

Miss Louise Fentress, daughter of Mr. and Mrs. James Fentress, 1127 Sheridan road, Winnetka, left Smith college this week to return home for the holidays. She will arrive December 17. Miss Betty Parker is one of the Winnetka girls returning on the same train.

The Rev. and Mrs. James Austin Richards have their daughter, Elizabeth, with them for the holidays. Miss Richards, who attends Wellesley, reached home yesterday. Miss Louise Conway, another Wellesley girl, daughter of the Barret Conways, also arrived yesterday.

Miss Jean Markley returned yesterday from Wellesley college to spend her Christmas vacation with her father and mother, Mr. and Mrs. Joseph C. Markley of 777 Burr avenue. She brought with her as her house guest, a college friend, Miss Shairly Smith of Berkeley, Cal.



The New Packard Six 2-Passenger Convertible Coupe

PACKARD now announces an addition to its standard models—the new Packard Six 2-passenger convertible coupe. Priced at but \$2425 at the factory this beautiful, distinctive new model is the lowest-priced truly fine car of its type.

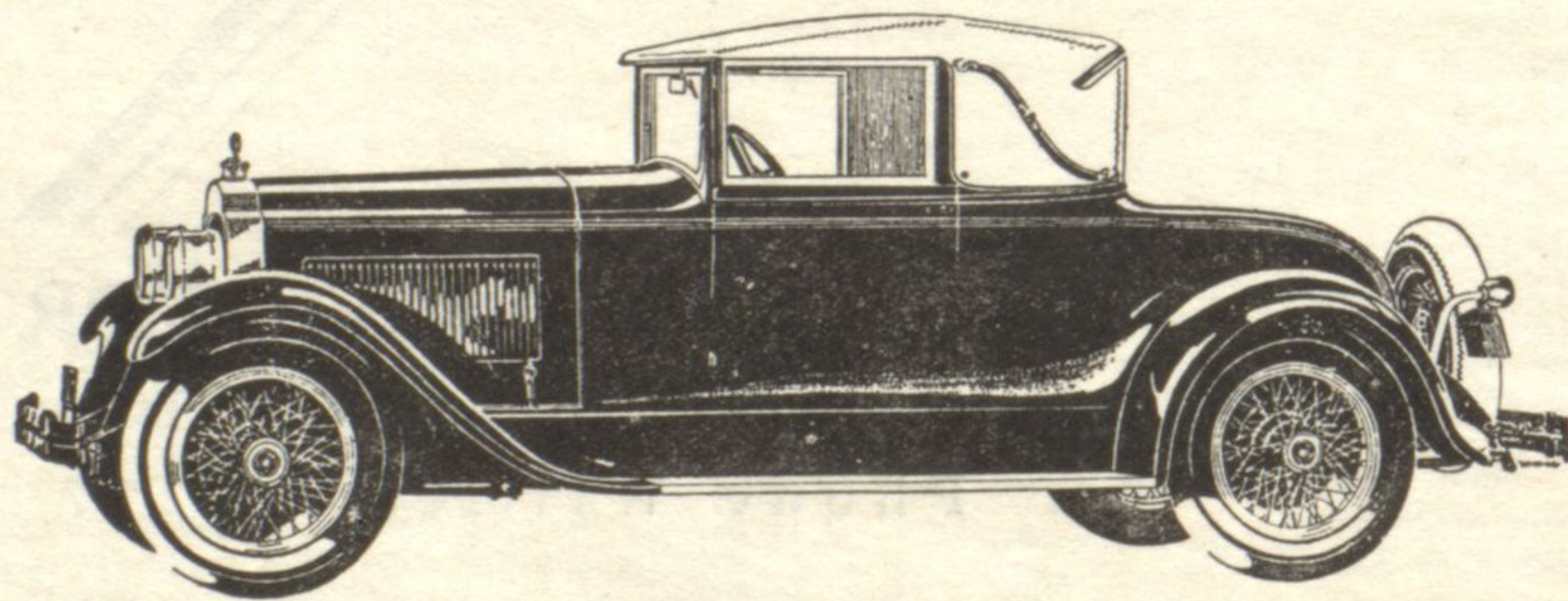
With top up and windows closed the convertible coupe provides a snug, warm enclosed car for winter or wet-weather driving with more than enough room for two.

With top down and windows low-

ered into the doors on fine days, the car becomes a smart roadster. The fully upholstered folding seat, which fits flush within the rear deck, also provides room for two.

Here is the very car for combined sport and business use and for the younger generation which so admires the runabout type.

Come in and see this car—take it out and learn its truly remarkable performance. Then let us explain how easily you may own it under our pay-out-of-income plan.



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“DRAMA OF THE SEA,” RADIO FAN’S HOBBY

Wilmette Man “Views” Atlantic Coast Nightly From Coziness of Home Fireside

Editor's note: Most radio fans of the north shore are losing out on the most fascinating phase of the “listener in's” side of the romance of the air, according to H. A. Fanckboner of 1232 Lake avenue, Wilmette, who nightly “views” the entire eastern coast line from Maine to Florida from the coziness of his own living room. Mr. Fanckboner, for instance, tells an extremely interesting story of a sea tragedy (he knows the wireless code) which he picked from his radio.

By H. A. Fanckboner

Sitting at home in Wilmette listening by radio to a foundering steam vessel in the raging Atlantic calling for help, was the thrilling experience privileged me Saturday evening, when the S. S. Paraguay, enroute from Baltimore, was battered about helplessly in the hurricane and high seas off the Virginia coast, and finally was wrecked on the rocks far off-shore.

It was well worth the many hours spent in learning the international wireless code, and listening to the ebb and flow of telegraphic messages flashed from ocean steamship and coastal wireless stations night after night, under less dramatic and tragic conditions.

This interesting ocean wireless wave-band is on 600 meters, just a little above “our” KYW. In fact, while the distress messages were “dit-dashing” in, telling of mountainous seas, doomed men, on sinking vessels, and a biting, roaring hurricane, the voice of a soloist in the peaceful studio down town came wafting through also.

Drama of Sea Unfolds

I had just picked up the transmission of storm warnings for the coast from faithful NAA at Arlington, and tuned back to 600 meters to see what was going on along the ocean stretches. When storms are raging and high seas are running, the drama of the sea unfolds, and sea-faring men, and incidentally, the marine underwriters, wait with fearful expectancy.

When an SOS is picked up by any of the alert stations along the coast, they immediately transmit, “QRT SOS,” meaning “Everybody stop transmitting, we have received an SOS distress signal.” I heard this dramatic call last spring when the “King David” went on the rocks off Cape Henry, during a bad gale.

Send Up Distress Rockets

I missed this original distress signal in the present episode, however, and the first word of an impending disaster came from the steamer “Baron Herries,” which, as the newspaper dispatches later told, was the first of six vessels to answer the “Paraguay's” SOS. A ship's wireless was reporting a vessel in distress sending up rocket signals, and it signed, “Baron Herries.”

The federal laws prohibit revealing the text of any private messages heard, excepting to the addressee. These messages were general ones, however, for anyone who might be listening. However, to play safe, I will refrain from quoting the text, although I assure you that the original wording of these brief, tragic flashes was dramatic in the extreme.

Shortly afterward I heard the wireless of the doomed ship itself. It was a pathetic appeal, the more dramatic because of its brevity. She was leaking badly—her balers (probably her pumps) were breaking. She was in distress, and she gave her position—36r14 north latitude, 75r19 west longitude. This would place her about 60 miles off the Virginia coast, not far from Cape Henry.

There was considerable interference,