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THE DOMINION OF CANADA
THE DEPARTMENT OF RAILWAYS AND CANALS

Circular No. 7

THE HIGHWAYS BRANCH

THE HIGHWAY, THE MOTOR VEHICLE
AND
THE TOURIST IN CANADA

Motor Vehicle Registrations by Provinces, etc.

AND

Entries with Motor Vehicle into and from Canada,
for Touring Purposes 1925



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1926

OTTAWA, March 10, 1926.

Major GRAHAM A. BELL, C.M.G.,
Deputy Minister,
Department of Railway and Canals,
Ottawa, Ont.

SIR,—I have the honour to present for your consideration Circular No. 7 of this Branch, entitled "The Highway, the Motor Vehicle and the Tourist in Canada, 1925."

Yours truly,

A. W. CAMPBELL,
Commissioner of Highways.

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INTRODUCTION

PART I

THE HIGHWAY THROUGH THE MOTOR VEHICLE

Previous circulars of the Highways Branch recording annual registrations of motor vehicles, in the nine provinces and the Yukon, have touched upon the relation widely subsisting in recent years, throughout Canada, between increased numbers and weight of motor vehicles indicated therein, as well as a growing foreign motor tourist traffic upon the necessity that provincial governments have felt of providing suitable highways therefor. The several amounts of revenues, collected as a consequence of motor vehicles being purchased in the urban and rural districts of each province, and the manner and extent to which these revenues have been devoted by provincial governments to financing the outlays being made for construction of their main trunk highways, in part with federal co-operation, have been given.

In the present circular, the data heretofore given are supplemented by a classification of the highways of the nine provinces of the Dominion, by types, as of 1925, together with a classification of the various makes and models of passenger and commercial motor vehicles now being sold and registered therein. The trade names of all motor vehicles manufactured in Canada, wholly or in part representing primary production in the Canadian automotive industry, in 1925, of nearly eighty-eight and a half million dollars, and values of importations, of vehicles and parts, in that year of nearly twenty-nine million dollars, are shown on page 12. The names are also given of vehicles that were imported into the Dominion from the United States, Great Britain, France and Italy, and sold and registered, as of 1925. Upon such importations of motor vehicles, and upon motor cycle and motor vehicle parts, and tires, the federal government collected in 1925 through import duties and excise taxes, nearly seventeen million dollars. Such data serve to indicate the place of the highway in commerce, and of the joint interest of all authorities in the Dominion in promoting highway development on the one hand, and industrial development on the other. They indicate the complex national interests served by the primary highway.

The total registrations of passenger and commercial vehicles of autobuses and taxis, and of motor cycles and dealers, allotting one car, in stock, to each, numbered in all provinces, last year, 728,005, representing an increase of 12 per cent over 1924, and compared with an increase of 11 per cent in 1924. Registrations of passenger vehicles numbered 639,695, an increase of 12 per cent; while registrations of commercial vehicles in 1925 numbered 74,489, representing an increase of 16 per cent over those of the previous year. Registrations of motor cycles showed a decrease in 1925 from total registrations in 1924, amounting to 2 per cent.

Each province showed substantial gains in their aggregates of original registrations of passenger and commercial motor vehicles. The aggregate of new registrations of all types of motor vehicles in 1925 was 85,517, representing an increase of 11 per cent over such aggregate in 1924, or 78,231. Provinces that showed comparatively large increases of new registration in 1925 were Quebec and Prince Edward Island.

Study of numbers of aggregate and renewal registrations, in 1925 would at first indicate that the totals might be expected to be higher than tabulated, in the case of New Brunswick, for example. The explanation of the apparent discrepancy is due to mortalities among motor vehicles. Annually a considerable

number of each type are withdrawn from active service, and unless careful check is made annually of the number of bona fide registrations, such withdrawals will not be noted until a periodical reclassification of registrations is made.

The two greatest factors in causing motor vehicles to be withdrawn from use and discarded are: (1) Excessive cost of operation and, (2) Models and makes whose manufacturers have gone out of business or have amalgamated with other firms. Numerous other factors might be referred to, all of which are related to the first mentioned. Excessive costs of operation are due to two principal factors, namely, (1) Carelessness in operation; and, (2) poor highway conditions. Garage charges are charged to the former, and gasoline and oil to the latter.

A survey of three hundred and eight different makes of passenger and commercial motor vehicles that have been sold in some one or more of the different provinces during the last four years shows that to-day over one-half of the whole are no longer on the market, as the firms which formerly made them have failed or have been absorbed by other manufacturers. Hence when parts cannot be procured, many motor vehicles have had to be "scrapped." However from the apparent existing competition in the automotive manufacturing industry in Canada and in the United States, as indicated by the number of firms now offering various models, of high financial standing, it would seem that in future serious economic losses caused by withdrawals of motor vehicles, from use, will be due more to the condition of the highway than on account of owners of vehicles of recent manufacture not being assured of getting parts and service as required.

On pages 15-16 are given the fees for licenses to and registrations of motor vehicles in effect in the different provinces, and for issue of permits to manufacturers and dealers to use cars on road for demonstration purposes last year. Changes in amounts of fees were effective in Manitoba downwards and in New Brunswick and Ontario upwards. In Manitoba, reductions were made coincident with an increase from 1 cent to 3 cents on gasoline per gallon. In New Brunswick there was a decided advance in the fee exigible from owners of motor trucks. In Ontario the increase is dependent on the type of tires with which motor trucks are equipped, whether solid or pneumatic.

The new regulations of New Brunswick provide for a fixed rate of taxation on the vehicle according to capacity, together with a tax of forty cents per hundredweight of truck, with body, together with a further tax of 20 per cent. Taking three manufacturers models of truck, of stated capacity and weight, examples of the manner in which this tax is calculated follow. A truck of one ton capacity is equipped with pneumatic tires and is listed as weighing 2,500 pounds. Since the capacity tax on a one-ton truck is \$15, and the weight tax is uniformly 40 cents per hundredweight, the owner is taxed \$15 plus \$10, plus 20 per cent, or \$30 in all. Similarly a two-ton truck with solid tires is taxed \$22.50 capacity tax, \$12.80 weight tax, or \$42.36 in all. A three-ton truck with pneumatic tires, weighing 6,490 pounds, is taxed \$40 capacity tax, \$25.96 for weight, or \$79.15 in all; while a five-ton truck with solid tires, weighing 8,180 pounds, with a capacity tax of \$70, would pay \$123.28.

The nine provinces collected during 1925 revenues from registrations of motor vehicles amounting to \$17,570,245, which included the sum of \$4,068,156 as the proceeds of gasoline taxes imposed by six provinces. The greater portion of such revenues is being devoted to provincial programs of construction and maintenance of primary highways therein.

The extent that gasoline is now a factor in trade and commerce throughout the Dominion is indicated by the schedule hereunder of the approximate quantities thereof that were consumed by motor vehicles, as shown by gross revenues from the gasoline taxes collected during 1925.

| Provinces | Gasolene tax per gallon | Approximate Number of gallons used by Motor Vehicles |
|---------------------------|-------------------------------|---|
| | cents | |
| Alberta..... | 2 | 15,570,200 |
| British Columbia..... | 3 | 58,629,111 |
| Manitoba..... | 3 | 13,241,470 |
| Ontario..... | 3 | 65,866,666 |
| Prince Edward Island..... | 2 | 984,750 |
| Quebec..... | 3 | 25,843,900 |
| Totals..... | | 180,136,097 |

One or two provinces have recently placed restrictions into effect upon the widths of pneumatic and solid tires that commercial motor trucks of a given capacity shall take. These regulations designed to protect highway grades and surfaces may fail of their object, and incidentally tend to taking responsibility for suitable equipment for light and heavy trucking purposes from manufacturers of these vehicles, where, in the joint interest of manufacturers and users of their products, it should remain. Different manufacturers of rubber tires give them differences in design, thickness and width, as experiments have shown are required for given uses. Further, in addition to the ordinary solid and pneumatic rubber tires, variations are produced, such as the so-called cushion tire. Manufacturers of tires and vehicles are jointly interested to ensure that motor trucks designed for a given capacity are provided with rims taking tires, whether solid or pneumatic, limited of width, within a narrow margin.

The conservatism of manufacturers of motor vehicles with regard to capacity of vehicles being offered, as well as the number of devices used in various types of motor vehicles to minimize impact caused by highway conditions, indicate also the complex nature of the interest that the ordinary public highway represents.

AMERICAN TOURIST TRAFFIC

The popularity of travel by motor from widely diverse points in the United States, through Canadian ports of customs, into some one of the nine provinces, continues to grow as indicated by the schedules on page 20. The through motor tourist traffic constitutes on every main trunk highway of every province an increasing portion of the volume of its heavy and fleet traffic. The various attractions to tourists from the United States and other portions of North America, in the Dominion of Canada, are without the purview of this publication, other than in noting the fact that Canadian improved highways have apparently contributed in great part to this popularity.

Owing to recent large increases in American tourist traffic since 1919 when arrangements were first made with the Department of Customs to the end that records of entries of persons with automobile entering Canada be taken, it appeared to be desirable that all border customs ports of Canada be asked to co-operate with a view to securing complete data in this connection. Accordingly the Department of Customs issued instructions that customs officers at 110 border ports compile such records in 1925 and thereafter. The number since 1919 had been 74.

In order to make a fair comparison of the growth of this traffic from the United States into Canada, it has been necessary to total the entries of 1925 at the thirty-six ports added to the reporting list, and to deduct the aggregates from the gross totals. At the seventy-four ports reporting such data prior to 1925, the increases of motor tourist traffic into the Dominion this year were

respectively as follows: For the twenty-four-hour period, from 1,458,900 to 1,945,035, or 33.3 per cent; for the two-thirty-day period, from 361,630 to 481,161, or 33 per cent; and, for the six-month period, from 2,344 to 2,948, or 25 per cent.

The aggregate number of owners of motor vehicles bearing a license plate from one or other of the forty-eight states of the United States entered for touring purposes in the Dominion, numbered 2,429,144 in 1925.

The estimates given on page 20 of the value to each province of American tourist traffic are made upon the same basis as hitherto, namely, an outlay of \$5 daily for supplies and for exportable purchases. Each vehicle is assumed to carry four persons each. It is then estimated that each touring party stayed on Canadian soil approximately full time of permits, for the one-day period; and for the longer periods, for half time. These estimates serve merely to indicate roughly the values to each province, annually, of their motor touring traffic. A careful study of the matter would indicate that on the same method of reasoning approximately \$60,000,000 would represent the amount spent by Canadian in the United States the balance is in favour of Canada.

CLASSIFICATION OF REGISTRATIONS OF MOTOR VEHICLES BY PROVINCES IN 1925

| Province | Totals | Passenger Vehicles | Commercial Trucks | Auto-Buses | Motor Cycles | One Vehicle per Dealer | Trailers |
|---------------------------|---------|--------------------|-------------------|------------|--------------|------------------------|-----------------------|
| Ontario..... | 344,112 | 303,736 | 34,690 | 216 | 3,748 | 1,722 | 1,058 |
| Quebec..... | 97,657 | 80,854 | 14,174 | 307 | 2,083 | 239 | Included with trucks. |
| Saskatchewan..... | 79,078 | 71,205 | 5,560 | 1,171* | 184 | 958 | Nil |
| British Columbia..... | 56,618 | 46,336 | 9,269 | No record | 770 | 243 | 335 |
| Alberta..... | 54,357 | 50,496 | 3,138 | No record | 362 | 361 | Nil |
| Manitoba..... | 51,241 | 46,736 | 3,606 | 32 | 542 | 325 | Nil |
| Nova Scotia..... | 22,853 | 20,012 | 2,563 | 35 | 135 | 108 | 32 |
| New Brunswick..... | 19,022 | 17,420 | 1,342 | 16 | 85 | 159 | Nil |
| Prince Edward Island..... | 2,955 | 2,824 | 114 | 1 | 8 | 8 | Nil |
| Yukon..... | 112 | 76 | 33 | Nil | 3 | Nil | Nil |
| Canada..... | 728,005 | 639,695 | 74,489 | 1,778 | 7,920 | 4,123 | 1,425 |

* Includes all livery cars.

ORIGINAL REGISTRATIONS OF MOTOR VEHICLES AND LICENSES TO GARAGE OWNERS, BY PROVINCES, DURING 1925

| Province | Passenger | Commercial Truck | Busses | Motor Cycles | Dealers | Garages |
|---------------------------|-----------|------------------|----------------|----------------|----------------|----------------|
| Alberta..... | 4,083 | 1,102 | | 31 | Nil | 90 |
| British Columbia..... | 8,110 | 1,291 | | 95 | No record | No record |
| Manitoba..... | No record | No record | No record | No record | No record | No record |
| New Brunswick..... | 2,655 | 217 | 9 | 12 | Nil | Nil |
| Nova Scotia..... | 3,383 | 476 | 4 | 26 | 24 | Nil |
| Ontario..... | 40,377 | 9,100 | Not segregated | Not segregated | Not segregated | Not segregated |
| Prince Edward Island..... | 355 | 15 | 1 | Nil | 1 | Nil |
| Quebec..... | 11,908 | 1,917 | 69 | 224 | 29 | 145 |
| Saskatchewan..... | No record | No record | No record | No record | No record | No record |
| Yukon..... | 1 | 2 | | | | |
| Canada..... | 70,872 | 14,120 | 83 | 388 | 54 | 235 |

**COMPARATIVE DATA OF AGGREGATES OF REGISTRATIONS OF MOTOR VEHICLES
IN ALL PROVINCES FROM 1915 TO 1925 INCLUSIVE**

| Province | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 | 1923 | 1924 | 1925 |
|------------------------------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Alberta..... | 5,832 | 9,516 | 20,624 | 29,600 | 38,000 | 38,462 | 40,292 | 40,642 | 43,044 | 48,547 | 54,357 |
| British Columbia..... | 8,360 | 9,457 | 11,625 | 15,370 | 21,350 | 28,850 | 32,850 | 34,370 | 40,518 | 48,626 | 56,618 |
| Manitoba..... | 9,225 | 12,765 | 17,507 | 24,012 | 29,313 | 37,571 | 38,632 | 42,205 | 42,567 | 44,262 | 51,241 |
| New Brunswick..... | 1,900 | 2,965 | 5,251 | 6,434 | 8,061 | 11,216 | 13,611 | 13,736 | 16,820 | 20,003 | 19,022 |
| Nova Scotia..... | 1,841 | 3,012 | 5,350 | 8,100 | 10,030 | 12,635 | 14,275 | 16,159 | 18,384 | 20,764 | 22,853 |
| Ontario..... | 42,346 | 54,375 | 83,308 | 114,376 | 139,288 | 177,561 | 206,515 | 241,839 | 281,010 | 309,441 | 344,112 |
| Prince Edward Island..... | 34 | 59 | 303 | 676 | 999 | 1,419 | 1,757 | 2,167 | 2,454 | 2,590 | 2,955 |
| Quebec..... | 10,112 | 15,336 | 21,213 | 28,333 | 33,397 | 47,159 | 54,660 | 62,087 | 72,427 | 85,145 | 97,657 |
| Saskatchewan..... | 10,215 | 15,900 | 32,505 | 50,580 | 56,397 | 60,314 | 61,175 | 61,367 | 67,056 | 70,748 | 79,078 |
| Yukon..... | 69 | 89 | 93 | 87 | 71 | 81 | 81 | 85 | 96 | 105 | 112 |
| Canada..... | 89,934 | 123,464 | 197,779 | 277,578 | 336,806 | 415,268 | 463,848 | 514,657 | 585,079 | 650,231 | 728,005 |

REGISTRATIONS OF MOTOR VEHICLES IN CANADIAN CITIES, 1925

PROVINCE OF ALBERTA

| City | Totals | Passenger | Commer- cial Truck | Motor Cycle | Taxis Livery | Dealer |
|-------------------|--------|-----------|--------------------------|----------------|-----------------|--------|
| Calgary..... | 7,814 | 7,706 | Included | Included | 89 | 19 |
| Edmonton..... | 6,988 | 6,857 | Included | Included | 109 | 22 |
| Lethbridge..... | 1,301 | 1,273 | Included | Included | 23 | 5 |
| Medicine Hat..... | 956 | 927 | Included | Included | 20 | 9 |
| Totals..... | 17,059 | 16,763 | | | 241 | 55 |

PROVINCE OF BRITISH COLUMBIA

| | | | | | | |
|----------------------|--------|--------|-------|-----|--|-----|
| Vancouver..... | 24,749 | 20,310 | 3,944 | 422 | | 73 |
| Victoria..... | 7,873 | 6,618 | 1,055 | 175 | | 25 |
| New Westminster..... | 7,235 | 5,951 | 1,192 | 63 | | 29 |
| Nanaimo..... | 2,424 | 1,920 | 468 | 17 | | 10 |
| Comberland..... | 1,483 | 1,164 | 313 | 1 | | 5 |
| Penticton..... | 1,480 | 1,165 | 299 | 8 | | 8 |
| Kamloops..... | 1,273 | 1,039 | 214 | 7 | | 13 |
| Duncan..... | 1,181 | 932 | 237 | 7 | | 5 |
| Cranbrook..... | 1,075 | 922 | 144 | 1 | | 8 |
| Nelson..... | 821 | 690 | 115 | 8 | | 8 |
| Totals..... | 49,594 | 40,720 | 7,981 | 709 | | 184 |

PROVINCE OF MANITOBA

| | | | | | | |
|-------------------------|--------|--------|----------|----------|--|----|
| Winnipeg..... | 16,576 | 16,517 | Included | Included | | 59 |
| Brandon..... | 1,612 | 1,604 | Included | Included | | 8 |
| St. Boniface..... | 1,159 | 1,150 | Included | Included | | 9 |
| Portage la Prairie..... | 730 | 728 | Included | Included | | 2 |
| Totals..... | 20,077 | 19,999 | | | | 78 |

PROVINCE OF NEW BRUNSWICK

| | | | | | | |
|------------------|-------|-------|-----|----|--|----|
| St. John..... | 2,957 | 2,594 | 331 | 13 | | 19 |
| Moncton..... | 1,471 | 1,334 | 119 | 5 | | 13 |
| Fredericton..... | 685 | 594 | 81 | 2 | | 8 |
| Totals..... | 5,113 | 4,522 | 531 | 20 | | 40 |

REGISTRATION OF MOTOR VEHICLES IN CANADIAN CITIES, 1925—Continued

PROVINCE OF NOVA SCOTIA

| City | Total | Passenger | Com- mercial Truck | Motor Cycle | Taxis Livery | Dealer |
|--------------|-------|-----------|--------------------------|----------------|-----------------|--------|
| Halifax..... | 3,037 | 2,521 | 516 | | | |
| Sydney..... | 1,137 | 976 | 161 | | | |
| Totals..... | 4,174 | 3,497 | 677 | | | |

PROVINCE OF ONTARIO

| City | Total | Passenger | Commercial Truck | Motor Cycle | Dealer |
|-----------------------|---------|-----------|---------------------|----------------|--------|
| Toronto..... | 67,671 | 56,841 | 9,030 | 1,557 | 243 |
| Hamilton..... | 13,541 | 11,524 | 1,826 | 135 | 56 |
| Ottawa..... | 9,251 | 7,823 | 1,191 | 159 | 78 |
| London..... | 8,139 | 6,982 | 1,035 | 84 | 38 |
| Windsor..... | 7,475 | 6,311 | 1,088 | 32 | 44 |
| Brantford..... | 2,971 | 2,564 | 367 | 30 | 10 |
| Kitchener..... | 2,797 | 2,466 | 276 | 34 | 21 |
| St. Catharines..... | 2,671 | 2,191 | 428 | 29 | 23 |
| Niagara Falls..... | 2,769 | 2,362 | 355 | 41 | 11 |
| St. Thomas..... | 2,401 | 2,184 | 193 | 10 | 14 |
| Chatham..... | 2,281 | 1,916 | 332 | 13 | 20 |
| Peterboro..... | 2,222 | 1,965 | 224 | 17 | 16 |
| Sarnia..... | 2,178 | 1,961 | 201 | 5 | 11 |
| Kingston..... | 2,149 | 1,866 | 226 | 29 | 28 |
| Sault Ste. Marie..... | 2,089 | 1,861 | 178 | 35 | 15 |
| Guelph..... | 2,053 | 1,791 | 214 | 29 | 19 |
| Stratford..... | 2,039 | 1,779 | 184 | 45 | 31 |
| Oshawa..... | 1,973 | 1,676 | 214 | 45 | 38 |
| Fort William..... | 1,889 | 1,601 | 254 | 14 | 20 |
| Belleville..... | 1,631 | 1,396 | 194 | 13 | 28 |
| Port Arthur..... | 1,535 | 1,336 | 177 | 15 | 7 |
| Galt..... | 1,484 | 1,287 | 164 | 27 | 6 |
| Welland..... | 1,441 | 1,254 | 146 | 29 | 12 |
| Owen Sound..... | 1,308 | 1,161 | 124 | 11 | 12 |
| Woodstock..... | 1,216 | 1,028 | 158 | 18 | 14 |
| North Bay..... | 981 | 906 | 71 | 4 | Nil |
| Totals..... | 148,155 | 126,030 | 18,850 | 2,460 | 815 |

PRINCE EDWARD ISLAND

| City | Total | Passenger and Com- mercial | Dealer |
|--------------------|-------|----------------------------------|--------|
| Charlottetown..... | 667 | 661 | 6 |
| Summerside..... | 305 | 302 | 3 |
| Totals..... | 972 | 963 | 9 |

REGISTRATION OF MOTOR VEHICLES IN CANADIAN CITIES, 1925—Concluded

PROVINCE OF QUEBEC

| City | Total | Passenger | Commercial Truck | Taxis and Auto Bus | Motor Cycle | Dealer |
|---------------------|--------|-----------|------------------|--------------------|-------------|--------|
| Montreal | 36,274 | 27,253 | 6,316 | 1,514 | 1,139 | 52 |
| Quebec | 5,041 | 3,900 | 678 | 281 | 169 | 13 |
| Sherbrooke | 1,708 | 1,346 | 267 | 66 | 22 | 7 |
| Westmount | 1,671 | 1,540 | 82 | 2 | 45 | 2 |
| Three Rivers | 1,261 | 1,013 | 156 | 37 | 50 | 5 |
| Verdun | 1,139 | 879 | 187 | 18 | 54 | 1 |
| Hull | 917 | 703 | 149 | 57 | 7 | 1 |
| Outremont | 911 | 854 | 43 | 1 | 13 | 0 |
| St. Hyacinthe | 790 | 486 | 56 | 35 | 6 | 7 |
| Thetford Mines | 544 | 452 | 49 | 35 | 5 | 3 |
| Lachine | 538 | 548 | 145 | 20 | 24 | 1 |
| Shawinigan Falls | 529 | 423 | 56 | 26 | 20 | 4 |
| Granby | 462 | 372 | 63 | 22 | 2 | 3 |
| Joliette | 446 | 378 | 38 | 24 | 2 | 4 |
| St. Lambert | 408 | 349 | 37 | 12 | 10 | 0 |
| Valleyfield | 401 | 315 | 56 | 23 | 4 | 3 |
| Levis | 365 | 295 | 39 | 23 | 8 | 0 |
| Grand'mere | 299 | 257 | 23 | 19 | Nil | . |
| Longueuil | 275 | 204 | 41 | 21 | 7 | 2 |
| Cap de la Madeleine | 238 | 202 | 18 | 7 | 10 | 1 |
| St. Jean | 220 | 164 | 50 | 1 | Nil | 5 |
| Sorel | 208 | 171 | 23 | 9 | 2 | 3 |
| Totals | 54,645 | 42,104 | 8,572 | 2,253 | 1,599 | 117 |

PROVINCE OF SASKATCHEWAN

| | | | | | | |
|------------------|--------|--------|-------|-----|-----|----|
| Regina | 4,517 | 4,051 | 369 | 17 | 52 | 28 |
| Saskatoon | 3,475 | 3,086 | 310 | 8 | 45 | 26 |
| Prince Albert | 2,157 | 1,905 | 205 | 16 | 15 | 16 |
| Swift Current | 766 | 669 | 64 | 6 | 18 | 9 |
| Weyburn | 639 | 576 | 53 | 1 | 7 | 2 |
| North Battleford | 571 | 530 | 23 | Nil | 11 | 7 |
| Swift Current | 666 | | | | | |
| Totals | 12,125 | 10,817 | 1,024 | 48 | 148 | 88 |

COMPARATIVE REGISTRATIONS OF PASSENGER AND COMMERCIAL VEHICLES, 1922
1923, 1924, 1925, AND PERCENTAGES OF INCREASE, 1925

| Provinces | Passenger Registrations | | | | Commercial Truck Registrations | | | |
|-------------------------|-------------------------|---------|---------|-----------------------------------|--------------------------------|--------|--------|-----------------------------------|
| | 1923 | 1924 | 1925 | 1924-1925 per cent increase | 1923 | 1924 | 1925 | 1924-1925 per cent increase |
| Alberta | 39,742 | 45,871 | 50,496 | 9 | 2,191 | 2,036 | 3,138 | 54 |
| British Columbia | 33,144 | 39,438 | 46,336 | 17.5 | 6,842 | 8,177 | 9,269 | 13 |
| Manitoba | 39,059 | 40,649 | 46,736 | 15 | 2,222 | 2,655 | 3,606 | 36 |
| New Brunswick | 15,433 | 18,311 | 17,420 | note* | 1,185 | 1,446 | 1,342 | note* |
| Nova Scotia | 16,104 | 18,234 | 20,012 | 10 | 1,999 | 2,235 | 2,563 | 14 |
| Ontario | 245,815 | 271,341 | 303,736 | 12 | 28,612 | 31,488 | 34,690 | 10 |
| Prince Edward Island | 2,331 | 2,471 | 2,824 | 14 | 99 | 100 | 114 | 14 |
| Quebec | 60,363 | 70,736 | 80,854 | 15 | 8,974 | 11,900 | 14,174 | 18 |
| Saskatchewan | 63,017 | 64,666 | 71,205 | 10 | 2,086 | 3,780 | 5,560 | 47 |
| Yukon | 69 | 76 | 76 | Nil | 25 | 24 | 33 | Nil |
| Canada | 515,077 | 571,793 | 639,695 | 12 | 54,235 | 63,841 | 74,489 | 16 |

Note—Decrease due to reclassification of registrations.

**MOTOR VEHICLE DRIVER AND GARAGE LICENSES BY PROVINCES—WEIGHT
RESTRICTIONS ON USE OF THE HIGHWAY**

| Province | Chauffeur | Operator | Garage | Period during which Motor Vehicles not permitted on Canadian Highways and Roads |
|-------------------------|-----------|------------|------------|---|
| Alberta..... | 1,882 | 542* | 293 | Nil. |
| British Columbia..... | 5,342 | 72,125 | 243 | Nil. |
| Manitoba..... | 4,063* | 9,309 | Nil | Nil. |
| New Brunswick..... | 1,258 | Not issued | Not issued | While frost is coming out. |
| Nova Scotia..... | 1,294 | Not issued | Not issued | March 20-May 1. |
| Ontario..... | 33,740 | Not issued | 1,033 | Exceeding one-half ton equipped with solid tyres, or exceeding one ton, equipped with pneumatic tyres, restricted to one half carrying capacity, March and April. |
| Prince Edward Island... | 39 | 4,030 | Nil | April. |
| Quebec..... | 22,007 | 80,572 | 1,033 | See note below.** |
| Saskatchewan..... | 675 | Nil | 300 | Nil. |
| Canada..... | 70,300 | 166,578 | 2,902 | |

* Includes 223 sales representative licenses.

**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.

**MAKES OF PASSENGER AND COMMERCIAL MOTOR VEHICLES MANUFACTURED IN
CANADA, GREAT BRITAIN, THE UNITED STATES, FRANCE, AND ITALY, FOR THE
CANADIAN HIGHWAY, IN 1925**

| Number | Trade Name | Number | Trade Name | Number | Trade Name |
|--------|------------------|--------|--------------------|--------|-------------------|
| 1 | A.C. | 43 | Fiat | 85 | A—Oldsmobile |
| 2 | Acason | 44 | Flint | 86 | Puige |
| 3 | Acme | 45 | A—Ford | 87 | Packard |
| 4 | Ajax | 46 | Fordson | 88 | Parker |
| 5 | Anderson | 47 | Franklin | 89 | Paterson |
| 6 | Apperson | 48 | Fulton | 90 | Pathfinder |
| 7 | Atterbury | 49 | Gardner | 91 | Peerless |
| 8 | Anburn | 50 | Garford | 92 | Pierce-Arrow |
| 9 | Auto Car | 51 | Gary | 93 | Premier |
| 10 | Baystate | 52 | A—Gen. Motors Cor. | 94 | Rainer |
| 11 | Beckheim | 53 | A—Gotfredson | 95 | Reo |
| 12 | Biddle | 54 | Gramm | 96 | Republic |
| 13 | A—Brooks Steamer | 55 | H.C.S. | 97 | Revere |
| 14 | Brick | 56 | Hanson | 98 | Rickenbecker |
| 15 | A—Cadillac | 57 | Hudson | 99 | Roamer |
| 16 | Casa | 58 | Hupmobile | 100 | Rollin |
| 17 | Chalmers | 59 | Indiana | 101 | Roylese-Royce |
| 18 | Chandler | 60 | A—International | 102 | A—Samson |
| 19 | A—Chevrolet | 61 | Jewett | 103 | Sanford |
| 20 | A—Chrysler | 62 | Jordan | 104 | Service |
| 21 | Cleveland | 63 | Kelley-Springfield | 105 | Signal |
| 22 | Cole | 64 | Kissel Kar | 106 | Singer |
| 23 | Columbia | 65 | Lexington | 107 | Stanley |
| 24 | Commerce | 66 | Leyland | 108 | A—Star |
| 25 | Crow | 67 | Lincoln | 109 | Stearns-Knight |
| 26 | Cunningham | 68 | Locomobile | 110 | Sterling-Knight |
| 27 | Daimler | 69 | Macear | 111 | Stroker-Squire |
| 28 | Dart | 70 | Mack | 112 | Studebaker |
| 29 | Davis | 71 | McFarlane | 113 | Stutz |
| 30 | Day Elder | 72 | A—McLaughlin-Buick | 114 | Sunbeam |
| 31 | DeLancey | 73 | Maple Leaf | 115 | Thorncroft |
| 32 | Denby | 74 | Marmon | 116 | Traffic |
| 33 | Detroit Elec. | 75 | Master | 117 | Vauxhall |
| 34 | Diamond | 76 | A—Maxwell | 118 | Velvie |
| 35 | A—Dodge | 77 | Mercer | 119 | Westcott |
| 36 | Duplex | 78 | Moon | 120 | White |
| 37 | A—Durant | 79 | Napier | 121 | Wills Ste. Claire |
| 38 | Elear | 80 | Nash | 122 | A—Willys-Overland |
| 39 | Elgin | 81 | A—National | 123 | Wolseley |
| 40 | Essex | 82 | Nelson | 124 | A—Yellow Cab. |
| 41 | F.W.D. | 83 | Noma | | |
| 42 | Federal | 84 | A—Oakland | | |

A—Makes manufactured in Canada.

**PROVINCIAL REVENUES FROM REGISTRATIONS, LICENSES, AND TAXES FOR
USE OF THE HIGHWAY, 1925**

| Province | Total receipts from registration fees | | Operator, dealer, garage and chauffeur licenses, fines and miscellaneous | Gasoline | Totals |
|----------------------------|--|-------------------------------------|--|-----------|------------|
| | Passenger Auto- mobiles | Motor Truck, buses, cycles | | | |
| | \$ | \$ | \$ | \$ | \$ |
| Alberta | 928,030 | 13,898 | 34,761 | 311,404 | 1,288,093 |
| British Columbia | 904,592 | Incl. | 214,963 | 586,291 | 1,795,846 |
| Manitoba | 574,440 | 41,973 | 44,433 | 397,244 | 1,058,090 |
| New Brunswick | 492,169 | Incl. | 9,979 | Nil | 502,148 |
| Nova Scotia | 494,059 | 68,254 | 14,014 | Nil | 576,327 |
| Ontario | 4,441,348 | 1,026,654 | 240,432 | 1,976,000 | 7,684,434 |
| Prince Edward Island | 58,601 | 2,283 | 882 | 21,900 | 83,666 |
| Quebec | 1,300,646 | 464,528 | 589,428 | 775,317 | 3,219,919 |
| Saskatchewan | 1,191,763 | 117,422 | 51,390 | Nil | 1,360,575 |
| Yukon | 792 | 355 | | Nil | 1,147 |
| Totals for Canada | 10,566,440 | 1,735,367 | 1,200,282 | 4,068,156 | 17,570,245 |

**AVERAGE RECEIPTS PER VEHICLE, AVERAGE NUMBER OF PERSONS PER VEHICLE,
AND AVERAGE POPULATION PER MILE RURAL ROAD**

| Province | Total regis- tration | Grand totals revenues from motor vehicles | Average receipts per vehicle | Popula- tion estimated as June 1, 1925 | Persons per vehicle | Mileage rural roads | Rural popula- tion as June 1, 1925 | Rural popula- tion per mile rural road |
|-------------------------------|----------------------------|---|---------------------------------------|--|---------------------------|---------------------------|--|--|
| | | \$ | \$ cts. | | | | | |
| Alberta | 54,357 | 1,288,093 | 23 69 | 651,700 | 12 | 60,000 | 404,836 | 6 |
| British Colum- bia | 56,618 | 1,795,846 | 31 71 | 560,000 | 10 | 16,664 | 296,000 | 18 |
| Manitoba | 51,241 | 1,058,090 | 20 64 | 656,000 | 13 | 70,000 | 374,935 | 5 |
| New Brunswick | 19,022 | 502,148 | 26 40 | 403,300 | 21 | 14,065 | 273,921 | 19 |
| Nova Scotia | 22,853 | 576,327 | 25 26 | 536,900 | 23 | 14,355 | 304,207 | 21 |
| Ontario | 344,112 | 7,684,434 | 22 03 | 3,103,000 | 9 | 67,790 | 1,297,984 | 19 |
| Prince Edward Island | 2,955 | 83,666 | 27 91 | 87,300 | 30 | 3,650 | 68,386 | 19 |
| Quebec | 97,657 | 3,219,919 | 32 97 | 2,520,000 | 26 | 45,513 | 1,108,548 | 24 |
| Saskatchewan | 79,078 | 1,360,575 | 17 21 | 833,000 | 11 | 135,000 | 592,263 | 4 |
| Yukon | 112 | 1,147 | 10 24 | 3,500 | 31 | | | |
| Canada | 728,005 | 17,570,245 | 24 13 | 9,354,700 | 13 | 427,037 | 4,721,080 | 11 |

49
456,578

794,592
1,228,830

CLASSIFICATION OF TONNAGES OF COMMERCIAL TRUCKS AND BUSES AND SUMMARIES OF STATUTORY LIMITATIONS
OF GROSS WEIGHTS PER VEHICLE, 1925

| Provinces | Alberta | British Columbia | Manitoba | New Brunswick | Nova Scotia | Ontario | Prince Edward Island | Quebec | Saskatchewan | Yukon |
|--------------------|-----------------|------------------|-----------------|-----------------|-----------------|--------------------------|----------------------|--------------------------|-----------------------|-----------------------|
| | Numbers | Numbers | Numbers | Numbers | Numbers | Numbers | Numbers | Numbers | Numbers | Numbers |
| Tonnages | Tyre Type Mixed | Tyre Type Mixed | Tyre Type Mixed | Tyre Type Mixed | Tyre Type Mixed | Tyre Type Pneu. Solid | Tyre Type Mixed | Tyre Type | Tyre Type Pneu. Solid | Tyre Type Pneu. Solid |
| Under two..... | (No record) | 7,983 | 3,214 | 1,305 | 1,972 | 11,847 163 | 112 | No information available | (No record) | |
| Two-three..... | | 824 | 354 | 39 | 84 | 13,388 2,340 | 3 | | | |
| Three-four..... | | 273 | 27 | 10 | 9 | 1,826 328 | | | | |
| Four-five..... | | 42 | 10 | 4 | 3 | 648 484 | | | | |
| Five-six..... | | 54 | | | 8 | 223 681 | | | | |
| Six-seven..... | | | 1 | | | 129 442 | | | | |
| Seven-eight..... | | 3 | | | | 55 592 | | | | |
| Eight-nine..... | | | | | | 10 326 | | | | |
| Nine-ten..... | | | | | | 7 158 | | | | |
| Ten-eleven..... | | | | | | 100 | | | | |
| Eleven-twelve..... | | | | | | 200 | | | | |
| Totals..... | | 9,179 | 3,606 | 1,358 | 2,563* | 28,133 5 814 34,690** | 115 | | | |

*Includes 487 non-classified.

** Includes 743 government owned vehicles. Trailers additional classified as follows:—1 ton or less, 638; 1-2 tons, 97; 2-3 tons, 75; 3-4 tons, 49; 4-5 tons, 65; 5-6 tons, 25; 6-7 tons, 10; 7-8 tons, 11; 8-9 tons, 5; 9-10 tons, 6. Total, 1,058.

SUMMARIES OF STATUTORY LIMITATIONS OF GROSS WEIGHTS PER VEHICLE, 1925

| Alberta | British Columbia | Manitoba | New Brunswick | Nova Scotia | Ontario | Prince Edward Island | Quebec | Saskatchewan | Yukon |
|-----------------|---|-----------------|---|------------------------|--|-------------------------|---|-----------------|-----------------|
| No restriction. | Maximum gross commercial, 6 tons; passenger, 4 tons.* | No restriction. | Maximum gross, 5 tons. Permit required in cases of 3-5 ton trucks | Maximum gross, 6 tons. | Maximum gross, 10 tons; 4½ tons per wheel; and, 650 lbs. per inch of tire. | Maximum gross, 4½ tons. | 5 tons, on solid tyres; and 6 tons on pneumatic tyres. In cases of vehicles with two driving axles 4 tons per axle on solid tyres; and 4½ tons per axle on pneumatic tyres | No restriction. | No restriction. |

* Limited to Vancouver Island and West of Hope, on mainland, British Columbia. (Regulations amended December, 1925.)

FEES FOR REGISTRATIONS AND LICENSES OF MOTOR VEHICLES IN EFFECT IN PROVINCES AND CANADIAN NATIONAL PARKS

| Province | Passenger | Commercial Truck | Motor Cycle | Chauffeur | Operator | Garage | Dealer or Manufacturer |
|--------------------------|---|---|---|-----------|--|-----------------|--|
| Alberta..... | Wheel base of 100", \$15; each 5" additional \$2.50; exceeding 135", \$35. | Same as passenger car..... | \$2 00 | \$3 00 | Not issued.... | Not issued..... | \$25 and \$1 per set of number plates for three vehicles; \$10 per set additional. |
| British Columbia.. | Weight added to value, 2,500 units, \$22.50; for each 100 units additional, 90c. | Same as passenger car..... | \$7.50 and \$5, first registration. | \$5 00 | Not issued.... | Not issued..... | \$50 for 5 vehicles and up |
| Canadian National Parks. | Same as fees of province in which located. | Same as fees of province in which located. | Same as, fees of Province in which located | \$1 00 | Transient season, \$5. One day - three weeks, \$1. | Not issued..... | Same as fees of province in which located. |
| Manitoba..... | Wheel base of 100", \$10; each 5" additional, \$2.50; exceeding 135", \$30. | <div>Ton unit Fee</div> <div>One ton and under...\$10 00</div> <div>Two tons and under 20 00</div> <div>Three tons and under 30 00</div> <div>Four tons and under 40 00</div> <div>Five tons and under 50 00</div> <div>Over five tons..... 60 00</div> | <div>\$5 00</div> <div>With side car,</div> <div>\$7 50</div> | \$5 00 | Not issued.... | Not issued..... | \$20 for first set of plates and \$10 for each set additional. |
| New Brunswick... | Hundred weight unit. \$1.20 for each. | Weight added to capacity fixed units, plus 20%. | \$5 00 | \$4 00 | Not issued.... | Not issued..... | \$25 for one or two makes; \$10 for each additional set of plates. |
| 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. | <div>To 2,000 lbs..... \$25 00</div> <div>2,001-3,000 lbs... 40 00</div> <div>3,001-4,000 " 50 00</div> <div>4,001-5,000 " 65 00</div> <div>5,001-6,000 " 75 00</div> <div>Over 6,000 lbs...100 00</div> | \$8 00 | 5 00 | Not issued.... | Not issued..... | \$50 for one permit and not exceeding one duplicate set of plates; \$15 for each set additional. |

FEES FOR REGISTRATIONS AND LICENSES OF MOTOR VEHICLES IN EFFECT IN PROVINCES AND CANADIAN NATIONAL PARKS,
1925--*Concluded*

| Province | Passenger | Commercial Truck | Motor Cycle | Chauffeur | Operator | Garage | Dealer or Manufacturer |
|-----------------------|--|--|---|---|-------------------------|---|--|
| Ontario..... | H.P. unit 4 6 8-12 cyls. 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 * Less than 2 tons..... Of 2 tons and up to 3 tons..... More than 3 tons and up to 4..... " 4 " " 5..... " 5 " " 6..... " 6 " " 7..... " 7 " " 8..... " 8 " " 9..... " 9 " " 10..... " 10 " " 11..... " 11 " " 12..... | \$3 00 If equipped wholly with pneumatic tires \$16 00 24 00 36 00 45 00 60 00 70 00 80 00 99 00 110 00 132 00 144 00 | \$2 00 If equipped wholly or in part with solid tires \$18 00 27 00 40 00 50 00 66 00 77 00 88 00 117 00 130 00 154 00 168 00 | Not issued.... | Class A, \$10; Class B, \$5. | \$20 for permit and set markers; and \$20 for each set additional. |
| Prince Edward Island. | Cwt. unit, 80c each..... | Ton capacity unit One ton or less.....\$14 00 Each ton additional. 5 00 | \$10 00 | \$6 50 | \$5 00 | Not issued..... | \$32 for permit; markers, \$2 per set. |
| Quebec..... | Cwt. unit. Pleasure.....\$0 70 Service.....1 00 Autobus.....1 50 | Cwt. unit depending upon character of tyre. Pneumatic tyre: per cwt. Three tons and under.....\$1 25 Non-pneumatic tyre: Two and a half and under.....1 50 Exceeding two and a half.....3 00 | H.P. unit, 90c. each | \$5 00 | \$5 00 | \$20 in Montreal, Quebec, Westmount, Outremont, Verdun, and 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 00 Exceeding 125" but not exceeding 130".....25 00 Exceeding 130".....35 00 | \$ 8 00 Motor attachment to bicycle, \$3.00. | \$5 00 | Livery† \$23 to \$43 | Livery,\$35..... | \$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 numbers plates. |

*Trailers under 1 ton, \$3; 1-2 tons, \$6; 2-3 tons, \$15; 3-4 tons, \$20; 4-5 tons, \$25; 5-6 tons, \$30; 6-7 tons, \$42; 7-8 tons, \$48; 8-9 tons, \$54; 9-10 tons, \$60.

†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.

THE CRIMINAL CODE AND MOTOR VEHICLES

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

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. Injury from furious driving.

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. Driver to stop after accident.

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 use.

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.* Theft of car.

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.

Every one who while intoxicated or under the influence of narcotics drives any motor vehicle or automobile or has the care or control of a motor vehicle or automobile whether it is in motion or not shall be guilty of an offence and liable upon summary conviction for the first offence to a term of imprisonment not exceeding thirty days and not less than seven days, for a second offence to a term of imprisonment not exceeding three months and not less than one month, and for each subsequent offence to a term of imprisonment not exceeding one year and not less than three months. Section No. 285C. Driving while intoxicated.

* 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.*

LIMITS OF SPEED FIXED BY PROVINCIAL STATUTES FOR MOTOR VEHICLES, AS OF JANUARY 1, 1925 (MILES PER HOUR)

| Provinces | Open Country | Open Country obscured | Where closely built up | Cities towns, villages | Urban places obscured |
|------------------------------|--|--------------------------|------------------------------|------------------------------|-----------------------------|
| | | Miles | Miles | Miles | Miles |
| Alberta..... | Reasonable, having regard to traffic and use of highway..... | | | 20 | 10 |
| British Columbia..... | 30 miles per hour..... | 15 | | 15 | 10 |
| Canadian National Parks..... | Reasonable and proper, having regard to traffic and use of highway. Maxi- mum 25 miles per hour..... | | | 15 | 8 |
| Manitoba..... | Reasonable, having regard to traffic and use of highway.*..... | | | 15 | 10 |
| New Brunswick..... | Reasonable, having regard to traffic and use of highway..... | 20 | 15 | 18 | |
| Nova Scotia..... | 25 miles per hour..... | 20 | 15 | 15 | |
| Ontario..... | Trucks exceeding 4½ tons gross, 6 miles per hour, maximum..... 25-● miles per hour; if equipped with solid tires, 15 miles per hour..... Trucks exceeding 4 tons gross, 10 miles per hour, max. Trucks exceeding 6 tons gross, 8 miles per hour, max. | 12½** | 10 | 20 | 10 |
| Prince Edward Island..... | 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.

**1. Any vehicle loaded to weight in excess of 6 tons, restricted to 10 miles per hour.

***2. Any vehicle within public park or exhibition ground, restricted to 15 miles per hour.

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

| Tires | Gross Weight | Rates |
|--------------------|------------------------------|--------------------|
| 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 " |

ADMINISTRATIVE PROVISIONS OF MOTOR VEHICLE LEGISLATION OF THE PROVINCES, IN FORCE JANUARY 1, 1925

| 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 Highways..... | Chauffeur must be 18, and must obtain certificate of competency. | Ninety days to Canadians.. | " |
| Nova Scotia..... | Minister of Highways, Motor Vehicle Branch | Chauffeur must pass examination and furnish testimonials. Driver must be 16. | Thirty days to non-residents.. | " |
| Ontario..... | Department of Public Highways. | Chauffeur must furnish certificates of fitness; age 16. | Three consecutive months; certain states, thirty days.* | " |
| Prince Edward Island..... | Provincial Secretary..... | Driver aged 16-18 must pass examination and obtain license. | Four weeks..... | " |
| Quebec..... | Provincial Treasurer..... | Chauffeur must furnish certificate of competency and character. Driver must be 18. | Three consecutive months..... | " |
| Saskatchewan..... | Provincial Secretary..... | Driver or chauffeur must be 18 and be licensed; former recommended; latter examined. | Thirty days or two periods of fifteen consecutive days. | " |
| Yukon..... | Territorial Secretary..... | Chauffeur must be 18, and present evidence of qualifications. Driver must be 16. | Ninety days..... | March 31. |

*Not applicable to commercial vehicles from these States.

CLASSIFICATION OF CANADIAN HIGHWAYS AND ROADS, AS OF JANUARY 1, 1926, BY PROVINCES, ACCORDING TO TYPE

| Provinces | Passable Earth | Improved Earth | Gravel | Water-Bound Macadam | Bituminous Macadam | Bituminous Concrete | Cement Concrete | Totals | Patrol Mileages |
|---------------------------|----------------|----------------|--------|---------------------|--------------------|---------------------|-----------------|---------|-----------------|
| Alberta..... | 15,500 | 44,109 | 391 | | | | | 60,000 | 2,406 |
| British Columbia..... | 1,055 | 11,232 | 4,188 | 53 | 30 | 50 | 56 | 16,664 | 3,000* |
| Manitoba..... | 44,077 | 24,076 | 1,822 | | | 25 | | 70,000 | 706 |
| New Brunswick..... | 7,044 | 5,160 | 1,849 | | 12 | | | 14,065 | 1,300 |
| Nova Scotia..... | 8,188 | 2,290 | 3,832 | 39 | 6 | | | 14,355 | 1,024 |
| Ontario..... | 18,700 | 12,933 | 31,224 | 3,052 | 1,199 | 222 | 460 | 67,790 | 7,825 |
| Prince Edward Island..... | 2,972 | 670 | 8 | | | | | 3,650 | 700 |
| Quebec..... | 23,501 | 16,000 | 3,842 | 1,934 | 138 | 35 | 63 | 45,513 | 2,030 |
| Saskatchewan..... | 124,613 | 10,348 | 39 | | | | | 135,000 | 2,069 |
| Canada..... | 245,650 | 126,818 | 47,195 | 5,078 | 1,385 | 332 | 579 | 427,037 | 21,060 |

PART II

REGISTERED MOTOR TOURISTS

STATEMENT OF OWNERS OF MOTOR VEHICLES ADMITTED INTO CANADA FOR TOURING PURPOSES, 1925

| Province | Entry for One to Six Months | | | | Entry for Two to Thirty Days | | | | Entry for Twenty-four Hours | | | |
|---------------------------|-----------------------------|-------|-------|-------|------------------------------|---------|---------|---------|-----------------------------|---------|-----------|-----------|
| | 1922 | 1923 | 1924 | 1925 | 1922 | 1923 | 1924 | 1925 | 1922 | 1923 | 1924 | 1925 |
| Alberta..... | 23 | 13 | 2 | 40 | 439 | 970 | 1,575 | 2,283 | Nil | Nil | 1,258 | 6,294 |
| British Columbia..... | 29 | 9 | 63 | 187 | 35,197 | 55,438 | 73,345 | 84,615 | 6,407 | 8,498 | 24,921 | 38,986 |
| Manitoba..... | 10 | 21 | 25 | 51 | 4,259 | 4,645 | 3,502 | 5,983 | Nil | 1,662 | 13,851 | 18,529 |
| New Brunswick..... | 94 | 73 | 124 | 193 | 2,300 | 4,092 | 6,605 | 11,682 | Nil | 3,150 | 236,641 | 476,555 |
| Nova Scotia..... | 61 | 93 | 104 | 162 | 239 | 288 | 409 | 532 | Nil | Nil | Nil | Nil |
| Ontario..... | 1,818 | 1,505 | 1,645 | 1,877 | 76,112 | 120,742 | 163,876 | 229,310 | 804,996 | 866,606 | 1,135,471 | 1,290,090 |
| Prince Edward Island..... | 6 | 7 | 12 | 12 | Nil | Nil | Nil | 8 | Nil | Nil | Nil | Nil |
| Quebec..... | 327 | 228 | 352 | 303 | 56,553 | 85,530 | 110,582 | 143,628 | 6,971 | 14,938 | 44,485 | 111,983 |
| Saskatchewan..... | 52 | 7 | 17 | 123 | 445 | 739 | 1,736 | 3,120 | Nil | Nil | 2,273 | 2,598 |
| Canada..... | 2,420 | 1,956 | 2,344 | 2,948 | 175,544 | 272,444 | 361,630 | 481,161 | 818,374 | 894,854 | 1,458,900 | 1,945,035 |

SUMMARY OF MOTOR TOURIST ENTRIES, 1925

| Customs Ports by Provinces—Tourist Outlays | | | | Canadian Motor Tourists in United States | | | |
|--|-----------------|--|---------------------------------|--|---|---------|---------|
| Province | Number of Ports | Average Number Entries One Day to Six Months | Gross Estimated Tourist Outlays | Province | Number of Permits granted Canadians for Entry United States for Touring | | |
| | | | | | 1923 | 1924 | 1925 |
| Alberta..... | 7 | 12,215 | \$ 882,780 | Alberta..... | 564 | 552 | 781 |
| British Columbia..... | 21 | 5,895 | 26,500,820 | British Columbia..... | 36,069 | 50,932 | 65,267 |
| Manitoba..... | 12 | 2,047 | 2,257,280 | Manitoba..... | 1,567 | 2,085 | 4,390 |
| New Brunswick..... | 13 | 37,572 | 13,383,100 | New Brunswick..... | 664 | 1,062 | 4,653 |
| Nova Scotia..... | 5 | 147 | 451,200 | Nova Scotia..... | 24 | 28 | 42 |
| Ontario..... | 23 | 66,143 | 97,973,400 | Ontario..... | 55,524 | 70,860 | 95,793 |
| Prince Edward Island..... | 2 | 10 | 24,000 | Prince Edward Island..... | 2 | 2 | Nil |
| Quebec..... | 23 | 11,066 | 45,873,460 | Quebec..... | 32,035 | 36,401 | 49,330 |
| Saskatchewan..... | 7 | 834 | 1,209,360 | Saskatchewan..... | 179 | 553 | 2,823 |
| Canada..... | 113 | 21,497 | 188,555,400 | Canada..... | 126,628 | 162,475 | 223,079 |

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 out-

fits. 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.



Bituminous macadam pavement with direction and danger signs.



Tar penetration road on Yonge street north of Newmarket, 1925.

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PACIFIC HIGHWAY

Federal Aid Project No. 9, Section B. Cement concrete pavement 18 ft. wide; thickness $7\frac{1}{2}$ in. at centre, 6 in. at edge. Laid 1926.