

*Safety Responsibility Legislation.*—Manitoba was the first province to adopt safety responsibility measures. In 1945, the Manitoba Legislature passed new legislation amending the Highway Traffic Act, under which, 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 impoundment of the motor-vehicle and suspension of driver's licence and motor-vehicle registration. The objects of the law are: (1) To place the victim of an irresponsible, uninsured motorist in as good a position as he would have been in if the motorist had been insured; and (2) to promote safe driving by emphasizing by suspension of licence, etc., the fact that unsafe driving or irresponsible driving carries drastic, immediate and automatic penalties.

At the 1947 session of the Ontario Legislature, the Highway Traffic Act was amended so as to provide for the automatic suspension of the driver's licence and motor-vehicle permit of: (1) Every person convicted of any offence under the Act if any personal injury or property damage occurs in connection therewith; (2) Every person convicted of any offence under the Act if the penalty imposed includes suspension of driver's licence or owner's permit; (3) Every person convicted of a criminal offence involving the use of a motor-vehicle.

The suspensions remain effective until proof of financial responsibility is filed. The object of this law is to encourage safe driving by imposing this additional penalty on persons convicted of offences arising out of motor-vehicle accidents. Provision is also made for the forfeiture to the Crown of a motor-vehicle operated while the permit for same is under suspension. These amendments became effective July 1, 1947.

The Act was also amended to require the payment of all judgments arising out of motor-vehicle accidents either for personal injuries or property damage up to a maximum of \$5,000 for one person or \$10,000 for two persons and \$1,000 for property damage arising out of one accident. If judgments are not satisfied by the judgment debtors, provision is made for their payment out of an Unsatisfied Judgment Fund to be created. The judgment debtor is then prohibited from holding a driver's licence or having a motor-vehicle registered in his name until the judgment debtor repays in full to the Fund the amount paid out, together with interest at 4 p.c. from the date of such payment, and also files proof of ability to satisfy a judgment for \$11,000 which may arise out of any future accidents. This part of the Act is to be brought into effect by proclamation.

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.

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