

Broadcasting in Canada first commenced with test programs carried out by the Canadian Marconi Company in Montreal during the winter evenings of 1919. Regular organized programs were commenced in December, 1920, by the same company, on a wavelength of 1,200 metres.

In April, 1922, the establishment of broadcasting stations on a general scale commenced, 52 private, commercial and amateur broadcasting licences being granted during the fiscal year 1922-23. During the fiscal year 1930-31, 67 broadcasting stations were in operation in the Dominion, and the number of licensed receiving sets was 523,100. The licence fee for a broadcasting station is \$50 per annum, and for a receiving set \$1 per annum.²

A trans-oceanic commercial radio beam service is carried out by the Drummondville, P.Q., station, which maintains communication with Great Britain, Australia and the United States.

On the west coast of Vancouver island the different services of the Department of Marine are co-ordinated and, as a result, line telephone, land patrol, sea patrol and the lifeboat service were all linked together by radio to provide an efficient life-saving organization. In addition to a direction-finding station, three radiophone stations are maintained—two at lighthouses and one at a life-saving station—thus providing a network of communication assuring instant assistance in case of disaster.

In the North, for the benefit of trading posts, settlers, miners, etc., within range, a limited broadcast service by voice, consisting of press and personal messages, is undertaken at Coppermine, Chesterfield Inlet, Port Churchill and the R.C.M.P. Schooner *St. Roch*, each station maintaining bi-weekly schedules.

Direct communication is maintained between the Department's short wave station at Ottawa and Cape Hopes Advance, the control station of the Hudson Bay chain. This contact at times assumes a humane aspect: symptoms of any sick person attached to or residing in the vicinity of any northern station are transmitted to Ottawa and passed to the Department of Health where treatment is prescribed and transmitted to the station concerned. So far excellent results have been obtained in this respect.

Some years ago the discrimination of underwriters in the matter of insurance rates charged on ships plying to Canadian ports led the Department to feel that any reasonable expenditure which would tend to reduce these charges would be a sound investment. To this end 12 direction-finding stations have been established at specially selected sites with respect to navigational routes—7 on the east coast, 4 on the Hudson bay and strait, and 1 on the west coast. These stations are fitted with special apparatus which enables the direction of the incoming radio signal transmitted by a ship to be accurately determined. That these stations have proved successful is supported by the volume of letters received by the Department of Marine commending the work of its stations, and the expressed opinion of many master mariners is that Canadian direction-finding stations set a standard for accuracy and efficiency. This opinion was confirmed quite recently by the masters of the vessels which carried the first shiploads of grain from Port Churchill to ports abroad during the summer of 1931 via the Hudson Bay route where direction-finding stations are the primary aid to navigation.¹

¹Detailed information covering navigation conditions in the Hudson bay and strait during the season of navigation, 1930, has been compiled in pamphlet form, copies of which may be procured from the Department. ²Increased to \$2 in 1932.