

23.—Business Transacted by Express Companies in Financial Paper, 1938-42

Description	1938	1939	1940	1941	1942
	\$	\$	\$	\$	\$
Money orders, domestic.....	58,052,764	58,297,159	59,812,891	72,051,923	84,155,112
Money orders, foreign.....					
Travellers cheques, domestic.....	4,292,133	3,309,588	1,499,003	1,305,132	1,116,870
Travellers cheques, foreign.....					
"C.O.D." cheques.....	5,222,586	5,066,584	5,281,669	5,457,460	6,773,454
Telegraphic transfers.....	251,406	164,068	118,634	103,768	112,088
Other forms.....	357,703	220,234	161,688	502,254	980,531
Totals.....	68,176,592	67,057,633	66,873,885	79,420,537	93,138,055

PART III.—ROAD TRANSPORTATION*

Since the recent development of highways in Canada has been almost exclusively for the purpose of providing roadbed for motor-vehicle traffic, highways and motor-vehicles are treated as related features of transportation. After an introductory section, which briefly summarizes provincial regulations regarding motor-vehicles and motor traffic, the whole subject of road transportation is dealt with under the headings of facilities, finances and traffic, similar to the treatment extended to other forms of transportation.

Section 1.—Provincial Motor-Vehicle and Traffic Regulations†

NOTE.—In this Section, it is obviously impossible to include the great mass of detailed regulations in force in each province. The purpose in view is to provide only the more important general information. The sources of information for detailed regulations for specific provinces are given at pp. 594-595. See also "The Highway and Motor-Vehicle in Canada", an annual bulletin published by the Dominion Bureau of Statistics and obtainable from the Dominion Statistician, price 25 cents.

General.—The licensing of motor-vehicles and the regulation of motor-vehicle traffic lies within the legislative jurisdiction of the Provincial Governments in Canada. Regulations that are common to all the provinces are summarized here:—

Operator's Licences.—The operator of a motor-vehicle must be over a specified age (usually 16 years) and must carry a licence, obtainable only after prescribed qualification tests and renewable annually. Special licences are required for chauffeurs and, in some cases, for those granted licences who have not reached the specified age.

Motor-Vehicle Regulations.—In general, all motor-vehicles and trailers must be registered annually, with the payment of specified fees, and must carry two registration plates, one on the front and one on the back of the vehicle (one only for the back, in the case of trailers). In order to conserve metal for war purposes, six of the provinces and both territories issued only one licence plate to motor-vehicles in 1943. Other plans of indicating registration are under consideration for 1944. Gasoline rationing for motor-vehicles began on Apr. 1, 1942, and is described at p. 523. A change of ownership of the vehicle must be recorded with the registration authority. However, exception from registration is granted for a specified period (usually at least 90 days) in any year to visiting private vehicles registered in another province or a State that grants reciprocal treatment. Further

* Except as otherwise indicated, the material in this Part has been revised by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics.

† The information in this Section has been revised from material provided by the officials in charge of the administration of motor-vehicle and traffic Acts and Regulations in the individual provinces.