Wireless related items from the Victoria Daily Times newspaper. Reports are in chronological order.

1907

Daily Times Tuesday, May 14, 1907

Wireless System for C.P.R. Vessels

Princess May and Princess Royal Will Have Marconi Instruments--Government to Erect Stations.

The steamer President, of the Pacific Steam ship company, will soon lose the distinction of being the only vessel on this coast that is fitted with a wireless telegraph apparatus.. Information was received in the city last night that the C.P.R. would install the Marconi wireless system on the steamers Princess May and the Princess Royal immediately.

Concurrently with the installation of the wireless apparatus the Dominion government will erect stations along the coast line. With these the two steamers will be able to keep in touch constantly. One of these stations will be erected at Cape Lazo and by this means telegraphic communication can be had with Victoria through Comox.

Other stations will be installed at Bamfield, Prince Rupert and points along the coast line. The north end of the Island will also be placed in touch with the other stations and the system which it is determined will be of as embracing a character as possible will practically connect up the entire British Columbia seaboard.

Some time ago the United States government announced that in a short time wireless stations would be installed at Alaska. When these are in position, and those installed by the Dominion government, the two countries will doubtless work hand in hand for the dissemination of news. The Pacific Steamship Company intends to equip its entire fleet with the apparatus, and to work in conjunction with the vessels. Stations will be established along the American Pacific coast. Thus the entire Pacific coast from Northern Alaska to Mexico will be equipped with the Marconi system and it is impossible to overrate the advantages which the system must confer.

News of disasters both on land and sea will come to hand much more rapidly than they do at present. It will mean that aid can be sent to ship wrecked vessels in a shorter space of time. It also means that the time of vessels arriving at the various ports can be gauged to within a few minutes. It will mean a quickening up of commercial methods along the sea board. Personal messages can also be transmitted from the shore to the various vessels fitted with the apparatus.

This morning Captain Troup stated that the Princess May and the Princess Royal would be fitted with the apparatus at once. The instrument will come through to the coast from the East of the Dominion and will be fitted here. The Princess royal will be fully equipped before she leaves Esquimalt. Work on this vessel is now proceeding rapidly and it is expected that she will be placed in commission before the end of June. The Princess May is now on the northern run and will be joined by the Princess Royal during the summer. The latter vessel, it is understood will ply between Vancouver and Skagway.

Captain Troup stated that the installation of the system on this coast is in large measure due to the representations made the Hon. William Templeman, the member for Victoria, to the government at Ottawa.

Daily Times June 22, 1907

WILL INSPECT WIRELESS SITES

C. Doutre Leaving For The West Coast

Visit to Whaling Station at Kyuquot in View of Station There

Saturday the steamer Quadra with Cecil Doutre, superintendent of wireless stations for the Dominion government and Captain Gaudin, who is in charge of the local office of the marine and fisheries department, on board left port on her way up the West Coast of Vancouver Island. Mr. Doutre is going to Pachena Point and Estevan Point to inspect the sites where the wireless stations of the Dominion government will be established.

The steamer Maude recently, with a cargo of lumber and workmen, left for the West Coast, and shortly after her arrival at Estevan and Pachena the construction work will commence. It is likely that on the present trip of the Quadra she will make a call at the new whaling station at Kyuquot Sound. Some time ago Captain Balcom, the manager of the pacific Whaling Company, made representations to Mr. Doutre, asking him would it be possible for the government to establish a station at Narrow Cut Inlet. As a result of these representations Mr. Doutre will pay a visit to Kyuquot and will make his report to the Dominion government on his return to Ottawa. The Pacific Whaling Company is forwarding an application in Ottawa for the establishment of a station at Kyuquot.

In putting forward its plea for a wireless station at Kyuquot the whaling company points out that the steam whaler St. Lawrence would immediately on receipt of a wireless message be able to go to the succour of any vessel which was in distress. It is pointed out that already the steam whaler Orion has salved two vessels when in distress off the West Coast. These were the barques St. James and the Inveramsay, which were drifting perilously near the shore when they were towed to sea by the Orion. It is contended that the establishment of wireless telegraphy at Kyuquot would greatly lessen the danger in life from shipwreck, and as these features have been pointed out to Mr. Doutre he is going to inspect the site and will report his findings to the Dominion government.

When Mr. Doutre was asked if the present visit of Mr. Marconi to Canada had anything to do with the wireless war which originated with the decision of the government to establish Shoemaker stations on the Pacific Coast, he said that he thought there was no connection between the two events. "I see," he stated, "that Mr. Marconi has said that he will be able to establish trans-Atlantic communication between the stations at Glace Bay and the station in the Old Country at Poldhu Bay, or the new station at Clifton. It is impossible for me to say if his efforts will be crowned with success. The Marconi company has never taken the public into its confidence with respect to its operations from Glace Bay. Although I do not know how far the Marconi company has arrived towards it goat, it is only a question of time before there is trans-Atlantic communication."

Questioned as to the statement made recently by Marconi when he said that he anticipated establishing communication between Cape Breton and Vancouver, Mr. Doutre said, "that having regard to the present development of wireless telegraphy, there was nothing to indicate that such a feat was possible."

Work has already commenced in connection with the Victoria wireless station, to be situated at Shotbolt's Hill. The civic authorities are now engaged in laying water pipes from the terminus of the system to the road leading to the property. The work of carrying the water from that road to the actual site where the wireless station will be situated will be performed by the government.

The wireless equipment for all the stations on the Pacific Coast is now on its way from the East and is expected to arrive any day. This week the construction work will have commenced at Cape Lazo, Pachena Point, Estevan and Shotbolt's Hill, and shortly afterwards at Point Gray. By the end of September the stations will be in operation.

Daily Times June 28, 1907

WIRELESS TO BE INSTALLED AT ONCE

Victoria City Will Have One and Others Are to Be Located as Aids to Navigation on Pacific Coast

The wireless telegraph system on this coast is to be installed at once. It will be as aids to navigation that these stations will be fitted up and the acting minister of marine and fisheries, Hon. W. Templeman, has given instructions to have the work carried out just as quickly as it can be done.

Cecil Doutre, commissioner of wireless telegraphy and superintendent of wireless stations for the Dominion government, is at present in Victoria in connection with this work. He will have workmen engaged on the work of installing the plants within a day or two, and as quickly as the work can be done stations along the southern part of the British Columbia coast will be established. Within six weeks the first of the new wireless stations will be in running order. These will be at Victoria and Pachena Point, on the west coast of Vancouver Island. The others decided upon will be put into order with all expedition also.

There are five now decided upon all along the southern portion of the British Columbia coast.

In addition to Victoria and Pachena Point, above mentioned, there will be a station at Vancouver, located either at Point Grey or Stanley Park, another will be at Estevan Point, on the west coast of Vancouver Island, and one at Cape Lazo, on the east coast of the Island, opposite Texada Island.

This will but be the beginning of this system of aids to navigation which the government has decided to extend to this coast. Later the system will be extended by the erection of additional wireless stations all along the coast as far as Prince Rupert. Within a year probably the continuous chain of stations may be built along the entire British Columbia coast.

The policy of the government, Mr. Doutrie says, is to establish a number of smaller stations at frequent intervals rather than locate a few large ones. The reason of this is obvious when it is remembered that the stations are primarily for the benefit of the shipping interests, and by the location of a greater number, constant communication may be kept up with the coasting steamers, which equip themselves with wireless. The introduction of the system on the coast will result in the rapid introduction of the apparatus on the different steamers on the coast to enable communication to be kept up. Already the C. P. R. has decided to equip the Princess May and the princess Royal with the necessary apparatus.

The different stations will be fitted up in a substantial way. There will be a residence of two stories for the chief operator and his family, and accommodation also for two additional operators. This will provide for a continuous service at the stations. Where lighthouses are located the wireless will be installed in the same building. This will be the case at Pachena Point. At Estevan Point, where no lighthouse yet is built, the lighthouse section being installed in the wireless building.

The system to be installed is the Shoemaker, which is regarded as the best by Mr. Doutrie, who made a study of the various systems on behalf of the government before a decision was reached. The Shoemaker has the advantage that it is capable of interchanging with the De Forrest, the Stone, the Marconi and the Massie systems. A long wave is used in connection with it, so that the messages will carry about 200 to 250 miles to sea. It is hoped that Pachena may be able to communicate directly with Victoria by wireless. The distance separating the two points is not sufficient to establish any difficulty, but Mr. Doutrie says some obstacle may be found from the fact of the high elevations which separate them. This will be a matter for experimenting before it can be said definitely that the messages can be exchanged directly. In any event communication can be carried on, using Tatoosh on the American side as a connecting point.

There will be two engineers located on the coast in connection with the work; one will be at Victoria, and one at Vancouver.

The installing of these stations will make a new departure in connection with wireless. The station will be government owned and government operated. Of the stations in the East there are many of which are owned by the government, but are operated under contract with the Marconi company.

There are on the eastern coast the following stations; Father Point, Heath Point, Anticosti, Cape Bear, P. E. I., Pictou, N. S., Whittle Rocks and Armour Point, Labrador, Belle Isle, Point Rich, Point Ray and Point Race, Newfoundland; Sydney, C. B.; Cape Sable, N. S., St. John's, N. B.; and the public works station at Quebec and Goose Island. At Halifax and Sable Island are Marconi stations.

Mr. Doutre may need to leave for the East before all are installed. If he does he will return about September.

The stations will be equipped with three horse power gasoline engines and a 1 K. W. 60 cycle alternator. There will be a 180 foot mast. The steel rigging has already been ordered and is on the way to the coast.

Daily Times July 2, 1907

THE MARCONI ON THE CAMOSUN

WIRELESS IS NOW BEING INSTALLED

Will Be First British Vessel on Coast With Device—CPR Awaits Developments.

This morning the work of installing the wireless system of telegraphy on the steamer Camosun of the Union Steamship company was commenced as the vessel rests on the ways of the Victoria Machinery Depot. The Camosun will be the first British vessel on the Pacific Coast to have the wireless installed. At present the only other commercial vessel along this coast line which has the wireless system is the steamer President of the pacific Steamship Company.

The Marconi system will be the one in use on the Camosun. The installation is practically coincident with the selection by the Dominion government of the various sites along the coast of the province for wireless stations. Work upon three sites will commence this week and in the course of about two or three months' time a number of them will be in operation. The installation on board the Camosun will only take a few days and when she leaves the ways of the Victoria Machinery Depot she will be ready to play her part in the new system of communication along the seaboard.

A certain doubt exists at present as to whether the Marconi company will permit the Camosun with its apparatus on board to communicate with the Shoemaker stations. Up to the present time the Marconi company will not allow any of its stations in any part of the world to communicate with a system other than its own. This is the case at the Atlantic stations of the Dominion government which are all the Marconi system, and which will only communicate with vessels fitted with the Marconi wireless.

In this respect also the CPR company is awaiting developments. As before announced, this company has decided to place the system on its coasting vessels, the Princess May and Princess Royal. This decision was arrived at some months ago, but as yet no move has been made in the matter. The CPR had intended to install Marconi wireless but is now awaiting the decision of the Marconi company with respect to intercommunication before it proceeds with the work on its vessels. Should the Marconi follow the course which at present adopts, the CPR will place another system, possibly the Shoemaker, on its vessels.

With respect to the vessels of the Empress type which carry the mails from Vancouver to the Orient, nothing has been definitely announced. It is certain, however, that in the very near future the white

liners will have a system in use and it will be possible to ascertain their movements many hours before they sight land.

The system of wireless which will be installed along the coast by the Dominion government is the Shoemaker. This possesses the advantage of being able to communicate with any other system (line illegible) ever, the Marconi company is said to have applied for permission to erect a number of wireless land stations on the Pacific coast of Canada.

The work on the Camosun is in charge of B. S. Y. G. Clifton, an engineer who works for the Marconi Wireless Company. During the vessel's recent trip south the plant was taken on board at Vancouver and Mr. Clifton has arrived in the city and is now superintending the work.

On board the Camosun the power required for sending the messages will be stored in batteries charged from the vessel's electric plant. The message will be received and transmitted from wires strung from the masthead. Although it is stated that the Camosun's plant will not be a very powerful one as her run is for the most part inland, yet communication can be maintained at a distance of 600 miles. When the system is in working order the Marconi company will keep an operator on board the vessel.

The linking up of the entire seaboard by a system of wireless will have a far reaching effect in case of wrecks. News of disaster can be projected from point to point and salving vessels can hasten to the scene. The installation of the system along this coast will in all probability greatly reduce the loss of life as well as facilitating commercial negotiations and ameliorating shipping conditions to a large extent.

Daily Times July 4, 1907

CONSTRUCTION OF WIRELESS STATIONS

Dominion Government Commissioner Will Rush Work as Quickly as Possible

Cecil Doutre, commissioner of wireless telegraphy and superintendent of wireless stations for the Dominion, who is now on the Pacific Coast establishing stations, says that the only delay which he is meeting with arises from the inability to get the work done owing to the difficulty in obtaining labour.

The Shoemaker system, manufactured by the International Wireless Company, is to be installed. That has been decided upon definitely some time ago after the fullest consideration. As far as the government is concerned it is denied that there is any breaking of contracts with the Marconi company. The government is not bound to use that system, and have adopted for the Pacific Coast the system which it is felt will serve the purposes intended better than any other.

The stations which the government is establishing are to be aids to navigation. It is essential that a system should be adopted which is able to communicate with vessels which carry different equipments. The Marconi company refuses to interchange messages with another systems, a serious drawback when used as aids to navigation. The Shoemaker system, in addition to other excellencies which it possess, permits the interchanging with all other systems provided other companies do not object.

The Marconi company is the only one which refuses to interchange messages. The fact that the government has seen fit to adopt the Shoemaker as the one to be installed by them would indicate that it has special features which make it superior to others for the purposes intended.

The stations on this coast will be erected just as quickly as the work can be done. In a few weeks some of them will be working. The site for the Victoria station will be finally decided upon, probably to-day. It is quite possible it may be located at Shotbolt's Hill.

Capt. Troup says he knows of no hitch in connection with the installation of the wireless system on the CPR steamers. He says the work of installation will not begin at once.

If the Marconi company will not interchange with the Dominion government system, the shoemaker, which is to be installed on this coast, the CPR will then have another system put on its steamers which will permit communications with the government stations.

Daily Times July 5, 1907

LOCATING SITES FOR WIRELESS

DOMINION OFFICAL GOES TO CAPE LAZO

C.P.R. Vessels Will Equip With System Which Can Communicate With Government Stations

This morning Cecil Doutre, superintendent of wireless stations for the Dominion government, left Victoria on his way to Nanaimo. From there he will go to Comox and investigate the conditions in the neighborhood of Cape Lazo, where it will be remembered a wireless station will be erected.

Yesterday Mr. Doutre was engaged in making investigations about Victoria and among other places he visited was Shotbolt's Hill. Although he has not yet definitely announced that the Victoria station will be situated there, it is highly probable that this will be the site.

There are at present on the coast a number of Marconi agents who are in communication with the various steamship companies with a view of placing the Marconi wireless on the vessels. As before stated in the Times, the Marconi company does not allow intercommunication with other systems and with the exception of the Camosun, which is now being installed with Marconi, it is very unlikely that any other vessel will be equipped with the system on this seaboard.

The system is being installed more for the purpose of guarding against shipwrecks and ameliorating the conditions in case of disasters than from a commercial point of view. On this account, therefore, it is highly desirable that every vessel on the coast should be able to communicate with the government stations equipped with the Shoemaker system.

In this respect the CPR is awaiting developments. Although no contract had been entered into, the railway company had intended to install the Marconi system. The fact of the government deciding upon the Shoemaker system has however altered the plans of the CPR which is now awaiting such time as some definite pronouncement will be made by the Marconi company with respect to intercommunication. As Capt. Troup stated yesterday there is no hitch in the plans of the company, and he has not been informed of any change with respect to the installation of the wireless.

The present attitude of the Marconi company is by no means new, nor is it the first occasion upon which friction has been forthcoming. All over the world, wherever wireless is, the same difficulties prevail. Marconi will not allow his company to communicate with any other than its own system and this fact has given rise to no small inconvenience in the commercial world. The Marconi company has held out hope that these restrictions will be obliterated next year in the month of July, but in the meantime complaints continue to crop up. The Dominion government has decided that on this coast line the system which shall be established will be of an interchangeable character, and it will insure that no contretemps such as have been evidenced on the Atlantic coast can possibly arise. Pursuant on this decision the CPR has decided that whatever system is place on its vessel must be able to communicate with the government stations along the coast.

Daily Times July 8, 1907

STATION TO BE ON CAPE LAZO

THE LOCATION IS AN EXCELLENT ONE

Will Command Unobstructed Way to Vancouver and Also Along Northern Course.

Cecil Doutre, commissioner of wireless telegraphy under the Dominion government, has returned to the city after making a selection of a site for the new station near Comox. It will be on Cape Lazo, where an acre and a half of land has been bought. The location is admirable for the purpose, Mr. Doutre says. The land is about 110 or 120 feet above sea level and commands an unobstructed sweep of the waters to the north and again to the south as far as Vancouver.

Mr. Doutre says that the station will have no difficulty in getting into communication with a vessel carrying wireless apparatus six or seven hours before the Cape is passed. Direct communication with Vancouver will be had when the station is established there and then with Victoria, so that the vessels may be reported many hours ahead of their arrival.

Mr. Doutre will not give his attention to the selection of a site in this city for the local station. He has not made a final choice yet, having different sites to choose from.

Daily Times July 10, 1907

CANADIAN MARCONI COMPANY CLAIM MONOPOLY OF THE WIRELESS BUSINESS IN CANADA

Hon. W. Templeman Denies That Any Contract Rights Are Being Violated

(Special to the Times)

Ottawa July 10. Hon. W. Templeman, acting minister of marine, denies the charge by the Marconi Company that the contract rights of the company with the government are being violated or infringed.

The company claim that their contract made with the government in 1902 gives them a monopoly of the wireless business in Canada to the exclusion of all other wireless systems. The government will not admit such a sweeping monopoly. The dispute has been brought to a head by the installation on the Pacific of wireless stations by the government. The avowed intention of the government is to operate these stations itself. The Marconi Company contend that they should have been given the right to erect and equip these stations and operate them for all time to come the same as the Atlantic stations.

The other action of the government of which the Marconi Company complain is the issuing of licenses without which no ship or station can do commercial wireless business in Canada. The license specifies that the ship or company which receives it shall exchange business with any other wireless company which offers it to them.

Recently the Marconi Company arranged to equip three CPR steamers on the Pacific coast with wireless apparatus and applied for licenses to operate them. These were the first licenses for wireless issued after the government had decided upon the licensing system. After receiving the license the company claimed that its rights were infringed and declined to pay the license fee. They object to the provision that there shall be an exchange of business with any other company. The government believes that it is within its rights under contract and that its action is in the public interest.

Daily Times July 11, 1907

VANCOUVER TO HAVE WIRELESS

GOVERNMENT EXPERT SELECTED STATION

Sixth Site Will Be Chosen at Cape Scott When Others Are Built

The site of the second wireless station to be established by the dominion government on the coast of British Columbia was selected yesterday and will be situated at Point Gray, near Vancouver. The wireless plant for the first station at Cape Lazo has arrived in the city and will be forwarded today and the construction work will commence immediately.

For the site of the Victoria station, the acreage has not yet been finally decided upon. The deal will in all probability be closed to-day and the erection of the Victoria station proceeded with at once.

This morning Cecil Doutre, the government wireless superintendent, returned from Vancouver after selecting the site for the Point Gray station. On Sunday night he will proceed up the west coast of the Island on the steamer Tees for the purpose of locating the exact site of the station at Estevan Point. The second station of the west coast of the Island will be at Pachena Point and will be attached to the lighthouse there.

The Pacific Whaling company has approached Mr. Doutre with a view to having a station placed at Kyuquot Sound, and in order to discuss this matter, Mr. Doutre will interview Captain Balcom within the next few days. The nearest station to the Kyuquot Sound whaling grounds will be Estevan Point. When the present five stations are established the government has in contemplation the selection of a site at Cape Scott and as the Kyuquot Sound whaling station lies nearly half way between Cape Scott and Estevan Point it is probable that a small station will be installed near the Pacific Whaling company's factory. To work in conjunction with this it is anticipated that the whaling company will install the system on its steamer St. Lawrence and also on the Orion so that the event of ship wreck either of the vessels can be signaled to proceed to any disaster that may eventuate.

Alluding to what has become known as the Marconi Company's claim to monopoly in the Dominion of Canada, Mr. Doutre says that the contract rights of the company with the government have been in no manner infringed. "If they are of that opinion," he says, "the courts are open to them. All over the world difficulties have been and are being experienced owing to the fact that the Marconi company will not allow its system to intercommunicate. The Shoemaker system will communicate with any other. The government intends to operate these stations itself as it is of the opinion that both from a commercial and a lifesaving standpoint, monopoly in a wireless system is both dangerous and inconvenient.

No pronouncement as to the intentions of the CPR in respect to its vessels on this coast has been made beyond the fact that three of the vessels will be equipped with the apparatus and with an apparatus which will communicate with the government stations.

Daily Times July 12, 1907

TO ESTABLISH WIRELESS STATION STEAMER CASCADE SAILS THIS AFTERNOON WITH APPARATUS FOR SYSTEM AT CAPE LAZO

The steamer Cascade under charter to the marine and fisheries department, was engaged this morning in loading with a cargo of cement and wireless apparatus. She is leaving this afternoon for the East coast, her immediate objective being the Sisters lighthouse where she will land supplies. She will then proceed to Cape Lazo, when the apparatus for the construction of a wireless station will be discharged. The men to be engaged in the construction work will take passage on the steamer and the labour of erection will commence at once. The receiving mast at the Cape Lazo station will be 180 feet in height and it is expected that this will be erected on a bluff over 120 feet above the sea level. It will be able to communicate at a distance of 250 miles.

Daily Times July 18, 1907

WIRELESS SITE HAS BEEN BOUGHT

Selection Has Been Finally Made at Shotbolt's Hill and Land Transferred.

This morning the negotiations looking to the purchase of a site in Victoria for the government wireless station were completed, the site secured being Lot 14, comprising about an acre of land on Shotbolt's Hill.

The location is an ideal one, there being an uninterrupted sweep along the Gulf of Georgia and in a direct line with Tatoosh Island at Cape Flattery, through which station the Pachena point messages will in all probability be relayed. On account of the exceedingly mountainous nature of the country lying between Victoria and Pachena Point it will be impossible to communicate with Victoria without establishing both here and at Pachena Point stations of very great power.

The consideration paid for the site was about $2,000.

The erection of the buildings will be proceeded with immediately.

Daily Times July 18, 1907

WIRELESS WAR ON THE PACIFIC

MINISTRY ACTED IN PUBLIC INTEREST

Course Pursued Prevented the Carrying Out of a Monopoly on Coast.

The ware between the Marconi Wireless Telegraph Co. and the department of marine and fisheries goes on merrily, the latest development being an open letter by General Manager Oppe of the Marconi Company, to Hon. W. Templeman, to which the latter has promptly replied. The open letter itself is as follows:-

"Sir: While the government superintendent of wireless telegraphy has lately distinguished himself by a masterful inactivity in connection with the Atlantic wireless stations, he is displaying great energy on the west coast.

" is reported as having expressed himself publicly in the Victoria Colonist to the effect that the American Shoemaker apparatus, which the government has purchased in the United States and proposes to erect on the west coast in disregard of our patent rights and contracts, had after an exhaustive series of tests proved itself to be superior to the Marconi apparatus. This statement, if correctly reported, is, as your representative must know, highly damaging as well as absolutely false, and we are considering the advisability of taking an action for libel in respect to its publication.

"Now, as to the patent question. About two years ago we brought an action against certain persons in the United States who were using apparatus in infringement of ours. The defendants were not concerned to show that their patent was a good one, but only that the Marconi patents were not good, that they had been anticipated by one or other prior inventor. The Shoemaker so called inventions were cited. Judge Townsend, in his decision, rendered in the circuit court on the 4th of May 1905, thus refers to Shoemaker: "His testimony is so utterly unsupported and insufficient and improbable that it will not be discussed."

"From the date of the erection of the first Marconi stations in 1904 until recently, for about a period of three years, we received the co-operation of the department of marine which the terms of our contracts provide for, and we were able to maintain an efficient service which has generally proved itself to be of inestimable value.

"I regret to have to state that since about the beginning of this year the department's policy has altered completely; a new superintendent of wireless telegraphy has been appointed; our contract rights have been disregard, and generally our operations have been retarded and hampered.

"Apart from the question of transport this newly appointed superintendent has apparently been engaged in disorganizing our service by an attempt to win our employees at the shore stations from us and to make them dissatisfied with their present employment, notwithstanding that we are under contract to give the government an efficient service.

"I have evidence which in my opinion is ample to prove this charge, and I say that an official who acts in this improper manner is not fit to hold his employment.

"The departments' campaign extends to the withholding from us of permission to erect stations at points where they are urgently required by the shipping communities; to its failure to issue licenses for vessels trading on the west coast, except on conditions which would compel us to acquiesce in the breach of our contracts and which in consequence we cannot accept.

"Your action alone prevents us from fulfilling contracts to equip several vessels trading on the St. Lawrence; a station at Three Rivers and other shore stations; the C.P.R. boats on the Pacific and shore stations under agreements with eh C.P.R and G.T. Pacific.

"You are aware, sir, that the terms under which we operate the Atlantic stations provide that we shall continue to occupy, maintain and operate them for so long only in general terms as we are able to give the best and most useful service, and that our very license to carry on our business depends on the service we are able to provide. I have abundant warrant for knowing and saying that you advocate the government's possessing itself of wireless telegraphy, our business and stations. Both you and your superintendent are eminently well aware that the more we are hampered, and the more we are discredited, and the less we are able to develop our system on ships and shore, the sooner this end will be accomplished.

"Remember, sir, that we have patents, contract rights and vested interests; remember that every stone you hurl at us strikes the shipping interest with their vessels and cargos of human lives, and cherish particularly the remembrance that we are living in a country, fortunately for some of us, in which injustice is not for long tolerated.

"In a recent letter I was officially notified by the department not to write to you personally, and I am, therefore, adopting this method of addressing you with the expectation that public opinion, where I have failed, will direct your attention to the abuses which you are allowing to exist. I have the honor to be, sir, your obedient servant.

(signed) John D. Oppe

General Manager

As before stated in the Times, the action of the government is based largely on grounds of public policy. Any offer made by the Marconi Company to the government contained a provision that the Marconi people would not be obliged to communicate with vessels or stations employing nay other system of wireless telegraphy.

How fatal this would be to the operation of a government owned chain of wireless stations, whose main business would be that of aids to navigation and as lifesaving stations, has already been pointed out in the Times. For the government to make such a contract would mean to perpetuate a cruel monopoly.

Other statements made in the foregoing open letter are equally groundless. The charge that its operators were being induced to leave their employment by the government is controverted by the fact that when the government decided to take over the control of the wireless equipment placed on their boats and operate them themselves, the Marconi Company issued a circular to all their operators stating the fact and adding that if they wished to join the government service they were at liberty to do so. As a result of this circular the department had so many applications for positions that the Marconi Company evidently repented their action and are now hoping to make capital out of the

fact that their operators desired to join the government service.

As to the charge that the government are withholding licenses to the Marconi Company to establish stations on the St. Lawrence between Quebec and Montreal, such is not the case. The government has the entire regulation of wireless telegraphy in Canada under Chap. 49 Statutes of Canada, 1905, clause 3 of which reads as follows:

"No person shall establish any wireless telegraph station or install or work any apparatus for wireless telegraphy in any place or on board any ship registered in Canada except under and in accordance with a license granted in that behalf by the minister with the consent of the governor in council.

"Every such license shall be in such form and for such period as the minister may determine and shall contain the terms, conditions and restrictions on and subject to which the license is granted, and any such license may include two or more stations, places or ships."

Under the foregoing the department is perfectly justified in safeguarding the public interest, and on the ground of public policy in taking every precaution to see that wireless telegraphy, which is practically only in its infancy, is not hampered by the granting of exclusive rights or fostering a monopoly to the detriment of shipping and of the general good.

The government, it is believed, were perfectly willing to grant Marconi licenses on the same terms as those which would be granted any other company which might apply for the same, but properly refused to grant any exclusive principle to the Marconi or any other company. It has been demonstrated in practice that a limited number of stations only can operate within a certain zone, and hence any company which desires the right to establish stations must agree to interchange messages with the other systems besides its own.

Regarding the validity of the Marconi company's patents, an opinion cannot be given, but as before pointed out, the courts are open for them and there and there only can their claims be established or controverted. In this connection it appears to be rather strange that if the Marconi Company's patents are valid they have not taken any actions against the other companies operating in Canada, such as the Mt. Forrest and the Pacific Wireless Company, which has had a station operating in this city for a long time.

In view of these facts it seems that the Marconi Company is only weakening its case by pursuing a course widely divergent from the only one by which their alleged rights can be established, and Hon. Mr. Templeman who is acting as chief of the marine department during the absence of Hon. Mr. Brodeur, is adopting a policy which is in the interest of the public at large, and of the people of the Pacific Coast in particular.

Daily Times July 18, 1907

C. DOUTRE DOES NOT SHOW FEAR OF RUMORED LIBEL ACTION AGAINST HIM

He Denies He Has Given the Marconi Company Ground for Complaint.

A dispatch to the press a few days ago announced that the Marconi Company of Montreal had instituted an action for $5,000 against C. Doutre, superintendent of wireless telegraphs for the Dominion. The ground of action was said to have been certain comparisons alleged to have been made by Mr. Doutre in a newspaper interview, between the Marconi system and the Shoemaker system, which has been adopted by the government.

Mr. Doutre, who is still in Victoria completing the arrangements for a site for the government wireless station in the city was seen to-day and interrogated regarding the matter. He is evidently not losing much sleep over the threatened action, for he smiled benevolently when questioned.

"I do not think the Marconi Company are serious if they have instituted such an action," he laughed, "and if it is persisted in it will be for the purpose only of hampering the work of installation of the government system on this coast.

"I have made absolutely no statement," he added, "which could possibly be construed as damaging to the Marconi Company or anyone else. In the interview in question I simply stated the government's position in the matter, and no ground for libel could lie in any remark I made.

"I can assure you that there are many matters, which I consider of greater importance and which causes me more worry than any action the Marconi company can take against me."

Daily Times July 19, 1907

THE LIGHTHOUSE FOR ESTEVAN

CONSTRUCTION IS TO BEGIN AT ONCE

Steamer Maude Taking Supplies Tomorrow--Cecil Doutre Will Leave by the Quadra

Yet another link in the chain of lighthouses which the dominion government is establishing on the West Coast of Vancouver Island will be commenced when the steamer Maude leaves port tomorrow and reaches Estevan Point. Today the vessel is loading with a cargo of lumber for construction work for the new government station to be erected at Estevan Point.

On the arrival of the vessel a trolley roadway will be built from the landing to the site of the lighthouse which was chosen some time ago. This will be four miles in length and by means of it the material for building purposes will be conveyed to the site. When the trolley roadway is constructed a dwelling house will be run up at Estevan point. The wireless apparatus will then be installed there, as it will be remembered it is also one of the wireless sites chosen by Cecil Doutre for a government station. Within the course of a short time a fog alarm will be installed, but it is not expect that the light tower will be built during the present year.

Tomorrow the steamer Quadra will make a special trip to Estevan Point with Mr. Doutre, superintendent of wireless stations of the Dominion government, and he will inspect the site on which the Shoemaker system of telegraphy will be installed. The Quadra will also call at Pachena Point where another wireless station is to be erected.

The site chosen for the new lighthouse at Estevan Point is an eminently suitable one. The surrounding coast line is of an extremely rocky character. Not eighteen miles from the site of the new lighthouse the sailing ship King David when to her destruction a little over two years ago. The King David was a vessel of 2070 tones register, bound from the Salina Cruz to port Townsend. Early in December 1905, she was driven towards the shores of Vancouver Island and to save herself from shipwreck she dropped her anchors in the vicinity of Bajo Point. A boat's crew with and officer and six men on board was dispatched to Cape Beale, which it was presumed was the nearest point of communication, to ascertain the bearings of the vessel. The boat was never heard of again, and it presumed to have been lost with all on board. After waiting in vain, the King David hauled up her anchors and endeavoured to make for the open sea. A wind was blowing on shore at the time, and she was driven on the reefs at Bajo Point and totally wrecked. The captain and crew managed to scramble ashore to safety. It is interesting to note that the village of Nootka was only nine miles distant from the scene of the wreck, but the captain and those on board the King David were totally unaware of its existence.

The above forcibly illustrates the need of a lighthouse in that vicinity, and the action of the Dominion government, which is about to establish one, cannot be too highly commended. Before many years have passed the entire West Coast will have a chain of lighthouses and the danger of shipwreck will be ameliorated to no small degree.

Daily Times July 22, 1907

WILL INSPECT WIRELESS SITES

DOUTRE LEAVING FOR THE WEST COAST

Visit to Whaling Station at Kyuquot in View of Station There.

Saturday the steamer Quadra with Cecil Doutre, superintendent of wireless stations for the dominion government, and Captain Gaudin, who is in charge of the local office of the marine and fisheries department on board left port on her way up the West Coast of Vancouver Island. Mr. Doutre is going to Pachena Point and Estevan Point to inspect the sites where the wireless stations of the Dominion government will be established.

The steamer Maude recently, with a cargo of lumber and workmen, left for the West Coast and shortly after her arrival at Estevan and Pachena the construction work will commence. It is likely that on the present trip of the Quadra she will make a call at the new whaling station at Kyuquot Sound. Some time ago Captain Balcom, the manager of the Pacific Whaling Company, made representations to Mr. Doutre, asking him would it be possible for the government to establish a station at Narrow Cut Inlet. As a result of these representations Mr. Doutre will pay a visit to Kyuquot and will make his report to the Dominion government on his return to Ottawa. The Pacific Whaling Company is forwarding an application to Ottawa for the establishment of a station at Kyuquot.

In putting forward its plea for a wireless station at Kyuquot the whaling company points out that the steam whaler St. Lawrence would immediately on receipt of a wireless message be able to go to the succor of any vessel which was in distress. It is pointed out that already the steam whaler Orion has salved two vessels when in distress off the West Coast. These were the barques St. James and the Inveramsay, which were drifting perilously near the shore when they were towed to sea by the orion. It is contended that the establishment of wireless telegraphy at Kyuquot would greatly lessen the danger to life from shipwreck, and as these features have been pointed out to Mr. Doutre he is going to inspect the site and will report his findings to the Dominion government.

When Mr. Doutre was asked if the present visit of Mr. Marconi to Canada had anything to do with the wireless war which originated with the decision of the government to establish Shoemaker stations on the Pacific Coast, he said that the thought there was no connection between the two events. "I see", he stated, "that Mr. Marconi has said that he will be able to establish trans-Atlantic communication between the stations at Glace Bay and the station in the Old Country at Poldhu Bay, or the new station at Clifton. It is impossible for me to say if his efforts will be crowned with success. The Marconi company has never taken the public into its confidence with respect to its operations from Glace Bay. Although I do not know how far the Marconi company has arrived towards it s goal, it is only a question of time before there is trans-Atlantic communication."

Questioned as to the statement made recently by Marconi when he said that he anticipated establishing communication between Cape Breton and Vancouver, Mr. Doutre said, "that having regard to the present development of wireless telegraphy, there was nothing to indicate that such a feat was possible."

Work has already commenced in connection with the Victoria wireless station to be situated at Shotbolt's Hill. The civic authorities are now engaged in laying water pipes from the terminus of the system to the road leading to the property. The work of carrying the water from that road to the actual site where the wireless station will be situated will be performed by the government.

The wireless equipment for all the stations on the Pacific Coast is now on its way from the East and is expected to arrive any day. This week the construction work will have commenced at Cape Lazo, Pachena Point, Estevan and Shotbolt's Hill and

shortly afterwards at Point Grey. By the end of September the stations will be in operation.

Daily Times July 25, 1907

A WIRELESS SITE AT POINT GREY

Arrangements Entered Into With Local Government for Necessary Land at Vancouver.

This morning arrangements were concluded between Hon. F. J. Fulton, chief commissioner of lands and works, and Cecil Doutre, superintendent of wireless telegraphy for the Dominion government, whereby the province places at the disposal of the Dominion government an acre and a half at Point Grey near Vancouver. This piece of land will be utilized as a wireless site for the Vancouver station, and work will be rushed on it at once.

Mr. Doutre goes over to Vancouver in the morning to conclude arrangements and will then proceed east returning for the opening of the chain of stations in September.

Daily Times July 26, 1907

TO RUSH WORK ON STATIONS

SUPT. DOUTRE IS LEAVING FOR EAST

The Wireless Will Be Working at Points on Coast Within Short Time

Yesterday the last step necessary to complete the chain of wireless stations on this coast for life-saving and aids to navigation was completed when the provincial government placed at the disposal of the department of marine and fisheries at Ottawa an acre and a half of land at Point Grey on which to erect their station for the city of Vancouver. To-day Superintendent Doutre is in Vancouver giving final directions for clearing the site and rushing the work of erecting the station for which the Royal City Mills have a contract for $3,300.

The Victoria section is under contract to John Taylor, for a similar sum, and the great mast which forms the outstanding feature of all these sections is expected in port to-day

At Pachena Point, near which the Valencia was lost, the mast is already lying on the ground and the sizes and dimensions of the other material is in the hands of the mill men and will go forward as soon as tugs can be obtained.

At Estevan Point construction work cannot be as promptly undertaken because a railway about three miles long has to be built in order to get the supplies up from the beach to the site of the combined lighthouse and wireless station. The building of this railway is proceeding apace, and the Estevan office should be open very shortly after the rest.

The station at Point Lazo is well underway, this being the most advanced of the series.

Cecil Doutre, the government's superintendent of wireless telegraphy, has been handicapped in getting this work under way owing to the scarcity of labor, and large orders in the mills and the difficulty of obtaining sites. Now, however, that all arrangements are concluded, he will at once leave for Ottawa, and will return to the province in September.

In his absence the work will be superintended by Mr. Morse, late superintendent in Canada of the Dominion De Forrest Wireless Company.

Daily Times August 12, 1907

THE GOVERNMENT AND MARCONI COMPANY

British Cabinet Approves Policy of Fisheries Department and Contends for Adoption of Similar License

In an interview at Ottawa Hon. W. Templeman, Acting Minister of Marine and Fisheries, made the following statement:

Relative to the statements being made by the manager of the Marconi Wireless Telegraph Company in connection with what he claims to be the unfair manner in which the department of marine and fisheries is administering the law passed in 1905 for the regulation and control of wireless telegraphy in Canada, it would perhaps be advisable to give the reasons which influenced the government in bringing wireless telegraphy under its direct control.

One of the greatest difficulties with which the practical working of wireless telegraphy is confronted is interference; that is to say, experience has proved that only a very limited number of stations are capable of operating within a certain zone, known as the effective range of the station or stations, without interfering with each other, and in order that wireless telegraphy could be utilized as an aid to navigation, for the purpose of communicating from ship to shore (the most important use to which wireless telegraphy has up to the present time been put), as well as for commercial purposes, it was deemed advisable by all the leading nations of the world that some international agreement be arrived at that would bring all wireless telegraph stations, whether on shore or on ship under the Direct Control of the Government upon whose territory or ships they were situated.

To this end a preliminary conference was convened at Berlin in 1903. This conference agreed to a protocol which formed the basis of the wireless convention which was held at Berlin last October, at which the following nations were represented:

United States of America, France, Germany, Great Britain, Italy, Japan, Norway, Russia, Spain, Sweden, Siam, Uruguay, Romania, Mexico, Greece, Netherlands, Monaco, Persia, Portugal, Belgium, Chile, Denmark, Egypt, Austria, Hungaria, Bulgaria, and the Argentine Republic.

The most important article, in fact the pivotal point, discussed at this convention, was Article 3, which reads in its amended form as follows:

"Coast stations and ship stations are bound to exchange telegrams with each other without regard to the particular system of radio-telegraphy adopted by these stations."

It was deemed essential to the satisfactory working of stations operating under an international agreement, that the multiplication of wireless stations belonging to different companies operating in the same zone should be prevented, and it was also deemed undesirable, for reasons which are perfectly obvious, to grant a monopoly to any one wireless company.

The only wireless telegraph company which objects to inter-communication is the Marconi Company. How harmful the attitude of the Marconi Company on this matter of inter-communication may be to the shipping interests, as well as to the general public, was graphically illustrated in Capt. Inglefield's evidence before the select committee of the British parliament, in which he told of an American ship finding a derelict and being

Barred From Communicating

the fact with a passing ship because the latter's contract with the Marconi Company. The refusal of the Marconi company to inter-communicate with other systems was considered so dangerous to shipping interests that all nations were forced to agree unanimously to the inclusion of Clause 3.

The British government before definitely adhering to the Berlin conference appointed a select parliamentary committee, under the presidency of Sir John Dixon Poynder, to consider the advisability of adopting the recommendations. The following interests gave evidence before this select committee:

The naval Department

The Army Department

The shipping interests.

The Post Office Department, which controls telegraphs in Great Britain and

All other interests which might be affected, such as wireless companies.

It is significant that the only interest heard before this committee which objected to the ratification of the convention was the Marconi Company; all the other interests gave evidence favourable to its ratification.

The repost of this committee has just been made public. It recommends that Great Britain adhere, and that in doing so a

Great Benefit

will be conferred on the public generally, and the shipping interests in particular.

In this connection it will be of interest to quote the Rt. Hon. Sidney Buxton, the British Postmaster General, who in speaking at the colonial conference on the 14th May last, said:

"I hold strongly the view that while it is perfectly true that we are in a dominant position in regard to wireless telegraphy at the present time, it is to our advantage to have inter-communication between the various systems and it is to our disadvantage to have a particular system in this country which refuses to inter-communicate. I would like to say as emphatically as I can that the Board of Admiralty, who after all are the people most concerned in this matter, think it would be a very serious matter if this convention were not ratified. That they have stated publicly, and they have sent their experts and other witnesses to say so and very emphatically to the select committee."

In 1905 the Canadian parliament passed a law (Part IV, Chap. 126, R.S.C., 1906), bringing wireless telegraphy directly under government control. Under this law all wireless companies, before proceeding to establish or operate wireless stations, are compelled to

Apply for a License.

The terms conditions and restrictions of such licenses are to be prescribed by the minister of marine and fisheries, under the approval of His Excellency the Governor-General in Council.

Anticipating adhesion on the part of Great Britain to the Berlin conference, the department of marine and fisheries, in accordance with the act above mentioned, prepared a license, setting forth the terms, conditions and restrictions under which wireless telegraphy would be authorized. Clause 5 of this license reads as follows:-

"Subject to the provisions of this license, the licensee shall transmit and receive messages by means of the licensed apparatus, to and from any other stations or to and from any ship, without regard to the particular system of wireless telegraphy installed in such station or such other ship, on equal terms, without favor or preference, whether as regards rates of charge, order of transmission or otherwise."

The Marconi company applied for ship licenses on June 6th, 1907, for three C. P. R. steamers in British Columbia, the Princess Royal, Princess Beatrice and Princess May. Licenses were prepared and forwarded to the Marconi company on June 20th. These licenses, on account of the inclusion of clause 5, above quoted, have been refused by the Marconi company.

In this connection it may be stated that the Dominion De Forrest Wireless Telegraph Company applied for a license permitting the establishment of a trans-Atlantic wireless station on Gridstone Island, one of the Magdalen group, which was granted and was accepted by them without any question whatever.

The Right Hon. R. B. Haldane, replying to Sir E. A. Sassoon in the British House of Commons on July 31st, 1907, stated that the British government were

Contending For the Adoption

of a form of license similar to that used by the Canadian government which would indicate that the license is a eminently just and fair one, and drawn up in terms which safeguard the interests of the public.

The Marconi company also complain that the department of marine and fisheries have unjustly withheld licenses for stations which they desired to erect at Montreal, Three Rivers, Tadousac and Murray Bay. Such is not the case. The Marconi company forwarded on the 20th April last applications for licenses for stations at these places. The applications were not dated nor signed, although this fact did not delay the issuing of the licenses, inasmuch as these licenses were, on request, referred to the secretary of state for the colonies for the information if his Majesty's government and the signification of their views in regard thereto, under date the 22nd April last, two days after reception of application for license, and the Marconi company was so informed under date of 31st May. The company was also informed that as soon as the department heard from the colonial office the licenses would be granted. Reply was received from the colonial office on the 3rd August, and licenses will be issued to the Marconi company forthwith, although, if their present attitude is maintained, the licenses will not be accepted.

In connection with the installation of government wireless stations on the Pacific Coast, to which the Marconi company takes exception, it was deemed advisable that they should be the property of and be operated by the government, principally because these stations are required

Primarily as Aids to Navigation.

As the Marconi company has always refused to communicate with any other system than its own, and there are steamships at present plying on the Pacific Ocean which are equipped with other systems other than Marconi, and there will no doubt be hundreds more in a very short time, it will be readily seen that the government could not permit the establishment of wireless stations as aids to navigation unless they were open to communication with any ship, irrespective of the system in use. It was for this reason that the department decided to install another system and that these stations must be owned and operated by the government the same as any other aid to navigation.

As soon as the department decided in the interests of shipping and the public, to install wireless stations on the Pacific Coast as government owned and operated stations, the Marconi company immediately proceeded to attack, through the medium of the press, the department of marine and fisheries, and endeavored to discredit its officer, the superintendent of government wireless telegraphs.

There was, unfortunately, a delay of three or four weeks in opening the government wireless stations on the north shore of the St. Lawrence (which are operated under agreement by the Marconi company).

These stations are not operated during the winter, but they should be opened at least as soon as ships use the Belle Isle route, and under agreement the department is required to transport the men and supplies. The Montcalm and other government vessels were engaged at the time, and these stations were therefore not opened as early as in former years. Fortunately, the season on the coast being very late, no ill consequences or serious disadvantage resulted through the unavoidable delay. The department does not shirk responsibility in this matter, and neither will it permit to go uncontradicted the

Studiously Malicious Interpretation

of this incident, viz., that was part of a plan of a government official (Mr. Doutre) to injure the Marconi company, which has been repeated in the press several times. The department has a hundredfold more interest in efficiently maintain the wireless stations on the north shore of the St. Lawrence, which it owns, than the private company paid to operate them can have. The statement that the delay referred to, and which the department greatly regrets, was a deep laid plan, a crafty conception of a departmental official, is—well, let us put it mildly and say—laughable.

There are fifteen wireless stations on the St. Lawrence and the Atlantic Coast, the property of the Canadian government, which were built and equipped, under contracts with the marine and fisheries department, by the Marconi Telegraph Company of Canada. The government paid for these stations, and also pays to the company, which operates them under contract, a stipulated sum annually for its services and expenses. This is done in the interest of shipping. The Marconi company owns and operates on its own account three stations—one at Glace Bay, one at Sable Island, and one at Camperdown, near Halifax. These are operated for the advantage of the company. Two stations, one at Quebec City and one at Grosse Isle are the property of the public works department.

The charge has been made that the department, in equipping the Pacific Coast stations with wireless apparatus, had purchased in a foreign country apparatus which it should have procured from a Canadian company, viz., the Marconi. All the wireless apparatus for the fifteen stations operated by the marine and fisheries department was imported by the Marconi company from England or the United States, and it would probably be correct also to say the same in respect to the three stations owned by the company and the two owned by the public works department. It is not the discredit of the Marconi company that it has not yet been able to manufacture this apparatus in Canada, but it is most unfair to charge the department with having to go abroad for wireless apparatus when the company itself has been compelled to import all it has as yet set up for the government. The gasoline engines, wire, masts and other articles—all excepting the wireless apparatus—bought for the Pacific Coast stations are “made in Canada”.

To put the whole question in a nut shell, the policy of the government is that it will control wireless telegraphy in Canada. The policy of the Marconi people is that the Marconi Wireless Telegraph Company will be the masters of the situation.

Daily Times, August 12, 1907

MARCONI COMPANY BEGINS ACTION

Dispute Regarding Interpretation of the Agreement With the Dominion Government

Ottawa, Aug. 6—The dispute between the government and the Marconi Wireless Company in respect to the interpretation of the agreement with the government for the maintenance and operation of wireless stations in connection wit the marine service has reached an acute stage. The company has begun legal proceedings to enforce its contention that under the contract of March (date illegible), 1902, the government is obliged, before proceeding with the establishment of a wireless station, to acquaint the Marconi company with the requirements, when it shall be optional with the company to build and operate the said station.

The minister of marine in a letter to the minister of justice, asking his advice on the matter, points out that “should the Marconi company's interpretation of the contract be correct, it will be impossible for the department, should it desire to use any other system, to do so, and the Marconi company will have a monopoly of all government business for such time as they desire to exercise their option. It will restrict legitimate competition, and will seriously hamper the government in carrying out its present intention of establishing a series of wireless stations for protection and assistance of navigation on the Pacific Coast.”

Hon. Mr. Aylesworth has advised the department of marine that under the terms of the agreement he sees nothing to prevent the crown from erecting a wireless station and equipping it with instruments other than Marconi instruments.

Acting on this advice Hon. Mr. Templeman, acting minister of marine, has gone ahead with the establishment of wireless stations on the Pacific coast, independent of the Marconi company, and will fight the legal proceedings entered by the company to maintain its claim for practical an absolute monopoly of the wireless telegraph business of the government.

Daily Times, September 4, 1907

WIRELESS WORK WELL UNDER WAY

CONSTRUCTION OF DOMINION STATIONS

New Aids to Navigation Will Be Available in Six Weeks Time.

It is expected that the wireless telegraph service, now being installed on the coast by the marine and fisheries department of the Dominion government, of which the Hon. W. Templeman is acting minister, will be available, in part at least, within six weeks.

The preliminary work embracing the construction of the stations and the introduction of the initial plants is reported by Mr. Morse, the superintendent, to be will under way. The staffs, guys and other material for the Pint Grey establishment will be shipped by the steamer Cascade, probably to-day, and construction work at Pachena Point, Estevan Point, Shotbolt's Hill and Cape Wago (typo for Lazo?-FWS) is being advanced as rapidly as circumstances will permit. It is probable that the station at Victoria will be the first in operation, and that the Point Grey establishment will be open for business very shortly afterwards.

Although these wireless stations are planned primarily as aids to navigation, it is not unlikely that they will be made available for general purposes of intercommunications between sea and

land, although Mr. Morse says that this will be a matter of subsequent arrangement with the government through the department of marine and fisheries.

There are innumerable cases conceivable, aside from the urgency of vessels which have lost their bearings in foggy or stormy weather, where such a communication would constitute an inestimable boom, and to which it is not unlikely the advantage of the system will be extended. But it is among mariners particularly as an additional safeguard against mishaps that the advent of the new service will be especially welcomed. Mr. Morse though it safe to say that had the wireless system been available in the case of the Valencia, for example, that disaster would have been prevented.

As soon as the preliminary construction of stations is completed the telegraphic equipments will be put in. In this service the Shoemaker apparatus, which comes with a guarantee by its makers, and has been very extensively and successfully used by the American navy, will be installed. The battleship Charleston, which recently visited Esquimalt harbour, was equipped with this system, and has proved its efficiency on numberless occasions. Mr. Morse says that this apparatus was selected by the government after the most careful investigation, with a view to securing the most reliable and effective work.

Although the name of Marconi has come to be popularity associated with the idea of translating messages through the air, inquiry shows that there have been other wizards of the wireless telegraph, on James Bowman Lindsay, for instance, having successfully experimented therewith as early as 1854.

And as in other kindred matters, time and experience have brought changes of ideas with regard to the wireless telegraph. In order to secure satisfactory accomplishment in bridging distance,

etc., the first idea was that force constituted the great essential. Now it is coming down to a question of resonance and electrical balance. In a word it has been found that force is not the only factor in the successful transmission of messages, but that these other technical considerations play and important part. And the coast service will embrace, Mr. Morse says, strict attention to all new ventures in connection with the subject. No consideration will be omitted to secure the greatest reliability and most satisfactory results.

Daily Times October 17, 1907

WIRELESS ACROSS THE ATLANTIC

NEW SERVICE IS INSTITUTED TO-DAY

"In the Matter of Dispatch We Fear No Competitor," Says Marconi.

Sydney, Oct 17. The system of trans-Atlantic wireless telegraphy was, after numerous experiments, opened to the public today. The communication runs from Glace By to Clifden, in Ireland. The rate for messages is five pence per word and nearly forty words are being sent each minute.

With the opening of the Atlantic wireless service to-day the question which is agitating the different cable companies which run across the Atlantic is, "Will the trans-Atlantic service be cheaper and quicker than the cable?"

The time from New York to London by wireless, via Nova Scotia, is estimated at eleven minutes for a message of twenty words. This time might be further reduced according to the condition of the connecting land wires. The transmission through the air is said to be almost instantaneous. This can be gathered from the fact that a message can be flashed from New York to London in 15 seconds. Mr. Marconi said in a recent interview at Sydney, "In the matter of dispatch we need fear no competition."

The present trans-Atlantic cable rate is one shilling a word. Marconi in his system which is being inaugurated today is only charging five pence, or less than one half. Since the reports went out that Marconi had made a success of the trans-Atlantic system the different cable companies have been considering the reduction of their rates, and in a dispatch received here to-day it is stated that they will reduce them by one half. The rate, therefore, if this dispatch which comes from London is correct, would mean that sixpence a word will be charged in the future, or one penny more than Marconi is charging.

There are at present 16 cable lines across the Atlantic, operated as follows: Anglo-American Company, 4 cables; Commercial Cable, 5; Western Union, 2; Direct United States, 1; French Company (Brest), 2; and the German Company (Emden, North German Company), 2.

If the Marconi system proves a success, as its inventor has every hope it will, it will thus make a seventeenth system. He will, therefore, probably get about one-seventeenth of the business. The speed of the Marconi system will in some measure be nullified, as Marconi-grams will have to be transferred on the English side to the post office lines, where the cable companies have independent wires.

At present all the cables together sent 24,000 words an hour. In two hours they can cable an ordinary novel. The best of the cables sends 100 words a minute. If wireless can beat this and at the same time be accurate, it will prove a marvelous trans-ocean system.

Marconi's view of the affair, however, is of the most optimistic character. He considers that his system is not limited like the cable. In the latter when it wants to double its capacity it must increase he diameter of its cable in proportion. In short, every cable now operating has a definite and limited capacity. In the wireless there is said to be no such restrictions. Marconi says that the first he will send 35 words a minute, but with the same apparatus he

can increase the speed to three or four times that amount, and he considers that in a short time the service between Cape Breton and Clifden alone will be able to handle at least half as much business as all the cable companies combined. It is further pointed out by the wireless wizard that one limited cable system cost $5,000,000 whereas a wireless system, practically unlimited, costs only $500,000.

The outcome of what is expected to prove a wireless cable war is awaited with interest not alone on this continent, but also in the Old Land.

Daily Times November 15, 1907

WIRELESS IS IN WORKING ORDER

Superintendent Doutre Has Returned to Coast—Will Soon Have Circuit in Operation

The San Francisco steamer Governor was somewhere within speaking distance by wireless this forenoon. This was ascertained at the Dominion government station at Shotbolt's hill, where Cecil Doutre, the superintended of the Dominion wireless service, was testing the apparatus installed.

Mr. Doutre arrived from the east last night. He will leave either to-night or to-morrow for Vancouver to superintend the installation of the plant at that place. This will be completed in a few days and communication will then be possible between Victoria and Vancouver.

Mr. Doutre reports that at Pachena the station is built and a crew is at work installing the plant. At Lazo the building is finished and the plant is on hand. Workmen will be sent to install the plant in a short time.

All will be in working order at the chain of stations before the new year.

Mr. Doutre was testing the plant at the local office this forenoon and was able to pick up the various stations at Port Townsend and elsewhere on the coast. The steamer Governor also was located, although no attempt was made to exchange messages.

Daily Times November 29, 1907

MARE ISLAND STATION HEARD

LOCAL WIRELESS WAS IN TOUCH TO-DAY

Victoria Office Was in Communication With the U. S. Battleship Nebraska Last Night.

The two Dominion government wireless stations at Shotbolt's Hill, Victoria, and Point Grey, near Vancouver, are now in full working order and in constant communication. The local office, under the charge of E. J. Haughton, is constantly in touch with other stations along the coast on the United States side of the line, and with the different vessels carrying wireless apparatus on this coast. As an instance of what the station is capable of doing, it is interesting to know that the local operator this morning heard from Mare Island station, off San Francisco. Communication was in progress between that station and the United States battleship Nebraska, and while no interchange of signals was carried on with the local station, the Mare Island station was heard.

Other points along the Californian coast have also been heard here.

Cecil Doutre, superintendent of the Dominion wireless service arrived in the city last evening from Vancouver, where he has been superintending the work on the Point Grey station. He is highly delighted with the success attending the two stations now equipped, and says that they even excel his expectations. Mr. Morse, an expert in the wireless system, will remain at Point Grey. Mr. Haughton, he says, has made splendid progress at the local station, and is doing good work.

The topography of the country on this coast with the prevalence of high hills and mountains led Mr.

Doutre to suspect that some little trouble might be encountered. This has not proved to be the case, however, and the system is working admirably. Pachena, with a clear way out to sea, should be able to communicate with vessels for hundred miles or more off the coast.

Last evening the United States battleship Nebraska, which is undergoing a test was in communication with the local wireless from time to time. The Nebraska was cruising in the straits of Juan de Fuca, and the crew asked for the latest news as to football matches, which Mr. Haughton was able to give them. Communication was kept up at intervals for several hours last night.

Communication by a land wire has to be established between Point Grey and Vancouver, and there will be a land wire (one line illegible) Shotbolt's Hill and the city of Victoria, which will facilitate matters.

Mr. Doutre expects to return to the East before long. He will leave Mr. Hughes in charge of the operators who will be trained for the remaining stations on the coast.

Daily Times December 14, 1907

RUSHING WORK ON WIRELESS STATIONS

All on B. C. Coast Line Will be in Operation Early Next Month.

Good progress is being made on the three Dominion government wireless stations at Pachena, Estevan Point, and Cape Lazo, which are soon to be put into operation in conjunction with Gonzales hill and Point Grey stations which are now working.

Cecil Doutre, superintendent of the Dominion government wireless system, left for the east last night, having been called away on government business. Mr. Doutre, just before leaving, stated to the times that the trio of stations would be rushed to completion during his absence and would be in operation early next year when he would return to Victoria.

At Cape Lazo the apparatus is installed and the erection of the mast is all that is left to do. At Estevan Point electricians have been taken from Pachena to complete the work. Pachena Bay station is complete and is awaiting the arrival of the operator.

Daily Times December 28, 1907

COMMUNICATION WITH PACHENA

WIRELESS STATIONS EXCHANGE MESSAGES

West Coast Point and Gonzales Hill are Now in Direct Touch

The first messages to be exchanged between the Dominion government wireless stations at Pachena Point and Gonzales Hill, Victoria, were those expressing the congratulations of the respective operators this morning when communication was established.

Contrary to reports no difficulty was experienced in transmitting messages between the two stations once the instruments were adjusted and the first message received by Supt. Haughton, of the local station today was, “Pachena wireless station to Gonzales Hill wireless station, December 28. Congratulations. You come splendidly. Notwithstanding the opinion of the experts we can penetrate mountains.”

The stations at Cape Lazo and Estevan Point will, it is anticipated, be in communication with three stations already in operation, within a couple of weeks at the outside.

Daily Times December 30, 1907

BY WIRELESS FROM SEYMOUR NARROWS

Communication Was Established Last Night from Gonzales Hill with Steamer Portland.

Supt. Haughton, of the Dominion government wireless station at Gonzales Hill, last night received the first message from the Alaska Steamship Company's northern liner, Portland, at 7:30 last night, when that vessel reported that she was off Cape Mudge awaiting a favorable tide to get through Seymour's Narrows.

The Portland is the first vessel on the Skagway and Alaska route which has been equipped with wireless apparatus and the Alaska Steamship Company has received many congratulations for taking the pioneer part in this respect. The Portland will call at places like Katalla, Valdez and La Touche, out of the way points which have no communication, except by way of calling vessels, with other places. The Portland will, while at these places, maintain communication with all the stations along the coast which, in itself, will prove a boon and a blessing to the residents.

The establishment of communication with the Portland off Cape Mudge affords another proof of what wireless is capable of. The space between the two points is almost altogether overland. As Cape Mudge is far beyond Cape Lazo, it is expected that no trouble will be found in establishing communication between Victoria and Cape Lazo direct.

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Daily Times January 07, 1908

WIRELESS SERVICE OF THE GOVERNMENT

Cecil Doutre Reviews the Work of the Past Year in the Department

Cecil Doutre, superintendent of government wireless stations in his report to the marine and fisheries department covering the work of the last year, says:

It was decided during the past year, to take over the absolute control of the wireless service on board government vessels. Heretofore, this service had been performed by the Marconi Company. The operators, being in the employ of the Marconi Company, did not consider themselves amenable to ship discipline. This interfered, to a very large extent, with the giving of a satisfactory service. Furthermore, the apparatus on board the ships was in a most unsatisfactory condition, due to the fact that the department had no control over same. The service was taken over on March 1st, 1907. All the different wireless equipments on board of these vessels have been completely overhauled and put into first class condition.

During the past year, the Act governing wireless telegraphy, part 4, chapter 126, R. S. C., 1906 was put into effect, and licenses were prepared in accordance with said Act. Seven licenses have been issued to the Marconi Company, none of which have been accepted by them, due to the fact that it is claimed on the part of the Marconi Company, that the form of licenses adopted infringes their contract rights. A form of license was submitted to the department of justice, accompanied by the contracts existing between the government and the Marconi Company in order to ascertain if there was anything in the terms of the license which would infringe on the contract rights of the Marconi company. Several changes were suggested and incorporated in the form of license adopted and which the department of justice reported was in accordance with the contracts now existing between the Marconi Company and the government. The Marconi Company, as above stated, has refused to accept the above licenses and the matter is now receiving the consideration of the department.

A license was granted to the Dominion DeForest Wireless Telegraph Company, permitting the establishment of an experimental license on Gridstone island. All licenses issued have been for a term of one year.

It was decided, during the past year, to install wireless stations on the coast of British Columbia, same to serve as an aid to navigation as well as a means of communication along the west coast of Vancouver Island. These stations are now under construction and it is expect that all will be in operation before January 1st. The system adopted in these western stations is known as the Shoemaker system and when completed, these stations will be, undoubtedly, the most up-to-date and complete wireless stations on this continent. As these stations are to be used as an aid to navigation and as there are several boats calling at British Columbia ports, such as Victoria and Vancouver, equipped with the Massie system, it was impossible for this department to install any system of wireless apparatus on the west coast which could not be used to communicated with vessels irrespective of the system used by them.

As all the government stations on the east coast are equipped with the Marconi system, I think a statement of the reasons which led this department to change from the Marconi to another system will not be out of place. As above stated, owing to the nature of these stations, it was absolutely essential that they should be available for intercommunication with any vessels or stations, irrespective of the system adopted, and, as the principle of intercommunication has never been accepted by the Marconi Company, this reason

alone would justify the department in taking the stand it did. Apart from the above reason, a very close study was made of the comparative cost of maintaining wireless apparatus of different make. These costs were obtained from the companies themselves and, on the figures submitted, these was such a large difference in favor of the system adopted, i.e., Shoemaker, that other things being equal, the department was perfectly justified in adopting this system. The system adopted is unquestionably more up-to-date and better than that in use in the gulf stations, to say nothing of the fact that the original cost was lower and cost of maintenance considerably less, as shown by the figures submitted by the Marconi Company.

Last fall all the wireless stations belonging to the government were visited and found to be in a fairly satisfactory condition. Some of the apparatus installed in some of the stations was of a very crude nature, which in my opinion, should have been replaced by more up-to-date apparatus. The Marconi Company's attention was called to this matter and they have, I understand, replaced same.

Daily Times January 08, 1908

SALVOR NOW HAS WIRELESS SYSTEM

The Apparatus on Well Known Salvage Vessel Successfully Tested Yesterday

Yesterday afternoon the wireless apparatus which has been installed on the British Columbia Salvage company's steamship Salvor was tried for the first time and messages were successfully exchanged with the Gonzales Hill, Point Grey and Tatoosh stations. The range of the apparatus proved to be excellent, and the messages were most distinct.

The Salvor is the first steamship owned in British Columbia to communicate with land by means of wireless. She is fitted with the Shoemaker system, which is the same as employed in the Dominion government wireless stations at Pachena, Gonzales Hill, Point Grey, Estevan Point and Cape Lazo. The advantages of the wireless system in use on a salvage vessel need no demonstration. It can be readily seen that, for the steamship to have all the stations on land in communication when searching for disabled vessels or otherwise engaged in salvage work, confers upon her an inestimable advantage. The big tug William Jolliffe, also owned by the local salvage company is also to be fitted with the Shoemaker apparatus.

Daily Times January 08, 1908

HOW NEW WIRELESS TELEPHONE WORKS

Wonderful Results in Speaking Over the Sea Germany Buys Invention

Radio-wireless telephonic communication between Berlin and Copenhagen is now an established fact.

By his “undamped” or continuous wave system (as opposed to the “explosions” of the ordinary wireless system) Waldemar Poulsen, the Danish inventor, has interchanged messages twice this week between the wireless telephone stations at Weissensee, a suburb or Berlin, and Lyngby, near Copenhagen, a distance of 250 miles.

The transmission has left nothing to be desired in the way of clearness and audibility. Preparatory arrangements had been made between Weissensee and Lyngby, the recorder and transmitter were tuned alike, and punctually at the signal the first long-distance wireless telephonic message was flashed through the air from Berlin across North Germany and the waters of the sound. Music played in Berlin was distinctly heard in Copenhagen. Numbers and series of special test words were recorded with the greatest of ease.

The operators at Weissensee informed a correspondent that no technical reason exists why radio-telephony could not be established between Berlin and London. The only obstacle is money. The erection of stations in the centre of Berlin sufficiently powerful to reach London would entail

enormous expense. This hindrance, however, in the opinion of electrical experts, should soon be surmounted and before long radio-telephones replace the present wire system.

The entire apparatus used in the Berlin-Copenhagen conversations is simplicity itself. It consists solely of a transmitter, a receiver, the mast, the antennae (which project the sound waves) and the power plant. The mast used at Weissensee station is a tall factory chimney near the power house. The system differs from spark telephony, in that the transmitter produces the required waves by means of a noiseless, continuous, direct current, replacing by its continuity of action the dangerous high tension developed by spark telephone systems.

"Over the open sea," said Dr. Hechler, the chief of the station at Weissensee, "radio-telephony with continuous waves is a comparatively easy matter up to 300 miles. Several vessels are adding the Poulsen apparatus to their telegraphic instillation. It is peculiarly well adapted for lighthouse."

Daily Times March 9, 1908

WIRELESS SYSTEM FOR NORTHERN B.C.

Prince Rupert May Be Linked Up With Queen Charlotte Islands

Vancouver Mar. 2. The dominion government in response to a numerously signed petition has decided to establish a system of telegraph communications between Prince Rupert on the Mainland and the Queen Charlotte Islands. It will also build a telegraph or telephone line to connect the island group, and will also install a system of gas buoys at various points on the islands, including Jedway, the new mining camp.

The news was contained in official letters received yesterday by Abe Johnson of this city from the public works and marine departments at Ottawa. It was intimated that a submarine cable will be laid or a wireless system of telegraphy will be installed to afford communication between the Grand Trunk Pacific terminus and the islands.

Daily Times March 25, 1908

NEW WIRELESS STATION HERE

SELECTION WILL BE MADE IN TEN DAYS

Commercial Business With Coast Cities to Be Sought at Local Office.

C. B. Cooper, general superintendent of construction of the Pacific coast for the United Wireless Telegraph Company, will arrive in this city in the course of the next four or five days from the company's Pacific coast headquarters in Seattle, for the purpose of selecting a site adjacent to Victoria for the erection of a new commercial wireless telegraph installation, which it is the intention of the company to have in active operation within six weeks.

The locations which have been chosen from which to make the final selection next week are known to be in close proximity to the city and to have been under the company's local fiscal agent's observation for some days past. The sites under consideration are, however, withheld from publicity until the final selection by Mr. Cooper next week.

The erection of the commercial station here is being carried out in pursuance with the company's policy of connecting up the whole Pacific coast for wireless commercial purposes.

When operating the nearest points of relay will be Vancouver and Seattle through which towns a relay service can then be conducted as far south as San Diego.

Thomas F. Merrick, the local fiscal agent of the company, said last night that with the new installation in operation a saving of twenty-five per cent in cost will be effected to the local business people on the rates of the present cable services.

From the time of receiving the plant fourteen days will be consumed in its erection, and as soon as Mr. Cooper has made the selection of the site it is understood that orders will be wired to the New Jersey factories for the plant to be built.

The New Jersey factories have a capacity of two complete plants per day and the equipment can be put aboard the freight cars within twenty-four hours of the order being received.

The company, says Mr. Merrick, are preparing to form a complete line of wireless commercial stations from Panama to Nome. On Friday last the new commercial station at Vancouver remitted its first message to Victoria to Mayor Hall, who returned a message of congratulation to Vancouver over the government installation at Shotbolt hill.

Instruments for the installation at Ketchikan, Alaska, are now enroute to the coast and by September next the company affirm that Nome also will be equipped and doing commercial business with the other coast towns. It is given out that all intermediate points between here and Nome will be equipped for the transmission of commercial messages that will warrant the outlay.

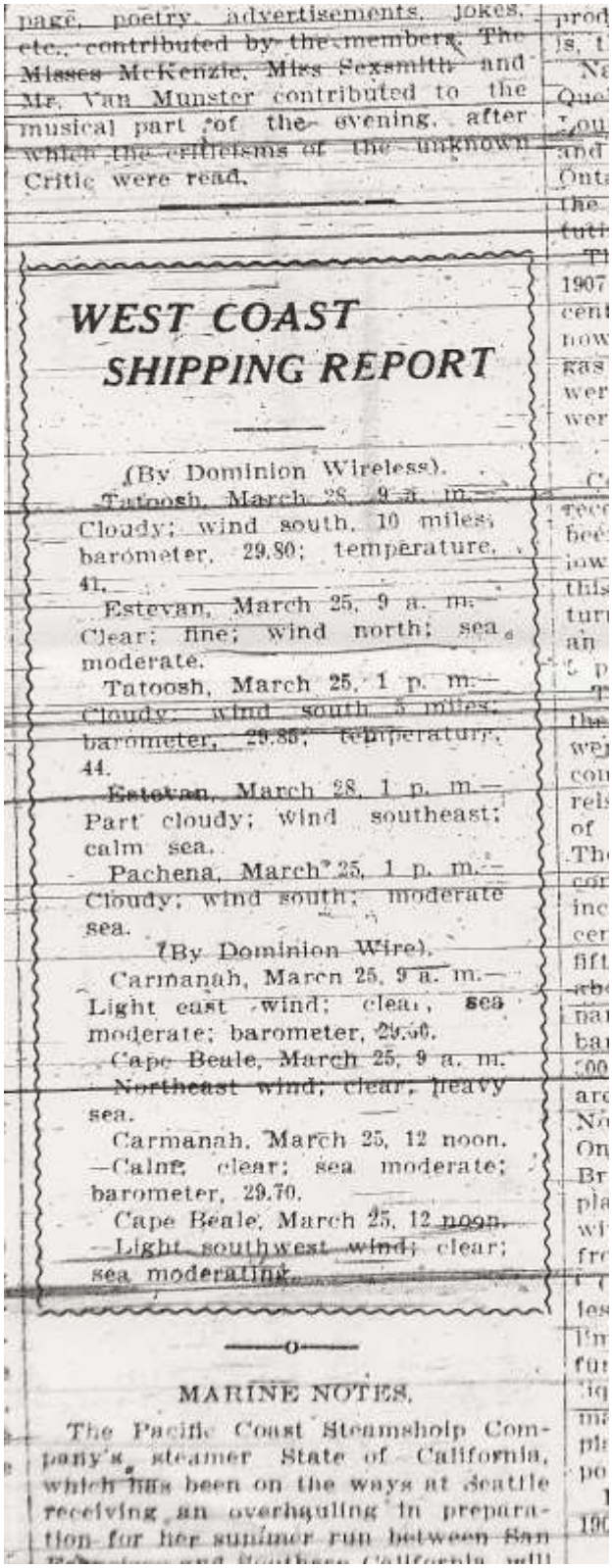
The company's offices on Government street are fitted with a miniature apparatus constructed by Mr. Merrick, from portions of an old cigar box, a piece of soda cracker tin, two fishing poles, portion of a child's toy, some wires and a few other trifling looking through important things. With the intervening door closed, Mr. Merrick at the transmitter sends messages through the wall to the other room and lights red and green signals accompanied by an alarm gong contained in the cigar box, which is a rough model of what is known as the Wireless Block system invented by Doctor De Forest. This Block System consists of a clockwork attached in the cab of each engine, and works automatically in sending out messages. If an engine is within two miles in front there is a red light shown up right in front of the engineer; if the engine is in the rear the message lights a green light, so that each engineer absolutely knows at all time whether there is an engine or train within two miles of them, also in what direction said train is. This device is at the present time being fitted to the passenger engines of the Chicago and Alton railroad.

Below is the weather report clipping from the Victoria Times March 25, 1908.

Tatoosh is an American Wireless Station at the northwest extremity of the Olympic Peninsula (or the turning point for vessels entering the Strait of Juan de Fuca from the south).

The observations provided, for the first time, the west coast weather to the shipping agents and masters. Before then the vessels would sail having no idea just what weather awaited around Race Rocks.

As the months went by, more information was added. For instance the time a vessel passed the station was noted and would appear in the weather listing as "passenger vessel northbound at 3:30 PM".



page, poetry, advertisements, jokes, etc., contributed by the members. The Misses McKenzie, Miss Sexsmith and Mr. Van Munster contributed to the musical part of the evening, after which the criticisms of the unknown Critic were read.

WEST COAST SHIPPING REPORT

(By Dominion Wireless).

Tatoosh, March 28, 9 a. m.—Cloudy; wind south, 10 miles; barometer, 29.80; temperature, 41.

Estevan, March 25, 9 a. m.—Clear; fine; wind north; sea moderate.

Tatoosh, March 25, 1 p. m.—Cloudy; wind south 5 miles; barometer, 29.85; temperature, 44.

Estevan, March 28, 1 p. m.—Part cloudy; wind southeast; calm sea.

Pachena, March 25, 1 p. m.—Cloudy; wind south; moderate sea.

(By Dominion Wire).

Carmanah, March 25, 9 a. m.—Light east wind; clear; sea moderate; barometer, 29.50.

Cape Beale, March 25, 9 a. m.—Northeast wind; clear; heavy sea.

Carmanah, March 25, 12 noon.—Calm; clear; sea moderate; barometer, 29.70.

Cape Beale, March 25, 12 noon.—Light southwest wind; clear; sea moderating.

MARINE NOTES.

The Pacific Coast Steamship Company's steamer State of California, which has been on the ways at Seattle receiving an overhauling in preparation for her summer run between San

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Times May 8, 1909

QUADRA RETURNS FROM NORTH

OFFICIALS INSPECTED AIDS TO NAVIGATION

Triangle Island Viewed and Survey Made for New Lighthouse

Dominion government steamer Quadra returned from a tour of all the lighthouses on the coast yesterday afternoon. B. H. Fraser, assistant chief engineer of the marine department, went the round with Capt. Gaudin and made an official inspection of all lighthouses and buoys, as well as looking into probable sites for new aids.

All the buoys which had been reported out on the coast between here and Prince Rupert were lighted and put in condition until the arrival of the Newington, the party going north as far as Port Simpson. Then they crossed to the Queen Charlottes, and later went out to Triangle Island.

Triangle Island stands out in the Pacific about 30 miles from Cape Scott, and for many years has been looked upon as the place where some time in the near future there would have to be a lighthouse. Mr. Fraser made a temporary survey, and he says it would make an ideal spot both for a lighthouse and for a wireless station. It is altogether probable that when the lighthouse is built, as it is sure to be soon, a wireless station will be installed at the same time.

Triangle Island is a high rock rising sheer from the water on the south side and sloping off gradually on the other. There are no harbours worthy of the name, but on the southwest and southeast there is fair anchorage in the bays. The place is infested with sea lions, and all kinds of sea birds and eagles make their home there. Not a tree grows on the island, but the high part is covered with low scrub, which is extremely difficult to make one's way through.

Coming down the west coast of Vancouver Island the lighthouses where examined. The new tower at Carmanah was found to be completed, and the lantern installed. In the near future the light will be put in place. The new tower is higher than the old one, and the light much more powerful.

Mr. Fraser stated as the result of his visit steps were being taken to push ahead the work on the new tower at Estevan Point. A number of sites were examined as possible lighthouse sites, but until the engineer makes his report to the government he is unable to speak of these.

In the north it has been decided to move the light from its present position on Lawyer Island in Chatham Sound to a higher position on the island, in order to enlarge its range of visibility.

Part of the west coast trail was inspected by Mr. Fraser, but as he injured his leg on the trip he did not pass all over it. He went over several miles of it, however, in two separate places.

The weather throughout the trip was extremely good. The sun shining nearly every day, and most of the time the sea was as smooth as glass.

Mr. Fraser will leave for Ottawa in a few days.

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Times May 31, 1909

WIRELESS INSTALLED ON EMPRESS LINERS

Marconi Apparatus Working Well—Spoke Japanese Stations on Way Over

The Empress of China, which arrived from Hong Kong and way ports on Saturday last, is the first of the Empress liners to have wireless installed aboard. The other liners are having the work done at Hong Kong and will all be able to announce their coming some time before they arrive. They have the Marconi apparatus and can speak under normal conditions about 500 miles.

R. L. Stevens, the operator on the China, said he was first heard by Tatoosh, that station being operated at night as well as in the day time. Pachena picked up a message the first thing in the morning. These were the only stations to hear the steamer before she entered the Straits. Mr. Stevens said that he was able to announce its coming on the

other side and he heard one of the Japanese stations over three hundred miles from shore. All the operators on the other side are Japanese but they speak English well and the messages sent are in English.

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Times June 8, 1909

QUADRA WILL LEAVE SOON WITH SUPPLIES

Estevan Point Tower to Be Erected—Lighthouse for Triangle

Steamer Quadra is coming off the ways at Esquimalt today and as soon as she is ready will leave for Carmanah with a quantity of lumber and other supplies for the new fog alarm building at that point. The machinery has not yet arrived from the East but as soon as it comes it will be forwarded to its destination with dispatch.

H. C. Killeen the resident engineer is leaving on a trip up the West coast in the prosecution of his regular duties. He will look after the erection of the reinforced concrete tower at Estevan Point. This tower is to be 100 feet high, and will be a permanent structure such as is required at so prominent a point.

From Estevan the engineer goes to Triangle Island were the surveys for the new lighthouse will be completed. It will be placed on the highest point of the island 600 feet above the sea and will be a splendid mark for ships passing north or south. The necessary lightkeeper's house and other buildings will be all erected in the near future. Triangle Island is forty miles from Cape Scott, and is an unique position for a lighthouse.

Father north the work on the Lawyer Island tower and the repair work at Ivory Island is still proceeding.

Times June 18, 1909

GOOD SERVICE BY WIRELESS

FIRST MESSAGES FROM THE EMPRESS

Canadian Station Was Able to Communicate Before Tatoosh

A letter from the superintendent of the Dominion wireless service on this Coast corrects a wrong impression that might be created. The Dominion government wireless service on the coast has proved an exceedingly good one, and the value of it to shipping has long ago been demonstrated. The equipment of all the vessels with wireless would still further increase its usefulness. Mr. Haughton's letter is as follows:

Dear Sir:--My attention has been called to an item which appears in your issue of May 31st regarding the wireless apparatus on board the Empress of China. You quote Mr. Stevens, the Marconi operator, as follows: "R. L. Stevens said he was first heard by Tatoosh, that station being operated at night as well as in the day time. Pachena picked up a message in the morning."

While this is not of public import, it is somewhat important to the Dominion government's wireless service. The facts in connection with the reporting of the first equipment on the Pacific by the Marconi Co. are as follows:

The Empress of China was spoken by the Dominion government wireless station at Estevan Point at 10 a.m. May 27th, in lat. 49.47 north, long. 131.43 west, approximately 300 miles from Estevan. Several messages were exchanged without any trouble. At this time Tatoosh station was unable to hear the Empress.

On the outward trip of the China, she was in communication with Estevan station long after she had lost the other wireless stations on the Coast.

Three hundred miles during the daytime is considered excellent work for a station of one kilowatt capacity, and proves the efficiency of the government's installations.

Yours very truly,
E. J. Haughton,
Supt. Dominion Radio Telegraph Service.

Times June 22, 1909

LIGHTHOUSE ON TRIANGLE ISLAND

PRELIMINARY WORK HAS COMMENCED

Quadra Met Party of Naturalists Who Have Made Collection of Bird's Eggs

Steamer Quadra has returned from Triangle Island and West Coast points with Resident Engineer Killeen, who has been initiating the work for the new lighthouse and inspecting the progress of the works at the other points.

At Triangle Island the position for the lighthouse was located at a point 680 feet above the sea. A tram line 1,700 feet long was also located which will be built for the purpose of carrying building material and supplies to the summit. This will be worked by a hoist and will be a permanent work which will be useful for the station after it is in operation. A gang of men were left at the island to build a boat house and store house, and the work will be pushed ahead as rapidly as possible in order that it may be completed before the bad weather of the winter season.

The work on the new concrete tower at Estevan is going on well, and the Carmanah improvements are well in hand. Very soon these stations will be well equipped and in operation.

At Triangle Island the party of naturalists were met. There were four in the party, including W. F. Burton, Warburton Pike and two friends. There were towed over to the island by a sloop, and at the time the Quadra left were waiting for the sloop to return to tow them to some of the other islands between Triangle and the Mainland. They had made a large collection of seabirds' eggs, and had found one exceedingly rare specimen.

The party reported that there were millions of birds on the island, and around the shores immense sea lions disported in the waters. These latter were sometimes as big as a horse. The men on the Quadra brought down a little sea lion which they picked up on the shore. It is now aboard the Quadra.

Before the naturalist party crossed to Triangle Island they visited Cape Scott. They say that the settlers who went from there to Winter Harbour, on Quatsino Sound, left behind them fine houses and gardens. Shade trees had been planted, and in some cases lands had been reclaimed by dyking. One or two of the original settlers remain, and one of these has a large herd of cows.

Times June 24, 1909

EXPLOSION OF CARBIDE GAS

GORDON HALKETT INJURED ABOUT FACE

Inspector and Man in Hospital at Prince Rupert

While overhauling the gas buoy at Skidegate, Gordon Halkett, inspector of lighthouses, and a man named Daniels were badly injured by an explosion of carbide. News of the accident was received this afternoon by Capt. Gaudin, agent of marine and fisheries. The telegram stated that the explosion occurred while the buoy was being cleaned, and Mr. Halkett was badly injured about the face and eyes. The man Dennis was also injured. There were at once taken from Skidegate to Prince Rupert by the steamer Newington, and are now in the hospital at that place undergoing surgical treatment.

The steamer Newington, in charge of Capt. Barnes, left here May 8th with Mr. Halkett aboard for the purpose of overhauling all the buoys in the northern waters of British Columbia. They have been steadily engaged in the work without incident until this accident occurred. There is nothing to indicate what caused the accident, but it is probable that in filling the lamp with carbide a spark must have been struck which ignited the gas.

Mr. Halkett has many friends in Victoria who will be exceedingly sorry to hear of the accident. He is very popular in the department.

Times June 25, 1909

GORDON HALKETT'S INJURIES SERIOUS

Fear Entertained That He May Lose His Sight

Reports from Prince Rupert as to the condition of Gordon Halkett, of the lighthouse department and the man Dennis stat that Dennis is not badly injured, but that the explosion was felt worse by Mr. Halkett.

Grave fears are felt for his sight as the full force of the explosion took effect in his face.

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Times June 30, 1909

GORDON HALKETT MAY RECOVER SIGHT

Doctors Express Opinion That Lighthouse Inspector May Save One Eye

Friends of Gordon Halkett of the lighthouse department will be glad to hear that he is doing well at the Prince Rupert hospital, where he was taken after being injured by a carbide explosion at Skidegate. The doctors at Prince Rupert now express a hope that he may recover his sight in one of his eyes.

Mr. Halkett's father and mother are now on the way to the Coast and should arrive this week.

Times July 29, 1909

WIRELESS STATION IS TO BE IMPROVED

Superintendent Edwards Has Gone North to Look Over Sites

The two wireless telegraph stations at Victoria and Pachena are to be enlarged at a cost of $5,000 each, more powerful machinery being installed and the stations made up to date in every way. This will enable messages to be sent direct between this city and Pachena, and will be the first step towards the Dominion government undertaking commercial work. In the past they have been handicapped in that all messages had to pass through the American station which refused to handle commercial messages. When this has been completed, two operators will be placed at each station, which they will give a continuous service. This was the news brought from Ottawa last night by C. P. Edwards, the newly appointed superintendent of wireless stations for the Dominion government.

In addition to the above Mr. Edwards is leaving this afternoon for Prince Rupert to confer with Hon. William Templeman as to the positron of the other stations which will be installed at once. One will be built at Triangle where preparations are already being made. This station, it is thought, will have a very large range and will not only be able to pick up all steamers passing up and down the coast, but will take the first news from liners crossing the ocean and pass it on to the other points. The Queen Charlotte Islands should also be able to communicate with Triangle Island.

The appropriation this year allows for the construction of only two new stations and one of these will probably be at Triangle Island. The other will be either at Prince Rupert or Ikeda Bay. All three will be built in the near future, but only two will be built this year. There is a sum of about $36,000 left for this work.

For some time past the government have had their plans laid for an extension of the wireless system. Now the work is to be pushed ahead as fast as possible, Mr. Edwards, the new superintendent, is an energetic young man who apparently understands his business well, and he is determined to have work pushed ahead and made as efficient as possible. He is a worthy successor to Mr. Doutre.

The C. P. R. have been waiting for some little time for the government to extend their stations before they install their other steamers. The Princess Charlotte and the Princess May are already fitted with the apparatus, and it is understood that now the government are taking action all the other steamers will follow.

Mr. Edwards will catch the Camosun at Vancouver and will reach Prince Rupert one day after the minister of inland revenue.

Times July 30, 1909

WIRELESS DOES GOOD SERVICE

Many Messages are Handled at Stations

Dominion Service Has Proved of Great Benefit to Shipping

The extent to which wireless telegraphy is utilized in government's marine signal service is perhaps not generally appreciated. It has come to be one of the most important adjuncts to the system of aids to

navigation maintained by the marine department. There are over twenty wireless stations in Canada, of which five are situated on the Pacific coast. The latter will shortly be increased by two or three, the superintendent of government wireless stations being here now to install new stations to give complete and continuous communication.

During 1908 there were received at and sent from wireless stations 153,149 government messages from land to steamers, 15,526 signal service messages and 38,532 messages between government steamers and light stations. Sable Island has to its credit the largest number of wireless messages handled during the year, namely, 1,118 private and 50,000 official communications. Lying in the route of navigation, Sable Island has earned the significant sobriquet of the "Graveyard of the Atlantic," its drear expanse of surf-beaten shallows being strewn with the wrecks of very many ships. Last year, however, no wrecks or casualty of any kind occurred, this unusual immunity from disaster being attributed to the use of the wireless.

Times August 4, 1909

WIRELESS CHAIN TO BE COMPLETE

UNITED STATES WILL BUILD NEW STATIONS

Lieutenant Hanscom on Way to Alaska to Initiate New Work

Following the appointment of C. P. Edwards as superintendent of wireless telegraphs for the Dominion of Canada and the announcement made by him to the Times recently of the intention of the department to proceed at once with the erection of the proposed stations in northern waters, comes word from Alaska that the United States government are preparing to proceed with the erection of more stations in Alaska which will complete the chain of stations all up the Pacific coast to the Arctic circle. The United States government has been waiting for the Dominion to complete the connection before they were willing to continue the work in Alaska. Ten stations have already been erected but it is proposed to increase this number considerably and the work is to be undertaken at once. This is the news brought south by the steamer Princess Royal which arrived from Skagway yesterday.

Lieutenant Hansom, and electrical engineer connected with the wireless department of the United States navy is now on his way north, and he will have charge of the work of erecting the new stations. The larger number of stations in that country are under the control of the army, the navy department superintending only two, those at Cordova and Sitka. The army department has stations at Circle City, Fairbanks, Fort Egbert, Fort St. Michael, Petersburg, Safety Harbor, Wrangle and Nome.

When once the government stations on the coast are opened to commercial work it is expected that the cost of sending messages to Prince Rupert and Alaska will be cut in half, following the example of the trans-Atlantic and other companies in the east. If wireless did nothing else for the country the fact that it had the effect of reducing the telegraph rates by one-half would be a sufficient justification for its existence.

But it is doing much more than that. It will at once put the Queen Charlotte islands into close communication with the mainland without the laying of a cable, and will also connect up the other scattered portions of British Columbia, as well as being of aid to mariners.

Times August 9, 1909

WIRELESS WORK TO GO AHEAD

NEW STATIONS ARE TO BE INSTALLED

Superintendent Edwards Returns from Prince Rupert

It has been decided to build all three of the proposed new wireless stations on this coast. C. P. Edwards, superintendent of wireless stations for the Dominion of Canada, returned on Saturday afternoon from Prince Rupert, where he consulted with Hon. William Templeman in regard to the position of the stations. The result is that it has been determined to push the work ahead as fast as possible. Three new wireless stations of the most up to-date-type and each of two kilowatt power will be installed at once, one at Triangle Island, another at Prince Rupert and a third in the neighbourhood of

Ikeda Bay. This will complete the chain of stations between the cities in southern British Columbia and the most northerly part of the sea coast.

Seen this morning in regard to the matter, Dr. Edwards said that he would make this city his headquarters until the work was completed. It would be commenced at once and rushed through to completion. The work of increasing the power of the local stations would also be undertaken at once, two kilowatt instruments being installed both at Gonzales Hill and at Pachena Point. The new apparatus would be such as would comply with the Berlin convention, the rules and regulations of which were accepted last year by Great Britain and will probably be ratified by the Canadian government at the next session. This convention regulated the length of wave to be used and arranges the general plan of working.

At Prince Rupert the station will be placed at the entrance to the harbour, about a mile from the town site, and will be connected by wire with the city itself. It will be placed right alongside the grand Trunk right-of-way. The land they have chosen is owned by the provincial government and the Grand Trunk railway, but no difficulty is apprehended in securing it for this purpose.

The station at the Queen Charlottes will be placed in the neighborhood of Ikeda Bay, probably at or near Deluge Point, but the place has not been surveyed yet, so nothing definite can be stated in this connection. It will be north of Collision Bay at any rate.

As soon as the work of erecting the stations is completed the two men will be placed at each station to work in relays, and arrangements made to handle commercial work. At present the staff is too small to do that work, and the fact that it is necessary to take all the outside messages through the American station at Tatoosh precludes the possibility of handling commercial work until the power of the stations at Gonzales and Pachena has been increased.

Times August 12, 1909

WORK HAS COMMENCED ON WIRELESS STATIONS

Gang of Men Clearing Land at Gonzales Hill

Work has already commenced on the work of enlarging the wireless station at Gonzales hill, in this city. No sooner had it been definitely decided what work should be done than the men were set at work clearing a site for the new operator's house which it is necessary to have before the more powerful apparatus is installed. The first installations on this coast were more or less experimental. The system had not at that time been properly tested, and the result was that the instruments and motor were both put inside the operator's dwelling. This has been found to be decidedly disagreeable. Accordingly a new house is to be build near the house, and the work of clearing the sight has commenced and work pushed through at once.

The two kilowatt instruments to be installed at Gonzales and at Pachena, as well as those in the three new stations at Triangle Island, Ikeda Bay and Prince Rupert are to be Marconi instruments of the very latest type. At present Superintendent Edwards is busily engaged in getting out specifications for the various works which are to be undertaken.

Times August 13, 1909

WIRELESS FOR EMPIRE'S NEEDS

LONDON TIMES HAS OUTLINE A SCHEME

Cost, It Says, Would Be Much Less Than Cable System

A correspondent of the London Times in a recent issue discusses proposals for a network of Imperial wireless telegraphy station to meet the requirements of the Empire. He writes:

At the present day all parts of the British Empire are linked together more or less closely by means of a network of submarine cables. The rates charged for messages sent over this network are, however extremely high, and owing to these high rates, although they are less than those formerly in force, the general public in every country has become accustomed to look upon the use of the cable as a costly luxury beyond the reach of ordinary man. This is proved by the fact that the percentage of messages sent by cable, other than business and press messages, is extremely small. If the cable

companies halved their rates, charging 6d. instead of 1s. a word (the charge until recently between England and Canada), the result would be an increase in the number and length of business and press messages, but the price would still be too high to render the cable of much service to the less wealthy and the cable companies would have to more than double the amount of traffic they handle in order to earn the same dividends as at present. Cable companies have to earn enormous sums of money in order to meet the great annual expenses due to the repairs and maintenance of their tables before they can begin to make a profit, and their initial capitalization has to be very large, owing to the great first cost of the cable, averaging as it does, from £200 to £400 per mile.

Mr. Marconi has, however provided a system of telegraphy which renders the attainment of cheap telegraph facilities no longer a pious hope practically impossible of realization, but one that can be realized immediately. A beginning has already been made.

Many curious phenomena previously unknown were discovered during the early experiments in transmission of signals across the Atlantic. It was found that messages could be read by night, while no signals could be read at the receiving station by day. It was found also that the strength of signals varied greatly from minute to minute, and until these difficulties had been overcome it was useless to attempt to open the service for the transmission of paid messages, although early in 1903 a short press message was sent daily to the Times until a breakdown in the plant occurred, which perforce put a stop to this also. From 1903 to 1907 Mr. Marconi devoted practically his entire attention to investigating the causes of the variation in the strength of signals and devising means for overcoming the trouble. His investigations led him to the conclusion that the existing stations were not suitable for the work required of them, and therefore the Canadian station was removed and greatly enlarged and a new station built in Ireland.

Experiments were then continued and many subsidiary improvements made in the plant whereby safety and trustworthiness were assured until, after exhaustive tests extending over a long period, it was found that the system was thoroughly trustworthy, and it was decided to open the stations for press traffic, which was started on October 17, 1907.

It has been shown that wireless telegraphy can be worked with success over distances up to 2,000 miles; and although Mr. Marconi and those who have assisted him in his experimental work are the opinion that with slight extra initial expense considerably greater distance could be bridged successfully, I will confine myself to describing a network of world-wide wireless connecting all British possessions by means of power stations, none of which will be required to transmit or receive over as great a distance as separates the existing successful Transatlantic wireless stations, and will define a scheme whereby all British possessions could intercommunicate and communicate with the centre of the Empire, at a cost of 1d to 8d a word. In the case of the most distant British possessions and at the same time show that even this extremely low rate could be still further reduced to a uniform penny a word throughout the Empire.

The route from England to Australia would be as follows: England to Malta (1), Malta to Cairo or Alexandria (2) (as far as distances are concerned the Malta station could be omitted), Cairo to Aden (3), Aden to Bombay (4), Bombay to Colombo (5), Colombo to Singapore (6), Singapore to Perth (7), Perth to Adelaide (8), Adelaide to Sydney (9), Sydney to Wellington, New Zealand (10).

The route to China would be from Singapore to Hongkong (11).

To Africa there should be two routes, one on the east and an alternative route on the west coast. On the east coast the route would be from Aden to Mombasa (12), Mombasa to Durban (13), Durban to Capetown (14). On the west coast, England to Bathurst (15), Bathurst to Sierra Leone (16), Sierra Leone to St. Helena (17), St. Helena to Capetown (18).

An alternate route to India and Australia connecting these two great countries with Africa could also be laid by the erection of stations at Mauritius (19), and Nelson Islands (20). The connection with the western hemisphere has already been effected by means of the existing station at Glace Bay. Another station should be erected at Montreal (21) to communicate direct to the West Indies (22), which islands should all be connected together by means of short distance stations of small power. Yet another station should be put up in

British Guiana (23), where the existing cable charges are 7s per word, and another station in Canada, at Vancouver (24). Mr. Marconi expects to be able to communicate direct from the present Glace Bay station to Vancouver in which case it would be possible to have another link to the east by a larger power station at Vancouver communicating direct to Hongkong. But this latter distance is beyond the range to which we are at present confining ourselves, although it will undoubtedly be possible to bridge this distance in the near future. Other stations of moderate power could be erected at places such as the Gold Coast, weaving the smaller portions of the Empire into the network.

Those in the position to judge state that a station of a range of 2,000 miles can be erected and equipped for £55,000, and operated for a sum of £10,000 per annum, any earnings over which would be gross profit. If the Imperial government and the governments of the great self-governing colonies and Dominions were to convince themselves of the practicability of such cheap telegraph rates, they would surely be willing to obtain the great benefits that would accrue from a penny-a-word service, and enter into a contract for the erection of such stations for a fixed sum of, say, £55,000 per station, or agree to pay the actual cost of construction, plus a fair percentage profit to the contracting company, and allow the company either £10,000 per annum per station, and the tolls collected at a penny a word, or, say, £20,000 per annum, the government retaining the tolls. Another arrangement might be made whereby the governments paid the contracting company £10,000 per annum, and the governments worked and operated the stations themselves. Such arrangements would have to be gone into very carefully, but they present no difficulties that cannot easily be surmounted, while the cost to each colony and the Imperial government is obviously extremely small compared with the inestimable advantages that would be obtained. To equip and erect all the stations described, 24 in number, would entail and outlay of £1,320,000, surely a very small sum to provide an Imperial penny telegraph rate. The annual outlay would cost the British and colonial governments collectively £250,000 a year if the contracting company were to receive the tolls as their profit (illegible) £500,000 per annum if the (illegible—company?) retained the tolls, or £250,000 per annum if the government (illegible—owned?) and operated the stations themselves. In any case except the first, the governments would have to deduct the tolls collected from the annual payments to the contracting company to arrive at the cost of a penny-a-word service to themselves and as it is not unreasonable to conclude that the average number of words handled at the reduced rate would soon average £15,000 words per day per station—surely a very conservative figure—this would give an income of £22,500 per station, or £540,000 for the system, and the system would thus show a handsome profit. To equip the most important stations, 15 in number, neglecting small dependencies and alternative routes, would entail an initial outlay of £825,000 and an annual outlay of £150,000.

Times August 16, 1909

WIRELESS ON PACIFIC COAST

GOVERNMENT WILL RETAIN STATIONS

No Foundation for Report That They Will Pass to Private Company

From time to time announcements have appeared in the press that the wireless stations in British Columbia, built and operated by the Dominion government, would be taken over by a private company, which would build more stations and operate all the wireless in British Columbia. These statements are inaccurate, and there never has been anything to warrant their publication save the expressed desire of private companies to control wireless telegraphy in British Columbia.

The policy of the Canadian government respecting wireless on the Pacific coast, which was deliberately entered upon a few years ago after an unsatisfactory experience with the Marconi Company on the Atlantic coast, is to own and operate all wireless stations in the province. The first object of the government in establishing wireless stations was to provide an aid to navigation, a convenience to the shipping interests. No private company would do this without a government subsidy or aid of some kind. There is little or no revenue in that class of business, and private companies would not concern themselves with providing wireless stations at places where commercial business does not originate, unless such stations were necessary as links in a chain binding important commercial centres

together. As a matter of fact, there is practically no revenue from the stations already established. With the completion of the chain of stations to Prince Rupert, which is expected this summer, and with night and day operators, there will no doubt be considerable revenue, as it is the intention of the government to operate the system for revenue purposes as well as an aid to navigation.

The policy of the Department of Marine and Fisheries is to maintain and operate all the wireless stations on the Pacific coast. Other systems, or other wireless stations, will not be licensed, and without a license no person can operate wireless telegraphy in Canada. Steamships and vessels of all kinds will be left to private companies, and in the case of vessels of Canadian register licenses will be issued to the owners of the vessels.

Times August 17, 1909

NEW WORELESS HOUSE FOR PRINCESS ROYAL

Second Skagway Liner is to Be Fitted Immediately.

A new wireless telegraph house is being built by the C. P. R. at the Belleville Street dock and as soon as completed will be placed on the Princess Royal. The apparatus for this steamer is to be installed by the United Wireless Company who have already placed their instruments on the Princess May and princess Charlotte. The work of fitting the steamers has been hurried somewhat by the announcement made recently that the Dominion government were to go ahead at once with their new stations in the north and to double the capacity of two of the existing station.

Times August 21, 1909

WIRELESS TO LOWER INSURANCE RATES

International Council at Baden Baden Will Consider Advisability of Change

The question of how long it will be before it is rendered compulsory upon all ocean going passenger steamers to carry wireless telegraph installation is rapidly becoming an urgent one. Winston Churchill has intimated that the government are considering the subject, but the underwriters are going one better. At an international conference which is to be held in Baden Baden on September 12th the advisability of lowering the premiums for insuring vessels equipped with he wireless system will be considered.

A short time ago a Daily News representative had a conversation with Mr. Marconi, the famous inventor of the system, who has just returned from supervising the construction of the new wireless station at Clifton, Ireland, gave his views on the subject:

"In my opinion," he said, "this move of the underwriters is an excellent thing for the ships and their owners, while I need hardly say that it will, of course, be a very good thing for wireless telegraphy. This compulsory equipment for all steamers is bound to come in time. At present ship owners of lines that do not touch the Atlantic are adverse to installing wireless telegraphy, as there are very few land stations and more especially upon those lines which go eastward to India and Africa.

"The various governments have not been in a hurry to erect stations, and this has to a certain extent discouraged the ship owners. What we want governments to do is either erect stations or help us to erect them. In the North Atlantic we have got stations all round the coasts of Great Britain and Ireland, and up and down the Canadian and American coasts, so that when an accident happens we are ready for the emergency. The scarcity of stations should not, however, debar ship-owners from fitting the system, for on recognized routes ships should usually find other ships with which to communicate.

"I do not think there is any fear of vessels being charged for the apparatus more that it is worth. Our idea has always been to charge passengers the full amount for messages of a social character, and which are not absolutely necessary, but we do not charge anything to ships for messages concerning the safety of the ships.

"It is absolutely necessary that steps should at once be taken to erect land stations on all the recognized steamship routes. If the various governments will not do it, we are quite prepared to do it if the ship-owners will bear with us some of the expense."

Mr. Marconi added some interesting information about the new wireless station at Clifton, on the west coast of Ireland. In a month's time this station will be completed, and it will be the finest as regards equipment and machinery yet erected.

"Already our rates are 7d. per word less than cable rates for ordinary messages, and 3 1/2d. per word less for press messages, and when this station is completed it is possible we shall be able to make still further reductions if we can make arrangements for the land lines to give us the same conditions as they give the cable companies. At present their charges to us are in excess of those charged to the cable companies. If we could have large wireless stations erected near London on this side and near Toronto and Montreal on the other we should get rid of the land charges altogether.

"When the Clifton station is completed we shall be able to transmit messages all over North America at a rate of 25 to 35 words a minute. The post office have an agreement with us for accepting messages at all telegraph offices in the United Kingdom for transmission by wireless telegraph. We hope during the autumn to get the post office to put that agreement into operation, and the public will then be able to send a wireless message from any post office."

Times August 21, 1909

ESTEVAN POINT NEW LIGHT TOWER

One of the Finest Structures on the Whole Pacific Coast

On the west coast of Vancouver island, half way between Victoria and Cape Scott, is situated one of the most prominent projections on the coast. Mariner's charts describe it as Estevan Point, or "The-Hole-In-The-Wall." The latter name originated from the fact of this being the only "break" or hole in the 200 foot wall of trees skirting the waterfront of the peninsula. For nearly two years there has been a wireless station in operation at this point, which has been a great convenience to vessels plying to and from Alaska and the Orient, but for guidance at night time ships have had to rely solely on the feeble light given by a small carbide lamp.

....article goes into the construction details of the light tower and ends with the following paragraph...

Although isolated as regards its proximity to a town and being far away even from a regular harbour where mail steamers call, Mr. Humber says all material has come to hand well, thanks to the fact that the wireless brings the officials of the department at Victoria within speaking distance of even this remote corner of the island.

Times October 8, 1909

WIRELESS INSTRUMENTS HAVE ARRIVED

Work of Installing Commencing at Gonzales Hill

Three of the new Marconi Wireless instruments for use in the Dominion government stations and two more are on the way and should be here within a few days. Yesterday the work of installing was commenced at Gonzales Hill and will be rushed through to completion.

The steamers in the service of the Marine and Fisheries Department of the government on this Coast are at present all out on buoy or other duty, but as soon as the first returns she will be dispatched to Pachena with one of the sets of apparatus, and it will be installed as quickly as possible. The other set that is here is for Deluge Point, on the Queen Charlottes, and will go north as soon as convenient. The house is at present being built at that place, and by the time it is all in readiness the instrument will be there.

The new instruments are all two kilowatt power, and the outfit includes engines, dynamos and everything which goes to make a complete independent installation. In this respect it differs very widely from an installation on a ship, where the power of the steamer is utilized in the instrument.

The apparatus which is now on the way here is designed for the Prince Rupert and Triangle Island stations. At the latter place great difficulty has been experienced in constructing a tramway to the top of the island, a height of nearly 700 feet above the sea. This is not yet complete, and the station cannot be erected until there is some means of conveying supplies to the top of the rock.

Times October 9, 1909

WIRELESS WORK WELL ADVANCED

C. P. EDWARDS BACK FROM NOTHERN B.C.

Site for Queen Charlotte Station is at Ikeda Head.

C. P. Edwards, superintendent of the Dominion wireless stations throughout the Dominion, returned last night from a visit to the Queen Charlotte Islands, where he has chose a site for the wireless station and seen the erection of the buildings well under way before leaving.

"The weather has been as bad as it could be," said Mr. Edwards. "There was a gale blowing almost all the time I was at Ikeda, and it rained night and day without ceasing. The work of erecting the buildings and clearing the site has been conducted with the greatest difficulty. We are putting up two buildings, one for the instruments and the other for the operator's dwelling. The pole was also being erected as I left.

"The site chosen for the station is at Ikeda Head, at the entrance to Ikeda Bay, near Douglas Point. It is about a mile south of Deluge Point. The station will have an elevation of 150 feet and is in the midst of some splendid timber."

It was Mr. Edward's intention to have sent the apparatus north on the Amur but that vessel remained only an hour or two in port, and left without it. The result will be a considerable delay in the establishment of the station.

As soon as the Leebro returns from the West Coast the apparatus for the Pachena station will be forwarded and a gang of men will go to make the installation. Mr. Edwards hopes to have all the stations working in the near future, if he can make conditions bend to his plans. He has been working like a Trojan ever since he came to the Coast and his efforts are beginning to bear fruit.

Times October 13, 1909

LEEBRO TAKING SUPPLIES UP COAST

Season for Construction Work Drawing to Close—Difficulty in Landing Supplies

Steamer Leebro has gone to fill her bunkers and will be ready to leave for the West Coast tomorrow or the next day. Engineer Killeen will make the trip on her, going as far north as Triangle Island. The wireless apparatus will be left at Pachena and supplies will be taken for the men working on the West Coast trail.

The season for construction work on the West Coast is nearing an end. During the winter it is almost impossible to work there and it equally difficult to land supplies on account of the heavy seas experienced. Even now the work of landing supplies is a most difficult task. Sometimes a boat load will be sent ashore and the sea will rise suddenly and it is only with the greatest difficulty that the boat can rejoin the steamer.

Times October 14, 1909

WIRELESS STATIONS RUN ECONOMICALLY

Cost in England Nearly Twice That on This Coast

Information is just to hand of the cost of maintaining a wireless station in England, and this compares very favourably with the cost of the same on this coast. The Dominion government is most economic in the running of its stations for they cost very little more than half the amount that is expended on the English stations where all supplies are cheaper than here.

The cost of installing in England is practically the same as here. A station such as those built by the government on this coast costs $10,000 and that is the price paid by the government. In maintenance, however, the cost in England is £750 per annum, or $3,750. The cost of maintaining the Cape Lazo station last year was $1,700, and the other stations average about the same, none going higher than $2,000. In this country the price of coal and of all supplies is higher than in England and wages are generally supposed to be higher. The only inference

is that the Dominion government is extremely economical.

Times October 23, 1909

WORK ON WIRELESS PROCEEDING FAST

Amur Brings Word of Progress on Ikeda Head Station

According to word received by the steamer Amur from the Queen Charlotte Islands, the work is going on merrily at Ikeda Head, where the work on the erection of the new wireless station has commenced. Today the Amur is loading the engine, apparatus and a quantity of material for the new wireless station and in the very near future the islands will be in communication with the rest of the province and with the steamers that pass to and fro.

Times October 27, 1909

WIRELESS PLANT IN OPERATION

GONZALES HILL STATION COMPLETE

Distant Stations Are Spoken by New Marconi Instruments

The powerful new Marconi apparatus has been installed at Gonzales Hill and is being used for sending messages from the point. It is proving to be a great improvement on the old instrument and with it San Francisco can be spoken quite easily at certain times. Cape Lazo, the evasive station of the Dominion group, is also brought into communication with the one in Victoria.

The new instrument is a two-kilowatt Marconi of the very latest type. The power used is taken from the B. C. Electric wires, except on Sundays when those are not working. To provide for such occasions a small gasoline engine is installed which can be started up at any moment.

A feature of the new apparatus is the tuning arrangement by which it is possible to take messages from one station while another is working. It is possible when the United Wireless station is working at the Exhibition grounds or any other station to so tune them out that they cannot be heard and to at the same time take a message from Tatoosh island.

As soon as the Pachena apparatus is ready for operation it will be possible for the local station to communicate direct with that point without taking it by relay through Tatoosh. The latter station refused to take any commercial messages so that the Dominion government stations have been handicapped a good deal in the past. With the opening of the new stations, however, the public will be given the benefit of the installation and will be able to send messages to and from steamers at a reasonable charge. It is understood that arrangements will be made to this effect in the near future.

Work on the other stations is still proceeding. The instruments and machinery have already been forwarded to Queen Charlotte Islands, and the other stations will also be equipped as soon as possible. Superintendent Edwards and B. C. Superintendent Haughton are both working night and day in order that the work may be forwarded.

Times October 28, 1909

MARCONI SYSTEM TO BE COMPLETED SOON

Inventor Explains the Situation With British Government

Chevalier Marconi, who reached Montreal last week after his visit of inspection to the trans-Atlantic station at Glace Bay, confirmed the announcement that he hopes to have the trans-Atlantic system in regular operation by the first of the year.

"The work of rebuilding is in progress at Glace Bay now," said he, "and we hope to have the installation complete before the end of the year. The apparatus has been at the station for several months, and it is only a matter of getting the building ready to house it."

"As soon as the installation is complete I expect that the contract with the British post office will come into effect. Under that agreement they give us the same facilities as they give the cable companies. That is, each post office in the United Kingdom would be a collecting and distributing agency for us. Until this new apparatus was installed I have not been anxious to bring this contract into operation, as the old plant at Glace Bay might (not be equal? *illegible*) to the handling of the large number of messages we are likely to get."

Signor Marconi explained the nature of the transaction with the British government recently reported by cable under which the British government took over a number of land stations belonging to the Marconi Wireless Company. Signor Marconi stated that the stations taken over by the government were six in number and were used for the purpose of communicating with ships. The company still retains four or five of these stations. The British government has not taken over any of the rights of the company in regard to trans-Atlantic message, nor in regard to the transmission of messages from shipboard.

"Have you been able to make any arrangements with the land lines here in regard to the carrying of your business?" Signor Marconi was asked.

"Not yet," was the reply. "That is a matter in which time will tell. If they do not give us the same terms as they give the cable companies, we will build our own stations. We are already considering doing so this winter."

Signor Marconi went on to explain the stand taken by the land telegraph lines and the application of the London Times before the railway board which is yet under consideration.

"Here," he said, "is an anomaly. A press message addressed from England to a Canadian newspaper in Ottawa comes through at press rates over the land lines as well as over our system. But a message sent from Ottawa to the London Times will not be carried at press rates in Canada. The telegraph companies say that they are compelled to carry a press message in Canada from Glace Bay to a newspaper at any point in Canada, but that they are not compelled to give press rates to a newspaper in England. They, however, give press rates to messages to English papers which go over the cables, so that they undoubtedly discriminate against us. The London Times has taken a case before the railway board to settle this issue, but no decision has yet been given. If they win, we could get the same terms for general press matter.

Victoria Times November 15, 1909

GETTING READY FOR WIRELESS TELEPHONE

Victoria Station to Be Installed—Will Then Talk With Seattle

Victoria people will be able to talk with Seattle by wireless telephone within the next few months. The Pacific Radio Telephone company is advertising in the Times to-day for bids for the erection of a long distance tower in Victoria. Contractors are now figuring on the plans for the Seattle station and as soon as possible work will be under way in that city.

Victoria will be the first city in Canada to have this latest means of communication with another city. The Pacific Radio Company hopes to have stations in operation shortly in the cities of Victoria, Vancouver, Bellingham, Everett, Seattle and Tacoma. As the Radio instruments have successfully worked for a distance of 500 miles, no difficulty is expected to be encountered in maintaining a long distance service between these two cities. The first aim of the company however is to go after the marine business and by next spring it is expected that all the vessels plying adjacent waters will be equipped with wireless telephones which will enable them to converse with one another and with the shore. With the wireless telephone installed it is not necessary to carry an operator as anyone on board ship can use the telephone.

Mr. J. H. Smith, Canadian manager for the Pacific Radio Company, has returned from Seattle where he attended a meeting of the district managers of the

company at which it was decided to proceed at once with the erection of a tower in Victoria.

"We will start work just as soon as we can let the contract," said Mr. Smith. "All the mechanical difficulties in the way of maintaining a long distance and marine service have long since been overcome by our engineers and our instruments are now ready for installation. While I was in Seattle word was received from our headquarters in New York that two of the vessels of the British navy had successfully carried on a conversation over our instruments for a distance of 240 miles. This is the longest distance that two vessels have yet been able to cover. French naval officers have talked for nearly 600 miles, but the Eiffel tower, which has a Radio station installed on it, was used. In June last the commander of the passenger steamer Theodore Roosevelt, while passing the straits of Mackinaw, carried on a conversation with our Chicago station, a distance of 300 miles, but the Chicago tower was used at that time. The tower in Victoria will be similar to those erected at many points along the Great Lakes."

Victoria Times November 19, 1909

WIRELESS WORKS WELL ON STEAMER TEES

Steamer Brought Cargo and Passengers From West Coast

S. A. Baker, the wireless operator on the streamer Tees, announced this morning that the new apparatus recently installed on that steamer is working well. It is of one kilowatt power, just half the strength of the apparatus on the other C. P. R. steamers. The vessel was in communication with the dominion stations all the time except at Quatsino during the day. The were unable to make themselves heard at the southern stations because there were so many messages being sent at the same time by nearer stations. They heard those stations, however, very well. The Governor was heard very plainly, reporting off Point Arenas. Mr. Baker thinks that as soon as the Triangle Island station is completed they will never be out of reach.

The Tees brought down the last of the salmon from the Clayoquot cannery, some 1,275 cases; a quantity of*.....(and a list of the cargo follows, along with some coastal gossip.)*

Victoria Times December 2, 1909

BUSY TIME WITH LIGHTHOUSE WORK

Steamer Maude Chartered Temporarily to Aid in Work in Gulf

(A news item outlining the aids to navigation plan for the next month or so, ending with the following paragraph.)

Within a few days the steamer Leebro will leave for Triangle Island and other points with supplies. The tramway at that point has been completed, and now there is in hand the building of the wireless station, a house for the operators and a lighthouse. An attempt will be made to complete the wireless station during the winter, but it is not likely the lighthouse will be built until next spring.

Victoria Times December 13, 1909

QUEEN CHARLOTTES AND PRINCE RUPERT

Congratulations Sent to Island Through Courtesy of Quadra Officials

The following wireless report was received this morning by the dominion government wireless station at Gonzales hill, it having been sent from the Dominion government steamer Quadra at present in Prince Rupert harbour to the new wireless station at Ikeda bay: "Empire offers congratulations to the people of Queen Charlotte islands through the good work of the Dominion government steamer Quadra now in port, in being linked with Prince Rupert and the world by wireless."

Victoria Times December 29, 1909

MAKURA PLANT IS BEING TRIED OUT

Wireless Working Well—Spoke Vancouver 1,400 Miles Out.

The result of the test being made with the wireless plant aboard the Royal Mail S. S. Makura will determine whether or not the United Wireless Company will succeed in getting the contact to install plants on all the vessels running between Vancouver and the Australian states. The plant aboard the Makura is the most powerful in the Pacific, being a five-kilowatt outfit, while that aboard the Korea is a four-kilowatt. Operator Mulroney reported at Honolulu having talked with Vancouver 1,400 miles out and talked with Kahuku at 1,300 miles. He said he expects to do even better on the way back from Australia and will keep up communication as long as possibly on the way down to Suva.

The wireless plant on the Makura is installed for permanency if the tests come out all right, but if the company records a failure to do the best stunts in talking then it will be removed. Operator Mulroney, however is confident that the plant will do all that is desired. Should the United get the contract to supply all the steamships it will mean also that the company may install plants on the Australian and New Zealand coasts. At present there are no wireless stations in those colonies of any consequence but a law was recently passed which requires that all steamships carrying passengers shall be equipped with wireless. This is doubtless the result of the mysterious loss of the steamship Waratah which disappeared overnight with two hundred people aboard about five months ago. Had there been wireless aboard a different story might have been told of her disappearance.

Operator Mulroney expects to pick up the wireless station at Guam and also to get in touch with the Korea which left Yokohama on Friday for Honolulu. On going further south he will endeavour to get in touch with British warships lying or cruising in Australian waters.

The Makura's wireless plant is located aboard in the same manner as that on the Korea. They have auxiliary storage batteries so that if the engines are put out of commission by water the storage batteries will enable the operator to send out his calls for assistance.

1910

Victoria Daily Times, January 4, 1910

SURVEY STATIONS FOR WIRELESS AND MARINE

C.P. Edwards Leaving Saturday for Prince Rupert.

On or about Saturday next C. P. Edwards, the superintendent of the Dominion government wireless stations, accompanied by Engineer Killeen, will proceed to Prince Rupert to survey the tram road to the site of the wireless station on Digby Island. This will be the third new station of those erected recently and the seventh in the province. The site was chosen recently, and as soon as the tram site has been located work will be commenced.

Mr. Killeen has another work to perform while at Prince Rupert. He will survey the site for the new sub-station of the marine department for the Dominion government. This station will be built on Digby Island, adjoining the wireless station. Mr. Killeen is at present up the West Coast, but is expect to return before Saturday.

Victoria Daily Times, January 20, 1910

STEAMER QUADRA IS IN PORT ONCE MORE

Long Cruise in Northern Waters Attending to Aids to Navigation.

After an absence of nearly three months steady work in Northern waters, steamer Quadra, of the Dominion government marine department, arrived last evening. Christmas and New Year were spent aboard ship……(*clipped out most of the item FWS*)…….was the capital of the North, but now it is of importance no longer.

The steamer loaded material for a house at the new wireless station at Triangle Island, and this will be delivered as soon as the boilers, which have been blown down, are again in operation. She will probably leave on Monday next.

Victoria Daily Times, March 10, 1910

COMMENCE WORK ON SUB-STATION

ENGINEER GOES NORTH TO DIGBY ISLAND

Government Wharf and Marine Buildings to Be Erected at Once

Work on the construction of the sub-station of the marine and fisheries department on this coast is to be commenced at once the government property, Digby Island. Mr. Jennings, a civil engineer from Ottawa, is here enroute to Prince Rupert to make the necessary surveys and lay out the plans for the buildings. He will leave (…. *clipped out intermediate sentences*….) within easy reach.

The new offices will be built adjoin the wireless station, which is at present being erected under the superintendency of C. P. Edwards, and in this way the whole of the Dominion offices will be close together.

Victoria Daily Times, March 23, 1910

WIRELESS CHAIN SOON READY

SUPERINTENDENT RETURNS FROM RUPERT

Another Station May Be Installed at Lawn Hill, Queen Charlottes

In about two weeks' time it is expected that the new wireless station at Prince Rupert will be finished and then the chain of stations will be practically complete, although Superintendent C. P. Edwards, who arrived yesterday afternoon on the steamer Princess May, is still working on certain improvements which he has in view.

While the station is not yet in working order, a temporary sixty foot aerial was set up a short time

ago, and it was found that communication could be had with Ikeda Head, Triangle Island and Ketchikan, thus proving that the new station has been well placed, and that it will be a splendid thing for the whole coast.

The aerial for the new station, which is situated on Digby Island, is about 200 hundred feet high, and it is placed on a hill two hundred feet high, thus giving a total elevation of four hundred feet. There was some delay in getting the poles. The boom which was coming from the Nass River was wrecked and other poles had to be cut. The tramway to the top of the hill is in good working order, and the dwelling and operating house will soon be ready. Mr. Edwards has been at the site of the new station for about five weeks. The weather has been very bad, but in spite of this the work has been hurried through and is nearing completion. Mr. Edwards will leave on Friday to see the work completed.

On being asked if other wireless stations were contemplated Mr. Edwards said that he was making a recommendation to the government that another station be established at Lawn Hill, near Queen Charlotte City. This would be 80 miles north of the present station at Ikeda Head. It would not only be a great advantage to the shipping interests of the coast, but would also benefit the settlers on that island. It would connect with Skidegate by land wire and be of general benefit to the province. Lawn Hill is already the center of an extensive settlement, and is also in the midst of the big coal areas which it is thought will soon be opened up. No word has yet been received from Ottawa as to whether the station will be authorized, but it is understood that Hon. William Templeman, who represents that district is interesting himself in the matter and the probability is that some word will soon be received to say that it may proceed. Already Mr. Edwards has sent an engineer to make a preliminary survey of the site so that if the necessary permission is received the work may commence without delay.

This morning Mr. Edwards is in consultation with E. Haughton, the superintendent on this coast in regard to the general work of the wireless department.

Victoria Daily Times, April 1, 1910

LEEBRO LEAVING FOR WEST COAST

Taking Supplies to Triangle Island and Other Points on Coast

Tonight the steamer Leebro, Capt. Hunter, leaves for the West Coast, taking C. H. Killeen, district engineer of the marine and fisheries department, on a trip of inspection over the West Coast trail. Mr. Kelleen will make a report on the progress of the work to Ottawa.

The Leebro has been specially chartered for the trip and is loading supplies for the camps to be landed at Pachena. She will also proceed to the new station at Triangle Island, returning to port in about a week's time. She will carry supplies to the new wireless station on the lone island at the north end of Vancouver Island where a number of men are still at work completing the buildings.

[The following article, while not directly related to the west coast wireless, shows the optimism with which people regarded this new technology. The article emphasizes the benefit of transmitting voice, not just the dits and dahs of Morse. FWS]

Victoria Daily Times, April 30, 1910

OPERA BY WIRELESS

Wireless Telephone Transmits Music From Opera House Stage

Mazarin Singing Carmen By Wireless Heard Miles Away

Time Not Far Distant When Every Boat Will Hear New York or Paris Opera While Crossing the Atlantic

You ask if the age of invention is passing. Why, it hasn't started yet. We don't know anything yet. Why, we don't even know what electricity is yet. How can we say that we've reached the limit of a force whose very nature we are ignorant of?—Thomas A. Edison.

By Rene Homer

We are living in an age of marvelous things. Scientists are no longer content when they make some wonderful discovery but they must immediately turn it to commercial use and human advantage.

We had all heard, in a general way of the wireless telephone, but few of us realized that it was already becoming a factor in the subtle refinements of our modern civilization until the news of the past two months caused us to "sit up and take notice," so to speak.

On January 13 music was transmitted direct from the stage of the Metropolitan Opera House, New Your, to over a score of wireless stations, some of them miles away, and the solos and duets of Caruso and Emmy Destinn in "Pagliacci" and "Cavalleria Rusticana" were heard as far distant as Bridgeport, Conn., and at points nearer wherever wireless operators keyed their instruments up to the proper point to hear the sounds borne on Hertzian waves.

On many steamers in and out of the harbor the music of the grand opera was heard. Especially was the music appreciated on board the Royal Mail Packet Avon, when two hundred and sixty guests of Lloyd B. Sanderson, general manager of the Royal Mail in America, heard Caruso's voice reproduced.

Marooned Passengers Entertained

K. M. Turner's invention, the dictograph [*microphone-FWS*], was used to carry sound from the stage of the Metropolitan Opera House to a wireless plant on the roof of the opera house, whence it was sent out by Hertzian waves.

The tests made at the Hotel Breslin and the laboratories of Mr. Turner and Dr. Lee De Forest were most successful.

Passengers marooned on ships over night at Quarantine heard the music through the wireless operator's receivers. Mr. Dippel's office in the Metropolitan Opera House, well away from the stage, the dictograph, connected to a telephone wire, carried the music from the stage through a horn much like those used on phonographs. The horn, known as the multiphone is also one of Mr. Turner's inventions.

A remarkable thing about the tests was the strength of Caruso's voice, as compared with other voices. Not a note of Caruso was lost.

The veterans of the Metropolitan foyer stood in open mouthed wonder as they listened to the first trial of DeForest wireless transmission of an opera performance in progress on the stage. The audience was interested, too. The experimental receiver at the front of the house delivered the voices like any talking machine.

Heard at World's Greatest Station

At the great wireless station of the Radio Telephone Company in the tower of the Metropolitan Life Building, New York, the exchange of messages with Chicago, Cleveland, Detroit and Key West was stopped long enough for a group of newspaper men to "listen in" and hear the performance. As the Metropolitan Tower contains the largest and best equipped wireless station in the world, reaching up 700 feet into the air above Madison Square, it was a very easy matter to hear the music in all its beauty and clearness of tone. The harsh notes of the orchestra became soft and wooing like fair music. The Hertzian waves carried sharps, flats and naturals through the atmosphere without a hitch.

That such a thing never entered the wildest dreams of opera singers or producers of a generation ago, it is hardly necessary to state; but the wonders of electricity combined with the increasing knowledge and appreciation of atmospheric vibration has brought the seemingly impossible down to a business basis. The time is not far distant when a steamer departing from New York will have New Your opera every evening until half way to Europe. Then the American music will be shut off, and that being given in London or Paris "picked up" by the wireless and continued until the vessel is docked.

Ship Concerts Doomed

It looks as if the usual concerts given aboard the great sea-going hotels would soon become a thing of the past. No one who travels abroad—unless he wished to see as well as hear—would prefer a cabin musicale to listening to a Caruso or a Sembrich.

Atmospheric grand opera is probably in its infancy; but the pace at which we live and invent and perfect things means that the merely thought of today is the accomplished fact tomorrow. The combination of sound reproducing machines with improved moving pictures may yet bring about an apparatus which will, in every sense of the term, bring grand opera to the music lover's home, hotel, or steamer cabin without the necessity of standing in line for tickets or purchasing boxes in advance. Anything to save time—and increase our joys, even though they have to be taken on the fly!

When the wireless opera is as firmly established as the telephone itself, there will only be one important question worthy of the name before the producers of such operas. For though this latest invention does much, it is not to be though that it can eradicate the human attribute that causes more musical upsets among human song birds than anything else--plain every day jealousy.

Mazarin Sings by Wireless

The comment occasioned all over the world by this performance had hardly subsided before another test of the music carrying qualities of the wireless telephone was made. Selections from "Carmen" were sung over the roofs of New York, on the afternoon of February 24th. The feat was performed by Mme. Mazarin, the brilliant new star of the Manhattan Opera Company, whose first American interpretation of "Elektra" has occasioned favorable, yes enthusiastic comment by the music loving world.

Mme. Mazarin sang into the wireless telephone at the laboratory of Dr. Lee DeForest, at 103 Park Avenue, New York. A small, but select, audience heard the notes on the roof of the Metropolitan Life Insurance Building and applauded the singer over a mile away. A selection from "Elektra" thrilled the distant hearers. It was a strange and weird performance. The audience that heard the opera was charmed by the singer's voice as well as the novelty of the performance.

Between the songs the wireless operator of the Newark, N.J. station of the Radio Telephone Company, conversed by wireless telephone with Dr. DeForest in New York. During the singing the employees of the factory all listened to the music.

Mme. Mazarin began her performance at 3:30 in the afternoon. She sang the Aria from "Carmen" first, then rested a few minutes before sending forth the terrific, crashing notes of "Electra".

After the exhibition Mme. Mazarin and the audience at the Metropolitan station were taken to the very top of the 700 foot tower, where they could see away in the dim distance the wireless station on the inventor's laboratory from which the music had been transmitted.

First Wireless Telephone

The wireless telephone which made possible the accomplishment of the wonder of electricity is the invention of Dr. Lee DeForest, whom electrical men consider the very foremost wireless expert in America. His first successful demonstration fo the wireless telephone was in May, 1907, when accounts of the yacht races at Put-in Bay, Ohio, were reported over four miles away by means of the new invention.

This first demonstration was so successful that after thorough testing the United States Government equipped all of the battleships of the great Atlantic fleet which was then preparing for its memorable voyage around the world.

The inventor then went to Europe where he equipped several vessels of the Italian Navy and made a record test by sending distinguishable sounds by phonograph from the Eiffel Tower to a vessel off Marseilles.

New Noiseless Telegraph

This invention Dr. DeForest calls the radio telephone. In February 1909 the inventor of the wireless telephone brought out his new suppressed spark wireless telegraph with which he was able to send messages without any interference from surrounding stations.

The first record made by this new "radiotone' wireless telegraph was the exchanging of messages between Key West and New York and its most notable triumph was the sending of two long radiograms from the Metropolitan Tower, New York to the Railway Exchange Building, Milwaukee, through all inference and during the most adverse weather conditions, a feat never before accomplished. The radiotone noiseless telegraph uses only a 2 Kilowatt generator communicates with Key West and Milwaukee, while the United States Government station at Key West requires a 35 Kilowatt generator in order to send back its answer.

Truly the wonders of wireless are astounding, and yet the inventors tell us that the art is only in its infancy. The transmitting of several wireless messages from a Curtiss biplane to the ground at Fresno, Cal., was on the beginning of a practical use of the invention which will be as common in a few years as the wire telephone is today.

Talk Across Atlantic Next

A trans-Atlantic wireless telephone seems to be the next step in the progress of communication between nations. This ability to telephone without wires results from stirring certain wave movements in the ether, an element about which scientists admit they know little or nothing, and the nature of which they dimly comprehend.

The wireless telegraph established across the Atlantic only eight years ago is now a common adjunct of commerce and while wireless telephony presents many more difficulties than the telegraph, it is just as practical and we cannot doubt that its range will in time be just as great.

When Hertz discovered these etheric or electric waves he never imagined that they could be used for telegraphy, much less telephony.

With wireless telephone accomplished, the next natural step will be the transmission of power by wireless, and imagination can easily picture a giant plant at Niagara Falls, or on the shores of the sea, utilizing the motions of the tides, transmitting power to run looms and industrial machines hundreds, if not thousands, of miles away.

Victoria Daily Times, May 6, 1910

DEMONSTRATIONS OF WIRELESS TELEPHONY

Victoria to Have a Visit From Dr. de Forest, Who Will Lecture While Here

Victoria will next week witness demonstrations of the wireless telephone by Dr. Lee de Forest, its inventor and considered one of the foremost wireless engineers of the country.

Dr. de Forest has demonstrated in several cities of western Canada and Tuesday and Wednesday carried on tests in Vancouver, which were witnessed by many leading business men of the city. He talked from the wireless station on the top floor of the Vancouver hotel to the Dominion Trust building, more than a mile away. Citizens of Vancouver also talked over the wireless telephone and several musical selections played by a phonograph into the

transmitter were heard by a crowd in the receiving station.

Dr. de Forest's electricians will reach Victoria to-night from Vancouver and commence immediately the erection of the aerial equipment for the demonstrations here. Dr. de Forest is now in Seattle selecting a site for the location of a long distance wireless tower. He is expected in Victoria Monday or Tuesday.

During his stay in Victoria Dr. de Forest will deliver a free lecture on "The Wireless Age", and will be pleased at any time to meet with persons interested in wireless transmission. He spoke twice to capacity houses in Vancouver and his demonstrations attracted widespread interest.

"While in Victoria the inventor will select a site for the long distance station to be erected here," said Lloyd McDowell, who is in the city arranging for the visit of the inventor. "The new station will be built of steel, will be about 265 feet high and will be equipped with high-power apparatus. Dr. de Forest's demonstrations in Vancouver attracted a great deal of interest and the voice of the inventor, as well as the voices of well-known business men, were heard distinctly and recognized blocks away.

"The equipment carried by Dr. de Forest is the same that he used at Winnipeg, where his demonstrations of the long distance telephone were watched with interest. He has lectured at several cities in western Canada and scientific men in particular have met and talked with him regarding his marvelous inventions."

Victoria Daily Times, May 6, 1910

MARINE NOTES

E.J. Haughton, superintendent of wireless for the Pacific Coast, left last night for Prince Rupert and Portland Canal. He will inspect the new station which is nearly completed on Digby Island, and will then proceed to choose a site for the experimental work on Portland Canal, which will be done before it will be decided whether or not to erect a station there.

Victoria Daily Times, May 7, 1910

COMMUNICATION WITH STEWART

EXPERIMENTS TO BE MADE WITH WIRELESS

Dominion Government to Establish Temporary Receiving Station to Test Feasibility of Plan

Instructions have been issued by C.P. Edwards, superintendent of wireless for the Dominion of Canada, to make some tests on Portland canal in the neighbourhood of Stewart with the object of finding out if it would be possible to operate a wireless station at that point. These tests will be carried out at once and if successful a station will be at once erected in order to put the new mining city in touch with the rest of the world. At the present time there is no telegraph communication. Land lines are very expensive and if the government can arrange to establish a wireless station it will be able to do the commercial work as well as the regular marine service. Portland canal is badly land-locked and some doubt is expressed as to the feasibility of the scheme. There is no way of finding out except by trying. Accordingly aerials will be strung from the tops of trees at different points and receiving apparatuses attached. If messages can be heard on these it is a certainty that sending will also be successful.

A series of stations up the canal for the purpose of relaying messages has been suggested but this would be very expensive and until the experiments have been made nothing can be decided. Should it be found impossible to bring the place into wireless communication with the rest of the coast, it is understood that the telegraph wire to Dawson will be tapped and a branch run into Stewart.

Nothing has yet been definitely decided in regard to the proposed new station at Lawn Hill, in the

neighbourhood of Queen Charlotte City, but it is very probable that this work will be done during the present summer.

Victoria Daily Times, May 7, 1910

CARRIES SPEECH WITHOUT WIRES

Electricians Have Arrived to Install Stations for Demonstration of Wireless Telephony

Apparatus and aerial equipment for use in the demonstrations of the wireless telephone in Victoria next week were received in the city last night from Vancouver, where Dr. Lee de Forest, the inventor, gave several interesting successful tests.

With the equipment came Electricians Merriam and Ackerman, who will commence at once to install the antenna on the roof of the Empress hotel. Another station will be erected on the roof of the Bownass building, or some nearby structure in order that connections may be made with the receiving station in the office of the Ellsworth Company.

The transmitting station will be located in one of the upper rooms in the hotel and the famous inventor will give Victoria the first demonstrations of the long distance telephone. At the present time Dr. de Forest is in Seattle locating a site for a long distance wireless telephone and wireless telegraph tower similar to the one to be erected here.

It is said that the world is now entering what will in the distant future be known as the "Wireless Age". It is now a recognized fact and has been demonstrated that whatever can be sent with wires can now be sent without wires. In Winnipeg several weeks ago Dr. de Forest gave several demonstrations with his long distance telephone that attracted widespread interest among the citizens of the city generally, and more particularly scientific men. The orchestra at the Royal Alexandra hotel played before the transmitter at the receiving station in the hotel, and the music was heard by a party of business men and officials several miles away through telephones connected with the apparatus at the receiving station.

A similar demonstration was given in Vancouver, when selections from popular operas were played by a phonograph and head in the receiving station of the Dominion Trust building, a mile from the sending station at the Vancouver hotel.

The apparatus to be used here is the same that was installed at Winnipeg and other cities of western Canada. The inventor will bring with him from Seattle several new instruments for use in his demonstrations here. It is expect he will reach here Monday and before his departure the people of Victoria will have an opportunity to hear his address on "The Wireless Age".

The visit of Dr. de Forest to Canada has created much interest in the science of wireless, and the inventor is now recognized as the foremost wireless expert in the world. His lecture here will be free. He is a fluent speaker and his story is interesting to laymen as well as engineers. In Vancouver Tuesday night he addressed a crowd that packed Pender hall, more than 200 being turned away.

Dr. de Forest's development of the wireless telephone has been much more marked than that of any other inventor who has made any place for himself in this new science. The first patent ever granted by the United States government to any man in connection with wireless telegraphy was granted to Dr. de Forest. He also secured the first patents ever granted in any country for the wireless telephone.

The fundamental principle involved in the transmission of intelligence without connecting wires in ether, a medium filling all space which, generally speaking, acts as a conductor for electrical impulse the same as a copper wire acts as a conductor for the wire messages.

As early as 1886 Hertz was successful in demonstrating not only the existence of ether but also a mode of producing electrical waves in this medium by the means of the spark gap, and the

manifestation of electrical waves by means of a detector. In honor of this wonderful achievement, scientists have termed the waves Hertzian waves. The discoveries of Hertz years ago today form the basis for the later inventions--the wireless telephone and the wireless telegraph.

Ether is a perfect and instantaneous conductor of electrical impulse as demonstrated by Dr. de Forest in his tests. The moment he speaks into the transmitter his voice is recognized miles away. Wireless transmission recognizes no limiting distance and the inventor declares that it will soon be possible to reach Calgary from Victoria by wireless.

The combination wireless telephone and telegraph is also the invention of Dr. de Forest. The system of wireless telegraphy is known as the sparkles and is already in use between New York and Philadelphia.

In New York the station is located in the Metropolitan tower, the tallest building in the world. A high power station will soon be erected in the Eiffel Tower, Paris, and then the inventor declares it will be possible to talk to Paris from New York.

The wireless telephone has now passed from the experimental to the practical stage and very soon will be used for long distance commercial purposes on the American continent. Dr. de Forest has located several sites for station from Winnipeg to Vancouver and will continue his journey East from Seattle, locating stations throughout the Middle West.

Victoria Times May 10, 1910

DISTANCE RECORD IN WIRELESS WORK

Philippine Islands Station Heard Calling by Operator at Hill Crest

San Francisco, May 10.—A spark of the wireless leaping through the air from the navy wireless station at San Juan. P.I., was heard by the operator at the Hill Crest Station, seven miles south of here, late yesterday, and a new aerial record was established.

Operators at Tatoosh, Table Bluff and other stations along the Coast to-day are endeavoring to pick up the "N. A. U." call from San Juan. The possibility of their success depends largely on atmospheric conditions.

When Operator Rankin at Hill Crest heard the call he realized at once that it was not from the sending machine of any Pacific Coast station. "N. A. U." was calling "N. A. L.", which is the wireless station at Washington D. C.

Rankin, when he learned that Porto Rico was calling, endeavored to get a response. He was unable to learn whether his call had been heard in the far away island. The Hill Crest had intercepted a message from Japan, and later one from Key West, Florida, but the San Juan flash has broken all records save the great one made when Amapala and Valdez one flashed each other.

Victoria Times May 10, 1910

WIRELESS EXPERT WILL REACH VICTORIA TO-DAY

Demonstrations of Talking Without Wires on Thursday

Dr. Lee de Forest, Ph.D., foremost wireless expert and president of the Society of Wireless Engineers will arrive this evening from Seattle and lectures tomorrow evening at the A.O.U.W. hall at 8:30 o'clock, taking for his subject "The Wireless Age". The lecture will be free to the public. More than 1,000 invitations to the lecture have been sent to Victoria people, and it is expected that the address will draw a capacity audience. This has been the case in every city where he has talked.

On Thursday a public demonstration will be given. Dr. de Forest will talk into the transmitter in the station at the Empress hotel and his voice will be heard blocks away at the receiving station in the

Bownass building. Musical selections will be played into the receiver, and music will be carried through the air in Victoria while the inventor is giving his tests. In Winnipeg the orchestra of the Royal Alexandra played before the transmitter, and the music was heard two miles away through head phones at the receiving station. The orchestra of the Empress will play several selections in the transmitting room and the music will be heard in the receiving station.

With the organization in New York of the North American Wireless Corporation, comes the announcement of the amalgamation of more than a dozen important wireless companies, including the Radio Telephone, Commercial Radio, Central Wireless, Atlantic Radio, Pacific Radio, North American Radio, De Forest Radio Telephone, Great Lakes Radio Telephone, Continental Wireless Construction Companies and the Universal Wireless Corporation.

The new corporation has a capitalization of $10,000,000 and is headed by General Benjamine M. Whitlock as president. Among the members of the board of directors are Charles E. Pooley, K. C., Victoria, late president of the executive council and ex-speaker of the British Columbia legislative assembly; Alfred P. Elten, of Brooklyn, N. Y., secret5ary of the American Raw Milk Company; R. J. Beatty, of Chicago, Ill., vice-president of the Inland Steel Company; T. D. Barrs, of the Pensacola, Florida, lumber dealer and capitalist, and Samuel A. Cunningham, president of the Bankers' Safe Deposit Company, of New York.

The company proposes at once to develop and utilize in a commercial manner throughout the world the generation and receiving of electrical impulses for the transmission and reproduction of sound signals, audible air vibrations and other intercommunications of the human intelligence. This includes the control and operation of machinery and apparatus for power application. A trans-Atlantic and trans-Pacific commercial service will be a feature of the corporation's activities. It is announced that a series of long distance wireless telephone and wireless telegraph towers are to be erected in Western Canada, sites for which are now being selected by Dr. de Forest.

Sites have already been selected by the inventor at Winnipeg, Regina, Moose Jaw, Calgary and Vancouver. The inventor claims that the location for the station at Calgary is so ideal for long distance work that he expects to reach Victoria from that point without the least trouble. The stations will all be very similar to the company's station at Albany, N. Y., which is of steel construction resting on a solid concrete base. The stations at both Vancouver and Victoria will be equipped with high power apparatus.

Victoria Times, May 11, 1910

Tower of Big Structure Contains Most Modern High Power Wireless Equipment in World

[Photo Caption: Metropolitan Building, New York, Tallest Skyscraper in the World, and Dr. Lee De Forest, Inventor of the Wireless Telephone, Now a Victoria Visitor.]

With the passing of the wireless telephone and the wireless telegraph from the experimental to the practical stage the next progressive step in wireless transmission will be a trans-Atlantic service. In the tower of the great Metropolitan building in New York, is wireless equipment especially constructed to span the thirty-eight hundred miles of land and water lying between New York and Paris.

The antenna, or aerial equipment in Paris, which will grasp out of the ether the click of the instrument in the 700 foot tower of the Metropolitan building, extends high in the air above the 900 foot Eiffel tower. The station in the famous tower of France is the highest in the world and the Metropolitan is the second. In the Paris station will be installed the same powerful equipment that is now used in the Metropolitan tower.

Dr. De Forest promises to be in wireless communication between New York and Paris within

the very near future. He firmly believes he will soon be able to accomplish the feat of spanning a space of nearly 4,000 miles because while experimenting at the Eiffel tower in the summer of 1908 he "picked up" wireless messages from the station at Glace Bay, Nova Scotia.

At this time the inventor also established connection by means of his wireless telephone with a vessel of the French navy in the Mediterranean, a distance of 600 miles.

In Victoria to-night Dr. De Forest will deliver a lecture on "The Wireless Age" in A.O.U.W. Hall, which will be free to the public. The famous inventor will explain the principle of wireless communication, tell about his many interesting demonstrations in every part of the world and promptly answer all questions regarding the operation of the wireless telephone and the sparkles wireless telegraph. Few persons in Victoria are probably aware that the Radio (wireless) telephone system is already operating telephones in land stations and on vessels of the Great Lakes.

It was in New York recently that Dr. De Forest demonstrated the wireless telephone which attracted widespread attention. Mme. Mazarin, star of the Manhattan Opera Company, sang into the transmitter of the wireless telephone in the laboratory of Dr. De Forest at 103 Park Avenue. An audience heard and applauded the singer more than a mile away. Her voice was carried by ether waves to be heard in in receivers in the station in the Metropolitan building.

In January, 1909, music was transmitted direct from the stage of the Metropolitan Opera House, New York, to over a score of wireless stations miles away and solos were heard distinctly as far distant from New York as Bridgeport, Conn. On many vessels in and out of the harbor the music was heard by the wireless operators. Especially was the music appreciated on board of the Royal Mail Packed Avon, when two hundred guests of the general manager of the Royal Mail line in America heard Caruso's voice reproduced.

The United States government equipped its vessels with wireless telephone during the voyage from the Atlantic to the Pacific. The equipment was most successful. Dr. De Forest while in Europe in 1908 equipped several vessels of the Italian navy and made a record demonstration by sending distinguishable sounds by phonograph from the Eiffel tower to a vessel at Marseilles, more than 600 miles distant. This remarkable feat was later followed by a thorough trial on the Channel fleet of the British navy, where two vessels sixty miles apart maintained perfect communication for several hours. During the Glidden automobile tour in the United States this summer the cars will be equipped with wireless telegraph instruments, the invention of Dr. De Forest and the various cars will be in communication within a radius of twenty-five miles.

The new noiseless telegraph, also the invention of Dr. Lee De Forest, is an instrument he calls the radiotone. The first record made was the exchange of messages between Key West and New York, and its most notable triumph was the sending of two long radiograms from the Metropolitan Tower, New York, to the Railway Exchange Building, Milwaukee, through all the interference and during the most adverse weather conditions, a feat never before accomplished. The radiotone noiseless telegraph using only a two Kilowatt generator communicates with Key West and Milwaukee, while the United States government station at Key West requires a thirty five Kilowatt generator in order to send back its answer.

Truly the wonders of wireless are astounding, and yet the inventors tell us that the art is only in its infancy.

Victoria Daily Times, May 11, 1910

SMITH'S HILL SITE FOR WIRELESS TOWER

Dr. De Forest Selects a Location at End of Summit Avenue—His Lecture To-night

Victoria's first long distance wireless telephone tower is proposed to be located on Smith's hill at eh end of Summit avenue. Dr. Lee De Forest, inventor of the radio telephone, and now chief engineer of the North American Wireless Corporation, made a tour of the city yesterday afternoon, and this morning said that he had chosen this site and that the location was ideal for a long distance wireless tower. As projected the tower would be of steel throughout, stand 325 feet high and rest on a solid concrete base.

Today the inventor is testing out his instruments at the Empress hotel and in rooms 9-10 Bownass building, where public demonstrations will be given tomorrow. This evening he delivers a free lecture in the A.O.U.W. hall, taking for his subject "The Wireless Age". He will tell of the passing of the wireless telephone from the experimental to the practical stage, as well as about his work with wireless.

Dr. De Forest is an interesting speaker, and holds the attention of his audience. He said this morning he would explain the principles of wireless transmission, showing charts to illustrate his talk. Noah Shakespeare, postmaster, will act as chairman of the meeting. Many prominent people in Victoria have accepted invitations to be present.

Victoria Daily Times, May 14, 1910

UNIFORM RATE FOR WIRELESS

LOCAL SUPERINTENDENT MAKES ARRANGEMENT

United Company Agrees to Adhere to Provisions of Berlin Convention on Wireless

E. J. Haughton, Pacific coast superintendent of the Dominion wireless, was in Seattle at the weekend for the purpose of entering into an agreement with the United Wireless Company in regard to the scale of charges to be made to customers on the steamers, using United Wireless apparatus, but communicating with Dominion Wireless stations. Mr. Haughton reports that the result of the visit was very satisfactory. M. B. Southwick, general manager of the United Wireless on this coast, being quite ready to enter into a working arrangement.

The reason for making the arrangement is in order to protect the travelling public from extortionate charges. The rates were set two years ago at the Berlin convention to which, however, the United States is not a party. The United Wireless Company will hereafter come under that convention and adhere to its regulations.

The charges allowed under the convention are $2 for the first ten words and two cents for subsequent words, on steamers running between Victoria, Vancouver, or neighboring ports and Prince Rupert or other northern ports. Of this 60 per cent is allowed to the land stations, the steamer getting the 40 per cent. The stations at which these charges are operative are Victoria, Point Grey and Cape Lazo on the inside, and on the outside passage Pachena, Estevan, Triangle Island, Ikeda Head and Prince Rupert. In cases where a land wire has to be used as well as the wireless the land wire charges are added to the fee.

The rates on the ferry line between Victoria and Vancouver or Victoria and Seattle are to be arranged by the United Wireless Company, the Dominion government stipulating only that they get 25 cents for ten words and two cents a word for all additional words.

The land stations are now handling private business, the rates from Prince Rupert to Queen Charlotte Islands being 50 cents for ten words and 3 cents for additional words. Prince Rupert to Pachena 75 cents for ten words and Ikeda Head to Pachena the same rate. No deadheads will be allowed, but weather messages will be sent out three times daily and will be given free on request.

A rate of fifty cents has been made from Ketchikan to Ikeda, making a total rate of $1.50 from Victoria to Ketchikan.

Messages will not be accepted from ships registered to any country not subscribing to the Berlin convention, unless the company operating the ship station has already agreed to adhere to its rules and regulations. This the United Wireless Company has now done.

The government stations will be in operation all the time from 8 a.m. until midnight, and if necessary will give a continuous service. The United Wireless Company have an arrangement with the Dominion government that their operators will not interfere with messages sent out by the Dominion government stations.

The wisdom of the government of Canada having complete control of the wireless stations is well illustrated at the present time. A rival company has erected a station at Seattle, and whenever the United Company commence sending the rival operator commences talking, and the result is confusion. While the United Wireless Company are allowed to continue the operation of their stations, both ashore and afloat in this province, they are under the control of the Dominion government which has the power to make them take the instruments out at any time.

Victoria Daily Times, May 23, 1910

WIRELESS STATION NOW IN OPERATION

Prince Rupert Centre Best Equipped of All Government Wireless Points

E. Haughton, who has just returned from Prince Rupert and Portland Canal, announces to-day that the Prince Rupert wireless station is now open and that it will be in operation from this time on. Good communication has been secured with Triangle Island, Ikeda Head and Ketchikan. The station is an excellent one and will be of great service to mariners and travelers.

The apparatus at Digby Island is a two kilowatt power and is the best equipped of all the government stations. The site has proved to be a most excellent one. When the wire is not working the wireless station will do commercial work with Prince Rupert but will not compete with the wire.

Victoria Daily Times, May 25, 1910

IMPROVEMENTS TO WIRELESS

LAWN HILL STATION TO BE BUILT AT ONCE

Power Plants at All Points to Be Duplicated at Once to Avoid Shutting Down

The Dominion government is about to institute a number of improvements in the wireless system of this coast, according to E. J. Haughton, wireless superintendent, who has just returned from a tour of inspection in the north. As announced some time ago by the Times, a new station will be erected at Lawn Hill on the east coast of Graham Island, Queen Charlottes. This will not be a very high power station, all that is required of it being that it communicate with the other stations at Triangle Island, Ikeda Head or Prince Rupert and with ships passing back and forth.

Grahams Island is at the present time very much isolated. There is no cable connecting it with the mainland, and the people depend for their commutation with the outer world on the weekly or fortnightly steamers calling there. Hon. William Templeman, who is the member for that district, has been interesting himself in the matter, with the result that the installation of the new station has been decided upon and will be built as soon as it is possible to get the work started.

Another improvement to be made by the government is the duplication of the power plant of each station, so that if an engine or a dynamo should fail to work there will be a reserve power for the use of the station. While at first this was not necessary, it has been decided that the time has now arrived

when it is not wise to trust to the chance of everything going all right. Every station will have a second engine and a second dynamo for use in case of emergency.

The inauguration of the Prince Rupert wireless station completes the chain of stations planned previous to the arrival of C. P. Edwards on this coast to take charge of the construction work. Before he left he told the Times that of least one more station would be built in the near future, and that at Lawn Hill. Other stations are contemplated. While Mr. Haughton was in the north he visited Portland Canal and made arrangements for a number of experiments to be made, with the idea of connecting that place with the rest of the world by wireless instead of land cable. The station would then serve a double purpose.

Whether it will be possible to do this or not no-one can say until the experiments have been made. Steamers passing along the canal find it impossible to speak to any of the government stations, but that may mean nothing. A station with proper aerials set on a prominent point would have a far greater chance of being heard than the apparatus carried by the steamer with nothing but the masts for aerial. Should the experiments prove that it is impossible to communicate in that way, a land line will be laid to connect with the Ashcroft-Dawson telegraph line.

Victoria Daily Times, May 25, 1910

COMET HAS EFFECT ON SHIP'S COMPASSES

Alameda Reports Unusual Magnetic Influence on West Coast of Vancouver Island

Port Townsend, Wash. May 24.—Several wireless reports received here attribute to the magnetic influences of Halley's comet a serious interference with safe navigation. Captain J. A. O'Brien of American S. S. Alameda reports that on May 17, from Triangle Island, northwest end of Vancouver Island, to Cape Beale, his compasses were affected in an unusual manner, which might possibly be attributed to the magnetic influences of the comet. He also had a southerly current to 10 miles in a run of 200.

Victoria Daily Times, May 27, 1910

TELEGRAPHISTS HAVE UNIQUE EXPERIENCE

Heavy Storm Passing Over Pachena Yesterday Affected Wireless Station and Land Lines

Yesterday afternoon a curious phenomenon was reported from Pachena. A heavy storm passed in from the ocean, bringing an electrical disturbance which completely affected the wireless station at Pachena and the wire of the Dominion government land line from Victoria to that point.

The presence of an extraordinary amount of electricity in the atmosphere was made known to William Dee, superintendent of the West Coast wire here, by a surprising increase of the current which caused the sending and receiving instruments to emit sparks. While he was busily figuring out the cause of the trouble a message was received from the wireless operator at Pachena stating that a heavy storm had charged the outfit at the station so that he could not touch any part of it. He stated that sparks were visible on the aerial at the top of the antennae and that although the dynamos were not running, it was impossible for him to safely handle any part of the equipment.

Victoria Daily Times, June 9, 1910

NEW LIGHTHUSE TO BE BUILT AT ONCE

Steamer Leebro to Carry Constructions Gangs to West Coast This Week

As soon as the steamer Leebro arrives from the present trip she will be loaded up for the west coast and Vancouver Island. She will also carry both H. C. Killeen, resident engineer, and about 40 men, half of whom will be left at Pachena Bay to work on the west coast trail, and the remainder will be occupied in building the lighthouse on the top of Triangle Island.

At present there is a wireless station on the top of Triangle Island—*the rest of the paragraph is illegible.*

Victoria Times, June 18, 1910

Marine Notes

After a series of tests conducted by Messrs. McIntyre and Dewhurst, of the Dominion Wireless service, between Stewart and Prince Rupert, it has been practically decided to abandon the proposed service, as no connection can be made. An antenna was rigged at the Portland Canal town and the operator at Prince Rupert sent calls at stated intervals, none of which however, were heard.

Victoria Times, June 18, 1910

WIRELESS IS NOW MADE COMPULSORY

Steamers Plying to United States Ports Must Be Fitted With Apparatus Within Year.

A Washington dispatch reported here through the local office of the United Wireless Company says that President Taft has signed a compulsory wireless telegraph bill, which will have the effect of compelling all American steamers to carry the wireless. It will also be compulsory on all steamers making regular calls at American ports, whether American owned or not.

The new regulation does not go into effect at once, one year being allowed steamers in which to comply with the order. It will apply to all steamers licensed to carry fifty passengers or a crew of ten men.

The action of the United States is simply one more step towards making wireless compulsory throughout the world. The safety of passengers is always the first consideration and now that the system has been proved to be so effective it will soon be universally used.

The new regulation which the president has signed will probably reach such lines as the Blue Funnel, the Bank and Australian Mail lines, and others plying in these waters and which at present are not fitted with this very necessary adjunct to successful navigation.

Victoria Times, July 2, 1910

FINEST LIGHT ON THE COAST

TRIANGLE WILL BE SEEN 100 MILES DISTANT

Naval Development at Esquimalt Will Prevent Marine and Fisheries Using It

"The new lighthouse which will be erected on the top of Triangle Island will be the largest on the coast," said Colonel Anderson, chief engineer of the Marine and Fisheries Department of the Dominion Government today. "The site is not in every way ideal, as it is at times obscured, "but the top of the island is the only place from which it may be seen in every direction. During clear weather it is expected that the light will be seen one hundred miles from the island, which will be a great convenience to mariners. It will be a higher-power light than Pachena or any of the others at present on the coast."

Colonel Anderson is here on one of his periodic tours of inspection, especially in connection with the installation of the sub-station of the department at Prince Rupert. He will go up the west coast and inspect all the new work which has been done, or which is being planned. While in the north he will

visit Queen Charlotte Islands and other points. Speaking of the work the colonel said:

"The department is simply following up the consistent policy which has always been adopted by it in commencing at the south and working steadily northward. This policy has made the southern end part of the coast almost as well protected as any in the world, and now going forward with the development of the country—and often a little ahead of it, they are bending their energies towards making the northern part of the coast equally safe. The site for the station at Digby Island has already been chosen and the work will proceed immediately.

"The developments at Rose Harbor have made it necessary to do something to protect the shipping interests on that part of the coast. The Queen Charlotte Islands are fast growing in importance and the Dominion Government is recognizing this fact. The department will probably arrange for the erection of a lighthouse and the placing of a buoy outside the spit. The place is rather dangerous as it is a present. Other work will be done as the needs are ascertained."

Asked as to what steps would be taken to provide wharfage facilities for the government steamers at this port, Colonel Anderson said nothing had been definitely arranged as yet. He did not think they would move to Esquimalt as that might interfere with the plans of the new naval department. The present dockage facilities are not sufficient, something he thought would be done in the near future.

Colonel Anderson leaves for the north at the beginning of the week on board the steamer Quadra.

Victoria Times, July 20, 1910

SHIPPING AIDS SATISFACTORY

COLONEL ANDERSON INSPECTS THEM ALL

Site Chosen for New Lighthouse at North Island—Improvements for Main Route

Colonel Anderson has completed his inspection of the work done by the Marine Department and is leaving to night for Vancouver en route back to Ottawa. When seen this morning he said that he had chosen a good site for a new lighthouse at North Island, Queen Charlottes. This would not be built this year, as it would not be required until the Grand Trunk Pacific Railway was completed and trans-Pacific liners commenced running to Prince Rupert in connection with it. The site is on Dixon Entrance.

The lights and wireless station the Colonel found all working well. At Triangle Island everything is completed with the exception of the lighthouse, and that will be in working order by September. This station he found very difficult to install and maintain owing to its exposed position. The light to be placed there would be a first order hyper-radial light, manufactured by Chance Brothers & Co. of Birmingham, and would be more powerful than any other on the continent of America. The lantern is constructed of gun metal and has a diameter of 16 feet, standing 33 feet high. It will be placed on a re-enforced tower which, however, will be only 20 feet high. This will make the light 700 feet above [rest of sentence illegible].

The Estevan tower is also of the first order, but not quite as powerful as Triangle. It stands over 100 feet high hand has been seen from a distance of 40 miles.

The colonel found the harbor of Prince Rupert well lighted and Stewart has such a good approach that no lights are needed. The intention is, however, to improve the marking of the inside passage between this port and Prince Rupert, so that the fast steamers now plying to the north may find no difficulty in finding the way.

At Stewart the work on the approach to the new government wharf had commenced and Mackenzie & Mann are also building a wharf. This, he thought, would be a great convenience to the new mining town.

Colonel Anderson went over the West Coast trail which has now been completed as far as Shelter Bite from Banfield. The department is continuing the work in the direction of Carmanah and men are now working on this.

[Photo with article is very poor, mostly black. Caption: TRIANGLE ISLAND STATION. Latest Dominion wireless station to be equipped. Alongside it is being erected what will be the most powerful lighthouse in commission on this continent.]

Victoria Times, July 23, 1910

LONG DISTANCE TALK WITH STEAMER MARAMA

Message Received From Distance of

2,038 Miles Reporting All Well

A long distance wireless message has been received from the steamer Marama. On Thursday at midnight the station at Vancouver heard a call from down in the neighborhood of the equator and on answering received the information that all was well aboard the steamer Marama bound from here to Sydney. She was 2,038 miles away the time she was speaking. She further reported that the temperature was 64, and gave the distance she had travelled since leaving.

While this may not be a record in wireless it certainly is good talking. The steamer had the new apparatus installed while she was in Vancouver, and it is said to be one of the finest ship stations afloat.

Victoria Times, August 15, 1910

WIRELESS APPARATUS FOR CRUISER RAINBOW

Canada's Pacific Training Ship to Have Modern Fittings—Officers Appointed

A dispatch from London states that the cruiser Rainbow is being fitted with wireless telegraphy previous to sailing for this coast. At the time the Rainbow was built wireless was nothing more than an experiment and had not come into general use. Today no steamer of any size, either for commerce or war, is built without wireless apparatus. It is one of the modern necessities, especially of a fighting or training ship.

The Rainbow, which is scheduled to leave Portsmouth August 20th bound direct for Esquimalt, in command of Commander Stewart, should arrive here at the end of October or early in November. The following officers have received appointments to her: Lieutenants A. E. D. Moore, R. H. C Halifax; R. V. Holt and R. T. Edwards; Engineer Commander T. J. Morgan; Engineer Lieutenant R. H. M. Bury; Artificer Engineer R. H. Hood; Staff Paymaster R. A. Jenkins; Surgeon T. A. Smith, and gunners Mock and Jehan. The admiralty called for volunteers of 31 ratings and petty officers and men for the cruiser, and these will a form a nucleus.

Victoria Times, August 15, 1910

AMERICAN SHIPPING SILENT ON HIGH SEAS

U.S. Government's Policy Respecting Wireless Causes Snubbing of Steamships

Washington, Sept. 13—American vessels on the high seas are not admitted to the international wireless conversations that float through the atmosphere. Any American vessel seeking to pass the time of day with a foreign vessel by wireless is liable to a snub. Ships may pass in the night, but they do not speak (to) each other in passing if one flies the American flag and the other a foreign flag.

This is because congress has steadfastly refused to regulate by law the practice of Wireless telegraphy, and the senate has declined to ratify the international wireless compact, for regulation and license are conditions of that compact.

The government in its executive departments has been quite fussed about this for several years. War, navy, treasury and departments of commerce and labor have pleaded with congress to regulate wireless but to no effect. Somehow both the navy and the merchant marine have got along comfortably enough even if they have been snubbed in sea conversations. One reason for this is that the merchant navy is conveniently small. There isn't enough of it to clog up the atmosphere overseas with wireless messages. Now the executive departments are beginning to lose interest and to express a willingness to let congress take its own time in getting around to regulation.

Next month an international conference will be held at London to discuss the whole subject. The United States will not be represented. It has not been asked. The previous conference was at Berlin, where on Nov. 3rd 1906 a treaty was agreed to embracing the present international rules. Twenty six nations were represented, the United States being one of them. But since the United States senate has not ratified the treaty, the United States is out of it this time.

Opposition to regulation of wireless telegraphy in this country has come from rival wireless concerns. The international compact requires that the vessels of any country in the compact must accept or relay the messages from the vessels of any other country. This often times would mean that the instruments of one company might be used to do the business of another and a rival company.

Another kick against regulation came from the amateurs. They had a lobby here during the last session to prevent legislation on the ground that wireless was in its developing stage, and that regulation would hamper experiment and improvement. The commercial companies, on the other hand, wanted the amateurs regulated, but were not by any means unanimous for any regulations which would affect themselves.

Victoria Times, September 15, 1910

INSTALLING WIRELESS ON LINER MONTEAGLE

Marconi Representative Superintending Equipping of C.P.R. Trans-Pacific Steamship

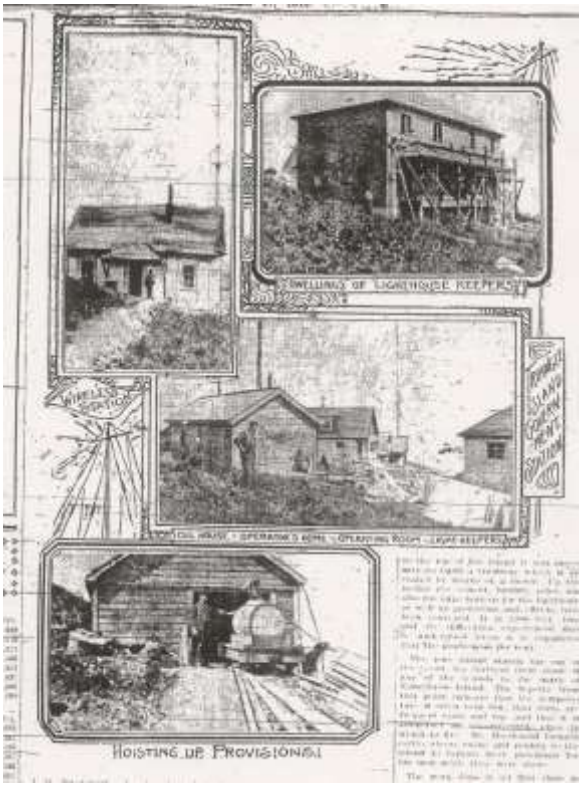
When the C. P. R. liner Monteagle leaves here for Hong Kong and way ports in the Orient on September 20 she will be equipped with the Marconi wireless system. Up to the present time the steamship has been the only one in the C. P. R. trans-Pacific fleet lacking this safeguard, and with the installation in working order by the time she is ready to sail, she will be able to exchange messages with R. M. S. Empress of India, which leaves Yokohama for this port on the 27th inst.

J. W. Stevenson, Montreal, has arrived at Vancouver to superintend the work of installing the Marconi apparatus. The Monteagle's eastbound cargo of 5,600 tons is being unloaded with dispatch at Terminal City, extra men having been hired to cope with the situation.

[J. W. Stevenson is actually L. W. Stephenson. Jack Bowerman's history mentions L.W.S installed the Monteagle wireless. FWS]

Victoria Times, September 17, 1910

[The following item had no by-line. There is a larger version of the image under Triangle Island Station History on www.roughradio.ca.]



J.D. Macdonald, who has been in charge of the construction work at Triangle Island, has completed his part of the work, and is once more at his home at Oak Bay. He has lived for the past year on the island, spending most of the time at the top where the houses and wireless apparatus have been erected.

All the buildings have been placed on concrete foundations and there are concrete cellars and cisterns. The lower half of the new lighthouse tower is built of concrete, and while this is only twenty feet high the fact that the hill on which it is built is 687 feet high puts the light more than 725 feet above the sea level.

Before any material could be carried to the top of the island it was necessary to build a tramway which is operated by means of a motor. Up this incline the cement, lumber, poles and also the huge lantern for the lighthouse as well as provisions and effects, have been conveyed. It is 2,000 feet long and the difficulties experienced may be understood when it is considered that the grade is 35 per cent.

The lone island stands far out in the ocean, the farthest from shore of any of the islands to the north of Vancouver Island. The reports from that point indicated that the temperature is often very low, that there are frequent rains and fog, and that it is altogether an uncomfortable place in which to live. Mr. Macdonald brought cattle, sheep, swine and poultry to the island to furnish fresh provisions for his men while they were there.

The work done is all first class in every particular, the engineers who have made the final inspection speaking highly of Mr. Macdonald's care and the splendid quality of the work he has done. In addition to the wireless operating room there are residences for the operators, residences for the light keepers, bunk houses for the men, oil warehouses and store houses, engine house and several other buildings. The water supply for the island is being well looked after. There are cisterns in all the houses to preserve the rainwater and a large concrete reservoir will hold the water from a stream.

Victoria Times, September 29, 1910

TRIANGLE TALKS TO FAR HONOLULU

WIRELESS RECORD FOR B.C. COAST STATIONS

Canadian and U. S. Government Operators Exchange Messages 2,500 Miles Apart

Exchanging messages with the United States government station at Honolulu, over 2,500 miles distant, the Dominion government wireless operator at Triangle Island broke all records for the B. C. coast stations on Tuesday night.

Since the station was established at Triangle island, which is one of the Scott group lying off the north

coast of Vancouver Island, several long-distance messages have been received which indicated that the location was ideal for work over a wide range. On Tuesday night Operator Preer, who is in charge at Triangle, heard the Honolulu station talking and established communication with Operator Maddams there, who was formerly at the Pachena station on this coast. Congratulatory messages were exchanged, coming through with exceptional clearness although the distance is greater than any previously covered from this coast.

The eight stations now in operation by the Dominion Government on the B. C. coast are proving of inestimable value to shipping men, all of the trans-Pacific liners and nearly all of the coast wise vessels now being equipped with this safeguard to navigation. Not only have regular reports of weather conditions and shipping movements over the entire coast been regularly received, but on several occasions the use of wireless has brought speedy succor to distressed vessels and saved heavy loss of life and property.

Victoria Times, October 19, 1910

U.S. CUSTOMS GETTING REPORTS ON WIRELESS

Preparations Being Made to Admit of New Law Being Fully Enforced

Seattle, Oct. 19—The local customs departments yesterday sent out blanks to all steamship companies and agencies requiring an immediate report as to what vessels have wireless equipment. The reports anticipate the operation of a new federal law, requiring all sea going vessels carrying passengers of forty people in the crew, plying between points 200 miles or more apart, to have wireless apparatus by July 10th.

No special wireless apparatus is named, but the law provides that it shall be sufficient for communication through a radius of 100 miles.

Control over foreign bottom steamers is secured to the government by means of the customs laws, where clearance papers are issued. On and after July 1st such vessels as are not provided with the apparatus may enter American ports at will, but clearance papers will not be issued at the customs offices until the vessel complies with the law.

It is pointed out that some confusion may arise as to the construction of the law's reference to "ocean going" vessels and whether it would apply to coasters or Sound steamers running from Seattle to the San Juan Islands or British Columbia ports.

The information required by the department is answers to the following questions: Name of vessel? Equipped or not equipped with wireless telegraph? Name of wireless system? System owned by steamer or lease? Wave length of meters? Range in nautical miles? Power in kilowatts? Call letters?

1930

Victoria Times January 11, 1930

Club Advises Sale of Radio Station Site

Removal From Gonzales Heights of Dominion Wireless Plant Proposed

Radio Club Believes Realty Revenue would Pay Removal Costs

The present site was denounced as inferior from the point of radio efficiency and the special committee was instructed to strongly complain regarding the unsatisfactory operation of the station and the interference caused by broadcast programmes.