

Penalties.—Penalties ascend in scale from small fines for minor infractions of any of the regulations to 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 to operate a motor-vehicle while intoxicated.

There is such wide variation among the different provinces and territories regarding the bases 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.

Safety Responsibility Legislation.—All the provinces and territories of Canada, with the exception of Yukon Territory, have enacted legislation under this heading which is sometimes referred to as Safety Responsibility Legislation and at other times as Financial Responsibility Legislation. The provincial outlines beginning at the bottom of this page give the latest amendments to this legislation and the authorities responsible for the administration of motor-vehicles.

Unsatisfied Judgment Funds.—In recent years a new type of motor-vehicle legislation has been enacted in many of the provinces. This has usually taken the form of an amendment to the motor-vehicle laws of the province and provides for the establishment of an Unsatisfied Judgment Fund, out of which are paid judgments awarded for damages arising out of motor-vehicle accidents in the province which cannot be collected in the ordinary process of law. The Fund is created by the collection annually of an Unsatisfied Judgment Fund fee from the registered owner of every motor-vehicle or from every person to whom is issued a driver's licence. This fee in no case exceeds \$1 per annum. A feature of this legislation which is contained in some provincial statutes provides for the payment of judgments in the case of so-called 'hit and run' accidents. In such cases, when neither the owner nor the driver can be identified, action may be taken against the Registrar of Motor Vehicles; any judgment secured against the Registrar is paid out of the Fund. All of these laws contain a provision limiting the amount that can be paid out of the Fund on one judgment. The limits are \$5,000 for one person, \$10,000 for two or more persons injured in one accident and \$1,000 for property damage. In the case of 'hit and run' accidents payments are made only for personal injuries or death.

The following provinces now have this type of legislation in effect: Newfoundland, Prince Edward Island, Nova Scotia, Ontario, Manitoba, Alberta and British Columbia.

Newfoundland.—*Administration.*—Deputy Minister of Public Works, St. John's. *Legislation.*—The Highway Traffic Act, 1941, as amended.

Prince Edward Island.—Provision was made in the Highway Traffic Act, 1936, for cancellation of the licence of any person unable to satisfy judgment against him arising out of a motor-vehicle accident. The licence is to be reissued only when proof of financial responsibility is made to the Provincial Secretary. In 1950, a revised and consolidated Highway Traffic Act was passed.

Administration.—The Provincial Secretary, Charlottetown. *Legislation.*—The Highway Traffic Act (R.S.P.E.I. 1951, c. 73).