

53-201

THE DOMINION OF CANADA
THE DEPARTMENT OF RAILWAYS AND CANALS

HIGHWAYS BRANCH

Circular No. 3

MOTOR VEHICLE

REGISTRATIONS, LICENSES, REVENUES, FEES, ETC.

AND

STATISTICS OF ENTRIES INTO CANADA

FOR TOURING PURPOSES DURING

1921



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1922

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INTRODUCTION

Statistics of national activities may be regarded, as the trial balances that permit of a fair measurement of the course, and a just judgment of the trend of the industry or industries whose development and progress are matters of public concern.

Statistics of the numbers of motor vehicles registered in the different provinces reflect both the expansion of the automobile industry in Canada, and the necessary importations of automobiles and parts from abroad.

Again the automotive transport industry is just beginning to be a factor in the transportation of passengers and freight in this country. Railways have found that the handling of less than car-load lots of freight is often unprofitable business; and it follows commercial motor trucks are being used in greater numbers to carry lighter shipments of property between some of the larger centres served by adequately surfaced highways.

The development of these industries is inseparably related to the condition of the main avenues of business travel in the Dominion. Such developments are, however, of secondary importance to the impetuses given to basic industries such as agriculture, and its varied branches, particularly dairying, to increase output.

It will be noticed from page 7, that the revenues from motor vehicle registration licenses, etc., are being applied, after the cost of administration, by the different provinces towards the financing of the cost of constructing, improving and maintaining roads. It may be further observed that in most of the provinces, such revenues are being devoted towards the raising of funds to enable such provinces to meet their quotas of the federal appropriation of \$20,000,000 authorized by Parliament in 1919, with a view to encouraging the construction and improvement of main and market roads. All the provinces are now operating under this Act, and at the close of the fiscal year, 1921-22, about a quarter of the appropriation had been paid on account of forty per centum of the "actual necessary and reasonable cost," of a selected system of connected roads. The provinces collected during the year the sum total of \$7,669,493 from motor vehicle licenses. The increase over the preceding year amounts to \$1,652,605, or 27 per cent, as against an increase of 11.7 per cent over the year 1920, in the total number of motor vehicles registered.

In the case of four of the provinces, the same basis of license fee is used for both passenger and commercial motor vehicles. In three of these provinces, no separate record is kept in registering these two types of vehicles.

On page 9 is given the statutory limits of speed for motor vehicles in the different provinces. The statutes of a number of the provinces provide that the speed in open country shall be "reasonable having regard to the traffic and use of the highway." In Saskatchewan the statute provides that the limit of speed shall be that "dangerous to the public," having regard not alone to traffic and use of the highway, but also its nature and condition.

On page 12 is given a statistical statement of the different road resistances to be overcome, in the use of unimproved roads. The relation between the nature and condition of the highway, and the efficiency of tractive forces thereon is of growing public interest.

The statistics concerning foreign-owned motor vehicles registered at the different ports of entry into Canada for touring purposes have been collected by the co-operation of the Department of Customs. The large increase of visiting motorists from year to year reflects our growing reputation for scenic attractions and good roads.

A.W.CAMPBELL
Chief Commissioner of Highways

MOTOR VEHICLE REGISTRATIONS AND REVENUES

Province	Automobiles	Trucks	Cycles	Dealers and M'trs	Chauffeurs	Operators	Farm Tractors
Alberta.....	38,165	1,687	440	326	2,123		1,603
British Columbia.....	32,000	Included	850	150	5,200		
Manitoba.....	37,415	1,825	975	392	4,116	6,298	
New Brunswick.....	12,585	875	155	Nil	1,518		10
Nova Scotia.....	12,550	1,500	155	120	1,635		
✓ Ontario.....	181,978	19,554	4,985	1,462	21,838*		
Prince Edward Island.....	1,679	65	7	21	58	266	
Quebec.....	47,365	5,586	1,709	318	12,400	54,426	10
Saskatchewan.....	60,836	Included	339	750	821		
Yukon.....	70	6	4	1			
Canada.....	424,573	31,092	9,615	3,539	49,709	60,990	1,623

*Note.—Includes 30 non-professional.

41365
5596
1709
54690

REVENUES FROM MOTOR VEHICLE REGISTRATION—PER CENT OF APPLICATION—PERSONS PER VEHICLE—

Province	Total registration	Total revenues, registrations and licenses	Average per car	Application	Proportion expended by Highway Department	Population census 1921	Persons per vehicle
Alberta.....	40,292	\$718,531 30	\$17 83	Construction and repair road accounts	All of net after administration.....	588,454	14
British Columbia.....	32,850	600,000 00	18 27	" " " "	97½%	524,582	16
Manitoba.....	38,632	528,194 00	13 68	Highway debentures sinking fund and interest.....	100%	612,677	16
New Brunswick.....	13,615	273,074 48	20 05	Highway debentures sinking fund and interest.....	All of net after administration.....	387,876	28
Nova Scotia.....	14,275	372,217 67	26 07	Highway debentures sinking fund and interest.....	" " " "	523,837	37
Ontario.....	206,517	2,930,000 00	14 19	Construction and repair roads account	" " " "	2,935,153	14
Prince Edward Island.....	1,751	38,203 10	21 82	Highway debentures sinking fund and interest.....	" " " "	88,615	51
Quebec.....	54,660	1,386,531 35	25 37	Highway loans, sinking fund and interest.....	" " " "	2,359,795	43
Saskatchewan.....	61,175	821,881 50	13 43	Consolidated revenue of province...	All voted by the Legislature.....	757,271	12
Yukon.....	81	860 00	10 60	General fund of Territory.....		4,162	51
Canada.....	463,848	7,669,493 40	16 54			8,782,422	19

ANNUAL REGISTRATIONS OF MOTOR VEHICLES BY PROVINCES

Province	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921
Alberta.....	55	65	275	423	1,631	2,505	3,773	4,728	5,832	9,516	20,624	29,600	38,000	38,462	40,292
British Columbia.....	175	263	504	1,026	2,220	4,289	6,138	7,628	8,360	9,457	11,625	15,370	21,350	28,850	32,850
Manitoba.....		412	662	1,524	2,436	4,009	5,475	7,359	9,225	12,765	17,507	24,012	29,313	37,571	38,632
New Brunswick.....		104	167	299	483	700	824	1,388	1,900	2,965	5,251	6,434	8,061	11,216	13,611
Nova Scotia.....	62	65	69	148	228	456	511	1,324	1,841	3,012	5,350	8,100	10,030	12,635	14,275
Ontario.....	1,530	1,754	2,452	4,230	11,339	16,266	23,700	31,724	42,346	54,375	83,308	114,376	139,288	177,561	206,517
Prince Ed. Island.....						26	31	34	50	303	676	999	1,419	1,757	
Quebec.....	254	296	485	786	1,878	3,535	5,452	7,413	10,112	15,335	21,213	28,333	33,297	47,159	54,660
Saskatchewan.....	54	74	149	531	1,304	2,286	4,659	8,020	10,215	15,900	32,505	50,580	56,397	60,314	61,175
Yukon.....									69	89	93	87	71	81	81
Canada.....	2,130	3,033	4,763	8,967	21,519	34,136	50,558	69,547	89,934	123,464	197,779	277,568	36,806	415,268	463,848

MOTOR VEHICLE REGISTRATIONS AND LICENSE FEES IN FORCE, JANUARY 1, 1921

Provinces	Cycles	Passenger Cars	Commercial Cars	Chauffeurs	Owners	Dealers and Manufacturers
Alberta.....	\$2 00	Wheel base of 100", \$15; each 5" additional, \$2.50; exceeding 135", \$35.	Same as passenger cars.	\$3 00	None.....	\$25 and \$1 for each set of number plates for three vehicles.
British Columbia.....	\$7.50 and \$5 1st Registration Fee.	Taxation units of 2,500 based upon weight and value, \$15; 60c. for each 100 units additional.	Same as passenger cars.	5 00	\$10 for 1st Registration.	\$50 for 5 vehicles and up.
Manitoba.....	\$3 00	Horse power unit of 20 or less, \$12; for each h.p. over, 50c.	Same as passenger cars.	5 00	None.....	\$25 for 1st lot of plates; \$5 set additional.
New Brunswick.....	\$5 00	Hundred weight unit \$1.00, minimum total \$13.	Two tons or less \$13, \$5 for each ton over.	4 00	None.....	\$10 for each make; \$25 for two or more makes; \$1 for plates additional
Nova Scotia.....	\$8 00	Value unit of \$800 or less, when new, \$20 00 H. P. unit under 20..... 25 00 For each 5 h.p. increase..... 5 00 40 h.p. and over..... 60 00 4 Cyl. 6 Cyl. 8-12 Cyl.	One ton or less \$25. More than three tons \$100.	5 00	None.....	\$50; dup. permit, \$15
Ontario.....	\$3 00	25 h.p..... \$13 \$15 \$20 35 h.p..... 15 20 25 50 h.p..... 20 30 35 Over 50..... 30 35 40	Combined weight and capacity of two tons, \$13; two to 8 tons \$6 per ton; 8-10 \$7.50 per ton. Over ten tons, \$10 ton.	2 00	None.....	Permits and set markers \$20. \$20 for each set markers, additional.
Prince Edward Island	\$10	Hundred weight unit 80c.....	Capacity unit of one ton, \$14, each ton over, \$5.	6 50	\$5 00	\$32; markers, \$2 per set.
Quebec.....	H.P. unit, 70c. each.	H.P. unit, 70c. each.....	Solid tires..... Tons capacity unit Tons Fee. 1 \$25 00 1½ 37 50 2 50 00 2½ 62 50 3 75 00 Each over.. 25 00 Pneumatic tires ¼ above rate; minimum \$25.	5 00	\$5 00	\$40 for 1st certificate, \$15 for 2nd, \$10 for 3rd and \$5 for each additional.
Saskatchewan.....	\$5 00	H.P. unit Fee 25 H.P. \$12.00 over 25 H.P. 18 00	Same as for passenger cars.	5 00	None.....	\$50 in three chief cities, \$35 in other cities, \$25 in incorporated towns, \$15 in other places; \$10 for markers additional.
Yukon.....	\$3 00	\$10	\$10	None.....	\$1 for each set of number plates.

LIMITS OF SPEED FIXED BY PROVINCIAL STATUTES FOR MOTOR VEHICLES

Province	Open Country	Open country, view not clear	Where closely built up	Cities, towns and villages	Where view not clear	Period motor vehicles not permitted on roads
		miles per hour	miles per hour	miles per hour	miles per hour	
Alberta.....	Reasonable, having regard to traffic and use of highway.			20	10	Nil.
British Columbia.....	30 miles per hour.	15		15		Nil.
Manitoba.....	Reasonable having regard to traffic and use of highway.	*		15	10	Nil.
New Brunswick.....	Reasonable, having regard to traffic and use of highway.	20	15	12		While frost is coming out.
Nova Scotia.....	25 miles per hour.	15	15	15		March 20-May 1.
".....	4½ ton truck 6 miles per hour.					
Ontario.....	25 miles per hour.	12½		20	10	Exceeding ton, restricted to ½ carrying capacity, March and April.
".....	4 ton truck 10 miles per hour.					
".....	6 ton truck 8 miles per hour.					
Prince Edward Island.....	15 miles per hour.	12	12	10		April.
Quebec.....	25 miles per hour.	**	16	16	8	Nil.
Saskatchewan.....	Dangerous to public.					Nil.
Yukon.....	Reasonable and proper.			15		

*In certain municipalities, 20 miles per hour.

**When meeting another vehicle in motion to be reduced to 16 miles per hour.

THE CRIMINAL CODE AND MOTOR VEHICLES

The provisions of the Criminal Code of the Dominion, having particular relation to motor vehicles, are as follows:—

Injury from
furious
driving.

Every one is guilty of an indictable offence and liable to two years' imprisonment who, having the charge of any carriage or motor vehicle, automobile or other vehicle, by wanton or furious driving, or racing or other misconduct, or by wilful neglect, does or causes to be done, any bodily harm to any person. Section No. 285.

Driver to
stop after
accident.

Whenever, owing to the presence of a motor car on the highway, an accident has occurred to any person, or to any horse or vehicle in charge of any person, any person driving the motor car shall be liable on summary conviction to a fine not exceeding fifty dollars and costs or to imprisonment for a term not exceeding thirty days, if he fails to stop his car, and with intent to escape liability, either civil or criminal, drives on without tendering assistance, and giving his name and address. Section No. 285A.

Theft of use.

Every one who takes or causes to be taken from a garage, stable, stand or other building or place, any automobile or motor car with intent to operate or drive or use or cause or permit the same to be operated or driven or used, without the consent of the owner shall be liable on summary conviction to a fine not exceeding five hundred dollars and costs, or to imprisonment for any term not exceeding twelve months or to both fine and imprisonment. Section No. 285B.

Theft of car.

Every one who is found guilty of stealing any automobile or motor car shall be sentenced to not less than one year's imprisonment. The provisions of subsection one of section one thousand and thirty-five shall not apply or extend to any such person, and sentence in any such case shall not be suspended without the concurrence of the Attorney-General or his agent, or of the counsel acting for the Crown in the prosecution of the offender. Section 377A.*

Driving
while
intoxicated.

Every one who while intoxicated drives any motor vehicle or automobile shall be guilty of an offence and liable upon summary conviction for the first offence to a term not exceeding thirty days, and not less than seven days, for a second offence, for a term not exceeding three months and not less than one month, and for each subsequent offence for a term not exceeding one year and not less than three months. Section No. 285C.

Sections 377A and 285C were passed at the session of Parliament of 1921.

* According to section 1035 here referred to, a person convicted of an indictable offence punishable with imprisonment for five years or less, might in lieu of any punishment otherwise authorized, be fined. *But now there is no option in the case of a motor vehicle.*

ADMINISTRATIVE PROVISIONS OF MOTOR VEHICLE LEGISLATION IN THE PROVINCES, IN FORCE JANUARY 1, 1921

Province	Department or Official in Charge	Requirements for Owners' and Chauffeurs' Licenses	Period of Exemption granted to Non-residents	Traffic regulations made by
Alberta.....	Provincial Secretary.....	Chauffeur must be 18 and pass examination Male driver must be 16. Female driver 18.	Reciprocal.....	Statute and Order in Council.
British Columbia....	Superintendent of Provincial Police.	Driver must be 17, unless permit secured from 15-17.	Ninety days upon giving notice	Statute, Order in Council and Local Ordinance.
Manitoba.....	Municipal Commissioner.....	Chauffeur must be 18 and pass examination Drivers must be 16.	Reciprocal.....	Statute and Local Ordinance.
New Brunswick.....	Department of Public Works..	Chauffeur must be 18, and must obtain certificate of competency.	Twenty-one days.....	Statute, Order in Council and Local Ordinance.
Nova Scotia.....	Provincial Secretary.....	Chauffeur must pass examination and furnish testimonials. Driver 16.	Three consecutive months....	Statute, Order in Council and Local Ordinance.
Ontario.....	Department of Public Highways.	Chauffeur must furnish certificates of fitness; age 16. Driver aged 16-18 must pass examination and obtain license.	Three consecutive months. 30 days certain States.	Statute, Order in Council and Local Ordinance.
Prince Edward Island	Provincial Secretary.....	Chauffeur must furnish certificates of competency and character. Driver 18.	Four weeks.....	Statute and Local Ordinance.
Quebec.....	Provincial Treasurer.....	Operators and chauffeurs must be 18, and be licensed.	Three consecutive months....	Statutes and Local Ordinances.
Saskatchewan.....	Provincial Secretary.....	Chauffeur must be 18 and present evidence of qualifications. Operator must be 16.	Thirty days or two periods of 15 consecutive days.	Statutes and Local Ordinances.
Yukon.....	Territorial Secretary.....	Male operator must be 16; female operator, 18.	Ninety days.....	Territorial Ordinance.

ROAD RESISTANCES

In determining the amount of tractive force or "pull" required of animal or automotive traction, to move a load over any road, there are three kinds of resistances to be considered, namely, rolling resistance, grade resistance, and axle resistance.

Rolling resistance varies depending upon—

- (1) the diameter of the driving wheel;
- (2) the number of revolutions per minute or hour of the driving wheel;
- (3) the effectiveness of springs;
- (4) the nature of the tires;
- (5) the method of attaching tires to rims;
- (6) the width of the tire in inches, and load per square inch;
- (7) the degree of uniform hardness of the surface.

The most important of these factors in rolling resistance are Nos. 1 and 2, which determine the speed of the vehicle, and No. 7, which usually conditions No. 6. The width of the tire becomes of lesser importance as surfaces become harder.

Grade resistance varies also, depending upon—

- (1) the elevation of the road, expressed as a percentage of the inclination or rise, from datum; and,
- (2) the weight of the load in pounds.

Like rolling resistance, grade resistance is a force expressed as so many pounds. The latter is determined by multiplying the weight of the load expressed in pounds by the amount of grade expressed in hundredths.

Axle resistance is due to the condition of the bearing surface, the value of the lubrication, etc. For a wagon it amounts to three or four pounds per ton. But in the case of automotive traction, this resistance is negligible.

Tractive resistance is then the sum of the rolling resistance, and the grade resistance. It is expressed by the formula R equals F plus aW , where F equals the force required to draw a load on the level, A equals the grade expressed in hundredths, W equals the weight of the load expressed in pounds, and R the total force required to draw a load along a given piece of road.

Various experiments have been made by different authorities with a view to determining the amount of "pull" necessary over level stretches of different types of roads, different standards of condition of the same types, and over different grades. The results of these experiments have often varied widely. The explanation is, in part, that the same governing conditions have not obtained, in the different experiments. Factors in rolling resistance, such as Nos. 1 to 7 inclusive, above have not been identical. Again the classification of the types of roads used in experiments bears upon the results obtained. A good road in one section may not be so regarded in another section.

The results of a series of experiments with average conditions conducted by a reliable authority to determine resistances to automotive traction, using a light

commercial vehicle, over different types of "improved" roads, and the resultant consumption of gasoline, at average rates of speed, are summarized below:—

TABLE NO. 1

Type of level road	Pounds pull per ton load	Miles per hour	Miles per Canadian gallon
Improved earth.....	92 to 218	4.6	6.93
Improved gravel.....	78 to 81	9.5	8.62
Water-bound macadam.....	64		11.38
Paved surface.....	27.6	16.4	15.90

It will be observed that the excess of mileage made per gallon of gasoline is considerable for each type of improved road, over that made over the lower type. Twice the distance was made for the same amount of gasoline used, in travelling over the paved surface than in travelling over the improved earth road. In other words the saving of gasoline as between these two types of roads is approximately 50 per cent. Similar experiments have placed the saving in gasoline consumption, depending upon the various factors in resistance, entering into the experiments, at 20 to 60 per cent.

Having no regard to the "bad-road" taxes, motorists are called upon to pay, in the form of repair expenses, nor to other necessary expenses in the operation of motors, the extent to which every operator of an automobile is interested in road conditions may be illustrated by a few simple calculations. Assuming that the average operator travels in a season 5,000 miles, if he makes, say, 10, 15, or 20 miles per gallon of gasoline, his purchase during the season, at 40 cents per gallon, will amount to a sum ranging from \$200 to \$100. Hence it is clear that were all the roads over which he operates his care uniformly good, his annual saving would amount to, at least, \$50 for this item alone.

Should all the main-travelled roads of the Dominion be given hard surfaces, the annual saving to the 460,000 odd registered owners of motor vehicles in Canada, assuming that all users would participate in the benefits of the improvements, based upon the above conservative estimate, and having no regard to savings from lubrication and repair expenses, would amount to \$23,000,000.

There is a comparatively light registration in Canada of the heavy types of commercial and passenger motor vehicles. The explanation is, in part, that where good roads are not assured for a full open season, the necessary investment in the more powerful and capable vehicles is too large to warrant prospective owners in being liable to have such rolling stock out of use, through being stalled in bad roads, or requiring overhauling by mechanics. Heavy vehicles are handicapped to a much greater extent than are the lighter types; consequently, the costs of operation of the former through bad roads, particularly in hilly districts, are proportionately greater.

The ruling grade sought by road-builders in level country is about 2.50 per cent. that is to say, an average rise and fall of one foot in forty feet; in hilly country, it is about 5 per cent; and in mountainous country it is about 7 per cent. However, providing roads are hard-surfaced, grades as high as 10 per cent can be easily surmounted by any of the least powerful motor vehicles.

Determination of the grades, upon different types of road surfaces, upon which operation of motor vehicles ceases to be economical, is a matter that as yet has not received the attention of highway and automotive engineers, and of the public interested in the progress of transportation facilities, that is desirable. For while the economical operation of all carriers depends upon the conditions of the highway avenues of travel, in a country with as much undulating territory as Canada, the

determination of a ruling grade that is satisfactory to operators of long-distance automotive equipment is necessary data precedent to the commencement of a national programme of highway improvement.

The following table gives the amount of tractive force required in comparison with a level grade force, for grades up to 10 per cent, together with the equivalent lengths of roads, as on a level road, first-class condition, in tractive force, to pull a ton:—

TABLE NO. 2

Per cent of grade	Rate of inclination	Tractive force in pounds	Equivalent length
0.00.....	level	per ton 38	1.00
0.20.....	1 in 500	42	1.10
1.00.....	1 in 100	58	1.52
1.25.....	1 in 80	63	1.66
1.33.....	1 in 60	71	1.87
2.00.....	1 in 50	78	2.05
2.50.....	1 in 40	88	2.30
3.33.....	1 in 30	104	2.73
4.00.....	1 in 25	118	3.10
5.00.....	1 in 20	138	3.63
6.67.....	1 in 15	171	4.50
10.00.....	1 in 10	238	6.26

Comparing, e.g., the equivalent lengths in tractive forces, as on level grades, required on 5 per cent and 2.5 per cent grades, namely, 3.63 and 2.30 times the level tractive force, it is seen that the former is 57.8 per cent greater than the latter. Hence, to this extent, the costs of operation of motor vehicles are greater over hill roads than over the common roads.

For fast and light traffic, it is desirable that grades do not exceed 2 per cent, which amounts to a rise of 105.6 feet in a mile. Grades from 2 per cent to 3 per cent are acceptable for ordinary traffic. But where the natural grades are greater than 5 per cent, it is desirable that traffic censuses should be taken before the improvement of a highway is begun, to learn the comparative amounts of fast and slow and automotive and animal-drawn traffic using or likely to use the improved road. The amount of justifiable expenditure in grade reductions, and the advisability of seeking a new location, having regard to the predominance of a given class of traffic, are important considerations in the general public interest.

THE DEMANDS OF MODERN TRAFFIC ON CANADIAN HIGHWAYS AND ROADS SUMMARIZED

A few of the main objects of highway engineers arising from studies of the demands of modern traffic on our roads, are as follows:—

1. To provide highways and roads that drain themselves;
2. To find ruling grades economically justifiable, having regard to the reasonable requirements of future traffic;
3. To provide highways that are durable, and consequently dustless;
4. To widen grades and paved surfaces beyond the limits dangerous to fast moving traffic;
5. To eliminate wherever possible level grade highway-railway crossings;
6. To improve the lines of sight at all crossings, and to enlarge the radii of curves of connecting roads, or corners;
7. To provide wide and strong highway bridges and culverts;
8. To erect permanent standard signs of direction and danger on all leading roads;
9. To encourage the installation everywhere of the patrol system of maintenance, and,
10. To recommend types of construction upon the principle that the ultimate cost includes the cost of repair and maintenance during the average life of the most durable type, together with interest and amortization costs.

REGISTERED AUTOMOBILE TOURISTS INTO CANADA

STATEMENT SHOWING THE NUMBERS OF OWNERS REGISTERING FOR ADMITTANCE INTO CANADA FOR TOURING PURPOSES

Province	Period One to Six Months			Period Two to Thirty Days			Period Twenty-four Hours or Less		
	1919	1920	1921	1919	1920	1921	1919	1920	1921
Alberta.....	30	21	22	175	232	341			
British Columbia.....	90	13	26	15,127	18,411	25,931			3,134
Manitoba.....	58	4	6	952	1,971	8,014			
New Brunswick.....	61	45	89	954	1,359	1,737			
Nova Scotia.....	26	49	49	78	138	174			
Ontario.....	794	1,479	1,710	23,979	36,981	49,096	177,646	439,414	487,753
Quebec.....	98	75	230	17,608	33,360	43,034			
Prince Edward Island.....	2	3	19	Nil	3	3			
Saskatchewan.....	43	55	61	232	232	366			
Totals.....	1,202	1,744	2,212	59,105	92,692	128,696	177,646	439,414	490,887

MEMORANDUM

DEPARTMENT OF CUSTOMS AND INLAND REVENUE, CANADA

OTTAWA, April 1, 1921.

To Collectors of Customs and others concerned:

**TOURISTS' AUTOMOBILES, MOTORCYCLES AND BICYCLES
TOURISTS' OUTFITS, AND TRAVELLERS' BAGGAGE,
CARRIAGES AND TEAMS**

AUTOMOBILES, MOTORCYCLES AND BICYCLES TEMPORARY ADMISSION—ONE MONTH

1. Automobiles, motorcycles and bicycles manufactured abroad and not duty paid, when imported into Canada by the owners personally, who are non-residents of Canada or temporary visitors therein, may be admitted for a period of one month, for the actual use of the owners for touring purposes only, provided the owner is in no wise connected with any automobile business and that the machine is not to be used for any commercial or business pursuits whatever while in Canada, subject to the following regulations:—

- (a) The owner of the machine shall report and make application for a permit at the Customs House at the frontier port of entry in Canada. The collector of customs, if satisfied that the machine is imported in good faith, may admit the same without formal entry, and may issue a permit in duplicate (Form E-50), the original to be given to the owner, who shall present it to the Collector at the port of exit on his departure from Canada. The duplicate copy will be retained on file in the issuing office. When the vehicle leaves Canada at a port other than the port where permit was issued, the collector at the port of exit shall mail to the collector at the port of entry, the permit presented to him by the tourist on leaving Canada, with the Customs certificate of exportation thereon.

2. Collectors of customs issuing permits under this regulation shall, at the close of each month, forward to the Commissioner of Customs, Ottawa, an extract from his "Record of Automobiles Reported Inwards for Touring purposes" in respect of each permit issued for which a report of exportation has not been received within forty days from time of entry.

AUTOMOBILES AND MOTORCYCLES TEMPORARY ADMISSION—SIX MONTHS

3. Under the same restrictions as to origin, ownership and use as prescribed in section 1, automobiles and motorcycles may be admitted into Canada for a period of six months, subject to the following regulations:—

- (a) The automobile or motorcycle shall be reported on form approved, E-50, in duplicate, at the Customs House at the port of importation, where a careful examination and appraisal shall be made.
- (b) Upon receiving a deposit of \$25.00 for each automobile or \$10.00 for each motorcycle and a bond executed in Canada in approved form for double the estimated duties, conditional upon the due exportation, within six months from date of bond, of the automobile or motorcycle covered thereby, the collector may grant a permit accordingly for the use of the automobile or motorcycle in Canada for touring purposes.
- (c) The bond shall be signed by the importer and by two residents of Canada; or by the importer and by a resident of Canada who has deposited with the collector of the port of entry the general guarantee of an incorporated guarantee company authorized to do business in Canada and whose bonds

are acceptable to the Dominion Government and which guarantee is then available as a security in the case; provided that the special bond of an incorporated guarantee company authorized to do business in Canada may also be accepted, in approved form, instead of the bond first herein mentioned, and that the cash deposit may be dispensed with in any case covered by a special or general guarantee bond.

- (d) The bond shall be filed by the collector with the duplicate tourist's permit attached, and the permit shall be handed to the tourist with receipt for deposit endorsed thereon.
- (e) The deposit shall be subject to refund by the collector upon return of permit with proof of the exportation of the automobile or motoreycle within six months from date of importation. In default of proof of such exportation to the satisfaction of the collector, the deposit is to be entered as customs duty and the provisions of the bond enforced.
- (f) The term "automobile" or "motoreycle" herein is to be held as including the outfit accompanying the vehicle.

AUTOMOBILES TEMPORARY ADMISSION—24 HOURS

4. In respect of automobiles entering Canada for a stay not exceeding twenty-four hours in duration, Customs officers at frontier ports and outports, when satisfied that the vehicles are to be used for pleasure purposes only, are authorized to permit entry without the usual report on Form E-50 upon the owner surrendering his State license card, which will be handed to him on his return journey.

FORM OF TOURISTS' PERMIT

CUSTOMS, CANADA

Form E. 50

AUTOMOBILE
MOTORCYCLE
BICYCLE

PERMIT

ORIGINAL—For Tourist

No.

Mr. is permitted to bring his
described below, into Canada, for touring purposes only, for a period of
month....from the date stamped hereon.

MANUFACTURED BY		MNFR'S No.	ENGINE No.	STYLE
VALUE	LICENSE No.	EXTRA TIRE (Nos.)		
\$				
DATING STAMP OF PORT OF ENTRY 		REMARKS		
		Signature of Owner.....		
		Street Address.....		
		City or Town.....State.....		
		If issued for six months, bond executed in duplicate filed by..... or cash deposit of \$.....received.		

Collector of Customs.

CUSTOMS, CANADA

Form E. 50

AUTOMOBILE
MOTORCYCLE
BICYCLE

PERMIT

DUPLICATE—For Customs

No.

Mr. is permitted to bring his
described below, into Canada, for touring purposes only, for a period of
month....from the date stamped hereon.

MANUFACTURED BY		MNFR'S No.	ENGINE No.	STYLE
VALUE	LICENSE No.	EXTRA TIRES (Nos.)		
\$				
DATING STAMP OF PORT OF ENTRY 		REMARKS		
		Signature of Owner.....		
		Street Address.....		
		City or Town.....State.....		
		If issued for six months, bond executed in duplicate filed by..... or cash deposit of \$.....received.		

Collector of Customs.

TOURISTS' OUTFITS

1. Persons visiting Canada for a limited period of time, for health or pleasure, may bring with them such guns, fishing rods, canoes, tents, camp equipment, cooking utensils, musical instruments, kodaks, etc., as they require while in Canada for their own use and not for gain or hire, upon reporting same to the Customs officer at the port of entry and depositing with him a sum of money equal to the duty on such articles, and the money thus deposited may be refunded if the articles are exported outwards and identified at the Customs port where reported inwards or at another port within six months from time of entry: Provided the articles are produced and their identity attested to before a Canadian Customs officer at the place of export or before a Customs officer at a place outside of Canada.

2. The tourist is required to furnish the Customs officer at the port of entry with a report or invoice of his outfit, in duplicate, one copy of which is to be returned to the tourist when signed by the Customs officer, with the amount deposited marked thereon.

3. All moneys received from tourists as security for the return of their outfits shall be deposited and held in a special account to the credit of the collector or sub-collector for return to the tourists on exportation of their outfits. In order that such deposits may be returned to tourists without delay—except in the case of default to export their outfits within six months—sub-collectors receiving same will not make remittance thereof to the chief port.

4. Camera outfits for taking motion pictures of Canadian landscapes and industrial activities may be admitted as tourist outfit provided the operator from abroad makes a declaration to the satisfaction of the Customs collector at the port of entry to the effect that the camera outfit is for use in taking pictures of Canadian landscapes or industrial activities, and that the outfit and all the pictures taken thereby will be exported within six months from date of entry.

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