

**Saskatchewan.**—Financial responsibility legislation in this Province was placed on the Statutes in 1933 and provides that, where a judgment is rendered in any court in Canada for damages on account of death or injury to any person or on account of property damage in excess of \$50, occasioned by a motor-vehicle, and the person fails to satisfy the judgment within 30 days from the date upon which it becomes final, the Board shall suspend the operator's or chauffeur's licence issued to the person against whom the judgment is rendered and the registration of every motor-vehicle registered in his name. Judgment must be satisfied before licences are reinstated and the person so liable must give proof of financial responsibility for future motor-vehicle accidents in the amount of \$11,000 for a period of three years.

The Automobile Accident Insurance Act was passed by the Legislature and placed on the Statutes during 1946 and provides collision insurance, personal injury insurance, and public liability and property damage insurance in the amounts as set forth in the said Act. Saskatchewan citizens are provided with insurance against death or personal injury resulting directly from motor-vehicle accidents. Every person is automatically provided with public liability and property damage insurance to the extent of the amount paid for personal injuries or property damage which is payable by the insurance office.

*Administration.*—Treasury Department, Highway Traffic Board, Revenue Building, Regina. *Legislation.*—The Vehicles Act (R.S.S. 1951, c. 85).

**Alberta.**—In 1947, the Alberta Legislature passed the Automobile Accident Indemnity Act (later the title was amended to the Motor Vehicle Accident Indemnity Act), the main provisions of which are: the suspension of the licences of all drivers directly or indirectly involved in an accident which results in bodily injury, or in property damage exceeding \$75 in value (changed from \$25 in 1949), if proof of financial responsibility on the part of the driver is not forthcoming; and an Unsatisfied Judgment Fund is set up on the basis of an annual fee of \$1, collected for each licensed motor-vehicle in addition to the regular registration fee. Action may be taken against the Superintendent of the Fund where a judgment for an amount exceeding \$100 has been obtained following a motor-vehicle accident, if the assets of the judgment debtor are insufficient to meet the award of the court, or in cases where the driver or owner of the motor-vehicle causing the accident is unknown. Minor amendments were made to this legislation in 1948 and 1949.

*Administration.*—Motor Vehicle Branch, Department of the Provincial Secretary, Edmonton, and the Highway Traffic Board, Department of Highways, Edmonton. *Legislation.*—The Vehicles and Highway Traffic Act (R.S.A. 1942, c. 275) as amended, the Motor Vehicle Accident Indemnity Act (1947, c. 11) as amended, the Public Service Vehicles Act (R.S.A. 1942, c. 276), and Rules and Regulations. The Vehicles and Highway Traffic Act and the Motor Vehicle Accident Indemnity Act are administered by the Motor Vehicle Branch, Department of the Provincial Secretary, and the Public Service Vehicles Act by the Highway Traffic Board, Department of Highways.

**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