

**Saskatchewan.**—*Administration.*—Treasury Department, Taxation Branch, Highway Traffic Board, Revenue Building, Regina. *Legislation.*—The Vehicles Act (c. 275, 1940) and amendments.

**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. 275, R.S.A. 1942) and amendments, and Public Service Vehicles Act (c. 276, R.S.A. 1942), and Rules and Regulations. The Vehicles and Highway Traffic Act is administered by the Department of the Provincial Secretary, and the Public Service Vehicles Act by the Alberta Highway Traffic Board, Department of Public Works.

**British Columbia.**—*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 thereto, as well as the Motor Carrier Act (c. 36, 1939). Administration and enforcement of the Motor Vehicle Act and enforcement of the Highway Act and the 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.

**Northwest Territories.**—*Administration.*—Director, Lands, Parks and Forests Branch, Department of Mines and Resources, Ottawa. *Legislation.*—The Motor Vehicle Ordinance, assented to Mar. 26, 1941, and amendments.

## Section 2.—Roads and 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 p. 673), 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 and truck has been of special economic advantage has been in rural areas. As a result, according to the Census of 1941, there was one motor-vehicle for every 1.8 farms. This widespread rural ownership of automobiles and trucks has, in turn, brought about an 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 provides a strategic link between Eastern and Western Canada that permits motorists to traverse the Dominion without entering United States territory.