

telecommunications and rates, and for planning continuing collaboration in this field; (3) a conference of financial experts to consider the financial aspects of the common user costs of the Commonwealth Telecommunications System; (4) an International Special Committee on Radio Interference (CISPR) of the International Electrotechnical Commission. These four conferences were held in London, England. (5) International meetings on Radio Aids to Marine Navigation (IMRAMN) at New York City and New London, Conn., in order that representatives from 31 countries might familiarize themselves with achievements in the field of Marine Radio Navigational Aids, including radar and its applications; (6) Meetings of the Technical Divisions of the Provisional International Civil Aviation Organization (PICAO) and the international Civil Aviation Organization (ICAO) in Montreal, Que., and Washington, D.C., at which plans for the standardization of Aeronautical Communications, Radio Aids to Air Navigation, and qualifications of Flight Personnel were formulated; (7) three conferences in Atlantic City, N.J., for the purposes of (a) revising of the International Telecommunication Convention (Madrid 1932), (b) revising the General Radiocommunication Regulations (Revision of Cairo, 1938), (c) regulating the use of high frequencies for broadcasting purposes; (8) meetings of a new international body established by the International Telecommunication Convention, Atlantic City, N.J., 1947, and called the Provisional Frequency Board (PFB) in Geneva, Switzerland, for the purpose of preparing a frequency list containing revised assignments selected on an engineering basis to radio circuits throughout the world. Meetings of the PFB are being continued throughout 1948.

Subsection 1.—Technical Control and Licensing of Broadcasting Stations

Under The Broadcasting Act of 1936, applications for licences to establish broadcasting stations, or for modification of existing stations, are referred to the Canadian Broadcasting Corporation for its recommendations to the Minister, before being dealt with by the Department of Transport. As the licensing authority the Canadian Broadcasting Corporation also controls the linking up of stations to form networks, and in addition, the character of programs being broadcast. With these exceptions, the control of broadcasting stations is carried out by the Radio Division of the Department of Transport in the same way as in the case of other types of radiocommunication stations. The standard broadcast band is crowded with stations which, particularly at night, are capable of interfering with each other over the entire North American region. To utilize the band most effectively, and to reduce interference as much as possible, Cuba, The Dominican Republic, Haiti, the Bahama Islands, Newfoundland, Mexico, the United States, and Canada, made extensive engineering studies of how to accommodate the largest number of stations with the least interference. The resulting plan is embodied in the North American Regional Broadcasting Agreement. Before an additional new standard broadcasting station can be licensed a professional consulting radio engineer recognized by the Department must make a study of the matter, to select the frequency, the amount of power, and commonly a directional antenna system, and, by calculation, establish that interference to existing stations is within the requirements of the NARBA. This engineering brief is checked by the Radio Division and, if necessary, modifications are made. After a new station is completed measurements must be made, and a Proof of Performance submitted to establish that the actual installation is in accord with the approved plan.