

**British Columbia.**—Financial Responsibility Legislation, which has been in effect in this Province since 1932, provides for the suspension of the 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 for a period of at least three years at which time he may be released under certain circumstances. 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 the time, a motor-vehicle liability insurance card or a financial responsibility card could not be produced, and the suspension of licences until proof of financial responsibility is given and other security or satisfaction of claims is given for damages or injuries caused.

*Administration and Legislation.*—Enforcement of the Motor Vehicle Act, the Highway Act and the Motor Carrier Act is vested in the Royal Canadian Mounted Police and the Municipal 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 Territory.**—*Administration.*—Commissioner of the Yukon Territory, Dawson, Yukon Territory. Information regarding regulations may also be obtained from the Northern Administration and Lands Branch, Department of Resources and Development, Ottawa. *Legislation.*—The Motor Vehicle Ordinance, (1947, c. 2) as amended.

**Northwest Territories.**—*Administration.*—Commissioner of the Northwest Territories. Address communications to the Director, Northern Administration and Lands Branch, Department of Resources and Development, Ottawa. *Legislation.*—The Motor Vehicles Ordinance, assented to Nov. 30, 1950, as amended.

## Section 2.—Roads and Highways

The steadily increasing use of motor-vehicles for pleasure and commercial travel has created an insistent demand for more and better highways and for the development of scenic routes as tourist attractions.

The figures of Table 1 include the mileages of all roads under provincial jurisdiction, those in the National Parks, local roads in the Atlantic Provinces and Ontario and estimates of local roads in the four western provinces. There are great stretches of country in Newfoundland, the northern portions of Quebec, Ontario, the Prairie Provinces and British Columbia with very few people and very few roads, but the more extensively populated portions are well supplied. The Northwest Highway System (the Alaska Highway), built for military purposes during 1942 and extending 1,600 miles from Fort St. John, B.C., to Fairbanks, Alaska, serves civilian as well as military traffic. It opens up a vast area of hitherto virgin territory and affords a means of all-weather 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 1950, the total number of miles of street reported was 14,462, composed of 3,899