by Mr. Heilig. Peskin had been in the Southern Division.

J. J. MacLevy, formerly of the Pacific Coast Division, is on the Texas.

I. Hoffman is on the yacht Diana. The Diana is bound south for a three months' cruise. Hoffman is delighted with the ship.

Philip Battiato is on the Radiant, running to Gulf ports.

A. L. Speace has returned to this Division. He is serving on the Petrolite.

Franklin Mousley and T. A. Churohill are now under the Pacific Coast Division. Their ship, the Korea, has been taken over by the Japanese Government, and they have received new assignments.

J. T. Brady was assigned to the Paulsboro, a new ship belonging to the Vacuum Oil Company.

W. F. Vogel, who sent out the call when the Antilla burned at sea, is now working in the Southern Division.

Charles Stellmach and G. V. Willets are on the Lenape.

E. P. Diggins is trying to fatten up on the San Marcos.

Traveling Inspector J. E. Broussard, of the Gulf Division, is temporarily on the Navajo.

G. P. Hamilton is on the Apache.

The Siberia has been passed over to the Japanese Government. Ticknor and de Bellefeuille are now under the Pacific Coast Division.

W. D. Hille, who hails from the Gulf Division, is on the Brilliant.

Sam Schneider and Frank Evans had the honor of being the first operators to be assigned to the new Mallory ship, the Henry R. Mallory. Schneider is senior.

R. D. Magann is back on the Momus.

Matt Bergin, the handsomest man

in the Division, is senior on the St. Paul of the American Line.

Joseph Dillon is on the El Sud. Dillon's home is at New Orleans, and much to his surprise on his first trip, the ship's southern port of call was changed from Galveston to New Orleans.

A. C. Jacoby is on the Baton Rouge.

George Butterfield is on the Kroonland as junior, a berth he had much desired.

Willard Wilson is on the New York, of the American Line.

Stephen Hidalgo, a graduate of the East Side Y. M. C. A. school, has been appointed to the El Oriente as junior. E. C. Stephens is senior.

Carlton Crosby is on the yacht Casiana.

Charles Sandbach is senior on the Byron.

O. J. LaRue, a school man, is junior on the El Rio.

The friends of Arthur Lynch will be glad to hear he has returned to the Service. He is temporarily acting as junior on the Havana.

Arthur Mitchell has been transferred from the Munamar to the Algonquin. Mitchell had been on the Munamar for quite a long time.

W. A. Roy is junior to A. L. Heimbecker on the Mohawk.

Willis Beltz was placed on the newly-equipped Dawnlite by the Great Lakes Division.

Franklin Gardner is on the one-man ship, Motano. This is a bonus ship.

SOUTHERN DIVISION NOTES

Division Superintendent Thomas M. Stevens has been transferred from Baltimore to San Francisco, where he will relieve George J. Jessop, (resigned) as marine superintendent of the Pacific Coast Division. Stevens, who became proficient in wireless while in United States Navy, first entered the

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commercial field at Port Arthur, Texas, later being transferred to New York and Boston.

Mr. Stevens, while on his way to San Francisco to take over his new duties, stopped off at Houston, Texas, to visit relatives and while there was suddenly taken ill with pneumonia and is at present in the Baptist Sanitarium.

Constructing Engineer, Maynard C. Morris, of Philadelphia, has been appointed Division Superintendent at Baltimore.

D. Brietenbach, of the Cape Hatteras station, who is spending his annual vacation with his parents in Washington, D. C., dropped in the Baltimore office while enroute to say Howd'y.

S. Cissenfeld, formerly on the Nantucket, has been assigned to the Tug Britannia, of the Bay Steamship Company of America, which is enroute to Cardiff, Wales, from Baltimore.

H. H. O'Day has been transferred from the Howard to the Powhatan. He was relieved on the Howard by H. P. Jernigan, an ex-Navy operator.

J. C. Eddy, formerly senior operator on the Powhatan, was transferred from that vessel to the Sun, at Newport News, Va.

J. M. Blake, who has resigned from the service, was relieved as junior operator of the Suwannee by John W. Brubaker, formerly of the Larimer.

H. P. Folsom, a new man in the service, has been assigned to the Grecian, relieving junior operator George Diehl, who was assigned to the Cretan at Philadelphia.

Senior Operator J. E. Bell has been relieved on the Essex by H. J. Sacker, who recently rejoined the Marconi service.

Arthur R. Ault, a new man in the service, has been assigned to the Del-

aware Sun, relieving J. J. Williams.

H. B. Ellis is now junior on the Persian, in place of G. W. Caldwell. Both are new men.

Operator John Owens has been assigned to the Dorchester, relieving M. Riser.

J. E. Bell has been assigned to the Suwannee, taking the place made vacant by the resignation of Operator R. P. Linderborn.

GULF DIVISION STATIC

Lloyd Brasher, a new recruit, has been assigned to the Tormentor. Brasher is the "baby" (in age) of the Division and his boat is the smallest, but both are doing nicely, thank you.

The Dade has been laid up for repairs. Operators J. E. Broussard and W. L. Hille have been transferred to the Eastern Division. Broussard says he'll be back with us as soon as he can find another vessel headed South.

A. L. Rosenberger has been transferred to the Comus, of the Eastern Division, relieving J. H. Uhalt, assigned to the Excelsior.

J. W. D. Kibler, of the Southern Division, has been assigned to the C. A. Canfield.

G. S. Rowe, second at Tampa station, has returned to the Brunswick.

C. E. Bower has been transferred from the Brunswick to Tampa station.

T. J. Alderman, late of the Lakes Division, has been assigned to the San Ramon, relieving T. G. Deiler, who resumes duty as instructor at the Y. M. C. A. Radio School, New Orleans.

F. C. Moore of the Excelsior has been transferred to the Yoro, relieving C. R. Barker who has been assigned to the newly equipped tug, J. W. Thompson, soon to leave for Europe.

G. P. Reynolds is senior on the Ex-

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celsior, with J. H. Uhalt as junior.

J. P. Huckaby, a newcomer, has been assigned to the *Buccaneer*.

W. M. Hammond, of the C. E. Harwood, is temporarily out of the service on account of illness.

J. W. B. S. Foley, of the Port Arthur station is making a trip on the C. E. Harwood.

NEWS FROM THE GREAT LAKES

Frank Wilkinson has been promoted to the management of Milwaukee station, vice T. W. Fountain, resigned.

Great Lakes operators who are attending college this winter in various states are: From the Chicago District: C. K. Little, B. B. Minimum, O. L. Anderson, W. C. Evans, Norman Hitchcock, S. R. Henery, Leland Hansen, R. Mathews, M. J. Taynton, H. D. Stevers, H. H. Shotwell. Lake Erie District: H. P. Roberts, R. G. Sidnell, D. A. Nichols, H. Burhop, Eric Lyons, E. C. Corey. This certainly speaks well for the class of operators on the Lakes.

The steamer *City of Detroit 111* has been laid up for the winter. Irving Wallace, operator in charge, has been transferred to the *City of Erie*, vice Willis Beltz, who departed on the auxiliary schooner *Dawnlite*, for the Eastern Division. R. G. Harris, second operator, we understand received an appointment in the Eastern Division.

W. H. Jones, second at Cleveland station, recently resigned. He was succeeded by William Kunnar, who was later transferred to the *City of Buffalo*, in place of L. McPhail, who is now acting as second at Cleveland. Mac has spent the past seven months on the wrecker *Favorite*, up in Georgian Bay, trying to recover the wreck of the *Western Star*. The *Favorite*

pulled into Cleveland a few days ago to undergo minor repairs for the winter. Inasmuch as the *Favorite* was contemplating an all winter stay, Mac did not care to return. He was succeeded by Ross J. Plaisted.

SAN FRANCISCO NOTES

A. H. Ginman, general superintendent, has resigned, effective December 1st. W. A. Winterbottom, from New York, has been appointed division superintendent.

C. E. Goodwin received the assignment to the new steamer *Astral*, of the Standard Transportation Co., equipped with a type P4 set.

S. M. Armacost, formerly at the Bolinas high power station is now on the *Barge 95*, of the Standard Oil Company.

T. C. Eastman, who has been operator in charge on the steamer *Beaver* since May 6, 1913, is on a six weeks' leave of absence, visiting his relatives in the Middle West. He states the vacation is one continual round of pleasure, automobiling, duck hunting, and deer hunting.

R. H. Brower is temporarily acting in charge on the steamer *Beaver*, with L. G. Ogles as assistant.

P. M. Brewer is in charge on the *Coronado*.

A. V. Mattingly relieved E. J. Browne as operator in charge on the steamer *Cuzco*. Browne has been promoted by W. R. Grace and Company to the position of purser on the *San Francisco-South American steamer Peru*. We extend our best wishes for his future success.

M. Sanchez has been assigned assistant on the steamer *City of Topeka*, relieving E. T. Jorgensen who will do relief work at the *Hillcrest* station.

C. E. Fitzpatrick and E. Zelecovitch are acting first and assistant on the *City of Para*.

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