

Manitoba.—*Enforcement.*—Attorney General. *Registrations.*—Treasurer, Tax Commission Office, Winnipeg. *Legislation.*—The Highway Traffic Act (c. 19, 1930) and amendments.

Saskatchewan.—*Administration.*—Motor Licence Division, Provincial Tax Commission, Revenue Building, Regina. *Legislation.*—The Vehicles Act (c. 68, 1935) and amendments.

Alberta.—*Administration.*—Motor Vehicle Branch, Department of the Provincial Secretary, Edmonton. *Legislation.*—The Vehicles and Highway Traffic Act (c. 31, 1924) and amendments.

British Columbia.—*Administration.*—Motor Vehicle Branch, Commissioner of Provincial Police, Victoria. *Legislation.*—The Motor Vehicle Act (c. 195, R.S.B.C. 1936) and the Highway Act (c. 116, R.S.B.C. 1936) and amendments.

Yukon.—*Administration.*—Territorial Secretary, Dawson, Yukon. Information regarding regulations may also be obtained from the Lands, Parks, and Forests Branch, Department of Mines and Resources, Ottawa. *Legislation.*—The Motor Vehicle Ordinance, No. 14, 1914, and amendments.

Section 2.—Roads and Vehicles.

The facilities for road transportation are dealt with in two subsections devoted, respectively, to roads and highways and to motor vehicles.

Subsection 1.—Roads and Highways.

Historical.—A brief description of the early colonization roads in Canada was given at p. 733 of the 1934-35 Year Book.

Recent Highway Development.—With the rapid increase in the percentage of motor-car owners to population (see pp. 672-673) the demand for improved roads has become more and more insistent since the War. Furthermore, the advantages to be gained by attracting touring motorists have been a powerful incentive to governing bodies to improve trunk roads and scenic highways within their jurisdictions. One sphere where the motor car has been of special economic advantage has been in rural areas, where its speed and economy are a great improvement over the old horse-drawn vehicle. As a result, in the Census of 1931 every second farm reported a farm-owned motor vehicle (1.96 farms per farm-owned motor vehicle). This widespread rural ownership of automobiles has resulted in the improvement of secondary rural roads.

The table of road mileages, p. 672, includes all roads under provincial jurisdiction and local roads in the Maritime Provinces and Ontario and estimates of local roads in the four western provinces. There are great stretches of country in the northern portions of Quebec, Ontario, the Prairie Provinces, and British Columbia with very few people and very few roads, but the southern portions are well supplied. The Trans-Canada Highway is now under construction, running from the Atlantic to the Pacific oceans entirely in Canadian territory.

A start has been made on the compilation of statistics of urban streets. For 1936 the mileage reported was 11,662, of which 2,340 was asphalt, 2,387 was gravel and crushed stone surface, and 3,054 was unsurfaced. The remaining 3,881 miles was water-bound macadam, bituminous and other surfaces. These statistics do not include all urban streets, but places not included would increase the totals very little.