

Canada Shipping Act and Ship Station Radio Regulations; (2) the International Telecommunications Convention and Radio Regulations annexed thereto; the Articles of the International Civil Aviation Convention applicable to aeronautical radio requirements; that part of the International Convention for the Safety of Life at Sea applicable to radio requirements for ships; the Inter-American Telecommunication Convention; the Inter-American Radio Agreement; the North American Regional Broadcasting Agreement; the Convention between Canada and the United States of America relating to the operation by citizens of either country of certain radio equipment or stations in the other country; and the Agreement between Canada and the United States of America for the promotion of safety on the Great Lakes by means of radio.

**Licensing and Operation.**—In all branches of radio, basic control is exercised over the right to establish a station, assignment of frequencies, operator standards, operating procedure, and general regulations concerning the manner in which radio stations are used.

Under the Broadcasting Act, the Board of Broadcast Governors regulates the establishment and operation of broadcasting networks, the activities of public and private broadcasting stations and the relationship between them, in the interest of providing a national broadcasting service of high standard, basically Canadian in content and character. While the Minister of Transport is the licensing authority under the Radio Act, the Broadcasting Act requires that applications for broadcasting station licences or for any change in an existing broadcasting station be referred to the Board of Broadcast Governors for its recommendation before being dealt with by the Department. Reasonably complete and technically acceptable applications are therefore referred to the Board of Broadcast Governors by the Department. Before such a licence may be issued, the approval of the Governor in Council is also required. With these exceptions, the technical control of broadcasting stations is carried out by the Telecommunications and Electronics Branch of the Department of Transport.

The standard broadcast band is crowded with stations that are capable of interfering with one another over the entire North American region, particularly at night. A plan for the accommodation of the largest number of stations with the least interference was evolved as a result of extensive studies conducted by Canada, Cuba, the Dominican Republic, Haiti, the Bahama Islands, Mexico, and the United States and was embodied in the North American Regional Broadcasting Agreement.

Before a new standard broadcasting station can be licensed or before modifications can be made in an existing station, engineering briefs covering the selection or change of frequency, amount of power and design of the directional antenna system must be approved by the Department of Transport and notification sent to the signatory countries of the North American Regional Broadcasting Agreement. After the establishment or change is completed, proof of performance must be submitted to establish that the actual installation is in accordance with the approved plan.

Ten monitoring stations are maintained at suitable points across Canada to police and monitor the radio spectrum: to see that radio stations are complying with the procedure set forth for their particular service; to observe the emissions from stations and ensure that they comply with the rules applicable to their service; to detect non-licensed stations and ensure that stations are being used for the purpose for which they are licensed; to assist in the investigation of cases of inter-station interference; to make studies of spectrum occupancy with a view to finding spectrum space for new assignments; and to make precise frequency measurements to determine if the operating frequencies of all classes of radio stations are within the tolerances as prescribed by domestic and international regulations. A mobile monitoring station is being equipped to carry out the investigation of those technical and operational aspects of emissions on frequencies that cannot be monitored by stations in fixed locations.

Under the Safety of Life at Sea Convention and the Canada Shipping Act, most passenger ships and larger cargo ships must be fitted with radiotelegraph or radiotelephone equipment, primarily for distress use. Approval is given for each make and model of