

licence is renewable annually in Newfoundland, Prince Edward Island, Nova Scotia, Saskatchewan and the Northwest Territories; 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 on the licensee's birth date. Special licences are required for chauffeurs in all provinces except Newfoundland and in some jurisdictions special licences may be granted to those who have not reached the specified age.

Motor Vehicle Regulations.—All motor vehicles and trailers must be registered annually, with the payment of specified fees, and must carry two registration plates, one on the front and one on the back of the vehicle (one only for the back of trailers); in New Brunswick one licence plate is issued to be attached to the front of truck tractors and to the rear of all other vehicles; in Prince Edward Island one plate is issued for motorcycles, to be mounted on rear. In most provinces, in event of sale the registration plates stay with the vehicle but in Quebec, Manitoba, Saskatchewan and Alberta the plates are retained by the owner. In Nova Scotia, vehicles pass from owner to owner by due process of law and title must be secured before issue of plates and permit. A change of ownership of the vehicle must be recorded with the registration authority. However, exemption from registration is granted for a specified period (usually at least 90 days, except in Quebec where the maximum is 90 days, in British Columbia where it is six months and in Ontario where it is six months for vehicles from other provinces and three months for vehicles registered outside Canada) in any year to visitors' private vehicles registered in another province or a state that grants reciprocal treatment. Regulations require a safe standard of efficiency in the mechanism of the vehicle and of its brakes and stipulate that equipment include non-glare headlights, a proper rear light, a muffler, a windshield wiper, a rear-vision mirror, and a warning device.

Traffic Regulations.—In all provinces and territories, vehicles keep to the right-hand side of the road. Everywhere motorists are required to observe traffic signs, lights, etc., placed at strategic points on highways and roads. The speed limit in Prince Edward Island, New Brunswick and Quebec is 60 miles an hour in daytime and 55 at night; in Manitoba and Alberta it is 60 in daytime and 50 at night, with the exception of a few selected sections of four-lane highway in Alberta and Manitoba where maximum speeds in excess of the foregoing may be authorized and posted. In Nova Scotia the limit is a "reasonable and prudent" speed, with a maximum of 60 miles an hour except where 65 miles an hour is authorized. In Ontario maximum speeds vary from 50 to 60 miles an hour, depending on type of highway. In the other provinces the maximum speed permitted is normally 50 miles an hour; in Saskatchewan and British Columbia where higher speed limits are in effect they are posted. Slower speeds are always required in cities, towns and villages, when passing schools and public playgrounds, at road intersections, railway crossings or at other places or times where the view of the highway for a safe distance ahead is in any way obscured. In almost all provinces, truck speed limits are at least five miles an hour below automobile speed limits. In all provinces and territories, accidents resulting in personal injury or property damage of \$100 or more must be reported to a police officer (in Nova Scotia to the Registrar of Motor Vehicles or to a police officer; in Quebec to the Motor Vehicle Bureau) and a driver involved must not leave the scene of an accident until he has rendered all possible aid and disclosed his name to the injured party.

Driver Licensing Controls.—All provinces and territories impose penalties for infractions of driving regulations, ranging from fines for minor infractions to suspension of the operator's driving permit, impounding of the car (except in the Northwest Territories), or imprisonment for more serious infractions. In most provinces penalties have been linked to a driver-improvement program, the aim of which is to correct faulty driving habits, not to take drivers off the road. The most common driver-improvement program includes the demerit-point-system.