

**Alberta.**—*Administration.*—Motor Vehicle Branch, Department of the Provincial Secretary, Edmonton, and Alberta Highway Traffic Board, Edmonton. *Legislation.*—The Vehicles and Highway Traffic Act (c. 31, 1924) and amendments, and Public Service Vehicles Act (c. 91, 1936).

**British Columbia.**—*Legislation.*—The Motor Vehicle Act (c. 195, R.S.B.C. 1935), and the Highway Act (c. 116, R.S.B.C. 1935) and amendments thereto, as well as the Motor Carrier Act (c. 36, R.S.B.C. 1939). Administration and enforcement of the Motor Vehicle Act and enforcement of the Highway Act and Motor Carrier Act is vested in the Commissioner of Provincial Police, Victoria, B.C., while the Highway Act is administered by the Minister of Public Works, Victoria, B.C., and the Motor Carrier Act by the Public Utilities Commission, Victoria, B.C.

**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 is 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. 665-666) the demand for improved roads has become more and more insistent since the War of 1914-18. 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, in turn, brought about an improvement of secondary rural roads.

The table of road mileages, p. 665, 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.

Statistics of urban streets have been collected since 1935 from cities and principal towns; the small municipalities omitted would increase the totals very little. For 1938 the total number of miles of street reported was 12,877, composed of: 2,304 miles of sheet asphalt; 900 miles of portland cement concrete; 1,444 miles of bituminous macadam, concrete, and other bituminous surfaces; 567 miles of water-bound macadam; 2,617 miles of gravel and crushed stone; and 807 miles of other surfaces; making a total of 8,639 miles of surfaced streets and 4,238 miles of earth roads. These figures for urban streets or roads are not included in the table of highway mileage.