

53-201

THE DOMINION OF CANADA
THE DEPARTMENT OF RAILWAYS AND CANALS

Circular No. 6

THE HIGHWAYS BRANCH

THE HIGHWAY, THE MOTOR VEHICLE
AND
THE TOURIST IN CANADA

Motor Vehicle Registrations by Provinces, etc.

AND

Motor Tourist entries into and from Canada for
Touring Purposes 1924



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1925

OTTAWA, April 21, 1925

Major GRAHAM A. BELL, C.M.G.,
Deputy Minister,
Department of Railways and Canals,
OTTAWA.

SIR,—I beg to present, for your consideration, Circular No. 6 of this Branch, dealing with highway transport and motor vehicles in relation thereto, also statistics of entries of tourists into Canada during 1924.

Yours truly,

A. W. CAMPBELL,
Commissioner of Highways.

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INTRODUCTION

PART I

THE MOTOR VEHICLE AND THE HIGHWAY

Highway construction and maintenance is one the world over of development rather than specific design and immediate completion. This development should be proportioned to the service the road is intended to render. Engineers cannot properly design roads without being fully informed as to the class of traffic to which they will be subjected, the type and design of the vehicle, the load to be carried, its distribution by the vehicle and contact with the road, the increasing use of such vehicles and the probable growth of traffic within a reasonable future.

The limousine, the sedan, the coupe or touring car, and the commercial truck, the tractor and trailer and autobus are to the highway what the rolling stock of the ordinary railway is to the rails and road-bed. Their numbers, whether registered in some one of the different provinces or states using Canadian highways, are of general public interest; but, as indicated in previous circulars of this Branch, this and allied information is of particular interest to highway officials. It affords indices of the need for development of highways and roads throughout Canada. Accordingly the following pages present data compiled from information supplied by the courtesy of the Motor Vehicle Branches of the nine provincial governments and the Territorial Secretary of the government of the Yukon in relation to registration of motor vehicles in 1924, revenues collected, and statutory regulations of motor vehicle traffic therein. In this circular attention is called more particularly to the development in the volume of motor tourist traffic in all provinces, more especially in Ontario, since Federal aid to highway construction began.

As indicated on page 8, the total registrations of all types of motor vehicles in all provinces was 650,231 in 1924, an increase of 11 per cent, as compared with an increase of 13.68 per cent in 1923. However, registrations of commercial vehicles in 1924 gave an increase of 17 per cent as compared with 18 per cent in the previous year. This consistent increase is accounted for in part by the place the motor autobus is taking as a public carrier. Each year shows that the commercial truck for light freight and the autobus for inter-urban passenger traffic where other rapid transit facilities are lacking are finding increased favour.

The gross totals of revenues derived by the different provinces from registrations of passenger and commercial motor vehicles, miscellaneous revenue and from taxes derived from the sale of gasoline for use in motor vehicles amounted in 1924 to \$12,644,770, an increase of 11 per cent compared with an increase of 22.9 per cent in 1923. Chart number 1 affords an interesting comparison of the relative increase since 1920 between total registrations of motor vehicles and revenues the provinces are asking users of the highways therein to pay. Revenues have increased relatively in that time twice the number of registrations.

Alberta, British Columbia, Manitoba, Prince Edward Island, and Quebec have up to date adopted what is known as the gasoline tax system and in 1924 collected \$1,417,705. In these provinces registrations totalled last year 229,170; hence, on an average, each owner thereof paid, in addition to usual registration fees, for license to operate, \$6.19.

THE TOURIST BY HIGHWAY AND ROAD IN CANADA

The tabulations on page 20 of entries of owners of automobiles from the United States into Canada, and from Canada into the United States for touring purposes in 1924 and the four preceding years, were compiled from information supplied by the Department of Customs. These statistics indicate that the increases of motor tourist traffic into Canada since 1920 have been quite remarkable. For the one-six months period it has grown by 34 per cent; for the two-thirty days period, 290 per cent; and for the one day period 272 per cent.

And yet, having regard to the tourist attractions in Canada and to the considerable expenditures that have been made in recent years upon main trunk highways along and leading from the frontier, these totals are not impressive. The conclusion is compelling that there is real need for organized effort to increase foreign motor tourist traffic beyond any volume hitherto known. For there are in Canada the places and things that the motorist, intent primarily on touring and camping, finds pleasure in; while of the 17,000,000 automobiles registered in the forty-eight states, approximately one-third are in motion in the states that border on Canada.

Among the greatest unappreciated and undeveloped resources of Canada are the countless points in the territory between the Atlantic and Pacific oceans, the great lakes and southern land boundary of Canada and its Laurentian plateau in the north that are of scenic and historic interest—resources that are unique in being perpetually potential as sources of revenue, and indirectly of more consequence in the public interest than any other single resource. But to realize on the nation's endowment by nature in points of interest on account of natural charm or promise of material development is not possible unless and until increased facilities for travel are provided. More dissemination of carefully prepared illustrated information is needed; more discriminative featuring of tourist and resort resources is advisable; and they must be made more accessible by better and more extensive motor highways.

To commercialize the scenic attractions of the different provinces of the Dominion, the following should be considered:—

1. Many of the attractions to outsiders in Canada are subject to the regulations and control of the Federal Government, such as the Canadian National System of Railways, the Canadian National Parks, numerous sites of historic interest in each province, the resources and unblazed trails of Canada's northern territories, Indian lands and wards, reserves of forests and Indian lands, canals and various national public works.
2. Undoubtedly home and foreign trade are largely increased by tourist traffic. The motor tourist trade brings increased prosperity to town and countryside; and of necessity increased revenue by way of customs duty.
3. France, Italy, Sweden, Japan, and New Zealand all have central tourist bureaus, giving encouragement to outsiders to visit them on business and pleasure.
4. There is a growing interest being shown in all parts of Canada in the possibilities of development of tourist traffic.

Last year there entered Canada for the one-six months period a total of 2,344 motor touring parties from the United States; for the two-thirty days period, 361,630; and for the one-day period, 1,534,885. But the number of Canadians who entered the United States for like purposes numbered 162,475 for periods that cannot be properly calculated from information available.

However, assuming that each of these motor visitors from the south spent \$5 daily during their sojourn in this country, that each automobile carried four persons, that for the shorter period all remained full time and for the longer periods half time, the amount dispersed in this way for maintenance and outlays in all provinces totalled \$143,405,906. Assuming that \$50,000,000 would represent the amount spent by Canadians for like purposes last year, the balance of \$93,405,906 is in favour of Canada. With suitable organization and the rapid development of road improvement to encourage motor touring in Canada the opinion is rapidly growing that this latter amount might be vastly increased from year to year, with the possibility of being doubled or trebled within a short time.

A. W. CAMPBELL,
Commissioner of Highways.

$$\begin{array}{r}
 11,534,155 \times 18 = 207,614,790 \\
 361,630 \times 15 \times 20 = 1,084,890,000 \\
 1,311 \times 90 \times 20 = 2,359,800 \\
 \hline
 143,405,900
 \end{array}$$

TOTAL REGISTRATIONS OF MOTOR VEHICLES IN 1924

Province	Total	Passenger Auto- mobiles	Com- mercial Trucks	Auto- buses	Motor- cycles	Dealers
Ontario.....	309,441	271,341	31,488		3,941	2,671*
Quebec.....	85,145	70,736	11,900	281	2,018	210
Saskatchewan.....	70,748	64,666	3,780	1,262†	187‡	853
British Columbia.....	48,626	39,438	8,177		792	219
Alberta.....	48,547	45,871	2,036		331	309
Manitoba.....	44,262	40,649	2,655	25	596	337
Nova Scotia.....	20,764	18,234	2,235	35	141	119
New Brunswick.....	20,003	18,311	1,446		82	164
Prince Edward Island.....	2,590	2,471	100	1	6	12
Yukon.....	105	76	24		5	
Canada.....	650,231	571,793	63,841	1,604	8,099	4,037

*Includes 857 licenses to dealers in commercial motor vehicles.

†Public carrier cars licensed as "Livery."

‡Does not include 13 minor licenses on bicycles with motor attachment.

NEW OR ORIGINAL REGISTRATIONS AND LICENSES, BY PROVINCES, 1924

Province	Passenger	Com- mercial	Buses	Cycles	Dealer	Garage
Alberta.....	6,129	55	nil	7	26	303
British Columbia.....	7,797	1,191	included	71	nil	not issued
Manitoba.....	not separated				not separated	
New Brunswick.....	2,712	221	nil	25	26	nil
Nova Scotia.....	3,845	included	nil	5	21	119
Ontario.....	34,241	8,390	included	384	869	433
Prince Edward Island..	277	25	nil	nil	nil	nil
Quebec.....	8,167	1,729	60	683	62	348
Saskatchewan.....	not separated				not separated	
Yukon.....	7	nil	nil	3	nil	nil
Canada.....	63,175	11,611	60	1,178	1,004	1,203

COMPARATIVE REGISTRATIONS OF MOTOR VEHICLES, 1921, 1922, 1923 AND 1924

Province	Passenger					Commercial				
	1921	1922	1923	1924	1923-24 increase per cent	1921	1922	1923	1924	1923-24 increase per cent
Alberta.....	38,165	38,214	39,742	45,871	15	1,687	1,749	2,191	2,036	7*
British Columbia.....	27,500	27,739	33,144	39,438	19	4,500*	5,601	6,842	8,177	20
Manitoba.....	37,415	33,918	39,059	40,649	4	1,825	2,102	2,222	2,655	19
New Brunswick.....	12,585	12,609	15,433	18,311	18	875	904	1,185	1,446	21
Nova Scotia.....	12,550	14,177	16,104	18,234	13	1,500	1,707	1,999	2,235	12
Ontario.....	181,978	210,333	245,815	271,341	10	19,554	25,164	28,612	31,488	10
Prince Edward Island..	1,679	2,060	2,331	2,471	6	65	86	99	100	1
Quebec.....	47,365	52,052	60,363	70,736	17	5,586	6,877	8,974	11,900	33
Saskatchewan.....	59,136	58,552	63,017	64,666	3	1,700*	1,800*	2,086	3,780	80
Yukon.....	61	61	69	76	10	15	19	25	24	4†
Canada.....	318,434	454,715	515,077	571,793	11	37,307	46,009	54,235	63,841	17

*Estimated.

†Decrease.

ANNUAL REGISTRATIONS OF MOTOR VEHICLES BY PROVINCES, 1909-1924

Province	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924
Alberta.....	275	423	1,631	2,505	3,773	4,728	5,832	9,516	20,624	29,600	38,000	38,462	40,202	40,642	43,044	48,547
British Columbia.....	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	34,370	40,518	48,626
Manitoba.....	662	1,524	2,436	4,099	5,475	7,359	9,225	12,765	17,507	24,012	29,313	37,571	38,632	42,205	42,567	44,262
New Brunswick.....	167	299	483	700	824	1,388	1,900	2,965	5,251	6,434	8,061	11,216	13,611	13,736	16,829	20,003
Nova Scotia.....	69	148	228	456	511	1,324	1,841	3,012	5,350	8,100	10,030	12,635	14,275	16,159	18,384	20,764
Ontario.....	2,452	4,230	11,339	16,266	23,700	31,724	42,346	54,375	83,308	114,376	139,288	177,561	206,515	241,839	281,010	309,441
Prince Edward Island...	Nil	Nil	Nil	Nil	28	31	34	59	303	676	999	1,419	1,757	2,167	2,454	2,590
Quebec.....	485	786	1,878	3,535	5,452	7,413	10,112	15,336	21,213	28,333	33,397	47,159	54,660	62,087	72,427	85,145
Saskatchewan.....	149	531	1,304	2,286	4,659	8,020	10,215	15,900	32,505	50,580	56,397	60,314	61,175	61,367	67,056	70,748
Yukon.....							69	89	93	87	71	81	81	85	96	105
Canada.....	4,763	8,967	21,519	34,136	50,560	69,547	89,934	123,464	197,779	277,578	336,806	415,268	463,848	514,657	585,079	650,231

REGISTRATIONS OF MOTOR VEHICLES IN CANADIAN CITIES, 1924

PROVINCE OF ALBERTA

City	Total	Passenger	Commercial	Cycles	Dealers
Calgary.....	6,520	5,712	700	89	19
Edmonton.....	6,143	5,444	585	92	22
Lethbridge.....	1,305	1,130	160	10	5
Medicine Hat.....	972	886	75	2	9
Totals.....	14,940	13,172	1,520	193	55

PROVINCE OF BRITISH COLUMBIA

Vancouver.....	21,025	17,433	3,592		
Victoria.....	6,756	5,711	1,045		
New Westminster.....	6,326	5,296	1,030		
Vernon.....	2,271	1,802	469		
Nanaimo.....	2,250	1,809	441		
Penticton.....	1,347	1,080	267		
Cumberland.....	1,078	879	199		
Kamloops.....	1,076	888	188		
Duncan.....	1,037	828	209		
Totals.....	43,166	35,726	7,440		

PROVINCE OF MANITOBA

Winnipeg.....	15,661	13,758	1,844		59
Brandon.....	1,681	1,596	77		8
Portage la Prairie.....	742	715	25		2
St. Boniface.....	452	387	56		9
Totals.....	18,536	16,456	2,002		78

PROVINCE OF NEW BRUNSWICK

St. John.....	2,669	2,293	343	14	19
Moncton.....	1,380	1,237	123	7	13
Fredericton.....	603	522	67	6	8
Totals.....	4,652	4,052	533	27	40

PROVINCE OF NOVA SCOTIA

Halifax.....	2,581	2,193	388		
Sydney.....	1,238	1,083	155		
Totals.....	3,819	3,276	543		

PROVINCE OF ONTARIO

Toronto.....	61,192	50,696	8,544	1,655	297
Hamilton.....	12,701	10,790	1,683	162	66
Ottawa.....	8,138	6,854	1,061	151	72
London.....	7,231	6,098	999	99	35
Windsor.....	6,887	5,829	986	37	35
Brantford.....	2,753	2,332	375	36	10
Kitchener.....	2,651	2,300	307	26	16
Niagara Falls.....	2,478	2,091	323	47	17
St. Catharines.....	2,412	1,962	399	30	21
Peterboro.....	2,156	1,920	203	15	18
Chatham.....	2,081	1,747	303	12	19
Samia.....	1,915	1,725	168	10	12
St. Thomas.....	1,893	1,705	163	9	16
Kingston.....	1,888	1,609	219	36	24
Stratford.....	1,873	1,606	183	61	23
Sault Ste. Marie.....	1,868	1,650	179	30	9
Fort William.....	1,789	1,481	256	32	20
Guelph.....	1,780	1,567	175	23	15
Oshawa.....	1,732	1,478	158	36	60
Port Arthur.....	1,419	1,246	161	3	9
Belleville.....	1,370	1,155	174	10	31
Galt.....	1,325	1,152	140	22	11
Owen Sound.....	1,192	1,062	106	10	14
Welland.....	1,177	962	172	30	13
Woodstock.....	1,126	929	168	19	10
Totals.....	133,027	111,946	17,605	2,601	875

The cities of Ontario showed registrations of 439 trailers, compared with 339 in outside points. One half of the total so registered were in the City of Toronto. These are not included in the above totals of commercial vehicles.

REGISTRATION IN CANADIAN CITIES, ETC.—*Concluded*

PROVINCE OF PRINCE EDWARD ISLAND

City	Total	Passenger and Commercial	Dealer
Charlottetown.....	596	590	6
Summerside.....	262	259	3
Totals.....	858	849	9

PROVINCE OF QUEBEC

City	Total	Passenger	Com- mercial	Motor Cycle	Autobus and Taxis	Dealers
Montreal.....	31,787	23,869	5,482	1,103	1,288	45
Quebec.....	4,183	3,322	510	141	199	11
Sherbrooke.....	1,816	1,490	239	25	54	8
Westmount.....	1,474	1,343	76	51	3	1
Three Rivers.....	1,004	798	117	53	32	4
Verdun.....	997	792	123	73	8	1
Outremont.....	813	757	44	10	2	nil
Hull.....	691	505	121	8	56	1
Laclaire.....	673	491	145	20	16	1
St. Hyacinthe.....	562	485	47	7	18	5
Granby.....	529	413	81	6	26	3
Thetford Mines.....	446	365	47	6	24	4
Shawinigan Falls.....	435	348	41	21	25	nil
Joliette.....	417	342	38	8	26	3
St. Lambert.....	366	312	33	12	9	nil
Valleyfield.....	366	292	44	3	26	1
Levis.....	297	249	27	2	19	nil
Grand Mere.....	273	239	24	.....	10	nil
Longueuil.....	241	192	24	6	17	2
Riviere du Loup.....	198	171	11	1	10	5
Totals.....	47,568	36,775	7,274	1,556	1,868	95

PROVINCE OF SASKATCHEWAN

City	Total	Passenger	Com- mercial	Motor Cycle	Autobus and Taxis	Dealers
Regina.....	4,194	3,758	391	25	.....	20
Saskatoon.....	3,212	2,940	238	11	.....	23
Moose Jaw.....	2,000	1,772	208	10	.....	10
Prince Albert.....	769	697	60	5	.....	7
Swift Current.....	611	550	52	3	.....	6
Weyburn.....	581	542	34	2	.....	3
North Battleford.....	521	492	24	.....	.....	5
Totals.....	11,888	10,751	1,007	56	.....	74

MOTOR VEHICLE—DRIVER AND GARAGE LICENSES—RESTRICTIONS ON USE OF ROAD

Province	Chauffeur	Operator	Garage	Period during which motor vehicles not permitted on roads
Alberta.....	1,877	860	203	Nil.
British Columbia.....	3,917	Nil	Nil	Nil.
Manitoba.....	3,684	7,324	Nil	Nil.
New Brunswick.....	3,211	Nil	74	While frost is coming out.
Nova Scotia.....	1,453	Nil	Nil	March 20-May 1.
Ontario.....	29,676	Nil	2,476	Exceeding ton, restricted to one-half of carrying capacity, March and April.*
Prince Edward Island...	56	Nil	Nil	April.
Quebec.....	18,693	68,269	888	See note below.†
Saskatchewan.....	654	Nil	291	Nil.
Yukon.....	Nil	Nil	Nil	Nil.
Canada.....	63,221	76,462	3,932	

*Limited to one-half ton if equipped with solid tires.

†Statute provides:—The Minister of Roads may prohibit passage over a public road for such period of time as he may think necessary, either for work to be done on such road or to protect it while thawing out, or during a rainy period. During such period, no motor vehicle or vehicles drawn by animals shall pass over the prohibited road. When prohibition is on account of thawing, or during a rainy period, the following may pass—letter carriers, pleasure vehicles at a speed not exceeding sixteen miles an hour; and vehicles not laden, drawn by animals.

PROVINCIAL REVENUES FROM MOTOR VEHICLES IN 1924

Provinces	Total receipts from registration fees		Operator, dealer, garage and chauffeur licenses, fines,* miscellaneous	Gasolene	Totals
	Passenger Automobiles	Motor trucks and motor-cycles			
	\$	\$	\$	\$	\$
Alberta.....	824,865	13,069	19,102	294,166	1,151,202
British Columbia.....	871,566	Included	133,319	433,719	1,438,604
Manitoba.....	704,459	52,934	35,578	140,000	932,971
New Brunswick.....	399,886	35,596	17,007	Nil	452,489
Nova Scotia.....	459,815	60,473	14,906	Nil	535,194
Ontario.....	3,969,342	657,651*	125,191	.....	4,752,184
Prince Edward Island.....	51,629	1,890	1,059	14,235	68,813
Quebec.....	992,108	Included	564,132	535,585	2,091,825
Saskatchewan.....	1,089,309	92,873	38,155	.....	1,220,337
Yukon.....	792	339	20	Nil	1,151
Canada.....	9,363,771	914,825	948,469	1,417,705	12,644,770

*Includes \$4,735 from registrations of trailers.

THE APPLICATION BY PROVINCES OF FEES FROM REGISTRATIONS OF MOTOR VEHICLES TO HIGHWAY DEVELOPMENT IN CANADA

Provinces	First records of registrations	Number	Date motor vehicle revenues first applied to highway development	Date of establishment of Department of Highways or Division of Department of Public Works
Alberta.....	1907	41	1924 (directly)	1918.
British Columbia.....	1907	170	1913 "	Works Department (1908).
Manitoba.....	1908	418	1921 "	Commissioner under the Good Roads Act, 1914.
New Brunswick.....	1905	12	1917 "	1917.
Nova Scotia.....	1907	62	1913 "	1908.
Ontario.....	1903	220	1903 (indirectly)	1915.
Prince Edward Island.....	1913	28	1917 (directly)	Department of Public Works.
Quebec.....	1906	254	1908 (indirectly)	1912.
Saskatchewan.....	1906	22	1906 "	1917.
Total first registrations in Canada.....		1,227		

REVENUES DERIVED FROM MOTOR VEHICLES AND THEIR USE—AVERAGE PER VEHICLE—RELATION TO HIGHWAY DEVELOPMENT

Province	Total registrations	Grand totals revenues from registration and operation	Average receipts per vehicle	Use	Proportion expended by Departments of Highways	Population estimated* 1924	Persons per vehicle
		\$	\$				
Alberta.....	48,547	1,151,202	23 71	Interest and Sinking Fund on highway debentures.	All of net after administration.....	637,000	13
British Columbia.....	48,626	1,438,604	29 59	Interest on loans or debentures, sinking fund, and payments to municipalities in aid.	97½ per cent	553,000	11
Manitoba.....	44,262	932,971	21 08	Interest and sinking fund on highway debentures.	100 per cent	647,000	15
New Brunswick.....	20,003	452,489	22 12	Interest and sinking fund on highway debentures.	All of net after administration.....	399,400	19
Nova Scotia.....	20,764	535,194	25 77	Interest and sinking fund on highway debentures.	" " "	533,600	25
Ontario.....	309,441	4,752,184	15 35	Construction and repair—highway accounts.	" " "	3,062,000	10
Prince Edward Island.....	2,590	68,813	26 55	Interest and sinking fund on highway debentures and loans.	" " "	87,700	33
Quebec.....	85,145	2,091,825	24 57	Interest and sinking fund on highway debentures and loans.	" " "	2,480,000	29
Saskatchewan.....	70,748	1,220,337	17 25	Consolidated Revenue Fund of province.	All voted by Legislature for highways.	815,000	12
Yukon.....	105	1,151	10 96	General Fund of Territory.....	.....	3,550	34
Canada.....	650,231	12,644,770	19 45	.....	.....	9,218 250	14

*Estimate of Dominion Bureau of Statistics.

CLASSIFICATION BY TONNAGE OF MOTOR TRUCKS AND STATUTORY LIMITATIONS OF GROSS WEIGHTS, 1924, IN DIFFERENT PROVINCES

Tonnages of vehicles	Alberta		British Columbia		Manitoba		New Brunswick		Nova Scotia		Ontario		Prince Edward Id.		Quebec		Saskatchewan		Yukon					
	No.	Gross weight	No.	Gross weight	No.	Gross weight	No.	Gross weight	No.	Gross weight	No.	Gross weight	No.	Gross weight	No.	Gross weight	No.	Gross weight	No.	Gross weight				
		No re- striction		Maxi- mum gross com- mer- cial, 6 tons; pas- senger 4 tons. †		No re- striction		Maximum gross—3 tons. Per- mit re- quired 3.5 tons limit.		Not classi- fied.		Permit re- quired in excess of 4½ tons.		Permit re- quired in excess 10 tons per vehicle, 4½ tons per wheel, 650 lbs. per inch of tire.		Maxi- mum gross 4½		With non-pneumatic tires, 5 tons outside of cities and towns and 6 tons in same, or not exceeding 8,000 lbs. per axle. With pneumatic tires, 6 tons outside of cities and towns and 12 tons in same, or not exceeding 9,000 lbs. per axle. The Minister of Roads is authorized to issue permit to an owner of a motor vehicle exceeding the above limits, to be used only on certain roads.		Not classi- fied.		No re- striction		No re- striction
Under 1		"	3,166	"		"	111				11,624		60		4,336				Nil					
" 1		"	3,479	"		"	1,241		1,928		12,897		27						17					
" 1½		"	504	"		"	32		112		3,100		10						2					
" 2		"	593	"	2,557	"	35		131		1,257				6,484				1					
" 2½		"	127	"		"	8		7		598								Nil					
" 3		"	117	"		"			11		526		3		668				2					
" 3½		"	117	"	61	"	4				412								Nil					
" 4		"	19	"		"	3				253				230				Nil					
" 4½		"	3	"	27	"	1				91								Nil					
" 5		"	50	"		"	3		18		359				26				1					
" 5½		"		"		"					2								Nil					
" 6		"	2	"	10	"					1				160				Nil					
" 6½		"		"		"					1								Nil					
" 7		"		"		"									4				Nil					
" 8		"		"		"													Nil					
" 9		"		"		"													Nil					
" 10		"		"		"													2					
Totals.....	2,036		8,177		2,655		1,446		2,235*		31,211 †		100		11,914					25				
Unclassi- fied.....											277													

*Includes 28 fire engines.

†Limited to Vancouver Island and West of Hope on mainland, British Columbia.

‡Includes 108 electric fire trucks. Trailers additional as follows: 1 ton or less 453; 1-2 T. 72; 2-3 T. 113; 3-4 T. 56; 4-5 T. 35; 5-6 T. 25; 6-7 T. 16; 7-8 T. 5; 8-9 T. 2; 9-10 T. 1. Total 778.

FEES FOR REGISTRATIONS AND LICENSES OF MOTOR VEHICLES IN EFFECT DURING 1924

Province	Passenger	Commercial or Truck	Cycles	Chauffeur	Operator	Garage	Dealer or Manufacturer
Alberta.....	Wheel base of 100", \$15; each 5" additional, \$2.50; exceeding 135", \$35.	Same as passenger cars...	\$2 00	\$3 00	Not issued....	Not issued.....	\$25, and \$1 for each set of number plates for three vehicles, \$10 set additional.
British Columbia..	Taxation units of 2,500 based upon weight and value, \$22.50; for each 100 units additional, 90c.	Same as passenger cars.... Trailer, \$10.	\$7.50 and \$5 first registration.	5 00	\$10 for first registration.	Not issued.....	\$50 for 5 vehicles and up.
Canadian National Parks.	Same as fees of province in which Canadian National Parks are located.	Same as fees of province in which Canadian National Parks are located.	Same as, etc.	1 00	Transient season, \$5; one day and to three weeks, \$1.	Not issued.....	Same as fees of province in which Canadian National Parks are located.
Manitoba.....	Wheel base of 100", \$15; each 5" additional, \$2.50; exceeding 135", \$35.	Ton capacity unit Fee Two tons and under. \$20 00 Over two to three.. 35 00 " three to four.. 42 50 " four..... 50 00	\$5 00 With sidecar, \$7 50	5 00	Not issued....	Not issued.....	First lot of plates, \$25; set additional, \$5.
New Brunswick....	Cwt. unit, \$1; minimum total, \$13.....	Two tons or less..... 13 00 Each ton additional 5 00	5 00	4 00			\$10 for each make; \$25 for two or more makes; \$1 for plates additional.
Nova Scotia.....	Value of \$800 or less new, or with same h.p. as \$800 model, \$20; other cars under 20 h.p., \$25; each 5 h.p. additional, \$5; 40 h.p. and over, \$60.	To 2,000 lbs..... 25 00 2,001-3,000 lbs.. 40 00 3,001-4,000 " .. 50 00 4,001-5,000 " .. 65 00 5,001-6,000 " .. 75 00 Exceeding 6,000 lbs. 100 00	8 00	5 00	Not issued....	Not issued.....	One permit and not exceeding a dup., \$50; each additional, \$15.
Ontario.....	H.P. unit 4 6 8-12 cyl.cyl.cyl. 25 h.p..... \$14 \$16 \$22 35 h.p..... 16 21 26 50 h.p..... 21 31 36 Over 50 h.p... 31 36 41	Ton weight and capacity unit: Two tons and under. \$14 00 Two to eight. \$6 00 per ton Eight to ten.. 7 50 " Over 10 tons.. 10 00 "	3 00	2 00	Not issued....	Class A, \$10; Class B, \$5.	Permits and set markers, \$20; each set markers additional, \$20.
Prince Edward Island.	Cwt. unit, 80c.....	Ton capacity unit One ton and under.. \$14 00 Each ton additional. 5 00	10 00	6 50	\$5 00	Not issued.....	\$32; markers, \$2 per set.

FEES FOR REGISTRATIONS AND LICENSES OF MOTOR VEHICLES IN EFFECT DURING 1924—*Concluded*

Province	Passenger	Commercial or Truck	Cycles	Chauffeur	Operator	Garage	Dealer or Manufacturer
Quebec.....	Cwt. unit; pleasure, 70c.; service, \$1; autobus, \$1.50.	Cwt. unit, depending upon character of tire: Pneumatic tire: per cwt. Fee up to 3 tons..... \$1 25 Exceeding 3 tons..... 2 50 Non-pneumatic tire: Up to 2½ tons..... \$1 50 Exceeding 2½ tons.... 3 00	H.P. unit, 90c. each.	\$5 00	\$5 00	\$20 in Montreal, Quebec, Westmount, Outremont, Verdun, Maisonneuve; \$10 in other cities; \$5 elsewhere.	\$40 for first certificate and set of two plates; \$15 for second, \$10 for third, and \$5 for each additional.
Saskatchewan.....	Wheel base of 100", \$15; each 5" additional, \$2.50; exceeding 135", \$35.	Wheel base unit Fee Wheelbase 125"..... \$15 Exceeding 125", but not exceeding 130"..... 25 Exceeding 130"..... 35	8 00 \$3 for motor attachment	5 00	Livery, \$23—43†	\$35 for livery.....	\$40 in three chief cities; \$30 in other cities; \$25 in incorporated towns; \$20 in other places; \$10 for markers additional.
Yukon.....	\$10.....	\$10.....	\$3 00	Not issued.	Not issued....	Not issued.....	\$1 for each set of number plates.

*Trailers under 1 ton \$3; 1-2 tons \$6; 2-3 tons \$13; 3-4 tons \$16; 4-5 tons \$19; 6-7 tons \$22; 7-8 tons \$25; 8-9 tons \$25; 9-10 tons \$31.

†Every liveryman is declared by statute to be a common carrier who shall furnish reasonable and adequate service at just and reasonable rates during such hours as may be reasonably required for the accommodation of the public.

LIMITS OF SPEED FIXED BY PROVINCIAL STATUTES FOR MOTOR VEHICLES, AS ON JANUARY 1, 1924

Provinces	Open Country	Open country view not clear	Where closely built up	Cities, towns and villages	Where view not clear
		Miles per hour	Miles per hour	Miles per hour	Miles per hour
Alberta.....	Reasonable, having regard to traffic and use of highway.....			20	10
British Columbia.....	30 miles per hour.....	15		15	10
Canadian National Parks.....	Trucks up to 6 tons gross, 10 miles per hour, max. Reasonable and proper, having regard to traffic and use of highway. Maximum 25 miles.....				
Manitoba.....	Reasonable, having regard to traffic and use of highway*.....			15	8
New Brunswick.....	Reasonable, having regard to traffic and use of highway.....	20	15	15	10
Nova Scotia.....	25 miles per hour.....	15	15	15	
Ontario.....	Trucks exceeding 4½ tons gross, 6 miles per hour, max. 25 miles per hour, 15 miles if equipped with solid tires.....	12½	10	20	10
Prince Edward Island.....	Trucks exceeding 4 tons gross, 10 miles per hour, max. Trucks exceeding 6 tons gross, 8 miles per hour, max. 15 miles per hour.....	12	12	10	
Quebec.....	30 miles per hour**.....		16	20	8
Saskatchewan.....	Dangerous to public in all circumstances of case.....				
Yukon.....	Reasonable and proper.....			15	

*In certain municipalities, 20 miles per hour.

**In the case of a commercial vehicle, speeds are reduced to the following rates:—

Tires	Gross Weight	Rate
Pneumatic.....	Not exceeding 6,000 lbs.....	20 miles per hour.
	Not exceeding 12,000 ".....	15 " "
	Exceeding " 12,000 ".....	10 " "
Non-pneumatic.....	Not exceeding 6,000 ".....	12 " "
	Not exceeding 12,000 ".....	10 " "
	Exceeding " 12,000 ".....	8 " "

In the case of an autobus, speeds are reduced to sixteen 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.*

Section 377A was amended by Section 4, Chap. 16 12-13 George V, (1922), providing a MAXIMUM penalty of seven years for first offence, and ten years for a subsequent offence, as provided by Section 386 of the Code.

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.

*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 OF THE PROVINCES, IN FORCE JANUARY 1, 1924

Province	Department or Official in charge	Requirements for Owners' and Chauffeurs' Licenses	Period of Exemption granted to Non-residents	Date of Expiry of Registrations and Licenses
Alberta.....	Provincial Secretary.....	Chauffeur must be 18 and pass examination. Male driver must be 16; female driver, 18.	Reciprocal.....	December 31.
British Columbia.....	Superintendent of Provincial Police.	Driver must be 17, unless permit secured from 15-17.	Ninety days, upon giving notice.	"
Canadian National Parks..	Superintendent of Parks, Department of the Interior.	Chauffeur must be 18 and give evidence of qualifications.	None.....	"
Manitoba.....	Municipal Commissioner.....	Chauffeur must be 18 and pass examination. Driver must be 16.	Reciprocal.....	"
New Brunswick.....	Department of Public Works.	Chauffeur must be 18, and must obtain certificate of competency.	Twenty-one days.....	"
Nova Scotia.....	Provincial Secretary.....	Chauffeur must pass examination and furnish testimonials. Driver must be 16.	Three consecutive months....	"
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; certain states, thirty days.*	"
Prince Edward Island.....	Provincial Secretary.....	Chauffeur must furnish certificate of competency and character. Driver must be 18.	Four weeks.....	"
Quebec.....	Provincial Treasurer.....	Driver or chauffeur must be 18 and be licensed; former recommended; latter examined.	Three consecutive months....	March 1.
Saskatchewan.....	Provincial Secretary.....	Chauffeur must be 18, and present evidence of qualifications. Driver must be 16.	Thirty days or two periods of fifteen consecutive days.	December 31.
Yukon.....	Territorial Secretary.....	Male driver must be 16; female driver, 18..	Ninety days.....	March 31.

*Not applicable to commercial vehicles from these States.

PART II

TOURISTS BY AUTOMOBILE

STATEMENT showing Numbers and Owners of Motor Vehicles Registered in Different States admitted with Parties into Canada during the past calendar year for Touring Purposes.

Province	Entry for One to Six Months					Entry for Two to Thirty Days					Entry for Twenty-four Hours				
	1920	1921	1922	1923	1924	1920	1921	1922	1923	1924	1920	1921	1922	1923	1924
Alberta.....	21	22	23	13	2	232	341	439	970	1,575					1,258
British Columbia.....	13	26	29	9	63	18,411	25,931	35,197	55,438	73,345		3,174	6,407	8,498	24,921
Manitoba.....	4	6	10	21	25	1,971	8,014	4,259	4,645	3,502				1,662	13,851
New Brunswick.....	45	89	94	73	124	1,359	1,737	2,300	4,092	6,605				3,150	236,641
Nova Scotia.....	49	49	61	93	104	138	174	239	288	409					
Ontario.....	1,479	1,710	1,818	1,505	1,645	36,981	49,096	76,112	120,742	163,876	439,414	487,753	804,996	1,633,952	1,211,456
Prince Edward Island.....	3	19	6	7	12	3	3	Nil	Nil	Nil					
Quebec.....	75	230	327	228	352	33,360	43,034	56,553	85,530	110,582			6,971	14,938	44,485
Saskatchewan.....	55	61	52	7	17	282	366	445	739	1,736					2,273
Canada (into).....	1,744	2,212	2,420	1,956	2,344	92,737	128,696	175,544	272,444	361,630	439,414	490,927	818,374	1,662,200	1,534,885

STATEMENT showing Numbers of Canadian Owners of Motor Vehicles Registered in Different Provinces, admitted with Parties into United States during past Calendar Year, for Touring Purposes.

Province	Entry Permit for Touring Purposes	
	1923	1924
Alberta.....	564	552
British Columbia.....	36,069	50,932
Manitoba.....	1,567	2,085
New Brunswick.....	664	1,062
Nova Scotia.....	24	28
Ontario.....	55,524	70,860
Prince Edward Island.....	2	2
Quebec.....	32,035	36,401
Saskatchewan.....	179	553
Canada (out).....	126,628	162,475

SUMMARY OF MOTOR TRAFFIC—FROM UNITED STATES TO CANADA, 1924

Province	Number of Ports	Average Number Entries Two Days to Six Months
Alberta.....	2	788
British Columbia.....	16	4,588
Manitoba.....	8	441
New Brunswick.....	4	1,682
Nova Scotia.....	2	257
Ontario.....	16	10,412
Prince Edward Island.....	2	6
Quebec.....	20	5,047
Saskatchewan.....	5	351
Canada.....	75	4,867

REGULATIONS OF CUSTOMS DEPARTMENT OF CANADA RE TOURISTS' AUTOMOBILES, OUTFITS AND BAGGAGE

A non-resident of Canada may enter his automobile for touring purposes in Canada by complying with the requirements of the following summary of the regulations of the Department of Customs.

TEMPORARY ADMISSION—TWENTY-FOUR HOURS

Automobiles may be entered at any Canadian port of Customs for touring purposes for a period not exceeding 24 hours, by the owner surrendering his State license card, which is handed to him on his return journey.

TEMPORARY ADMISSION—TWO DAYS—ONE MONTH

Automobiles may be entered at any Canadian port of Customs for touring purposes for a period of one month, by filling in a prescribed form (E. 50) made out in duplicate; one copy kept on file by the Canadian Customs official and one copy retained by the tourist. The original and duplicate are compared when the tourist makes his exit from Canada.

TEMPORARY ADMISSION—ONE-SIX MONTHS

Automobiles may be entered at any Canadian port of Customs for touring purposes, for a period of one to six months, by filling in the same form referred to, depositing \$25, and signing a bond in approved form for double the amount of the estimated duties on the vehicle, or secure a special bond of an incorporated guarantee company authorized to do business in Canada.

The automobile of any tourist not returning within the time limit is liable to seizure. Should an unforeseen delay occur, prolonging the time of stay in Canada beyond that mentioned in the tourists' permit, the Customs Department, Ottawa, should be communicated with at once.

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 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.

CANADIAN TOURISTS INTO UNITED STATES

A tourist by automobile from Canada into the United States must first secure a permit from the Customs officer at the Canadian port (Form C-12) and sign it, in order to return his vehicle without duty. Then, at the Customs port on the United States frontier, he must secure a permit entitling him to tour for one month. Should he desire to remain for six months, he must furnish a bond of an approved guarantee company of the United States, for double the amount of duty; but, no deposit is required.

SUMMARY OF REGULATIONS OF UNITED STATES SECRETARY OF THE TREASURY RE ENTRY INTO COUNTRY OF AUTOMOBILES OWNED BY NON-RESIDENTS

Any non-resident owner of a foreign-built automobile taking it into the United States for bona fide touring purposes is expected to secure from the American consul for the district in which he resides, a certificate granting exemption thereon for customs purposes, and a temporary stay of seven days, or on the other hand, for six months with bond covering the automobile parts and articles associated therewith.

The owner is then expected to present his certificate to the collector of customs of the first United States customs house reached in order that the automobile and contents may be inspected and passed.

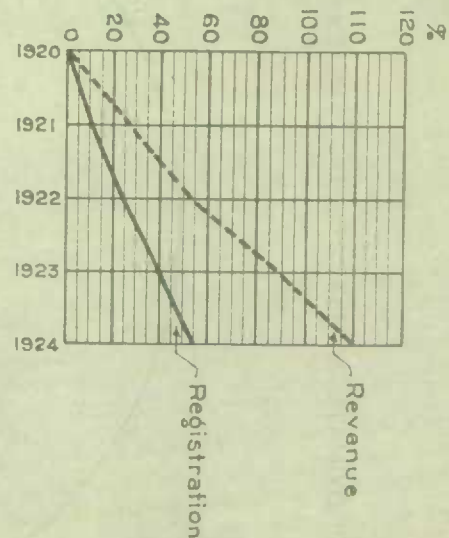
EXEMPTIONS OF UNITED STATES CUSTOMS DUTY ON PURCHASES IN CANADA

By the regulations of the Secretary of the Treasury of the Government of the United States, residents thereof returning by motor or otherwise are required to declare to the customs officer at port of return all articles acquired in Canada or elsewhere, in their baggage or on their persons, whether by purchase, by gift or otherwise, and whether dutiable or free of duty. Exemption is however allowed on articles for personal or household use or as souvenirs or curios and if not intended for sale, aggregating not over \$100 in value. Articles so exempt from duty must, nevertheless, be declared. Such exemptions are made by customs officers on the pier.

Under the said regulations a citizen of the United States is any person who has at any time resided in that country.

YEAR	Number of Deaths (approx.)
1920	5.5
1921	7.5
1922	9.5
1923	11.5
1924	13.5

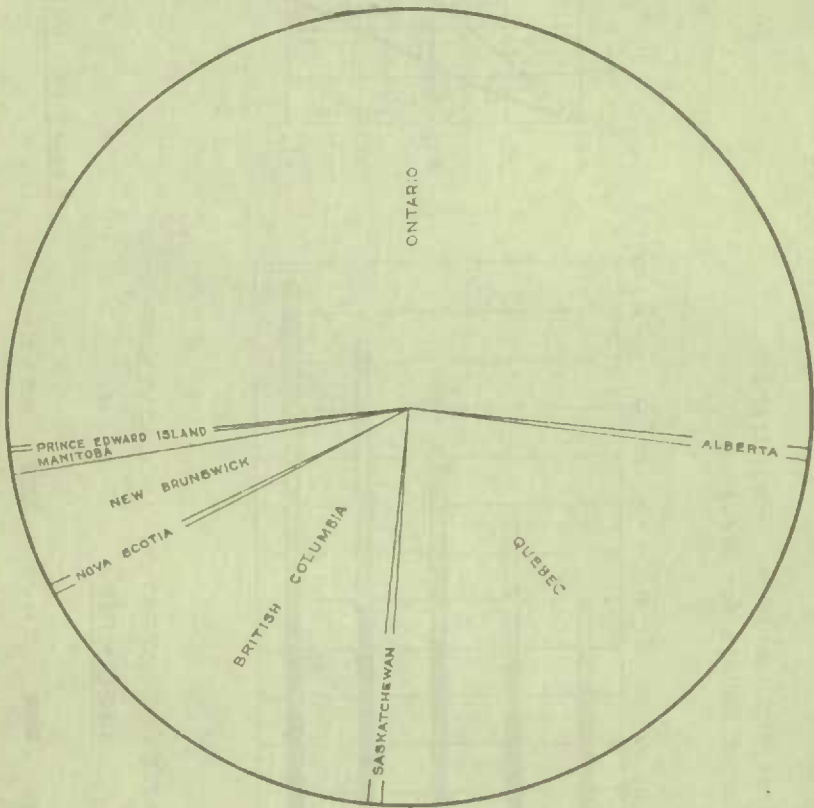
REGISTRATION THUS REVENUE

RELATIVE INCREASE OVER 1920



1010746966

APPROXIMATE MOTOR TOURIST REVENUE IN 1924



TOTAL \$143,405,900