

TRAFFIC RULES AND REGULATIONS



MARCONI WIRELESS TELEGRAPH
COMPANY OF AMERICA



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Bantel

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233 BROADWAY, NEW YORK

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William Cockett.....Traffic Instructor

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et Coloniale de Telegraphie
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pucines, Paris.

FOREWORD

The rules and regulations herein set forth are prepared for the use of all marine operators employed by the Marconi Wireless Telegraph Company of America.

All stations controlled by the above Company shall be governed thereby.

These regulations are from time to time subject to amendment or cancellation. Strict observance must be exercised to ensure the affixing to this book of all supplementary regulations and the noting herein of the necessary amendments or cancellations.

Chapter I.

General Instructions

ALTERATIONS.

Rule No. 1. These Rules and Regulations are effective immediately. When necessary, corrections or additions will be made by the Traffic Manager, who will advise all concerned of any changes or additions.

IGNORANCE OF RULES INEXCUSABLE.

Rule No. 2. Every operator must be familiar with the following rules, regulations, and conditions of service, ignorance of which will not be accepted as an excuse for their infraction.

INSTRUMENT ROOM, PRIVACY OF.

Rule No. 3. No stranger or unauthorized employee of the Company shall be admitted to the instrument room. In the case of ship stations, however, passengers are allowed to visit the Marconi Cabin, provided the Commander of the ship approves. Every courtesy must be shown such visitors, but care shall be taken to see that Rule No. 4 is not violated.

COMPANY'S PAPERS, SECRECY OF.

Rule No. 4. All telegrams, books, abstracts, and other papers are strictly private; also all experiments, processes and apparatus with which the Company's employees may become acquainted must be regarded as confidential. Operators must not, under any circumstances whatever, divulge any information obtained by them in the course of their duties, except to the Company's duly authorized officials; neither shall they divulge the contents or purport of, or hand over a copy of any telegram to any person other than the sender, addressee, or a duly authorized official of the Company. All inquiries from unauthorized persons concerning radiograms, or copies thereof, must be referred to the Division Superintendent. Operators must not, under any circumstance, hand over the original of any radiogram, except to a duly authorized official of the Company.

CORRESPONDENCE, THROUGH PROPER CHANNELS.

Rule No. 5. Operators in charge shall not correspond on Company's business with persons other than the Company, except to the extent of acknowledging receipt of any communication received and stating that the matter has been referred to the proper official for his prompt attention. Operators and other employees of the Company not in charge of stations shall not correspond with any person or directly with the Company on Company's business, but shall pass all correspondence through their immediate superiors.

FORMS, SAFEGUARDING OF.

Rule No. 6. No official or employee of this Company is authorized to permit the imitation or copying of the Company's forms or stationery for advertising purposes or for any other purpose, or the use of genuine forms or stationery for advertising purpose without the approval of the General Manager. The Company's forms and its envelopes for received messages must be scrupulously guarded.

The Company will regard the loss or giving away of these forms or envelopes, except for the delivery of messages, as a serious offense.

LAY-UP OF VESSELS.

Rule No. 7. Upon the usual "lay-up" of any vessel, the operators attached to that vessel will report to the Company's office at nine A. M. daily, for re-assignment. It being understood, that operators will be carried on the payroll during these "lay-ups" in consideration of which they will consider themselves entirely at the Company's disposition.

When vessels are out of commission for indefinite periods every effort will be made to re-assign the operators.

No operator will be permitted to "lay-off" the ship he is assigned to, except in the event of sickness. In such instances a doctor's certificate must be presented, whereupon arrangements will be made for his temporary relief and if practicable upon recovery, re-assignment to the vessel on which he was previously attached.

Operators residing at distant points will, in deserving instances, be allowed to absent themselves for a reasonable period during the time their vessel is in port. To secure this privilege a personal request must be made and information furnished, which will lead to their quick location should it become necessary to communicate with them. It is necessary, however, that all operators report to the Division Superintendent at least twenty-four hours before the ship is scheduled to sail.

SIGNS, IN INSTRUMENT ROOM.

Rule No. 8. The following must be prominently posted in the instrument room:

- (1) Operators' Licenses (framed).
- (2) Tuning Record (framed).
- (3) Power Reduction Curve (to be framed).
- (4) Government Form 772.
- (5) Government Form 773.
- (6) Government Form 776.
- (7) Government Form "Secrecy of Messages."

INSTRUMENT ROOM TO BE KEPT ORDERLY.

Rule No. 9. The Instrument Room must at all times be kept neat and presentable. Loose papers are not to be left lying about the station.

EXPENDITURES.

Rule No. 10. Special authority shall be obtained for any extraordinary expenditure of the Company's money. Unauthorized, but necessary immediate expenditures shall be promptly reported to the Division Superintendent.

EXPENSES, TRAVELING.

Rule No. 11. Statements of traveling expenses have to be approved by the Division Superintendent before the operator can be reimbursed.

COMPLAINTS.

Rule No. 12. All complaints must be referred to the Division Superintendent.

BOARD AND LODGING.

Rule No. 13. Complaints arising from unsatisfactory accommodations, poor service, food, etc., are to be made in writing and mailed to the Division Superintendent. Such matters will receive proper attention. These complaints are not to be made the basis of a request for transfer to another station. In the case of ship stations, refusal to sail for any cause except disability, will be interpreted as a desire on the part of the employee to terminate his services with the Company.

SHIP'S ARTICLES.

Rule No. 14. Operators appointed for duty on board ship are required by the regulations of the Shipping Companies to sign Ship's Articles at a time and place appointed for such purpose.

Operators shall apply to the responsible officer on board ship, or at the Shipping Company's office for information as to the time of signing on and off the Articles.

Operators when signing Ship's Articles, are officially notified of the time of the commissioning of the ship, and must join at the time specified, unless otherwise instructed.

MEDICAL EXAMINATION, SHIP'S.

Rule No. 15. Operators are responsible for ascertaining the date and time arranged for Ship's Medical Examination, and must be present in uniform at the appointed time.

BOAT DRILL, SHIP'S.

Rule No. 16. Operators will be present at Boat Drill, and must respond to the signal for same promptly.

FIRE DRILL, SHIP'S.

Rule No. 17. Operators must answer the Fire Alarm Signal and take their stations the same as other members of the ship's crew.

PORT DUTIES.

Rule No. 18. Operators arriving at the Port of New York shall report to the Division Superintendent at 25 Elm Street as soon as possible after arrival.

Operators arriving at any port at which the Company has a representative, shall report themselves to the Company's office immediately upon arrival.

On no account shall operators leave the port at which their vessel is berthed without first obtaining the permission of the Commander.

REQUISITIONS, STATIONERY.

Rule No. 19. Requisitions for the supply of stationery shall be drawn up and sent to the Division Superintendent with traffic returns. It is important that on each requisition forwarded from coast stations the full address to which the goods are to be shipped shall be clearly given. In the case of ships, the sailing date shall be given.

REQUISITIONS, WHEN IMPOSSIBLE TO FILL.

Rule No. 20. If it is impossible to fill a requisition at the time it is received, it shall be carefully retained by the storekeeper and filled at the earliest possible date.

SUPPLIES, USE OF OLD FORMS.

Rule No. 21. When revised forms of any printed form are issued, operators will, in the absence of specific instructions to the contrary, use up all of the old forms on hand before starting to use the new form.

ECONOMY, SUPPLIES AND STATIONERY.

Rule No. 22. Economy should be exercised in the use of all supplies. Wastefulness and extravagance are inexcusable. The Company's property should be protected by the employee equally with his own.

Personal use of the Company's stationery is improper, and is not permitted.

Every special form is provided for a specific purpose, and should be employed for that purpose, and no other.

STOREROOM, EXCLUSION OF OPERATORS FROM.

Rule No. 23. Operators are not to be allowed access to the storerooms of the Company, but must receive their supplies from the storekeeper.

FILES, ACCESS TO.

Rule No. 24. Operators wishing to refer to message copies in the general office files shall apply to the Division Superintendent. The filing clerk will show the copy upon proper instruction, *but will not let such copy leave his hands.*

INFORMATION TO BE WITHHELD.

Rule No. 25. Operators and other employees of the Company are prohibited from giving out any information regarding the Company's affairs, to representatives of the press, or any other person.

CABIN, KEY OF.

Rule No. 26. Before leaving the ship on any occasion, the operator in charge must satisfy himself that the apparatus is clean and in condition to pass inspection, and that all private papers are carefully locked up. After the cabin has been securely locked, the key must be turned over to some responsible officer of the ship. In most cases the Chief Officer is responsible for the ship's keys.

Under no condition will the operator be permitted to take the key of the wireless cabin with him on shore. Disregard of this order will receive serious attention.

TRANSFERS, APPLICATION FOR.

Rule No. 27. Application for transfers must be made in writing and the case will be judged upon its individual merits. Such transfers will only be made at the Company's convenience.

TRANSFERS, OFFICER IN CHARGE.

Rule No. 28. In the event of transference of an Operator in Charge of a Ship Station or Manager of a Coast Station, he shall make up his accounts to the date of changing, and shall hand over all moneys, papers and property of the Company to his successor, who shall give a written acknowledgment to that effect and notify the Division Superintendent when he has satisfied himself that all is in order.

TRANSFERS, STAFF.

Rule No. 29. The Operator in Charge shall advise the Division Superintendent at the earliest opportunity, of the arrival of any employee of the Company at his station, or departure therefrom, giving the dates of such arrival or departure. When necessary this advice shall contain particulars of traveling expenses, if allowed, and date up to which salary has been paid.

STAFF RECORDS.

Rule No. 30. At the Division offices of the Company, a Staff Record of every operator in the service is kept, in which all particulars, regarding the general conduct and the manner in which telegraphic and clerical duties have been carried out, are recorded; special attention being given to the observance, or non-observance, of the Company's Regulations.

STAFF REGISTER.

Rule No. 31. Operators must keep the Division Superintendent advised of their private address and give him notice of any change.

AUTHORITY, OFFICER IN CHARGE.

Rule No. 32. The operator, or other employee of the Company, in charge, shall have full authority over the Staff at his station, and shall be held responsible for the working of the station, the conduct of the Staff, and the proper use of the Company's property in his care. He shall arrange the duties of the Staff as closely as possible, in accordance with instructions, but must use his own discretion with the object of promoting harmonious working.

The Staff must conform to the authority of the officer in charge.

AUTHORITY, TEMPORARY ASSUMPTION OF.

Rule No. 33. In the absence of the regular supervising officer the senior employee on duty shall assume temporary charge of the office, and other employees must respect his authority for the time being.

AUTHORITY, CAPTAIN'S.

Rule No. 34. The Radiotelegraphic Service of the ship's station is under the supreme authority of the Commander of the vessel, and operators must understand that the signing of Ship's Articles binds them to serve the Captain of the ship and obey his commands, specific or implied. Should any order issued by the Captain to the operator be contrary to the International Regulations, or those of the Company, the operator shall notify the Commander immediately of that fact.

UNIFORMS, WEARING OF.

Rule No. 35. Each ship operator is required to wear a uniform. Such uniform to be modeled along lines set down by the Company.

UNIFORMS, CHANGE OF.

Rule No. 36. Any change in the uniforms of operators must be approved by the Division Superintendent.

PROMOTION.

Rule No. 37. Promotion is dependent upon ability, seniority, and the operator's service record, which will show the manner in which the Company's business has been transacted and the attention paid to the rules and regulations of the Company.

INCREASES, SALARY.

Rule No. 38. Increases in salary will be given in accordance with the following schedule:

Ship Station Operators.	Per Month.
Commencing salary	\$30.00
After six months' service.....	32.50
After one year's service.....	35.00
After one year, six months.....	37.50
After two years' service.....	40.00
After three years' service.....	45.00
After four years' service.....	50.00
After five years' service.....	55.00
After six years' service.....	60.00
\$60 salary being the maximum.	

Coast Station Operators.

At Coast Stations, operators will be engaged at an initial salary of \$60 a month, with an increase each year of \$5 a month until a maximum salary of \$90 a month shall have been attained.

In promoting men to the high power stations preference will be given to the ability and fitness of Coast Station operators.

Trans-oceanic Station Operators.

At trans-oceanic stations, operators will be engaged at an initial salary of \$90 a month, with an annual increase of \$5 a month until a maximum salary of \$120 a month shall have been attained.

Operators employed at trans-oceanic stations will be furnished board and lodging at the company's hotels, at a price of \$35 a month.

NOTE—The remarks and entries made in the Staff Record are taken into account when increases in salary are under consideration.

SALARY, ADVANCE ON.

Rule No. 39. The Company will not make advance payments on account of salary.

VACATIONS.

Rule No. 40. Due to the fact that ship operators have extended time off between trips, they will not be allowed vacations—except at their own expense, when sanctioned by the Division Superintendent.

Coast station operators will be allowed two weeks' vacation every year (with pay), provided they have been in the service one year. One week's vacation if they have been in the service previous to January 1.

Vacations take effect during the summer months, and are so arranged as not to interfere with the operating of the station.

RESIGNATIONS, NOTICE OF.

Rule No. 41. Operators on ships intending to resign from the service must, **before leaving port**, on their last trip, declare their intention of resigning upon their return. They will be paid in full up to and including the date of their arrival.

Operators at coast stations intending to resign from the service must write the Division Superintendent through the Coast Station Manager, two weeks in advance of the date upon which the resignation is to take effect, to allow the Company a reasonable time in which to make arrangements for their relief.

Operators failing to comply with these regulations will not receive a recommendation.

RE-EMPLOYMENT.

Rule No. 42. Operators leaving the service (in good standing and desiring to rejoin the Company) must note that an application for reinstatement will be considered only after a lapse of at least six months from the date of resignation.

CONDITIONS OF SERVICE.

Rule No. 43. The Company reserves the right, in its discretion, to impose fines, to suspend from duty, or to dismiss any employee for any infraction of its rules and regulations governing misconduct or carelessness in performance of duties.

In cases of suspension from duty, followed by ultimate dismissal, the Company reserves the right to determine whether pay will cease from date of suspension or from date of dismissal.

TIME, DISPOSITION OF.

Rule No. 44. The whole of the time, skill, and attention of every employee must always be held at the command of the Company.

DUTY, EXCUSED FROM.

Rule No. 45. No operator or other employee attached to, or in charge of, a coast or ship station shall vacate his post without authority from his superior officer.

LEAVE OF ABSENCE.

Rule No. 46. Operators on Ship's Articles shall *not* leave their ships at any port without first obtaining permission from the Commander or Chief Officer. Operators appointed for duty on ships calling at ports at which there is an accredited representative of this company, or one of its affiliations are expressly forbidden to absent themselves from their vessels for a period exceeding twenty-four hours unless they have obtained permission to do so from that representative, in addition to authority from the Commander of the vessel to which they are attached.

BEHAVIOR, TACTFULNESS.

Rule No. 47. All employees of the Company are enjoined to use tact, patience, and discretion in their dealings with one another, and to show every courtesy to the general public and to the Shipping Company's officials, compatible with strict adherence to the Rules and Regulations. Should any misunderstanding between the public or the Shipping Company's officials, and the operators arise, a special report giving full particulars must be made to the Division Superintendent at the earliest opportunity.

DEPARTMENT REPORT.

Rule No. 48. The manager of each of the Company's land stations shall render to the Division Superintendent a private report at the end of each month on the conduct and ability of the various members of the Staff under him. In this report he shall suggest any changes in the Staff he may think likely to forward the Company's interest.

PROFANITY, USE OF.

Rule No. 49. Should it be brought to the Company's notice that any operator has been guilty of using profane or abusive language in connection with his duties, he will be *instantly dismissed*.

INTOXICANTS, THE IMMODERATE USE OF.

Rule No. 50. Any employee presenting himself for duty under the influence of intoxicants may be dismissed immediately. The Company will consider the immoderate use of intoxicants sufficient cause for dismissal.

SMOKING.

Rule No. 51. Operators must not smoke in the operating room.

POOLS OR GAMES OF CHANCE.

Rule No. 52. Pools, or any other schemes, whereby money is collected from passengers and the privilege of sending a radiogram raffled, are strictly prohibited. Violation of this order will result in dismissal from the service.

DEBTS, THE NON-PAYMENT OF.

Rule No. 53. Any employee who fails to pay his just debts will not be retained in the service, if the circumstances are such as to reflect on his character.

BORROWING, FROM SUBORDINATES.

Rule No. 54. The borrowing of money from subordinates will not be permitted.

MUTILATING THE COMPANY'S PROPERTY.

Rule No. 55. Operators writing their names or initials in copies of Traffic Rules and Regulations, memoranda binders, Marconi and Government call books or other station books, also operators carving their names, initials, or personal signs on the bottom of tuners, sides of transformers or on operating tables will be dealt with severely.

BRIDGE COMMUNICATION.

Rule No. 56. Tooth picks, pieces of paper and other articles are not to be put in the whistle of the speaking tube or the bell of the telephone connecting the radio room with the bridge.

The law requires efficient means of communication with the bridge, from the radio room, and operators who lessen the efficiency of this communication may have their licenses suspended.

Chapter II. Traffic

RADIO LAWS, STRICT ADHERENCE TO.

Rule No. 57. All operators shall conform strictly to the requirements of the International Radiotelegraphic Convention; as well as the Laws and Regulations of the U. S. Government covering radio communication.

CODE.

Rule No. 58. The signals to be employed are those of the Morse International Code.

"PRB," INTERNATIONAL CODE OF SIGNALS.

Rule No. 59. The International Code of Signals (originally prepared for flag signaling) may be used for radiograms.

The call signal followed by the letters . — — . . — . — . . . (PRB) signifies that the ship or the coast station making the call wishes to communicate with the station called by means of this code of signals.

The combination of the letters PRB is prohibited as a service signal, for any other purpose than that above indicated.

Radiograms in this code, which are addressed to a radiotelegraph station for onward transmission, are not translated by that station.

COMMUNICATION—FOREIGN EQUIPMENTS.

Rule No. 60. Each ship station indicated in Article I of the International Radiotelegraphic Convention shall be bound to intercommunicate with every other ship station, without regard to the particular system of radiotelegraphy adopted by these stations respectively.

MESSAGES, ACCEPTANCE OF.

Rule No. 61.

(a) Read each message carefully before acceptance and, when

necessary, make indistinct words plain by marginal notation before transmission.

- (b) Give any aid or explanation necessary to enable sender to prepare his message.
- (c) Make no change in any message, but refer misspelled or abbreviated words to the sender for correction. If sender declines to make correction, accept message as written.
- (d) Record time filed, day, month and year.

ADDRESS, NECESSARY TO HAVE SENDER'S.

Rule No. 62. All telegrams shall be written distinctly by the sender and shall have the signature and address of the sender or his responsible representative on the back of the form. Should the telegraphist be unable to read the message, he shall request the sender to re-write or explain the difficult portion. If the sender refuses to comply with his request, the telegraphist shall transmit the message as he understands it, and shall note on the back of the form that the sender has refused to re-write or explain. On board ship the sender shall be requested to add the number of his stateroom to facilitate inquiries or refund when necessary.

TIME TO BE USED BY SHIPS.

Rule No. 63. The time to be used by all ships controlled by this Company and its affiliations, when communicating among themselves, shall be Local Standard Time throughout. When communicating with a coast station, that station's time shall be adopted.

COMMUNICATION NOTICES.

Rule No. 64. Information given regarding communications and the names of ship and shore stations with which communication is expected must be correct. In the case of messages accepted for transmission to shore stations through the medium of passing vessels, passengers shall not be allowed to be under any misapprehension concerning the method of forwarding.

NUMBERING MESSAGES.

Rule No. 65.

ACCEPTED.—All messages accepted for transmission shall be numbered consecutively in order of acceptance. This numbering shall commence each day—midnight to midnight.

DELIVERED.—All messages received for delivery to the public shall be numbered consecutively in the order of delivery. This numbering shall also commence each day—midnight to midnight.

TRANSMITTED.—All messages transmitted shall be numbered consecutively in the order of transmission. This numbering shall commence with each series of messages sent to any one station during the hours midnight to midnight.

RECEIVED.—All messages received shall be numbered consecutively in the order of reception. This numbering shall also commence with each series of messages received from any one station during the hours midnight to midnight.

Every message accepted shall be marked with a progressive number indicating the order of acceptance.

This numbering shall recommence each day and shall apply to all classes of messages, whether Government, Service, or Private.

Operators on satisfying themselves that a message complies with the foregoing conditions, may accept the message for transmission, and shall immediately fill in the number of words and the charges, the words being counted in accordance with the established rules for counting.

Upon receiving payment of the amount in full, the operators shall enter the time of acceptance, the number, prefix, and service instructions.

In entering the number of words, the actual and chargeable number shall be shown in the form of a fraction, thus—11/12.

CALLING STATIONS, METHOD OF.

Rule No. 66. The call comprises the signal — . — . — once; the call signal of the station called repeated thrice; the word “de” once, and the call signal of the calling station repeated thrice; in case where the two stations communicating are known to be a short distance apart, the call letters sent once will be sufficient.

The station called answers by giving the signal — . — . — once, followed by the call signal of the calling station repeated thrice, by the word “de” once, by its own call signal once, and by the signal — . — (go) once.

Stations wishing to enter into communication with other stations within range, and with whose names they are unacquainted, may use the call signal — . — . — — . — (CQ) (general call). See Rule No. 187.

If a station when called does not reply when the call has been sent three times at intervals of two minutes, the call may not be resumed until after an interval of 15 minutes, the station making the call first making sure of the fact that no radiotelegraphic communication is in progress.

Before making any call whatever, it is essential that the greatest

care be used in order to ascertain that no stations are working, as the indiscriminate calling of CQ, or the prolonged calling of a station when messages are in course of transmission, is productive of delay and inconvenience to all concerned.

A station wishing to effect transmission by means of high power shall first transmit, with the minimum amount of power necessary, to reach stations in the vicinity, the warning signal — — . . — — Transmission with high power is only to be commenced after an interval of 30 seconds has elapsed from the time of sending the warning signal.

Great care must be exercised in the signaling of code call letters, not only to space between each letter but also between each group of letters: as by running these letters together, such as MQM (Dover Castle) and MMQ (Persia), MMN (Minneapolis) and MNM (Manitou), confusion is often caused to the receiving operator.

CALLING STATIONS, WAVE LENGTH.

Rule No. 67. The ship station uses, for calling purposes, the normal wave length of the station with which communication is required. In the case of stations using more than one wave, the normal wave length is underlined in the Official List of Radiotelegraph Stations.

CALLING COAST STATIONS, SHIP STATIONS.

Rule No. 68. As a general rule the ship station shall call the coast station, whether it has radiograms to transmit or not. In waters where the radiotelegraphic traffic is congested the call of a ship to a coast station may not, as a general rule, be made unless the latter is within the normal range of the ship station.

Before proceeding to make a call, the coast station or the ship station must adjust its receiving system to the highest possible degree of sensitiveness, and must make sure that no other communication is being made within its radius of action; if it is otherwise, it shall await the first break, unless it finds that its call is not likely to disturb the communications in progress. The same applies when the station wishes to answer a call.

If, in spite of these precautions, a radiotelegraphic transmission be impeded, the call must cease on the first request made by a coast station to open public correspondence. This station must then indicate the approximate duration of the wait.

The ship station must make known to each coast station to which it has notified its presence the time at which it proposes to cease its operation, and also the probable duration of the interruption.

Operators cannot be too careful in observing this regulation, as by calling a station which is already engaged in transmission they are liable to interfere with the communication that is taking place, causing delay to the stations already engaged, thereby eventually delaying their own messages.

COAST STATIONS, INFORMATION TO BE GIVEN TO.

Rule No. 69. As soon as the coast station has replied to the call of the ship station, the latter, if it has messages for transmission, shall furnish the following information:

- (1) The number of radiograms, if they are of normal length, or the number of words, if the messages are of exceptional length.
- (2) The approximate distance, in nautical miles, of the ship from the coast station.
- (3) The next port at which the ship will touch.

The coast station shall reply giving, as previously indicated, either the number of radiograms or the number of words to be transmitted to the ship and also the order of transmission.

These particulars shall be entered into the radio log.

If transmission cannot take place immediately, the coast station shall inform the ship station of the approximate length of the wait.

If a ship station when called cannot receive for the moment, it shall inform the calling station of the approximate length of the wait.

In the case of exchanges between two ship stations, it shall rest with the station called to fix the order of transmission.

COAST STATIONS, MESSAGES TO BE SENT NEAREST.

Rule No. 70. The ship station shall transmit its radiograms to the nearest coast station. Nevertheless, if the ship station has choice between several coast stations at equal or nearly equal distances, it shall give preference to that which is established on the territory on the country of destination or of normal transmit of its radiograms.

However, the sender of a radiogram on board a ship shall have the right to indicate the coast station by which he wishes his radiogram to be forwarded. The ship station shall then wait until this coast station is the nearest.

Exceptionally, transmission may be made to a more distant coast station, provided:

- (1) That the radiogram is intended for the country in which such coast station is situated and that it comes from a ship subject to the authority of that country.

- (2) That transmission does not disturb the working of other radio stations in the vicinity.
- (3) That the ship station is more than fifty nautical miles distant from any coast station shown in the Nomenclature. The distance of fifty miles may be reduced to 25 miles, subject to the reservation that the maximum power at the terminals of the generator does not exceed 5 kilowatts, and that the ship station be established in conformity with Articles VII and VIII of the London Radiotelegraph Convention. This reduction of distance shall not apply in the seas, bays, or gulfs, of which the shores belong to one country only, and of which the opening to the high sea is less than one hundred miles wide.

Note that the permission to communicate with other than the nearest coast station is very much restricted.

ROUTING—MESSAGES FROM SHORE.

Rule No. 71. The address of radiograms intended for ships should be as complete as possible; it shall embrace the following:

- (a) The full name or title of the addressee, with additional designations, if any.
- (b) The name of the vessel as it appears in the first column of the list of radio stations of the world.
- (c) The name of the coast station as it appears in the list.

ROUTING—MESSAGES FROM SHIPS.

Rule No. 72. When the rates vary for different routes, a route *must* be specified by the sender and shall be inserted in the preamble for transmission. When various routes are available at the same rate, the sender shall be asked to specify one of them. Should the sender decline to do so, the words, "Route Optional" shall be inserted in the service instructions.

In cases where messages are accepted in mid-ocean the sender must advise the name of the coast station to which he desires the message to be sent, and he may specify the ship, or ships, through which the message is to be forwarded. If the sender does not wish to determine the ship route, the operator shall endorse the message "Ship Route Optional," and forward the message by the quickest route to the coast station specified. If the operator is unable to forward the message by the route specified the sender shall be advised, in order that he may select another route.

In all cases the route, if any, on messages *from* ships shall appear in the service instructions, and shall neither be counted nor charged for.

Forwarding stations must supply all necessary route instructions to ensure the correct transmission of messages to destination.

WAVE LENGTH—FOR EXCHANGING TRAFFIC.

Rule No. 78. Operators on vessels equipped with this Company's standard type equipments should take advantage of the 300 and 450 meter wave lengths in conducting communications.

The panel sets were specially designed for operation on 300, 450 and 600 meter wave lengths, so that not only would the equipments comply with the Radio Regulations, but in addition thereto afford the operator greater opportunities for communicating in vicinities where interference is considerable. The radiation on 300 and 450 meters is quite sufficient, in most cases, to ensure a satisfactory ship-to-ship communication.

As the facilities for changing from one wave length to another are convenient and easily effected, operators are hereby instructed to conduct communication on 300 or 450 meters whenever it is possible to do so. For the sake of brevity, the transmitting operator when calling can signal QSY . . . — — — (meaning, "let us change to a wave length of 300 meters"), or QSY — . — (meaning "let us change to a wave length of 450 meters").

All stations are bound to carry on the service with the minimum of energy necessary to ensure safe communication.

In order to minimize interference, operators shall reduce the number of gaps, using only such power as is necessary to satisfactorily carry on communication. It should be remembered; however, that when reducing the power it is necessary to adjust the generator field rheostat mounted on the transmitting panel so that a good note will be maintained.

Stations will resume their normal wave lengths when the radio-telegraphic exchange is terminated.

TRANSMISSION, ORDER OF.

Rule No. 74. Between two stations, radiograms of the same rank are transmitted (according to their time of handing in) separately, in alternate order or in series consisting of several radiograms, *as may be determined by the coast station*, provided that the time occupied in the transmission of any one series does not exceed 15 minutes.

Operators shall not send more than one message at a time, when working coast stations in congested districts, without first obtaining permission from the coastal station.

Before beginning the exchange of correspondence, the coast sta-

tion shall inform the ship station whether transmission is to take place in alternate order or in series.

In the case of a series of radiograms the call signal of the sending station and the signal — . — are only given at the end of the series.

When the radiogram to be transmitted contains more than 40 words, the transmitting station interrupts transmission after each series of about 20 words with a mark of interrogation, . . — — . . and only continues transmission after having obtained from the receiving station the repetition of the last word duly received, followed by the signal — . — (go).

In the case of transmission by series, of long radiograms, an acknowledgment of receipt is given after each radiogram.

COPY TO BE TRANSMITTED AS WRITTEN.

Rule No. 75. Messages must be transmitted as written by senders.

MESSAGE TRANSMITTING FORM.

Rule No. 76. A message is divided into four sections as follows:

- (a) Preamble.
 - (b) Name and address.
 - (c) Body.
 - (d) Signature.
- (A) Consists of:
- (1) Prefix, indicating the nature of the message.
 - (2) The number, indicating the order in which the message is sent or received.
 - (3) Check, showing the number of words in the message.
 - (4) The indication RADIO (abbreviated Rdo.).
 - (5) Office of Origin, showing the place at which the message is filed.
 - (6) The date (if filed previous to sending date), and time the message is handed in for transmission (this information is to be transmitted immediately after the Office of Origin. In distinguishing between morning and afternoon, the following abbreviations will be used:

Morning	M
Afternoon and evening.....	S
 - (7) Service instructions (if any). This shall contain any additional information necessary, such as route, time of delivery, if specified, etc.

(B) Consists of:

Name and address (self-explanatory).

(C) Consists of:

The text of the message.

(D) Consists of:

The Signature (self-explanatory).

MESSAGE, PROCEDURE OF SENDING A.

Rule No. 77. A paid message filed on board the Steamer Comal for transmission to Sea Gate station would take the following procedure:

The attention signal — . — . — followed by the call letters of the station being called (repeated three times), letters "de" once, call letters of the station wishing to transmit traffic (repeated three times), the prefix of the message on hand, ending with the signal . — . — .

The station called would then respond as follows:

The attention signal — . — . — followed by the call letters of the station wishing to transmit traffic (repeated three times), letters "de" once, call letters of the station intending to receive the traffic once, ending with the signal — . —

The station wishing to transmit traffic would then proceed in the following manner:

The attention signal — . — . — prefix, number, check, radio, office of origin, date (if message filed previous to sending date), time filed, service instructions (if any,) name and address, signal — . . . —, the text of the message, signal — . . . —, signature, signal . — . — ., the transmitting stations call letters, ending with the signal — . —

Assuming the receiving station received the message "OK", acknowledgment would be made as follows:

Call letters of the station transmitting traffic once, signal . — . — once, the call letters of the station that received the message once, ending with the signal . — . — .

TO REPEAT:

— . — . — WSE WSE WSE de KEM KEM KEM P

. — . — .

— . — . — KEM KEM KEM de WSE — . —

— . — . — P 2 12 rdo

SS Comal 34OS

Hy. Jones

Hillside Cottage

Wyckoffnj

— . . . —

Expect arrive tomorrow morning all well

— . . . —

Fred

. — . — . KEM — . —

KEM . — . WSE . — . — .

Note that the only punctuation used is the signal — . . . — between the address and body of the message, and between the body and signature; if, service instructions are transmitted the signal — . . . — is also used between the service instructions and the name of the addressee.

Example:

SS Comal 34OS

RP two dollars twenty — . . . —

RP two dollars twenty Hy. Jones

etc.

The indications:

words, prefix, number, check, to, etc., are not transmitted, it being understood by the receiving station that the number follows the prefix and so on. Proper spacing must be used between the number of the message and the number of words.

Assuming that the Steamer Comal had two messages for Sea Gate station, and that Sea Gate station had one message for the Steamer Comal. In such a case, the following would be the procedure:

The Steamer Comal would transmit the first message the same as explained in the *first* example **up to and including the signature**, but before signing off would give the prefix of the next message (a).

The Sea Gate station would also follow the same procedure as explained in the *first* example **up to but not including** . — . — . , the signal — . — being transmitted in place of . — . — . The signal — . — would be the Steamer Comal's

authority for going ahead with the next message (b); the ending of which would be in accordance with the first example (c).

The Sea Gate station would acknowledge receipt by giving the call letters of the Steamer Comal once, signal . — . once, Sea Gate's call letters once, signal — . — . — , and proceeding with his own message (d).

TO REPEAT:

- (a) Fred
 . — . — . P KEM — . —
- (b) KEM . — . WSE — . —
- (c) Fred
 . — . — . KEM — . —
- (d) KEM . — . WSE . — . — .
 P 1 12 rdo, etc.

The following procedure shall be followed in repeating figures in the abbreviated form (See Rule No. 80.):

— . — . — P 3 13 rdo
 SS Comal 43OM
 Fred Davis
 42 Broad Street
 Newyorkny
 — . . . —
 Arrive Monday meet boat if possible
 — . . . —
 Jack
 . — . — .
 . . — — . .
 —
 . . —
 . — . — . KEM — . —

SIGNAL "A. R." TO BE USED.

Rule No. 78. The use of any other signal in place of "A. R." at the end of a message is prohibited.

SHIP-TO-SHIP, WORKING METHOD.

Rule No. 79. The working between ship stations shall be effected in such a manner as to avoid causing interruption to the working of coast stations, the latter having the right to priority for public correspondence. When there are several within range, the working shall be conducted in such a manner that every consideration be given to the quick despatch and handling of traffic; unnecessary interference, wilful "jamming," or any lack of con-

sideration for the work being carried on by other stations, shall be most carefully avoided. It shall be distinctly understood that operators shall not "hold the line" or monopolize the attention of any one particular station for any protracted period, thereby causing delay or inconvenience to other stations which may wish to communicate with the same or another station. This shall be particularly borne in mind, when a number of ships are in proximity and their nearness makes it difficult for more than two to work at the same time. When other ships are waiting to exchange traffic, the ships already communicating shall not work for more than 15 minutes. When ships having traffic have waited 15 minutes, they may "break in" and give information to those working, regarding the amount of work on hand and request 15 minutes in which to clear, all remarks being couched in the briefest terms. Serious notice will be taken of any wilful interruption or obstructive working.

SIGNALING, METHOD OF.

Rule No. 80. Below is given the International Morse Code Alphabet and Numerals:

Alphabet.

A . —	H	Q — — . —
Ã . — . —	I . .	R . — .
Å or Ä . — — . —	J . — — —	S . . .
B — . . .	K — — —	T —
C — — . .	L . — . .	U . . —
Ch — — — —	M — — —	Û . . — —
D — . .	N — .	V . . . —
E .	Ñ — — . — —	W . — — —
Ê	O — — — —	X — . . .
F	Ö — — — — .	Y — . — — —
G — — — .	P . — — — .	Z — — . . .

Numerals.

1 . — — — — —	5	9 — — — — — .
2 . . — — — —	6 —	0 — — — — — —
3 . . . — — —	7 — —	
4 —	8 — — — — . .	

The following signals may also be employed to express figures, but only in official repetitions and in the preamble, and in the text of radiograms written entirely in figures:

1 . —	5 .	9 — .
2 . . —	6 —	0 —
3 . . . —	7 — . . .	
4 —	8 — . .	

Punctuation and other Signs.

Full stop.....	(.)
Comma	(;) — . — . — .
Semicolon	(,) . — . — . —
Colon	(:) — — — . . .
Note of Interrogation, or request for the repetition of anything transmitted which is not understood.....	(?) . . — — . .
Note of Exclamation.....	(!) — — . . — —
Apostrophe	(') . — — — — .
Hyphen or Dash.....	(-) — —
Bar indicating fraction.....	(/) — . . . — .
Parenthesis (before and after the words)	() — . — — . —
Inverted Commas (before and after each word or each passage placed between inverted commas).....	(“et”) . — . . — .
Underline (before and after the words or part of phrase).....	. . — — . —
Call (preliminary of every transmission)	— . — . —
Double Dash (=) (signal separating the preamble from the address, the address from the text, and the text from the signature)	— . . . —
Understood.....	. . . — .
Error
Cross (end of message).....	(+) . — . — .
Invitation to transmit.....	— . . .
Wait	! — . . .
“Received” Signal — .
End of work — . —
Dollar sign.....	(\$) — . . . — . .
Between whole number and fraction.....	— . . . —

Spacing and Length of Signals.

- (1) A bar is equal to 3 dots.
- (2) The space between the signals which form the same letter is equal to 1 dot.
- (3) The space between two letters is equal to 3 dots.
- (4) The space between two words is equal to 5 dots.

AMERICAN CODE.

Rule No. 81.

(FOR REFERENCE ONLY:)

Alphabet.

A . —	J — . — .	S . . .
B —	K — . —	T —
C	L — — —	U . . — —
D — . . .	M — — —	V . . . — —
E	N — . .	W . — — —
F . — . .	O	X . — . . .
G — — — .	P	Y
H	Q . . — . .	Z
I	R	&

Numerals.

1 . — — — .	5 — — — —	9 — . . . —
2 . . — — .	6	0 — — — —
3 . . . — .	7 — — — .	
4 —	8 —	

Comma . — . —	Interrogation — . . . — .
Semicolon	Parenthesis
Colon — . — . .	Quotation
Full Stop . . — — . .	Paragraph — — — — —

ERRORS.

Rule No. 82. An operator shall indicate an error in transmission by sending eight dots which calls for an erasure, followed by the word sent incorrectly or before a word omitted.

EXAMPLE:

“Saturday the forth fourth.”

or

“Saturday fourth the fourth.”

ABBREVIATIONS, AUTHORIZED.

Rule No. 83. *The following is a List of Abbreviations to be used in Radiotelegraph transmissions to Coast and Ship Stations of all Nationalities adhering to the Radiotelegraph Convention.*

In the use of these abbreviations, the signal employed should be repeated three times.

ABBREVIATION 1	QUESTION 2	ANSWER OR ADVICE 3
— . . . — — . —	(C Q)	General call to all stations.
—	(T R)	Prefix for preliminary correspondence.
— — . . — —	(!)	Station is about to send with high power.
PRB	Do you wish to communicate with my station by means of the International Signal Code?	I wish to communicate with your stations by means of the International Signal Code.
QRA	What is the name of your station?	This station is ———
QRB	How far are you from my station?	The distance between our stations is ——— nautical miles.
QRC	What are your true bearings?	My true bearings are: ——— degrees.
QRD	Where are you bound?	I am bound for ———
QRF	Where are you coming from?	I am coming from ———
QRG	To what company or line of navigation do you belong?	I belong to ———
QRH	What is your wave-length?	My wave-length is ——— metres.
QRJ	How many words have you to transmit?	I have ——— words to transmit.
QRK	How are you receiving?	I am receiving well.
QRL	Are you receiving badly? Shall I transmit . . . — . 20 times for you to adjust your apparatus?	I am receiving badly. Transmit . . . — . 20 times for me to adjust my apparatus.
QRM	Are you being interfered with?	I am being interfered with.
QRN	Are the atmospherics very strong?	The atmospherics are very strong.
QRO	Shall I increase my power?	Increase your power.
QRP	Shall I decrease my power?	Decrease your power.
QRQ	Shall I transmit faster?	Transmit faster.
QRS	Shall I transmit slower?	Transmit slower.

ABBRE- VIATION 1	QUESTION 2	ANSWER OR ADVICE 3
QRT	Shall I stop transmitting?	Stop transmitting.
QRU	Have you anything for me?	I have nothing for you.
QRV	Are you ready?	I am ready. All is in order.
QRW	Are you busy?	I am busy with another station [or with ____] Please do not interrupt.
QRX	Shall I stand by?	Stand by. I will call you at ____ o'clock [or : when required].
QRY	What is my turn?	Your turn is No. ____
QRZ	Are my signals weak?	Yours signals are weak.
QSA	Are my signals strong?	Your signals are strong.
QSB	Is my tone bad?	The tone is bad.
QSC	Is my spark bad?	The spark is bad.
QSD	Let us compare watches. My time is ____ . What is your time?	Your spacing is bad. The time is ____
QSF	Are the radiotelegrams to be transmitted alternately or in series?	The radiotelegrams are to be transmitted alternately.
QSG	- - - - -	The transmission will be in series of 5 radiotelegrams.
QSH	- - - - -	The transmission will be in series of 10 radiotelegrams.
QSJ	What is the rate per word to ____?	The rate per word is ____
QSK	Is the last radiotelegram cancelled?	The last radiotelegram is cancelled.
QSL	Have you got the receipt?	Please give a receipt.
QSM	What is your true course?	My true course is ____ degrees.
QSN	Are you communicating with land?	I am not communicating with land.
QSO	Are you in communication with another station (or: with ____)?	I am in communication with ____ (through the medium of ____).

ABBREVIATION 1	QUESTION 2	ANSWER OR ADVICE 3
QSP	Shall I signal to — that you are calling him?	Inform — that I am calling him.
QSQ	Am I being called by — ?	You are being called by —
QSR	Will you despatch the radiotelegram — ?	I will forward the radiotelegram.
QST	Have you received a general call?	I have received a general call for all stations.
QSU	Please call me when you have finished [or : at — o'clock] ?	I will call you when I have finished.
QSV	Is public correspondence engaged?	Public correspondence is engaged. Please do not interrupt.
QSW	Must I increase the frequency of my spark?	Increase the frequency of your spark.
QSX	Must I diminish the frequency of my spark?	Diminish the frequency of your spark.
QSY	Shall I transmit with a wavelength of — metres?	Let us transfer to the wavelength of — metres.
QSZ	- - - - -	Transmit each word twice. I have difficulty in receiving your signals.
QTA	- - - - -	{ Transmit each radiotelegram twice. I have difficulty in receiving your signals, or Repeat the radiotelegram you have just sent. Reception doubtful.

When an abbreviation is followed by a note of interrogation, it will apply to the question indicated regarding that abbreviation.

Station.

Examples :

- A QRA? = What is the name of your station?
 B QRA Campania = This is the Campania.
 A QRG? = To what Company or line of navigation do you belong?

B QRG Cunard QRZ = I belong to the Cunard line. Your signals are weak.

Station A then increases the power of its transmitter and sends:—

A QRK? = How are you receiving?

B QRK = I am receiving well.

QRB 80 = The distance between our stations is 80 nautical miles.

QRC 62 = My true bearings are 62 degrees, &c.

ABBREVIATIONS, UNAUTHORIZED USE OF.

Rule No. 84. A great deal of unnecessary conversation in radio communications can be eliminated by the use of the special abbreviations established by law as well as those in use by this Company. Operators are instructed to note this carefully and whenever possible to use authorized abbreviations. See Rule No. 83. *The meaning these abbreviations stand for shall be written on a service message blank and kept with other message copies for reference. (Such traffic shall not be abstracted.)* Also note that operators are not to use any abbreviation or signal that is not authorized for use in radio communication.

PREFIXES, CLASSIFICATION OF.

Rule No. 85. Radiograms, whether accepted, re-transmitted or delivered, are arranged into the following classes, the order in which they are given being that for priority of treatment in general:

Sending stations arbitrarily determine prefixes.

SOS Message of distress.

S Government message for delivery.

XS Government message for re-transmission.

MSG Master's service message for delivery.

XMSG Master's service message for re-transmission.

A Telegraphic service message for delivery.

XA Telegraphic service message for re-transmission.

P Ordinary paid message for delivery.

X Ordinary paid message for re-transmission.

PRESSE Press message for delivery.

XPRESSE Press message for re-transmission.

OL Ocean letter for posting.

PDH Franked message for delivery.

XDH Franked message for re-transmission.

In the matter of prefixes. Failure to comprehend the true significance of the rules relating to prefixes, is a source of endless trouble at every receiving station. It should be borne in mind that prefixes are primarily intended as a guide to the receiving

station in the use of the proper blanks, and for this reason it is essential that care be exercised in the transmission of the prefix. As an example: a message sent via Sea Gate to the S/S Havana is relayed by the S/S Esperanza; the Sea Gate station prefixes the message "X", thereby indicating to the operator on the "Esperanza" that he is to use a relay form in recording the message. The "Esperanza" operator then sends the message to the "Havana" prefixed "P".

RADIOGRAMS, SPECIAL.

Rule No. 86. The following special radiograms are admitted into the radiotelegraphic service:

	Abbreviated Forms.
1. Radiograms with Answer Prepaid.....	R P
2. Radiograms Calling for Repetition of message (For verification.).....	T C
3. Special Delivery Radiograms.....	Express
4. Radiograms to be Delivered by Mail.....	Post
5. Multiple Radiograms	T M X
6. Radiograms Calling for Acknowledgment of Receipt (i.e., the date and hour of transmission from coast station to ship):	
1. By Telegraph	P C
2. By Post	P C P
Telegraphic answer to P. C. message.....	C R
7. Paid Service Notices.....	S T

Another class "Urgent Radiograms" is not recognized in the United States as the landline telegraph companies do not have such a classification.

Operators are instructed to note carefully the following instructions with regard to the acceptance and handling of the above special radiograms:

REPLY PAID (R. P.) RADIOGRAM.

Rule No. 87. *Radiograms with Answer Prepaid:* The sender of a Radiogram can prepay a reply of not less than ten words via American coast stations, i. e., the ship tax, coast tax, and forwarding charges must be charged for on the minimum basis of ten words for the reply message.

The instruction "RP....," the dots standing for the amount paid for the return message, must be transmitted in two places, *first* as the last item of the preamble, *second* as the first item in the address. The two transmissions are therefore separated by the double dash. The expression is transmitted free in the preamble but is charged

for in the address. The whole expression "RP..." (including the amount) sent in the address, is counted in the check as *one* word, and is charged for.

By the International Convention, the value of the reply message is to be expressed in francs, and, in sending by *radio* to *foreign* ships, it shall be so expressed. In sending to United States ships, it shall be expressed in dollars and cents. For the convenience of our coast stations, a franc shall be taken as equal to twenty cents U. S. Currency, and five centimes shall be taken as equal to one cent U. S. Currency. For example: an "RP" message of ten words originating in New York City for transmission to a passenger on board a foreign ship via Sea Gate, would be expressed "RP fr. 11." A similar message sent to an American ship would be "RP two dollars twenty." The landline telegraph offices throughout the United States express the value of the reply by the number of words prepaid for such reply. Therefore, in forwarding a Radiogram from a ship over the landlines, the operator in charge of the coast station shall convert the money value as given by the ship into the equivalent number of words. This will necessitate the operators knowing all charges accurately and care must be used in making the conversion. Similarly when a reply prepaid message is received at a coast station from the landlines for transmission to a ship, the value of the reply message must be converted from the number of words into the money equivalent, francs or dollars.

The receiver of a "Reply Prepaid Message" is given a voucher equal in value to the amount prepaid for the reply. This voucher is good for six weeks only.

The receiver of such a message is not bound to send a reply to the sender of the original message, but can apply the value of his voucher to the payment of any *radio* message he wishes to send.

Should the expression "Reply Prepaid" or on foreign messages "Response Payee" be used instead of "RP" the operator shall transmit it by the abbreviation "RP."

The prepaid answer to such a message is in reality a paid message and is so treated.

On landlines in the United States, the prefix "Collect Reply" is used by the Western Union Telegraph Company and "Anstorp" by the Postal Telegraph Company, but for *radio* work no such abbreviation is necessary. The word *radio* in the preamble indicates that the message is a commercial paid message.

REPEAT BACK (T. C.) RADIOGRAM.

Rule No. 88. *Radiograms Calling for Repetition of Message:*

The sender of a Radiogram may have it repeated at each station or office during transmission by paying the ordinary charge plus one quarter. Such repetition is for the purpose of verification only.

The expression "TC" or the words "Repeat Back" are used. The expression "TC" is transmitted as the last item of the preamble, and also as the first item of the address, in the same manner as described for the expression "RP....."

The expression in the address is counted in the check as one word and is charged for.

In this case the message is repeated back by each station that relays it to the one before. The additional charge for repeating back is one-fourth of the regular tolls.

Should the expression "Repeat Back" be written by the sender, it shall be transmitted by the abbreviation "TC."

SPECIAL DELIVERY (EXPRESS) RADIOGRAM.

Rule No. 89. *Special Delivery Radiograms:* These are messages which involve delivery beyond the limits of a telegraph office. Such delivery is accomplished by messenger or telephone.

The International Convention stipulates that these shall be accepted only in cases where the charge for special delivery is paid by the addressee.

The special designation for this class of message is "Express," sent as the last item of the preamble and again as the first item of the address, the same as stated above for the other expressions.

The word "Express" in the address is counted and is charged for as *one* word.

POSTED (POST), RADIOGRAMS TO BE.

Rule No. 90. *Radiograms to be Delivered by Mail:* These are distinguished by the instruction "Post," transmitted as the last item of the preamble and again as the first item of the address.

Such Radiograms shall be sent by mail by the coast station receiving them, to the addressee; or, if the name of some other place follows the word "Post," it shall be forwarded by landline to that place with the instruction "Mail." It is then mailed from the telegraph office from which forwarded.

An additional charge of one word is made for the instruction "Post" (and it is counted in the check) and five cents (\$.05) for postage.

The expression "PR" used instead of "Post" signifies that it is to be posted by registered mail. In this case the charges must include fifteen cents (\$.15) for postage instead of five cents (\$.05).

Foreign ships may use "Poste Recommandee" or "Registered Post" in lieu of "PR." In such case each word of the expression is counted and charged for.

MULTIPLE (T. M. X.) RADIOGRAM.

Rule No. 91. Multiple Radiograms: By Multiple Radiogram is meant one message addressed either to several persons, or to the same person at several addresses, in the same locality or in different localities served by the same telegraph office.

Such messages contain the abbreviation "TMX" ("X" standing for the number of different addresses). This is transmitted by *radio* as the last item of the preamble and also as the first item of the first address. The "TMX" in the address is charged for as one word and is counted in the check for *radio transmission*. It is not forwarded over the landlines. Multiple telegrams are not recognized as such by the landlines in the United States; therefore, such a message is charged for as so many different messages by the landline companies and must be so transmitted over the land wires; that is, a multiple message may be received by *radio*, the various addresses being followed by but one "body of message" or text, but when put on the landlines each message will have to be complete, i. e., the text must accompany each address, and each separate message must be entered on a separate blank. This will involve special care by the accepting office on shipboard to see that the correct *radio* tolls are collected for but one message and the correct landline tolls for the different messages.

RECEIPT ACKNOWLEDGMENT { P. C. P. C. P. } RADIOGRAMS. C. R.

Rule No. 92. Radiograms Calling for Acknowledgment of Receipt: Such acknowledgment is limited to notification of the date and hour at which the coast station shall have transmitted the *radiogram* to the ship to which it was addressed. This notification is sent to the office of origin either by telegraph or mail, at the option of the sender of the message.

The instruction to send acknowledgment of receipt is transmitted by the letters "PC," or the words "Acknowledgment Paid" as the last item of the preamble and also as the first item of the address.

The letters "PC" in the address are counted in the check and charged for as one word. This calls for telegraphic acknowledgment.

The letters "PCP" instead of "PC" call for acknowledgment by mail, and are charged for as one word.

Should the expression "Acknowledgment Paid" be written on the blank, it shall be transmitted by the abbreviation.

If telegraphic acknowledgment is requested, the sender of the message is charged for a five-word telegram by the same route.

Mail acknowledgments are sent free. They are addressed to the telegraph office at which the message originated.

Telegraphic acknowledgment is announced by message containing the abbreviation "CR," followed by name of the addressee, ship, the word "Transmitted" and the hour and date. Example: Sea Gate having received a Radiogram from Lincoln, Nebraska, addressed to *Jones, Baltic*, and transmitted it at 10:00 a. m. on the 25th of the month, sends the following telegram to the telegraph office at Lincoln, Nebraska: "*CR Jones, Baltic, transmitted 10:00 a. m. 25.*"

SERVICE (S. T.) PAID NOTICES.

Rule No. 93. *Paid Service Notices:* These are for service messages, i. e., messages exchanged only between offices (stations), whether *radio* or telegraph, sent at the request of a sender of a commercial message, and are charged for at *regular rates*.

The London Convention prohibits paid service messages calling for repetition or information.

"Paid Service Messages" are designated by the prefix "*radio ST*" instead of "*radlo*."

They may be sent for various reasons, as, to rectify or complete an address, to rectify or complete the text, or to cancel a message.

OCEAN LETTERS.

Rule No. 94. Radiograms may now be transmitted by a coast station to a ship, or by a ship to another ship, to be forwarded by mail from a port of call of the ship receiving the radiogram. These are known as "Ocean Letters."

Such Radiogram shall not be entitled to any relaying by radio.

The address of such radiogram shall embrace the following:

- (1) The paid designation "Poste" or (if sent to a U. S. ship) "Mail," followed by name of port at which the message is to be mailed.
- (2) Name and complete address of addressee. (Code addresses are not permissible.)
- (3) Name of station on shipboard by which radiogram is to be mailed.
- (4) When necessary, the name of the coast station.

Example: A radiogram sent via the Sea Gate coast station for

transmission to the S. S. "Avon" to be mailed by her at Buenos Aires, would be addressed as follows:

"Poste" (or "Mail") Buenos Aires Suarez 14 Calle Prat Valparaiso Avon Sea Gate."

The rate shall comprise, in addition to the radio and telegraph rates, a sum of five cents for postage. On ship-to-ship Ocean Letters, the two ship taxes must be collected plus five cents for postage, except in case of *trans-oceanic* vessels to which a special rate of \$1.32 for thirty words and two cents for each additional word applies.

LANGUAGE PERMISSIBLE.

Rule No. 95. Radiograms may be sent in plain language, code language, or cipher, except in the case of certain countries which do not admit code or cipher telegrams, or only admit them under certain restrictions.

PLAIN LANGUAGES.—Radiograms in plain language are those composed of words, figures, and letters which offer an intelligible meaning. They may be expressed in any of the principal European languages, and certain of the extra European languages (Annamite, Arabic, Armenian, Japanese, Malay, Persian, and Siamese). The words and letters must be written in Roman characters.

CODE.—Code language is composed of real words not forming intelligible phrases, or of artificial words consisting of pronounceable groups of letters. No code word, whether real or artificial, must exceed 10 letters in length. The real words may be drawn from any of the following languages:—English, French, German, Italian, Spanish, Portuguese, Dutch, and Latin. The artificial words must be formed of syllables which are pronounceable according to the current usage of one of these languages.

COMBINATIONS.—Combinations formed by running together two or more real words (whole or contracted), or a real word and some other expression are prohibited. Combinations not fulfilling the conditions of the preceding paragraph are regarded as language in letters having a secret meaning and are charged for accordingly (5 letters to the word).

CIPHER.—Cipher is composed of:

- (a) Arabic figures or groups or series of Arabic figures having a secret meaning, or letters or groups or series of letters having a secret meaning.
- (b) Combinations of letters not fulfilling the conditions applicable to plain language or code. Letter and figure cipher cannot be combined in one group, except commercial marks and Exchange quotations, etc.

WORDS, COUNTING OF.

Rule No. 96. Groups of figures or letters, commercial marks composed of figures and letters, are counted at the rate of one word for each five letters or figures which they contain, plus one word for any excess. The number of words counted for purposes of charge shall include all that the sender writes on the telegraph form to be transmitted. No charge shall be made for the transmission of the necessary particulars in the preamble.

In the address (which must consist of at least two words) of a radiogram from a ship, the name of the Telegraph Office of destination, including any indication of the country or district added in the first column of the International List of telegraph offices, to distinguish it from other offices of the same name, is counted and charged for as one word, irrespective of its length. The operator should join up the words composing the name of the office of destination (if written as shown in the list) and signal it as one word.

The rule covering the counting of wireless messages is known as the cable count; that is, everything sent is counted and charged for; except the preamble. The practice of allowing the name of the State in parenthesis to go uncounted and uncharged for, is an unjustified contravention of this rule.

The abbreviated name of the State should be added to the name of the town so as to form one word. The official list of these abbreviations is here set forth with examples as they should be sent.

NOTE FOR COAST STATION OPERATORS.

The name of State must be put in parenthesis before transferring traffic to the land lines.

Alabama.	Ala.	Mobileala.
Alaska.	Alaska.	Sitkaalaska.
Arizona.	Ariz.	Douglasariz.
Arkansas.	Ark.	Littlerockark.
California.	Calif.	Fresnocalif.
Colorado.	Col.	Denvercol.
Connecticut.	Conn.	Bridgeportconn.
Delaware.	Del.	Doverdel.
Dist. of Columbia.	DC.	Washingtondc.
Florida.	Flo.	Jacksonvilleflo.
Georgia.	Ga.	Maconga.
Idaho.	Ida.	Boiseida.
Illinois.	Ill.	Chicagoill.
Indiana.	Ind.	Fortwayneind.
Iowa.	Ia.	Desmoinesia.

Kansas.	Kans.	Topekakans.
Kentucky.	Ky.	Lexingtonky.
Louisiana.	La.	Neworleansla.
Maine.	Me.	Portlandme.
Maryland.	Md.	Baltimoremd.
Massachusetts.	Mass.	Bostonmass.
Michigan.	Mich.	Saginawmich.
Minnesota.	Minn.	StPaulminn.
Mississippi.	Miss.	Jacksonmiss.
Missouri.	Mo.	Stlouismo.
Montana.	Mont.	Buttemont.
Nebraska.	Neb.	Omahaneb.
Nevada.	Nev.	Goldfieldnev.
New Hampshire.	Nh.	Concordnh.
New Jersey.	Nj.	Trentonnj.
New Mexico.	Nmex.	Santafenmex.
New York.	Ny.	Albanyny.
North Carolina.	Nc.	Wilmingtonnc.
North Dakota.	Ndak.	Bismarckndak.
Ohio.	O.	Cincinnati.
Oklahoma.	Okla.	Tulsaokla.
Oregon.	Ogn.	Portlandogn.
Pennsylvania.	Pa.	Pittsburgpa.
Rhode Island.	Ri.	Providenceri.
South Carolina.	Sc.	Charlestonsc.
South Dakota.	Sdak.	Watertownsdak.
Tennessee.	Tenn.	Nashvilletenn.
Texas.	Tex.	Galvestontex.
Utah.	Ut.	Ogdenut.
Vermont.	Vt.	Burlingtonvt.
Virginia.	Va.	Norfolkva.
Washington.	Wash.	Seattlewash.
West Virginia.	Wva.	Wheelingwva.
Wisconsin.	Wis.	MilwaukeeWis.
Wyoming.	Wyo.	CheyenneWyo.

CANADIAN PROVINCES.

Alberta.	Alta.	Calgaryalta.
British Columbia.	Bc.	Vancouverbc.
Manitoba.	Man.	Winnipegman.
New Brunswick.	Nb.	Northumberlandnb.
North West Territory.	Nwt.	Missionnwt.
Nova Scotia.	Ns.	Halifaxns.

Ontario.	Ont.	Torontoont.
Prince Edward Island.	Pei.	Georgetownpei.
Quebec.	Que.	Montrealque.
Saskatchewan.	Sask.	Moosejawsask.
Yukon.	Yt.	Dawsonyt.

Checks should always be verified when the message is received. Especially in the case of ship stations is this necessary, as neglect to do so often causes needless service traffic through the failure to make the correction directly with the station of origin.

In messages written in plain language, the maximum number of letters allowed to pass at the charge for a single word is 15, any excess being charged for at the rate of 15 letters to a word.

In code language the maximum number of letters allowed at the charge for a single word is 10. Words or expressions of more than 10 letters in length, when used in a code sense, are not accepted otherwise than as cipher at 5 letters per word.

Cipher groups are charged for at the rate of 5 letters or figures to the word, any excess being charged for at the rate of 5 letters or figures to a word.

The signature (when it is to be transmitted) is counted in accordance with the rules for counting plain language.

It shall be noted that "CH," which counts as one letter in plain language and in code consisting of real words, counts as two letters in artificial code words and in cipher.

Words incorrectly spelt so as to reduce the number of letters below the maximum, or incorrectly joined together contrary to the usage of the language, such as "mid-ocean," "all-right," and "good-bye," are inadmissible as single words. When a radiogram is received worded entirely or partially in one of the languages of the country of destination (in the case of radiograms originating on board ship) or in one of the languages of the country to whose authority the ship is subject (in case of radiograms destined for ships), if the radiogram contains words joined together or altered contrary to the usage of the language, the office or the ship station of destination, as the case may be, has the right to recover from the addressee the amount of charges under-collected.

SIGNS OF PUNCTUATION, ETC.—Dashes which only serve to separate the different words or groups of a radiogram on the form shall neither be transmitted nor counted. Signs of punctuation, apostrophes, and hyphens (except when used in the formation of numbers, commercial marks, etc.), are only transmitted if the sender makes a special request for their transmission. If the sender makes no remark, it is assumed that he does not wish them to be trans-

mitted. When they are to be transmitted, the sender must pay for them as isolated characters. If a word or passage is underlined, an extra word shall be counted for the underline. The two signs of parenthesis, (), shall be counted as one word; also the two signs of a quotation mark, “ ”, or ‘ ’.

ISOLATED CHARACTERS.—Every isolated letter or figure shall be charged for as a word.

GROUPS OF CHARACTERS.—Groups of letters forming commercial marks or expressions (as “cif”), groups of letters in current use (as “gwr,” “rsvp,” “mrcs”), and groups of figures, shall be counted at the rate of 5 letters or 5 figures to a word, and at the same rate for any excess.

Full stops, hyphens, dashes, and bars of division used in the formation of fractional or other numbers, or in commercial marks and similar expressions, are each counted as a figure or letter in the group in which they occur; so also is each letter added to a group of figures in order to form an ordinal number, or to represent the number of a house (*e. g.*, 386th, 27ten, 42me, 106a, 15bis.). Letters and figures may also be combined in one group in commercial marks. Otherwise letters shall be counted separately from figures.

COMPOUND WORDS.—Groups of letters shall not be accepted in the address. All letters other than those forming names or words shall be separated and paid for as one word each in the address. These are then transmitted as separate words.

Subject to the limit allowed for plain language, ordinary compound words and compound names of towns, countries, provinces, and places (when not already admissible in the *address only*) and names of ships or family names, shall be counted as single words, provided they are written without a break or hyphen. If joined by a hyphen or separated by an apostrophe, they are counted as so many words, and the hyphen or apostrophe, if transmitted, will be chargeable as an additional word.

The name of a street, place, square, etc., if written without a break, is to be counted as one word, subject to the limit of 15 letters to a word, but the word “street,” “place,” “square,” “route,” “boulevard,” etc., is to be counted as a separate word for purposes of charging. In Dutch and German, however, the generic word (“straat,” “strasse,” “platz,” etc.), may be joined to the name of the street, place, square, etc., and is not chargeable as a separate word.

Compound numbers written in words and without break (*e. g.*, seventy-two) should be counted as single words, subject to the limits specified under “Plain Language Radiograms.”

MIXED RADIOGRAMS.—In radiograms partly in plain language and partly in code the plain language words in the text must be charged for at the rate of 10 letters to a word, any excess being charged for at the rate of 10 letters to the word.

Cipher groups inserted in such messages are to be counted at 5 signs (letters or figures) to a word.

When a mixed radiogram consists of plain language and cipher groups only, the plain language should be counted at 15 and the cipher at 5 signs (letters or figures) to the word.

Examples:

Word, etc.	No. of Character.	No. of words counted	
		in the Address	in the Text.
New York	—	1	2
Newyork	—	1	1
Albury New South Wales	—	1	4
Old Bond Street.....	—	3	3
Oldbond St.	—	2	2
Stateroom	—	1	1
State-Room	—	3	3
Oldbondstreet	—	2	2
Van de Brande.....	—	3	3
Vandebrande	—	1	1
Prince of Wales (Ship).....	—	3	3
Princeofwales	—	1	1
*13½	5	1	1
*133½	6	2	2
137th	5	1	1
1374th	6	2	2
106A (Number of House).....	4	1	1
ch 23 (Commercial Mark).....	4	—	1
46,231	6	—	2
391.10	6	—	2
*29/31	5	—	1
Incontrovertibility	19	—	2
†Sextyzlargz (cipher)	11	—	3
Cwmvld (cipher)	6	—	2
398499	6	—	2
No doubt)	—	—	3
“No doubt”	—	—	3
‘No doubt’	—	—	3
<u>Totally (underlined)</u>	—	—	2

Examples:

Word, etc.	No. of Character.	No. of words counted	
		in the Address	in the Text.
<u>Incontrovertibly</u> (underlined).....	16	—	3
Form b	—	—	2
Allright, alright	—	—	2
Eggspoon	—	—	1
Chefdoeuvre	—	—	1
midocean	—	—	2
goodbye	—	—	2
Frankfurt Main	—	1	2
Frankfurtmain	—	1	1
Twohundredandthirtyfour	23	2	2

*These expressions can only be signalled in the form 13½, 133½, 29/31.

†Pronounceable, but exceeds 10 letters, therefore must be counted as cipher.

GROUPS OF LETTERS, TRANSMITTING.

Rule No. 97. Groups of letters shall be transmitted in groups, as written by the sender of the message, and shall not be divided, even when counted and charged for as more than one word.

CHECKS, CORRECTING WRONG.

Rule No. 98. In correcting wrong checks use the method known as the "fives" method, an example of which is here given: Suppose the receiving station has only 17 words against a check 18; he would give the sending station the information as follows: "In nr.... 17 wds, 5....10....15....; giving the fifth, tenth and fifteenth words as received. The correction would be easily and quickly made by the sending station repeating that portion of the message where the word had evidently been missed. In the example suppose the fifth word agrees, and the tenth does not. The procedure at the sending station would then be as follows: "In nr.... 10 no," repeating from the fifth to the tenth word inclusive.

In a message of considerable length the "tens" method could be similarly employed, in which case the tenth, twentieth, and thirtieth, etc., words would be quoted.

REPEATING.

Rule No. 99. In addition to its uses as an interrogation, the signal

. . . — — . . .

shall be known as the REPEAT signal, and shall be used to obtain a repetition of messages or words as follows:

(1) To have a *single message entirely repeated* send (a), call of station sending message; (b), the REPEAT signal three times; (c), station call and — . —

(2) To have *one of a series of messages repeated* send (a), call of station sending message; (b), number of message; (c), the REPEAT signal three times; (d), station call and — . —

(3) In case the first part of the message is received satisfactorily, indicate the last word received and get a *repetition of the last part of the message* by sending (a), call of station sending message; (b), number of message, if necessary; (c), last word received; (d), REPEAT signal; (e), station call and — . — This will be taken to mean "Repeat after _____."

(4) In case the last part of the message was received satisfactorily, indicate the first word of the part received and get a *repetition of the message as far as that word* by sending (a), call of station sending message; (b), number of message, if necessary; (c), the REPEAT signal; (d), the first word of part received; (e), station call and — . — This will be taken to mean "Repeat as far as _____."

(5) To get a *repetition of one or more lost or doubtful words* send (a), call of station sending message; (b), number of message, if necessary; (c), word received just before lost or doubtful word or words; (d), the REPEAT signal; (e), word after lost or doubtful words; (f), station call and — . — This will be taken to mean "Repeat all between _____ and _____."

Examples:

1. To have a single message repeated:

WSE

. . . — — . . .
 . . . — — . . .
 . . . — — . . .

KVF

— . —

2. To have one of a series of messages repeated:

WSE

4

.. — — ..
 .. — — ..
 .. — — ..
 KVF

3. In case the last part of a message had been lost, to have repeated all after the last word received:

WSE
 Nr (if necessary)
 coming

.. — — ..
 KVF

4. In case the first part of a message had been lost, to have repeated all up to the first word received:

WSE
 nr (if necessary)

.. — — ..
 coming
 KVF

5. To get repetition of one or more lost or doubtful words:

WSE
 nr (if necessary)
 Report

.. — — ..
 ships
 KVF

MESSAGES, UNFINISHED.

Rule No. 100. Unfinished messages, which, in consequence of interruptions, or other causes, cannot be completed, should be forwarded and delivered. The original check should stand. The note "—words subject to correction" should be added. Corrections should be made by service message.

MESSAGES TO BE COMPLETED BEFORE CHANGING OPERATORS.

Rule No. 101. Operators must not relieve or be relieved, while sending or receiving a message. The attention of the relieving operator must, in every case, be pointedly drawn to messages held or anything awaiting correction.

MESSAGES, DELIVERY OF (SHIP).

Rule No. 102. A message must not be left with the Chief Steward or the Purser for delivery by him, nor be slipped under a door, unless the addressee has filed with the operator a written request for such delivery. If the under-steward or messenger is unable to deliver the message, it shall be returned to the operator and a *notice* put under the addressee's stateroom door.

Except on ships employing one operator, operators are not to leave their instruments to deliver messages.

MESSENGER RECEIPT.

Rule No. 103. Each telegram received from another station, when duly verified and acknowledged, shall be numbered and filed in order for delivery.

On board ship, messages for the public shall be delivered in a sealed envelope by an under-steward,—or by a messenger provided for the purpose, to the addressee only. (See Rule No. 102.)

A receipt shall be obtained for *every* message delivered, including "MSG" and "PDH" traffic. The Messenger Receipt shall be used, and on it shall be clearly shown the name of the person to whom delivery is made, the date, and the time of delivery. In no case shall a messenger himself sign the receipt form in place of the actual addressee.

Operators failing to obtain a messenger receipt duly signed by the addressee for each message delivered, will be held responsible for the charges lost to the Company in the event of a refund having to be made owing to the inability to prove delivery due to the absence of such receipt.

NON-DELIVERY, NOTICE OF.

Rule No. 104. When a message cannot be delivered, the delivery office should forward to the sending office a service notice, giving the name and address exactly as received and stating the cause of non-delivery. The service should be written by the operator in charge after personal inquiry.

An intermediate station, detecting an error, should stop the transmission of the non-delivery notice and send a correction to the delivery office immediately. The sending office should compare the name and address, as given in the non-delivery notice, with the name and address of the original message. If a difference be found, the delivery office should be advised immediately by service notice. If the address has been correctly transmitted, the sending office should notify the sender that the message is not delivered and state why. The sender

can only complete or rectify the address by a paid service message. If the messenger cannot find the addressee or any responsible person at the address given, who will consent to take the message, a "message waits" notice will be left and the message brought back to the office, to be delivered to the addressee, on presentation of the notice.

SERVICE MESSAGES—PASTED TO ORIGINAL.

Rule No. 105. If you find the non-delivery was not caused by error in transmission, deliver the service message to the sender and get a receipt; this, together with a copy of the service message, should be pasted to the back of the original.

SERVICE MESSAGES, AUTHORITY FOR.

Rule No. 106. Service messages relate directly or indirectly to the business of the Company.

Messages relating directly to the business of the Company may be exchanged under the sign of the Station.

Messages which do not relate directly to the business of the Company, and are not specially and properly authorized, must pass between Managers of stations.

Service messages must be expressed in the fewest words compatible with clear statement.

SERVICE MESSAGES, EFFICIENCY.

Rule No. 107. Service messages from one station to another concerning unsatisfactory signals, operators, or dealing with traffic, should be confined to statement of fact and should not contain comments likely to create irritation. The controlling officers of other stations must be depended upon to apply the desired correctives. If, for the good of the service, it should be thought necessary to comment upon the practice of other stations, such comment should be addressed to the Division Superintendent.

SERVICE MESSAGES, FORMS TO BE USED IN.

Rule No. 108. Some of the reasons for non-delivery of a message follow:

- Addressee not on board.
- Addressee no longer on board.
- Addressee unknown.
- Addressee left.
- Addressee deceased.
- Addressee not arrived.
- Addressee not registered.

Addressee no longer registered.
Address unknown.
Refused.

NON-DELIVERY—MESSAGES FOR SHIPS.

Rule No. 109. Operators on shipboard shall post a notice on the Ship's Bulletin Board of all undelivered messages on hand, giving the name of the addressee, etc., stating such messages are held for delivery in the radio-room.

SERVICE MESSAGES VIA U. S. GOVERNMENT COAST STATIONS.

Rule No. 110. An arrangement has been made with the United States Government to transmit reciprocally, without charge, through each other's coast stations which are open for commercial business all necessary "service messages" which relate strictly to commercial radiograms.

In exceptional cases, use may also be made of ships for such purpose, but only in cases of importance, and when a coast station cannot be reached directly.

As an example of such use may be taken the case of a ship passing along the coast which receives a commercial message through a coast station and for some reason or other is unable to effect delivery of the message. The ship may be out of range before it is possible to send the notice of non-delivery to the office of origin. In this case, the ship will send such notice through the next coast station with which it can communicate, whether that be a Marconi Station or a Naval Station open to commercial business. The coast station will forward such service message to destination in all respects as though it related to its own correspondence.

In cases where a reply to a service message is to be expected, a ship may ask that it be sent through another coast station by stating "Reply via. . . ." in its original service.

SERVICE MESSAGES VIA TROPICAL RADIO AND UNITED FRUIT COAST STATIONS.

Rule No. 111. Arrangements have also been made with the Tropical Radio Telegraph and United Fruit Companies for the reciprocal transmission of each other's service messages on commercial business, the same as set forth in the foregoing.

REPETITION OF FIGURES IN ORDINARY MESSAGES.

Rule No. 112. Figures appearing in any telegram shall be

repeated in the abbreviated form by the transmitting station. This applies to both the address and text. (See rule No. 80.)

REPETITION OF DOUBTFUL WORDS—COMMERCIAL.

Rule No. 113. The receiving station must not signal doubtful words back to the sending station (except as quoted in Rule No. 114). The sending station must be asked to repeat.

REPETITION OF DOUBTFUL WORDS—U. S. GOVERNMENT.

Rule No. 114. U. S. Government radiograms entirely or partially in code or cipher, shall be repeated by the receiving station (see Rule No. 113). In the case of Government radiograms in plain language, proper names, numbers, and doubtful words shall be repeated by the receiving station.

MESSAGES, HELD FOR TRANSMISSION.

Rule No. 115. If the ship to which the radiogram is addressed has not notified its presence to the coast station within the time specified by the sender, or, in the absence of such specification, up to the morning of the eighth day following, such coast station shall give notice of the fact to the office of origin, which shall inform the sender of the same.

This latter shall have the option of requiring by paid service advice, telegraphic or postal, addressed to the coast station, that his radiogram be kept for a fresh period of nine days, for transmission to the ship, and so on. In the absence of such request the radiogram shall be returned as undelivered at the end of the ninth day (the day of handing in not to be included).

However, if the coast station is sure that the ship has left its radius of action before the station could have transmitted the radiogram to it, such station shall **immediately** inform the office of origin, which shall without delay advise the sender of the cancellation of the message. Nevertheless, the sender may, by paid service advice, request the coast station to transmit the radiogram when the ship next passes.

MESSAGES, CHARGE FOR UNDELIVERED.

Rule No. 116. Undelivered messages will be charged for, and abstracted on the traffic report the same as delivered messages.

Once a message has been transmitted, it shall be charged for irrespective of its non-delivery due to insufficient address, censorship, party not on board, etc.

MESSAGES, VERBAL.

Rule No. 117. Operators will be charged full tolls for traffic not put in message form. Such communication is the cause of much interference with the working of other stations and is strictly forbidden. If the message be of a social nature, the Company has extended to the operators the privilege of sending deadhead messages. If the message be in reference to traffic, it is proper to send a service.

If a second offense is noted, the operator at fault may be dismissed from the service.

MASTERS' SERVICE MESSAGES, SHORE TO SHIP.

Rule No. 118. Arrangements have been made with steamship companies whose vessels are operated by this Company, whereby they are at liberty to forward "MSGs" for transmission to the Commanders of their steamers as domestic messages to the coast stations.

Such messages will be addressed as per the following example:

Manager,

Marconi Station,

Sea Gate, N. Y.

Commander GULFOIL, etc., etc.

On receipt at the coast station of a message so addressed, it must be re-written on Form No. 1 and attached to the original received copy, and abstracted on Form No. 8.

In the event of a MSG being received which cannot be transmitted to the ship, it must be re-forwarded as a domestic message to the coast station with which the ship is in communication. The tolls will appear on the Western Union local bill.

MASTERS' SERVICE MESSAGES, SHIP TO SHORE.

Rule No. 119. Operators on shipboard will note that by special arrangements "MSGs" filed on board for transmission via coast stations owned and operated by this Company upon which the payment of the landline forwarding charges has not been received, must be forwarded "collect O. L."

Such messages must be abstracted in the usual manner but without any entry being made of the forwarding charges on abstract form No. 7 and in the "Remarks" column must be noted "collect O. L."

When "MSGs" are filed on board with instructions to deliver by telephone, there is no charge made for local telephone service, but delivery by telephone must be specified in the service instruc-

tions. This applies particularly to "MSGs" destined to New York City via Sea Gate Station.

Operators at coast stations must observe and be guided by the following instructions:

On receiving a "collect O. L. MSG" it must be transmitted over the landlines as a domestic message "collect."

The office of origin will be the name of the coast station at which the message is received, the name of the steamer being added after the signature. If the message is unsigned, the name of the steamer will be the signature.

The usual entry of the message must be made on the "Received" abstract without showing any forwarding charges and in the "Remarks" column must be noted "MSG collect O. L."

"MSGs" originating on our ship stations and forwarded via our coast stations "Collect O. L." must contain a full address, for the land line telegraph companies will not permit the use of code addresses in domestic messages.

MASTERS' SERVICE MESSAGES, INITIALING OF.

Rule No. 120. When practicable, Masters' Ship Service messages should be written by the Commander of the vessel or his responsible officer. Should, however, an occasion arise where an operator is required to write out a message at the captain's dictation, such messages must be approved and initialed by the captain or his responsible officer before being despatched.

MASTERS' SERVICE MESSAGES, WITH AFFILIATED VESSELS.

Rule No. 121. Affiliated Companies' vessels are not allowed MSG privileges via our coast stations (excepting manager's position reports).

Affiliated Companies' vessels are allowed free MSG privileges with our ship stations.

MASTERS' SERVICE MESSAGES, SHIP-TO-SHIP WITH TROPICAL RADIO.

Rule No. 122. A reciprocal arrangement exists between the Tropical Radio Telegraph Company and this Company, whereby Masters' Service Messages, i. e., messages relating to matters of navigation, weather conditions, etc., will be handled free of ship tax between the respective vessels.

MASTERS' SERVICE MESSAGES, SHIP-TO-SHIP WITH NATIONAL ELECTRIC SIGNALING CO.

Rule No. 123. Free ship-to-ship MSGs are permissible between National Electric Signaling Company's ship stations and vessels operated by this Company only when such vessels are in the Sound trade, i. e., Eastern Steamship Corporation, New England S. S. Co., Colonial Navigation Co., etc.

For vessels engaged in other trades, the regular ship radio tolls are to be paid.

MASTERS' SERVICE MESSAGES, WITH GREAT LAKES CANADIAN COAST STATIONS.

Rule No. 124. The Canadian Company is to be credited with three cents per word coast tax, plus the established O. L. rates, on MSGs from our ship stations to Canadian coast stations. This is irrespective of whether the Canadian coast station forwards the message over the land line or transmits it by radio to one of the American Company's coast stations.

SHIP'S POSITION REPORTS, ATLANTIC AND GULF.

Rule No. 125. In order that the position of steamships may be known to us and inserted in the daily newspapers, operators are instructed to obtain the position of the ship from the Commander once each day, preferably the "noon position," and to transmit same either through another ship for re-transmission or direct to the *nearest* American Marconi coast station.

SHIP'S POSITION REPORTS, PACIFIC COAST.

Rule No. 126. Commanders of ships in the Pacific Coast service will file with the operator each day, prior to 8 P. M., position reports addressed to Manager Marconi Station, which must be transmitted to the nearest Marconi coast station when practicable between 8 and 9 P. M.

On receipt of these messages at the coast station they are to be held until 9 P. M. when the positions of all ships are to be embodied in one message and forwarded over the Western Union lines to the addresses furnished by the Marine Superintendent to the coast stations concerned.

SHIP'S POSITION REPORTS, PREFIXING OF.

Rule No. 127. Such messages must be written on Form No. 5, prefixed "MSG," addressed to the Manager of the coastal station and shall be signed by the Commander.

SHIP'S POSITION REPORTS OVER OTHER LINES.

Rule No. 128. The coastal station will forward such messages over the landlines as domestic messages "collect press rate," addressed to the Wireless Press, 42 Broad St., New York (Pacific Coast Division coastal stations excepted. See Rule No. 126.). These messages must be sent in sufficient time to insure their delivery to destination before 10:00 p. m. All such messages will be abstracted by the ship stations (**but not by the Coast Stations**) without showing any charges.

SHIP'S POSITION REPORTS FROM AFFILIATED VESSELS.

Rule No. 129. Radio tolls are not to be applied on messages received from affiliated company's ship stations, addressed to Manager, Marconi station, giving position of ships.

RELAY.

Rule No. 130. Coast stations and ship stations shall be bound to take part in the retransmission of radiograms in cases in which communication cannot be established directly between the stations of origin and destination.

Nevertheless, the number of transmissions shall be limited to two.

In the case of radiograms intended for delivery on land, use may only be made of retransmissions to reach the nearest coast station.

Retransmission shall be in all cases subject to the condition that the intermediate station which receives the radiogram in transit is in a position to send it on.

RELAY RECEIVED BY COAST STATION.

Rule No. 131. A coast station on receiving a radiogram originating on board ship for delivery on land, shall enter, as an indication of the office of origin, the *name* of the vessel of origin, and also where necessary that of the last vessel through which the message has passed, and these indications will be followed by the name of the coast station.

RELAY, METHOD OF CHARGING FOR.

Rule No. 132. In cases where a charge is made for relaying messages, there is but one charge per relay, i. e., the reception and transmission is made a single, not a double, charge.

RELAY, U. S. NAVAL COMMUNICATION SERVICE.

Rule No. 133. *Relaying for American Marconi Co.* No charge

is made for two relays between ships, between a ship and one coastal station to reach another ship, or between a coastal station and one ship to reach a ship, but relaying between a ship and two coastal stations and another ship carries charges for the two coastal stations and both ship stations and the land line charges between the coastal stations.

Relaying by American Marconi. See Rule No. 136.

RELAY, PRESS MESSAGES.

Rule No. 134. Stations shall handle and report press messages that are relayed, the same as relayed paid messages.

RELAY, TROPICAL RADIO.

Rule No. 135. When a message originating on one of the Tropical Radio Company's ships is destined for one of our ships or to or through one of our coast stations, only one radio charge will be made, regardless of whether the message is relayed or not, i. e., in the case of a message destined to one of our ships (but not sent through one of our coast stations) only our ship charge shall be applied, and when destined to or through one of our shore stations, only the coastal rate of the station is to be applied, regardless of the fact that the message may have been relayed to our coast station by one or more of our ships.

On messages from ships through a coast station to another ship, both the coast station charge and the ship charge is to be applied.

When one of our ships acts as a relay station between two of their ships or between one of their ships and one of their coast stations, our ship charge will be applied as a relay charge; and when one of their ships acts as a relay station between two of our ships or between one of our ships and one of our coast stations, their ship rate will be applied as a relay charge.

The foregoing does not apply to Observer messages for the U. S. Weather Bureau (which will be relayed free of charge) and is irrespective of the reciprocal ship-to-ship free "MSG" arrangement.

RELAY FOR FOREIGN EQUIPMENTS.

Rule No. 136. This Company does not charge vessels operated by associated Marconi companies for retransmission.

If one of this Company's ship or coast stations relays a message for a vessel equipped with apparatus—not controlled by a Marconi Company—the relaying station will charge for relay only, *except* as shown below:

This Company will charge the Tropical Radio Telegraph Com-

pany with full tolls on traffic relayed by this Company's *coast* stations, crediting the respective companies with their ship tax.

This Company will also charge the U. S. Navy Department full tolls on messages relayed by this Company's *coast* stations destined to *this Company's* ship stations, crediting this Company's ships with their proportion of the charges, but this Company will only charge coast tax on messages addressed to ships that are *not* under this Company's jurisdiction.

This Company will not charge U. S. Government vessels for relay via this Company's *ships*.

This Company does not charge "other line" ships for relaying U. S. Weather Bureau messages addressed to Observer, Washington or Hydrographic messages.

This Company charges the originating coast station or ship station, as the case may be, when a foreign station sends a message to this Company's ships, relayed for a foreign station.

RELAY, AMERICAN MARCONI STATIONS.

Rule No. 137. No charge is made against American Marconi stations—ship or coast—for relaying, whether to a foreign equipped vessel or to a vessel operated by this Company.

RELAY, SHIPS TO SHOW OFFICE OF ORIGIN.

Rule No. 138. Vessels receiving from coast stations messages for re-transmission to another vessel shall insert in the service instructions full information regarding the route, which must include the radio office of origin in all cases; and this information must be signaled when the message is re-transmitted. For example:

The S. S. *Concho* receiving a message via Sea Gate for re-transmission to the S. S. *Seminole* shall insert in the service instructions, "Via Sea Gate and Concho" and shall signal this information when forwarding the message.

If a ship receives a message with the radio office of origin omitted, and it is apparent from the office of acceptance signaled in the preamble, that such message has been transmitted through a coast station, the omission shall be pointed out to the sending station, in order that the necessary information may be obtained.

Special care must be exercised when transmitting the office of origin as confusion is likely to be occasioned through similarity in the names of ships and towns, and to avoid this, distinction shall be made in such cases by the use of the words "Steamship" (abbreviated "SS") and "city" respectively; thus to distinguish the town New York from the ship of that name, the office of origin in the

former case would be entered as "New York City," and in the latter as "S. S. New York."

U. S. GOVERNMENT MESSAGES, GENERAL.

Rule No. 139. Messages destined to Departments of the Government at Washington, D. C., originating on ships are subject to the land line rates established for Government traffic (see Rule No. 257).

Operators at coast stations are instructed to see that such messages are properly prefixed "U. S. G." or "U. S. Government" when they are transferred to the Western Union Telegraph Company's lines.

OBSERVER MESSAGES.

Rule No. 140. Arrangements have been made with the U. S. Weather Bureau, whereby Commanders of steamers will file with operators messages addressed to "Observer, Washington."

Such radiograms, when transmitted via a Marconi coast station, must be charged for at the rate of 10c per word *without minimum* (4c ship tax and 6c coast tax).

When sent through a U. S. Naval Communication Service Station the rate is 4c per word, *without minimum* (coast tax free).

Both the U. S. Naval Communication Service and this Company's coast stations will put such messages on the land lines "Paid Government Rate" and insert the word "Gov't" in the service instructions and as the first word of the address, which is to be counted and charged for as one word.

This Company does not charge for the retransmission of observer messages. Neither does the Tropical Radio Telegraph Company nor the U. S. Government charge for relaying traffic of this nature.

Operators are reminded that deferred observations are of no value to the Bureau, consequently if no opportunity occurs for the transmission of such messages within twelve hours after the observation has been taken, the message must not be transmitted, but the message copy must be turned in with the traffic returns and the reason for non-transmission stated.

Two copies of all such messages will be filed with the operator; one copy is for this Company's files, and the other is to be initialed by the operator and returned to the Commander as soon as transmission has been effected.

These meteorological reports shall be treated as government radiograms, and, in consequence, shall take priority over ordinary messages.

HYDROGRAPHIC MESSAGES.

Rule No. 141. Messages reporting derelicts, ice and other menaces to navigation filed by commanders of vessels, addressed to the U. S. Hydrographic Office, will be transmitted free of radio tolls via all Marconi and U. S. Naval Communication Service coast stations. These Stations however, charge the transmitting station with forwarding charges at "Government Rate." The ship operator will show in the "remarks" column of the abstract the office due from, which will coincide with the address of the message, such as: Due from Hydro, Washington or Hydro, Portland, etc. Such messages are entered on abstracts and traffic summaries as deadhead, although the prefix would be "S."

U. S. GOVERNMENT MESSAGES—VIA U. S. GOVERNMENT COAST STATIONS.

Rule No. 142. On Government traffic via U. S. Government Coast Stations, the U. S. Naval Communication Service will in all cases look to the office of origin for all forwarding charges at Government rates if the office of origin sends traffic to them direct or through two relays, but they look to the connecting system for such tolls, as the tolls follow the message except in case of relay. Radiograms relating to official business of the United States (having the word "Gov't" preceding the address), forwarded through Naval radio shore stations, will be transferred to forwarding lines without further attempt to relay. Messages addressed to Weather Bureau, Hydrographic and Observer come under this category. Such messages through Alaskan Naval radio shore stations, destined to points in the United States, will be relayed by Navy radio to North Head if for points outside of California, or to Eureka if for points in California, and there transferred to forwarding lines. The preceding applies where no routing instructions are given, but messages will be routed otherwise if so directed by the station of origin. No charge will be made by the Naval Communication Service for the transmission of these "Government" messages.

U. S. GOVERNMENT COAST STATIONS, OPEN TO COMMERCIAL BUSINESS.**Rule No. 143.**

Charleston, S. C.
St. Augustine, Fla.
Pensacola, Fla.
Key West, Fla.

Point Isabel, Tex.
Guantanamo Bay, Cuba.
San Juan, P. R.
Colon, Panama.

Balboa, Isthmus Canal Zone.	St. Paul, Pribilof Islands, Alaska.
Tatoosh Island, Wash.	Cavite, P. I.
North Head, Wash.	Dutch Harbor, Alaska.
Cape Blanco, Oreg.	Kodiak, Alaska.
Eureka, Calif.	Cordova, Alaska.
Point Arguello, Calif.	Sitka, Alaska.
San Diego, Calif.	Tutuila, Samoa.
Guam.	

U. S. GOVERNMENT VESSELS, OPEN TO COMMERCIAL BUSINESS.

Rule No. 144. Vessels of the U. S. Navy, Army, and Coast Guard Service are open to commercial business.

U. S. GOVERNMENT COAST STATIONS, NOT OPEN TO COMMERCIAL BUSINESS.

Rule No. 145. Government coast stations not notified as open for public service do not under ordinary circumstances accept private messages.

U. S. GOVERNMENT LIGHT VESSELS.

Rule No. 146. The law to regulate radio communication places light vessels of the U. S. Government fitted with radio on the same status as a shore station. The regulations applicable to U. S. Naval Communication Service Shore stations, not open to commercial traffic, apply to such light vessels.

FOREIGN MESSAGES, THULIUM, RADIO, COLLECT, ETC.

Rule No. 147. Pending arrangements with the cable companies for the collection of the **Radio** tolls on messages originating in foreign countries (with the exception of Holland), for transmission via our coast stations, the Associated Marconi Companies have made arrangements whereby the senders of Radiograms may prepay the Radio charges on messages filed at the offices of any of the Associated Companies for transmission via American Coast Stations.

For this purpose, the code prefix "Thulium" has been adopted. This word is *not* to be transmitted to the ship station. It is simply to let the operator at the coast station know that the tolls on the Radiogram have been prepaid and that the affiliated company in the country in which the message originated is responsible for the Radio tolls and must be debited in the traffic accounts therefor.

All other Radiograms originating in foreign countries (except Holland), which are not prefixed "Thulium" or which do not contain the indication Radio must be forwarded to the ship station of destination "collect" and the amount of the coast tax must be given in the service instructions.

Arrangements have been made with the Dutch Government, whereby the Radio tolls are prepaid on all Radiograms originating in Holland for transmission via our coast stations. Such messages are not prefixed "Thulium" and operators at coast stations must pay particular attention to this order.

It is expected that in the near future the full charges on all Radiograms originating abroad will be collected at the originating office and thereby obviate the necessity of using the indicator "Thulium" or sending them "collect," which is not in accordance with the terms of the International Radiotelegraphic Convention.

HIGH POWER, PRESS AND MARINE MESSAGES VIA.

Rule No. 148. Until further notice, the high power stations at Poldhu (Cornwall) and Cape Cod (Massachusetts) will, at a specified time, transmit press and private messages to vessels subscribing to the reception of all such long-distance communications.

For the present, Poldhu will commence the transmission of press messages nightly at 11:30 p. m., Greenwich Mean Time, after which all private long-distance messages will be transmitted.

Cape Cod will commence transmission, in the same order as Poldhu, at 10:15 p. m., New York Time, nightly.

Poldhu will repeat the entire programme twice, and Cape Cod three times. Both stations will wait for a period of 15 minutes before entering upon each retransmission.

In addition to the above intervals, each station will cease transmission at the end of every fifteen minutes and will wait until a period of 3 minutes has elapsed before re-commencing. During each cessation, all ship stations will change over to the normal wave length, in order to ascertain if their station is required to communicate. It must be understood that all news items transmitted by these stations are for the exclusive reception and publication of vessels actually subscribing to the reception and delivery of such messages, and operators on vessels not subscribing to this service shall not divulge or make known the contents of these messages unless under special instruction from the Head Office.

In order however, to prevent non-delivery of long-distance private messages, operators on ships fitted with long-distance receiving ap-

paratus, when within the range of Poldhu or Cape Cod, shall endeavor to receive all private messages, irrespective of the ship for which they are intended. Messages so received and addressed to another ship shall, as opportunity arises, be confirmed by service messages to the particular ship to which they are addressed.

It is expected that all operators on vessels entitled to receive and publish long-distance messages will assist each other for the benefit of the service.

LLOYDS, MESSAGES ADDRESSED TO.

Rule No. 149. Messages reporting casualties at sea addressed to "Lloyds London," if transmitted via American, Canadian and Newfoundland stations controlled by the Marconi Associated Companies, will be accepted without prepayment and forwarded with the instruction "Cable charges collect."

The total amount of the radio charge and any extra forwarding charge for the transmission between the coast station and connecting cable office, such as: Sable Island to Halifax and Siasconset to Wood's Hole should be entered in the "Cash Due" columns of the abstracts.

PRESS MESSAGES—WITHOUT PREPAYMENT.

Rule No. 150. Arrangements have been entered into with the Associated Press and all the principal papers, whereby their correspondents on board ships fitted with the Marconi apparatus may, at all times, file messages to the Associated Press or papers, such messages being accepted without prepayment of charges. In such cases, operators shall present a statement of the charges to the Division Superintendent.

Operators shall take special care to see that all such messages have been duly censored by the Commander or by his responsible officer.

PRESS MESSAGES, REDUCED RATES FOR.

Rule No. 151. Messages acceptable at press rates via land lines may be forwarded to points in the United States if accepted in accordance with the rules of the land line companies as set forth in their respective tariff books, but it must be noted that press rates are not applicable to **Marine Radio Service**, i. e., the radio charges must be computed at the regular rate, while the land line charges can be computed at press (reduced) rates (see Rule No. 256).

HOTEL MESSAGES, AMERICAN.

Rule No. 152. Arrangements have been made with the proprietors of the under-mentioned hotels whereby messages reserving rooms may be sent by passengers without prepayment:

NEW YORK.

Hotel Astor	Hotel Gotham
Hotel Manhattan	Prince George
Hotel Knickerbocker	Hotel Belmont
Hotel McAlpin	Hotel Martinique
Holland House	Waldorf-Astoria
Vanderbilt Hotel	

BOSTON.

Parker House Hotel	Hotel Touraine	Young's Hotel
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Radiograms tendered for transmission addressed to any of the foregoing hotels shall be accepted without prepayment, and transmitted as fully paid traffic. Those for New York hotels shall be forwarded via Sea Gate, and those for Boston via the Sea Gate or the Boston station.

This rule applies also to all hotels, the advertisements of which appear in the current issue of the Ocean Wireless News.

HOTEL MESSAGES, BRITISH.

Rule No. 153. Arrangements have been made with the Gorden Hotels Limited whereby passengers on board ship communicating with British coast stations may send messages reserving rooms without prepayment of charges, up to a maximum of 10 words. *Words in excess of this number shall be paid for when the message is handed in.* Such radiograms tendered for transmission shall be accepted and transmitted as full-paid messages.

LONDON.

Hotel Metropole	Grand Hotel	Hotel Victoria
Grosvenor Hotel	First Avenue Hotel	

DOVER.

Lord Warden Hotel

Charges on all such messages shall be written in the "Cash Due" column.

FRANKS, DEADHEAD.

Rule No. 154. A fac-simile of the frank issued by the American

Marconi Company to persons entitled to send messages deadhead is shown below:

Front.



Back.

CONDITIONS.

The recipient of this card by accepting and using it assumes all risks and agrees that the Marconi Company shall not be liable for damages whether from negligence of agents or from whatever cause arising.

This frank does not cover forwarding charges over connecting telegraph companies' lines.

This card is not transferable and will frank only the personal social messages of the holder and must not be used for business or political communications.

A message offered for transmission under a frank shall be carefully scrutinized before acceptance, so that any improper or fraudulent use of the frank may be prevented; but the message shall not be refused unless the evidence is clear that its transmission is not authorized by the frank.

The authority for deadheading, or the frank number, shall be recorded in the service instructions of each deadhead message.

Franks will not be honored for trans-oceanic or Alaskan service.

In special cases, the Traffic Manager, Division Superintendent, or an officer of the Company may give his written approval for a temporary or trip frank. Such franks are to be taken up at the end of a voyage and turned in with the traffic returns.

Franked messages are commonly referred to as "deadhead" or "free," and it should be understood that the term "deadhead" is used merely for convenience in checking or accounting.

DEADHEAD MESSAGES, OPERATOR'S.

Rule No. 155. Operators are permitted to send two messages during one complete voyage, free of ship tax and of coast station charges provided they are transmitted through one of this Company's stations, and free of ship tax if forwarded via a foreign station. *All forwarding or "other line" charges must be paid in cash at the time message is filed. This includes telephone as well as telegraph charges.*

Such messages shall be of a strictly social, personal nature and must be signed by the operator (last name is sufficient) availing himself of the privilege, which is not, under any circumstances to be shared by others.

All deadhead messages sent by operators will be subjected to careful scrutiny with a view to determining the nature of the contents and the authenticity of the sender. Should either lead to the belief that the privilege is being abused, the operators at fault will be charged at the regular rate for messages involved and "frank" privileges will be withdrawn.

Operators sending more than two deadhead messages a complete voyage will be charged full tolls for all over two.

DEADHEAD MESSAGES, "TIS ANSWER."

Rule No. 156. This Company does not recognize messages coming under the "Deadhead answer" category.

Full tolls will be charged for messages handled in violation of this rule.

DEADHEAD MESSAGES, OTHER LINES.

Rule No. 157. This Company issues "franks," allowing a free

radio service over its own system. Operators shall recognize such "franks," but are cautioned that other line charges must be collected unless another line "frank" is held by the sender.

DEADHEAD MESSAGES, WITH AFFILIATED VESSELS.

Rule No. 158. Deadhead messages may be accepted from vessels controlled by the affiliated Marconi Companies provided frank numbers are given.

DEADHEAD MESSAGES, TELEPHONING OPERATORS.

Rule No. 159. Operators' deadhead messages received at a shore station of this company for delivery by telephone in the same town shall carry a charge of 5c. for telephoning, unless the telephone rate is more; then the regular rate will be charged. The following are exceptions to the above:

On account of the large volume of traffic handled, the following stations:

Sea Gate, for Greater New York

And San Francisco, for immediate vicinity

will not telephone deadhead messages, and will charge the transmitting station with the full amount of other line (telegraph) tolls.

The foregoing does not apply to the Great Lakes, where such messages are telephoned free of charge.

TIME SIGNALS AND WEATHER REPORTS.

Rule No. 160. While time signals and weather reports are being sent all radiotelegraph stations, transmission by which might disturb the reception of these signals and telegrams, shall keep silent, so as to allow all stations which desire to do so to receive these telegrams and signals. An exception shall be made in the case of distress calls, and State telegrams.

Time Signals.

Time signals will be sent out broadcast by the following naval stations on the Atlantic and Pacific coasts of the United States:

Station	Wave length (meters).	When Sent
Arlington	2,500	Every day at 11.55 a. m. to noon and 9.55 to 10 p. m., standard time, 75th meridian.
Key West	1,000	Daily, at 11.55 a. m., to noon, standard time, 75th meridian.
New Orleans . .	1,000	Daily, at 11.55 a. m., to noon, standard time, 75th meridian.
North Head ..	2,000	Daily, except Sundays and holidays, at 11.55 a. m., to noon, standard time, 120th meridian.
Eureka	1,400	Daily, except Sundays and holidays, at 11.55 a. m., to noon, standard time, 120th meridian.
San Diego	2,000	Daily, except Sundays and holidays, at 11.55 a. m., to noon, standard time, 120th meridian.
Mare Island ..	2,500	Every day at 11.55 a. m., to noon, and 9.55 to 10 p. m., standard time, 120th meridian.

If for any reason the Arlington station is out of commission, the time signal will be sent daily at noon, Sundays and holidays excepted, by the naval radio stations at Newport, New York, Norfolk, and Charleston.

The time is sent from the Naval Observatory, Washington, for the Atlantic coast, and from the observatory at the Mare Island Navy Yard for the Pacific coast.

The radio sending or relay key in each radio station is connected to the Western Union lines by a relay at about 11.50 a. m., and the signals are made automatically direct from Washington or Mare Island.

Time signals from each of the observatories mentioned continue for the five minutes preceding noon and 10 p. m. During this interval every tick of the clock is transmitted, except the 29th second of each minute, the last five seconds of each of the first four minutes, and finally the last ten seconds of the last minute. The noon (and 10 p. m.) signal is a longer contact after this longer break.

Hydrographic Information.

Information concerning wrecks, derelicts, ice, and other dangerous

obstructions to navigation whenever received from the Hydrographic office or from a branch hydrographic office is sent broadcast four times daily, viz, at 8 a. m., noon, 4 p. m., and 8 p. m., local (standard) time of station. Ships within range of a naval radio station should be prepared to receive these hydrographic messages at the hours mentioned.

Naval radio stations will furnish this information to passing vessels on request, whenever practicable, at other hours than those mentioned above. Should it not be practicable to send out this information on one of the hours scheduled it will be held until the next scheduled time and sent out as soon as practicable after each hour scheduled.

Each night at 10 p. m., 75th meridian, immediately following the time signal, the naval radio station at Arlington, Va., will broadcast such information relating to safe navigation as may be furnished it by the Hydrographic Office during the preceding 24 hours. The same wave length, 2,500 meters, used in the time signal will be employed.

CANAL BUSINESS—RULES & REGULATIONS FOR HANDLING.

Rule No. 161. As soon as radio communication can be established with the Canal, vessels should report their names, nationality, length, draft, tonnage, whether or not they desire to pass through the Canal, require coal, provisions, supplies, repairs, to go alongside of a wharf, the use of tugs, probable time of arrival, length of stay in port, or any other matters of importance or interest. If this information has been previously communicated through agents or otherwise, to the Captain of the Port, it will not be necessary to report by radio; but the probable time of arrival should always be sent.

Control of radio communication is entirely in the hands of the radio shore stations. No vessel will be allowed to interfere in the slightest degree with the Canal radio stations; upon an order being received by a vessel at any time while within the waters under the control of the Canal to discontinue using radio, even if in the midst of transmission of a message, she shall immediately comply.

Upon a ship's arriving within the 15-mile limit, and until leaving the 15-mile limit of the Canal Zone, she shall transmit only with low power, not exceeding $\frac{1}{2}$ K. W.

Messages to stations will be sent only to the Colon Station (NAX) when in Gatun locks and to northward thereof, and only to Balboa Station (NPJ) when in Miraflores locks and to

southward thereof; between these two points ships may work to either station, preferably to the nearer one; the high power station (Darien) at Radio, will not handle commercial work and will not be called for Canal business except in case of emergency.

All messages between ships in the Canal Zone and ships at sea must be forwarded through the nearer shore station.

Messages from ships in the Caribbean Sea for ships in the Pacific waters, or vice versa, shall be routed through the Canal Zone shore stations.

All vessels fitted with radio, after leaving the terminal harbor to pass through the Canal, shall keep an operator on watch until the further terminal harbor has been reached; this applies to the time when they are anchored in Gatun Lake, while passing through the locks, or moored to the lock walls, or to any of the wharves in the Canal proper, as well as when they are under way. Messages relating to the ship's movements and the Canal business shall take precedence over all commercial messages.

Pilots on vessels passing through the Canal shall have the right to use a vessel's radio freely for the transaction of the Canal business.

Under the direction of the pilots, vessels will from time to time report their progress through the Canal; accidents to machinery, propellers, steering gear, equipment, or anything else that may delay them or require assistance; any sickness or casualties that require medical attendance from Canal officials; or any other matters of importance that may arise.

No radio tolls, either coast station or forwarding will be imposed against ships on radiograms transmitted by ships on Canal business. There will be no charge made against the Panama Canal, by Canal Zone land lines or radio stations, for the transmission of radiograms to ships on Canal business. *On radiograms received in relation to Canal business from Canal Zone Radio Stations, the "ship tax" of the receiving ship shall be charged against the sending Radio Coast Station.*

No vessel will be allowed to communicate with any lock or signal station while in transit through the Canal, except through the pilot; all messages of any kind must be sent through him. This does not apply to vessels moored at the terminals at Christobal or Balboa, before entering or having passed through the Canal, which may wish to communicate through the terminal stations.

Such messages are to be prefixed "C. B."

"SOS," DISTRESS SIGNAL.

Rule No. 162. Ships in distress make use of the following signal: . . . — — — . . . (SOS) repeated at short intervals. As soon as a station receives a distress signal, it must suspend all correspondence and must not resume work until it has made sure that the communication consequent on the call for assistance has been completed. Stations receiving a distress call must conform to the instructions given by the vessel making the call in matters concerning the order of communication or cessation.

When a ship in distress adds after a series of distress calls the call signals of a particular station, the duty of answering the call rests with that station only unless that particular vessel fails to reply. Failing no mention of a particular station after the signal of distress, any station which receives the call is bound to answer it. In doing this, ships must guard against interfering with each other, and not more than one ship should answer if it is found that confusion results. A ship knowing from the strength of the signals of distress that it is in close proximity to the ship requiring assistance, shall take precedence in answering, and the necessary steps with regard to the distress signal.

In cases of distress, the obligation to accept messages is absolute in the case of every ship and coast station, without distinction, and such messages shall be accepted with priority over all other messages; they shall be answered with similar priority, and the necessary steps shall be taken at once to give effect to them.

The distress signal shall on no account be used except by order of the captain of the ship in distress or by other vessels or stations re-transmitting the signal on account of the ship in distress.

All stations shall recognize the urgency of this call, and shall make every effort to establish satisfactory communication with the least possible delay. Any misuse of the call will result in the *instant dismissal* of the person improperly employing it.

If a coast station receives the "SOS." call from a ship that has weak signals, the coast station shall repeat the signal on full power, giving the ship's call letters.

BASEBALL SCORES.

Rules No. 163. Operators on freight ships as well as those on other vessels which do not publish "The Ocean Wireless News" must not call ship or shore stations for baseball scores, etc.

While there is no objection to operators on vessels of the foregoing class copying press items from shore stations when transmitted on the regular press schedules, they will not be permitted to make requests for repetitions or any other requests for press or baseball scores, as this causes unnecessary interference.

TRANSOCEANIC MESSAGES FROM SHIPS.

Rule No. 164. Transoceanic traffic, from ships, shall be forwarded by Marconi Coast stations via the transoceanic radio service when practicable, unless service instructions are given to the contrary.

SECRECY OF MESSAGES, EXCEPTION TO.

Rule No. 165. All operators are instructed to immediately advise the Commander or Officer on Watch of any message they may intercept, containing either distress calls or relating to accidents; and a special report thereof should be rendered to the Division Superintendent.

CENSOR, AUTHORITY OF CAPTAIN TO.

Rule No. 166. All radiograms handed in on board ship are subject to the censorship of the Commander of the ship or his duly authorized representative. It shall be duly understood that all messages handed to the operator for transmission which have passed through either the hands of the Commander or his representative have already been censored. All other messages should be passed through the proper channel for censorship.

These regulations apply to all radiograms for transmission whether fully paid or franked; from the public, ships' officers and crew, or from operators themselves.

It is not intended that operators shall perform the duty of censorship, and in the event of an operator being selected as censor by the commander he shall immediately acquaint the Division Superintendent of the fact, giving all particulars.

WESTERN UNION, MESSAGES TO BE SENT VIA.

Rule No. 167. Messages Routed "via Western Union."—Messages sent via American coast stations will be forwarded via "Western Union" (unless instructions to the contrary are received at the time of handing in), *except as instructed in Rule No. 164.*

POSTAL TELEGRAPH, MESSAGES VIA.

Rule No. 168. Messages Routed "via Postal Telegraph."—If the sender of a message wishes it to be forwarded over the

Postal Telegraph Company's lines, the indication "Via Postal" should be inserted in the service instructions, and signaled to the coast station.

WATCH, QUARANTINE.

Rule No. 169. A continuous watch must be maintained on vessels employing two operators while at Quarantine, while anchored for the night, etc., and until vessels reach their docks. The signal "QRU" is not to be used after a ship, which maintains a constant watch, has signaled its presence.

Operators on vessels employing only one operator, and operators on cargo ships, shall inform the coast station the hours they will be on watch, especially when anchored in San Francisco or New York harbors. Doing this will save Hillcrest and Sea Gate from causing unnecessary interference.

WATCH, STANDING.

Rule No. 170. The instruments shall not be left unattended during working hours. At all ship stations provided with two or more operators, a continuous watch is insisted upon. Any breach of this regulation will be regarded seriously. On ships carrying one operator he will arrange to be on duty at such hours as are necessary to establish communication at the earliest possible moment with shore stations, and with ships. It is necessary that the Commander be aware of the periods during which the operator is off duty taking rest. Therefore telegraphists serving on ships employing one operator shall notify the Commander or Officer-on-Watch of their times of going on and off duty.

WATCH, NEW YORK HARBOR.

Rule No. 171. When leaving or entering the Port of New York, the Operator in charge will so arrange the "watch" that the Senior Operator will handle all traffic between the Dock and Barnegat Light, in order to facilitate the work with Sea Gate Station. No excuse will be accepted for non-compliance with these instructions and Senior Operators will be held responsible for indifferent working which may result therefrom.

WATCH, OCEAN WIRELESS NEWS NOT TO INTERFERE WITH.

Rule No. 172. The Senior Operator shall arrange the duties of the Junior Operator and himself in such a way that the work in con-

nection with the printing of the Ocean Wireless News does not interfere with the continuous watch.

TELEPHONE, MESSAGES VIA (COAST).

Rule No. 173. Coast stations should make use of the telephone for delivery of a Local message when better service can be given than by telegraph, provided the addressee or some authorized person will accept it. Request the message repeated back in each case to insure accuracy.

When a telephone delivery has been made, record on the face of the message, the time telephoned, and the name of the person who received it.

COAST STATION, CHARGE FOR NAME OF.

Rule No. 174. Regardless of whether a coast station receives a radiogram over the telephone or land line, the operator will count and charge for in the address, in addition to the name of the addressee and the name of the ship, **the name of the coastal station through which it is to be transmitted.**

Any message received by a ship without the name of the transmitting coastal station in the address, shall be challenged by the receiving operator.

The word "via" may be omitted at the option of the sender, but if sent, it must be counted and charged for.

SPEED, REGULATION OF SENDING.

Rule No. 175. The sending operator shall regulate the speed of transmission of a telegram to suit the ability of the receiving operator.

"LISTENING IN," COAST STATIONS.

Rule No. 176. The international standard wave length is 600 meters, and the operators of all **coast stations** are required, during the hours the station is in operation, to "listen in" at intervals of not less than fifteen minutes and for a period of three minutes, with the receiving apparatus tuned to receive this wave length, for the purpose of determining whether any distress signals or messages are being sent and to ascertain if the transmitting operations of the "listening in" station are causing interference with other radio communication. In order that there may be uniformity in listening-in for distress calls, the listening-in period shall commence at ten, twenty-five, forty and fifty-five minutes after each hour, Local Standard time.

"LISTENING IN" WHEN LEAVING PORT (SHIPS).

Rule No. 177. When leaving port and before calling, operators will "listen in" carefully, then use the "are you busy" signal QRW. Otherwise the ship's operator may cause the loss of a whole message by calling without first "listening in," or by not giving the signal QRW, before starting to send.

"QRM."

Rule No. 178. If an operator sends a message, and receives the signal "'QRM' Tester" from a coast station and a request to repeat all or part of a message, he should "listen in" carefully and ascertain whether the tester has taken any notice of the coast station's "QRM-QRT" signal before starting to repeat.

The operator will very often save himself an extra repetition by so doing.

SIGNALS, FAINT.

Rule No. 179. When the signals become doubtful every possible means shall be resorted to to finish the transmission. To this end the radiogram shall be transmitted three times at most *at the request of the receiving station*. If, in spite of such triple transmission, the signals are still unreadable, the radiogram should be cancelled.

If no acknowledgment of receipt is received the transmitting station shall again call up the receiving station. If no reply is made after three calls, the transmission shall not be followed up any further. In such case the sending station shall have the privilege of obtaining the acknowledgment of receipt through the medium of another radio station.

If, in the opinion of the receiving station, the radiogram, although imperfectly received, is nevertheless capable of transmission, said station shall enter the words "reception doubtful" at the end of the preamble and forward the radiogram.

AUTHORITY, COAST STATION.

Rule No. 180. A coastal station which handles commercial business controls all radio communication of a commercial nature in its vicinity, and it is incumbent upon ships to recognize this control and not interfere with communications of such a station.

IRREGULAR WORKING, SHIP AND COAST STATIONS.

Rule No. 181. Should any ship or coast station work in an irregular manner, operators shall, in addition to recording the facts on the "Radio Log," inform the Division Superintendent of all

such irregularities by special letter, full particulars and special note being made of the time at which the irregularity occurred.

REMARKS, IRREGULAR.

Rule No. 182. Operators should confine their remarks, in service messages, to those absolutely essential to the transaction of business.

PROFANITY, MESSAGES CONTAINING.

Rule No. 183. A message containing profane, obscene or libelous language shall not be accepted for transmission.

REFUNDS.

Rule No. 184. Refunds will only be made through the proper channels, and are not to be made by operators unless the message has not been transmitted. Once the message has been transmitted, all complaints shall be referred to the Division Superintendent.

DELAY, ELIMINATING TRAFFIC.

Rule No. 185. Strict attention must be given to the expediting of traffic. Station Managers and their assistants must see that every minute of delay is properly accounted for during both day and night.

Each minute wasted may be regarded as a financial loss to the Company.

Should, for any cause whatever, a message be delayed, either in transmission or delivery, operators shall give full particulars concerning such delay, on the back of the form.

HOURS OF SERVICE, COAST STATIONS.

Rule No. 186. Coast stations will give a continuous service day and night, as far as possible, without interruption. Certain coast stations may nevertheless give a service of limited duration. Coast stations at which the service is not permanent shall not close until all radiograms have been transmitted to ships which are in range, and before they have received from those ships all radiograms of which notice has been given. This provision is also applicable when vessels notify their presence before the actual cessation of the work.—Refer to the book of "Radio Stations of the United States" when necessary to ascertain hours of service.

SIGNALING, SUPERFLUOUS.

Rule No. 187. Stations open for public correspondence are strictly prohibited from exchanging superfluous signals and words.

On no account is information of any kind to be passed from one station to another except by "Service Message" when relating to the telegraph business or by "MSG" when relating to ships' business.

Great inconvenience has been caused by the indiscriminate use of the "CQ" call, the "QRU" call, and the exchanging of the signal "NIL" between ships, and operators are therefore cautioned against these practices.

Operators are also cautioned against interfering with the proper conduct of the coast station's business by unnecessarily repeating each word sent two or three times and spelling out figures after having sent them.

Chapter III.

Apparatus

APPARATUS, OBSOLETE.

Rule No. 188. Operators shall not dispose of obsolete apparatus, or parts thereof, on any account, without first obtaining permission from the Company.

APPARATUS, ALTERATION AND ARRANGEMENT OF.

Rule No. 189. Operators are forbidden to make any changes in the apparatus as installed, nor shall they change the adjustment and arrangement of the transmitting set, except as required by law for the several wave lengths on which the transmitter is adjusted to operate.

Operators shall not deface, disconnect, or use apparatus for experimental purposes, neither shall they take instruments apart except to locate and repair faults which may develop during voyage.

APPARATUS, TUNING OF.

Rule No. 190. Permanent tuning and arrangement of apparatus will be attended to by the Company's authorized inspectors and constructing engineers. Tuning records are left at each station and these records must be framed and prominently posted in the radio room.

APPARATUS, PRIVATELY OWNED.

Rule No. 191. Operators are positively forbidden to use apparatus, parts of apparatus, or appliances other than those supplied and installed by this Company.

APPARATUS, SPARE PARTS AND SUPPLIES.

Rule No. 192. At all stations supplied with a spare part and tool box, all parts, tools, etc., must be kept in said box and the box kept locked except when in use. Spare telephones, instructions and diagrams are also to be placed therein. Before leaving the station the operator in charge shall see that all spare tools, etc., are in the box and that it is locked. He shall at all times keep the key in his

possession, and if transferred shall deliver the key to his Division Superintendent, or authorized representative. Upon assignment to a new station the operator shall apply to the Division Superintendent for the key to spare box in the station to which he is assigned.

APPARATUS, INVENTORY.

Rule No. 193. Immediately upon assignment to a station the operator in charge shall check the several items listed on the inventory found in the radio room (either in spare box or under tuner), shall note any changes in apparatus or supplies, sign, and forward to Division Superintendent at the earliest possible opportunity. A copy of this inventory is to be held at the station, and must be signed by the operator in charge when leaving the station.

These inventories are checked periodically by the company's inspector and must be kept up-to-date.

If the operator should find no inventory in the radio room he shall so notify the Division Superintendent at the earliest possible moment.

STATION REPORT (FORM NO 47).

Rule No. 194. The "Station Report" shall be made out in duplicate during each trip and submitted to the Inspection Department immediately upon the operator's arrival in port.

Full directions are printed at the head of this form, and must be carefully noted and followed.

AUXILIARY SET.

Rule No. 195. The complete emergency equipment should be tested before each sailing and daily at sea by the operator or an inspector and a note of its performance entered in the "Radio Log."

BUZZERS, USE OF TEST.

Rule No. 196. Operators are instructed not to use the test buzzers on the 106 tuners for other purposes than testing the crystals. When a key is connected in circuit with the buzzer and used for sending practice, it results in buzzers being damaged.

Tuner buzzers are only to be used for testing the crystal and tuner circuits.

TESTING.

Rule No. 197. Operators shall not try out a spark while passing out of a harbor; unless, the aerial is disconnected.

Chapter IV. Clerical Duties

CLERICAL DUTIES, IMPORTANCE OF.

Rule No. 198. The clerical duties connected with the working of radio stations are of the greatest importance, and must receive careful attention in order to avoid unnecessary correspondence and extra labor.

SENIOR OPERATOR—RESPONSIBLE FOR MONEYS.

Rule No. 199. On ships employing two operators, the Senior Operator will be held responsible for the collection of tolls on messages. Any shortages on messages will be charged to the Senior Operator, regardless of whether he handled the message or not.

RECEIPT FOR R. P. VOUCHER.

Rule No. 200. Receipts for Relay Paid vouchers collected from senders of answers to messages shall be given and duplicate receipts shall be attached to the message form.

The regular money receipt form shall be used for this purpose, its wording being changed to meet this use. The words "The sum of" should be crossed out and in their place the words "R. P. voucher No. _____ \$ _____" should be substituted.

RECEIPT, MONEY.

Rule No. 201. A receipt for all moneys collected from senders or addressees of messages shall be given and the duplicate receipt shall be attached to the message form. Should the sender decline to take the receipt, it shall be attached to the message, marked "Refused."

RECEIPT, MONEY, ON COLLECT MESSAGE.

Rule No. 202. In the case of messages on which the whole or part of the transmission charges, as advised in the service instructions, have to be collected from the addressee, the charges so advised

shall be entered on the delivery form on the outside of the delivery envelope, and on the messenger receipt form.

If the addressee refuses to pay the charges due, the radiogram shall not be given up, the message shall be noted on the abstract as "Undelivered; refused by addressee," the envelope endorsed accordingly, and the office of origin advised.

ACCOUNTS, METHODS NOT TO BE CHANGED.

Rule No. 203. Do not change the authorized method of keeping accounts except upon proper approval.

MESSAGES, RECORD OF.

Rule No. 204. Keep a daily record of messages on the forms now in use, as for instance, abstracts, traffic summaries, etc., as the case may be.

FORMS, CORRECT USE OF.

Rule No. 205. All messages received from the public or from other stations shall be written on the proper form. In case a message written on an ordinary slip of paper is handed to the operator this slip shall be attached to the proper form, in such manner as not to cover the space reserved for service instructions and other data.

MESSAGE COPIES, SAVING OF.

Rule No. 206. The originals of radiograms, as well as the documents relating thereto, retained by the Company, shall be kept with all necessary precautions in respect to secrecy for at least fifteen months, counting from the month following that in which the radiograms were handed in.

CANCELLED MESSAGES, NOT TO BE DESTROYED.

Rule No. 207. Under no circumstances shall an undelivered or non-transmitted radiogram be destroyed. All such radiograms shall be forwarded to the Division Superintendent by operators on ships with the traffic report.

DELIVERY FORM, ADDRESSING OF.

Rule No. 208. The address written on the envelope should be an exact copy of the address on the message, without addition, omission, or transposition.

HOTEL MESSAGES, BILLING FOR.

Rule No. 209. Ship operators shall show on abstracts whether Hotel messages sent without prepayment are chargeable to Wireless

Press, Incorporated (hotels appearing on list issued monthly), or to the respective hotels as appearing in Rules Nos. 152 and 153.

REPLY PAID SURPLUS.

Rule No. 210. If the addressee of a message is handed a reply paid voucher for two dollars and in using this voucher sends an answer at a cost of only a dollar and a half, the voucher shall be accepted and its holder informed that the balance will be refunded only through the Head Office. Operators shall abstract the full amount of the voucher against "R. P." account, distribute the actual tolls properly, and credit the balance to "Refund" account in one of the blank columns.

This does not apply to coast stations receiving answers via the Western Union, where no voucher is issued. The difference on a message of that nature will have to be refunded by the land line company.

ACCOUNTS, SETTLING OF.

Rule No. 211. Upon arrival at the Company's office the operators will, after registering, settle up their accounts, turn in all moneys due (no allowance will be made in this respect with regard to salary due), and also turn in the traffic returns, together with other statements and reports as outlined in Rule No. 212.

TRAFFIC RETURNS, TURNING IN.

Rule No. 212. Operators on ships making regular scheduled voyages shall hand in their "returns" at the termination of each voyage unless otherwise instructed.

Operators on yachts or cargo boats not engaged in regular service shall send in their reports monthly, enclosing money order to cover the "Cash Received."

Traffic reports shall include the following:—

Abstracts.

Message copies.

Radio Log.

Inspection Report.

Traffic summaries.

Duplicate message copies supporting charge items.

Requisition forms.

All letters and special reports shall be forwarded under separate cover.

TRAFFIC RETURNS TO OTHER DIVISIONS, TURNING IN.

Rule No. 213. A ship station traffic report must be turned in to the Division Office under whose jurisdiction the ship comes, excepting in cases where after a reasonable length of time has elapsed it is found to be inconvenient. Then, it is permissible to turn it in to any one of this Company's Division Offices (the Division Superintendent shall judge as to whether a reasonable length of time has elapsed).

ABSTRACTS—INK OR TYPEWRITER FOR.

Rule No. 214. Abstracts shall not be made out in lead pencil or duplicating ink. Abstracts made out on typewriters which have duplicating ribbons, will be returned for re-writing.

Only ink and non-copying typewriter ribbons shall be used in the making up of abstracts.

ABSTRACTS, TWO MONTHS BUSINESS ON ONE.

Rule No. 215. Separate abstracts must be used for each calendar month. No two months business shall appear on one abstract. Even if no business is handled for two months, separate abstracts must be turned in for each month.

A separate abstract sheet shall be made for the incomplete month in which a voyage may be begun or ended.

ABSTRACTS, BLANK COLUMNS ON.

Rule No. 216. Where no special column has been provided for an operating company, the full name must be plainly written in one of the **Blank Columns** by the operator, signifying what account is to be charged or credited, or both as the case may be.

ABSTRACTS, BALANCING OF.

Rule No. 217. The sum of the totals of the debit (left of the dividing line) must equal the sum of the totals of the credit (right of the dividing line). The **Msg** and **Pdh** totals shall not be included in the balance.

ABSTRACTS, COMPILATION OF.

Rule No. 218. Special instructions are issued from time to time on the compilation of abstracts.

Coast stations will refer to the Auditor of Receipts for information on points in abstracting that are not understood.

Ship stations will refer to the Traffic Checkers, situated in Divi-

sion Superintendent's offices, or to the Superintendent himself when abstracts are mailed in.

ABSTRACTS, SIGNING.

Rule No. 219. Each and every abstract must be suitably signed by both operators.

ABSTRACTS, NUMBERING.

Rule No. 220. When more than one abstract is required (within the month) for a traffic report, each one shall be numbered.

ABSTRACTING TRAFFIC FILED IN A DIFFERENT MONTH.

Rule No. 221. A message filed with a station one month and forwarded to destination the following month will be abstracted under the date filed for transmission.

ABSTRACTING RELAY MESSAGES.

Rule No. 222. Relay messages shall be entered on the received side of abstracts and not on the accepted side.

ABSTRACTING SHIP'S POSITION REPORTS.

Rule No. 223. Daily position reports addressed to Manager of Marconi Stations will not be entered on the following forms:

Coast station abstracts.

Coast station traffic summaries.

Ship stations traffic summaries.

But will be entered on the ship station abstracts.

ABSTRACTING CANCELLED MESSAGES.

Rule No. 224. Cancelled and non-transmitted messages shall be abstracted in every instance and notation made in the remarks column.

ABSTRACTS—REGISTRATION.

Rule No. 225. The postage charge on Ocean Letters mailed by *ships'* operators shall be credited to "Registration Account."

The postage charge on Post Messages mailed by *ships'* operators shall be credited to "Registration Account."

ABSTRACTS—TELEPHONE ACCOUNT.

Rule No. 226. *Coast* stations will credit "Telephone Account" on the following items:

Postage charges.

Telephone charges.

REPLY PAID, HOW TO ABSTRACT.

Rule No. 227. Ship Transmitting an "R.P." When via this Company's coast stations; enter as a regular paid message, add the "R.P." tolls to the forwarding charge and enter the total in the forwarding charges column, with notation in the remarks "R.P.\$——".

When via other coast stations; enter ship tax in this station's proportion column, also the total of the coast tax, forwarding charge and "R.P." tolls in one of the blank columns, filling in the proper caption, with notation in the remarks "R.P.\$——".

When for this Company's ship stations; enter as a regular paid message, add the "R.P." tolls to the receiving ship's proportion and enter in the receiving ship's proportion column, with notation in the remarks "R.P.\$——".

When for other ship stations; enter ship tax in this station's proportion column, add the "R.P." tolls to the receiving ship's tax and enter in one of the blank columns, filling in the proper caption, with notation in the remarks "R.P.\$——".

Ship Transmitting an Answer to a "R.P."

Enter as a paid message, the charge to appear in the miscellaneous column, with notation in the remarks "Due from 'R.P.a/c', Voucher No.——".

Ship Receiving an "R.P."

Charge this Company's coast and ship stations in their respective columns, or other stations in one of the blank columns, under the proper caption, with the total of the ship tax and "R.P." tolls. Crediting the ship tax to this station's proportion, enter the "R.P." tolls in the miscellaneous column and make notation in the remarks "R.P.\$——".

Ship Receiving an Answer to a "R.P."

Enter as a paid message, leaving the remarks blank.

Coast Station Transmitting an "R.P."

Enter as a regular paid message, add the "R.P." tolls to the ship tax and credit the company operating the ship in a column headed up accordingly, with notation in the remarks "R.P.\$——".

Coast Station Transmitting an Answer to a "R.P."

If accepted from the land line, handle as a regular paid message throughout, leaving the remarks blank. If from the public, enter as a paid message, the charge to appear in the miscellaneous column, with notation in the remarks "Due from 'R.P.a/c', Voucher No.——".

Coast Station Receiving an "R.P."

When delivered to other lines; charge this Company's ship stations

in column headed accordingly, or the operating company under proper caption with the total of the coast tax, forwarding charge and "R.P." tolls. Credit the coast tax to this station's proportion, also the total of the forwarding charge and "R.P." tolls to the land line company, with the notation in the remarks "R.P.\$——."

When delivered to the public: charge this company's ship stations in column headed accordingly, or the operating company under proper caption, with the total of the coast tax and "R.P." tolls. Credit the coast tax to this station's proportion and enter the "R.P." tolls in the miscellaneous column, with notation in the remarks "R.P.\$——".

Coast Station Receiving an Answer to a "R.P."

Enter as a paid message, leaving the remarks blank.

BOOKS REQUIRED, DOCUMENTS AND.

Rule No. 228. Operators appointed for duty on board ships must see that the vessel is provided with the following documents:

- (a) Traffic Rules and Regulations.
- (b) The Company's List of Stations and Call Letters.
- (c) The Official List of Radio Stations of the United States.
- (d) Radio Communication Laws of the United States.
- (e) Commercial Traffic Regulations U. S. Naval Communication Service.

All of these documents are supplemented from time to time and it will be the duty of every operator to see that the information given is carefully inserted therein. It is of the utmost importance that these books be kept up to date. Operators failing to enter the information immediately on receipt of instructions will be held responsible for any loss incurred thereby.

**TRAFFIC RULES AND REGULATIONS, TARIFFS, ETC.,
AMENDMENT OF.**

Rule No. 229. Upon taking over a station the operator in charge shall assure himself that the Traffic Rules and Regulations, Tariffs, Lists of Offices, Stations and Call Letters have been posted up-to-date, and shall inform the Division Superintendent immediately if it be found that strict adherence has not been made to these instructions.

When it can be proved that an operator, while attached to a station, has failed to make the necessary alterations or additions to the above-mentioned books, or to obtain renewal of old editions the operator at fault will be held responsible for any loss which may be incurred by the Company through such neglect.

MEMORANDA, ENTRIES TO DATE OF.

Rule No. 230. All information contained in the Memoranda issued from time to time by the company shall be inserted in the book supplied to each station for the purpose. These documents are numbered consecutively and operators shall check the numbering of the documents when received to insure that none are missing. In the event of any documents failing to reach operators, application shall immediately be made to the Division Superintendent by whom the operator is employed.

Only Memoranda issued by the Company or its Affiliations shall be honored by the Operators. Should, however, Operators receive Memoranda which appears to have been issued without the authority or knowledge of the Company or Affiliated Companies, they shall forward such documents, without delay, together with an explanatory letter to the Division Superintendent.

RADIO LOG.

Rule No. 231. A record shall be kept of all communications with ship and shore stations on the "Radio Log" pads by the operator on watch.

In order to trace back various complaints, and to ascertain how the traffic is moving and results obtained from the various equipments, the following information is necessary and shall be recorded briefly and concisely on the Radio Log:

- (1) On leaving port, the name of the port of departure, and where bound.
- (2) The arrival at different ports.
- (3) Any faults in apparatus. (A full report concerning trouble with apparatus, aerial, etc., must be given, and if temporary or permanent repairs have been made, so state.)
- (4) Any difficulties encountered in communicating with other ships or coastal stations.
- (5) Every communication established, stating time and cause.
- (6) Number of messages handled with each station, both sent and received.
- (7) Position report of steamer at least once each day, stating the number of *miles* from some given point. (Preferably noon position.)
- (8) When static or interference from other stations is bad or interferes with the exchange of signals with other stations.
- (9) When a change in watch is made, the name of the operator on duty shall be given.

- (10) Both operators must sign their names in full stating which is senior and which is junior at the completion of each trip.
- (11) When power to work the set is not available from the ship's dynamo.
- (12) Any information heard regarding ships in distress.
- (13) All stations are required to make an entry on their Radio Log every fifteen minutes during such times as they are on duty and their station is not sending or receiving traffic.

In making the entry, operators are required to state briefly particulars of communications being conducted by other stations.

Distress calls, "freak communications," unusual and special incidents, in addition to their entry on the Radio Log, shall be made the subject of special reports to be compiled by the Operator-in-Charge and must be forwarded to the Division Superintendent from the first port of call. Distances, positions and conditions prevailing in each case must be given.

Radio Logs shall be forwarded, together with the traffic returns.

All information contained on log sheets is confidential.

WESTERN UNION, DAILY CHECK.

Rule No. 232. The Western Union Offices will check with Managers of Coast Stations the amount of **Radio** business handled daily, i. e., the amount due the coast station for the Radio tolls and the amount due the Western Union Telegraph Company covering the forwarding charges, whether land line, cable or Marconi Transoceanic tolls.

The procedure will be for "checks" to be exchanged over the wire between the Western Union office and the coast station, embodying therein the number of messages and the total amounts due each company. This must be done on the following morning for the proceeding day's business.

It must be understood that the above applies only to **Radio** messages and that local or domestic messages will be accounted for separately and must not figure in the "checks."

The Western Union Telegraph Company will prepare and forward to each coast station monthly detailed statements in duplicate showing the days' debits and credits which should agree absolutely with the amounts given in the daily "checks."

After having checked and certified to the correctness of these statements, one copy is to be returned to the Western Union Telegraph Company and the other forwarded to the Head Office.

Copies of the daily "checks" must be retained at the station for verification of the monthly statement.

In the event of a message being received at a coast station from the landline company or a ship station in which the check is incorrectly calculated (i. e., not in accordance with the cable system of counting and charging) a "service" must be promptly forwarded to the originating office and the check corrected.

ACCOUNT CURRENT—COAST STATION.

Rule No. 233. The "Account Current," (Form 15A) for Coast Stations is to be made out as follows:

Debit.

To Balance Due Company per Previous Report.

This balance will represent the total amount of outstanding accounts to be collected locally and cash on hand, being the total of these brought forward from previous "Account Current."

To Cash Received per Abstracts.

This covers cash received from the public direct and is not to be used for receipts of cash in payment of "Charge Accounts" or "Accounts to be collected locally."

To Total "Charge" Messages Collectible Locally per Abstracts.

The Station will charge itself here with all credit granted locally, and the total of same must be represented by copies of all bills rendered. This has no connection with messages received on the instruments from connecting land line telegraph companies, the accounting for which is done directly from the Head Office. It will be seen; therefore, that the amounts are represented on the Abstract Form No. 8, Column 8, with the exception of such amounts of cash as are received at the Station.

To Miscellaneous Receipts.

In this column should be recorded collections which are not provided for in the foregoing headings. Full information is absolutely essential here as to the nature of the collection.

Credit.

By Remittance to Division or Head Office.

If any remittances have been made during the period of the report, same should be entered under this heading (if to Division Office cross out Head Office and *vice versa*), together with the date on which they were made.

By Other Miscellaneous Credits.

The station manager is to credit himself here for Government mes-

sages that are to be billed for by the Head Office. He is also to credit himself hereunder with such amounts as are authorized by the Head Office.

By Balance Due Company.

Cash on Hand.

*Accounts to be Collected Locally.

In this case the extension of the net result can only represent the amount that the Coast Station actually owes the Company, viz.

By Balance Due Company.

Example:

Cash on Hand\$10.00

*Accounts to be Collected Locally..... 7.50 \$17.50

*Full information must be given on the back of the form for the last period of each month, of the total amount of "Charge" messages still outstanding; a charge must not be eliminated without authority from the Head Office.

The balance in favor of the Company, must always be carried forward to the new period. If any errors appear when the traffic returns are checked, the Coast Station will be advised of the corrections made and instructed to charge or credit the station on his next "Account Current."

Reports are to be rendered at the close of business on the tenth, twentieth, and last day of the month.

These instructions must be carefully studied and the accounts must be correct in every respect before they are submitted to the Head Office.

REPORT OF DISBURSEMENTS—COAST STATION.

Rule No. 234. The monthly "Report of Disbursements" (Form 15-B) should show all disbursements made by coast station managers during the month, which disbursements should always be included in the month's report to which they pertain. Each item of disbursement must be supported by the proper vouchers, which must be numbered consecutively, beginning with No. 1, and distributed to the various classified account columns, which are self explanatory. Care should be exercised to see that each voucher bears all the necessary details, having reference thereon to any letters of special authorization for same. In case any of the disbursements by a coast station manager are not properly chargeable to the operations of his particular station, they should be distributed to the Miscellaneous Column of Form 15-B, showing therein the name of the coast or ship station or other account chargeable therewith. These monthly reports are

to be forwarded promptly at the close of each month to the Division Superintendent, who will reimburse the coast station manager by check for the amount of such disbursements.

FORMS AND THEIR USES.

Rule No. 235. The following is an explanation of the forms at present in use at this Company's ship and shore stations.

No. 1. MESSAGE FORM.—Only radiograms accepted from public or land line companies for transmission must be written on this form.

No. 2. MESSAGE FORM.—Only radiograms received for relaying or re-transmission must be written on this form.

No. 3. MESSAGE FORM.—For Coast Stations only. Radiograms received from ships for delivery must be written on this form.

No. 4. MESSAGE FORM.—For use of ship stations only. For radiograms received on board for delivery.

No. 5. MESSAGE FORM.—Ship's Position Report, Filed by Masters of vessels, giving positions of vessels.

No. 6. RADIO LOG.—For recording incidents of communications daily (see Rule No. 231).

No. 7. ABSTRACT.—For use of ship stations only. All radiograms accepted and received must be entered on this form. (Relays included—received side).

No. 8. ABSTRACT.—For use of coast stations only. All radiograms accepted and received, except "Manager" messages, must be entered on this form. (Relays included—Received side.)

Note: This says "RADIOGRAMS," not domestic messages.

No. 10. CASH RECEIPT.—The original (white) shall be given to senders of paid radiograms. The duplicate (pink) shall be pasted on the back of messages.

No. 11A. REPLY PAID VOUCHER.—To be issued only to the addressees of radiograms on which the replies have been prepaid. (See special instructions on inside of the front cover of voucher book.)

No. 15. TRAFFIC SUMMARY.—A summary of words and messages handled (except "Manager" messages), including "PDH" and "MSG" messages to be made up from the abstracts of corresponding dates.

No. 15A. ACCOUNT CURRENT.—For coast stations only (see Rule No. 233).

No. 15B. REPORT OF DISBURSEMENTS.—For coast stations only (see Rule No. 234).

No. 19. REQUISITIONS.—All requests for stationery and supplies must be made on this form.

No. 22. SMALL LETTER HEADS.—For correspondence.

No. 25. STATION LETTER HEADS.—For correspondence.

No. 26. ENVELOPE.—For enclosing radiograms delivered on ship board.

No. 29. ENVELOPE (Large).—To be used by ship stations for traffic returns.

No. 47. STATION REPORT.—To report condition of apparatus (see Rule No. 194).

No. 106. SERVICE FORM.—For service messages exchanged between stations. Should these services refer to a message sent or received, the service form must be attached to the back of the message.

No. 141. MESSENGER RECEIPT.—To be attached to the back of Form No. 4 after being properly filled out and signed by the addressee.

RATES, SHIP-TO-SHIP TRAFFIC.

Rule No. 236. In calculating the charges on ship-to-ship traffic, care must be taken to collect the correct ship tax due to the office of acceptance and office of destination.

The examples given below will illustrate the manner in which the ship tax is applied.

- (1) 8 words, S. S. "Bermudian" to S. S. "Tennyson," charge to be collected \$1.28 (8 words at 16c per word), the ship tax due to each vessel being (8c per word without minimum).
- (2) 8 words, S. S. "Bermudian" to S. S. "Amerika," charge to be collected \$1.44; the ship tax due to the S. S. "Bermudian" being 64c (8c per word without minimum), and the ship tax due to the S. S. "Amerika" 80c (8c per word with a minimum charge for ten words).
- (3) 8 words, S. S. "St. Louis" to S. S. "Havana," charges to be collected \$1.20, ship tax due to the S. S. "St. Louis" 80c (8c per word with a ten word minimum), and the ship tax due to the S. S. "Havana" 40c (4c per word with a ten word minimum).
- (4) 8 words, S. S. "Vestris" to S. S. "Mexico," charges to be collected \$1.04, the ship tax due to the S. S. "Vestris" 64c (8c per word with no minimum), and the ship tax due to the S. S. "Mexico" 40c (4c per word with a ten word minimum).
- (5) 8 words, S. S. "Havana" to S. S. "Massachusetts," charges to be collected 80c; the ship tax due to the "Havana" being 40c (4c per word with a ten word minimum) and the ship tax due to the S. S. "Massachusetts" 40c (4c per word with a ten word minimum).
- (6) 8 words, S. S. "Mexico" to U.S.S. "South Carolina," charges to be collected 80c; the ship tax due to the S. S. "Mexico" being

40c (4c per word with a ten word minimum), and the ship tax due to the U. S. S. "South Carolina" 40c (4c per word with a ten word minimum).

RATES, SHIP-TO-SHIP VIA FOREIGN COAST STATIONS.

Rule No. 237. Ship-to-Ship Traffic, if forwarded to a coast station for re-transmission to another ship, is subject to a charge equal to the amount of the coast tax, plus the usual ship charge applied by each vessel.

Thus, a message from the S. S. "St. Paul" to the S. S. "Mauretania" for wireless re-transmission via Crookhaven would be calculated as follows:

8c per word, with a ten word minimum, due to the forwarding ship (S. S. "St. Paul").

12c per word, without a minimum, due to Crookhaven for re-transmitting the messages.

8c per word, with no minimum, due to the S. S. "Mauretania" for receiving the message.

The tax on radiograms originating on board ships, and destined for another ship, and sent forward via two coast stations, shall comprise:

The ship taxes of the two vessels, the taxes of the two coast stations, and the land line charge applicable between the two stations.

Thus: a message from the S. S. "St. Paul" destined for the S. S. "Mauretania" for transmission via Crookhaven and Rosslare would be calculated as follows:

8c per word, with a ten word minimum, due to the forwarding ship ("St. Paul").

12c per word, with no minimum, due to the receiving coast station (Crookhaven).

1c per word, with no minimum, for land line telegraph transmission from Crookhaven to Rosslare.

12c per word, with no minimum, due to the coast station (Rosslare) for transmission to the ship of destination ("Mauretania").

8c per word, with no minimum, due to the ship of destination ("Mauretania").

The above coast station and land line rates are also applicable to Masters' Ship Service Messages from ship-to-ship transmitted via one or more coast stations.

RATES, SHIP-TO-SHIP VIA AMERICAN MARCONI COAST STATIONS.

Rule No. 238. Ship-to-Ship traffic, if forwarded to a Marconi coast station by vessels fitted with the Marconi System for re-transmission to another ship by that coast station, will not be subject to the coast tax for relaying.

The tolls on a message originating on the S. S. "Mexico" transmitted via Virginia Beach, Virginia, destined for the S. S. "Vestris" via Sea Gate, N. Y., would be calculated as follows:

4c per word, with a ten word minimum, due to the office of origin (S. S. "Mexico").

6c per word, with a ten word minimum, due to the receiving coast station (Virginia Beach).

5c per word, with a ten word minimum, land line telegraph transmission from Virginia Beach to Sea Gate.

6c per word, with a ten word minimum, due to coast station (Sea Gate) for transmission to the office of destination (S. S. "Vestris").

8c per word, without a minimum, due to the office of destination (S. S. "Vestris").

RATES, TRAFFIC THROUGH COAST STATIONS.

Rule No. 239. The charge for radiograms for transmission through a coast station consists of:

- (1) The coast station charge.
- (2) The ship station charge.
- (3) The charge for ordinary telegraph transmission including delivery charges where necessary.
- (4) The charge for re-transmission, if any, one ship station charge for each re-transmitting ship.

In cases where the ship operator has not the means of calculating the Coast Station tax or forwarding charge, he shall apply, by means of a service message, to the coast station for the necessary information.

RATES—COAST STATION, SHIP ACTING AS.

Rule No. 240. The established ship tax applied to any one vessel shall not change when said ship acts in the capacity of coast station by delivering ashore messages sent through said ship.

Similarly, traffic originating on shore and filed on board one of this Company's vessels acting in the capacity of shore station should be charged for the same as under ordinary conditions at sea. (This does not apply to traffic destined for another point on shore.)

SHIP TAX, AMERICAN MARCONI.

Rule No. 241. The ship tax of American vessels operated by this Company is four cents per word for ships in the coastwise trade and eight cents a word for ships in the transoceanic trade (forty and eighty cent minimum), with the following exceptions:

Great Lakes' ships have a ship tax of 2 cents a word, with a minimum of 20 cents. Ships of the Wilmington Transportation Company have a ship tax of 1 cent a word, with a minimum of 10 cents.

RATES, TRANSOCEANIC.

Rule No. 242. Transoceanic rates apply when the vessel has left the last port of call in the Americas, or up to its first port of call in the Americas.

RATES, COASTWISE.

Rule No. 243. Coastwise rates apply, only when the vessel is bound from one port in the Americas to another.

SHIP TAX, THIS COMPANY ON BEHALF OF AFFILIATED COMPANIES.

Rule No. 244. All vessels operated by this Company on behalf of affiliated companies apply a ship tax of eight cents (some have a minimum, others not) regardless of the trade plied in. There is one exception to the foregoing, Bowring and Company's vessels which apply a ship tax of four cents.

WEATHER BUREAU LINE, EXTRA CHARGE VIA.

Rule No. 245. There is an extra cent a word, 10-cent minimum, chargeable on cables and land line deadhead messages transmitted via the Cape Hatteras station, to cover the Weather Bureau line toll.

This does not apply to Government messages of the U. S. Government, there being no charge for Government traffic over any government circuit.

CABLES VIA SIASCONSET.

Rule No. 246. There is an extra five cents a word chargeable on cables and land line deadhead messages transmitted via the Siasconset station, to cover "Other Line" independent land line charges.

GOVERNMENT RATE VIA SIASCONSET.

Rule No. 247. The Government rate from Siasconset to Washington is computed as follows:

From Siasconset to Nantucket.....20-2, 10 word minimum
 From Nantucket to Woods Hole.....20-1, 20 word minimum
 From Woods Hole to Washington.....20-1, 20 word minimum

DEFERRED CABLE RATES, NOT APPLICABLE.

Rule No. 248. The half rates for deferred cable messages and reduced rates for week-end or night letters are not applicable to radiograms to and from ships at sea. Full ordinary cable rates are to be collected on all radiograms passing over cable lines.

WESTERN UNION—MESSAGES TELEPHONED, ETC.

Rule No. 249. In computing other line forwarding charges in the United States it must be remembered that this Company has an arrangement with the Western Union Telegraph Company whereby we are charged a flat state rate, and entries in the Western Union Tariff Book, such as follow, should be disregarded:

*** Watoga. 15-0 Marlinton.

WESTERN UNION—LOCAL DELIVERY.

Rule No. 250. On messages via this Company's coast stations for delivery in the same town as the coast station where the state rate is in excess of two cents, two cents will be charged instead of the state rate.

MARCONI TELEGRAPH RATES TO ALASKA.

Rule No. 251. This Company will accept traffic to the following points at the rates shown beyond Astoria or Seattle:

OFFICE.	DAY MESSAGES.	NIGHT MESSAGES
Ketchikan	\$1.00—.10	\$0.80—.08
Juneau	1.00—.10	.80—.08
Thane	1.00—.10	.80—.08
Douglas	1.00—.10	.80—.08
Treadwell	1.00—.10	.80—.08
Jualin	1.60—.16	1.30—.13
Kensington	1.60—.16	1.30—.13

The rate for night letters of fifty words or less will be the same as for a ten word day message, the charge for each additional ten words or fraction thereof being one-fifth of the initial charge for a ten word day message.

During interruptions to the cable system, all messages transferred to our system will be subject to the charges as above set forth plus whatever other line charges we shall have to pay out for further transmission.

Rule No. 252.
MARCONI WIRELESS TELEGRAPH CO. OF AMERICA
 ATLANTIC AND GULF

WORD RATES FOR RADIOGRAMS TO AND FROM STEAMERS

COAST TAX		VIA																	
		New York City, N. Y.	Sea Gate, N. Y.	Saraponaack, N. Y.	Boston, Mass.	*South Wellfleet, Mass.	Siasconset, Mass.	Cape May, N. J.	Philadelphia, Pa.	Baltimore, Md.	Virginia Beach, Va.	Hatteras, N. C.	Savannah, Ga.	Miami, Fla.	Jacksonville, Fla.	Tampa, Fla.	Mobile, Ala.	New Orleans, La.	Galveston, Tex.
For vessels in Trans-Atlantic service	\$0.12	\$0.12	\$0.12	\$0.15	\$0.12	\$0.15	\$0.12	\$0.12	\$0.12	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06
For vessels in North or South American service	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06

To the above coastal rates must be added the ship tax, and the land line rates shown below:

Alabama	\$0.06	\$0.06	\$0.11	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.06	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
Alabama—Mobile	.06	.06	.11	.06	.06	.06	.06	.06	.06	.06	.05	.05	.05	.05	.05	.05	.05	.05	.05
Alberta	.10	.10	.15	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
Arizona	.10	.10	.15	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
Arkansas	.06	.06	.11	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06
British Columbia	.10	.10	.15	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
California	.10	.10	.15	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
Colorado	.08	.08	.13	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08
Connecticut	.02	.02	.07	.04	.04	.04	.04	.04	.04	.04	.04	.04	.04	.04	.04	.04	.04	.04	.04
Delaware	.03	.04	.09	.04	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02
District of Columbia	.03	.04	.09	.04	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02	.02
Florida	.06	.06	.11	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06
Florida—Key West	.10	.10	.15	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
Georgia	.06	.06	.11	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06
Idaho	.10	.10	.15	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
Illinois	.05	.05	.10	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05
Indiana	.05	.05	.10	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05
Iowa	.06	.06	.11	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06
Kansas	.06	.06	.11	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06
Kentucky	.05	.05	.10	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05	.05

LAND LINE WORD RATES TO AND FROM COAST STATIONS IN THE GREAT LAKES DIVISION

(CABLE COUNT MUST BE USED, WITH A MINIMUM CHARGE FOR TEN WORDS)
These Rates Include all Delivery Charges

Note.—When messages are filed on shipboard with instructions to deliver by telephone, there is no charge made for local telephone service. The Company, however, does not assume any responsibility for the correctness of messages delivered by telephone.

Alabama.....	\$0.06	Buffalo, N. Y.	\$0.06	*Ashtabula, or Cleveland, Ohio	\$0.06	Detroit, Mich.	\$0.06	*Benton Harbor, Ludington, Grand Haven or Frankfort, Mich.	\$0.06	Chicago, Ill.	\$0.06	*Milwaukee or Manitowoc, Wis.	\$0.06	*Calumet or Mackinac Island, Mich.	\$0.08	Manistiquic, Mich.	\$0.10	Duluth, Minn.	\$0.06
Alberta.....	.11		.11		.11		.11		.11		.11		.11		.11		.10		.10
Arizona.....	.10		.10		.10		.10		.10		.08		.08		.10		.10		.10
Arkansas.....	.06		.06		.06		.06		.06		.05		.05		.06		.06		.06
British Columbia.....	.10		.10		.10		.10		.10		.08		.08		.10		.08		.08
California.....	.10		.10		.10		.10		.10		.08		.08		.10		.08		.08
Colorado.....	.08		.08		.08		.08		.08		.06		.06		.08		.06		.06
Connecticut.....	.04		.04		.04		.04		.04		.05		.05		.06		.06		.06
Delaware.....	.04		.04		.04		.04		.04		.05		.05		.06		.06		.06
District of Columbia.....	.04		.04		.04		.04		.04		.05		.05		.06		.06		.06
Florida (except Key West).....	.06		.06		.06		.06		.06		.06		.06		.08		.10		.06
Georgia.....	.06		.06		.06		.06		.06		.06		.06		.08		.10		.06
Idaho.....	.10		.10		.10		.10		.10		.08		.08		.08		.10		.08
Illinois.....	.05		.05		.05		.05		.05		.04		.04		.05		.05		.05
Indiana.....	.04		.04		.04		.04		.04		.05		.05		.05		.05		.05
Iowa.....	.05		.05		.05		.05		.05		.05		.05		.05		.05		.05
Kansas.....	.06		.06		.06		.06		.06		.05		.05		.06		.06		.06
Kentucky.....	.05		.05		.05		.05		.05		.05		.05		.05		.05		.05
Louisiana.....	.06		.06		.06		.06		.06		.06		.06		.08		.08		.08
Maine.....	.05		.05		.05		.05		.05		.06		.06		.08		.08		.08
Manitoba.....	.08		.08		.08		.06		.06		.05		.05		.06		.06		.06
Maryland.....	.04		.04		.04		.04		.04		.05		.05		.06		.06		.06
Massachusetts.....	.04		.04		.04		.04		.04		.05		.05		.06		.06		.06
Mexico, Class "A" and "C".....	.18		.18		.18		.18		.18		.18		.18		.18		.18		.18
Mexico, Class "B".....	.07		.07		.07		.07		.07		.07		.07		.07		.07		.07
Michigan.....	.04		.04		.04		.02		.04		.04		.04		.04		.04		.05
Detroit.....	.04		.04		.05		.02		.04		.04		.05		.04		.06		.05

Benton Harbor, Frankfort, Grand Haven Ludington	.04	.05	.02	.04	.05	.04	.06	.05
Calumet, Mackinac Island	.04	.05	.04	.04	.05	.04	.06	.05
Manistiquie	.06	.07	.06	.06	.07	.06	.07	.06
Minnesota	.06	.06	.05	.05	.05	.05	.07	.04
Duluth	.06	.06	.05	.05	.05	.05	.07	.02
Grand Marais	.11	.10	.10	.10	.10	.10	.12	.05
Mississippi	.06	.06	.06	.06	.06	.08	.10	.06
Missouri	.05	.05	.05	.05	.05	.05	.07	.05
Montana	.08	.08	.08	.08	.08	.08	.10	.06
Nebraska	.06	.06	.06	.05	.05	.06	.08	.05
Nevada	.10	.10	.10	.10	.10	.10	.12	.08
New Brunswick	.05	.06	.06	.06	.06	.06	.08	.08
Newfoundland	.11	.12	.12	.14	.14	.12	.14	.14
New Hampshire	.04	.05	.05	.06	.06	.06	.08	.06
New Jersey	.04	.04	.05	.05	.05	.06	.08	.06
New Mexico	.08	.08	.08	.08	.08	.08	.10	.08
New York	.04	.04	.04	.05	.05	.06	.08	.06
Buffalo	.02	.04	.03	.05	.05	.06	.08	.06
North Carolina	.05	.05	.06	.06	.06	.06	.08	.06
North Dakota	.08	.06	.06	.06	.06	.06	.08	.05
Nova Scotia	.05	.06	.06	.06	.06	.06	.08	.08
Ohio	.04	.03	.04	.05	.04	.05	.07	.05
Ashtabula, Cleveland	.04	.04	.05	.04	.05	.04	.05	.07
Oklahoma	.08	.06	.06	.06	.06	.06	.08	.06
Ontario	.04	.05	.04	.05	.05	.05	.07	.06
Sault Ste. Marie	.04	.05	.04	.05	.05	.05	.07	.06
Oregon	.10	.10	.10	.10	.10	.10	.12	.08
Pennsylvania	.04	.04	.05	.05	.05	.06	.08	.06
Prince Edward Island	.07	.08	.08	.08	.10	.08	.10	.10
Quebec	.05	.05	.05	.05	.05	.06	.08	.06
Rhode Island	.04	.05	.05	.05	.05	.06	.08	.06
Saskatchewan	.10	.10	.10	.10	.10	.10	.12	.09
South Carolina	.06	.06	.06	.06	.06	.06	.08	.06
South Dakota	.08	.06	.06	.06	.06	.06	.08	.05
Tennessee	.05	.05	.05	.05	.05	.06	.08	.06
Texas	.08	.06	.08	.08	.08	.08	.10	.08
Utah	.08	.08	.08	.08	.08	.08	.10	.08
Vermont	.04	.05	.05	.06	.06	.06	.08	.06
Virginia	.05	.05	.05	.05	.05	.06	.08	.06
Washington	.10	.10	.10	.10	.10	.10	.12	.08
West Virginia	.04	.04	.04	.05	.06	.06	.08	.06
Wisconsin	.05	.05	.05	.05	.05	.05	.07	.06
Mainitowoc, Milwaukee	.05	.05	.05	.04	.04	.05	.07	.04
Wyoming	.08	.08	.08	.05	.05	.05	.07	.04
				.05	.05	.08	.10	.06

*The coast stations grouped at the top of the column apply the two cent word rate when radiotelegrams received at them are destined for places within the town or city limits in which the station is located, eg. on a message destined to Benton Harbor, Mich., and forwarded via the Benton Harbor Station, the landing forwarding charges would be two cents a word. If the message is destined to a place outside the town or city limits in which the coast station is situated, the state rate must be used, as an example:—on a message destined for Benton Harbor, Mich., and forwarded via the Frankfort station the landing forwarding charges would be four cents per word.

MARCONI WIRELESS TELEGRAPH COMPANY OF AMERICA, 233 Broadway, New York

Rule No. 254.

MARCONI WIRELESS TELEGRAPH CO. OF AMERICA

Pacific Coast Division

Wireless Word Rate

All Vessels in Trans-Pacific Trade..... Coast Tax, 12c. Ship Tax, 8c.
 American Vessels in Coastwise Trade..... Coast Tax, 6c. Ship Tax, 4c.
 Foreign Vessels in Coastwise Trade..... Coast Tax, 6c. Ship Tax, 8c.
CABLE COUNT IS USED THROUGHOUT, WITH A MINIMUM CHARGE FOR TEN WORDS

TO THE ABOVE WIRELESS CHARGE MUST BE ADDED THE LAND LINE FORWARDING CHARGE GIVEN BELOW

LAND LINE WORD RATE TO AND FROM COASTAL STATIONS	VIA									
	Seattle, Wash.	Astoria, Ore.	Marshfield, Ore.	Eureka, Cal.	San Francisco, Cal.	San Pedro, Cal.	Victoria, B. C.	*Victoria, B. C.	*Vancouver, B. C.	*Vancouver, B. C.
Alabama.....	\$.10	\$.10	\$.10	\$.10	\$.10	\$.10	\$.10	\$.10	\$.10	\$.10
Alberta.....	.06	.06	.06	.06	.06	.06	.06	.06	.06	.06
Arizona.....	.08	.08	.08	.06	.06	.06	.06	.06	.06	.06
Arkansas.....	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
British Columbia, Victoria.....	.03	.05	.05	.06	.06	.06	.02	.02	.02	.02
British Columbia, Vancouver.....	.03	.05	.05	.06	.06	.06	.02	.02	.02	.02
British Columbia, other offices.....	.05	.05	.05	.06	.06	.06	.05	.05	.05	.05
California, Eureka.....	.06	.05	.05	.02	.03	.03	.06	.06	.06	.06
California, San Francisco.....	.06	.05	.05	.03	.02	.03	.06	.06	.06	.06
California, Alameda.....	.06	.05	.05	.03	.02	.03	.06	.06	.06	.06
California, Berkeley.....	.06	.05	.05	.03	.02	.03	.06	.06	.06	.06
California, Oakland.....	.06	.05	.05	.03	.02	.03	.06	.06	.06	.06
California, San Pedro.....	.06	.05	.05	.03	.03	.02	.06	.06	.06	.06
California, Los Angeles.....	.06	.05	.05	.03	.03	.02	.06	.06	.06	.06
California, other offices.....	.06	.05	.05	.03	.03	.03	.06	.06	.06	.06
Colorado.....	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08
Connecticut.....	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
Delaware.....	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
District of Columbia.....	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
Florida (Ex. Key West).....	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
Georgia.....	.05	.05	.05	.06	.06	.06	.05	.05	.05	.05
Idaho.....	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
Illinois.....	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08
Indiana.....	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
Iowa.....	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08

**THE MARCONI WIRELESS TELEGRAPH COMPANY
of Canada, Limited.**

MONTREAL.

Rule No. 255. The rates published herewith cancel all previous tariffs of rates on radiograms through Canadian and Newfoundland Coast Stations.

Counting and Charging.

The Cable Systems of counting and charging must be used throughout, the address and signature being counted and charged for, but every message which contains less than ten words must be charged for in the same manner as if it contained ten words.

Rates Via Coastal Stations.

The wireless rates via Canadian and Newfoundland Coast Stations vary from five cents (5c) to twenty-five cents (25c) per word.

To these rates must be added the Landline Word Rates to and from points in the Dominion of Canada, Newfoundland, United States of America and Mexico.

Messages to Foreign Countries.

On messages originating in or destined to foreign countries the regular cable charges to or from the Coastal Stations must be collected in addition to the radio charges.

Foreign Messages Via Sable Island and Cape Sable.

On messages originating in or destined to foreign countries and transmitted via Sable Island or Cape Sable there is in addition to the cable charges to or from Halifax, N. S., an Other-Line Forwarding radio charge of six cents (6c.) per word, with a minimum charge for ten words between Sable Island or Cape Sable and Halifax, N. S.

Code Addresses.

Code addresses registered with telegraph or cable companies may be used by the senders of messages sent from ships for delivery on land.

Ship to Ship.

The rate between two Canadian ships in the Coastwise service is 8 cents per word. Between Canadian Coastwise ships and foreign ships, the charge is 12 cents per word. Between transoceanic Canadian ships, 16 cents per word. Between all ships on the Great Lakes, 4 cents per word, the minimum charge being for 10 words.

As a general rule there is a minimum charge for 10 words on all ship to ship messages.

Canadian Steamers.

The Belle Isle Station reaches Steamers when about 1,200 miles from Montreal.

The Fame Point Station reaches Steamers when about 700 miles from Montreal.

In the Winter Service to and from St. John, N. B., or Halifax, N. S., Steamers can be reached through Cape Race, Cape Sable, Sable Island, Camperdown and St. John, N. B.

New York, Boston, Philadelphia, etc., Steamers.

The Cape Race Station reaches steamers when about 1,200 miles or even a greater distance from New York.

The Sable Island Station reaches steamers when about 800 miles from New York.

The Cape Sable Station reaches Steamers when about 500 miles from New York.

See pages 112 and 113 for rates via Coast Stations.

CABLE COUNT WITH A MINIMUM CHARGE FOR TEN WORDS

NOTE — IMPORT- ANT.—A landing charge of 2 cents per word with a ten word minimum will apply to points within the im- mediate vicinity of the coast station via which message is transmitted. For example, the thru charge on a message via Quebec Station, des- tined to the City of Quebec is 7 cents per word, i.e., 5 cents wire- less and 2 cents land- line. Messages to Mon- treal and St. John on ship's business only, when transmitted thru the Montreal and St. John Stations respec- tively, have a special Other Line charge of 10 cents PER MESSAGE	ALL TRANSATLANTIC STEAMERS			STEAMERS BOUND TO OR FROM CANADIAN PORTS ONLY						NEWFOUNDLAND AND LABRADOR STEAMERS			GREAT LAKES STEAMERS					
	SABLE ISLAND and CAPE SABLE Via CAMPER- DOWN, N. S.	Mont- real, Three Rivers, Quebec, Grosse Isle, Father Point, P. Q.	Clark City, Harrington, Heath Point, Magdalen Is., Fame Point, All via P. Q.	Point Rich, N. F., Point Amour, Lab., Belle Isle, Cape Ray, All via CAPE RAY, N. F.	Pictou, N. S., Cape Bear, P.E.I.	North Sydney, Camp- erdown, N. S., St. John, N. B.	Makkovik, Holton, C. Harrison, Smoko Tickle, Grady, Domino, American Tickle, Venison Island, Battle Harbor, Lab.	FOGO, N. F.	Toronto, Kings- ton, Port Burwell, Midland, Marie, Port Arthur, Ont.	COAST TAX	SHIP TAX	SHIP TAX	COAST TAX	SHIP TAX	COAST TAX	SHIP TAX		
																	COAST TAX	SHIP TAX
Trans-Atlantic Steamers.....	.17	.08	.17	.08	.03	.02	.06	.04	.06	.04	.03	.02	.03	.02	.03	.02	.03	.02
Coastwise Steamers.....	.06	.04	.06	.04	.03	.02	.03	.02	.03	.02	.03	.02	.03	.02	.03	.02	.03	.02
Trans-Atlantic Steamers.....	.10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Coastwise Steamers.....	.25	25	.25	25	.05	05	.05	05	.05	05	.05	05	.05	05	.05	05	.05	05

To the above Wireless Rates must be added the land line rates shown below

Alberta.....	15	15	09	11	09	15	15	09	09
Alabama.....	14	14	08	10	08	14	14	08	08
Arizona.....	16	16	10	12	10	16	16	10	10
Arkansas.....	14	14	08	10	08	14	14	08	08
British Columbia.....	16	16	10	12	10	16	16	10	10
California.....	16	16	10	12	10	16	16	10	10
Colorado.....	14	14	08	10	08	14	14	08	08
Connecticut.....	11	11	05	07	05	11	11	05	05
Delaware.....	11	11	05	07	05	11	11	05	05
District of Columbia.....	11	11	05	07	05	11	11	05	05
Florida (ex. Key West)	14	14	08	10	08	14	14	08	08
Georgia.....	14	14	08	10	08	14	14	08	08
Idaho.....	16	16	10	12	10	16	16	10	10
Illinois.....	14	14	08	10	08	14	14	08	08

Indiana.....	12	05	12	05	06	12	12	05	05	10
Iowa.....	14	08	14	08	10	08	14	06	05	10
Kansas.....	14	08	14	08	10	08	14	08	05	10
Kentucky.....	12	06	12	06	08	12	12	06	05	10
Louisiana.....	14	08	14	08	10	08	14	08	08	10
Maine.....	10	04	10	04	05	10	10	05	06	10
Mainitoba.....	14	08	14	08	10	08	14	08	06	10
Maryland.....	11	05	11	05	07	05	11	05	06	10
Massachusetts.....	11	05	11	05	07	05	11	05	06	10
Mexico, Class A and C.....	24	18	24	18	20	18	24	18	18	18
Mexico, Class B.....	13	07	13	07	09	07	13	07	07	07
Michigan.....	12	05	12	05	06	12	12	05	04	09
Minnesota.....	14	08	14	08	10	08	14	08	05	08
Mississippi.....	14	08	14	08	10	08	14	08	08	10
Missouri.....	14	08	14	08	10	08	14	06	05	10
Montana.....	14	08	14	08	10	08	14	08	08	10
Montana.....	14	08	14	08	10	08	14	08	08	10
Nebraska.....	14	08	14	08	10	08	14	08	06	10
Nevada.....	16	10	16	10	12	10	16	10	10	10
New Brunswick.....	08	03	08	02	02	08	08	03	06	06
Newfoundland.....	02	14	09	02	08	10	08	02	09	12
New Hampshire.....	11	04	11	05	07	05	11	05	06	10
New Jersey.....	11	05	11	05	07	05	11	05	06	10
New Mexico.....	14	08	14	08	10	08	14	08	08	10
New York.....	11	05	11	05	07	05	11	05	06	10
North Carolina.....	12	06	12	06	08	06	12	06	06	10
North Dakota.....	14	08	14	08	10	08	14	08	08	10
Nova Scotia.....	08	03	08	02	03	02	08	03	06	09
Ohio.....	12	05	12	05	06	12	12	05	05	10
Oklahoma.....	14	08	14	08	10	08	14	08	08	10
Ontario, Section 1.....	09	03	09	03	05	03	09	03	05	06
Ontario, Sections 2, 3.....	12	06	12	06	08	06	12	06	03	05
Ontario, Section 4.....	12	06	12	06	08	06	12	06	05	03
Oregon.....	16	10	16	10	12	10	16	10	10	10
Pennsylvania.....	11	05	11	05	07	05	11	05	06	10
Prince Edward Island.....	09	03	09	03	03	03	09	03	08	08
Quebec.....	09	03	09	03	05	07	05	11	05	06
Rhode Island.....	11	05	11	05	09	05	11	05	06	10
Saskatchewan.....	15	09	15	09	10	09	15	09	09	08
South Carolina.....	12	08	12	08	06	08	12	08	08	10
South Carolina.....	14	08	14	08	10	08	14	08	06	09
South Dakota.....	14	08	14	08	10	08	14	08	06	10
Tennessee.....	14	08	14	08	10	08	14	08	06	09
Texas.....	14	08	14	08	10	08	14	08	06	10
Utah.....	14	08	14	08	10	08	14	08	06	10
Vermont.....	16	10	16	10	12	10	16	10	08	10
Virginia.....	11	04	11	05	07	05	11	05	06	10
Washington.....	12	06	12	06	08	06	12	06	06	10
Washington.....	16	10	16	10	12	10	16	10	10	10
West Virginia.....	12	05	12	05	06	12	12	05	05	10
Wisconsin.....	14	06	14	06	08	06	14	06	05	09
Wyoming.....	14	08	14	08	10	08	14	08	03	08

THE MARCONI WIRELESS TELEGRAPH COMPANY OF CANADA, LIMITED.
Shaughnessy Building, 137 McGill Street, Montreal, Canada.

PRESS MESSAGE RATES, VIA W. U.

Rule No. 256.

- (a) The following rates apply to special dispatches for publication, at point addressed, in one newspaper only. This restriction, however, does not debar newspapers from giving their special dispatches to correspondents to forward to papers in other cities.
- (b) Between any two W. U. offices east of and including Cheyenne, Wyo., Denver, Col., and El Paso, Tex., and between any two offices west of and including the same cities: Between 6 A. M. and 6 P. M. one-third, and between 6 P. M. and 6 A. M. one-sixth, of the additional word rate on day commercial messages between the points of origin and destination; minimum day rate one-half cent, minimum night rate one-quarter cent. For example:

If the regular commercial DAY rate is	The special press rate per word will be	
	From 6 A. M. to 6 P. M.	From 6 P. M. to 6 A. M.
	CENTS.	CENTS.
20 & 1	One-half.	One-quarter.
25 & 2 }	Two-thirds.	One-third.
30 & 2 }		
35 & 2 }		
40 & 3 }	One.	One-half.
50 & 3 }		
60 & 4	One and one-third.	Two-thirds.
75 & 5	One and two-thirds.	Five-sixths.
1.00 & 7	Two and one-third.	One and one-sixth.

- (c) From W. U. offices east of Cheyenne, Denver and El Paso to W. U. offices west of those cities, and from W. U. offices west of Cheyenne, Denver and El Paso to W. U. offices east of those cities: Between 6 A. M. and 6 P. M. one-half, and between 6 P. M. and 6 A. M. one-quarter, of the additional word rate on day commercial messages between the points of origin and destination. For example:

If the regular commercial DAY rate is	The special press rate per word will be	
	From 6 A. M. to 6 P. M.	From 6 P. M. to 6 A. M.
	CENTS.	CENTS.
20 & 1	One-half.	One-quarter.
25 & 2 }	One.	One-half.
30 & 2 }		
35 & 2 }		
40 & 3 }	One and one-half.	Three-quarters.
50 & 3 }		
60 & 4	Two.	One.
75 & 5	Two and one-half.	One and one-quarter.
1.00 & 7	Three and one-half.	One & three-quarters.

Maximum State Rate.

The maximum rate on special dispatches in any state will be one cent per word on day matter and one-half cent per word on night matter.

Day Capital Rate.

The day rate on special dispatches to newspapers from the capital of any state east of the Mississippi River to any point within the same state is one-half cent per word.

Minimum Number of Words.

No special dispatch or query will be rated as containing less than ten words.

Press Association Gathered-in Matter.

On incoming press association matter, intended for publication, bearing but one address, the rate is two-thirds of the additional word rate on commercial day messages, when the matter is filed for transmission between 6 A. M. and 6 P. M., local time at the filing point, and one-third of such additional word rate when the matter is filed for transmission between 6 P. M. and 6 A. M. No message, either day or night, will be rated as containing less than ten words, and no rate will be less than one-half cent per word.

**GOVERNMENT RATES VIA WESTERN UNION AND
POSTAL TELEGRAPH COMPANIES.**

Rule No. 257. *See insert opposite.*

POSTAL

GOVERNMENT RATES FOR TWENTY WORDS AND MULTIPLES OF TWENTY, TOGETHER WITH TOLLS FOR ADDITIONAL WORDS
(When the message contains less than twenty words charge is made for twenty words.)

	Minnesota	West Virginia	Wisconsin	Wyoming
	\$0.20	\$0.20	\$0.25	
	.25	.30	.25	
	.30	.20	.25	
	.20	.40	.25	
	.30	.25	.20	
	.20	.20	.30	
	.25	.20	.30	
	.20	.20	.30	
	.25	.20	.30	
	.20	.25	.30	
	.25	.20	.30	
	.20	.30	.20	
	.30	.20	.20	
	.20	.20	.25	
	.20	.20	.20	
	.20	.20	.20	
	.20	.20	.25	
	.20	.25	.25	
	.20	.20	.30	
	.20	.25	.30	
	.20	.20	.25	
	.20	.20	.20	
	.20	.20	.25	
	.20	.30	.20	
	.20	.20	.20	
	.20	.35	.30	
	.30	.20	.25	
	.20	.20	.30	
	.20	.30	.25	
	.20	.20	.30	
	.20	.25	.30	
	.20	.20	.25	
	.20	.20	.20	
	.20	.25	.25	
	.20	.30	.20	
	.20	.25	.30	
	.20	.20	.30	
	.40	.35	.25	
	.20	.20	.30	
	.20	.20	.25	
	.20	.20	.20	
	.25	.20	.20	

Words	Day messages when rate is—					Night messages when day rate is—	
	20 cents	25 cents	30 cents	35 cents	40 cents	20, 25 or 30 cents night rate is—	35 or 40 cents night rate is—
20	\$0.20	\$0.25	\$0.30	\$0.35	\$0.40	\$0.15	\$0.25
40	.40	.50	.60	.70	.80	.35	.45
60	.60	.75	.90	1.05	1.20	.55	.65
80	.80	1.00	1.20	1.40	1.60	.75	.85
100	1.00	1.25	1.50	1.75	2.00	.95	1.05
200	2.00	2.50	3.00	3.50	4.00	1.95	2.05
300	3.00	3.75	4.50	5.25	6.00	2.95	3.05
400	4.00	5.00	6.00	7.00	8.00	3.95	4.05
500	5.00	6.25	7.50	8.75	10.00	4.95	5.05
Additional words:							
1	.01	.01	.02	.02	.02	.01	.01
2	.02	.03	.03	.04	.04	.02	.02
3	.03	.04	.05	.05	.06	.03	.03
4	.04	.05	.06	.07	.08	.04	.04
5	.05	.06	.08	.09	.10	.05	.05
6	.06	.08	.09	.11	.12	.06	.06
7	.07	.09	.11	.12	.14	.07	.07
8	.08	.10	.12	.14	.16	.08	.08
9	.09	.11	.14	.16	.18	.09	.09
10	.10	.13	.15	.18	.20	.10	.10
11	.11	.14	.17	.19	.22	.11	.11
12	.12	.15	.18	.21	.24	.12	.12
13	.13	.16	.20	.23	.26	.13	.13
14	.14	.18	.21	.25	.28	.14	.14
15	.15	.19	.23	.26	.30	.15	.15
16	.16	.20	.24	.28	.32	.16	.16
17	.17	.21	.26	.30	.34	.17	.17
18	.18	.23	.27	.32	.36	.18	.18
19	.19	.24	.29	.33	.38	.19	.19

and Manitoba, and other I

Chapter V.

* Ocean Wireless News

Rule No. 258. On all passenger ships running along the American Coast, with but few exceptions, the Company furnishes a typewriter and duplicating outfit, with which the daily newspaper is printed.

Personal instructions in the use and care of the duplicator and typewriter are given to the Senior Operator who is held responsible for the proper upkeep of both; as well as the accounting for all copies of the "Ocean Wireless News," which are sold on board at 10c per copy.

Instructions and suggestions in the arrangement of the paper as well as for the best means of disposing of them are also given by a representative of the Company assigned for that purpose.

A commission based on the sale of the paper is allowed the operators.

This commission is given to the First Operator and he is expected to do his utmost to dispose of the greatest number of copies possible on each trip. The commission earned should be divided between the first and second operator proportionate with the assistance rendered by the second operator in the preparation and disposal of these copies.

All reports on the sale of the paper must be made at the end of each trip, at which time the commissions will be paid.

Press despatches are transmitted by certain coast stations at scheduled times each day. These reports are to be copied by the operator on watch. **The paper must be issued every day the ship is at sea.** A report must be made, giving a legitimate reason, for every day an issue is not published.

Atlantic and Gulf Division operators should be governed by the list furnished each month showing hotels entitled to "free reservation privileges," and not by the magazine.

All ships, whether printing the paper or not, are expected to cooperate with each other, but press despatches must not be relayed

* (See Rule No. 172.)

when vessels are within the radius of a coast station. When away from the radius of a land station the press despatches are to be re-layed when requested.

A copy of each issue of the paper must be submitted to the Division Superintendent together with the traffic returns, at the end of each trip.

The sale of Ocean Wireless News must be arranged according to the following rule:

First day out.....Current issue.

Second day out.....Proceeding month's issue.

Third day out.....The issue of the second proceeding month, etc.

The only exception to this rule being vessels that are one day out-bound and one day inbound. They are to sell the issue of the proceeding month outbound, and the current month's issue inbound.

Items of a personal nature must not be printed.

Copies of each edition must be submitted to the Commander before copies are printed on the duplicator, and his approval obtained. Rejected copies must be turned in with written explanation.

The practice of keeping in stock copies of the magazine picked up from the deck is prohibited. All such copies must be turned in on the return voyage.

When operators are assigned to vessels publishing the Ocean Wireless News they should ascertain immediately the number of copies and inserts on hand, their condition and what will be required for the voyage, the condition of printing apparatus and type-writer should be inspected. Allowance will not be made for shortage unless same is reported before sailing.

Operators will be charged for copies soiled through carelessness. Extra precaution should be taken to insure against damage by water.

PRESS SCHEDULE.

Rule No. 259. Reception of News Messages in Connection With "Wireless Press Ocean News Service."

MARCONI COMPANIES STATIONS.

Wave-length (Metres).	Times of Transmission of News Messages.
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GREAT BRITAIN:

Poldhu (Cornwall) ... 2,500	11.30 p. m. G. M. T. daily. (Transmitted twice with interval of 15 minutes between each transmission.)
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CANARY ISLANDS:

Teneriffe 2,000	2.00 a. m. G. M. T. daily. (Transmitted again at 3.00 a. m.)
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U. S. OF AMERICA:

South Wellfleet, Mass. 2,100		10.15 p. m. daily (Eastern Standard time). (Transmitted 3 times at intervals of 15 minutes.)			
		Week-days.		Sundays.	
		a. m.	p. m.	a. m.	p. m.
Virginia Beach, Va....	450	7.45		10.00	
Cape Hatteras, N. C....	450	8.30		11.00	
Miami, Fla.	450	10.00 & Midnight		10.00 &	
Hillcrest (Daly City),				Midnight	
Cal.....	530	1.15		1.15	

Also Note that the U. S. Naval Communication Coastal Stations Will Transmit Press as Follows:

WASHINGTON.

News bulletins received from Associated Press, New York, will be broadcasted by Washington on 2,500 meters (spark set) daily at 8.30 p. m. (75th meridian time).

KEY WEST.

News bulletins received from Associated Press, New York, will be broadcasted by Key West on 1,500 meters (spark set) daily at 8 p. m. (90th meridian time).

SAN FRANCISCO.

News bulletins received from Associated Press, San Francisco, will be broadcasted by San Francisco on 2,400 meters (spark set) daily at 2 a. m. (120th meridian time).

SAN DIEGO.

News bulletins received from Associated Press, San Francisco, will be broadcasted by San Diego on 2,400 meters (spark set) daily at 2.30 a. m. (120th meridian time).

Each station shall cease transmission at the end of every fifteen minutes, and will wait until a period of three minutes has elapsed before recommencing. During each interval telegraphists will listen on the normal wave-length for calls issued by other stations.

All operators should be careful not to unnecessarily interfere with the reception of press items during the above specified times.

George S. DeSousa,
Traffic Manager.

Approved,

E. J. Nally,
Vice-President and General Manager.

Chapter VI.

International Radiotelegraphic Convention

London, July 5th, 1912.

International Radiotelegraphic Convention concluded between the United States of America and the Possessions of the United States of America, Peru, the Argentine Republic, Bolivia, Germany and the German Protectorates, Austria, Hungary, Bosnia-Herzegovina, Belgium, the Belgian Congo, Brazil, Bulgaria, Chile, Denmark, Egypt, Spain and the Spanish Colonies, France and Algeria, French West Africa, French Equatorial Africa, Indo-China, Madagascar, Tunis, Great Britain and the various British Colonies and Protectorates, the Union of South Africa, the Australian Federation, Canada, British India, New Zealand, Greece, Italy and the Italian Colonies, Japan and Chosen, Formosa, Japanese Sakhalin and the leased territory of Kwantung, Morocco, Monaco, Norway, the Netherlands, the Dutch Indies and the Colony of Curacao, Persia, Portugal and the Portuguese Colonies, Roumania, Russia and the Russian Possessions and Protectorates, the Republic of San Marino, Siam, Sweden, Turkey, and Uruguay.

The undersigned, plenipotentiaries of the Governments of the countries enumerated above, having met in conference at London, have agreed on the following Convention, subject to ratification:

ARTICLE 1.

The High Contracting Parties bind themselves to apply the provisions of the present Convention to all radio stations (both coastal stations and stations on shipboard) which are established or worked by the Contracting Parties and open to public service between the coast and vessels at sea.

They further bind themselves to make the observance of these provisions obligatory upon private enterprises authorized either to establish or work coastal stations for radiotelegraphy open to public service between the coast and vessels at sea, or to establish or work radio stations, whether open to general public service or not, on board of vessels flying their flag.

ARTICLE 2.

That which is called a coast station is any radiotelegraph station established on dry land or on board any ship permanently anchored and utilised for the exchange of correspondence with ships at sea.

Any radiotelegraph station established on board a ship other than a permanently stationary ship is called a ship station.

ARTICLE 3.

Coast stations and ship stations are bound to exchange radiotelegrams reciprocally without distinction as to the radiotelegraph system adopted by such stations.

Each ship station is bound to exchange radiotelegrams with any other ship station without distinction as to radiotelegraphic system adopted by such stations.

Nevertheless, in order not to impede scientific progress, the provisions of the present Article do not prevent the contingent employment of a radiotelegraphic system incapable of communicating with other systems, provided that such incapacity be due to the specific nature of such system and that it be not the effect of devices adopted solely with the object of preventing intercommunication.

ARTICLE 4.

Notwithstanding the provisions of Article 3, a station may be appropriated to a restricted public service determined by the object of the correspondence or by other circumstances independent of the system employed.

ARTICLE 5.

Each of the High Contracting Parties undertakes to connect the coastal stations to the telegraph system by special wires, or, at least, to take other measures which will insure a rapid exchange between the coastal stations and the telegraph system.

ARTICLE 6.

The High Contracting Parties shall notify one another of the names of coastal stations and stations on shipboard referred to in Article 1, and also of all data, necessary to facilitate and accelerate the exchange of radiograms, as specified in the Regulations.

ARTICLE 7.

Each of the High Contracting Parties reserves the right to prescribe or permit at the stations referred to in Article 1, apart from the installation the data of which are to be published in conformity with Article 6, the installation and working of other devices for the

purpose of establishing special radio communication without publishing the details of such devices.

ARTICLE 8.

The working of the radio stations shall be organized as far as possible in such manner as not to disturb the service of other radio stations.

ARTICLE 9.

Radio stations are bound to give absolutely priority to calls of distress from whatever source, to similarly answer such calls and to take such action with regard thereto as may be required.

ARTICLE 10.

The charge for a radiogram shall comprise, according to the circumstances:

1. (a) The coastal rate, which shall fall to the coastal station.
- (b) The shipboard rate, which shall fall to the shipboard station.
2. The charge for transmission over the telegraph lines, to be computed according to the ordinary rules.
3. The charges for transit through the intermediate coastal or shipboard stations and the charges for special services requested by the sender.

The coastal rate shall be subject to the approval of the Government of which the coastal station is dependent, and the shipboard rate to the approval of the Government of which the ship is dependent.

ARTICLE 11.

The provisions of the present Convention are supplemented by regulations, which shall have the same force and go into effect at the same time as the Convention.

The provisions of the present Convention and of the regulations relating thereto may at any time be modified by the High Contracting Parties by common consent. Conferences of plenipotentiaries having power to modify the Convention and the Regulations, shall take place from time to time; each conference shall fix the time and place of the next meeting.

ARTICLE 12.

Such conferences shall be composed of delegates of the Governments of the contracting countries.

In the deliberations each country shall have but one vote.

If a Government adheres to the Convention for its colonies, possessions or protectorates, subsequent conferences may decide that

such colonies, possessions, or protectorates, or a part thereof, shall be considered as forming a country as regards the application of the preceding paragraph. But the number of votes at the disposal of one Government, including its colonies, possessions, or protectorates, shall in no case exceed six.

The following shall be considered as forming a single country for the application of the present Article :

German East Africa.

German Southwest Africa.

Kamerun.

Togo Land.

German Protectorates in the Pacific.

Alaska.

Hawaii and the other American possessions in Polynesia.

The Philippine Islands.

Porto Rico and the American possessions in the Antilles.

The Panama Canal Zone.

The Belgian Congo.

The Spanish Colony of the Gulf of Guinea.

French East Africa.

French Equatorial Africa.

Indo-China.

Madagascar.

Tunis.

The Union of South Africa.

The Australian Federation.

Canada.

British India.

New Zealand.

Eritrea.

Italian Somaliland.

Chosen, Formosa, Japanese Sakhalin and the leased territory of Kwantung.

The Dutch Indies.

The Colony of Curacao.

Portuguese West Africa.

Portuguese East Africa and the Portuguese possessions in Asia.

Russian Central Asia (littoral of the Caspian Sea).

Bokhara.

Khiva.

Western Siberia (littoral of the Arctic Ocean).

Eastern Siberia (littoral of the Pacific Ocean).

ARTICLE 13.

The International Bureau of the Telegraph Union shall be charged with collecting, co-ordinating, and publishing information of every kind, relating to radiotelegraphy, examining the applications for changes in the Convention or Regulations, promulgating the amendments adopted, and generally performing all administrative work referred to it in the interest of international radiotelegraphy.

The expense of such institution shall be borne by all the contracting countries.

ARTICLE 14.

Each of the High Contracting Parties reserves to itself the right of fixing the terms on which it will receive radiograms proceeding from or intended for any station, whether on shipboard or coastal, which is not subject to the provisions of the present Convention.

If a radiogram is received, the ordinary rates shall be applicable to it.

Any radiogram proceeding from a station on shipboard and received by a coastal station of a contracting country, or accepted in transit by the administration of a contracting country, shall be forwarded.

Any radiogram intended for a vessel shall also be forwarded if the administration of the contracting country has accepted it originally or in transit from a non-contracting country, the coastal station reserving the right to refuse transmission to a station on shipboard subject to a non-contracting country.

ARTICLE 15.

The provisions of articles 8 and 9 of this Convention are also applicable to radio installation other than those referred to in article 1.

ARTICLE 16.

Governments which are not parties to the present Convention shall be permitted to adhere to it upon their request. Such adherence shall be communicated through diplomatic channels to the contracting Government in whose territory the last conference shall have been held, and by the latter to the remaining Governments.

The adherence shall carry with it to the fullest extent acceptance of all the clauses of this Convention and admission to all the advantages stipulated therein.

The adherence to the Convention by the Government of a country having colonies, possessions, or protectorates shall not carry with it the adherence of its colonies, possessions, or protectorates unless a

declaration to that effect is made by such Government. Such colonies, possessions, and protectorates, as a whole or each of them, separately, may form the subject of a separate adherence or a separate denunciation within the provisions of the present article and of article 22.

ARTICLE 17¹.

The provisions of articles 1, 2, 3, 5, 6, 7, 8, 11, 12, and 17 of the International Telegraph Convention of St. Petersburg of July 10-22, 1875, shall be applicable to international radiotelegraphy.

ARTICLE 18.

In case of disagreement between two or more contracting Governments regarding the interpretation or execution of the present Convention or of the Regulations referred to in Article 11, the question in dispute may, by mutual agreement, be submitted to arbitration. In such case each of the Governments concerned shall choose another Government not interested in the question at issue.

The decision of the arbiters shall be arrived at by the absolute majority of votes.

In case of a division of votes, the arbiters shall choose, for the purpose of settling the disagreement, another contracting Government which is likewise a stranger to the question at issue. In case of failure to agree on a choice, each arbiter shall propose a disinterested contracting Government and lots shall be drawn between the Governments proposed. The drawing of the lots shall fall to the Government within whose territory the international bureau provided for in Article 13 shall be located.

ARTICLE 19.

The High Contracting Parties bind themselves to take, or propose to their respective legislatures, the necessary measures for insuring the execution of the present Convention.

ARTICLE 20.

The High Contracting Parties shall communicate to one another any laws already framed, or which may be framed, in their respective countries relative to the object of the present Convention.

ARTICLE 21.

The High Contracting Parties shall preserve their entire liberty as regards radio installations other than provided for in Article 1, especially naval and military installations and stations used for com-

¹ See Translation of Articles of the International Telegraph Convention on page 128.

munications between fixed points. All such installations and stations shall be subject only to the obligations provided for in Articles 8 and 9 of the present Convention.

However, when such installations and stations are used for public maritime service they shall conform, in the execution of such service, to the provisions of the Regulations as regards the mode of transmission and rates.

On the other hand, if coastal stations are used for general public service with ships at sea and also for communication between fixed points, such stations shall not be subject, in the execution of the last named service, to the provisions of the Convention except for the observance of Articles 8 and 9 of this Convention.

Nevertheless, fixed stations used for correspondence between land and land shall not refuse the exchange of radiograms with another fixed station on account of the system adopted by such stations; the liberty of each country shall, however, be complete as regards the organization of the service for correspondence between fixed points and the nature of the correspondence to be effected by the stations reserved for such service.

ARTICLE 22.

The present Convention shall go into effect on the 1st day of July, 1913, and shall remain in force for an indefinite period or until the expiration of one year from the day when it shall be denounced by any of the contracting parties.

Such denunciation shall affect only the Government in whose name it shall have been made. As regards the other Contracting Powers, the Convention shall remain in force.

ARTICLE 23.

The present Convention shall be ratified and the ratifications exchanged at London with the least possible delay.

In case one or several of the High Contracting Parties shall not ratify the Convention, it shall nevertheless be valid as to the Parties which shall have ratified it.

In witness whereof the respective plenipotentiaries have signed one copy of the Convention, which shall be deposited in the archives of the British Government, and a copy of which shall be transmitted to each Party.

Done at London, July 5, 1912.

FINAL PROTOCOL.

At the moment of signing the Convention adopted by the Inter-

national Radiotelegraph Conference of London the undersigned plenipotentiaries have agreed as follows:

I.

The exact nature of the adherence notified on the part of Bosnia-Herzegovina not yet being determined, it is recognized that one vote shall be assigned to Bosnia-Herzegovina but that a decision will be necessary at a later date as to whether this vote belongs to Bosnia-Herzegovina in virtue of the second paragraph of Article 12 of the Convention, or whether this vote is accorded to it in conformity with the provisions of the third paragraph of that Article.

II.

Note is taken of the following declaration:

The Delegation of the United States declares that its government is under the necessity of abstaining from all action with regard to rates, because the transmission of radiograms as well as of ordinary telegrams in the United States is carried on, wholly or in part, by commercial or private companies.

III.

Note is likewise taken of the following declaration:

The Government of Canada reserves the right to fix separately, for each of its coastal stations, a total maritime rate for radiograms proceeding from North America and destined for any ship whatever, the coastal rate amounting to three-fifths and the shipboard rate to two-fifths of the total rate.

In witness whereof the respective plenipotentiaries have drawn up the present Final Protocol, which shall be of the same force and effect as though the provisions thereof had been embodied in the text of the Convention itself to which it has reference, and they have signed one copy of the same, which shall be deposited in the archives of the British Government, and a copy of which shall be transmitted to each of the Parties.

Done at London, July 5, 1912.

Chapter VII.

Extract from the International Telegraph Convention, Signed at St. Petersburg, July 10-22, 1875

[See Article 17 of the convention, page 125.]

ARTICLE 1. The High Contracting Parties concede to all persons the right to correspond by means of the international telegraphs.

ARTICLE 2. They bind themselves to take all the necessary measures for the purpose of insuring the secrecy of the correspondence and its safe transmission.

ARTICLE 3. They declare, nevertheless, that they accept no responsibility as regards the international telegraph service.

ARTICLE 5. Telegrams are classed in three categories :

(1) State telegrams : Those emanating from the head of the nation, the ministers, the Commanders in chief of the Army and Naval forces, and the diplomatic or consular agents of the contracting Governments as well as the answers to such telegrams.

(2) Service telegrams : Those which emanate from the managements of the telegraph service of the contracting States and which relate either to the international telegraph service or to subjects of public interest determined jointly by such managements.

(3) Private telegrams.

In the transmission, the State telegrams shall have precedence over other telegrams.

ARTICLE 6. State telegrams and service telegrams may be issued in secret language in any communications.

Private telegrams may be exchanged in secret language between two States which admit of this mode of correspondence.

The States which do not admit of private telegrams in secret language upon the expedition or arrival of the same, shall allow them to pass in transit, except in the case of suspension defined in Article 8.

ARTICLE 7. The high contracting parties reserve the right to stop the transmission of any private telegram which may appear dangerous to the safety of the State, or which may be contrary to the laws of the country, to public order or good morals.

ARTICLE 8. Each Government also reserves the right to suspend the international telegraph service for an indefinite period, if deemed necessary by it, either generally, or only over certain lines and for certain classes of correspondence, of which such Government shall immediately notify all the other Contracting Governments.

ARTICLE 11. Telegrams relating to the international telegraph service of the Contracting States shall be transmitted free of charge over the entire systems of such States.

ARTICLE 12. The High Contracting Parties shall render accounts to one another of the charges collected by each of them.

ARTICLE 17. The High Contracting Parties reserve respectively the right to enter among themselves into special arrangements of any kind with regard to points of the service which do not interest the States generally.

Chapter VIII.

An Act Approved July 23, 1912, amending section 1 of an act entitled "An act to require apparatus and operators for radio communication on certain ocean steamers," approved June 24, 1910.¹

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * **

"SECTION 1. That from and after October first, nineteen hundred and twelve, it shall be unlawful for any steamer of the United States or of any foreign country navigating the ocean or the Great Lakes and licensed to carry, or carrying, fifty or more persons, including passengers or crew or both, to leave or attempt to leave any port of the United States unless such steamer shall be equipped with an efficient apparatus for radio communication, in good working order, capable of transmitting and receiving messages over a distance of at least one hundred miles, day or night. An auxiliary power supply, independent of the vessel's main electric power plant, must be provided which will enable the sending set for at least four hours to send messages over a distance of at least one hundred miles, day or night, and efficient communication between the operator in the radio room and the bridge shall be maintained at all times.

"The radio equipment must be in charge of two or more persons skilled in the use of such apparatus, one or the other of whom shall be on duty at all times while the vessel is being navigated. Such equipment, operators, the regulation of their watches, and the transmission and receipt of messages, except as may be regulated by law or international agreement, shall be under the control of the master, in the case of a vessel of the United States; and every willful failure on the part of the master to enforce at sea the provisions of this paragraph as to equipment, operators, and watches shall subject him to a penalty of one hundred dollars.

"That the provisions of this section shall not apply to steamers plying between ports, or places, less than two hundred miles apart."

SEC. 2. That this Act, so far as it relates to the Great Lakes, shall take effect on and after April first, nineteen hundred and thirteen, and

¹ The amended act applies to vessels licensed to carry as well as those actually carrying 50 or more persons, etc.

so far as it relates to ocean cargo steamers shall take effect on and after July first, nineteen hundred and thirteen: *Provided*, That on cargo steamers, in lieu of the second operator provided for in this Act, there may be substituted a member of the crew or other person who shall be duly certified and entered in the ship's log as competent to receive and understand distress calls or other usual calls indicating danger, and to aid in maintaining a constant wireless watch so far as required for the safety of life.

The remaining sections of the act of June 24, 1910, which are unchanged, read as follows:

SEC. 2. That for the purpose of this Act apparatus for radio communication shall not be deemed to be efficient unless the company installing it shall contract in writing to exchange, and shall, in fact, exchange, as far as may be physically practicable, to be determined by the master of the vessel, messages with shore or ship stations using other systems of radio communication.

SEC. 3. That the master or other person being in charge of any such vessel which leaves or attempts to leave any port of the United States in violation of any of the provisions of this Act shall, upon conviction, be fined in a sum not more than five thousand dollars, and any such fine shall be a lien upon such vessel, and such vessel may be libeled therefor in any district court of the United States within the jurisdiction of which such vessel shall arrive or depart, and the leaving or attempting to leave each and every port of the United States shall constitute a separate offense.

SEC. 4. That the Secretary of Commerce shall make such regulations as may be necessary to secure the proper execution of this Act by collectors of customs and other officers of the Government.

An Act to Regulate Radio Communication.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a person, company, or corporation within the jurisdiction of the United States shall not use or operate any apparatus for radio communication as a means of commercial intercourse among the several States, or with foreign nations, or upon any vessel of the United States engaged in interstate or foreign commerce, or for the transmission of radiograms or signals the effect of which extends beyond the jurisdiction of the State or Territory in which the same are made, or where interference would be caused thereby with the receipt of messages or signals from beyond the jurisdiction of the said State or Territory, except under and in accordance with a license, revocable for cause, in that behalf granted by the Secretary of Commerce and Labor upon application therefor;

but nothing in this act shall be construed to apply to the transmission and exchange of radiograms or signals between points situated in the same State: *Provided*, That the effect thereof shall not extend beyond the jurisdiction of the said State or interfere with the reception of radiograms or signals from beyond said jurisdiction; and a license shall not be required for the transmission or exchange of radiograms or signals by or on behalf of the Government of the United States, but every Government station on land or sea shall have special call letters designated and published in the list of radio stations of the United States by the Department of Commerce and Labor. Any person, company, or corporation that shall use or operate any apparatus for radio communication in violation of this section, or knowingly aid or abet another person, company, or corporation in so doing, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding five hundred dollars, and the apparatus or device so unlawfully used and operated may be adjudged forfeited to the United States.

SEC. 2. That every such license shall be in such form as the Secretary of Commerce and Labor shall determine and shall contain the restrictions, pursuant to this act, on and subject to which the license is granted; that every such license shall be issued only to citizens of the United States or Porto Rico or to a company incorporated under the laws of some State or Territory or of the United States or Porto Rico, and shall specify the ownership and location of the station in which said apparatus shall be used and other particulars for its identification and to enable its range to be estimated, shall state the purpose of the station, and, in case of a station in actual operation at the date of passage of this act, shall contain the statement that satisfactory proof has been furnished that it was actually operating on the above-mentioned date; shall state the wave length or the wave lengths authorized for use by the station for the prevention of interference and the hours for which the station is licensed for work; and shall not be construed to authorize the use of any apparatus for radio communication in any other station than that specified. Every such license shall be subject to the regulations contained herein, and such regulations as may be established from time to time by authority of this act or subsequent acts and treaties of the United States. Every such license shall provide that the President of the United States in time of war or public peril or disaster may cause the closing of any station for radio communication and the removal therefrom of all radio apparatus, or may authorize the use of control of any such station or apparatus by any department of the Government, upon just compensation to the owners.

SEC. 3. That every such apparatus shall at all times while in use and operation as aforesaid be in charge or under the supervision of a person or persons licensed for that purpose by the Secretary of Commerce and Labor. Every person so licensed who in the operation of any radio apparatus shall fail to observe and obey regulations contained in or made pursuant to this act or subsequent acts or treaties of the United States, or any one of them, or who shall fail to enforce obedience thereto by an unlicensed person while serving under his supervision, in addition to the punishments and penalties herein prescribed, may suffer the suspension of the said license for a period to be fixed by the Secretary of Commerce and Labor not exceeding one year. It shall be unlawful to employ any unlicensed person or for any unlicensed person to serve in charge or in supervision of the use and operation of such apparatus, and any person violating this provision shall be guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than one hundred dollars or imprisonment for not more than two months, or both, in the discretion of the court, for each and every such offense: *Provided*, That in case of emergency the Secretary of Commerce and Labor may authorize a collector of customs to issue a temporary permit, in lieu of a license, to the operator on a vessel subject to the radio ship act of June twenty-fourth, nineteen hundred and ten.

SEC. 4. That for the purpose of preventing or minimizing interference with communication between stations in which such apparatus is operated, to facilitate radio communication, and to further the prompt receipt of distress signals, said private and commercial stations shall be subject to the regulations of this section. These regulations shall be enforced by the Secretary of Commerce and Labor through the collectors of customs and other officers of the Government as other regulations herein provided for.

The Secretary of Commerce and Labor may, in his discretion, waive the provisions of any or all of these regulations when no interference of the character above mentioned can ensue.

The Secretary of Commerce and Labor may grant special temporary licenses to stations actually engaged in conducting experiments for the development of the science of radio communication, or the apparatus pertaining thereto, to carry on special tests, using any amount of power or any wave lengths, at such hours and under such conditions as will insure the least interference with the sending or receipt of commercial or Government radiograms, of distress signals and radiograms, or with the work of other stations.

In these regulations the naval and military stations shall be understood to be stations on land.

REGULATIONS.

NORMAL WAVE LENGTHS.

First. Every station shall be required to designate a certain definite wave length as the normal sending and receiving wave length of the station. This wave length shall not exceed six hundred meters or it shall exceed one thousand six hundred meters. Every coastal station open to general public service shall at all times be ready to receive messages of such wave lengths as are required by the Berlin convention. Every ship station, except as hereinafter provided, and every coast station open to general public service shall be prepared to use two sending wave lengths, one of three hundred meters and one of six hundred meters, as required by the international convention in force: *Provided*, That the Secretary of Commerce and Labor may, in his discretion, change the limit of wave length reservation made by regulations first and second to accord with any international agreement to which the United States is a party.

OTHER WAVE LENGTHS.

Second. In addition to the normal sending wave length all stations, except as provided hereinafter in these regulations, may use other sending wave lengths: *Provided*, That they do not exceed six hundred meters or that they do exceed one thousand six hundred meters: *Provided further*, That the character of the waves emitted conform to the requirements of regulations third and fourth following.

USE OF A "PURE WAVE."

Third. At all stations if the sending apparatus, to be referred to hereinafter as the "transmitter," is of such a character that the energy is radiated in two or more wave lengths, more or less sharply defined, as indicated by a sensitive wave meter, the energy in no one of the lesser waves shall exceed ten per centum of that in the greatest.

USE OF A "SHARP WAVE."

Fourth. At all stations the logarithmic decrement per complete oscillation in the wave trains emitted by the transmitter shall not exceed two-tenths, except when sending distress signals or signals and messages relating thereto.

USE OF "STANDARD DISTRESS WAVE."

Fifth. Every station on shipboard shall be prepared to send distress calls on the normal wave length designated by the international convention in force, except on vessels of small tonnage unable to have plants insuring that wave length.

SIGNAL OF DISTRESS.

Sixth. The distress call used shall be the international signal of distress . . . — — — . . .

USE OF "BROAD INTERFERING WAVE" FOR DISTRESS SIGNALS.

Seventh. When sending distress signals the transmitter of a station on shipboard may be tuned in such a manner as to create a maximum of interference with a maximum of radiation.

DISTANCE REQUIREMENT FOR DISTRESS SIGNALS.

Eighth. Every station on shipboard, wherever practicable, shall be prepared to send distress signals of the character specified in regulations fifth and sixth with sufficient power to enable them to be received by day over sea a distance of one hundred nautical miles by a shipboard station equipped with apparatus for both sending and receiving equal in all essential particulars to that of the station first mentioned.

"RIGHT OF WAY" FOR DISTRESS SIGNALS.

Ninth. All stations are required to give absolute priority to signals and radiograms relating to ships in distress; to cease all sending on hearing a distress signal; and, except when engaged in answering or aiding the ship in distress, to refrain from sending until all signals and radiograms relating thereto are completed.

REDUCED POWER FOR SHIPS NEAR A GOVERNMENT STATION.

Tenth. No station on shipboard, when within fifteen nautical miles of a naval or military station, shall use a transformer input exceeding one kilowatt, nor, when within five nautical miles of such a station, a transformer input exceeding one-half kilowatt, except for sending signals of distress, or signals or radiograms relating thereto.

INTERCOMMUNICATION.

Eleventh. Each shore station open to general public service between the coast and vessels at sea shall be bound to exchange radiograms with any similar shore station and with any ship station without distinction of the radio systems adopted by such stations, respectively, and each station on shipboard shall be bound to exchange radiograms with any other station on shipboard without distinction of the radio systems adopted by each station, respectively.

It shall be the duty of each such shore station, during the hours it is in operation, to listen in at intervals of not less than fifteen minutes and for a period not less than two minutes, with the receiver tuned to receive messages of three hundred meter wave lengths.

DIVISION OF TIME.

Twelfth. At important seaports and at all other places where naval or military and private or commercial shore stations operate in such close proximity that interference with the work of naval and military stations can not be avoided by the enforcement of the regulations contained in the foregoing regulations concerning wave lengths and character of signals emitted, such private or commercial shore stations as do interfere with the reception of signals by the naval and military stations concerned shall not use their transmitters during the first fifteen minutes of each hour, local standard time. The Secretary of Commerce may, on the recommendation of the department concerned, designate the station or stations which may be required to observe this division of time.

GOVERNMENT STATIONS TO OBSERVE DIVISION OF TIME.

Thirteenth. The naval or military stations for which the above-mentioned division of time may be established shall transmit signals or radiograms only during the first fifteen minutes of each hour, local standard time, except in case of signals or radiograms relating to vessels in distress, as hereinbefore provided.

USE OF UNNECESSARY POWER.

Fourteenth. In all circumstances, except in case of signals or radiograms relating to vessels in distress, all stations shall use the minimum amount of energy necessary to carry out any communication desired.

GENERAL RESTRICTIONS ON PRIVATE STATIONS.

Fifteenth. No private or commercial station not engaged in the transaction of bona fide commercial business by radio communication or in experimentation in connection with the development and manufacture of radio apparatus for commercial purposes shall use a transmitting wave length exceeding two hundred meters, or a transformer input exceeding one kilowatt, except by special authority of the Secretary of Commerce and Labor contained in the license of the station: *Provided*, That the owner or operator of a station of the character mentioned in this regulation shall not be liable for a violation of the requirements of the third or fourth regulations to the penalties of one hundred dollars or twenty-five dollars, respectively, provided in this section unless the person maintaining or operating such station shall have been notified in writing that the said transmitter has been found, upon tests conducted by the Government, to be so adjusted as to violate the said third and fourth regulations, and

opportunity has been given to said owner or operator to adjust said transmitter in conformity with said regulations.

SPECIAL RESTRICTIONS IN THE VICINITIES OF GOVERNMENT STATIONS.

Sixteenth. No station of the character mentioned in regulation fifteenth situated within five nautical miles of a naval or military station shall use a transmitting wave length exceeding two hundred meters or a transformer input exceeding one-half kilowatt.

SHIP STATIONS TO COMMUNICATE WITH NEAREST SHORE STATIONS.

Seventeenth. In general, the shipboard stations shall transmit their radiograms to the nearest shore stations. A sender on board a vessel shall, however, have the right to designate the shore station through which he desires to have his radiograms transmitted. If this can not be done, the wishes of the sender are to be complied with only if the transmission can be effected without interfering with the service of other stations.

LIMITATIONS FOR FUTURE INSTALLATIONS IN VICINITIES OF GOVERNMENT STATIONS.

Eighteenth. No station on shore not in actual operation at the date of the passage of this act shall be licensed for the transaction of commercial business by radio communication within fifteen nautical miles of the following naval or military stations, to wit: Arlington, Virginia; Key West, Florida; San Juan, Porto Rico; North Head and Tatoosh Island, Washington; San Diego, California; and those established or which may be established in Alaska and in the Canal Zone; and the head of the department having control of such Government stations shall, so far as is consistent with the transaction of governmental business, arrange for the transmission and receipt of commercial radiograms under the provisions of the Berlin convention of nineteen hundred and six and future international conventions or treaties to which the United States may be a party, at each of the stations above referred to, and shall fix the rates therefor, subject to control of such rates by Congress. At such stations and wherever and whenever shore stations open for general public business between the coast and vessels at sea under the provisions of the Berlin convention of nineteen hundred and six and future international conventions and treaties to which the United States may be a party shall not be so established as to insure a constant service day and night without interruption, and in all localities wherever or whenever such service shall not be maintained by a commercial shore station within one hundred nautical miles of a naval radio station, the Secretary of the Navy shall, so far as is consistent

with the transaction of governmental business, open naval radio stations to the general public business described above, and shall fix rates for such service, subject to control of such rates by Congress. The receipts from such radiograms shall be covered into the Treasury as miscellaneous receipts.

SECURITY OF MESSAGES.

Nineteenth. No person or persons engaged in or having knowledge of the operation of any station or stations, shall divulge or publish the contents of any messages transmitted or received by such station, except to the person or persons to whom the same may be directed, or their authorized agent, or to another station employed to forward such message to its destination, unless legally required so to do by the court of competent jurisdiction or other competent authority. Any person guilty of divulging or publishing any message, except as herein provided, shall, on conviction thereof, be punishable by a fine of not more than two hundred and fifty dollars or imprisonment for a period of not exceeding three months, or both fine and imprisonment, in the discretion of the court.

PENALTIES.

For violation of any of these regulations, subject to which a license under sections one and two of this act may be issued, the owner of the apparatus shall be liable to a penalty of one hundred dollars, which may be reduced or remitted by the Secretary of Commerce and Labor, and for repeated violations of any such regulations, the license may be revoked.

For violation of any of these regulations, except as provided in regulation nineteenth, subject to which a license under section three of this act may be issued, the operator shall be subject to a penalty of twenty-five dollars, which may be reduced or remitted by the Secretary of Commerce and Labor, and for repeated violations of any such regulations, the license shall be suspended or revoked.

SEC. 5. That every license granted under the provisions of this act for the operation or use of apparatus for radio communication shall prescribe that the operator thereof shall not willfully or maliciously interfere with any radio communication. Such interference shall be deemed a misdemeanor, and upon conviction thereof the owner or operator, or both, shall be punishable by a fine of not to exceed five hundred dollars or imprisonment for not to exceed one year, or both.

SEC. 6. That the expression "radio communication" as used in this act means any system of electrical communication by telegraphy or telephony without the aid of any wire connecting the points from and

at which the radiograms, signals, or other communications are sent or received.

SEC. 7. That a person, company, or corporation within the jurisdiction of the United States shall not knowingly utter or transmit, or cause to be uttered or transmitted, any false or fraudulent distress signal or call or false or fraudulent signal, call, or other radiogram of any kind. The penalty for so uttering or transmitting a false or fraudulent distress signal or call shall be a fine of not more than two thousand five hundred dollars or imprisonment for not more than five years, or both, in the discretion of the court, for each and every such offense, and the penalty for so uttering or transmitting, or causing to be uttered or transmitted any other false or fraudulent signal, call, or other radiogram shall be a fine of not more than one thousand dollars or imprisonment for not more than two years, or both, in the discretion of the court, for each and every such offense.

SEC. 8. That a person, company, or corporation shall not use or operate any apparatus for radio communication on a foreign ship in territorial waters of the United States otherwise than in accordance with the provisions of sections four and seven of this act and so much of section five as imposes a penalty for interference. Save as aforesaid, nothing in this act shall apply to apparatus for radio communication on any foreign ship.

SEC. 9. That the trial of any offense under this act shall be in the district in which it is committed, or if the offense is committed upon the high seas or out of the jurisdiction of any particular State or district the trial shall be in the district where the offender may be found or into which he shall be first brought.

SEC. 10. That this Act shall not apply to the Philippine slands.

SEC. 11. That this Act shall take effect and be in force on and after four months from its passage.

Approved, August 13, 1912.

ERRATA

Page

33. Omit period after Hy on seventh and twenty-fourth lines i.e.,
Hy Jones instead of Hy. Jones.

36. Seventh and eighth lines should read:

Comma.....	(,)	—	.	—	.	—	.	—
Semicolon.....	(;)	—	.	—	.	—	.	—

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