

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. For the most important features see the annual bulletin published by the Dominion Bureau of Statistics.

Safety Responsibility Legislation.—Between the years 1930 and 1933 all the provinces of Canada, with the exception of Quebec, enacted legislation under this heading which is sometimes referred to as Safety Responsibility Legislation, and at other times as Financial Responsibility Legislation. The following paragraphs give the latest amendments to this Legislation and the authorities responsible for the administration of motor-vehicles.

Prince Edward Island.—Provision was made in the Prince Edward Island Traffic Act, 1930, for cancellation of the licence of any person unable to satisfy judgment against him arising out of a motor-vehicle accident. Licence is to be reissued only when proof of financial responsibility is made to the Provincial Secretary. In 1946, "Unsatisfied Judgment Fund" legislation was passed whereby the injured party in an automobile accident might receive compensation from this Fund where the person at fault was unable to satisfy the judgment against him.

Administration.—The Provincial Secretary, Charlottetown. *Legislation.*—The Highway Traffic Act (1936, c. 2) 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 (R.S.N.S. 1923, c. 78) as amended.

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

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

Ontario.—Safety Responsibility Legislation or Financial Responsibility Legislation as it is sometimes referred to came into force in Ontario in September, 1930.

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.