

## PART III.—ROAD TRANSPORTATION\*

Recent development of highways in Canada has been almost exclusively for the purpose of providing roadbed for motor-vehicle traffic so that highways and motor-vehicles are treated here as related features of transportation. Following an introductory section, which summarizes provincial regulations regarding motor-vehicles and motor traffic, the entire subject of road transportation is dealt with under the headings of roads and highways and motor-vehicles.

### Section 1.—Provincial Motor-Vehicle and Traffic Regulations†

**NOTE.**—It is obviously impossible to include here the great mass of detailed regulations in force in each province and Territory; only the more important general information is given. The sources of information for detailed regulations for specific provinces and the Territories are given at pp. 762-765.

**General.**—The licensing of motor-vehicles and the regulation of motor-vehicle traffic lies within the legislative jurisdiction of the provincial and territorial governments. Regulations that are common to all provinces and to the Territories are summarized under the following headings:—

**Operator's Licences.**—The operator of a motor-vehicle must be over a specified age (usually 16 years) and must carry a licence, obtainable in most provinces only after prescribed qualification tests and renewable annually. Special licences are required for chauffeurs and, in some cases, for those granted licences who have not reached the specified age.

**Motor-Vehicle Regulations.**—In general, all motor-vehicles and trailers must be registered annually, with the payment of specified fees, and must carry two registration plates, one on the front and one on the back of the vehicle (one only for the back, in the case of trailers). A change of ownership of the vehicle must be recorded with the registration authority. However, exception from registration is granted for a specified period (usually at least 90 days) in any year to visiting private vehicles registered in another province or a State that grants reciprocal treatment. Further regulations require a safe standard of efficiency in the mechanism of the vehicle and of its brakes, and provide that equipment include non-glare headlights, a proper rear light, a satisfactory locking device, a muffler, a windshield wiper, and a rear-vision mirror.

**Traffic Regulations.**—In all provinces and the Territories, vehicles keep to the right-hand side of the road. Everywhere motorists are required to observe traffic signs, lights, etc., placed at strategic points on highways and roads. Speed limits, usually of 50 miles per hour, are in effect; slower speeds are always required in cities, towns and villages, in passing schools and public playgrounds, at road intersections, railway crossings, or at other places or times where the view of the highway for a safe distance ahead is in any way obscured. Motor-vehicles must not pass a tram that has stopped to take on or discharge passengers, except where safety zones are provided. Accidents resulting in personal injury or property damage must be reported to a provincial or municipal police officer and a driver involved must not leave the scene of an accident until he has rendered all possible aid and disclosed his name to the injured party.

\* Except as otherwise indicated, the material in this Part has been revised in the Public Finance and Transportation Division, Dominion Bureau of Statistics.

† The information in this Section has been revised from material provided by the officials in charge of the administration of motor-vehicle and traffic Acts and Regulations in the individual provinces and the Territories.