

**British Columbia.**—Financial Responsibility Legislation, which has been in effect in this Province since 1932, provides for the suspension of driver and motor-vehicle licences on failure to pay judgments, for contravention of certain convictions in connection with speed and for offences under Section 285 of the Criminal Code, etc. These suspensions remain in effect until the party concerned files proof of financial responsibility, which he is required to keep in full force and effect. In 1947, new legislation was enacted that added to the Financial Responsibility Legislation already in effect, providing for the impounding of motor-vehicles that were involved in motor-vehicle accidents, and for which, at such time, a motor-vehicle liability insurance card or a financial responsibility card could not be produced.

*Administration.*—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.* — Commissioner of Yukon Territory, Dawson, Yukon. Information regarding regulations may also be obtained from the Lands and Development Services Branch, Department of Mines and Resources, Ottawa. *Legislation.*—The Motor Vehicle Ordinance, No. 2, 1947, and amendments.

**Northwest Territories.**—*Administration.*—Director, Lands and Development Services 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

The steadily increasing use of motor-vehicles for pleasure and commercial travel has created an insistent demand for good highways and for the development of scenic routes as tourist attractions. Also the widespread ownership of automobiles and trucks in rural areas—according to the 1941 Census there was one motor-vehicle for every 1.8 farms—has brought about a great improvement in secondary rural roads.

The figures of Table 1 include the mileages of all roads under provincial jurisdiction, those in the National Parks, 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 Alaska Highway, built for military purposes during 1942 and extending 1,600 miles from Fort St. John, B.C., to Fairbanks, Alaska, now serves civilian as well as military traffic. It opens up a vast area of hitherto virgin territory and affords a means of land communication from Alaska through Canada to the United States.

Statistics of urban streets have been collected since 1935 from cities and principal towns; the small municipalities omitted would increase the totals very little. For 1946 the total number of miles of street reported was 14,326, composed of: 3,368 miles of bituminous pavements; 918 miles of portland cement concrete; 2,044 miles