

**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dealing with financial responsibility for accidents by public liability and property damage insurance or otherwise was repealed.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, if a motorist is unable to furnish proof of financial responsibility by insurance or otherwise at the time of an accident, whether the accident was his fault or not, drastic penalties ensue. These penalties include indefinite impoundment of the motor-vehicle and suspension of driver's licence and motor-vehicle registration. The penalties apply both to the owner and to the driver. This new legislation came into force by proclamation on Dec. 1, 1945.

**Saskatchewan.**—*Administration.*—Treasury Department, Taxation Branch, Highway Traffic Board, Revenue Building, Regina. *Legislation.*—The Vehicles Act (c. 98, 1945).

**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). Enforcement of the Motor Vehicle Act, the Highway Act and the Motor Carrier Act is vested in the Commissioner of Provincial Police, Victoria, while the Highway Act is administered by the Minister of Public Works, the Motor Carrier Act by the Public Utilities Commission, and the Motor Vehicle Act by the Superintendent of Motor Vehicles.

**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. 663), 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.