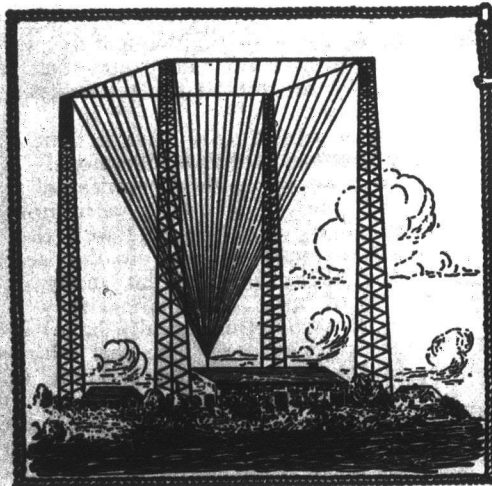




THE OCEAN NEWSPAPER



Watching for a Ship that has been Reported Due to appear by Wireless

By JOHN ROGERS NEWCOMB

There is no question but that the installation of wireless telegraphy on many of the big ocean liners has already brought about decided innovations in the ocean voyage, and that it is destined to produce many others as it is developed and perfected in its working and as its use becomes more general. Already it has come to be regarded as a regular feature of the liner's equipment, and virtually a necessity. The man of large affairs who to-day undertakes the Atlantic voyage may do so with the knowledge that if any matter of great importance comes up he can communicate with his office or his home—an assurance that doubtless encourages many a man to make the crossing who would hesitate to do so under other circumstances. At any rate, the steamship agents say that one of the questions most frequently asked by prospective passengers is, "Your ships have the wireless service, I believe?" and on the liners that carry a "macaroni man," as the wireless operator has been dubbed aboardship, there is always a brisk business in sending and receiving messages toward either end of the voyage.

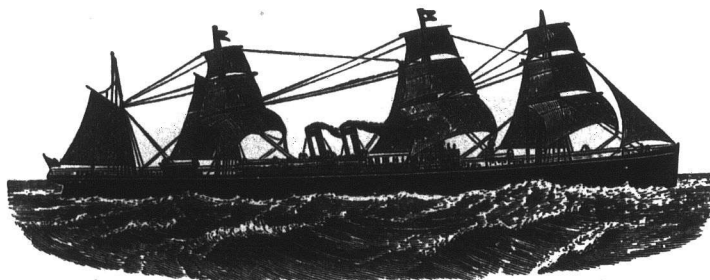
When one considers that the whole art of wireless communication is still in its embryo stages one sees that the progress which has been made in the matter of communication between ships at sea and between ship and shore, is really remarkable. In this novel development the steamers of the American line, whether by chance or by enterprise, seem to have been the pioneers. At any rate, it was on the "St. Paul," in November of 1899, that the first ocean newspaper, carrying telegraphic dispatches, was published. This diminutive news sheet was issued under Mr. Marconi's personal direction, and the few copies of it bearing his signature are now held as cherished souvenirs by those who are interested in the progress of his invention. It was on the American liner "Philadelphia," on Feb. 25, 1902, that Marconi first succeeded in receiving a long distance wireless message. For over two thousand miles, two-thirds of the way across the Atlantic, he kept in communication with the

Poldu Station. Later, in April of 1903, the American Line began to regularly publish newspapers carrying "Marconied" messages on all its vessels. This example has been followed until now there are three newspapers published on the Atlantic. The "Cunard Bulletin," the "Red Star News," and the "Trans-Atlantic American."

Most of the wireless messages which are sent to or from the big liners are dispatched while the ship is near the beginning or end of its voyage. The distance at which communication is certain and effective for ordinary messages is about two hundred and fifty miles. Messages have been sent from much greater

can talk with the New York station during her trip down the harbor and out past Sandy Hook. There she will open communication with the station at Babylon on the Long Island shore, and before she is out of range of the instruments here, she will be able to communicate with the station at Sagaponack. Beyond this is the station at Siasconsett, so until the messages flashed from that station fail to arouse an answering click in the wireless office on shipboard, the passengers on the liner may regularly interchange messages with their friends on shore.

Similarly, when the liner approaches the European end of her voyage, she is able to pick up, one



distances, but with the power provided by the ordinary shipboard installation at the present time this is the approximate limit, as announced by the officials of the wireless company.

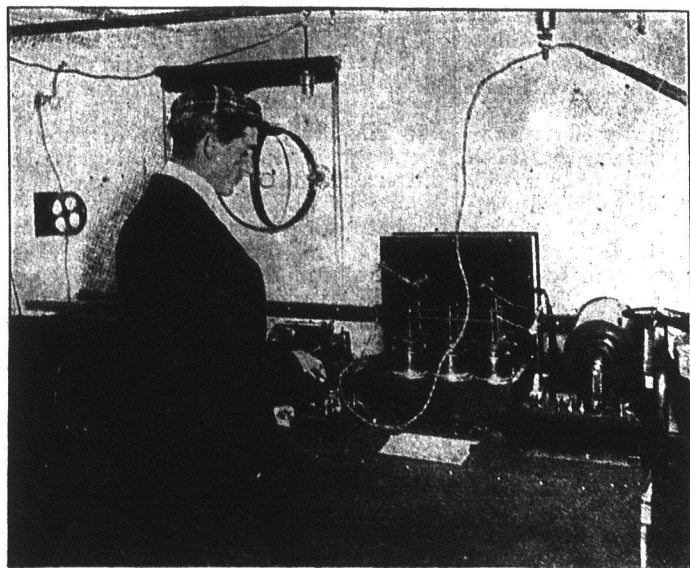
This does not mean, however, that messages can be sent only when the ship is within two hundred and fifty miles from her starting point. The wireless stations are so arranged on both sides of the Atlantic that the liner may be in communication with the shore constantly from the time when she leaves her berth until she is two hundred and fifty miles beyond the farthest point of land which she passes in her seaward flight. For instance, a liner leaving New York

after another, the various stations on that side. Suppose she is a White Star vessel bound for Liverpool. She will come into communication in the order named, with Crookhaven, Rosslare, Holyhead and Liverpool. If her destination is Southampton she will get her first message from the Lizard and the next from Niton.

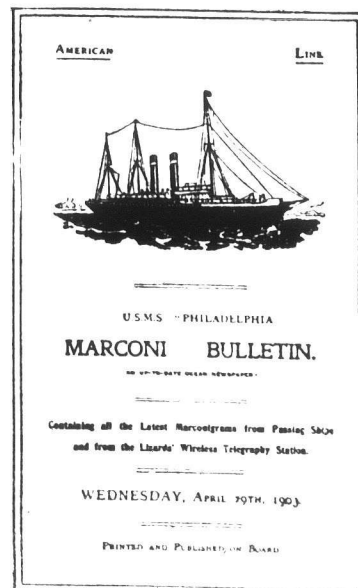
One must not understand, however, that it is only at the beginning or end of the ocean voyage that wireless communication comes into play. As a fact, a liner carrying the wireless mechanism is pretty certain to be in communication with other vessels at frequent intervals in her progress across the Atlantic. Indeed it has happened on several occasions

that messages from land which could not be answered directly, because the ship had passed out of range of the farthest shore station, have been replied to by transferring the dispatch to another steamer travelling in the opposite direction. This possibility of exchanging information between steamships at sea is one of the respects in which the wireless telegraph has most noticeably and pleasantly affected the Atlantic voyage. In place of the guesses as to the name and destination of a neighboring vessel which used to take place whenever a trail of smoke appeared on the horizon, there now ensues an interchange of an interesting budget of news, and not infrequently an exchange of greeting between friends upon the two vessels. It has happened several times, notably in two or three voyages of the "Philadelphia," that the ship has been in communication with other vessels daily throughout her Atlantic journey. Naturally, this wireless conversation across the waste of waters is a pleasant relief in the monotony of an ordinary ocean voyage. Several months ago two west-bound liners, the "St. Paul" and the "Minnetonka," were within communicating distance of each other for several days, and a game of chess was played by wireless between teams on the two ships.

Perhaps the most noteworthy of all the achievements of wireless telegraphy in the Atlantic passage is the ocean newspaper. This is a natural outgrowth of the possibility of communicating with the shore, and on several liners the latest news is published in bulletin form a day before land is reached at either end of the voyage. The matter conveyed in the dispatches is furnished by prominent news agencies in Europe and America; is transmitted to the ship as soon as she comes within the radius of communication on either side; is edited, put into type and printed by the ship's printer and distributed to the passengers, who thereby learn who has died, and whether the stock market has gone up or down, twenty-four or thirty-six hours earlier than they otherwise could.



The Wireless Operator at Sea and His Machine



Front Page of the First Copy of the Marconi Bulletin ever published. (See special)



Listening to the Latest News Just Received by Wireless