

**Government Aid to Railways.**—In order that the private railways of Canada might be constructed in advance of settlement as colonization roads or through sparsely settled districts where little traffic was available, it was necessary for federal and provincial governments and even for municipalities to extend some form of assistance. The form of aid was usually a bonus of a fixed amount for each mile of railway constructed and, in the early days, grants of land were also made other than for right-of-way. As the country developed, objections to the land-grant method became increasingly apparent and aid was given more frequently in the form of a cash subsidy for each mile of line, a loan or a subscription to the shares of the railway. Guarantees of debenture issues were given in a later period and, since the formation of the Canadian National Railways, all debenture issues of that System, except those for rolling-stock, have been guaranteed by the Federal Government.

During the era of railway expansion before 1918, provincial governments guaranteed the bonds of some railway lines that afterwards were incorporated in the Canadian National Railway System. These bonds as they mature or are called are paid off by the Canadian National Railways, in large measure through funds raised by the issue of new bonds with Federal Government guarantee. Railway bonds guaranteed by the Government of Canada at Dec. 31, 1964 amounted to \$1,367,811,500.

For some years the Federal Government has been assisting shippers by bearing a portion of rail transportation costs on certain types of traffic moving between and within specific areas of Canada. Reimbursement to the railways for diminution of revenue resulting from these reductions has been provided through four principal plans: the Freight Rates Reduction Act (SC 1959, c. 27), which reduces for shippers, on certain classes of traffic, the full effect of the last freight rate increase authorized by the Board of Transport Commissioners for Canada in 1958; the East-West Bridge Subsidy, which provides reduced rates to shippers on certain traffic moving between Eastern and Western Canada; the Maritime Freight Rates Act (RSC 1952, c. 174), which reduces rates to shippers on traffic moving within and out of the Atlantic Provinces; and interim payments related to recommendations of the MacPherson Royal Commission. (See also p. 758.)

### PART III.—ROAD TRANSPORT\*

Highways and motor vehicles are herein treated as related features of transportation. An introductory Section summarizes provincial regulations regarding motor vehicles and motor traffic.

#### 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 source of information for detailed regulations for each province and territory is given at pp. 773-774.

The registration of motor vehicles and the regulation of motor vehicle traffic lies within the legislative jurisdiction of the provincial and territorial governments. Regulations common to all provinces and territories are summarized as follows.

**Operators' Licences.**—The operator of a motor vehicle must be over a specified age, usually 16 years (17 in Newfoundland and 18 for class A licence in Alberta), and must carry a licence, obtainable in most provinces only after prescribed qualification tests. Such licence is renewable annually in Newfoundland, Prince Edward Island, Nova Scotia and Saskatchewan; in Alberta and British Columbia it is renewable every five years; in New Brunswick, Quebec and Manitoba it is renewable every two years and, in Quebec, expires on the licensee's birth date; in Ontario a licence is issued on a three-year basis and expires

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

† Revised according to information received from the respective provincial authorities concerned.