

Charlottetown Is Proud Of Its Modern Radio Broadcasting Station

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the war as Fortress, Signalling Officer, Keith Rogers returned to Charlottetown to engage in business. But the wireless fever had got him and when about the year 1920 radio began to develop he conducted a class in this new science for returned and wounded soldiers at the Convalescent Home in Charlottetown.

It was during this winter that the first experimental programs were radiated from Union College in Schenectady and from the Westinghouse Company's station KDKA at Pittsburgh. The first programs which were sent out from these stations were picked up in Charlottetown on home built apparatus consisting principally of coils of wire wound on cardboard salt boxes. Crude in the extreme as they were, these programs were the forerunners of the great broadcasting systems which today encircle the world.

From the wireless apparatus with its flashing, crashing spark to the quiet but nonetheless powerful radio transmitting tubes was but a step.

Always actuated by the dream of the great possibilities of this new scientific enterprise, Keith Rogers was not slow to follow every new development. His next step was to assemble a radio transmitter.

"Nothing will ever come of it," friends warned him, "you're only wasting your time and money. It's only a toy; people will soon tire of it."

But in spite of the many discouragements the transmitter was completed and operated under the experimental license 9AK. Programs of music and speech were successfully broadcast over short distances on this transmitter as early as 1920. During the fall exhibitions in Charlottetown of 1922 and 1923 demonstrations of this new electrical wonder were given daily. So did Keith Rogers establish in the minds of a few interested listeners in Prince Edward Island the fact that broadcasting was not an impossible dream but an established reality.

About 1922 and 1923 commercial radio receivers were beginning to make their appearance and Mr. Rogers was persuaded by some of the manufacturers to take the agency for some of these early models.

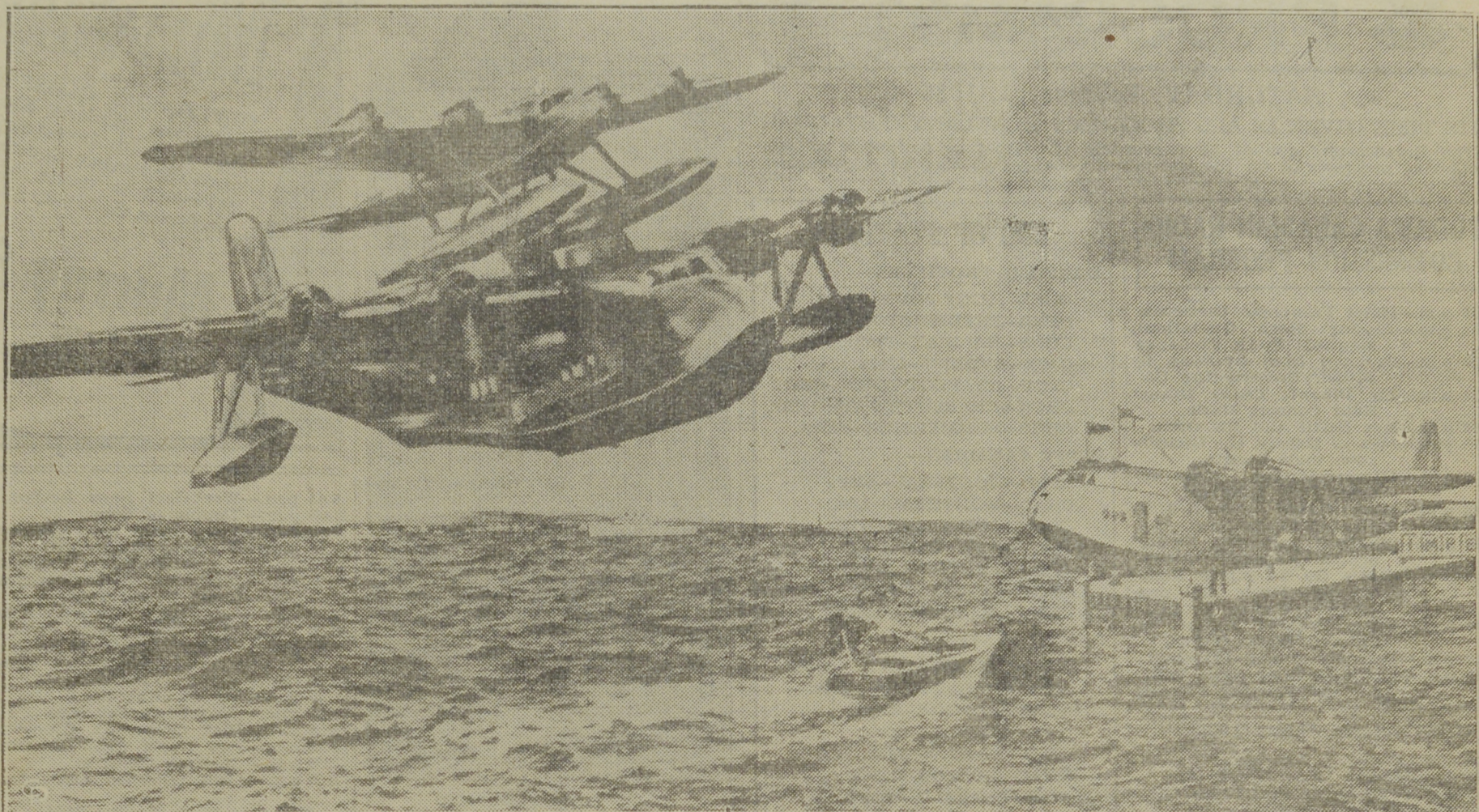
In spite of the protests of friends who still looked askance at this new industry he began to sell radio receivers. Amrad, Marconi, Grebe, Clapp-Eastham and Stomberg-Carlson were among some of the familiar names in radio in the early days. All these were handled at various times and from this beginning there sprang into existence in 1924, the Island Radio Company.

The radio business developed with startling rapidity. Simultaneously the broadcasting of programs from the large stations which sprang into existence all over the United States, became a fine art. When reception was good these distant stations could be heard with a fair amount of volume. But there were periods which were completely dead when on Prince Edward Island it was impossible to receive a single signal from New York, Pittsburgh or other American cities for days or even weeks.

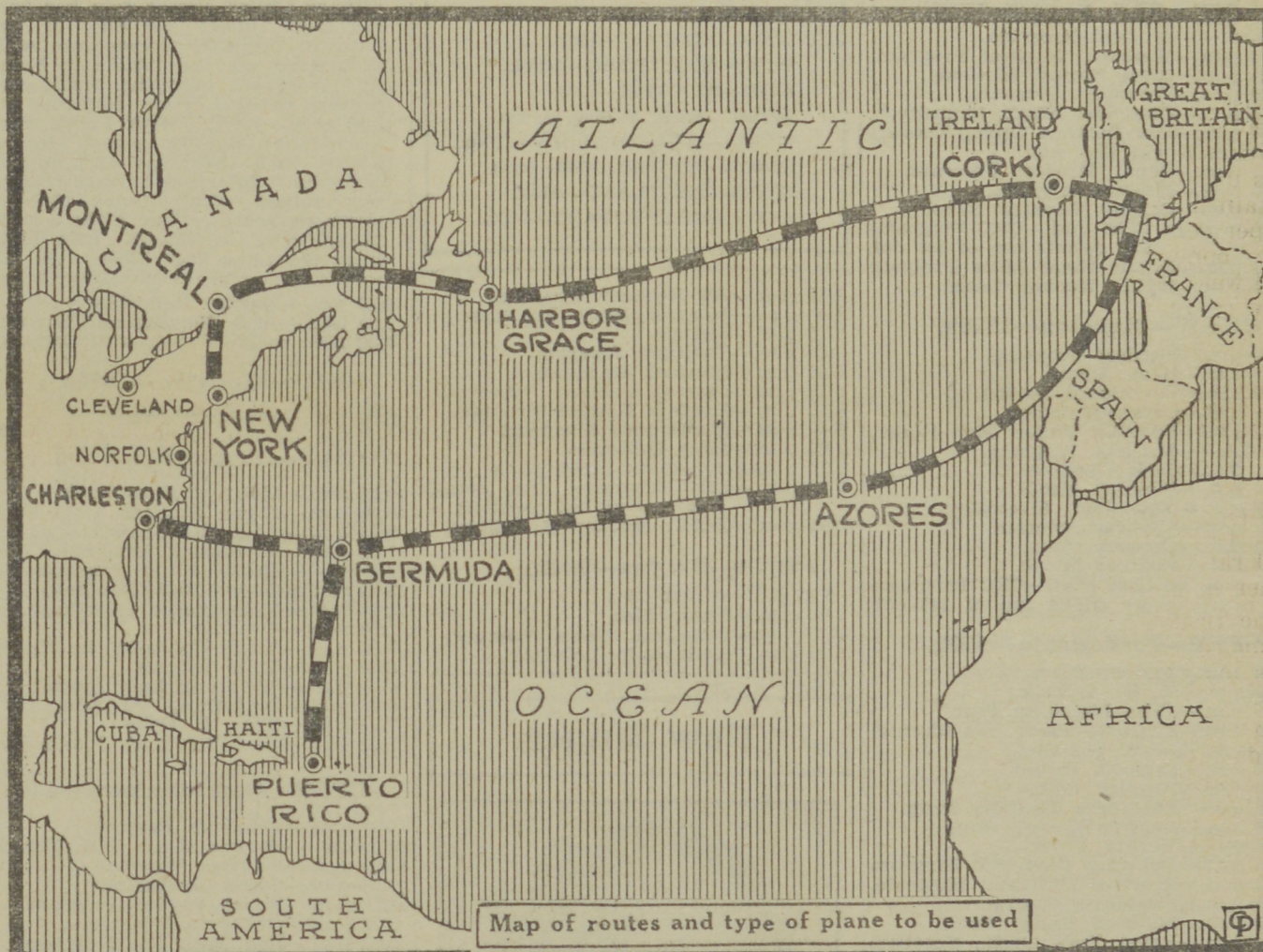
With the ideal of service ever before him and still following the youthful dream, Mr. Rogers and the Island Radio Company, who had distributed thousands of radios all over the Province determined to give the listening public in the Maritimes acceptable programs from a local station.

To this end was focused every available resource. The Rogers' living room was turned into a broadcasting studio. A fine collection of electrical recordings was built up at considerable expense and broadcasting apparatus of the highest quality was installed.

1935 HEADLINERS FADE AS FATHER TIME GROWS A YEAR OLDER



With the announcement from Washington of an agreement between the United States, England, Ireland and Canada for mutual exchange of landing privileges and other facilities, the long-talked-about establishment of regularity scheduled air services between Canada, the United States and Europe approaches realization. British air authorities have evolved a new scheme which they propose using for the transatlantic flights, and picture at TOP gives an artist's impression of how the new plan works. Two aeroplanes, a small high-speed monoplane with a heavy fuel and mail load and a huge flying boat carrying practically no load, take-off, the larger lightly-loaded flying boat carrying the small, speedier, loaded craft to a height of 10,000 feet where the small plane is launched on its way. Two routes are planned, a northern one via Harbor Grace, Nfld., and a southern route to Bermuda, as shown on the above map. The northern route is for summer flying. It is expected that four trips will be made weekly.



Many amusing incidents relative to the difficulties of studio broadcasting during these early days might be given. Even the larger broadcasting stations had not overcome many of the technical and acoustic problems with which they were faced and broadcasting from an ordinary undecorated room such as CFCY was forced to use was carried on under a big handicap.

The broadcasting of the piano has always presented difficulties as the tone due to the vibration of the strings was often mushy. In order to overcome this as well as cut out certain wall echoes, the piano was moved into the centre of the room from its accustomed place for each broadcast and during the program completely enveloped in down puffs, blankets or any other available material at hand. Often a new wall echo would develop during the course of a program and a blanket would be hastily snatched from a bed while the unsuspecting occupant murmured a sleepy but useless protest.

With the piano so draped and may be a stocking cap adorning the microphone; with the doorbell and telephone disconnected and the whole family under the necessity of enforced silence, the program went on the air and so smoothly were these "studio" programs presented that the audience was altogether unaware of the discomforts and inconveniences involved.

Needless to say letters of ap-

preciation were eagerly looked for in those early days and it might be added they were well deserved. Subsequently a studio was fitted up in the Victoria Hotel and programs were presented from there for several years until the present studio was built.

For more than ten years CFCY has served the listening public of the Maritimes with programs of a varied and high class character. From its original ten watts of power it has moved up progressively to 50, 100, 250 and 500 watts.

Many noteworthy broadcasts have been radiated from this station during these ten years. Re-broadcasting from England and other continental stations was carried on as early as 1927 with remarkable success and numerous letters on file indicate the immense amount of interest and satisfaction with which these re-broadcasts were received.

In 1927 the Armistice Day program in London was picked up from G5SW, Chelmsford, England and rebroadcast by CFCY for a two-hour period during the afternoon. The speech which was given by King Edward VIII, then the Prince of Wales, on that occasion was clearly heard by thousands of CFCY listeners all over the Eastern Provinces.

It was not an uncommon thing in those days for listeners to tune in any evening and hear Big Ben and the Westminster Chimes. Often Charlottetown citizens were surprised and startled to

hear the booming notes of Big Ben as it chimed the hour of midnight, resounding up and down Great George Street from the loud speaker which was installed over the premises of CFCY. Re-broadcasts from PCJJ at Eindhoven, Holland, from Nauen Germany, and from the Eiffel Tower in Paris were a feature of the activities of this station during this period.

One notable achievement was the successful relaying on July 1, 1927, of the entire Ottawa Celebration of the sixtieth anniversary of Confederation which was taken from the 24 metre short wave station at Drummondville, Que.

Practically all events of public importance and interest including the church services of the different denominations were given to the listeners of CFCY during these years, including the broadcasting of the anniversary services of a Westville church by remote control.

During the years since the Canadian Radio Commission has been functioning CFCY has carried the programs of the Commission nightly without a break.

CFCY is about to complete another cycle of progress, and authority has been granted by the Commission for a step up in power to 1,000 watts. A fine transmitter house and two 150-foot steel towers have been erected in Charlottetown Royalty, about three miles from Charlottetown on the main highway. These stand today as the outward and

visible signs of the progressive spirit of one of Charlottetown's own sons.

So the ambitious hopes of the young radio experimenter and his faith in an intangible dream have, in a measure at least, been realized.

Rules Of The Air Are As Important As Those Of Road

Many Restrictions Placed on Aeroplanes Coming Into An Airport.

Even if an airman has not Belisha Beacons or "Stop-Go" lights to contend with, this does not mean that he is free to race about the sky at will.

Many restrictions come into play when a plane gets within three miles of an airport. Aerobatics are forbidden. Any turns the pilot makes must be left-handed. He must always land directly into the wind—guided by the sausage-shaped wind indicator which floats from its mast on the aerodrome. When the wind speed is under four miles per hour, there is officially no wind. Warning of this is given by hoisting a large black ball in

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