

Traffic Regulations.—In all provinces, vehicles keep to the right-hand side of the road. Everywhere motorists are required to observe traffic signs, lights, etc., placed at strategic points on highways and roads. In line with other measures to conserve gasoline and rubber in wartime, a speed limit of 40 miles per hour was put into effect over the whole of Canada, beginning May 1, 1942. Slower speeds are always required in cities, towns and villages, in passing schools and public playgrounds, at road intersections, railway crossings, or at other places or times where the view of the highway for a safe distance ahead is in any way obscured. Motor-vehicles must not pass a street car that has stopped to take on or discharge passengers except where safety zones are provided. Accidents resulting in personal injury or property damage must be reported to a provincial or municipal police officer and any driver involved must not leave the scene of accident until he has rendered all possible aid.

Penalties.—These ascend in scale from small fines for minor infractions of any of the regulations to a suspension of the operator's driving permit, impounding of the car, or imprisonment for serious infractions, recklessness, driving without an operator's licence, and especially for attempting, while intoxicated, to operate a motor-vehicle.

There is such a wide variation in the different provinces regarding the basis of licences and fees, the regulation of public commercial vehicles, details of traffic rules, speed, and the use of motor-vehicles, that it is impossible even to outline them satisfactorily in the space available here. The most important features are summarized in the annual bulletin referred to in the headnote to this Section. The authorities responsible for the administration of motor-vehicles and the legislation governing vehicles and traffic are given below for each province.

Prince Edward Island.—*Administration.*—The Provincial Secretary, Charlottetown. *Legislation.*—The Highway Traffic Act (c. 2, 1936) and amendments.

Nova Scotia.—*Administration.*—Motor Vehicle Branch, Department of Highways and Public Works, Halifax. *Legislation.*—The Motor Vehicle Act (c. 6, 1932) and amendments and the Motor Carrier Act (c. 78, R.S.N.S. 1923) as amended by c. 29, 1937.

New Brunswick.—*Administration.*—Motor Vehicle Division, Department of Public Works, Fredericton. *Legislation.*—The Motor Vehicle Act (c. 20, 1934) and amendments.

Quebec.—*Administration.*—Motor Vehicle Bureau, Provincial Revenue Offices, Treasury Department, Quebec. *Legislation.*—The Motor Vehicle Act (c. 142, R.S.Q. 1941) and amendments.

Ontario.—*Administration.*—Motor Vehicles Branch, Department of Highways, Toronto. *Legislation.*—The Highway Traffic Act (c. 288, R.S.O. 1937) and amendments.

Manitoba.—*Administration.*—Provincial Treasurer, Winnipeg. *Legislation.*—The Highway Traffic Act (c. 93, R.S.M. 1940) and amendments.

NOTE.—In 1945, the Manitoba Legislature passed new legislation amending the Highway Traffic Act. Part VII, dealing with financial responsibility for accidents by public liability and property damage insurance or otherwise, was repealed. Under the new legislation, generally speaking, it is necessary for a motorist to furnish safety responsibility (by insurance or otherwise) in virtually all cases where he is involved in an accident. There are also drastic provisions for the impounding of his car and the cancellation of his licence. It is expected that the new legislation will be proclaimed and come into force as of Jan. 1, 1946.