



MARCONI APPARATUS AT CHRISTCHURCH EXHIBITION. THE INSTRUMENTS, TAKEN FROM LEFT TO RIGHT, ARE. TRANSFORMER, MORSE KEY, RECORDER, TAPE REEL.

In January 1899, during a heavy gale, seas severely damaged the East Goodwin lightship, on which was a Marconi installation. The accident was at once reported by wireless telegraphy through the South Foreland lighthouse, on which was another Marconi installation, and means taken to repair the damage.

On 1st January 1901, the Royal Belgian mail packet *Princesse Clementine* reported by means of her Marconi apparatus that the barque *Medoni*, of Stockholm, was ashore water-logged on the Ratel Bank, and a tug was despatched at once from Ostend, and the crew saved.

In January 1903 the *St. Louis*, when on a passage to New York, had an accident to her machinery, making her greatly overdue and causing much anxiety to both owners and passengers' friends and relatives. No information of her whereabouts was received until she was sighted from Nantucket lightship, but no particulars could be supplied until twenty-four hours later, on her arrival in New York harbour. The report of the passengers' committee contained the following extract. "It is a matter of keen regret that a first-class steamer, such as the *St. Louis* is reported to be, should not be supplied with a Marconi apparatus, the absence of which is seriously felt." Needless to say, the *St. Louis* was subsequently fitted with the Marconi apparatus.

On 30th March 1904, 3 a.m., and in thick fog, the s.s. *New York*, from New York to Cherbourg, went ashore on the rocks off Cape la Hague, and wireless communication through English stations effected the dispatch of tugs, lifeboats, and salvage appliances from Cherbourg to the position given in the wireless messages. The ship, however, floated before assistance reached her, but the owners were advised that the entrance to Cherbourg could not be attempted before day-light, owing to the nature of the damage to the ship's bottom. They were also kept advised of the ship's progress across channel from France to England. Had the ship slipped off the rocks and sunk, instead of floating, the advantages of the Marconi apparatus in summoning and providing life-boats, tugs, etc., for the salvage of life and property, would have been most pronounced.

Extract from *Cunard Daily Bulletin* No. 33, published on board s.s. *Campania*, 7th June 1905, Tuesday 2 a.m. Communication was established and the following news received from Marconi station, Cape Breton (Canada), when the *Campania* was 2000 miles from New York "Icebergs—According to reports which continue to come to hand, more icebergs than usual have been sighted in the Atlantic, the steamer *Island*, from Copenhagen for New York, in particular, reports having passed ten."

In addition to the above there have been innumerable cases where the wireless installations on board passenger ships have proved of enormous advantage, as for instance when passengers have run short of money on board and, by communicating by wireless with their friends, they have been enabled to obtain funds through the pursers of the ships for their immediate requirements

#### THE WORK OF TO-DAY.

The Marconi Company possesses a powerful and perfectly controlled organisation which is rapidly becoming world-wide. The Company has its own shore stations in different countries, and these are continually being added to, so that the day cannot be far distant when there will be a chain of Marconi stations round the world, and we shall no longer be entirely dependent on cables. The Company's own operators work their stations both on shore and on board ships, and the system is worked smoothly and without the slightest confusion, principally due to the fact that it is controlled, worked and regulated from one centre and headquarters.

The Company's agreements include those with the British government, namely, Admiralty, War Office, Post Office, and Board of Trade; with the Canadian, Newfoundland, United States, Italian, Russian, and many other governments. Most of these contracts have been renewed and extended.

In February 1904, Marconi wireless telegraph stations were opened at Broomfield, in Essex, England, and at Amsterdam, in Holland, for the transmission between the two countries of Press messages and Stock Exchange quotations, these messages being transmitted in Dutch by English operators having no knowledge of that language, at a speed of from twenty to thirty words per minute, and

afterwards published daily in a leading Dutch newspaper, the *Handelsblad*. On June 4th 1904, a daily service of wireless news messages all the way across the Atlantic was inaugurated on board the Cunard R.M.S. *Lucania*, and a newspaper entitled *The Cunard Daily Bulletin* is now regularly published on this vessel, as well as on the s.s. *Campania*, *Etruria*, and *Umbria*, whilst other vessels are now being equipped for a similar service. At the end of June the University of Oxford conferred upon Mr. Marconi the honorary degree of Doctor of Science. On August 3, 1904, Marconi wireless stations were opened at Bary, Italy, and Antivari, Montenegro, for the purpose of carrying on a public telegraph service between Italy and the Balkan States. Since that date many developments have taken place until, at the present time, there is a chain of stations as far east as Suez; and it is confidently anticipated that such places as Aden and Colombo will, very shortly, have their stations with which vessels approaching from all directions will be able to communicate.

#### AUSTRALIA AND NEW ZEALAND.

Coming now to Australasia, on July 12th of this year, the Marconi Company having, at its own cost, installed and equipped two stations, one at Queenscliff on the Australian coast, and one at Devonport on the north coast of Tasmania, (a distance of 215 miles apart), a demonstration was given at both stations, when the first inaugural messages by wireless telegraphy were exchanged between His Excellency Lord Northcote, Governor General of the Commonwealth, and His Excellency Sir Reginald Talbot, Governor of the State of Victoria, at Queenscliff, and His Excellency Sir Gerald Strickland, Governor of Tasmania, at Hobart; the messages being conveyed by land wire from the wireless station at Devonport to Government House, Hobart.

The Company's representative had the honour on this occasion of entertaining, in addition to Their Excellencies, the Prime Minister of the Commonwealth, Mr. Alfred Deakin, the Postmaster General, Mr. Austin Chapman, the Treasurer, Sir John Forrest, the Minister of Defence, Senator Playford, the Hon. T. Ewing, the Hon. L. E. Groom, Senator Keating, members of the Government, many senators, nearly all the members of the House of Representatives (which adjourned for the occasion), members of the State Government, and the principal shipping and commercial gentlemen of Melbourne, including the Chairman and members of the Chamber of Commerce—in all close on 300 guests. The luncheon took place in a large marquee adjoining the wireless station, and the operators' instruments were placed upon a table immediately in front of Their Excellencies, so that the messages were sent and received during the luncheon, in full view of the entire company. The following were some of the messages sent and received:—

The Governor General to the Governor of Tasmania:

"The Commonwealth greets Tasmania, and rejoices at the establishment of new means for knitting people of Australia more closely together."—NORTHCOTE.

1 CAPT. L. E. WALKER

2 LORD NORTHCOTE

3 HON. A. DEAKIN



A NOTABLE GATHERING AT QUEENSCLIFF, VIC., ON THE OCCASION OF THE OPENING OF THE QUEENSCLIFF-DEVONPORT WIRELESS STATIONS.