

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 are involved in motor-vehicle accidents, and for which, at the time, a motor-vehicle liability insurance card or a financial responsibility card cannot 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, Whitehorse, Y.T. 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 figures of Table 1 include the mileages of all roads under provincial jurisdiction, those in the National Parks, local roads in the Atlantic Provinces, Ontario and British Columbia and estimates of local roads in the three Prairie 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. Completed in 1949, the MacKenzie Highway which runs 386 miles from Grimshaw, Alta., to Hay River, N.W.T., has been of great value in the development of the Great Slave Lake region and the entire Mackenzie River Valley.

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 1951, the total number of miles of street reported was 14,855, composed of 4,081 miles of bituminous pavements, 860 miles of portland cement concrete, 2,784 miles of bituminous surfaces, 3,532 miles of gravel and crushed stone and 110 miles of other surfaces; making a total of 11,367 miles of surfaced streets and 3,488 miles of earth roads. These figures for urban streets or roads are not included in Table 1.