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CANADA
—
DOMINION BUREAU OF STATISTICS
TRANSPORTATION BRANCH

THE HIGHWAY
AND
THE MOTOR VEHICLE
IN
CANADA
1928

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1929

PREFACE

The present report is a continuation and amalgamation of two previous series. For some time past the Highways Branch of the Department of Railways and Canals has issued an annual report on the highways of Canada, in which were included statistics of motor vehicle registrations and contingent phases of the tourist trade. The Dominion Bureau of Statistics published an annual report on the manufactures, imports, exports and sales of automobiles in Canada, which also included data with regard to the registrations of motor vehicles; the Bureau also issued a comprehensive annual report on the tourist trade. With the expiration of the Federal grant to the provinces under the Canada Highways Act, 1919, the Highways Branch ceased operation, and by arrangement with the Department of Railways and Canals the Bureau will in future issue an annual report that will embody the main data contained in both the previous series mentioned.

The report presents the statistics relating to Canadian highways as obtained from Provincial Highway and Public Works Departments as of date January 1, 1929. These are followed by statistics of motor vehicle registrations, likewise obtained from provincial authorities, and by digests of the statistics relating to the manufacture of automobiles in Canada and of exports, imports and domestic trade therein. A brief statement as to the tourist trade is added, though for complete information on this subject the reader is referred to the separate report issued by the Bureau.

In Part III of the report, summaries of regulations governing motor vehicle fees, load limits, speed limits, etc., are given.

Grateful acknowledgment is made of the assistance of the Deputy Ministers of Public Works and of Highways of the several provinces, provincial engineers, Motor Vehicle Registrars and other officials who kindly co-operated in the preparation of this report.

R. H. COATS,

Dominion Statistician.

OTTAWA, July 19, 1929.

MOTOR VEHICLES REGISTERED IN CANADA, CALENDAR YEARS 1907-28

MOTOR VEHICLES REGISTERED IN CANADA, BY PROVINCES, CALENDAR YEARS 1907-1928

Note.- The number of motor vehicles in the Yukon is included in the totals for Canada, 1914-28.

Years:	Prince Edward:	New Brunswick:	Quebec:	Ontario:	Manitoba:	Saskatchewan:	Alberta:	British Columbia:	Canada:
No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1907	-	62	-	254	1,530	-	54	55	2,130
1908	-	65	104	296	1,754	412	74	65	3,033
1909	-	69	167	485	2,452	662	149	275	4,763
1910	-	148	299	786	4,230	1,524	531	423	8,967
1911	-	228	483	1,878	11,339	2,436	1,304	1,631	21,519
1912	-	456	700	3,535	16,266	4,099	2,286	2,505	34,136
1913	26	511	824	5,452	23,700	5,475	4,659	3,773	50,558
1914	31	1,324	1,328	7,413	31,724	7,359	8,020	4,728	69,598
1915	34	1,841	1,900	10,112	42,346	9,225	10,225	5,532	89,944
1916	50	3,012	2,965	15,335	54,375	12,765	15,900	9,516	123,464
1917	303	5,350	5,251	21,213	83,308	17,507	32,505	20,624	197,799
1918	635	8,100	8,434	26,897	114,376	24,012	50,531	29,300	275,746
1919	867	10,210	8,306	33,647	144,804	30,118	56,855	34,000	341,316
1920	1,419	12,460	11,196	41,562	177,561	35,455	60,325	38,015	407,064
1921	1,751	14,205	13,615	54,670	206,521	40,215	61,164	40,235	465,378
1922	2,167	16,159	13,746	61,995	240,933	42,200	61,367	40,642	513,821
1923	2,483	18,354	16,629	72,448	280,936	42,428	67,337	43,044	585,050
1924	2,583	20,764	19,375	85,145	308,693	44,322	70,754	51,148	652,121
1925	2,955	22,853	19,022	97,667	344,112	51,241	79,078	54,357	728,005
1926	3,460	25,879	21,541	108,332	388,728	57,857	97,267	65,590	836,794
1927	4,388	30,059	24,544	128,459	436,120	63,905	106,599	73,830	945,672
1928	5,430	35,256	28,072	148,473	491,140	71,163	121,615	89,249	1,076,819

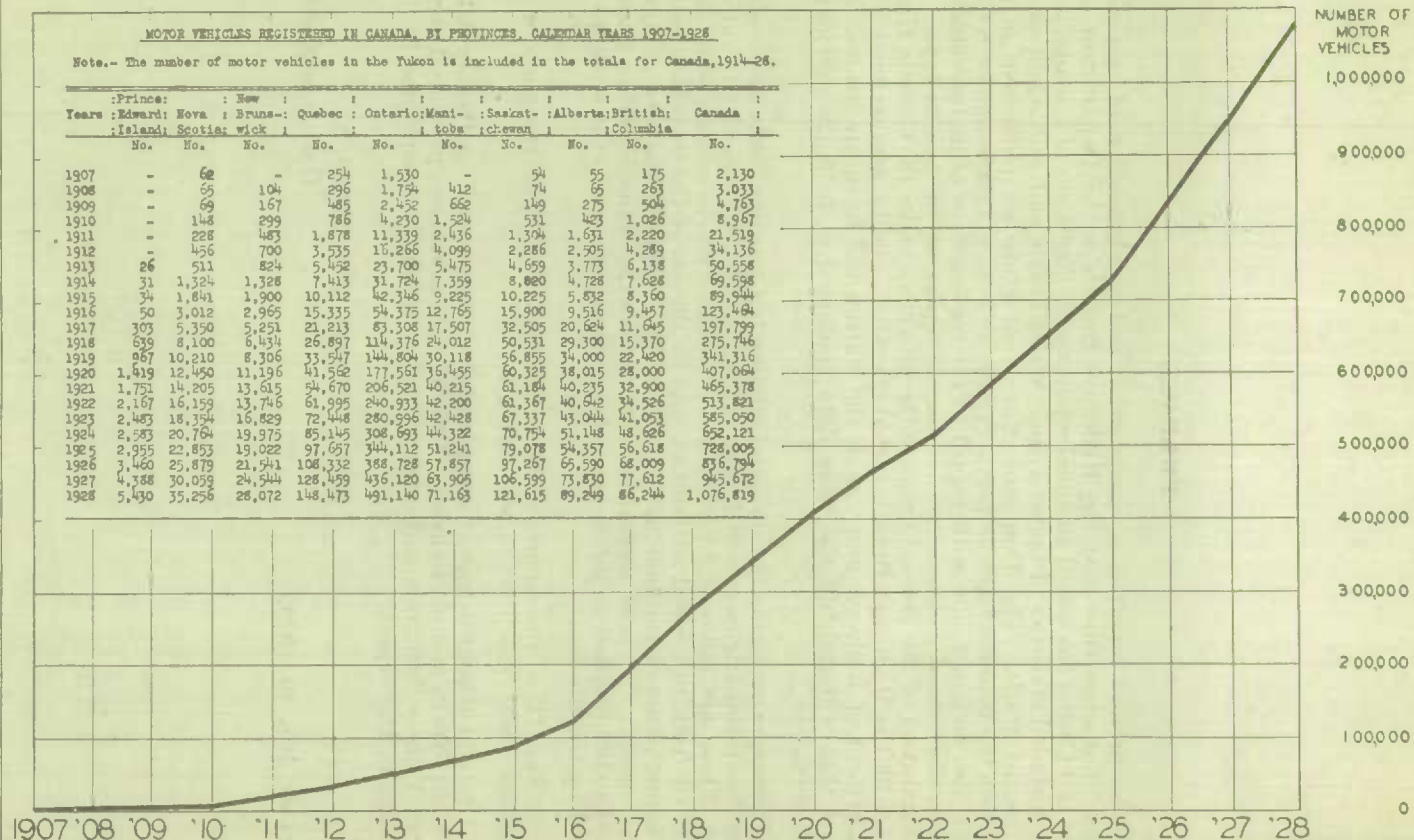


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The Highway and the Motor Vehicle in Canada

PART I—HIGHWAYS

The highways in Canada are becoming increasingly important year by year in the economic structure of the country. Over them is carried a very heavy traffic, both passenger and freight, especially between the large cities and towns. There is hardly any important town or city that has not a motor bus service to other cities and towns, and regular motor truck service is maintained between the larger centres.

Mileage.—Motor vehicles require surfaced roads, and consequently the mileage of surfaced highways has been increased to meet the demand of the steadily increasing number of motor vehicles using the highways. During the past three years the mileage of surfaced highways has been increased by over 35 per cent. On March 31, 1925, the provinces reported a total of 47,411 miles of surfaced roads, of which 41,354 miles were gravel, 4,102 miles were water-bound macadam, 1,205 miles were bituminous macadam, 305 miles were bituminous concrete and 445 miles were cement concrete. By the end of 1928 this had been increased to 64,121 miles. The mileage of gravel surfaced roads was 56,394, which was an increase of 15,040 miles or 36 per cent. Water-bound macadam had been increased by only 167 miles, or 4 per cent. It is a common practice to cover old water-bound macadam with a bituminous carpet so that despite the new water-bound macadam mileage constructed each year, the total does not show a corresponding increase. The same is also the case with improved earth roads and gravel roads which are converted into higher grades of roads as traffic increases and the demand for better roads grows. Bituminous macadam mileage had been increased by 283 miles, or 23 per cent, bituminous concrete by 588 miles, or 193 per cent, and cement concrete mileage had been increased by 632 miles, or 142 per cent.

Table No. 1 shows the mileage open for traffic on December 31, 1928, or on the latest date for which the data were available. The standards for improved earth roads are not the same in all provinces and also the Highway Departments change their standards, so that it is difficult to make true comparisons as between provinces and also as between years. Much of the highway mileage is not under the jurisdiction of the provincial Highway Departments which makes it difficult to secure accurate and comprehensive data, especially for unimproved earth roads. Ontario had by far the greatest mileage of surfaced roads and, also the largest number of registered motor vehicles. The lack of suitable gravel where needed is largely responsible for the relatively small mileage of gravel roads in Prince Edward Island and Saskatchewan and, on account of the cost, concrete and bituminous macadam roads are warranted only where traffic is heavy. As would be expected these more expensive roads have been constructed extensively only in Ontario and Quebec.

Highway expenditures.—The total expenditures for the 1928 fiscal year of the provinces are shown also in Table 1. These expenditures include those of the provinces, counties and townships as far as the provincial officials were able to ascertain but they do not include expenditures of incorporated cities, towns or villages on streets under their jurisdiction. The estimates for 1929, of course, may vary appreciably from actual expenditures during the present year.

Highway Traffic.—The Roads Department of Quebec took a census of highway traffic for the period August 1 to August 7, 1928, inclusive, which compared with a similar census taken in 1927 showed an increase in the total number of vehicles using the highways on which the census was taken of 11·4 per cent and only 9·8 per cent of the total were horse-drawn vehicles. Of the passenger automobiles, 71·6 per cent were Quebec cars, 21·9 per cent were from other provinces and 18·6 per cent were from the United States. The heaviest traffic was on the Montreal-Toronto highway where a daily average of 3,761 vehicles was recorded, of which 21 per cent were United States cars and 17 per cent were cars from other provinces. On the Edward VII highway which runs south from Montreal to the United States boundary, a daily average of 2,743 vehicles was recorded, of which 51 per cent were United States cars and only ·9 per cent were cars from other provinces. On the Hull-Aylmer road, a daily average of 3,008 vehicles was recorded, of which 57 per cent were cars from other provinces. These were the three most heavily travelled roads although the Montreal-Quebec highway averaged 2,535 vehicles and the Montreal-Ottawa via Hull highway averaged 2,219 vehicles per day.

A census taken on Ontario highways July 11–July 17, compared with the census taken for the corresponding week in 1927, showed large increases at practically all stations. The heaviest traffic was recorded at Long Branch on the Windsor-Toronto-Montreal highway where a daily average of 13,955 vehicles was counted which was an increase of almost 39 per cent over the 1927 census. At Burlington the daily average was 7,807 vehicles and at Windsor 5,516 vehicles. The total of the daily averages at 12 stations on this highway extending from the eastern to the western limits of the province was only a third less than the total for the heaviest day at each station, indicating a fairly steady traffic. The counts showed a daily average of 4,926 vehicles for the 12 stations and an average maximum of 7,328 vehicles, as against averages of 3,611 and 5,117 vehicles, respectively, in 1927. The count on Highway No. 8 from Niagara Falls to Goderich at 3 stations showed a daily average of 6,523 vehicles and a maximum of 10,578 vehicles as against 5,473 vehicles and 8,893 vehicles, respectively, in 1927, and other highways showed similar increases.

A census taken in Alberta during five days in July and August 1928 showed a density of 2,143 vehicles per day at Shouldice Bridge on the Calgary-Bowness Park highway, of 1,607 vehicles per day at Chestermere on the Calgary-Medicine Hat highway and an average of 672 vehicles per day at 8 stations on the Calgary-Edmonton highway of which only 60 were cars from other provinces or the United States. On three highways in the Peace River district counts made at 4, 2 and 6 stations showed daily averages of 162 vehicles, 101 vehicles and 172 vehicles, respectively, and only 12 per cent of the total were horse-drawn vehicles.

TABLE 1.—HIGHWAY MILEAGE OPEN FOR TRAFFIC DECEMBER 31, 1928

Class of Highway	Canada	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Northern Ontario	Manitoba	Saskatchewan	Alberta	British Columbia
Unimproved Earth.....	157,563.5	2,740	7,799	5,317	5,811.5	19,733	No record	(1)21,400	65,000	45,496	(2) 4,000
Improved Earth.....	180,294.0	855	3,415	3,712	15,000	5	5,274	1,784	88,914	14,500	9,087
Gravel.....	56,393.7	50	3,157	2,782	(3)8,608.5	26,942.2	7,207	2,437	386	630	4,133
Waterbound Macadam.....	4,268.8	-	30	-	1,453.2	2,686.6	54	-	-	-	45
Bituminous Macadam.....	1,487.5	-	7	14	124.5	1,140.0	22	-	-	-	180
Bituminous Concrete.....	892.6	4.7	-	-	244.5	538.1	-	25	-	-	80.3
Cement Concrete.....	1,076.6	-3	-	-	100.1	927.7	6	-	-	-	42.5
Total.....	381,976.7	3,650.0	14,408	11,825	31,342.3	51,988.6	12,623	(4)25,646	152,300	60,626	17,567.8

HIGHWAY MILEAGE CONSTRUCTED DURING YEAR

Earth.....	2,454	55	433	600	-	-	390	269	408	(5)199	100
Gravel.....	5,198.3	29	597	600	968.7	1,380.6	578	344	335	(6)233	133
Waterbound Macadam.....	416.9	-	-	-	12.6	397.3	-	-	-	-	7
Bituminous Macadam.....	123.8	-	-	-	-	22.8	-	-	-	-	101
Bituminous Concrete.....	222.3	-	-	-	53.5	163.5	-	2	-	-	3.3
Cement Concrete.....	195.0	-	-	-	7.4	182.1	-	-	-	-	5.5
Total.....	8,610.3	84	1,030	1,200	1,042.2	2,146.3	968	615	743	(7)432	349.8

EXPENDITURES DURING YEAR

On Construction.....	\$ 38,912,029	\$ 183,000	\$ 2,700,000	\$ 3,603,150	\$ 3,890,300	(1)18,308,741	(2)2,302,208	\$ 1,817,093	(3)2,329,000	(4)1,399,708	\$ 3,400,654
On Maintenance.....	18,963,381	130,000	1,840,000	350,897	4,419,500	7,267,158	1,543,796	325,000	288,105	-	(5)1,777,100

ESTIMATES FOR 1929

For Construction.....	31,620,000	180,000	-	3,400,000	7,990,000	(1)4,300,000	-	3,500,000	(2)2,500,000	2,650,000	7,100,000
For Maintenance.....	11,796,000	110,000	-	350,000	5,000,000	(3)2,200,000	-	650,000	(4)385,000	541,000	2,500,000

(1) Manitoba mileage for April 30, 1928.

(2) British Columbia mileage for March 31, 1928.

(3) Includes 332 miles surfaced with sand clay.

(4) Exclusive of road allowances not opened for traffic.

(5) Provincial highways only.

(6) Includes estimates for county and township roads.

(7) Estimates for county and township roads only.

(8) Includes expenditures on bridges.

(9) For provincial highways only. Provincial expenditures on market and colonization roads and bridges approximately \$1,200,000 and municipal expenditures on market and feeder roads approximately \$2,000,000.

(10) Expenditure for April 1-December 31, 1928, only.

(11) Includes widening and reconstruction and also construction of some new roads.

PART II—MOTOR VEHICLES

The data on motor vehicle registrations and revenues accruing under the provincial motor vehicle and highway acts are collected from the provincial officials. As the data demanded from owners of motor vehicles when registering their cars vary in different provinces, it is not possible to show in these tables all the details for all the provinces.

Registrations.—The total number of motor vehicles registered during 1928 amounted to 1,076,819, which was an increase during the year of 131,147 motor vehicles. Passenger automobiles registered amounted to 921,395, which was 100,028 passenger automobiles more than were registered in 1927. On a per capita basis there was one passenger automobile per 10.5 persons in Canada and one motor vehicle including trucks, motor cycles, buses, etc. per 9.0 persons. A recent report by the Bureau of Foreign and Domestic Commerce of the United States shows only three countries with greater densities than Canada, viz. United States, Hawaiian Islands and New Zealand which had 5.1 persons, 7.9 persons and 8.0 persons, respectively, per motor vehicle.

Of the provinces, Ontario showed the greatest density with one motor vehicle per 6.6 persons, British Columbia was second with one motor vehicle per 6.8 persons, and Saskatchewan was third, the other provinces ranking in the following order; Alberta, Manitoba, New Brunswick, Nova Scotia, Prince Edward Island, Quebec, the Yukon Territory. Prince Edward Island showed the greatest gain per capita during the year with a reduction of 3.9 persons per motor vehicle and British Columbia showed the smallest gain with a reduction of .6 persons per motor vehicle. The increase in total registrations in Ontario was 55,020 motor vehicles, or 12.6 per cent, and in Quebec the increase was 20,014 motor vehicles, or 15.6 per cent. Prince Edward Island showed the smallest increase but the largest rate of increase, viz., 1,042 motor vehicles and 23.7 per cent.

TABLE 2.—SUMMARY OF REGISTRATIONS, 1928

Province	Estimated population 1928	Passenger Cars		Total Motor Vehicles		Increase in motor vehicle registrations in 1928	
		Total number	Number of persons per car	Total number	Number of persons per M. vehicle	Number	p.c.
Prince Edward Island....	86,400	4,952	17.4 (21.1)	5,430	15.9 (19.8)	1,042	23.7
Nova Scotia.....	547,000	30,327	18.0 (20.8)	35,256	15.5 (18.1)	5,197	17.3
New Brunswick.....	415,000	25,064	16.6 (18.4)	28,072	14.8 (16.7)	3,528	14.4
Quebec.....	2,647,000	116,157	22.8 (26.0)	148,473	17.8 (20.3)	20,014	15.6
Ontario.....	3,229,000	429,426	7.5 (8.2)	491,140	6.6 (7.3)	55,020	12.6
Manitoba.....	655,000	63,384	10.3 (11.2)	71,163	9.2 (10.1)	7,258	11.4
Saskatchewan.....	851,000	102,839	8.3 (9.0)	121,615	7.0 (7.8)	15,016	14.1
Alberta.....	631,900	78,302	8.1 (9.1)	89,249	7.1 (8.4)	15,419	20.9
British Columbia.....	583,000	70,828	8.2 (9.0)	86,244	6.8 (7.4)	8,632	11.1
Yukon Territory.....	3,500	116	30.2 (31.5)	177	19.8 (22.2)	21	13.5
N.W. Territories.....	9,200						
Canada.....	9,658,000	921,395	10.5 (11.6)	1,076,819	9.0 (10.1)	131,147	13.9

NOTE.—1927 averages in brackets.

TABLE 3.—1928 REGISTRATIONS

		Canada	Prince Edward Island	Nova Scotia	New Brun- swick	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia	Yukon
Passenger Automobiles	New	-	-	(1)7,609	5,006	20,852	71,611	-	-	12,916	12,725	3
	Renewals	-	-	-	20,058	95,305	357,815	-	-	65,386	58,103	113
	Total	921,395	4,952	30,327	25,064	116,157	429,426	63,384	102,839	78,302	70,828	116
Motor Trucks	New	-	-	-	660	3,650	-	-	-	2,278	1,984	13
	Renewals	-	-	-	2,008	18,097	-	-	-	6,641	11,851	35
	Total	129,578	443	4,538	2,668	21,747	(2)54,714	6,691	15,975	8,919	13,835	48
Motor Buses	New	-	-	-	23	67	-	-	-	-	46	-
	Renewals	-	-	-	26	372	-	-	-	-	155	3
	Total	2,190	1	44	49	439	(4)522	63	868	-	201	3
Taxi Cabs	New	-	-	-	-	1,383	-	-	-	149	Included with Passenger	-
	Renewals	-	-	-	-	6,101	-	(7)	(8)	682	-	-
	Total	8,315	-	-	-	7,484	-	-	-	831	-	-
Motor Cycles	New	-	-	-	75	307	-	-	-	86	263	2
	Renewals	-	-	-	71	1,956	-	-	-	260	783	8
	Total	7,897	8	204	146	2,263	3,197	503	174	346	1,040	10
Other Commercial Cars		1,061	-	-	-	-	(9)945	-	(10)116	-	-	-
Ambulances and Hearses		94	-	-	31	-	-	(7)	-	-	63	-
Total		1928	5,404	35,113	27,958	148,090	488,804	70,641	119,972	88,398	85,973	177
		1927	4,371	29,914	24,424	128,104	433,984	63,429	105,088	73,306	77,327	156
		1926	3,449	25,746	21,415	108,025	386,719	57,424	96,979	65,101	67,735	131
Dealers Licenses		6,289	26	143	114	383	2,336	522	1,643	851	271	-
Totals including Dealers' Cars (1 each)		1928	5,430	35,256	28,072	148,473	491,140	71,163	121,615	89,249	86,244	177
		1927	4,388	30,059	24,544	128,459	436,120	63,905	106,599	73,830	77,612	156
		1926	3,460	25,879	21,541	108,332	388,728	57,857	97,267	65,590	68,009	131
Tractors—Farm		-	-	81	-	(2)	-	(8)	-	1,363	Not licensed	-
Others		-	-	-	12	-	-	(8)	-	-	106	16
Trailers		-	-	194	98	228	3,281	(8)	-	-	507	-
Road Machines, Flushers, etc.		-	-	-	-	-	-	(8)	-	-	31	2
Municipal Fire Engines, etc.		-	-	-	-	-	-	(8)	-	-	93	2
Chauffeurs' Licenses		-	68	4,078	4,150	37,360	89,965	5,312	1,353	3,181	5,410	-
Other Drivers' Licenses		-	439	36,071	5,095	126,036	(8)81,022	16,200	-	-	24,520	-
Minors' Licenses		-	-	-	-	-	-	(8)	-	-	1,137	-
Garage Licenses		-	-	-	145	1,386	3,158	(8)	197	150	-	-
Gasoline Station Licenses		-	-	-	952	-	-	(8)	-	-	-	-

(1) All new registrations shown under Passenger Automobiles for Nova Scotia.

(2) Tractors included with trucks in Quebec.

(3) Commercial motor vehicles in Ontario excluding 945 motor trucks licensed to do a common carrier business on provincial highways.

(4) Includes buses licensed to operate as common carriers on provincial highways.

(5) Motor trucks licensed to operate as common carriers on provincial highways.

(6) Drivers' licenses issued in Ontario in 1927 were good for 1928.

(7) Not segregated.

(8) No license required.

(9) Taxis included with buses in Saskatchewan.

(10) Livery vehicles.

TABLE 4—REGISTRATIONS IN CITIES AND TOWNS

	Passenger cars	Trucks
<i>Prince Edward Island</i>	(Not recorded)	
<i>Nova Scotia</i>	(Not recorded)	
<i>New Brunswick—</i>		
Andover.....	71	8
Bathurst.....	437	42
Campbellton.....	380	56
Chatham.....	188	29
Dalhousie.....	94	10
Devon.....	151	13
Edmundston.....	370	37
Fairville.....	149	39
Fredericton.....	864	131
Grand Falls.....	207	32
Hartland.....	139	14
Marysville.....	103	3
Milltown.....	161	6
Moncton.....	1,869	173
Newcastle.....	218	26
Perth.....	99	14
St. Andrews.....	165	27
St. George.....	107	19
St. John City.....	3,479	481
St. Leonards.....	96	3
St. Stephen.....	488	84
Sackville.....	407	56
Shediac.....	115	24
Sussex.....	276	43
Woodstock.....	465	68

	Passenger Cars		Passenger Cars
QUEBEC—	No.	QUEBEC—Continued	No.
Cities—		Towns—Continued	
Arvida.....	108	Beauharnois.....	163
Cap Madeleine.....	395	Beauport.....	145
Granby.....	611	Bedford.....	147
Grand Mere.....	371	Beloeil.....	127
Hull.....	1,437	Berthier.....	123
Joliette.....	628	Black Lake.....	111
Lachine.....	1,035	Bromptonville.....	157
Levis.....	433	Buckingham.....	247
Longueuil.....	386	Chateauguay.....	85
Montreal.....	55,347	Chateau d'Eau.....	-
Outremont.....	1,345	Chicoutimi.....	684
Quebec.....	8,484	Coaticook.....	375
Riviere du Loup.....	347	Cookshire.....	140
Shawinigan.....	918	Courville.....	-
Sherbrooke.....	2,201	De Lery.....	-
Sorel.....	306	Dolbeau.....	11
St. Hyacinthe.....	902	Donnacoau.....	54
St. Jean.....	770	Dorion.....	-
St. Lambert.....	471	Dorval.....	103
Thetford Mines.....	726	Drummondville.....	406
Trois Rivieres.....	1,925	East Angus.....	281
Valleyfield.....	572	Farnham.....	306
Verdun.....	1,988	Green'ld Park.....	53
Westmount.....	1,753	Hampstead.....	16
<i>Towns—</i>		Huntingdon.....	417
Acton Vale.....	38	Iverbille.....	271
Amos.....	159	Isle Cadieux.....	-
Arthabaska.....	83	Isle Dorval.....	-
Aylmer.....	171	Isle Maligne.....	18
Barkmere.....	-	Jonquiere.....	363
Bagotville.....	81	Kenogami.....	11
Baie d'Urfee.....	1	Lachute.....	441
Beaconsfield.....	32	Lac Sergeant.....	-
Beauceville.....	87	Laprairie.....	220
		LaSalle.....	115

TABLE 4—REGISTRATIONS IN CITIES AND TOWNS—Continued

	Passenger Cars		Passenger Cars
	No.		No.
QUEBEC—Continued		QUEBEC—Concluded	
Towns—Continued		Towns—Concluded	
L'Assomption.....	161	Richmond.....	264
La Tuque.....	265	Rigaud.....	61
Laurentides.....	1	Rimouski.....	256
Lauzon.....	169	Roberval.....	234
Laval de Montreal.....	2	Rouyn.....	48
Laval des Rap.....	271	Roxboro.....	—
Laval sur Lac.....	11	Saguenay.....	1
Lennoxville.....	334	Scotstown.....	121
Louiseville.....	88	Ste. Agathe des Monts.....	128
Magog.....	424	Ste. Anne de Bellevue.....	177
Maple Grove.....	—	St. Jerome.....	396
Marieville.....	140	St. Joseph d'Alma.....	144
Megantic.....	82	St. Laurent.....	419
Mercier.....	—	St. L. P.M.....	95
Montmagny.....	223	St. Michel.....	51
Montreal—East.....	55	St. Ours.....	4
Montreal—North.....	124	St. Pierre.....	111
Montreal—West.....	227	Ste. Rose.....	245
Montreal—South.....	79	Ste. Therese.....	193
Mont-Royal.....	98	St. Tite.....	8
Nicolet.....	126	Temiscamingue.....	7
Noranda.....	—	Terrebonne.....	206
Pte. aux Trembles.....	131	Trois Pistoles.....	53
Pointe-Claire.....	214	Victoriaville.....	364
Port Alfred.....	55	Waterloo.....	203
Quebec West.....	1	Windsor.....	190
		Passenger cars	Commercial cars
		No.	No.
Ontario—			
Sault Ste. Marie.....	2,659		276
Brantford.....	3,686		561
Ottawa.....	12,090		1,561
St. Thomas.....	2,814		256
Windsor.....	9,629		1,580
Kingston.....	2,682		344
Owen Sound.....	1,687		156
Bellefille.....	2,170		274
Chatham.....	2,698		431
Sarnia.....	2,951		237
St. Catharines.....	3,404		565
London.....	10,560		1,314
North Bay.....	1,505		171
Oshawa.....	4,093		392
Woodstock.....	2,504		202
Stratford.....	2,395		212
Peterborough.....	2,866		292
Port William.....	2,375		358
Port Arthur.....	2,059		260
Galt.....	1,944		268
Kitchener.....	3,646		429
Niagara Falls.....	3,526		475
Welland.....	1,942		285
Guelph.....	2,587		312
Hamilton.....	17,057		2,654
Toronto.....	80,347		13,316
MANITOBA—			
Cities:			
Brandon.....	1,953		—
Portage La Prairie.....	861		—
St. Boniface.....	1,421		—
Winnipeg.....	23,013		—
Winnipeg Suburbs—			
Beckhams.....	89		—
Fort Garry.....	372		—
Kildonan East.....	595		—
Kildonan West.....	413		—
St. James.....	1,158		—
St. Vital.....	780		—
Tuxedo.....	89		—

REGISTRATIONS IN CITIES AND TOWNS—Continued

	Passenger cars	Commercial cars
	No.	No.
MANITOBA—Concluded		
<i>Towns—</i>		
Beausejour.....	142	—
Birtle.....	87	—
Boissevain.....	134	—
Carberry.....	115	—
Carman.....	232	—
Dauphin.....	401	—
Deloraine.....	163	—
Emerson.....	160	—
Gladstone.....	127	—
Grandview.....	96	—
Hartney.....	161	—
Killarney.....	195	—
Melita.....	145	—
Minnedosa.....	282	—
Morden.....	297	—
Morris.....	182	—
Neepawa.....	304	—
Oak Lake.....	120	—
Rapid City.....	83	—
Rivers.....	91	—
Russell.....	135	—
Selkirk.....	318	—
Souris.....	164	—
Stonewall.....	160	—
Swan River.....	181	—
The Pas.....	50	—
Transcona.....	330	—
Virden.....	250	—
Winnipeg Beach.....	28	—

	Passenger cars	Taxi cabs	Trucks	Motor cycles
	No.	No.	No.	No.
SASKATCHEWAN—				
Regina.....	5,287	79	806	22
Saskatoon.....	3,511	54	532	13
Moose Jaw.....	2,281	35	301	27
Prince Albert.....	842	14	109	3
Weyburn.....	644	7	120	1
Swift Current.....	681	4	148	4
North Battleford.....	669	6	69	2
Yorkton.....	560	6	54	1
ALBERTA—				
<i>Cities—</i>				
Calgary.....	11,998	103	Included	—
Edmonton.....	10,337	132	in	—
Lethbridge.....	1,879	26	Passenger	—
Medicine Hat.....	1,323	56	Cars	—
Wetaskiwin.....	770	7	—	—
Red Deer.....	819	4	—	—
<i>Towns—</i>				
Athabaska.....	120	1	—	—
Bassano.....	164	2	—	—
Blairmore.....	204	10	—	—
Bow Island.....	173	2	—	—
Big Valley.....	189	—	—	—
Brooks.....	135	2	—	—
Camrose.....	652	7	—	—
Cardston.....	263	6	—	—
Carmangay.....	280	—	—	—
Castor.....	356	2	—	—
Clareholm.....	532	—	—	—
Coleman.....	252	4	—	—
Coronation.....	264	2	—	—

REGISTRATIONS IN CITIES AND TOWNS—*Continued*

	Passenger cars	Taxi cabs	Trucks	Motor cycles
	No.	No.	No.	No.
<i>ALBERTA—Concluded</i>				
<i>Towns—Concluded</i>				
Daysland.....	284	1	Included	—
Diamond City.....	51	1	in	—
Didsbury.....	512	—	Passenger	—
Drumheller.....	717	15	cars	—
Esdon.....	150	4	—	—
Fort Saskatchewan.....	407	2	—	—
Gleichen.....	265	4	—	—
Granum.....	275	1	—	—
Grouard.....	7	1	—	—
Grande Prairie.....	290	9	—	—
Hanna.....	439	3	—	—
Hardisty.....	299	1	—	—
High River.....	605	6	—	—
Innisfail.....	448	1	—	—
Irvine.....	172	3	—	—
Lacombe.....	561	11	—	—
Leduc.....	517	1	—	—
Macleod.....	515	3	—	—
Magrath.....	241	21	—	—
Morinville.....	220	—	—	—
Nanton.....	477	—	—	—
Okotoks.....	253	3	—	—
Olds.....	483	2	—	—
Peace River.....	146	16	—	—
Pincher Creek.....	297	7	—	—
Ponoka.....	575	5	—	—
Raymond.....	250	6	—	—
Redcliff.....	148	5	—	—
Stavely.....	290	—	—	—
Stettler.....	441	2	—	—
St. Albert.....	146	—	—	—
Stony Plain.....	317	—	—	—
Strathmore.....	263	—	—	—
Taber.....	376	4	—	—
Tofield.....	412	1	—	—
Vegreville.....	536	6	—	—
Vermillion.....	349	7	—	—
Vulcan.....	667	3	—	—
Wainwright.....	322	16	—	—
Youngstown.....	214	2	—	—

TABLE 4—REGISTRATIONS IN CITIES AND TOWNS—*Concluded*

	Passenger cars	Trucks	Other commercial motor vehicles	Motor cycles
	No.	No.	No.	No.
BRITISH COLUMBIA—				
Alberni.....	457	129	7	3
Anyox.....	5	8	5	0
Ashcroft.....	172	56	—	4
Atlin.....	15	6	—	—
Clinton.....	81	15	—	1
Cranbrook.....	1,349	219	7	—
Cumberland.....	1,504	392	22	4
Duncan.....	1,208	292	13	19
Fernie.....	791	121	9	3
Fort Fraser.....	243	70	1	—
Golden.....	200	47	4	1
Grand Forks.....	292	62	5	1
Greenwood.....	199	43	2	—
Kamloops.....	1,578	351	8	7
Kaslo.....	69	13	1	—
Lillooet.....	85	40	—	—
Merritt.....	278	68	1	2
Nanaimo.....	2,368	566	20	20
Nelson.....	1,143	254	16	15
New Denver.....	113	14	4	1
New Westminster.....	8,229	1,812	36	107
Penticton.....	1,393	366	3	11
Pouce Coupe.....	134	34	—	—
Prince George.....	422	82	4	2
Prince Rupert.....	220	184	9	5
Princeton.....	327	72	2	—
Queen Charlotte.....	3	5	—	—
Quesnel.....	161	27	4	1
Revelstoke.....	467	75	6	3
Rossland.....	906	165	9	25
Smithers.....	325	72	12	1
Stewart.....	53	25	1	—
Vancouver.....	28,606	5,032	169	539
Vernon.....	2,842	754	9	16
Victoria.....	14,229	2,274	101	253
Williams Lake.....	210	42	4	1
Wilmer.....	151	48	—	1
YUKON TERRITORY—				
Dawson.....	65	13	6	3
Whitehorse.....	34	16	3	—
Mayo.....	18	16	6	7

Revenues from Motor Vehicles.—The total revenues accruing under the provincial motor vehicle acts and highway acts amounted to \$31,551,349, consisting of revenues from taxes on gasoline used by motor vehicles of \$12,547,073 and revenues from registrations and taxes on buses and trucks licensed to do common carrier business on provincial roads of \$19,004,276. Only four provinces, Nova Scotia, Quebec, Ontario and Saskatchewan report revenues collected from buses and trucks licensed to operate over provincial highways. This revenue is in addition to the registration fees for these motor vehicles. In some of the provinces certain fines imposed for breach of the motor vehicle acts accrue to the Highway Departments and are included in these revenues, but in other provinces the Highway Departments do not receive any portion of such fines. These revenues do not include any Dominion import or excise duties.

New Brunswick increased the gasoline tax from 3 to 5 cents per gallon on December 1. Similar increases became effective in Nova Scotia on March 14, in Quebec on April 1 and Prince Edward Island on April 27. Saskatchewan, which was the only province not imposing a gasoline tax in 1927, put into effect a tax of 3 cents per gallon on May 1, so that in Ontario, Manitoba, Saskatchewan, Alberta and British Columbia the tax was 3 cents per gallon. This tax is collected

on gasoline consumed by all motor vehicles using the highways, and on account of the large number of United States cars entering at Ontario ports and the milder winter than in the western provinces, it might be expected that the average gasoline tax per registered motor vehicle in Ontario would be higher than in the western provinces. This, however, was not the case. The average gasoline tax was only \$9.38 per registered motor vehicle in Ontario as against averages of \$11.88 in Manitoba, \$10.68 in Saskatchewan, \$13.75 in Alberta and \$10.34 in British Columbia. The higher rate per gallon in the eastern provinces produced averages of \$18.68 in Quebec, \$8.92 in New Brunswick, (the rate was 5 cents only for December), \$15.91 in Nova Scotia and \$16.42 in Prince Edward Island. Undoubtedly the foreign tourist cars were a factor in the relatively high average in Quebec and the high averages in the western provinces on the 3 cent rate can only be explained by the assumption that cars were driven a greater number of miles per car than in the eastern provinces. The winter of 1928 was quite open which probably assisted in this high average in the west. Other factors also enter into the consumption of gasoline, such as relative mileages of different types of roads, distances between urban municipalities, etc.

TABLE 5.—SUMMARY OF MOTOR VEHICLE REVENUES, 1928*

Province	Revenues from Regis- trations, etc.	Gasoline Tax	Total
	\$	\$	\$
Prince Edward Island.....	99,495	89,189	188,684
Nova Scotia.....	780,087	561,024	1,341,111
New Brunswick.....	744,566	250,585	995,151
Quebec.....	4,131,341	2,774,401	6,905,742
Ontario.....	6,597,798	4,607,380	11,205,178
Manitoba.....	938,907	845,734	1,784,641
Saskatchewan.....	2,181,118	1,299,666	3,480,784
Alberta.....	1,687,757	1,226,953	2,914,710
British Columbia.....	1,841,328	892,141	2,733,469
Yukon Territory.....	1,879	-	1,879
Canada.....	19,004,276	12,547,073	31,551,349

* See Table No. 8 for details.

TABLE 6.—IMPORT DUTIES AND EXCISE TAXES (EXCLUSIVE OF SALES TAX)
COLLECTED ON MOTOR VEHICLES AND PARTS, CALENDAR YEAR 1928

IMPORT DUTIES

Tire casings.....	\$ 65,444 82
Inner tubes.....	25,967 65
Solid tires.....	12,389 74
Auto engines.....	3,163,528 89
Automobiles, freight.....	1,644,166 95
Automobiles, passenger.....	7,731,222 64
Automobile parts.....	12,195,548 04
Motor cycles.....	59,081 99
Motor vehicles, n.o.p.....	47,592 17
Motor cycles and vehicle parts.....	16,155 27
Total.....	24,961,099 06

EXCISE TAXES

Domestic automobiles.....	918,077 12
Imported automobiles.....	2,059,298 12
Total.....	2,977,375 24
Grand Total.....	27,938,474 30

TABLE 7—REVENUES, 1928

	Canada	Prince Edward Island	Nova Scotia	New Brun- swick	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia	Yukon
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Passenger Automobiles.....	-	89,925	602,775	611,378	{	4,347,161	{	1,772,285	1,570,956	1,407,494	1,232
Motor Trucks.....	-	6,811	94,404	103,653		1,434,662		249,855	-	335,002	440
Motor Buses.....	-	22	-	-		-		24,713	-	-	33
Taxi Cabs.....	-	-	-	-	{	(1) 74,720	{	-	24,538	-	-
Other Commercial Cars.....	-	-	-	-				(2) 4,060	-	-	-
Motor Cycles.....	-	51	-	-				1,356	1,730	5,867	40
Tractors, Farm.....	-	-	-	-	{	25,725	{	-	7,223	-	-
Tractors, Other.....	-	-	-	-				-	-	-	132
Trailers.....	-	-	-	-				-	-	2,410	-
Ambulances and Hearses.....	-	-	-	-	-	-	-	-	-	-	-
Other Motor Vehicles.....	-	-	-	-	-	-	-	-	-	-	-
Chauffeurs' Licenses.....	-	368	18,569	12,062	186,800	109,495	-	6,765	9,881	22,115	-
Other Drivers' Licenses.....	-	430	37,342	5,095	630,180	(3) 88,633	-	-	-	25,846	-
Minors' Licenses.....	-	-	-	-	-	-	-	-	-	1,137	-
Dealers' Licenses—Passenger.....	-	{	{	{	(4)	54,943	{	{	{	15,204	-
M. truck.....	-					5,841				-	-
M. Cycle.....	-					122				105	-
Garage.....	-	-	-	725	(4) *	26,468	-	197	750	-	-
Gasoline Station.....	-	-	-	952	-	13,041	(5)	-	-	-	-
Transfer of Cars.....	-	-	8,083	-	24,506	161,884	14,838	59,278	40,401	23,349	2
Mileage tax—Motor Buses.....	-	-	1,978	-	25,061	131,942	-	433	-	-	-
Motor Trucks.....	-	-	-	-	-	1,086	-	365	-	-	-
Fines.....	-	-	4,335	2,101	119,449	81,966	-	-	13,892	-	-
Miscellaneous.....	-	1,089	4,200	1,185	-	27,637	2	25,246	-	2,799	-
Total.....	19,004,276	99,495	780,087	744,566	4,131,341	6,597,798	938,907	2,181,118	1,687,757	1,841,328	1,879
Gasoline tax.....	12,547,073	89,189	561,024	250,585	2,774,401	4,607,380	845,734	1,299,666	1,226,953	892,141	No tax
Grand total.....	31,551,349	188,684	1,341,111	995,151	6,905,742	11,205,178	1,784,641	3,480,784	2,914,710	2,733,469	1,879

(1) Revenues from convertible permits.

(2) Livery vehicles.

(3) Drivers' licenses issued in Ontario in 1927 were good for 1928.

(4) Included with revenues from motor vehicle registrations.

(5) Revenues from licenses to gasoline stations on Ontario provincial highways only.

Tourist Automobiles.—Under the regulations of the Department of National Revenues, each motor tourist entering Canada is required to take out a permit for the motor vehicle according to the length of time it remains in Canada, viz., (1) for a period not exceeding 24 hours, or good only for the day the car enters, (2) for a period exceeding 24 hours but not exceeding 60 days, (this permit is taken out by all motor tourists not returning the same day they enter and returning in 60 days or less), and (3) for a period exceeding 60 days but not exceeding 6 months. The Customs' requirements for each of these permits are stated in Part III. Canadian cars leaving Canada for touring purposes in the United States are likewise required to take out an export permit, but only one form of permit is used, whether the car remains in the United States one day or six months. Cars crossing the border every day, however, are required to take out only a season permit, and consequently the total number of permits does not represent the total number of cars crossing the border although it does fairly accurately represent the number of tourists' cars. The Bureau of Statistics has issued a separate report "The Tourist Trade in Canada for 1928" which estimates the expenditures by United States automobile tourists in Canada at \$167,384,000 and the expenditures of Canadian automobile tourists in the United States at \$59,785,000 compared with \$134,426,000 and \$57,032,000 respectively for 1927. It is interesting to note the proportion which automobile tourist traffic bears to the whole, as in addition to the motor tourist there are tourists travelling by train and by boat. The estimated expenditures by these two latter classes in Canada were \$72,521,000 and \$10,596,000 respectively in 1928 and the estimated expenditures by Canadians departing to other countries by train were \$24,633,000 and by boat \$18,827,000. Out of a total expenditure in Canada by tourists from other countries in 1928 of \$250,501,000, 67 per cent was by automobile tourists, while of a total expenditure by Canadian tourists in other countries of \$103,245,000, 58 per cent was by tourists travelling in automobiles. For a complete statement of the Canadian tourist trade see the separate report of the Bureau previously cited.

Table 8 shows the total number of automobiles from the United States admitted for touring purposes for each period and the Canadian cars exported for touring purposes, with corresponding data for 1927 shown in brackets, and Table 9 shows the 1928 data by ports of entry. As practically all cars travelling between Prince Edward Island, Nova Scotia and New Brunswick and the United States enter or leave via New Brunswick ports, there is only one total shown for the Maritime Provinces. Some automobiles were transported by boat to and from Nova Scotia and Prince Edward Island, the most important port of entry for this traffic being Yarmouth, Nova Scotia, which is a terminus of the Boston-Yarmouth boats.

These entries and departures via the ports in the various provinces should not be confused with the automobiles registered in the various provinces which were touring in the United States or the United States automobiles touring any province, since a car may enter via the port in one province and spend the majority of the time in another province, and Canadian cars registered in one province may leave via ports in another province, such as Prince Edward Island cars leaving via New Brunswick ports for touring in the United States.

TABLE 8.—SUMMARY OF TOURIST AUTOMOBILES, 1928

At Ports in	Admitted for Period			Canadian Cars Exported for Touring Purposes
	Not Exceeding 24 hours	Not Exceeding 60 days	Exceeding 60 days and not more than 6 months	
Maritime Provinces...	144,901 (136,172)	32,269 (23,457)	53 (634)	34,701 (48,893)
Quebec	193,811 (191,438)	271,871 (190,261)	91 (655)	98,534 (105,370)
Ontario	2,253,334 (2,000,399)	507,957 (413,938)	871 (1,496)	236,606 (227,758)
Manitoba	34,488 (18,957)	13,653 (10,871)	6 (94)	18,989 (20,084)
Saskatchewan.....	11,904 (4,317)	5,938 (5,764)	28 (251)	10,762 (7,946)
Alberta	8,164 (6,252)	4,231 (3,276)	77 (9)	2,086 (1,697)
British Columbia...	52,135 (52,552)	109,626 (92,831)	47 (176)	118,193 (84,181)
Canada.....	2,698,737 (2,410,087)	945,545 (740,398)	1,173 (3,315)	519,871 (495,929)

NOTE.—1927 data in brackets.

TABLE 9.—TOURIST AUTOMOBILES, 1928

Port	Admitted for Period			Canadian Cars Exported for Touring Purposes
	Not Exceeding 24 Hours	Not Exceeding 60 Days	Exceeding 60 days and not more than 6 months	
MARITIME PROVINCES—				
Prince Edward Island—				
Charlottetown.....	—	—	1	—
Georgetown.....	—	1	—	—
Port Borden.....	—	1	1	—
Souris.....	—	1	—	—
Summerside.....	—	—	—	—
Nova Scotia—				
Annapolis Royal.....	—	—	3	—
Digby.....	—	—	—	—
Halifax.....	—	79	6	10
Truro.....	—	—	5	—
Yarmouth.....	—	1,484	23	88
New Brunswick—				
Andover.....	24,049	2,105	—	766
Aroostook Jet.....	212	17	—	3
Bloomfield.....	1,898	98	—	11
Centreville.....	6,506	1,266	—	2,446
Clair.....	4,994	738	—	36
Connors.....	468	118	—	6
Debec.....	1,475	68	—	308
Edmundston.....	1,718	1,095	—	117
Fosterville.....	2,491	133	—	56
Four Falls.....	4,547	178	—	500
Grand Falls.....	11,909	1,161	—	376
Milltown.....	—	282	—	37
McAdam Jet.....	—	18	—	3
Richmond Road.....	26,970	7,086	—	1,168
River de Chute.....	6,126	208	—	293
St. Andrews.....	—	1	—	—
St. Croix.....	7,408	917	—	358
St. Hilaire.....	433	159	—	1
St. John.....	—	107	5	56
St. Leonards.....	42,276	3,994	—	26,649
St. Stephen.....	1,421	10,918	9	1,413
Woodstock.....	—	36	—	—
Total.....	144,901	32,269	53	34,701
QUEBEC—				
Abercorn.....	13,995	10,387	—	9,647
Armstrong.....	121	13,886	—	1,909
Athelstan.....	—	219	—	6
Berbe Jet.....	4,851	434	—	329
Cantic.....	68	6,837	1	2,775
Clarenceville.....	693	663	1	413
Comin's Mills.....	5,215	5,097	—	2,328
Covey Hill.....	—	1,912	—	631
Dundee.....	255	10,677	—	1,780
Estcourt.....	16	31	—	4
Franklin Centre.....	—	1,188	—	587
Frelighsburgs.....	7,338	8,558	—	3,289
Frontier.....	516	349	—	693
Hemmingford.....	110	5,539	—	3,437
Herdman.....	90	8,245	1	2,709
Hereford Road.....	21,125	10,288	—	5,123
Highwater.....	14,826	9,849	—	4,797
Iacolle.....	6,219	64,905	23	19,400
Mansonville.....	3,320	632	—	4,316
Montreal.....	—	152	39	68
Noyan.....	1,598	9,232	1	1,204
Philipsburg.....	20,425	29,653	—	5,434
Rock Island.....	52,895	26,416	25	4,802
Stanhope.....	14,646	17,132	—	10,574
St. Andre Rd.....	6,015	1,773	—	1,849
St. Agnes de Dundee.....	31	49	—	87

TABLE 9.—TOURIST AUTOMOBILES, 1928—Continued

Port	Admitted for Period			Canadian Cars Exported for Touring Purposes
	Not Exceeding 24 Hours	Not Exceeding 60 Days	Exceeding 60 days and not more than 6 months	
QUEBEC—Concluded				
St. Armand.....	3,021	1,105	—	249
St. Camille.....	—	60	—	—
St. Pamphile.....	—	—	—	—
St. Regis.....	12,682	1,321	—	717
St. Zacharie.....	141	1,374	—	549
Trout River.....	3,599	23,908	—	8,738
Total.....	193,811	271,871	91	98,534
ONTARIO—				
Aultsville.....	2,262	4,332	—	1,926
Bridgeburg.....	693,126	123,426	297	30,297
Brockville.....	3,405	7,133	8	2,855
Courtright.....	2,045	811	—	185
Fort Frances.....	30,024	1,338	—	474
Fort William.....	—	50	—	1
Gananoque.....	13	4,574	3	682
Kingston.....	65	891	11	215
Morrisburg.....	889	1,456	2	1,181
Niagara Falls.....	726,069	163,688	86	159,089
Pigeon River.....	247	7,939	—	2,326
Port Arthur.....	—	30	—	47
Port Burwell.....	—	—	—	—
Port Dover.....	—	3,872	—	221
Port Lambton.....	5,393	842	—	430
Port Stanley.....	25	1,519	—	76
Prescott.....	8,759	11,180	5	5,508
Rainy River.....	407	605	—	1,237
Rockport.....	100	4,356	—	251
Sarnia.....	27,281	40,596	10	15,044
Sault Ste. Marie.....	11,979	5,256	12	1,133
Sombra.....	5,800	589	—	268
Toronto.....	—	543	34	114
Walkerville.....	253,830	24,989	206	4,696
Walpole Island.....	1,662	179	—	34
Windsor.....	479,953	97,763	197	8,316
Total.....	2,253,334	507,957	871	236,606
MANITOBA—				
Bannerman.....	326	64	—	92
Cartwright.....	951	367	—	681
Crystal City.....	1,673	219	—	790
Deloraine.....	154	88	—	290
Emerson.....	11,678	10,277	3	9,657
Gretton.....	11,085	489	—	4,082
Huskett.....	1,309	158	—	436
Killarney.....	1,397	542	—	582
Lyleton.....	559	278	—	754
Melita.....	436	667	—	382
Morden.....	381	54	1	95
Mowbray.....	571	155	—	196
Piney.....	1,876	80	—	789
Snowflake.....	1,649	129	2	18
Sprague.....	40	16	—	73
Waskada.....	403	70	—	72
Total.....	34,488	13,653	6	18,989
SASKATCHEWAN—				
Bengough.....	134	143	7	238
Big Muddy.....	685	16	2	254
Climax.....	329	378	—	431
East Poplar River.....	1,054	518	—	220
Eltore.....	526	56	—	—
Estevan.....	3,549	377	—	1,312
Marienthal.....	2,019	957	—	1,990
Northgate.....	711	513	—	72

TABLE 9.—TOURIST AUTOMOBILES, 1928—*Concluded*

Port	Admitted for Period			Canadian Cars Exported for Touring Purposes
	Not Exceeding 24 Hours	Not Exceeding 60 Days	Exceeding 60 days and not more than 6 months	
SASKATCHEWAN— <i>Concluded</i>				
North Portal.....	2,177	2,020	14	5,665
Shaunavon.....	6	11	—	20
Sybouts.....	310	63	3	34
West Poplar River.....	372	608	—	393
Willow Creek.....	32	278	2	133
Total.....	11,904	5,938	28	10,762
ALBERTA—				
Aden.....	114	52	1	—
Cardston.....	3	13	—	—
Carway.....	772	2,393	76	1,031
Coutts.....	6,650	1,455	—	783
Lethbridge.....	—	—	—	—
Medicine Hat.....	—	—	—	—
Twin Lakes.....	197	90	—	142
Wild Horse.....	428	228	—	130
Total.....	8,164	4,231	77	2,086
BRITISH COLUMBIA—				
Aldergrove.....	—	7,145	—	4,770
Boundary Bay.....	5,520	1,830	—	26,011
Bridlesville.....	—	154	—	173
Carson.....	3,876	2,205	—	49
Cascade City.....	4,742	3,747	—	849
Douglas.....	7,887	4,606	—	7,135
Huntingden.....	17,443	82	1	12,450
Kingsgate.....	—	4,081	1	4,546
Midway.....	1,381	50	—	106
Myncester.....	981	404	—	100
Nelway.....	384	1,373	—	530
Newgate.....	747	305	—	147
New Westminster.....	—	17	1	—
Osoyoos.....	1,931	2,244	—	3,860
Pacific Highway.....	4,005	68,120	—	51,646
Paterson.....	1,014	794	—	1,841
Roosville.....	1,655	906	—	84
Rykerts.....	487	906	1	490
Sidney.....	—	2,902	—	1,430
Similkameen.....	80	126	—	374
Vancouver.....	—	189	9	59
Victoria.....	—	7,418	34	1,541
Waneta.....	2	22	—	2
Total.....	52,135	109,626	47	118,193
Grand Total.....	2,698,737	945,545	1,173	519,871

Accidents.—The preliminary figures for 1928 and final vital statistics for previous years show the number of deaths resulting from automobile accidents as 1,006 in 1928, 865 in 1927 and 606 in 1926. No vital statistics were received from Quebec for earlier years but the returns from the other eight provinces show total deaths from automobile accidents as 425 in 1925, 340 in 1924, 353 in 1923 and 237 in 1922. The statistics indicate that such casualties are affected more by increases in motor vehicle registrations than in increases in population, and although other factors are important, probably the best unit for comparison between one year and another and one province and another is the average number of deaths per registered motor vehicle. Of course, tourist traffic, including both Canadian and United States cars, will be an important factor in provincial

averages and the condition and type of highway and urban streets, traffic laws, etc., will also affect such an average, but the effect of these cannot be measured accurately whereas registered motor vehicles, tourist cars and mileage of improved streets and roads are all more or less affected by the same conditions. This average must, however, be used with discretion.

The average number of deaths from automobile accidents per 10,000 motor vehicles registered in Canada was 9.342 in 1928 (preliminary vital statistics), 9.147 in 1927 and 7.225 in 1926.* Quebec shows much the highest average of any of the provinces, but how much this is affected by tourists from other provinces and from the United States is impossible to compute from statistics now available. The data, however, on United States tourist automobiles do not indicate a greater number entering via Quebec ports in relation to the number of motor vehicles registered than entering via Ontario ports. Also the censuses of highway traffic do not show as great density on the provincial highways. The statistics for the cities include all deaths reported by these cities irrespective of where the accidents occurred. The number of tourist automobiles visiting these cities will have a very appreciable effect on the density of traffic and consequently on the hazards.

The statistics of the steam railways indicate that many of these accidents are due to recklessness of motorists and undoubtedly the remainder are due to carelessness on the part of the driver of the motor vehicle in driving or in not having brakes or lights in proper condition although some are due to carelessness of other persons. The steam railway report for 1927 shows 73 persons riding in automobiles killed at railway crossings and 300 injured. Of the 73 killed, 63 were killed at unprotected crossings, 15 at urban crossings, and 48 at rural crossings, and of the 300 injured, 229 were injured at unprotected crossings, 84 at urban crossings and 145 at rural crossings. But even gates or watchmen will not stop some motorists. No motorists were reported killed at crossings with such protection in 1927 although 4 were killed in 1926, but in 1927 there were 15 motorists injured at crossings protected by watchmen and 20 injured at crossings protected with gates. The Board of Railway Commissioners report numerous instances of motorists driving past watchmen despite signals to stop and of motorists crashing through gates and even driving into the sides of trains. Of 263 accidents investigated by the Board in 1927, 74 were accidents where the motorists had driven into the sides of trains. In some cases defective automobile brakes did not stop the automobile quickly enough but in the large majority of cases excessive speed was the cause of the accidents.

Out of the above 263 accidents, 15 cars had United States licenses, 133 had Ontario licenses, 44 Quebec licenses, 20 Alberta licenses, 17 Saskatchewan licenses, 8 Manitoba licenses, 7 New Brunswick licenses and 7 Nova Scotia licenses. From time to time the Board issues statements of instances of careless and reckless driving at railway crossings, some of which result in accidents and in others the motorist is fortunate enough to escape without injury or doing damage to property. For the four months, September-December, 1928, the Canadian National, Canadian Pacific and Toronto, Hamilton and Buffalo railways reported 186 cases of unsafe driving across their tracks at protected crossings. In the majority of them damage was done to the gates and automobiles but not to the occupants and almost invariably the cause was excessive speed when approaching the crossing. No statistics are available on the number of cases of unsafe driving at unprotected crossing unless personal injuries result.

* The 1929 report of the National Automobile Chamber of Commerce of the United States gives the average number of fatalities due to automobile accidents per 10,000 registered motor vehicles in the United States, as 9.5 in 1926, 9.7 in 1927 and an estimate of 10.2 in 1928. These do not include accidents at railway crossings which, if included, would raise the averages to 10.40 for 1926, 10.57 for 1927 and 11.06 for 1928. These latter are comparable with 7.23, 9.15 and 9.34, respectively, in Canada.

TABLE 10.—DEATHS RESULTING FROM AUTOMOBILE ACCIDENTS

Year	Canada	Prince Edward Island	Nova Scotia	New Brun- swick	Quebec	Ontario	Mani- toba	Sas- katch- ewan	Alberta	British Col- umbia
TOTAL NUMBER										
1928 ⁽¹⁾	1,006	2	37	31	261	395	52	71	66	91
1927.....	865	2	31	25	252	387	32	24	85	77
1926.....	806	1	28	11	183	242	27	21	33	60
1925.....	(?)425	2	26	20	No	256	32	18	26	45
1924.....	(?)340	1	13	16	Reports	205	17	16	16	56
1923.....	(?)355	2	24	20	"	208	18	19	22	42
1922.....	(?)237	1	16	11	"	103	25	20	22	39

AVERAGE PER 10,000 REGISTERED MOTOR VEHICLES

1928 ⁽¹⁾	9.34	0.37	1.05	1.04	17.58	8.04	7.31	5.84	7.40	10.55
1927.....	9.15	0.46	1.03	1.02	19.62	8.87	5.01	2.25	4.74	9.92
1926.....	7.23	0.29	1.08	0.51	16.89	6.23	4.67	2.16	5.03	8.82
1925.....	(?)7.50	0.68	1.14	1.05	—	7.44	6.25	2.28	4.78	7.95
1924.....	(?)6.00	0.39	0.63	0.80	—	6.64	3.84	2.26	3.13	11.52
1923.....	(?)6.93	0.80	1.31	1.19	—	7.40	4.24	2.82	5.11	10.23
1922.....	(?)5.25	0.46	9.90	0.80	—	4.28	5.92	3.20	5.41	11.30

TOTAL NUMBER OF DEATHS RESULTING FROM AUTOMOBILE ACCIDENTS BY MONTHS

—	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1928 ⁽¹⁾	23	23	28	47	67	83	120	134	133	149	101	98
1927.....	16	19	34	49	67	98	121	111	138	92	58	62
1926.....	17	13	12	27	51	56	84	92	91	91	37	35
1925 ⁽²⁾	6	8	14	26	37	39	63	62	49	50	47	24
1924 ⁽²⁾	16	7	10	14	34	32	44	45	32	47	41	18
1923 ⁽²⁾	3	2	4	17	26	36	56	43	49	47	35	39
1922 ⁽²⁾	11	7	11	10	17	22	25	24	21	41	28	20

(1) Preliminary Vital Statistics.

(2) Quebec not included.

DEATHS RESULTING FROM AUTOMOBILE ACCIDENTS REPORTED BY CITIES
OF OVER 40,000 POPULATION

	1928	1927	1926
Montreal.....	103	126	81
Toronto.....	80	87	45
Winnipeg.....	24	18	18
Vancouver.....	38	34	22
Hamilton.....	23	23	20
Ottawa.....	16	17	12
Quebec.....	9	14	10
Calgary.....	13	8	6
London.....	9	9	6
Edmonton.....	7	7	5
Halifax.....	10	5	5
St. John.....	2	4	0
Victoria.....	5	Not included	
Windsor.....	19		
Regina.....	5		

AUTOMOBILES MANUFACTURED, EXPORTED AND IMPORTED

The Bureau has issued a separate report on the automobile industry which shows the capital employed in the industry, employees, salaries and wages, cost of materials, value of products, number and value of different types of cars produced, etc., and also the number and value of automobiles exported and imported.

The statistics show a very rapid growth in the industry; the capital increasing by over 200 per cent between 1918 and 1928, the number of automobiles produced increasing almost 200 per cent, and the total value of all production, including parts, increasing by over 140 per cent.

The apparent consumption of automobiles, which is computed by subtracting the exports and re-exports from the production and imports, showed small fluctuations during 1918-1924, but in 1925 it increased from 84,900 in 1924 to 102,110 automobiles and in 1926 to 158,577 automobiles. In 1927 the consumption was slightly less at 157,832 but in 1928 it increased to 209,607 automobiles.

This apparent consumption includes automobiles in the hands of dealers and manufacturers at the close of the year and also cars in transit from manufacturer to dealer or dealer to customer. Consequently the apparent consumption less the increase in registrations for any year will not give accurately the number of cars withdrawn from service.

TABLE II.—PRODUCTION OF AUTOMOBILES IN CANADA SUBDIVIDED AS BETWEEN PASSENGER CARS AND TRUCKS, 1904-1928

Year	Passenger cars*		Trucks		Total	
	Number	Selling value at plant	Number	Selling value at plant	Number	Selling value at plant
1904-1916.....		\$		\$		\$
1917.....		Not available separately			135,000	100,000,000
1918.....		Not available separately			93,810	54,466,273
1919.....	75,089	57,265,213	7,319	5,855,200	82,408	63,120,413
1920.....	79,936	63,810,168	7,899	5,119,652	87,835	68,929,820
1921.....	83,970	80,558,204	10,174	8,153,517	94,144	88,711,721
1922.....	61,098	53,561,415	5,148	3,843,288	66,246	57,404,703
1923.....	92,838	67,226,654	8,169	5,232,405	101,007	72,459,059
1924.....	127,976	78,282,372	19,226	8,941,011	147,202	87,223,383
1925.....	114,537	70,609,960	18,043	8,125,916	132,580	78,735,876
1926.....	135,573	80,158,773	26,397	12,234,486	161,970	98,393,259
1927.....	160,887	106,000,263	37,840	16,629,334	204,727	122,629,537
1928.....	146,421	100,962,211	32,633	14,942,017	179,054	115,904,228
1928.....	197,848	127,263,877	44,206	21,913,122	242,054	149,176,999

*Prior to 1925 all chassis included with passenger cars; subsequently the division between passenger and truck chassis has been made.

TABLE 12.—HISTORICAL SUMMARY OF THE AUTOMOBILE MANUFACTURING INDUSTRY IN CANADA, 1917-1928

Year	Number of plants	Capital employed	Average number of employees	Salaries and wages	Cost of* materials at works	Value of product† f.o.b. plant
		\$		\$	\$	\$
1917.....	11	28,192,858	5,919	6,239,471	35,585,820	54,466,273
1918.....	10	31,550,353	5,362	6,855,380	37,038,645	66,814,266
1919.....	11	34,949,739	6,771	9,712,788	51,690,715	80,619,846
1920.....	17	53,906,506	8,281	13,331,084	67,157,045	101,465,846
1921.....	14	40,080,269	5,475	7,887,173	45,119,345	67,050,209
1922.....	15	47,761,964	7,344	11,273,643	54,408,719	81,956,429
1923.....	10	60,146,195	9,305	14,998,267	71,851,633	96,614,176
1924.....	12	60,766,886	9,277	14,219,137	64,148,581	88,480,418
1925.....	11	74,678,451	10,301	17,249,270	74,166,378	116,835,380
1926.....	11	82,791,968	11,905	19,650,804	89,372,095	133,598,456
1927.....	11	88,831,668	11,063	18,862,846	88,451,757	128,700,514
1928.....	(11) 14	97,056,328	16,749	29,548,114	114,892,190	162,867,495

*Duty drawback has been deducted.

†Includes parts made in auto factories.

(a) Includes three assembly plants.

TABLE 13.—IMPORTS OF AUTOMOBILES AND PARTS INTO CANADA DURING THE CALENDAR YEARS 1917-1928

Year	Passenger cars		Trucks		*Parts value	Total value
	Number	Value	Number	Value		
		\$		\$	\$	\$
1917.....	15,825	10,738,425	831	1,132,532	(*) 7,555,535	19,426,492
1918.....	9,190	7,148,647	1,622	2,019,618	(*) 6,631,260	15,799,525
1919.....	9,637	9,304,235	2,113	3,437,464	9,979,041	22,720,740
1920.....	7,191	9,890,487	1,954	3,971,113	14,051,818	27,913,418
1921.....	6,319	8,688,976	951	1,815,723	8,393,507	18,898,206
1922.....	10,705	11,516,715	886	1,643,738	13,744,496	26,904,949
1923.....	10,467	10,447,045	1,355	1,879,574	15,047,633	27,374,252
1924.....	8,344	8,202,643	957	1,438,666	15,173,108	24,814,417
1925.....	13,486	12,855,940	1,146	1,693,369	20,690,989	35,240,298
1926.....	26,345	21,563,258	2,199	2,818,434	27,465,642	51,847,334
1927.....	32,826	26,904,209	3,804	4,638,207	31,852,100	63,394,516
1928.....	40,226	32,521,641	7,182	8,305,235	48,839,955	89,672,831

(*) Item for 1917 and 1918 reads "automobiles and motor vehicles, parts, of, n.o.p."

*Does not include automobile engines.

TABLE 14.—EXPORTS OF AUTOMOBILES AND PARTS FROM CANADA DURING THE CALENDAR YEARS, 1917-1928

Year	Passenger cars		Trucks		Auto- bile parts	Total
	Number	Value	Number	Value		
		\$		\$	\$	\$
1917.....	(b) 9,492	4,561,875	(*)	(*)	2,035,769	6,597,644
1918.....	(b) 10,361	5,076,076	(*)	(*)	519,738	5,995,814
1919.....	19,597	11,579,720	3,352	1,673,256	3,490,575	16,743,551
1920.....	18,070	13,576,179	4,942	3,059,056	4,276,027	20,911,262
1921.....	9,305	4,586,664	1,421	718,780	1,128,181	6,433,625
1922.....	35,394	21,039,574	2,564	1,094,519	1,926,098	24,080,191
1923.....	57,481	29,325,031	12,439	4,503,659	3,530,377	37,359,067
1924.....	43,883	22,080,232	12,772	4,429,161	4,992,049	31,501,442
1925.....	58,005	27,794,884	16,146	5,250,002	6,372,728	39,417,614
1926.....	53,628	25,779,659	20,696	6,957,242	5,485,486	38,222,387
1927.....	39,900	22,156,871	17,514	6,272,126	3,434,465	31,863,462
1928.....	55,732	25,224,014	23,656	8,652,301	2,152,166	36,028,481

(*) Included under passenger cars.

(b) Includes trucks.

TABLE 15.—APPARENT CONSUMPTION OF AUTOMOBILES IN CANADA, 1917-1928

Year	Total supply		Less		Apparent consumption
	Production	Imports	Exports	Re-exports	
	No.	No.	No.	No.	No.
1917	93,810	16,656	9,492	567	100,407
1918	82,408	10,812	10,361	322	82,537
1919	87,835	11,750	22,949	305	76,331
1920	94,144	9,145	23,012	542	79,735
1921	66,246	7,270	10,726	274	62,536
1922	101,007	11,591	37,958	268	74,372
1923	147,202	11,822	69,920	438	88,656
1924	132,580	9,301	56,655	326	84,900
1925	161,970	14,632	74,151	341	102,110
1926	204,727	28,544	74,324	370	158,577
1927	179,054	36,630	57,414	438	157,832
1928	242,054	47,408	79,388	467	209,607

PART III

FEES FOR REGISTRATION OF MOTOR VEHICLES,
CHAUFFEURS, ETC.

Each province has jurisdiction over the licensing of motor vehicles, chauffeurs, garages, etc. and over the operation of motor vehicles within its boundaries. Consequently the bases of assessing fees for registering motor vehicles have been fixed by each province and are not uniform. In Prince Edward Island, Nova Scotia, New Brunswick and Quebec the basis is the weight of the motor vehicle; in Ontario, the horse power; in the three Prairie Provinces, the wheel base; in British Columbia, a combination of the weight and the value; and in the Yukon Territory, a flat charge is made. Table 16 gives a summary of the limitations of gross weights per vehicle, table 17 gives a summary of the fees charged by each province, and table 18, a summary of the speed limits permitted on the highways in each province. These speed limits do not apply to incorporated cities, towns and villages which, by by-laws, fix their own speed limits. Table 19 shows the name of the respective provincial motor vehicle registrar or other official in charge of motor vehicle registrations, the requirements for owners' and chauffeurs' licenses, period of exemption granted to non-residents, and dates on which motor vehicle registration expires.

TABLE 16.—SUMMARIES OF STATUTORY LIMITATIONS OF GROSS WEIGHTS PER VEHICLE, 1928

Prince Edward Island	Maximum gross, 4½ tons.
New Brunswick	12,000 lbs. pneumatic tires. 10,000 lbs. non pneumatic tires.
Nova Scotia	Maximum gross, 6- tons.
Quebec	5 tons, on solid tires, and 6 tons on pneumatic tires. In cases of vehicles with two driving axles 4 tons per axle on solid tires; and 4½ tons per axle on pneumatic tires; 7 tons for motor buses with dual tires on rear axle. This applies to vehicles used outside of cities and towns. Within limits of cities and towns there is no restriction.
Ontario	Maximum gross, 10 tons, and 12,000 lbs per axle.
Manitoba	Municipal restrictions may be enacted. See. 48 Motor Vehicle Act.
Saskatchewan	No restriction.
Alberta	No restriction.
British Columbia—	Summer
Class 1 highways	12 tons max. gross.
Class 2 highways	10 tons max. gross.
Class 3 highways	7 tons max. gross.
Yukon	No restriction.
	Winter
	10 tons max. gross.
	7 tons max. gross.
	5 tons max. gross.

TABLE 17.—FEES FOR REGISTRATIONS AND LICENSES OF MOTOR VEHICLES IN EFFECT IN PROVINCES AND CANADIAN NATIONAL PARKS, 1928

Province	Passenger	Commercial Truck	Motor Cycle	Chauffeur	Operator	Garage	Dealer or Manufacturer
Prince Edward Island.	Cwt. unit, 80c. each.....	Ton capacity unit..... One ton or less.....\$14 00 Each ton additional. 2 50	\$10 00	\$6 50	Not issued....	Not issued.....	\$32 for permit; markers, \$2 per set.
Nova Scotia.....	\$1 per cwt. or fractions thereof, minimum \$17.	\$1.35 per cwt. or fraction thereof (chassis only), minimum \$19.	\$ 8 00 With side car \$12 00	\$5 00	\$1 00	Not issued.....	\$50 for one permit and not exceeding three sets of plates; \$15 for each set additional.
New Brunswick....	\$1.00 per cwt. plus \$1 license plates; Registration fee, \$5.	Commercial vehicles of gross weight up to 3,000, 6,000, and 8,000 pounds \$1.35, \$1.75, \$2.00 respectively when equipped with pneumatic tires and \$1.75, \$2.25, \$3.00 respectively when equipped with non pneumatic tires.	\$3 registration; \$5 tax.	\$4 00	Owners' permit, no charge; additional members of family \$1 per permit.	\$10.....	\$50 license 2 sets plates; \$15 each additional set.
Quebec.....	Cwt. unit— Pleasure.....\$ 0 70 Service..... 1 00 Autobus..... 1 50	Cwt. unit depending upon Character of tire. Pneumatic tire, per cwt.— Three tons and under \$1.25 Exceeding three tons \$2.50 Non-pneumatic tire— Two and a half and under..... \$1 50 Exceeding two and a half..... 3 00	Same as passenger cars, 70c. per hundred lbs. or fraction.	\$5 00	\$5 00	\$20 in Montreal, Quebec, Westmount, Outremont, Verdun, and Maisonneuve; \$10 in other cities; \$5 elsewhere.	\$26 for first certificate and set of two plates; and \$11 for each additional.
Ontario.....	25 h.p.....\$ 9 \$11 \$16* 35 h.p..... 11 16 21 50 h.p..... \$16 \$26 \$31 Over 50 h.p. 26 31 36 for 4, 6 and 8 cylinder cars.	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.....	\$4 00	\$2 original, \$1 renewal. If equipped wholly with pneumatic tires If equipped wholly or in part with solid tires	\$1 00	Class A \$10..... Class B \$ 5.....	Passenger—\$25 per set of markers. Commercial—based on combined weight and carrying capacity of the largest truck dealt in.

Manitoba.....	Wheel base of 100", \$10; each 5" additional, \$2.50; exceeding 135" \$30.	Ton unit One ton and under. \$10 00 Two tons and under. 20 00 Three tons and under. 30 00 Four tons and under. 40 00 Five tons and under. 50 00 Over five tons. 60 00	Fee \$5 00 \$7 50	With side car	\$5 00	Permit to operate pleasure cars \$1 00	Not issued.....	Based on longest wheel base, \$10 for each additional set of markers.
	(For authority to operate motor vehicles see Sec. 6 Manitoba Motor Vehicle Act.)							
Saskatchewan.....	Wheel base of 100", \$15; each additional 5", \$2.50; exceeding 135" \$35.	Wheel base unit Wheel base, 125"..... \$15 00 Exceeding 125" but not exceeding 130"..... 25 00 Exceeding 130"..... 35 00	Fee \$8.00 motor attachment bicycle, \$3.		\$5 00	Livery† \$23 to \$43.	\$1.00..... Under an amendment of Saskatchewan Legislature operative May 1926, "garage" means a place which has accommodation for housing one or more motor vehicles and includes a public garage.	\$40 in three chief cities, \$30 in other cities; \$25 in incorporated towns; \$20 in other places; \$26 for markers additional.
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, \$16.00; for each 100 units additional 67½c., plus \$10 registration fee for first registration only. License fees reduced quarterly.	Same as passenger car.....	\$5.65 and \$5 first registration.		\$5 00**	Driver's license \$1 (duplicates 25c.)	Not issued.....	\$50 for five vehicles, \$10 for each additional.
Yukon.....	\$10.....	\$10.....	\$3 00	Not issued..	Not issued....	Not issued.....	Not issued.....	\$1 for each set of number plates.
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 \$4. One day-three weeks \$1.	Not issued.....	Same as fees of province in which located.

*Buses 1-10th of a cent per passenger per mile on provincial roads—1-15th of a cent on all other roads.

†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.

**Not applicable to chauffeurs driving motor vehicles operated by any municipality or part of a public fire department, ambulance, or owned by the Crown in right of the Province.

TABLE 18.—LIMITS OF SPEED FIXED BY PROVINCIAL STATUTES FOR MOTOR VEHICLES, AS IN EFFECT DURING 1928
(MILES PER HOUR)

Provinces	Open Country	Open country obscured	Where closely built up	Cities towns villages	Urban places obscured
		Miles	Miles	Miles	Miles
Prince Edward Island.....	25 miles per hour.....	15	15	15	
Nova Scotia.....	35 miles per hour..... Commercial vehicles, 25 miles per hour.	20	20	20	15
New Brunswick.....	40 miles per hour.....	20	20	20	
Quebec.....	30 miles per hour†.....		20	20	Not to exceed 8 miles per hour on a curve or steep descent, at intersection of roads, when crossing a bridge, or within 300 feet of a railway crossing. Commercial vehicle or delivery car fitted entirely or in part with non-pneumatic tires not to exceed 8 miles per hour if vehicle loaded, nor 10 miles per hour if not loaded. Commercial vehicle or delivery car fitted entirely with pneumatic tires not to exceed 12 miles an hour if vehicle loaded, nor 15 miles an hour if not loaded.
Ontario.....	35 miles per hour; vehicles other than public vehicles with solid tires, 15 miles per hour..... trucks exceeding 6 tons gross, 20 miles per hour, max.	15	10	20	10
Manitoba.....	Reasonable, having regard to traffic and use of highway.....	10	10		10
Saskatchewan.....	Dangerous to public in all circumstances of case.....				
Alberta.....	Reasonable, having regard to traffic and use of highway but not exceeding 30 miles per hour.....			20	10
British Columbia.....	Reasonable, having due regard to traffic and use of highway, but not exceeding 30 miles per hour.....	15		20	
Yukon.....	Reasonable and proper.....			15	
Canadian National Parks.....	Reasonable and proper, having regard to traffic and use of highway. Maximum 25 miles per hour.....			15	8

†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—Pneumatic.....Any weight, if loaded, 12 miles per hour; if not loaded, 15 miles per hour.

Non-pneumatic.....Any weight, if loaded, 8 miles per hour; if empty, 10 miles per hour.

TABLE 19.—ADMINISTRATIVE PROVISIONS OF MOTOR VEHICLE LEGISLATION OF THE PROVINCES, IN FORCE DURING 1928

Province	Registrar or Official in Charge	Requirements for Owners' and Chauffeurs' Licenses	Period of Exemption granted to non-residents	Date of Expiry of Registrations and Licenses
Prince Edward Island.....	H. R. Stewart, Deputy Provincial Secretary-Treasurer, Charlottetown.	Chauffeur must furnish certificates of competence and character. Driver must be 17.	Sixty days.....	February 28.
Nova Scotia.....	C. St. C. Stayner, Registrar Motor Vehicle Branch, Department of Highways, Halifax.	Chauffeur must be 18, pass examination and furnish testimonials. Driver must be 16.	Three consecutive months.....	December 31.
New Brunswick.....	G. A. Pinder, Superintendent, Motor Vehicle Branch, Department of Public Works, Fredericton.	Chauffeur must be 18, and must obtain certificate of competency.	Ninety days.....	"
Quebec.....	Emile F. Joncas, Director Motor Vehicle Bureau, Department of Provincial Revenue, Quebec.	Driver or chauffeur must be 18 and be licensed; former recommended; latter examined.	Pleasure vehicles three months if owner's residence more than 10 miles from province; one year if residence is situated at a distance of 10 miles, or less, from province. Commercial vehicles if owner's permanent place of business is less than 5 miles distance from province, vehicle may be operated within a radius of 10 miles of such place of business.	Last day of February
Ontario.....	J. P. Bickell, Registrar, Motor Vehicle Branch, Department of Public Highways, Toronto.	All chauffeurs and operators must be examined. Driver aged 16-18 must hold chauffeur license	Ninety days to cars with Canadian licenses; thirty days to cars with foreign licenses.	December 31.
Manitoba.....	E. W. Watts, Chairman, Manitoba Tax Commission, Winnipeg.	Chauffeur must be 18 and pass examination. Driver must be 16.	Reciprocal.....	"
Saskatchewan.....	S. D. E. Flexman, Superintendent, Motor License Branch, Department of Provincial Secretary, Regina.	Chauffeur must be 18, and present evidence of qualifications. Driver must be 16.	For all purposes, or for a period of, or for periods together amounting to, three months in any year.	"
Alberta.....	E. Trowbridge, Deputy Provincial Secretary, Edmonton.	Chauffeur must be 18, and pass examination. Male driver must be 16; female driver, 18.	Reciprocal.....	"
British Columbia.....	J. A. Craig, Comptroller General, Victoria.	Driver must be 17, unless permit secured from 15-17. Chauffeur under 21 requires permit.	Six months while operating motor vehicle registered under foreign touring certificates.	"
Yukon.....	G. A. Jeckell, Territorial Treasurer, Dawson, Y.T.	Male driver must be 16; female driver, 18.....	Ninety days.....	March 31.
Canadian National Parks	J. B. Harkin, Commissioner, National Parks Branch, Department of the Interior, Ottawa.	Chauffeur must be 18 and give evidence of qualifications.	December 31.

THE CRIMINAL CODE AND MOTOR VEHICLES

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

285. 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 wilful misconduct, or by wilful neglect, does or causes to be done any bodily harm to any person. Injuring persons by furious driving.

2. 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. Liability of driver of car for failure to stop after accident happens.

3. 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 an imprisonment for any term not exceeding twelve months or to both fine and imprisonment. Unlawfully taking motor car.

4. 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. R.S., c. 146, s. 285; 1910, c. 11, s. 1; 1910, c. 13, ss. 1 and 2; 1918, c. 16, s. 3; 1925, c. 38, s. 5. Driving motor car while intoxicated.

377. 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.* Minimum sentence for stealing automobile.

2. The maximum penalty for stealing any automobile or motor car shall be the penalties prescribed by section three hundred and eighty-six of this Act. 1921, c. 25, s. 5; 1922, c. 16, s. 4. Section 386 provides for a MAXIMUM penalty of seven years for first offence, and ten years for a subsequent offence.

*According to section 1035 here referred to, a person convicted of an indictable offence punishable with imprisonment of 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.

REGULATIONS OF THE DEPARTMENT OF NATIONAL REVENUE IN RESPECT OF TOURISTS' AUTOMOBILES AND TOURISTS' OUTFITS

TOURISTS' AUTOMOBILES

A non-resident of Canada visiting this country for a limited period of time for purposes of health or pleasure only may enter his automobile for touring purposes in Canada by complying with certain regulations, a summary of which is given hereunder:—

Temporary Admission—Twenty-four Hours.—At ports and outports on the frontier only, tourists' automobiles may be entered for touring purposes for a stay not exceeding twenty-four hours within the jurisdiction of the port or outport, and not proceed further upon the owner surrendering his state license card which will be handed to him on the return journey.

Temporary Admission for a Period Not Exceeding Sixty Days.—Automobiles may be entered at any Canadian frontier customs port or outport for touring purposes for a period not exceeding sixty days by filling in a prescribed form (E-50) made out in triplicate, one copy of which is retained by the tourist. The original is compared with the duplicate or triplicate when the tourist makes his exit from Canada.

An extension of thirty days may be granted by Officers of Customs at frontier or interior ports, outports or preventive stations in Canada upon presentation of the original permit granted on arrival into Canada.

Temporary Admission for a Period Not Exceeding Six Months.—Automobiles may be entered at any Canadian customs port for touring purposes for a period not exceeding six months by completing the same form referred to in the previous section and furnishing a bond on approved form in a sum equivalent to the duty and taxes on the automobile. The automobile of a tourist which is not exported within the time limit prescribed on the tourist's permit is liable to seizure, but should an unforeseen delay occur whereby the time of stay in Canada is prolonged the tourist should communicate direct with the Department of National Revenue, Ottawa.

TOURISTS' OUTFITS

General Provisions.—Persons visiting Canada for a limited period of time for health or pleasure may bring with them such articles of tourists' outfits or sportsmen's equipment as they may require while in Canada for their own use and not for gain or hire upon reporting same to the Customs Officer at the Canadian frontier port of entry.

Guns, rifles (not including revolvers or pistols), fishing tackle, golf clubs, tennis rackets and cameras (motion or still picture) previously used by a tourist and imported by him for his personal use and actually in his possession at the time of his arrival in Canada, and dogs and other animals imported by tourists solely for hunting purposes or as pets, may be admitted without deposit on being reported at the frontier port of arrival on Form E-29. The articles referred to herein, if brought in by a tourist arriving by automobile, need not be reported on Form E-29, but may be noted on Form E-50 issued in respect of the automobile.

Canoes, outboard motors, tents, camp equipment, phonographs, radios, musical instruments, etc., brought in by a tourist for his personal use and not for gain or hire may be admitted after report on Form E-29, upon the collector being furnished with a cash deposit of a sum equivalent to the duty and taxes payable thereon, the deposit to be subject to refund on the identification and exportation of the articles under customs supervision.

Additional Articles.—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.

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