

# MARCONI SERVICE NEWS

Volume 3

July, 1918

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By and for Marconi Employees



JOHN BOTTOMLEY



# OUR HONOR ROLL

## MARCONI

Alber, Robert C.	Iowa	Clark, Paul M.	New York
Albee, Norman E.	Delaware	Coffin, Richard H.	Alabama
Aldridge, George P.	Ohio	Cohen, Ilyman E.	New York
Allen, John W.	Massachusetts	Covey, Gerald,	Indiana
Allen, Preston D.	California	Carter, Robert S.	Maryland
Alvested, Clarence M.	Minnesota	Conway, Horace B.	New York
Anderson, William G.	Hawaii	Commerford, George	McK. Ohio
Applegate, David V.	New York	Cohen, Louis	Massachusetts
Arthur, Tony W.	New York	Cowden, John.	California
Armstrong, Roy E.	Texas	Cowden, Reuel E.	New Jersey
Arnold, D. J.	New Jersey	Culbertson, Samuel K.	Kentucky
Bacher, H.	New York	Deighan, Edward I.	Ohio
Baraby, Wm. H.	New York	DeRose, T.	New Jersey
Railey, Cecil.	California	Darcy, Walter C.	New York
Baldwin, Edward F.	Illinois	Davidson, Vernon G.	California
Baldwin, Edgar V.	California	Davis, Harold W.	New Hampshire
Balyeat, Roy H.	Ohio	Deal, Harmon B.	Missouri
Barbalatte, Aaron,	New York	Dery, George P.	Pennsylvania
Batchelder, Isaac H.	Pennsylvania	DeChamplain, Paul R.	Oregon
Bauchou, Leon J.	California	Dent, Laramie C.	Illinois
Baxter, George E.	California	Deart, Albert W.	Washington
Beach, Chester L.	New Jersey	Dobbins, John S.	Louisiana
Beane, Edwin A.	Massachusetts	Doty, Arthur H.	California
Beckerman, Michael R.	New York	Douglas, Malcolm S.	New York
Bellis, George A.	New Jersey	Doyle, A. C.	New York
Bence, Clarence E.	Alaska	Dinga, William E.	New York
Benn, Julius A.	California	Dudley, Richard B.	New Hampshire
Beechel, George H.	New York	Dunn, J. Jr.	New Jersey
Beraldo, Dewey,	California	DuTreil, Louis J.	Louisiana
Revitt, Edwin R.	California	Earl, H. E.	New Jersey
Biesemeyer, Walter H.	Michigan	Eastman, Thomas C.	Wisconsin
Billadeau, Roy A.	Washington	Eklund, Walter E.	Hawaii
Birren, E. L.	Michigan	Elias, Louis W.	Ohio
Blackstone, Herbert W.	N. H'shire	Elliott, Seymour,	Massachusetts
Borch, Alexander A.	New York	Edward, A. C.	New York
Borton, F.	New Jersey	Edwards, Alfred C.	New York
Boseker, Ferd. J.	Michigan	Ellis, Melvin J.	Minnesota
Bower, Clarence F.	Florida	Enders, Charles F.	New York
Bowers, Albert F.	Maryland	Evans, Albert E.	California
Boyle, James M.	California	Ehrich, Wm. I.	California
Brady, Albert E.	California	Fass, Sydney J.	California
Brower, Robert H.	California	Filson, Norman W.	Massachusetts
Brandt, Erwin,	Wisconsin	Fink, R.	New Jersey
Brennan, Morgan J.	New York	Finnell, Phillip,	California
Brisson, E. L.	Michigan	Fitzpatrick, Charles E.	Washington
Brown, Everett A.	Massachusetts	Foley, J. Beasley,	Texas
Rucknam, John R.	New York	Forbes, Allen C.	California
Burns, Walter I.	California	Fox, Irving A.	California
Burgess, Geo. H.	New York	Friend, William H.	California
Butterfield, G. W.	Massachusetts	Fowler, T. R.	New Jersey
Campbell, Alex. A.	Pennsylvania	Gerson, George I.	New York
Campbell, Howard E.	California	Giambruno, Waldon P.	California
Carlisle, Robert R.	Hawaii	Goldsmith, Philip H.	New York
Cassell, Paul F.	Ohio	Gardner, Roy A.	Michigan
Chambers, Thos. A.	California	Gugel, Adelbert	Ohio
Chapple, James M.	California	Gompf, Wallace R.	Hawaii
Chapman, Berton L.	Michigan	Core, H. L.	Illinois
Cisin, Clarence,	New York	Corie, Robert,	Michigan
Cisin, Harry G.	New York	Could, H. W.	Ohio
Cissenfield, Samuel,	Maryland	Graham, Lenn E.	California
Clark, Ellet S.	Washington	Graff, Walter, H.	California
Clark, Joel E.	Michigan		

# OUR HONOR ROLL

## MARCONI

Gibbs, D. W. Ohio  
 Gittleson, Mitchell New York  
 Greenwell, Arthur M. Oregon  
 Grinnell, Milton W. Massachusetts  
 Grostuck, George E. Ohio  
 Hackenberg, Rafanile, Hawaii  
 Hackenberg, Stanislaw, Hawaii  
 Haffen, Harry, New Jersey  
 Hallett, Gena C. Washington  
 Hamilton, Ben B. Indiana  
 Hankins, Marvin J. California  
 Harrigan, John J. Maryland  
 Harro, J. W. Pennsylvania  
 Hartley, Edwin M. Pennsylvania  
 Hassen, Harry, New Jersey  
 Haynes, Robert W. Texas  
 Hecht, Royal H. Illinois  
 Heilig, David J. Pennsylvania  
 Heinlen, Clinton D. Ohio  
 Helgeson, Harry G. Michigan  
 Higgins, Wesley, New Jersey  
 Haverkamp, Herman O. Louisiana  
 Harvey, Guy H. California  
 Henne, F. New Jersey  
 Hoard, Bonner F. California  
 Holden, Harry H. Massachusetts  
 Howard, Edward S. California  
 Hopko, Stephen, New York  
 Hopkins, Sydney K. New York  
 Hudson, Joel E. Massachusetts  
 Huff, Henry O. New York  
 Hybarger, Jack A. Louisiana  
 Illingsworth, Fred. H. Pennsylvania  
 Ingalls, Herbert E. Massachusetts  
 Jackson, Arthur E. Ohio  
 Jagers, Homer D. California  
 Johnson, Dwight V. Illinois  
 Johnstone, Richard, California  
 Jorgensen, Edward T. California  
 Joynes, John T. Michigan  
 Julien, Ira F. Oregon  
 Karlovsky, E. New Jersey  
 Karp, H. New Jersey  
 Kasner, Henry P. New York  
 Keele, Geo. M. Michigan  
 Kell, David A. New York  
 Keller, G. New Jersey  
 Kent, William P. Pennsylvania  
 Kierstead, Alvin E. New York  
 Kay, Samuel R. New York  
 Kneale, Charles K. Ohio  
 Knieriemen, Joseph, New Jersey  
 Kraemer, Jacob A. New York  
 Kraft, Edwin A. Washington  
 Kreutel, B. G. Kansas  
 Krauter, Charles F. New York  
 Leason, Roger W. Massachusetts  
 Levin, Claude C. New York  
 Lohry, Ross B. California  
 Lewis, J. B. New Jersey  
 Liggett, Howard J. Jr., Illinois  
 Lindh, Charles A. California

Lissner, J. A. California  
 Livesay, James R. California  
 Logue, Wylie G. Texas  
 Lovejoy, Loren A. Washington  
 Ludgate, Wallace G. Jr., Wash.  
 Lumea, Frank, New York  
 Lynch, Joseph L. New York  
 McDonald, Byron C. California  
 McDonald, John E. Illinois  
 McLean, Blaine, Michigan  
 MacGowan, Hubert, Washington  
 MacGowan, John N. Washington  
 Main, Alfred J. Ohio  
 Manner, A. J. New Jersey  
 Manner, A. R. New Jersey  
 Manahan, Walter J. Alaska  
 Manning, P. H. New York  
 Marr, Alvin E. Washington  
 Marzhafer, Nicholas J. California  
 Mason, Francis H. Ohio  
 Matheson, William D. California  
 Mathews, George P. Pennsylvania  
 Mathews, Ralph H. Illinois  
 McCarthy, Chas. L. California  
 McCauley, Thos. E. Maryland  
 Mears, Mason H. South Dakota  
 Meldrum, Herbert J. Massachusetts  
 Michl, Eugene X. Illinois  
 Miller, W. R. New Jersey  
 Miller, Robert F. New York  
 Mock, Orin S. California  
 Moore, Wm. V. New York  
 Morgan, Samuel, New Jersey  
 Moe, William, Minnesota  
 Murray, Eugene M. Pennsylvania  
 Morgan, Clarence D. New York  
 Mousley, Franklin, Pennsylvania  
 Massonneau, Reginald C. New York  
 Maresea, James V. New Jersey  
 Minners, Arthur J. New York  
 Muir, Alfred B. New Jersey  
 Muhlhuon, James J. Massachusetts  
 Myers, William, Hawaii  
 Naegel, Chas. F. New York  
 Neely, James T. Pennsylvania  
 Nelson, Edgar C. California  
 Nelson, Ernest L. Michigan  
 Nelson, Francis A. Virginia  
 Neumann, Walter E. Maryland  
 Nichols, Clinton T. California  
 Nickels, Lee, California  
 Nickerson, H. E. Massachusetts  
 Noyes, W. A. Jr., Illinois  
 O'Day, Howard H. Maryland  
 Ogles, Lucian G. Missouri  
 Orloff, Carl, New York  
 Oliver, Donald B. Wisconsin  
 Oliver, Walter, New York  
 Passano, Lucian W. Maryland  
 Pendleton, Harold A. New York  
 Patchin, Ivan, Ohio  
 Peters, F. New Jersey

# OUR HONOR ROLL

## MARCONI

Peterson, Arthur W.	California	Thompson, Wesley C.	Connecticut
Peterson, Kenneth.	California	Ticknor, Reginald.	Washington
Preece, Richard J.	Florida	Tierney, Matthew C.	Massachusetts
Philbrick, J. S.	California	Townsend, Percival J.	California
Pohl, Julius A.	Louisiana	Troiano, Joseph.	New York
Powell, Joseph W.	New York	Trostle, Clayton.	California
Price, Walter E.	Washington	Tyrell, Alanson B.	Massachusetts
Powell, Rayden S.	Alaska	Townsend, George R.	New York
Putnam, T. W.	Ohio	Umbarger, H. M.	Ohio
Pyle, Howard S.	Oregon	U'hatt, William J.	Louisiana
Portman, Joseph T.	Pennsylvania	Vandenbun, Charles M.	California
Quinby, E. J.	New Jersey	Valentine, Ray W.	Pennsylvania
Rawley, Palmer B.	Pennsylvania	Venemon, Peter	New Jersey
Raymond, Frank M.	Hawaii	Vernilya, Irving.	Massachusetts
Redfern, Forrest F.	Iowa	Vogtman, J.	New Jersey
Redfern, Otto R.	Iowa	Villareal, Dewey R.	Florida
Rengo, M. D.	New Jersey	Wallace, Irving H.	Michigan
Reynolds, Gordon P.	Louisiana	Walden, Myron.	California
Riuggold, Paul C.	Maryland	Walter, Howard N.	New Jersey
Ritter, David.	New York	Walters, Leslie.	Massachusetts
Ritter, Harry S.	Indiana	Ward, Donald G.	Maine
Roberts, H. F.	Ohio	Weber, John E.	New York
Rodd, Herbert C.	Ohio	Weaver, Charles J.	New York
Ross, Burt J.	Ohio	Weikel, John H.	Pennsylvania
Rowe, Glenn S.	Louisiana	Werlein, E.	Illinois
Roy, Frank M.	Oregon	Werner, Edward A.	California
Roche, Walter J.	New Jersey	Wesighan, A.	New Jersey
Ryder, H.	Ohio	West, Howard E.	Massachusetts
Schmitt, Lawrence R.	New Jersey	Wexler, Bernard.	Pennsylvania
Schuller, George C.	California	White, Laurance S.	New York
Seidel, Alexander.	California	Whitehouse, F.	New Jersey
Shaw, F. W.	California	Wise, Fred T.	California
Shecklin, George F.	California	Wilhelm, Frederick.	Washington
Sidnell, Robert G.	Ohio	Wilkinson, Frank O.	Wisconsin
Simon, Alva G.	Washington	Williams, Hugh E.	California
Sloane, Bernard P.	Massachusetts	Wilson, Walter B.	Washington
Smalley, Arthur C.	New Jersey	Wolfe, Albert E.	California
Spencer, Alvin C.	Ohio	Wright, Roscal C.	Indiana
Spratley, George M.	Oklahoma	Womlacker, Joseph A.	New York
Smalley, Russell C.	New Jersey	Wilkins, George C.	Ohio
Smith, Alan P.	Maryland	Worrall, Joseph A.	New York
Spencer, Edward R.	California	Wood, Walter E.	New York
Springer, Ben C.	Iowa	Woodford, Richard J.	California
Stengle, William.	Pennsylvania	Ward, William W.	New Jersey
Stevens, Thomas M.	Maryland	Young, Robert I.	Florida
Sterling, George E.	Maine	Zelshoe, Turner	Illinois
Stewart, Lewis B.	New York	*Zihala, Joseph	Connecticut
Sanders, Edgar C.	Louisiana		
Stelluti, Frank.	New York		
Stone, J.	New Jersey		
Svensen, Michael A.	New York		
Swanson, Howard.	Ohio		
Talbot, Norman D.	California		
Taylor, Albert.	California		
Taylor, David M.	California		
Teesdale, Robert.	California		
Taufenback, Leslie E.	California		
Tellefson, Elmer M.	Wisconsin		
Thevenet, Clarence S.	New Jersey		
Thompson, H.	New Jersey		
Thompson, Maurice.	California		

\*Deceased.

## MARCONI SERVICE NEWS

### JOHN BOTTOMLEY

John Bottomley, vice-president, treasurer, secretary and a director of the Marconi Wireless Telegraph Company of America, died June 16, after a brief illness, aged 71.

Mr. Bottomley was born in Belfast, Ireland, where his father was a linen merchant. The famous scientist, the late Lord Kelvin, was his uncle. He was educated at Queen's College, traveled extensively in Europe and resided several years in Russia. In 1880 he removed to New York, graduated from the New York Law School and practised law until 1898, when Mr. Marconi interested him in wireless telegraphy, and he undertook the task of introducing the new science to the American world of commerce, successfully guiding the company through its infancy, beset by patent litigation, and by competition not always based on fair dealing or financial soundness. He lived to see the company reach a solid financial basis and take a leading part in the radio world.

He was also treasurer of the Wireless Press, Incorporated, and of the Pan-American Wireless Telegraph and Telephone Company, a trustee of the Empire City Savings Bank, a vestryman of St. Andrews Episcopal Church on Fifth avenue, a member of the Lawyers and New York Athletic clubs, and actively engaged in social and church work. He was keenly interested in promoting the sale of Liberty Bonds, War Savings Stamps and other patriotic work. His door was always open to those in trouble; and his affability and sound sense endeared him to all.

Mr. Bottomley resided in New York City and had a fine summer home on Long Island. The funeral service at St. Andrew's Church was attended by many employees, the executive office of the Marconi Company being closed during the service. The company was represented by a committee comprising Messrs. Ogden, Ross, Sarnoff, Weagant and Pillsbury.

Mr. Bottomley leaves a widow, two sons, W. L. and J. F. Bottomley, and two daughters, Mrs. C. F. Burnap and Miss Susanne Meredith Bottomley, to whom our sincere sympathy is extended.

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ERWIN W. VOGEL



HARRY H. WARNER

### THE UNSPEAKABLE SUBMARINE IS HERE

The 5,000-ton steamer *Carolina* (Am.), Captain Barbour, left San Juan, P. R., for New York, May 30, with about 220 passengers and a good cargo, with every prospect of a fair voyage. Sunday morning, June 2, we received a radio from the *Nyanza* saying she was being shelled by a submarine. A few hours later came another from the *Isabella B. Willey*, stating that she was receiving similar attention from a German submarine. From the strength of signals, I thought we were rather close, and so informed Captain Barbour, who replied, "Yes, not very many miles away." He instructed me to give out no information, so as to avoid exciting the passengers.

At six o'clock I went in to supper and had scarcely given my order when I heard the first shot. It sounded very close. I went on deck, several shots following the first, causing some excitement. I sent Warner, my assistant, to the bridge for the position report, and he returned with orders to send out S. O. S., saying we were being fired at by a submarine, and to tell the sub. we had stopped our engines, which I did. At once Cape May answered. Through heavy static I could hear some station making signals, the note being 500-cycle. It appeared to be nothing more than a buzzer. I made out the words "Don't use wireless, we don't shoot." They had stopped their shelling when I stopped the wireless. I opened up again and on the first dash I made they let fly a shell close to the radio cabin. The shell passed between the masts, and the commotion in the air caused the wireless key to work up and down.

Several stations answered my S. O. S. and asked for our position. Warner brought me the position with orders to hold it. He was very cool and obeyed all my orders, which were "Get the position," and "Stick around." We had the generator going, ready to give our position, if

## MARCONI SERVICE NEWS

ordered. Warner went to our quarters to rescue four of those 3-cent Porto Rican cigars (you know, fellows, the kind you buy by the yard), but found they were gone, which made him sore, and he returned disgusted. The light of his life had gone out. Captain Barbour came in and said, "Do not send out our position. Their next shot might kill women or children, and I don't want to lose any." In his eyes I saw a calm light showing. He was not at all alarmed. He ordered us to the boats and actually conducted us to our boats, which were already filled with passengers, and ready to pull away. I ran back to the radio cabin, took our logs and confidentials and gave them a good rip, chucked them into a water pitcher and threw them overboard, and then rejoined the Captain. He went down the rope ladder and the third mate's boat came back for me.

Then I first saw the sub, with the Germans on deck waving at us, apparently in a happy frame of mind. They went alongside the Carolina and sent shells into her. It took seven shots before she slowly listed and then several fires broke out. Her mainmast took a slanting position as a shell struck amidships. She sank in about an hour and a half.

Night fell, and the boats were tied together to keep them from separating in the darkness. The motor boat and one lifeboat were not in our crowd. A heavy southwest wind sprung up, with lightning, rain and rough water for two hours. The cold wind chilled us to the bone and we were all drenched.

A woman handed me a pocket flash light, which gave us hopes of being sighted by some ship running dark. I sent S. O. S. blinker signals out into the darkness for four and a half hours, when the bulb burned out.

We sighted the schooner Eva B. Douglass Monday morning at half after nine. She picked us up and set sail for New York, although her destination was Newport News. Captain Lorrell, of the Douglass, did everything possible for our comfort, feeding us plentifully. The officers of the Carolina enjoyed cigarettes for supper. Tuesday morning a tailor-made cigarette was valued at from 50c to \$1.

Off Barnegat light we stopped to send telegrams ashore, reporting our position and calling for tugs, and then proceeded north. At 2 P.M. Shore Patrol No. 507 overhauled us and gave us a line. They had heard our S. O. S. away up in Boston, and had come for us. At 3 A.M. Wednesday Red Cross tugs came alongside, bringing hot coffee, food, blankets and tobacco to make us more comfortable. Three hours later we were glad to see old New York again, when we docked at the Porto Rico line's pier in Brooklyn. There we found more Red Cross supplies, including clothing, of which we were in great need. The Red Cross workers were kept as busy as an undertaker in Petrograd. Warner and I were driven in state to Marconi headquarters in a Red Cross motor car, where the boys greeted us cordially and gave us a chance to wash up, which we had not done in four days. It was great to see the old crowd again. I'm wondering what my next boat will be.

ERWIN W. VOGEL

## MARCONI SERVICE NEWS

### SOME TASK

Say, do you know it's a deuce of a task  
To answer the questions the passengers ask?  
For a landlubber's questions out on the sea,  
Run all thru the alphabet, from A down to Z.  
"Do you sail the ship night-times?" they ask with a smile,  
"And whenever it rains do you stop for a while?  
For whenever it rains, that is, I should think,  
It would run in the cellar and make the ship sink."  
"And that man standing there at the thing like a wheel,  
He seems to be moving it round a great deal,  
And you say when he does it, he does it to steer,  
Well now ain't that funny, it really sounds queer."  
"How far do you think we are off from the shore?  
Is it only a few miles or is it some more?"  
And do you stop there and wonder how much they will stand  
And risk it at three thousand miles from the land!  
"And do you ever get seasick?" and you answer with glee,  
"I never get seasick, but sick of the sea."  
"Do the flying fish sing as they fly thru the air?  
And do they have feathers like the gulls flying there?"  
And should ever a lightship come out into view,  
You have got to get busy and answer a few.  
"Is that ship anchored there, or tied to a rock,  
And why is it there and not at the dock?  
Are there men that stay on it day after day?  
My, how do they stand it, and what is their pay?  
Supposing some night, just supposing, you know,  
They would run out of oil and the light would not show,  
Would they send out a boat in the night to the shore,  
And get some oil from a big grocery store?"  
"Do you ever get homesick?" (Now here's where they sigh,  
With sympathy showing in each anxious eye.)  
And you say in a voice that the sea has made rough,  
"Why no, for you see we are not home long enough."  
Then they ask if you're married, and you know how it is,  
And the passenger's fair and you're on to your biz,  
Just what would you tell them, and they all alone,  
And you are three or four hundred miles from your home?  
Say, do you know it's a deuce of a task  
To answer the questions the passengers ask?

McDonald, Steward,  
S. S. City of Atlanta.

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### IN MEMORIAM

Mr. Walter E. Chadbourne's many friends in the Marconi Company will be grieved to hear of his death, which occurred on May 10th, in Boston, after a protracted illness.

Mr. Chadbourne was born in Waterboro, Maine, in October, 1882, and moved to Boston with his parents in 1888 where he was educated in the public schools. He was graduated from the Massachusetts Institute of Technology with the degree of Bachelor of Science. Later he took a course of Electrical Engineering at the Lowell Institute. His first work was with the Boston Edison Company. Later he became a radio man under Professor Fessenden at the Brant Rock station. For a



time he was employed by the General Electric Company and then came into the Marconi Service when the trans-oceanic stations were planned in 1911. He, with five others, was chosen to go to England in the summer of 1912 to study the construction and operation of the high-powered Canarvon station. On his return to this country he supervised the

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construction of the trans-Atlantic Marconi station at Marion, Mass. His desire for naval service led him to obtain the post of Expert Radio Aile at the Boston Navy Yard, which position he held at the time of his death. He is survived by a wife and a daughter, one year old.

The five years he was in the Marconi service made for him many staunch friends, who look back with pride and pleasure on all their associations with him.

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### WHAT YOUR BOND BUYS

The following figures give one a definite idea of what his or her loan to the government by the purchase of Liberty Bonds will accomplish when used by the War Department:

One \$50 bond will buy trench knives for a rifle company, or 23 hand grenades, or 14 rifle grenades, or 37 cases of surgical instruments for enlisted men's belts, or 10 cases of surgical instruments for officers' belts.

A \$100 bond will clothe a soldier, or feed a soldier for eight months, or purchase 5 rifles or 30 rifle grenades, or 43 hand grenades, or 25 pounds of ether, or 145 hot-water bags, or 2,000 surgical needles.

A \$100 and a \$50 bond will clothe and equip an infantry soldier for service over-seas, or feed a soldier for a year.

Two \$100 bonds will purchase a horse or mule for cavalry, artillery, or other service.

Three \$100 bonds will clothe a soldier and feed him for one year in France, or buy a motorcycle for a machine-gun company.

Four \$100 bonds will buy an X-ray outfit.

One \$500 bond will supply bicycles for the headquarters company of an infantry regiment.

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### I DON'T

My parents told me not to smoke—

I don't.

Or listen to a naughty joke—

I don't.

They made it clear I must not wink

At pretty girls, or even think

About intoxicating drink—

I don't.

To dance or flirt is very wrong—

I don't.

Wild youths chase women, wine and song—

I don't.

I kiss no girls, not even one,

I do not know how it is done.

You wouldn't think I'd have much fun—

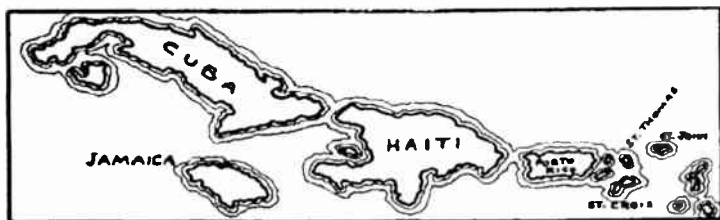
I don't.

# MARCONI SERVICE NEWS

## THE VIRGIN ISLANDS OF THE UNITED STATES

By Robert Griffith, U. S. N.,  
Formerly a Telephone Employee in Texas

(The Virgin Islands were purchased from Denmark, and taken over by the United States,  
March 31, 1917.)



The question of the telephone system of this island (St. Thomas), which would perhaps be of the most interest to readers cannot be dwelt upon entirely, because there is not enough to it to take up very much space. The personnel of the St. Thomas Telephone Company consists of a manager, one head operator, three operators, one head lineman, one lineman and one messenger. There are 180 subscribers, business and residence, mostly business. The wire used is one-third copper and two-thirds iron, no cables being used. The largest number of open wires on one pole is eighty-five. There are thirty-six poles in the city carrying approximately sixty-one miles of wire. The Central Office is open from 6:00 a. m. to 8:30 p. m. The instruments used are quite unlike those used in the United States, being of Danish make—the kind you have seen in the movies. Central is called by "turning the crank." Not having had any experience in the plant department, the above is the best description I can offer in my own words.

The geographical location of these islands you all know, and I am sure most of you think this is a real warm climate. The temperature never goes above 92 degrees in the summer, nor below 72 degrees in the



St. Thomas Island from across the harbor

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winter. There is a constant breeze over the island and paper weights have to be used quite freely in the offices, and no electric fans are necessary.

The island of St. Thomas has an area of approximately thirty square miles, three miles wide and ten miles in length, with hills about 900 feet high running its entire length. There is very little level ground on the island and, therefore, practically no cultivation—only a few small peanut and corn patches. Bananas, coconuts and guava berries grow on the island, but not to any great extent. St. Thomas is a picturesque island, and outside the city of Charlotte Amalie is some beautiful scenery. There are beautiful bays and sandy beaches around the island; however, bathing in the bays is not so popular, as several sharks have been noticed in them.



Raising the Stars and Stripes at St. Thomas the day the islands were transferred to the United States

Sailboating and horseback riding are the popular means of recreation. In sailboating around the island a person can get a good view of the island in general, while horseback riding gives a person an opportunity to view the island of St. Thomas and smaller outlying islands from the hills. The scenery in the hills is also beautiful. There are several small islands around St. Thomas with areas of only a few acres that are leased by persons for the purpose of raising goats, shooting wild pigeons, and also by fishermen.

The population of St. Thomas is about 11,000, mostly natives—negroes. Most of the natives are educated and practically all business is carried on by the natives. The English language is the only one spoken here, and I don't suppose there are a dozen natives here who can speak the Danish language. Some expressions of speech and accent are queer; for instance, when requesting an article in a store that is not in stock the clerk will reply: "I ain't have no more." In their conversation it seems as though they place a question mark after each statement.

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St. Thomas natives masquerading on New Year's Day

Practically all the houses are made of brick or concrete in order to withstand hurricanes, which are prevalent here during certain parts of the year. The stores have no glass show windows, but have large swinging iron doors. The streets are narrow and crooked, the main street following the water front naturally has to bend once in a while, and as the other streets are patterned after this one, they are all rather crooked. There are some sidewalks; however, most of the walking is done in the middle of the streets. Traffic turns to the left instead of to the right.

The island of St. Thomas was discovered in the year 1493 by Columbus, and from 1666 to 1917 belonged to Denmark, with the exception of the years 1801-02 and 1807-15, when it was held by the British. St. Thomas has a harbor which is unexcelled in the West Indies and up until recent years was of great commercial importance, with the best coaling station in the West Indies and was port of refuge and headquarters of several lines of steamers. Severe competition by neighboring islands and the opening of the Panama Canal and the war have all combined to deflect much of the harbor trade from St. Thomas, and traffic is nothing like it was in former years.

The other two islands of this group—St. Croix and St. John—I have not mentioned because I have not visited them. St. Croix is larger than St. Thomas, but not as important. St. John is smaller and less important.

In fairness to myself, I will say that I am a member of Uncle Sam's Navy, having joined the service immediately after war was declared by the United States, and, excepting two months spent in the training at Newport, the Navy Yard at New York and the Navy Yard at Philadelphia, I have been at St. Thomas ever since. I am now chief clerk to



St. Thomas Island construction

## MARCONI SERVICE NEWS

the Government Secretary, who is a naval officer. The Virgin Islands are now under the direct administration of the Navy Department, the Governor being Rear Admiral James H. Oliver, U. S. N.

In concluding I can only say that in writing this little story I have used my own words, and hope that it will prove of a little interest to the readers of this magazine.

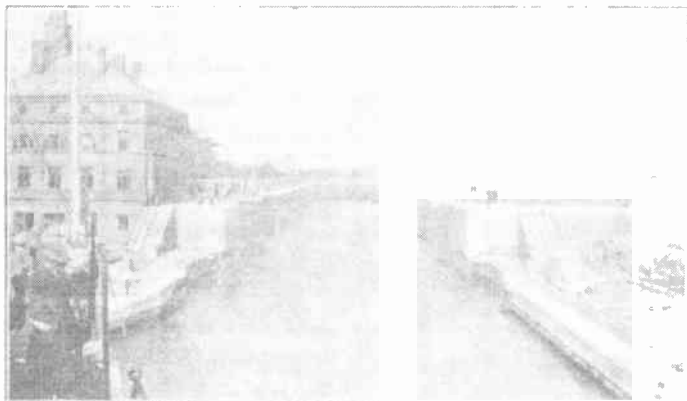
### LITTLE JOURNEYS TO THE GREAT LAKES SAULT STE. MARIE, MICHIGAN

Another point of great interest to all Great Lakes travelers is the locks at Sault Ste. Marie, Michigan. In going from Lake Superior to lower Lake ports, all ships must pass through one of the locks at this point. At the present time there are three locks in use, the Poe, the Davis, and the Weitzel lock. Of the three locks the Poe and the Davis are used the more; the Weitzel lock, built in 1881, is but little used now. The Poe lock was completed by a Detroit contractor in 1896. It is 800 feet long and 100 feet wide and can admit boats having a draft of 21 feet. The Davis lock, its next neighbor, is much larger. Work is partially completed on the new fourth lock, which is to be still larger than any of the other American locks. The war has interfered to a certain extent with construction work here, but most of the concrete work has been completed, and all of the excavating work finished.

One of the first sights which strikes the visitor's eye in coming down from Lake Superior is the huge international bridge from Sault Ste. Marie, Michigan, to the city of the same name in Canada. The bridge has nine huge spans, which are swung high above the rapids of the St. Marys river. Where the bridge crosses the upper entrance to the canal cut, a double bascule lift bridge has been placed. The huge balance-weights of cement are alone bigger than an ordinary box car.

Another structure, somewhat similar to the bascule lift in construction, is the device to stop flow of water from Lake Superior down, should any accident happen to the locks. This bridge-like structure is arranged to swing directly across the channels and huge steel plates are dropped down, fitting into concrete work 22 feet below the surface. When this arrangement is in use, the water is diverted into St. Mary river. Trouble was experienced not long ago when a freighter broke through one of the lock gates, letting a flood of water down through the lock. Repairs took a long time and tied up traffic. Each lock is now equipped with double gates and great care is exercised to prevent another such occurrence. Unlike the Panama Canal, vessels are permitted to proceed while in the lock under their own steam. This is possible because most of the vessels are nearly of the same size as the lock itself and because great care is used in tying the ship up during the time the water is being let in or out. The drop between Lakes Superior and Huron and Michigan is 19 feet and some few inches. This is an-

## MARCONI SERVICE NEWS



Davis lock

other point of difference from the Panama, as the locks there have a much greater drop. However, more traffic is handled through the Soo locks than through the Panama Canal. In 1898, 21 million tons of freight were carried through the Soo locks. In 1917 nearly one hundred million tons passed thru.

There is considerable passenger traffic through the locks, although the major part is iron ore, copper, wheat, and some package freight. The Anchor Line has a fleet of three 450-foot vessels on the Duluth-Buffalo run; one ship, the North American, makes weekly cruises between Chicago and Duluth.

War has brought many restrictions to the locks. In pre-war days, passengers were permitted to get off the ship at the locks and go up and visit the town, but government order has now forbidden that. A constant guard is maintained on all locks and machine-housings by soldiers from the nearby Fort Brady. The town itself is full of military police. Both above and below the locks is stationed a fleet of small naval scout patrols, much similar to those used on salt water for submarine chaser work. The locks and the city, too, present a most beautiful sight at night. Every vessel approaching from either direction is flooded with light from searchlight batteries stationed on shore, while the diminutive scout patrols play around the ship. Constant vigilance is maintained; all ships are carefully watched to prevent any damage by members of the crew to the lock. The good work of these naval vessels and the army guards was shown in a report published last fall in the Chicago Herald. The paper published statements telling of the various cases of espionage work that had been frustrated by the good work of the guard.

## MARCONI SERVICE NEWS

It takes a ship a half hour or less to be locked down. Several years ago there was an American wireless station on a hill overlooking the town. Two years ago this tower was taken down. It was the same size as the Duluth tower, and both were installed by the DeForest interests. Radio traffic at this point is handled by a 5½ k.w. 240 cycle synchronous set of the Canadian Marconi Company at Sault Ste. Marie, Ontario. Connection with the Michigan side is had by telephone and Western Union cable under the river. Both the Canadian and the American sides are veritable beehives of activity. On the American side there are great power plants—one mammoth plant of the Union Carbide Company and many other of smaller size. The Canadian city is much the larger. There are huge iron works, power plants and paper mills. The town looks like a small Pittsburgh, by night. There are locks similar to the American on the Canadian side, used almost entirely by Canadian vessels. Neither government charges for the use of the locks.

The city, or town, of Sault Ste. Marie (which, by the way, is pronounced Soo Saint Marie) is rather small—10,000—but it is full of hustle. One meets souvenir stores and curio shops at every turn. There are not a few Indians in this locality and several have a thriving business in taking travelers in an exciting shoot the rapids trip at \$1.00 per trip. They have huge 20-foot canoes. The Soo is a place of never-failing interest and one that few Americans appreciate. It has become a common thing for the natives to hear repeated exclamations of surprise from Easterners, who never knew the place was so wonderful.

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### DEATH OF ENSIGN MURRAY

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It is a painful duty to record the death on May 30 of Ensign Eugene M. Murray at the Naval Hospital in Philadelphia, the apparent cause being a tumor in the brain. He was born at Haverford, Pa., in 1890, entering the Marconi service in 1912, as constructor. He served in that capacity at Philadelphia and Baltimore for 5 years, when he was commissioned ensign in the Naval Reserve force. He was one of the most efficient and popular constructors in the service. Our deep sympathy is extended to his family.



## MARCONI SERVICE NEWS

### A SIDE-LIGHT ON THE CAROLINA

Miss Elona Donado Virola, a telegraph operator, had an appalling experience when the Huns sunk the ship. She is an attractive Spanish girl of 18 and is now with her aunt in New York. Here is her story:

"When the submarine commander ordered us to leave the Carolina, I got into a motor launch with fourteen other women and twenty men. Two of the men were my cousins, Dr. Ralph Rafael and William R. Rafael. They were drowned when the launch capsized.

"A storm came up about 10 o'clock the night we left the Carolina. A big wave came along and upset the launch.

"Before that we had all put on our life belts, but Dr. Ralph Rafael got his on wrong and this was why he drowned. He tried to hold me up, but became exhausted and fell forward so his head went under the water. Then I tried to hold him up, but I couldn't do it, and as I was struggling I touched somebody else floating in the water. It was another dead man, and by holding on to that body and the body of my cousin I kept afloat.

"I floated that way until dawn. I was very tired and several times I felt like I would have to let go. But each time I thought there might still be hope—that some ship might come along and save me—and so I held on.

"When the launch overturned I had become separated from the others. I understood later that some of them had saved themselves by holding on to the boat, but I didn't know anything about it until later.

"When dawn came I saw something in the mist which proved to be the launch. It seems that by that time they had been able to right the boat, and were drifting around waiting for a ship to appear and save them. The motor boat was without gasoline.

"I yelled to them, and two of the men in the boat got out into the water and took hold of the boat from behind and shoved it along by swimming until it came up to where I was and then they pulled me in. The occupants of the boat were in terrible condition. Some of them had been in the water a long time before they got the boat righted. Several who had climbed into it when we left the Carolina had been drowned. I understood sixteen lost their lives.

"Some of the men kept taking turns going into the water and shoving the boat from the rear. They did not know directions, but they felt that if only they kept the boat moving we would all stand a better chance of being seen by some ship. It was all very terrible, but we tried to keep up our courage. At last we saw a ship. It looked to me like a battleship. It had guns and there were men in uniform on board.

"We were taken on board and stayed there Monday night. The next day we were sent in a small boat to some place in Delaware, and then we were sent to New York.

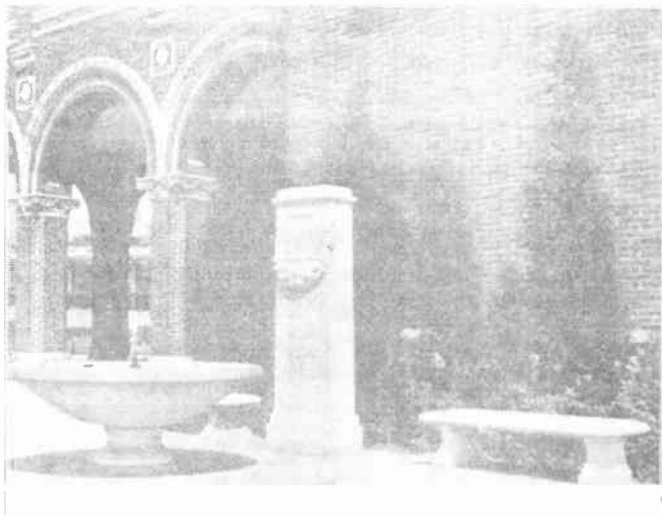
"I had been saving for a long time to come to New York. I had bought some pretty dresses and thought I would be able to get a position here. I thought the money I had would pay my expenses until then, but everything I had—money, pretty dresses and all—is gone. I

## MARCONI SERVICE NEWS

left everything when we got off the Carolina."

Miss Virola was taken in charge by representatives of the Red Cross, who said they would obtain a position for her.

"I am very grateful for their kindness," said Miss Virola, referring to the Red Cross, "and I feel all right now, but I am afraid it will take me years to erase from my mind the sight of those poor dead men floating about in the water."



### HONOR TO DEAD HEROES

On Memorial Day a committee, consisting of Messrs. Pillsbury, Edwards, Duffy and Podell, on behalf of the Marconi Company placed a handsome floral wreath on the Wireless fountain in the presence of about a dozen operators, the actual placing of the wreath being done by Mrs. Podell.

Distance not only lends enchantment, but even more often it lends courage.

While money is plentiful, put your house in order, brother. You never had such a chance to fortify yourself.

Pay up your back debts, clean your slate and lay aside every dollar you can as a reserve nest egg. By this I don't mean to stint yourself unnecessarily, but cut out the excess baggage you are carrying thoughtlessly and needlessly. Because money comes easier than ordinarily is no reason why it should be spent foolishly.

## MARCONI SERVICE NEWS



### KILLED IN ACTION

Private Joseph Zihala was one of the first of our boys at the factory to respond to the call for volunteers. He enlisted six weeks after the declaration of war and was assigned to Seventh Field Artillery at Fort Slocum. From there his company was sent to Fort Sam Houston, Texas. After seven weeks' training at the latter post, Private Zihala was ordered to France with the First American Expeditionary Force, where, after ten months, he paid the supreme price for his country, being killed in action. Private Zihala was born in Bridgeport, Conn., twenty-one years ago. He was the oldest of six children. After enlistment he had no chance to visit his home, but his family had the opportunity to bid him good-bye just before he sailed for France.

## MARCONI SERVICE NEWS



### DIED AT HIS POST

Francis Joseph Doherty, Senior Radio officer of the ill-fated City of Athens, which was sunk in a collision off the Jersey Coast, May 1, was born in Ridgeville, S. C., and educated in Charleston, graduating from school with high honors, and possessing the respect and esteem of classmates and teachers. He was an obedient and gentle son, a kind and thoughtful husband and brother, always true to home and friends. He took up land telegraphy at the St. Charles Hotel in Charleston, and went from there to Chicago and New York, where he entered the service of the United Wireless Company, and later joined the Marconi, becoming one of our oldest employees. He was employed continuously on coast-wise ships, mainly of the Southern Pacific.

At the time of the disaster, Doherty refused to abandon his apparatus, making persistent efforts to send out S. O. S., although the captain ordered him to the boats three times. At last he was washed overboard and drowned in the darkness. In his death the Company loses one of its most experienced and reliable operators, who has rendered long and faithful service.

# MARCONI SERVICE NEWS

## THE HISTORIC THETIS

H. M. S. Thetis, which was filled with concrete and sunk at the entrance of the Zeebrugge canal, was one of the first four ships in the British Navy to be equipped with wireless for real business. She was detached from the Mediterranean squadron for duty off South Africa during that war, and was one of the squadron patrolling the coast from Durban to Delagoa Bay. She was equipped while on this patrol, and the success of these four ships influenced the Admiralty to place their first order of any magnitude with the Marconi Company.

## TWELVE THINGS TO REMEMBER

The value of time.  
The success of perseverance.  
The pleasures of working.  
The dignity of simplicity.  
The worth of character.  
The power of kindness.  
The influence of example.  
The obligation of duty.  
The wisdom of economy.  
The virtue of patience.  
The improvement of talent.  
The joy of originating.

Why is a slacker like a custard pie?  
He's yellow all thru and hasn't enough crust to go over the top.

Most of all the other beautiful things in life, come by twos and threes, by dozens and hundreds. Plenty of roses, stars, sunsets, rainbows, brothers and sisters, aunts and cousins but only one Mother in all the wide world.

—Kate Douglas Wiggin.



## EXECUTIVE OFFICE

Mr. Nally, who is in South America, has crossed the continent via the trans-Andean Railway, and is now in Buenos Aires arranging for station sites and construction work for the Pan-American Wireless Telegraph and Telephone Company. He writes that in crossing the Equator the weather was pleasant and the heat not extreme.

Marion E. Crist, of the Comptroller's Department, has resigned to accept an appointment as Radio auditing clerk in the Naval Communication Service, Washington.

## SPOKES FROM THE HUB

F. J. Flood has returned to the North Star. Thurston Johnson has returned to the service and is junior on the Star.

P. S. Killam is senior and J. F. Thatcher, a new man, is junior on the Belfast.

R. W. Leason has gone into service with the Signal Corps and his crony, C. R. Crosby, not to be outdone, has gone into the Naval Reserve.

A. R. Gardner transferred from the City of Rockland to the Ransom B. Fuller, being relieved by C. H. Sargent of the Malden.

E. C. Murphy, a new man, is on the Malden.

H. B. Whipple has been re-employed and relieved J. S. Dodge on the Everett. Dodge went to the Shipping Board steamer Governor Cobb

## MARCONI SERVICE NEWS

as senior, with J. P. Leahan, a Gulf Divisioner, as junior.

B. P. Sloane of the Melrose has resigned and is somewhere with the Naval Reserve. W. F. Rauscher, a new man, was assigned to the Melrose.

M. J. Reilly has transferred from the City of Columbus to the City of Augusta, relieving R. G. Philbrook, who went to the City of Columbus.

### EASTERN DIVISION

C. W. Vollmer, formerly of the City of Athens, which was sunk, has replaced V. H. Wheelless on the Mohawk. F. J. Doherty, senior of the City of Athens, was lost when the ship went down.

J. C. Stuart, first on the Creole, sailed as senior on the Cascapedia, L. D. Payne, the former senior on the Cascapedia, being demoted to junior. P. W. Clement, junior on the Creole, was assigned to the Starlite. C. L. Whitney, former senior on the Antilla, took Stuart's place as senior on the Creole. H. R. Wolfe, second on the Antilla, after serving two days on the Sunlite, was finally assigned to the F. W. Weller. R. C. Thomas, formerly of the F. W. Weller, took R. W. Hendrickson's place as senior on the Concho, when the latter failed to report sailing day.

K. Hatlestad, of the Caracas, has resigned, and W. A. R. Brown, formerly of the El Mundo, has taken his place on the Caracas. H. V. Griffing, of the Standard, has been assigned to the El Mundo to fill Brown's place. I. Teitelbaum sailed on the Standard in Griffing's place.

W. S. Miller, of the Cora F. Cressey, has resigned in order to enter the Government Service.

The same is true of B. N. Lazarus, of the Carolina, which was torpedoed

and sunk by a German submarine, except that he entered the Naval Reserve Force. The Carolina's junior, E. W. Vogel, was promoted to senior and H. H. Warner assigned as Junior. Both of these men were saved when the Carolina went down.

E. W. Rogers, first, and T. Bowen, second, on the Westoil, were relieved by Naval operators the latter being re-assigned to the Coosa.

G. E. Sinclair, of the Charybdis, sailed on the Maryanne.

R. G. Martin has taken W. E. Grant's place on the Santa Anna.

J. A. Bossen, senior of the Apache, has been called for active service. He is at present stationed with Lazarus at the U. S. Naval Radio Station at Sea Gate, Coney Island, New York. H. D. Taylor, junior of the Apache, was promoted to senior, and T. L. Dakin, of the DeSoto, sailed with him as junior.

R. J. Preis replaced M. O. Green on the Momus when the latter was transferred to Gulf Division.

P. J. Donohue, of the W. C. Teagle, has been relieved by W. H. Davis.

E. J. Pyncheon of the Santa Isabel, has returned to San Francisco.

W. F. C. Hertz, of the Shenango, sailed on the Gargoyle.

W. L. Hille, of the Sucrosa, has returned to the Gulf Division, having been relieved by W. Osterloh, a Southern Division man.

### SOUTHERN DIVISION

Operators Dudley and Hahn are now holding down the Dorchester on her weekly excursions to Beantown. Dudley was sorry to have his spring vacation interrupted, as he is engaged, and hates to be out of town evenings. We hope it will still be so after he is married.

The Nantucket is now running out of Philadelphia, with operators Grant-

## MARCONI SERVICE NEWS

lin and Deavers. Deavers claims to have gained 20 pounds since entering our service in October. He sure looks it.

K. W. Keller relieved J. Canfield for a trip on the Cretan. Canfield had a toothache or the mumps, he didn't know which.

R. W. Barrington, a new man in the service, has been assigned to the Norwegian motor vessel Hanlet for one trip. Roger looked a little scared when he left, but we won't know him when he comes swaggering into the office with a real seaman's walk and a strong Norwegian accent.

George H. Fischer, Jr., who has made a number of trips through the war zone, has just returned to Philadelphia after an illness which kept him abroad for several months. He has been assisting in construction work in the Philadelphia district, but tells us that the wild waves are calling him again.

Mr. Fred Schwab, constructor in the Philadelphia district, met with a little adventure the other night. After working over time on an installation at Wilmington, he had just succeeded in catching his train. In attempting to secure a seat in the extreme rear of the last car, he became over enthusiastic and attracted the attention of an "ossifer." The latter objected to Fred's eagerness, so Fred was obliged to miss his train. He didn't pay much for lodging that night, either, although it was a little damp.

W. Osterloh and V. Zito were relieved by D. C. Dudley and C. Hahn on the Dorchester.

K. W. Keller relieved J. Canfield on the Cretan.

J. E. Wynkoop relieved W. J. Ferris on the Sunoil.

Wm. H. Davis, of the S. S. Teagle (Eastern Division) dropped in to say

that he was recently married to the sweetest girl, etc., Miss Mary E. Stuart, of Baltimore.

Constructor Schwab equipped the Santa Luisa with a 2 kw. 500 panel set, and put a cargo set on the Waukesha.

Constructor Manley put a ½ kw. Canadian Cabinet set on the Avondale.

Constructor Sinclair dismantled the ½ kw. Canadian Cabinet set and installed a ½ kw. panel on the Santore.

The sympathy of all is extended to Superintendent Chapman in the recent death of his father.

### GULF DIVISION

Sickness in this Division still prevails to a great extent. Operator Adler will resume duties as senior on the Mexico on her return to this port.

T. J. Alderman is confined to the Marine Hospital with a Mexican fever of a new type, which is proving interesting to the doctors and attendants.

Operator Hosey, of the M. I. M. C. Co., is still confined to the Marine Hospital.

The Miami and Mascotte now have two operators each. Barkley is making his home on the Mascotte.

Brasher and McCann remain on the Mexico.

The Excelsior and what goes with it are in port this week.

Christiansen has not said how he likes his new quarters on the Panuco. It is our opinion he will find them much better than the old.

Operator Coe, late of the Harold Walker, has been transferred to the Coahuila as senior; A. M. Smith, a new employee, is his junior.

Davis remains on the Bacoi.

## MARCONI SERVICE NEWS

Fruebing has been transferred from the San Juan to the Miami, and L. Pinkerton takes his place on the San Juan.

Grissom remains on the Marina.

Operator Hammerley is temporarily assigned to the Casiana until the Paddleford proceeds north.

Operators Hill and Miller are on the Ponce; Operator Wolter has been transferred from the Ponce to the Jalisco.

Operator Hille is assigned to the Chalinette temporarily until Hymel, now of the William Green, returns to this port.

Operator Jolls is senior on the Miami.

Operator Entwistle, a new employee, is assigned to the Danziger.

We still have our woman operator with us, who remains on the Tamesi.

Operator Treadway has again returned to our service and is assigned to the Pennant in place of Russell, resigned.

Operator Sweeney is taking the rest cure at Hot Springs, being relieved by Green.

Operator West, of the Buccaneer, desires a change to a larger craft. He says riding on an egg shell is not very much fun.

The R. P. Clark was equipped at Mobile recently.

A ½ kw. Canadian Cabinet set has been installed on the War Mystery.

The equipment of the War Marvel will probably be started in the month of July.

Owing to the Lake George being diverted from the New Orleans-Porto Rican trade, we were unable to start her equipment.

### GREAT LAKES DIVISION

L. M. Temple, who has been assigned to the City of Erie, has been transferred to the M. A. Bradley, relieving Z. A. Turner, who has been called into Military Service.

C. B. McAdams, a new man in the Service, relieved F. Elliott on the Harvey H. Brown, Elliott returning to his position at the Cleveland office.

H. Chittendon, a new recruit, is now aboard the City of Buffalo.

E. A. Buchanan, who was temporarily assigned to the City of Erie, has been relieved by John Sokutis.

Floyd Woodson, a new man in the Service, has been assigned to the Eastern States, relieving M. Jameson, who has been transferred to his old berth as junior on the City of Cleveland III.

Leroy Bremmer, a new man, has been assigned to the Peter Reiss, relieving A. Shafer, who was compelled to leave his vessel on account of sickness.

Jos. Whalen, one of our oldest operators, is joining military service. Whalen was assigned to the John Reiss, being relieved by Roy Wenning, a new man in the Service.

G. Bittner, who has been assigned to the Clemens Reiss since the opening of navigation, has been called home. Roy Demeritt, a new man, relieves him on the Clemens Reiss.

B. L. Chapman, who has been assisting with construction work since the opening of navigation and recently assigned to the steamer Wm. G. Mather, was called into Military Service, being relieved by N. B. Watson, formerly of the Eastern Division. We are in receipt of a telegram from Chapman advising us that his Local Board has ordered him to return to his position on the Wm. G. Mather. He is now awaiting the arrival of this vessel.



## MARCONI SERVICE NEWS

P. M. Hansen has been transferred from the Arizona to the S. S. Carolina.

J. F. Born was transferred from the S. S. Indiana to the Missouri.

Installation is completed at Detroit on the State of New York. Constructor S. E. Leonard acted as operator on her trip from Detroit to the shipyards at Manitowoc, Wis., at which port he reinstalled the equipment on the steamer Christopher Columbus, then proceeding to Chicago, where he assisted Chief Operator L. L. Lynn in overhauling the equipments on the vessels of the Goodrich Transit Company.

E. M. Sutton has been assigned to the Rose City as junior, relieving E. H. Robertson.

W. Griffith has been assigned to the Lurline as senior, relieving C. Hemenway, who has joined the Naval Reserve.

During the month of May the San Francisco and Seattle construction departments equipped the Kurow, Westboro and West Indian.

The following table showing volunteers from our service to the Navy and Army as credited to the various States was obtained from the Marconi Honor Roll for the month of May, 1918, shown in the Service Magazine:

### PACIFIC DIVISION

J. A. Gilliland formerly junior aboard the Celilo, was assigned as operator-in-charge of the Kurow.

C. F. Sweancy, a new man, has been assigned to the Celilo as junior.

G. I. Van Auker and J. W. James, a new man, have been assigned to the China as senior and junior operators, respectively, relieving F. A. Lafferty and A. Hartman, who have resigned from our service.

J. A. Maginnis, a new man, has been assigned to the Luise Nielsen as operator-in-charge, relieving Geo. Sturley.

J. Summers relieved B. McLean as senior aboard the Manoa. Mr. McLean has been summoned for active service.

C. E. Goodwin and H. H. Boucher relieved J. W. Morrow and K. D. Dogan as senior and junior aboard the Colusa. Mr. Dogan resigned from our service after completing one trip.

R. S. Savage has been assigned as operator in charge of the James Timpson, relieving G. W. Woodbury, who has been transferred to the Wilamette as senior.

CALIFORNIA .....	85
New York .....	54
New Jersey .....	33
Ohio .....	23
Massachusetts .....	18
Washington .....	16
Pennsylvania .....	15
Michigan .....	11
Maryland .....	11
Illinois .....	10
Louisiana .....	9
Hawaii .....	8
Oregon .....	5
Wisconsin .....	5
Indiana .....	4
Texas .....	4
Alaska .....	3
Florida .....	3
New Hampshire .....	3
Iowa .....	2
Maine .....	2
Minnesota .....	2
Missouri .....	2
Alabama .....	1
Connecticut .....	1
Delaware .....	1
Kansas .....	1
Oklahoma .....	1
South Dakota .....	1
Virginia .....	1
Total .....	315

# MARCONI SERVICE NEWS

## OFFICIAL PAGE OF THE MARCONI RADIO TELEGRAPHERS ASSOCIATION

Members' Meeting Room and Office of the Secretary-Treasurer at  
44 Broad Street, Room 303, New York

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Through the courtesy of the Editor the space on this page has been donated to our Association for the purpose of conveying to the membership news of Association happenings, official communications and announcements, in lieu of the official journal, which has been suspended.

Members should look to this page for all matters pertaining to the Association other than the official notices posted on the bulletin space at the meeting rooms.

An important action took place during the past month, when, as a result of a vote passed at a recent meeting, President Beckerman appointed a committee of five, to be known as a Grievance Committee, the object of which is to receive from members, or Marconi operators in general, all grievances and after giving them proper consideration lay the matters before proper authorities, that is, the Marconi, naval, shipping board, steamship companies, government, or whatever authority the special matters should be taken up with.

This will be a great boon to our men, and any one who has a kick

coming is invited to send it to the committee—the sooner the better.

Brother F. J. Flood is chairman of the committee and the remaining members are Brothers C. L. Whitney, A. DeSilva, S. C. Tenney and J. Lohman.

Our members who have already had the opportunity of taking advantage of the conveniences afforded by the Association headquarters are convinced that the well-appointed rooms are filling a long-felt want. The officers are leaving no stone unturned to make the place comfortable and inviting. Their latest act, planned as a surprise to the members, was to order new personal correspondence paper, with which they are going to keep the writing desk plentifully supplied. The paper, as with the other conveniences about the headquarters, is in conformity with the dignity of the Association.

Except during a meeting the Association rooms are open to men in the Army and Naval services, as well as to all Marconi operators in the American or foreign companies, whether members or not. All will find a welcome. Men in our own company should certainly pay a visit, for it is felt by the officers that they will soon see many reasons why they should become part of the Association.

Meetings of the Association are held every Monday and Friday afternoons at 1 o'clock. The meeting is always called to order promptly and rarely takes up much time, although important business is taken up on each occasion.

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# MARCONI WIRELESS TELEGRAPH CO.

OF AMERICA

WOOLWORTH BUILDING

233 BROADWAY, NEW YORK

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