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CANADA

DOMINION BUREAU OF STATISTICS
TRANSPORTATION AND PUBLIC UTILITIES BRANCH

THE HIGHWAY
AND
THE MOTOR VEHICLE
IN
CANADA
1929

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PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1930

PREFACE

This is the second report on highway and motor vehicle statistics issued by the Dominion Bureau of Statistics and, as explained in the previous report, is a continuation of the series issued by the Highway Branch of the Department of Railways and Canals, which branch has ceased operation, and of the series on motor vehicle registration and relevant data issued by the Bureau.

Although the data on some phases of highways in Canada are somewhat incomplete, the tables are as comprehensive as possible from the data available and, as records are established, statistics showing the magnitude and importance of highway construction and maintenance in Canada will be increased and improved.

The Bureau is dependent upon the provincial highway and motor vehicle branches for the greater part of the data in this report and gratefully acknowledges the assistance and co-operation received.

R. H. COATS,
Dominion Statistician.

DOMINION BUREAU OF STATISTICS,
OTTAWA, November 3, 1930.

MOTOR VEHICLES REGISTERED IN CANADA, CALENDAR YEARS 1909-1929

MOTOR VEHICLES REGISTERED IN CANADA, BY PROVINCES, CALENDAR YEARS 1909-1929

Note.- The number of motor vehicles in the Yukon is included in the totals for Canada, 1914-29

Years	:Prince :Edward :Island	:Nova :Scotia	:New :Brunswick	:Quebec	:Ontario	:Mani- :toba	:Saskat- :chewan	:Alberta	:British :Columbia	Canada
No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1909	-	69	167	485	2,452	662	149	275	504	4,763
1910	-	148	299	786	4,230	1,524	531	423	1,026	8,967
1911	-	228	483	1,878	11,329	2,436	1,304	1,631	2,220	21,519
1912	-	456	700	3,535	16,266	4,099	2,286	2,505	4,289	34,136
1913	26	511	824	5,452	23,700	5,475	4,659	3,772	6,138	50,558
1914	31	1,324	1,328	7,413	31,724	7,359	8,020	4,728	7,628	69,598
1915	34	1,841	1,900	10,112	42,346	9,225	10,225	5,832	8,360	89,944
1916	50	3,012	2,965	15,335	54,375	12,765	15,900	9,516	9,457	123,464
1917	303	5,350	5,251	21,213	63,308	17,507	32,505	20,624	11,645	197,799
1918	639	8,100	6,434	26,897	114,376	24,012	50,531	29,300	15,370	275,746
1919	987	10,210	8,306	33,547	144,804	30,118	56,855	34,000	22,420	341,316
1920	1,419	12,450	11,196	41,562	177,561	36,455	60,325	38,015	28,000	407,064
1921	1,751	14,205	13,615	54,670	206,521	40,215	61,184	40,235	32,900	465,378
1922	2,167	16,159	13,746	61,995	240,933	42,200	61,367	40,642	34,526	513,821
1923	2,483	18,354	16,829	72,448	280,996	42,428	67,337	43,044	41,053	585,050
1924	2,583	20,764	19,975	85,145	308,693	44,322	70,754	51,148	48,626	652,121
1925	2,955	22,853	19,022	97,657	344,112	51,241	79,078	54,357	56,618	728,005
1926	3,460	25,679	21,541	108,332	388,728	57,857	97,267	65,590	68,009	836,794
1927	4,388	30,059	24,544	128,459	436,120	63,905	106,599	73,830	77,612	945,672
1928	5,430	35,256	28,072	148,473	491,140	71,163	121,615	89,249	86,244	1,076,819
1929	6,141	40,014	31,852	169,547	544,476	77,840	130,229	99,650	95,647	1,195,594

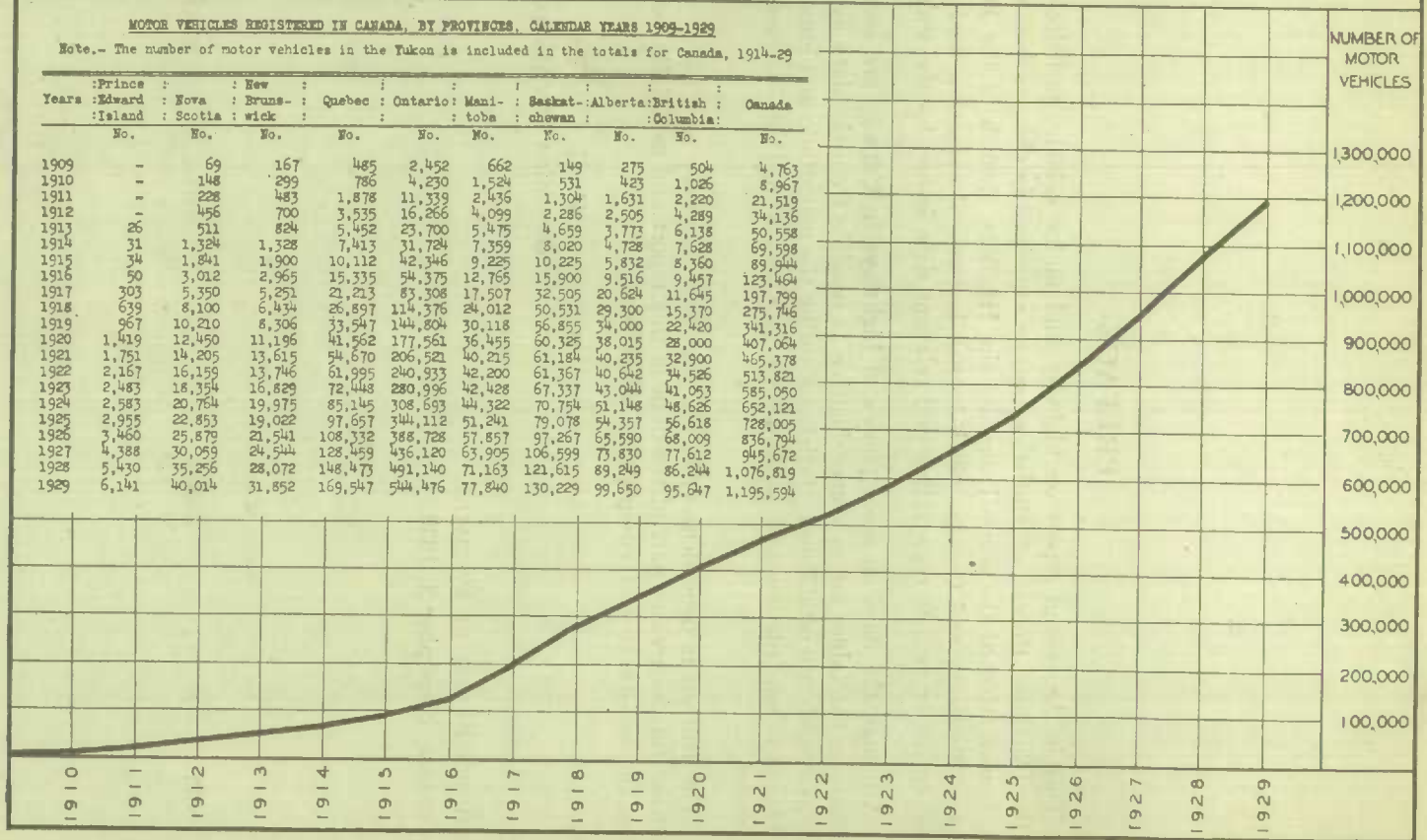


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The Highway and the Motor Vehicle in Canada

PART I—HIGHWAYS

The highways in Canada have been rapidly changing from means of local communication to arteries of interprovincial and national traffic, and the methods of constructing, maintaining and financing them have also necessarily changed. In recognition of this changing nature of highways, especially those between the large cities and towns, the provincial governments have assumed increasing proportions of the cost of construction and maintenance, relieving the rural municipalities of a burden which otherwise they would be unable to carry. In some localities the cities have also assumed a share of the cost of roads extending into the surrounding rural municipalities.

All the provinces are now collecting a tax on gasoline consumed by motor vehicles: in some of the provinces this revenue is set apart for highway construction and maintenance and in others it becomes part of the general revenue. The expenditures on highways, however, are considerably greater than both the gasoline tax and the registration fees for motor vehicles, chauffeurs, drivers, etc.

Highway Mileage.—The total mileage of all classes of road open for traffic at the end of 1929 amounted to 390,060, which was an increase of 8,083 miles during the year. Of this total, 63,524 miles, or 16 per cent, had gravel or crushed stone surface, 81 miles being oil treated, 4,349 miles, or 11 per cent, had waterbound macadam surface, 1,914 miles, or 5 per cent, had bituminous macadam surface, 915 miles had bituminous concrete surface, 1,450 miles had cement concrete surface and 14.8 miles had other surface, mostly plank. Of the total surfaced mileage of 72,157.6 miles, 41,892.4 miles, or 58 per cent, was in Ontario; 12,124.5 miles, or 17 per cent, was in Quebec; 7,049 miles, or 9.7 per cent, was in the Maritime Provinces; 6,947.3 miles, or 9.6 per cent, was in British Columbia; and the remaining 4,144 miles, or 5.7 per cent, was in the Prairie Provinces. The net increase in gravel roads was 7,130.7 miles; in water-bound macadam, 80.4 miles; in bituminous macadam, 426.4 miles; in bituminous concrete, 22.6 miles; and in cement concrete, 373.5 miles. It is not possible to add the mileage constructed during the year to the previous year's mileage to ascertain the present mileage due to changes of one type of road to another, changes in boundaries of urban municipalities and corrections in previous chainages, etc.

The mileages shown in table 1 were as at December 31, 1929, except as shown in the foot notes. These exceptions were the latest figures the respective provincial highway departments were able to supply. The same statement applies to the expenditure figures.

TABLE 1.—HIGHWAY MILEAGE OPEN FOR TRAFFIC, DECEMBER 31, 1929

Class of Road	Canada	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Northern Ontario	Manitoba	Sas- katchewan	Alberta	British Columbia
Unimproved earth.....	179,391.4	2,468.0	7,756.9	4,340.0	20,575.9	19,907.1	(1)	(2)			(3)
Improved earth and sand clay.....	138,511.0	1,089.0	3,435.0	3,889.0	339.0		4,303.0	21,400.0	63,696.0	45,584.0	13,572.6
Gravel and crushed stone (loose).....	63,433.4	90.0	3,321.9	3,681.0	10,155.8	27,489.9	8,564.0	1,784.0	87,764.0	16,000.0	6,192.8
Oil-treated gravel.....	81.0	—	—	—	—	—	—	—	775.0	826.0	—
Water-bound macadam.....	4,349.2	—	30.2	—	1,356.7	—	—	—	65.0	16.0	—
Bituminous macadam.....	1,913.9	—	6.3	15.0	178.6	2,752.4	54.0	—	—	—	155.9
Bituminous concrete.....	915.2	4.7	—	—	327.8	1,239.7	38.0	—	—	—	436.3
Cement concrete.....	1,450.1	0.3	—	—	105.6	442.2	—	25.0	—	—	115.5
Other.....	14.8	—	—	—	—	1,298.2	6.0	—	—	—	40.0
						—	8.0	—	—	—	6.8
Total Surfaced.....	72,157.6	95.0	3,358.4	3,596.0	12,124.5	33,222.4	8,670.0	2,462.0	840.0	842.0	6,947.3
Grand Total.....	390,080.0	3,650.0	14,550.3	11,825.0	33,040.3	53,129.5	12,973.0	25,646.0	152,300.0	62,426.0	20,519.9

(1) Mileage as at October 31, 1929.

(2) Mileage as at April 30, 1929.

(3) Mileage as at March 31, 1929.

TABLE 2.—HIGHWAY MILEAGE CONSTRUCTED DURING YEAR

Class of Road	Canada	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Northern Ontario	Manitoba	Sas- katchewan	Alberta	British Columbia
Unimproved earth.....	686.3	—	—	—	686.3	—	(1)	(2)		(3)	(4)
Improved earth and sand clay.....	3,694.0	274.0	19.0	1,327.0	52.5	—	322.0	269.0	850.0	140.0	440.5
Gravel and crushed stone (loose).....	6,580.2	40.0	165.0	1,348.0	1,332.2	1,387.0	1,352.0	344.0	396.0	196.0	—
Oil-treated gravel.....	56.0	—	—	2.0	—	—	—	—	46.0	8.0	—
Water-bound macadam.....	483.0	—	—	—	37.8	430.1	—	—	—	—	15.1
Bituminous macadam.....	148.4	—	—	—	5.8	89.6	16.0	—	—	—	37.0
Bituminous concrete.....	284.0	—	—	—	106.0	174.0	—	2.0	—	—	2.0
Cement concrete.....	216.6	—	—	—	12.0	202.5	—	—	—	—	2.1
Other.....	4.0	—	—	—	—	—	4.0	—	—	—	—
Total Surfaced.....	7,752.2	40.0	165.0	1,350.0	1,493.8	2,283.2	1,372.0	346.0	442.0	204.0	56.2
Grand Total.....	12,132.5	314.0	184.0	2,677.0	2,232.6	2,283.2	1,694.0	615.0	1,292.0	344.0	496.7

(1) Mileage constructed during year ended October 31, 1929.

(2) Mileage constructed during year ended April 30, 1929.

(3) Provincial highways only.

(4) Mileage constructed during year ended March 31, 1929.

Highway Expenditures.—The total expenditure on construction for 1929 amounted to \$55,173,160 and on maintenance, \$21,109,686. This includes expenditures by the provincial governments and expenditures by rural municipalities on roads subsidized by the provincial governments, but does not include all expenditures by rural municipalities. Saskatchewan advises that rural municipalities expend an additional \$2,000,000 annually but the exact amount expended on roads which are not subsidized is not known to the provincial departments. It is not large, however, because the mileage not controlled or subsidized by the provincial highway departments is small.

Snow ploughing was done by Quebec, Ontario, Manitoba, Alberta and British Columbia provincial highway departments. In Quebec the local municipalities paid \$100 per mile and the province paid the remainder, the total mileage kept open being 188 miles at a cost of \$110,163. In Ontario, 800 miles were ploughed at a cost of \$236,208, which was charged against the local municipalities on the same basis as for maintenance of provincial highways. Manitoba expended approximately \$4,000 for snow ploughing, but did not keep a record of the mileage ploughed. In Alberta 500 miles were ploughed at a cost of \$18,000 and in British Columbia, 4,000 miles at a cost of \$58,504, both provinces including the ploughing in the maintenance of provincial highways.

TABLE 3.—(*)EXPENDITURES ON HIGHWAYS DURING YEAR

---	Canada	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Northern Ontario	Manitoba	Sas- katchewan	Alberta	British Columbia
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
On construction.....	55,173,160	237,000	1,248,037	5,521,430	6,471,432	(1) 18,877,591	(1) 3,474,112	(2) 2,970,998	(2) (4) 5,926,630	(4) 4,391,600	(4) 6,054,330
On maintenance.....	21,109,686	153,000	1,782,138	1,035,168	4,360,861	(1) 7,834,504	(1) 1,750,019	(2) 588,301	(2) (4) 541,335	(4) 651,556	(4) 2,412,804

(1) For year ended October 31, 1929.

(2) For year ended April 30, 1929.

(4) For year ended April 30, 1930.

(4) On provincial highways only.

(4) For year ended March 31, 1930.

(*) Includes expenditure on bridges.

TABLE 4.—HIGHWAY ESTIMATES FOR 1930

---	Canada	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Northern Ontario	Manitoba	Sas- katchewan	Alberta	British Columbia
	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$
For construction.....	39,083,395	Not available "	2,000,000	6,000,000	5,165,000	-	-	3,500,000	9,111,470	4,400,000	8,906,925
For maintenance.....	14,100,626		2,024,096	1,000,000	5,835,000	-	-	825,000	888,530	1,020,000	2,508,000

The total funded debt of the provinces, incurred for highway purposes, outstanding on December 31, 1929, was \$287,778,627, made up as follows:

TABLE 5.—PROVINCIAL HIGHWAY DEBENTURE DEBT

Prince Edward Island.....	\$ 1,100,000
Nova Scotia..... (1)	24,775,177
New Brunswick.....	14,839,450
Quebec.....	36,227,000
Ontario..... (2)	127,813,419
Manitoba.....	14,185,833
Saskatchewan..... (3)	16,556,910
Alberta.....	24,571,360
British Columbia.....	27,709,478
Total.....	287,778,627

(1) Assets. (2) Assets as at October 31, 1929. (3) As at April 30, 1930.

Prince Edward Island, New Brunswick, Quebec, Ontario and Saskatchewan reported the quantity and costs of materials purchased during the year for highway construction and maintenance, but the other provinces did not have the data compiled. The total cost for the above five provinces representing 65 per cent of the total highway mileage, and 69 per cent of the surfaced highways, was \$5,652,219, the larger items being \$1,591,749 for cement, \$963,843 for asphalt, \$618,270 for asphalt mixtures, \$197,133 for tar, \$609,601 for crushed stone, and \$428,434 for gravel. These last two were exclusive of stone and gravel taken from public quarries and pits. Oil for roads cost \$164,377, calcium chloride \$289,779, gasoline \$117,695 and lubricating oils \$15,036.

The value of road equipment reported by Prince Edward Island, Nova Scotia, Quebec, Alberta and British Columbia was \$5,468,059. This included stone crushers, rollers, snow ploughs, graders, shovels, cranes, trucks, tools, etc., and the largest single item was 487 motor trucks valued at \$815,741. Motor graders were valued at \$490,960 and tractors at \$446,727.

TRAFFIC CENSUS

Prince Edward Island—

No traffic census was taken during 1929 and the only indication of increase was in the increased registrations and in the greater number of automobiles ferried to the island. Registrations increased by 13 per cent and tourists' cars ferried to the island increased from 3,601 in 1928 to 4,151 in 1929, or by 15 per cent. Of these 4,151 cars, 2,458 were Canadian and 1,693 were foreign cars.

Nova Scotia—

While no census was taken of traffic on highways, a record was kept of the number of tourist cars entering the province between June 1 and October 30, the total being 27,342 cars. United States cars numbered 10,265, which was an increase of 23.4 per cent over the number of United States tourist cars entering during the summer of 1928.

New Brunswick—

No traffic census was taken.

Quebec—

The Highway Department has taken a census of the traffic during one week in August for the past several years. The census for 1929 showed an increase in the number of vehicles of 12.0 per cent over the 1928 traffic, or a daily average of 1,296 vehicles as against 1,157 in 1928. This was practically all motor vehicle traffic as the percentage consisting of one and two-horse

vehicles was only 7 per cent in 1929 and 9.3 per cent in 1928. There was no increase in the auto buses, but heavy trucks showed an increase of 34.5 per cent and passenger automobiles increased by 14.6 per cent. The latter, divided into automobiles registered in Quebec, in other provinces, and in the United States, showed increases of 13.9 per cent, 15.0 per cent and 17.1 per cent, respectively. The heaviest traffic was on the King Edward highway with a daily average of 3,355 vehicles, of which 1,722, or over 50 per cent, were United States automobiles. The report of the Quebec Highway Department gives very complete details of the census on each highway. It also gives the results of a census taken during 105 consecutive days during the winter at 12 stations which showed a daily average of 524 vehicles, of which 413 were motor vehicles. The highest daily average during this winter census was recorded at St. Lambert with 792 motor vehicles and 55 horse-drawn vehicles.

Ontario—

The census taken in Ontario during the summer of 1929 (July 10-16) at 195 stations on 26 highways showed a daily average of 1,849 vehicles per station including 21 horse-drawn vehicles. This was an increase over the 1928 traffic of 261 motor vehicles per day and a decrease of 7 horse-drawn vehicles. The increase in Ontario passenger automobiles was 147, or 13 per cent, and in automobiles from other provinces or states, 91, or 32 per cent. Trucks showed an increase of 17 per cent and buses an increase of 4 per cent. The average per station of the maximum traffic at these 195 stations was 3,169 vehicles, or 170 per cent of the average for the week. Number 2 highway, extending from Windsor through Toronto to the Quebec boundary, averaged 170,821 per day at 40 stations, or 4,271 per station, and the Burlington Beach road averaged 5,479 vehicles per day per station. The heaviest station other than at the international bridges was at the junction of Number 2 highway and the old Kingston road just east of Toronto where an average of 11,367 vehicles was recorded each day, the maximum number for one day being 18,787 vehicles. Over the Peace bridge connecting Buffalo, New York, and Fort Erie, Ontario, a total of 100,183 vehicles crossed during the week which was an average of 14,312 cars per day, the highest number for one day being 19,709 vehicles. Over the lower Niagara Falls bridge the daily average was 4,911 vehicles, over the Upper Niagara Falls bridge, 4,944 vehicles, and over the Lewiston bridge the average was 836 vehicles per day. A census taken over the Labour Day week end, August 31-September 1 and 2 showed a daily average at Long Branch, west of Toronto on Number 2 highway, of 21,395 vehicles, and at Markham road, 16,046 vehicles. Also, a census taken in the autumn (October 9-15) showed a daily average at Long Branch of 8,259 vehicles, or approximately three quarters of the summer traffic, whereas at all stations the autumn traffic was 64 per cent of the summer traffic. Counts were made in northern Ontario on Sunday, August 11 and August 18, which showed 4,534 cars on the Ferguson highway at a point three miles north of Gravenhurst, of which 1,125 cars were from other provinces or states. The foreign (to Ontario) cars showed a decrease south of Gravenhurst and farther north at North Cobalt only 65 were recorded.

Manitoba—

A traffic census taken during two weeks in June, July and August showed increases at points where censuses had been taken in the previous year from 12 to 109 per cent and on three highways decreases were recorded. The daily average at the city limits of St. James was 10,109 vehicles in June and 12,350 vehicles in August and at the north city limits of Winnipeg the daily average was 6,511 in June and 8,348 in August.

Saskatchewan—

No census was taken.

Alberta—

A census of traffic was taken at different stations during August and September but the counts were for one day only and the data were not comparable with the 1928 data. The data, however, showed that only 3.8 per cent of the total number of vehicles recorded were from other provinces and 3.5 per cent were from the United States.

British Columbia—

No census was taken.

PART II—MOTOR VEHICLES

The data on motor vehicle registrations and revenues accruing under the provincial motor vehicle and highways acts are collected from the provincial officials. Because the data, demanded from owners of motor vehicles when registering, vary in the different provinces and because the registrars do not all compile the same statistics even when collected on the registration forms, it is not possible to compile dominion tables showing all the data for each province. The following tables, however, are as complete as the available data will allow.

Registrations.—Total registrations continued to increase amounting to 1,195,594, or 118,775 more than for the previous year, and on the bureau's estimate of 9,796,800 as Canada's population, made an average of only 8.2 persons per motor vehicle. According to the latest data, there are only two countries with greater densities—United States with 4.6 persons per motor vehicle and Hawaii with an average of 7 persons. Also, only three countries have a larger registration, irrespective of population, viz., United States with 26,501,443, United Kingdom with 1,452,489 and France with 1,240,000 motor vehicles, but only the United States and the United Kingdom have a larger registration of passenger automobiles, the numbers being: United States, 23,035,750, United Kingdom, 1,054,281, and Canada, 1,013,663.

Ontario, with 544,476 motor vehicles, had the greatest provincial density of 6.0 persons per motor vehicle. British Columbia was second with an average of 6.2 and all the western provinces had greater density than Quebec and the Maritime Provinces. Ontario also showed the greatest increase in total registrations with an addition of 53,336 during the year, but Quebec, with an increase of 14.2 per cent, showed the greatest rate of increase. The Maritime Provinces all showed increases of over 13 per cent as against 7.1 to 11.7 per cent for the western provinces.

TABLE 6.—SUMMARY OF REGISTRATIONS, 1929

Province	Estimated population 1929	Passenger Cars		Total Motor Vehicles		Increase in motor vehicle registrations in 1929	
		Total number	Number of persons per car	Total number	Number of persons per motor vehicle	Number	p.c.
Prince Edward Island.....	86,100	5,537	15.5 (17.4)	6,141	14.0 (15.9)	711	13.1
Nova Scotia.....	550,400	33,748	16.3 (18.0)	40,014	13.8 (15.5)	4,758	13.5
New Brunswick.....	419,300	27,962	15.0 (16.6)	31,852	13.2 (14.8)	3,780	13.5
Quebec.....	2,690,400	132,839	20.3 (22.8)	169,547	15.9 (17.8)	21,074	14.2
Ontario.....	3,271,300	473,222	6.9 (7.5)	544,476	6.0 (6.6)	53,336	10.9
Manitoba.....	663,200	68,441	9.7 (10.3)	77,840	8.5 (9.2)	6,677	9.4
Saskatchewan.....	806,700	108,630	8.0 (8.3)	130,229	6.7 (7.0)	8,614	7.1
Alberta.....	646,000	85,087	7.6 (8.1)	99,650	6.5 (7.1)	10,401	11.7
British Columbia.....	591,000	78,065	7.6 (8.2)	95,647	6.2 (6.8)	9,403	10.9
Yukon Territory.....	3,000	132	22.7 (30.2)	198	15.2 (19.8)	21	11.9
Northwest Territories.....	9,400						
Canada.....	9,796,800	1,013,663	9.7 (10.5)	1,195,594	8.2 (9.0)	118,075	11.0

NOTE.—1928 averages in brackets.

TABLE 7.—1929 REGISTRATION

		Canada	Prince Edward Island	Nova Scotia	New Brun- swick	Quebec	Ontario	Manitoba	Sas- katche- wan	Alberta	British Columbia	Yukon
Passenger automobiles.....	New.....	-	-	7,422	5,628	25,488	90,170	-	-	8,785	13,090	11
	Renewals.....	-	-	26,326	22,334	107,351	393,052	-	-	78,302	64,975	121
	Total.....	1,013,063	5,537	33,748	27,962	132,839	473,222	68,441	108,630	85,087	78,065	132
Motor trucks.....	New.....	-	-	1,828	1,084	5,913	-	-	-	3,563	3,008	10
	Renewals.....	-	-	4,000	2,434	20,069	-	-	-	8,919	12,722	42
	Total.....	155,639	568	5,828	(1)3,518	25,982	(2)64,562	8,246	18,671	12,482	15,730	52
Motor buses.....	New.....	-	-	-	4	137	-	-	-	-	51	-
	Renewals.....	-	-	-	37	377	-	-	-	-	152	-
	Total.....	2,255	-	-	41	514	(3)587	-	(4)907	-	203	3
Taxi cabs.....	New.....	-	-	-	-	1,335	-	-	Included with buses	-	-	-
	Renewals.....	-	-	-	-	6,055	-	-	-	-	-	-
	Total.....	8,151	-	-	-	7,390	-	-	-	761	-	-
Motor cycles.....	New.....	-	-	-	44	365	-	-	-	44	377	1
	Renewals.....	-	-	-	118	2,015	-	-	-	346	895	10
	Total.....	8,857	11	300	162	2,380	3,541	572	218	390	1,272	11
Ambulances and hearses.....		109	-	-	35	(5)	-	-	-	-	74	-
Total.....	1929.....	1,188,674	8,118	39,876	31,718	169,105	541,912	77,259	128,426	98,720	95,344	198
	1928.....	1,070,530	5,404	35,113	27,958	148,090	488,804	70,641	119,972	88,398	85,973	177
	1927.....	940,103	4,371	29,914	24,424	128,104	433,984	63,429	105,088	73,306	77,327	156
Dealers' licences.....		8,920	25	138	134	442	2,564	581	1,803	930	303	-
Totals including dealers' cars (1 each).....	1929.....	1,195,594	6,141	40,014	31,852	169,547	544,476	77,840	130,229	99,650	95,647	198
	1928.....	1,076,819	5,430	35,256	28,072	148,473	481,140	71,163	121,615	89,249	86,244	177
	1927.....	945,672	4,388	30,059	24,544	128,459	436,120	63,905	106,599	73,830	77,612	156
Tractors.....		-	-	90	18	(6)	-	-	-	Not licensed	124	17
Trailers.....		-	-	306	190	495	4,903	-	-	-	645	-
Road machines, flushers, etc.....		-	-	-	-	-	-	-	-	-	9	-
Municipal fire engines, etc.....		-	-	-	-	(7)	-	-	-	-	94	3
Chauffeur's licences.....		-	54	5,024	6,374	44,448	111,861	6,120	1,899	4,181	5,930	-
Other drivers' licences.....		-	515	41,638	(7)35,604	205,407	489,334	22,623	-	136,260	25,653	-
Minors' licences.....		-	-	-	-	-	-	-	-	-	1,275	-
Garage licences.....		-	-	-	155	1,438	3,213	-	227	147	-	-
Gasoline station licences.....		-	-	(8)1,508	1,025	285	-	-	-	-	-	-

(1) Includes 73 convertible vehicles in New Brunswick.

(2) Includes 8,226 convertible vehicles and 1,118 licensed public commercial trucks in Ontario.

(3) Licensed public buses only in Ontario.

(4) Includes dealers' general livery licences in Saskatchewan.

(5) Ambulances and hearses included with taxis in Quebec.

(6) Tractors, road machines and flushers included with trucks in Quebec.

(7) All persons in New Brunswick required to pay fee of \$1.00 for an operator's licence in 1929.

(8) Issued without fee.

* Passenger cars include new and renewals.
Trucks include {convertible trucks, new and renewals.
 {buses " "
 {trucks " "
Motor cycles include new and renewals.

	Passenger Cars		Passenger Cars
Quebec— Cities—	No.	Quebec—Continued Towns—Continued	No.
Arvida.....	124	Baie d'Urlee.....	2
Cap Madeleine.....	395	Beaconsfield.....	48
Granby.....	962	Beauceville.....	127
Grand Mere.....	441	Beauharnois.....	228
Hill.....	1,534	Beauport.....	170
Joliette.....	687	Bedford.....	208
Lachine.....	1,242	Beloeil.....	148
Lévis.....	476	Berthier.....	153
Longueuil.....	443	Black Lake.....	118
Montreal.....	62,627	Bromptonville.....	169
Outremont.....	1,444	Buckingham.....	431
Quebec.....	9,094	Chateauguay.....	40
Riviere-du-Loup.....	313	Chateau d'Eau.....	1
Shawinigan.....	1,051	Chicoutimi.....	648
Sharnbrooke.....	3,118	Coaticook.....	488
Sorel.....	402	Cookshire.....	184
St. Hyacinthe.....	977	Courville.....	40
St. Jean.....	1,018	De Léry.....	44
St. Lambert.....	666	Dolbeau.....	21
Trois Rivières.....	2,323	Donnacona.....	118
Valleyfield.....	678	Dorval.....	131
Verdun.....	2,604	Drummondville.....	728
Westmount.....	2,768	East Angus.....	350
Towns—		Farnham.....	347
Acton Vale.....	145	Greenfield Park.....	85
Amos.....	154	Hampstead.....	21
Arthabaska.....	93	Huntingdon.....	527
Aylmer.....	272	Iberville.....	293
Barkmere.....	1	Isle Maligne.....	34
Bagotville.....	110	Jongueville.....	301

TABLE 8.—REGISTRATIONS IN CITIES AND TOWNS—Continued

	Passenger Cars		Passenger Cars
	No.		No.
<i>Quebec—Continued</i>		<i>Quebec—Concluded</i>	
<i>Towns—Concluded</i>		<i>Counties—Concluded</i>	
Kenogami.....	200	Drummond.....	624
Lachute.....	636	Frontenac.....	768
Lac Sergent.....	1	Gaspé.....	887
Laprairie.....	306	Hochelaga.....	4
Lasalle.....	169	Hull.....	1,615
L'Assomption.....	740	Huntingdon.....	1,032
La Tuque.....	342	Iberville.....	368
Laurentides.....	1	Iles de la Madeleine.....	11
Lauzon.....	213	Jacques-Cartier.....	628
Laval des Rapides.....	100	Joliette.....	624
Laval sur Lac.....	5	Kamouraska.....	541
Lennoxville.....	434	Labelle.....	1,260
Louisville.....	102	Lac St. Jean.....	1,299
Magog.....	577	Laprairie.....	541
Maple Grove.....	6	L'Assomption.....	740
Marieville.....	183	Laval.....	1,391
Megantic.....	128	Levis.....	767
Mercier.....	1	L'Islet.....	561
Montmagny.....	296	Lotbinière.....	805
Montreal—East.....	194	Maskinonge.....	294
Montreal—North.....	126	Matane.....	921
Montreal—West.....	323	Matapédia.....	475
Montreal—South.....	60	Megantic.....	779
Mont Royal.....	125	Missisquoi.....	1,557
Nicolet.....	79	Montcalm.....	731
Noranda.....	35	Montmagny.....	376
Pte. aux Trembles.....	141	Montmorency.....	529
Pointe Claire.....	258	Napierville.....	535
Port Alfred.....	109	Nicolet.....	843
Quebec West.....	19	Papineau.....	1,000
Richmond.....	341	Pontiac.....	1,259
Rigaud.....	111	Portneuf.....	1,385
Rimouski.....	284	Quebec.....	1,040
Roberval.....	300	Richelieu.....	249
Rouyn.....	156	Richmond.....	1,316
Scotstown.....	91	Rimouski.....	467
Ste. Agathe des Monts.....	198	Rouville.....	990
Ste. Anne de Bellevue.....	270	Saguenay.....	62
St. Jerome.....	615	Shefford.....	937
St. Joseph d'Alma.....	119	Sherbrooke.....	304
St. Laurent.....	518	Soulanges.....	656
St. Leonard de Port Maurice.....	110	Stanstead.....	1,577
St. Michel.....	126	St. Hyacinthe.....	461
St. Ours.....	29	St. Jean.....	365
St. Pierre.....	190	St. Maurice.....	433
Ste. Rose.....	260	Temiskaming.....	374
Ste. Therese.....	258	Temiscouata.....	1,098
St. Tite.....	54	Terrebonne.....	1,133
Terrebonne.....	262	Thetford Mines.....	888
Trois Pistoles.....	76	Vaudreuil.....	885
Victoriaville.....	504	Vercheres.....	463
Waterloo.....	296	Wolfe.....	751
Windsor.....	188	Yamaska.....	512
<i>Counties—</i>		<i>Ontario—</i>	
Abitibi.....	471	<i>Cities—</i>	
Argenteuil.....	1,170	Belleville.....	2,461
Arthabaska.....	522	Brantford.....	4,357
Bagot.....	693	Chatham.....	3,059
Beauce.....	1,475	Fort William.....	2,577
Beauharnois.....	392	Galt.....	2,183
Bellechasse.....	515	Guelph.....	3,089
Berthier.....	511	Hamilton.....	19,653
Bonaventure.....	879	Kingston.....	3,085
Brome.....	1,428	Kitchener.....	4,333
Chambly.....	636	London.....	11,336
Chumplain.....	1,001	Niagara Falls.....	4,102
Charlevoix.....	647	North Bay.....	1,636
Chateauguay.....	1,178	Oshawa.....	4,605
Chicoutimi.....	493	Ottawa.....	13,768
Deux-Montagnes.....	1,248	Owen Sound.....	1,897
Dorchester.....	793	Peterborough.....	3,289

TABLE 8.—REGISTRATIONS IN CITIES AND TOWNS—*Continued*

	Passenger Cars		Passenger Cars
	No.		No.
<i>Ontario—Continued</i>		<i>Ontario—Concluded</i>	
<i>Cities—Concluded</i>		<i>Counties—Concluded</i>	
Port Arthur.....	2,372	Thunder Bay.....	1,139
Sarnia.....	3,382	Victoria.....	4,708
Sault Ste. Marie.....	3,307	Waterloo.....	6,499
St. Catharines.....	3,999	Welland.....	7,302
St. Thomas.....	3,305	Wellington.....	5,903
Stratford.....	2,701	Wentworth.....	5,512
Toronto.....	96,588	York.....	16,283
Welland.....	2,517		
Windsor.....	10,762		Passenger Cars and Trucks
Woodstock.....	2,870		No.
<i>Counties—</i>		<i>Manitoba—</i>	
Algoma.....	2,450	<i>Cities—</i>	
Brant.....	3,518	Brandon.....	2,101
Bruce.....	6,468	Portage la Prairie.....	950
Carleton.....	4,409	St. Boniface.....	1,529
Dufferin.....	2,902	Winnipeg.....	24,505
Dundas.....	2,710	Winnipeg Suburbs—	
Durham.....	3,843	Brooklands.....	88
Elgin.....	5,135	Fort Garry.....	514
Essex.....	15,550	Kildonan East.....	716
Frontenac.....	3,006	Kildonan West.....	479
Glenagarry.....	1,949	St. James.....	1,228
Grenville.....	2,307	St. Vital.....	936
Grey.....	6,806	Tuxedo.....	106
Haldimand.....	4,472		
Haliburton.....	495	<i>Towns—</i>	
Halton.....	4,511	Beausejour.....	149
Hastings.....	7,011	Birtle.....	99
Huron.....	8,110	Boissevain.....	143
Kenora.....	1,009	Carberry.....	120
Kent.....	8,990	Carman.....	235
Lambton.....	7,410	Dauphin.....	458
Lanark.....	4,530	Deloraine.....	163
Leeds.....	5,154	Emerson.....	146
Lennox and Addington.....	2,959	Gladstone.....	108
Lincoln.....	4,267	Grandview.....	101
Manitoulin.....	710	Hartney.....	74
Middlesex.....	9,617	Killarney.....	162
Muskoka.....	2,363	Melita.....	144
Nipissing.....	2,671	Minnedosa.....	240
Norfolk.....	5,096	Morden.....	239
Northumberland.....	4,607	Morris.....	102
Ontario.....	5,606	Neepawa.....	291
Oxford.....	7,085	Oak Lake.....	75
Parry Sound.....	2,507	Rapid City.....	107
Peel.....	4,783	Rivers.....	90
Perth.....	5,459	Russell.....	101
Peterborough.....	3,318	Selkirk.....	305
Prescott.....	1,907	Souris.....	140
Prince Edward.....	3,095	Stonewall.....	161
Rainy River.....	1,408	Swan River.....	171
Renfrew.....	5,054	The Pas.....	84
Russell.....	1,657	Transcona.....	396
Simcoe.....	11,336	Virden.....	303
Stormont.....	3,400	Winnipeg Beach.....	53
Sudbury.....	2,456		
Temiskaming.....	4,252		

TABLE 8.—REGISTRATIONS IN CITIES AND TOWNS—*Concluded*

	Passenger cars	Taxi cabs	Trucks	Motor cycles
	No.	No.	No.	No.
<i>Saskatchewan—</i>				
Regina.....	6,797	126	1,243	38
Saskatoon.....	5,404	80	894	40
Moose Jaw.....	2,665	37	424	52
Prince Albert.....	1,091	19	169	3
Weyburn.....	769	5	166	—
Swift Current.....	894	14	232	5
North Battleford.....	808	13	111	—
Yorkton.....	727	6	77	—
<i>Alberta—</i>				
<i>Cities—</i>				
Calgary.....	13,298			
Edmonton.....	11,737		Included in passenger cars	
Lethbridge.....	2,229			
Medicine Hat.....	1,573			
Wetaskiwin.....	871			
Red Deer.....	920			
Other places.....	66,941			

	Passenger cars	Trucks	Motor cycles
	No.	No.	No.
<i>British Columbia—</i>			
Alberni.....	515	134	—
Anyox.....	7	12	—
Ashcroft.....	167	62	3
Atlin.....	18	6	—
Clinton.....	100	22	1
Cranbrook.....	1,526	269	1
Cumberland.....	1,740	463	6
Duncan.....	1,314	323	20
Fernie.....	851	152	2
Fort Fraser.....	305	100	1
Golden.....	218	68	4
Grand Forks.....	332	101	4
Greenwood.....	211	53	—
Kamloops.....	1,709	435	10
Kaslo.....	93	20	—
Lillooet.....	124	49	2
Merritt.....	319	86	3
Nanaimo.....	2,449	622	24
Nelson.....	1,395	376	24
New Denver.....	175	39	1
New Westminster.....	8,976	2,037	101
Penticton.....	1,532	410	14
Pouce Coupe.....	227	109	—
Prince George.....	513	122	1
Prince Rupert.....	310	233	6
Princeton.....	390	86	2
Queen Charlotte.....	13	7	—
Quesnel.....	201	54	—
Revelstoke.....	574	112	7
Rossland.....	1,055	199	46
Salmon Arm.....	2	2	—
Smithers.....	409	120	3
Stewart.....	59	36	4
Vancouver.....	31,672	5,683	689
Vernon.....	3,160	914	16
Victoria.....	14,949	2,582	275
Williams Lake.....	284	77	1
Wilmer.....	171	59	1

	Passenger Cars	Trucks	Other commercial vehicles	Motor cycles
	No.	No.	No.	No.
<i>Yukon Territory—</i>				
Dawson.....	66	17	7	4
Whitehorse.....	39	23	4	—
Mayo.....	30	14	6	7

Revenues from Motor Vehicles.—The total revenues collected by the several provinces from owners and operators of motor vehicles during 1929 amounted to \$41,256,441, including \$18,744,968 from gasoline tax and \$22,511,473 from licences, fees, mileage tax, etc., and fines for infractions of the motor vehicle acts in five of the provinces where such fines were credited to the Motor Vehicle Branch.

All the provinces were imposing a tax on gasoline consumed by motor vehicles, the rates being 3 cents per gallon in British Columbia, Saskatchewan and Manitoba, and 5 cents in all the other provinces, Ontario and Alberta having increased the rate from 3 to 5 cents on March 29 and June 1, respectively. During the present year (1930) Manitoba and British Columbia have also increased the rate to 5 cents per gallon. The largest increase was in Ontario where the tax was \$3,890,214 more than for 1928. In New Brunswick where the rate was increased from 3 to 5 cents per gallon on December 1, 1928, the revenue was practically doubled and in Prince Edward Island where the increase went into effect on April 1, 1928, the revenue from the gasoline tax increased from \$62,164 to \$108,156, or by 74 per cent. The amount \$89,189, reported in the 1928 report, was the gross receipts including refunds.

Manitoba showed both the lowest rate of increase, 5·7 per cent, and the smallest increase in revenue, \$39,686, the same rate, 3 cents per gallon, being levied throughout both 1928 and 1929. Also in Saskatchewan and British Columbia, where no change in rates was made, the revenues showed increases of only 10 per cent and 20 per cent, respectively, as against an increase of 75 per cent in Alberta where the rate was increased to 5 cents on June 1, 1929.

The gasoline tax revenue for any province is influenced by four factors, (a) the rate, (b) the number of cars registered in the province, (c) the number of tourists from both the United States and other provinces purchasing gasoline, and (d) the extent to which motor vehicles are operated, which in turn is affected by the climate and road conditions. While the practice of operating motor cars throughout the winter is becoming more common in the large cities, snow is still an obstacle in many cities and towns and in some provinces makes it practically impossible to operate on many rural highways during some of the winter months.

TABLE 9.—SUMMARY OF REVENUES

	Revenues from Registration				Gasoline Tax				Total Revenues			
	1929	1928	Increase	Per cent Increase	1929	1928	Increase	Per cent Increase	1929	1928	Increase	Per cent Increase
	\$	\$	\$		\$	\$	\$		\$	\$	\$	
Prince Edward Island.....	115,414	99,495	15,919	16.0	108,156	62,165	45,991	74.0	223,570	161,660	61,910	38.3
Nova Scotia.....	933,703	780,087	153,616	19.7	712,159	561,024	151,135	27.0	1,645,862	1,341,111	304,751	22.7
New Brunswick.....	781,834	744,566	37,268	5.0	499,907	250,585	249,322	100.0	1,281,741	995,151	286,590	28.8
Quebec.....	4,895,022	4,131,341	763,681	18.5	3,535,861	2,774,401	761,460	27.4	8,430,883	6,905,742	1,525,141	22.1
Ontario*.....	8,025,844	6,597,798	1,428,046	21.7	8,497,594	4,607,380	3,890,214	84.5	16,523,438	11,205,178	5,318,260	47.4
Manitoba.....	1,047,885	938,907	108,978	11.6	738,800	699,114	39,686	5.7	1,786,685	1,638,021	148,664	9.1
Saskatchewan.....	2,407,000	2,181,118	225,882	10.3	1,431,809	1,299,666	132,143	10.2	3,838,809	3,480,784	358,025	10.3
Alberta.....	2,211,663	1,687,757	523,906	31.0	2,148,419	1,226,953	921,466	75.0	4,360,082	2,914,710	1,445,372	49.6
British Columbia.....	2,090,812	1,841,328	249,484	13.5	1,072,263	892,141	180,122	20.2	3,163,075	2,733,469	429,606	15.7
Yukon.....	2,296	1,879	417	22.2	—	—	—	—	2,296	1,879	417	22.2
Canada.....	22,511,473	19,004,276	3,507,197	18.4	18,744,968	12,373,429	6,371,539	51.5	41,256,441	31,377,705	9,878,736	31.5

*Revenue figures for Ontario are for fiscal year ended October 31, 1929.

TABLE 10.—IMPORT DUTIES AND EXCISE TAXES (EXCLUSIVE OF SALES TAX)
COLLECTED ON MOTOR VEHICLES AND PARTS, CALENDAR YEAR 1929

IMPORT DUTIES		\$
Tire casings.....		95,601 41
Inner tubes.....		2,795 46
Solid tires.....		15,372 53
Auto engines.....		2,525,423 34
Automobiles, freight.....		1,346,714 41
Automobiles, passenger.....		7,579,574 86
Automobile parts.....		11,369,307 73
Motor cycles.....		92,000 71
Motor vehicles, n.o.p.....		44,604 41
Motor cycles and vehicle parts.....		13,747 02
Total.....		23,085,141 88
EXCISE TAXES		
Domestic automobiles.....		793,063 45
Imported automobiles.....		1,869,211 13
Total.....		2,652,274 58
Grand Total.....		25,737,416 46

TABLE 11.—REVENUES, 1929

	Canada	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	(1) Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Passenger Automobiles.....	-	102,385	705,541	582,811	131,837	4,986,419	861,476	1,917,431	1,829,046	1,578,008	1,300
Motor Trucks.....	-	9,139	129,757	-		(2) 1,746,126	91,842	315,215		404,146	520
Motor Buses.....	-	-	-	-		-	-	(3) 27,005		-	30
Taxi Cabs.....	-	-	-	-	3,489,809	-	-	22,667	1,447	-	-
Motor Cycles.....	-	77	-	942		13,631	2,859	1,656		7,104	33
Tractors.....	-	-	4,008	-		-	-	-		-	160
Trailers.....	-	-	-	-	725	39,591	-	-	-	2,987	-
Road Machines, Flushers, etc.....	-	-	-	-		-	-	-		-	30
Ambulances and Hearses.....	-	-	-	-		-	-	-		-	-
Chauffeurs' Licences.....	-	288	24,634	18,260	222,240	141,901	27,983	9,495	10,880	23,895	-
Other Drivers' Licences.....	-	515	42,127	(4) 33,604	1,027,035	485,483	22,623	-	68,130	25,653	-
Dealers' Licences—Passenger.....	-	-	-	7,757	(5)	59,887	16,864	59,630	30,698	19,450	-
M. Truck.....	-	812	9,658	-	(5)	7,896					-
M. Cycle.....	-	-	-	-	(5)	145					-
Garage Licences.....	-	-	-	775	(5)	26,955	-	227	735	135	-
Gasolene Station Licences.....	-	-	-	1,025	285	10,590	-	-	-	-	-
In-transit Licences.....	-	-	-	-	-	18,728	-	170	-	-	-
Duplicate Cards and Badges.....	-	-	-	-	2,778	13,594	342	2,031	1,627	3,313	-
Transfer of Cars.....	-	-	9,957	-	31,267	189,630	17,977	60,550	28,449	26,041	12
Mileage tax on Motor Buses.....	-	-	2,267	-	20,592	152,789	-	-	6,265	-	-
Mileage tax on Motor Trucks.....	-	-	-	-	217	36,784	-	-	8,571	-	-
Fines.....	-	-	3,908	4,098	100,086	95,348	-	-	23,112	-	-
Miscellaneous.....	-	2,198	1,846	-	713	347	5,918	13,590	-	80	211
Total.....	22,511,473	115,414	933,703	781,834	4,895,022	8,025,844	1,047,885	2,407,000	2,211,663	2,090,812	2,296
Gasolene tax.....	18,744,968	108,156	712,159	499,907	3,535,861	8,497,594	738,800	1,431,809	2,148,419	1,072,263	No tax
Grand Total.....	41,256,441	223,570	1,645,862	1,281,741	8,430,883	16,523,438	1,786,685	3,838,809	4,360,082	3,163,075	2,296

(1) Revenue figures for Ontario are for fiscal year November 1, 1928 to October 31, 1929.

(2) Includes \$73,652 for convertible trucks in Ontario.

(3) Includes Dealers' General Livery.

(4) All owners in New Brunswick required to pay fee of \$1.00 for an operator's licence in 1929.

(5) Included with revenue from motor vehicle registrations.

Gasolene Consumption.—Below is a table showing the gasolene, as reported by the provincial motor vehicle branches, consumed by motor vehicles on the highways and also the total including gasoline on which refunds were made.

A division of the gasolene consumed by motor vehicles by the number of registered motor vehicles in the respective provinces gives some indication of the influence of the factors of time operated and mileage made by local cars and purchases for cars from other provinces and from the United States. With no comprehensive information on the extent of interprovincial motor travel, on the consumption by United States touring motor vehicles by provinces, and on the practice of storing cars during the winter months, the effect of these factors cannot be measured. An estimate of the total mileage travelled by all motor vehicles on Canadian highways and streets can be made from this total consumption of 482,715,157 imperial gallons which will be around 8 billion miles using an average of 17 miles per gallon. The National Automobile Chamber of Commerce of the United States uses averages for passenger automobiles ranging from 13·19 miles per U.S. gallon to 17·53 miles per U.S. gallon, which are equivalent to 15·83 miles and 21·04 miles per imperial gallon and an unweighted average of 18 miles per imperial gallon. Of course trucks and buses would make smaller average mileages per gallon, but passenger cars constitute over 85 per cent of all registered cars in Canada and motor vehicles from the United States are practically all passenger cars.

TABLE 12.—GASOLENE CONSUMPTION, 1929

Province	By motor vehicles	Average number of gallons per registered motor vehicle*	For all uses†
	Gallons	Gallons	Gallons
Prince Edward Island.....	2,163,119	352	2,478,181
Nova Scotia.....	16,971,086	424	17,284,990
New Brunswick.....	9,998,140	314	10,469,682
Quebec.....	70,717,218	417	77,054,230
Ontario.....	229,062,240	421	292,191,523
Manitoba.....	24,626,656	316	34,765,203
Saskatchewan.....	47,726,980	366	78,456,744
Alberta.....	45,707,605	459	50,208,495
British Columbia.....	35,742,113	374	38,316,179
Total.....	482,715,157	404	601,225,227

*These are affected by the purchases for local cars and also purchases by touring motorists from other provinces and the United States.

†Includes gasolene consumed by farm tractors, stationary gasolene engines, industrial use, etc. on which the gasolene tax was refunded.

Tourist Automobiles.—Under the regulations of the Department of National Revenue, 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 1929" which estimates the expenditures by United States automobile tourists in Canada at \$208,744,000 and the expenditures of Canadian automobile tourists in the United States at \$65,055,000 compared with \$183,576,000 and \$57,186,000, respectively, for 1928. 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 \$79,759,000 and \$10,685,000, respectively, in 1929 and the estimated expenditures by Canadians departing to other countries by train were \$26,163,000 and by boat, \$20,083,000. Out of a total expenditure in Canada by tourists from other countries in 1929 of \$299,188,000, 70 per cent was by automobile tourists, and of a total expenditure by Canadian tourists in other countries of \$111,301,000, or 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 13 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 1928, 1927 and 1926, and table 14 shows the 1929 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 in 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 13.—SUMMARY OF TOURIST AUTOMOBILES, 1926-1929

At Ports in	Year	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.....	1929	158,860	39,034	58	27,872
	1928	144,901	32,269	53	34,701
	1927	136,172	23,457	634	48,893
	1926	51,024	14,878	367	9,434
Quebec.....	1929	203,668	319,942	215	145,714
	1928	193,811	271,871	91	98,534
	1927	191,438	190,261	655	105,370
	1926	97,354	164,047	376	55,352
Ontario.....	1929	2,922,536	582,128	836	283,250
	1928	2,253,334	507,957	871	236,606
	1927	2,000,399	413,938	1,496	227,758
	1926	1,289,412	263,114	2,112	164,069
Manitoba.....	1929	33,333	15,166	15	15,375
	1928	34,488	13,653	6	18,989
	1927	18,957	10,871	94	20,084
	1926	25,386	9,544	39	14,989
Saskatchewan.....	1929	15,780	5,863	10	17,736
	1928	11,904	5,938	28	10,762
	1927	4,317	5,764	251	7,946
	1926	4,199	3,038	1,031	2,661
Alberta.....	1929	23,215	6,350	2	2,795
	1928	8,164	4,231	77	2,086
	1927	6,252	3,276	9	1,697
	1926	6,746	2,830	26	1,416
British Columbia.....	1929	59,196	122,531	71	126,830
	1928	52,135	109,626	47	118,193
	1927	52,552	92,831	176	84,181
	1926	47,060	93,449	217	98,466
Canada.....	1929	3,416,588	1,091,014	1,207	619,572
	1928	2,698,737	945,545	1,173	519,871
	1927	2,410,087	740,398	3,315	495,929
	1926	1,521,181	*550,906	*4,168	346,387

*In 1926 permits were issued for (a) one day, (b) for two days to thirty days, and (c) exceeding one month and not more than six months.

TABLE 14.—TOURIST AUTOMOBILES, 1929

	Admitted for Period			Exported for touring purposes
	Not exceeding 24 hours	Not exceeding 60 days	Exceeding 60 days and not more than 6 months	
<i>Maritime Provinces—</i>				
<i>Prince Edward Island—</i>				
Charlottetown.....	—	3	—	—
Souris.....	—	—	1	—
Summerside.....	—	—	1	—
<i>Nova Scotia—</i>				
Annapolis Royal.....	—	—	4	—
Digby.....	—	1	—	—
Halifax.....	—	106	3	19
Truro.....	—	—	7	—
Yarmouth.....	—	1,662	22	113
<i>New Brunswick—</i>				
Andover.....	19,627	3,250	—	275
Arrostock Jet.....	442	7	—	56
Bloomfield.....	1,928	227	2	15
Centreville.....	9,067	816	1	655
Chair.....	4,804	997	—	713
Connors.....	486	111	—	64
Debec.....	123	7	—	—
Edmundston.....	3,357	1,703	—	193
Fosterville.....	3,221	196	—	82
Four Falls.....	4,721	349	—	12
Grand Falls.....	14,879	2,462	—	181
Milltown.....	—	290	—	66
McAdam Jet.....	—	22	—	2
Richmond Road.....	34,487	7,736	—	1,113
River de Chute.....	6,356	424	—	27
St. Andrews.....	—	1	—	—
St. Croix.....	10,000	1,059	—	285
St. Hilaire.....	452	48	—	32
St. John.....	—	168	13	14
St. Leonards.....	43,386	4,202	3	22,157
St. Stephen.....	1,524	13,180	—	1,798
Woodstock.....	—	7	1	—
Total.....	158,860	39,034	58	27,872
<i>Quebec—</i>				
Abercorn.....	18,223	7,751	3	12,687
Armstrong.....	146	15,750	—	4,955
Athelstan.....	—	485	—	7
Beebe Jet.....	5,301	553	—	77
Cantic.....	139	5,654	2	2,235
Clarenceville.....	778	775	2	448
Comin's Mills.....	10,237	6,537	—	918
Covey Hill.....	—	1,289	—	393
Dundee.....	5,082	11,296	—	3,607
Estcourt.....	9	3	—	1
Franklin Centre.....	—	987	—	297
Frelighsburg.....	8,688	8,602	—	1,308
Frontier.....	304	208	—	771
Hemmingford.....	—	5,493	—	2,916
Herdman.....	621	7,637	3	3,186
Hereford Road.....	20,574	9,853	—	5,523
Highwater.....	13,416	9,852	—	4,860
Lacolle.....	9,145	82,549	16	25,005
Mansonville.....	2,834	776	2	2,729
Montreal.....	—	220	35	148
Noyan.....	4,958	11,775	—	1,895
Philipsburg.....	3,850	51,229	—	6,407
Rock Island.....	51,207	30,237	24	35,123
Stanhope.....	14,340	16,049	—	15,040
St. Andre Road.....	6,031	5,266	—	3,132
St. Agnes de Dundee.....	77	39	1	68
St. Armand.....	5,072	1,098	—	218
St. Camille.....	—	14	127	—

TABLE 14.—TOURIST AUTOMOBILES, 1929—*Continued*

	Admitted for Period			Exported for touring purposes
	Not exceeding 24 hours	Not exceeding 60 days	Exceeding 60 days and not more than 6 months	
<i>Quebec—Concluded</i>				
St. Pamphile.....	9	—	—	4
St. Regis.....	16,312	1,484	—	752
St. Zacharie.....	—	1,301	—	418
Trout River.....	6,315	25,180	—	10,586
Total.....	203,068	319,942	215	145,714
<i>Ontario—</i>				
Aultsville.....	1,874	3,557	4	2,052
Bridgeburg.....	968,072	141,002	164	104,055
Brockville.....	4,129	9,116	5	2,600
Cobourg.....	1	158	1	13
Courtright.....	2,526	1,109	—	168
Fort Frances.....	33,947	1,558	—	807
Fort William.....	—	79	1	4
Gananoque.....	16	5,005	5	815
Kingston.....	12	1,055	15	244
Morrisburg.....	613	1,354	—	1,102
Niagara Falls.....	817,086	178,021	260	97,276
Pigeon River.....	381	10,036	—	2,928
Port Arthur.....	—	26	—	36
Port Dover.....	52	1,059	—	116
Port Lambton.....	5,337	1,292	—	468
Port Stanley.....	99	1,676	—	95
Prescott.....	10,552	13,050	1	7,535
Rainy River.....	713	379	—	1,230
Rockport.....	77	5,641	—	515
Sarnia.....	40,509	46,440	4	12,101
Sault Ste. Marie.....	14,209	6,507	6	1,343
Sombra.....	3,041	852	—	327
Toronto.....	—	540	34	100
Waukeganville.....	276,053	29,379	160	3,360
Walpole Island.....	1,495	193	—	34
Windsor.....	741,742	123,044	176	43,926
Total.....	2,922,536	582,128	836	283,250
<i>Manitoba—</i>				
Bannerman.....	835	30	—	16
Cartwright.....	890	232	—	790
Crystal City.....	1,481	184	—	113
Deloraine.....	368	254	—	579
Emerson.....	11,313	11,703	11	10,113
Gretna.....	9,255	428	—	181
Haskett.....	1,307	113	—	379
Killarney.....	2,213	824	—	830
Lyleton.....	823	24	2	703
Melita.....	963	826	—	575
Mowbray.....	702	183	—	30
Piney.....	1,194	254	—	625
Snowflake.....	1,388	18	2	49
South Jct.....	102	7	—	9
Sprague.....	82	8	—	25
Waskada.....	417	78	—	358
Total.....	33,333	15,166	15	15,375
<i>Saskatchewan—</i>				
Bengough.....	62	382	—	155
Big Muddy.....	289	63	1	407
Climax.....	202	651	—	743
East Poplar River.....	853	459	—	1,316
Elmore.....	1,841	192	—	45
Estevan.....	3,597	411	—	1,467
Marienthal.....	2,586	640	—	2,437
Northgate.....	1,303	213	—	76

TABLE 14.—TOURIST AUTOMOBILES, 1929—*Concluded*

	Admitted for Period			Exported for touring purposes
	Not exceeding 24 hours	Not exceeding 60 days	Exceeding 60 days and not more than 6 months	
<i>Saskatchewan—Concluded</i>				
North Portal.....	3,929	1,817	2	8,453
Shunavon.....	9	8	—	81
Sybouts.....	333	84	6	223
Val Marie.....	61	194	—	163
West Poplar River.....	530	436	1	944
Willow Creek.....	185	313	—	1,226
Total.....	15,780	5,863	10	17,736
<i>Alberta—</i>				
Aden.....	344	69	—	12
Cardston.....	7	14	—	—
Carway.....	1,031	3,863	—	1,401
Coutts.....	21,009	2,045	2	1,021
Medicine Hat.....	—	2	—	—
Twin Lakes.....	233	74	—	141
Wild Horse.....	591	283	—	220
Total.....	23,215	6,350	2	2,795
<i>British Columbia—</i>				
Aldergrove.....	2,775	5,828	—	5,815
Boundary Bay.....	6,172	3,460	—	27,239
Bridlesville.....	—	243	—	333
Carson.....	2,417	1,562	—	231
Cascade City.....	8,038	299	—	1,056
Douglas.....	8,805	7,167	—	5,888
Huntingdon.....	18,737	115	1	14,550
Kingsgate.....	—	3,928	5	5,028
Midway.....	1,622	7	—	67
Myncester.....	1,397	20	—	173
Nelway.....	330	2,633	—	1,678
Newgate.....	1,132	401	—	243
New Westminster.....	—	15	1	—
Osoyoos.....	1,339	3,223	—	3,857
Pacific Highway.....	3,597	78,045	—	54,040
Paterson.....	—	1,833	—	1,920
Reosville.....	1,838	869	—	184
Rykerts.....	863	1,393	2	1,269
Sidney.....	—	2,677	1	1,081
Similkameen.....	133	107	—	241
Vancouver.....	1	234	30	82
Victoria.....	—	8,463	31	1,847
Waneta.....	—	9	—	8
Total.....	59,196	122,531	71	126,830
Grand Total.....	3,416,588	1,091,014	1,207	619,572

Accidents.—The preliminary figures for 1929 and final vital statistics for 1928-1926 show increases each year in the number of persons killed by automobile accidents and also increases in the number killed per registered motor vehicle. Whereas the registered motor vehicles increased by 4.3 per cent between 1926 and 1929, the number of deaths from automobile accidents increased by 114 per cent, thus making the number of deaths per 10,000 motor vehicles 10.82 in 1929 as against 7.23 in 1926, an increase of 50 per cent.

Tables 15-16-17-18 show the number of deaths from automobile accidents by months, by cities of 30,000 population and over, by provinces, and the average number per 10,000 registered motor vehicles in each province for 1922-

1929. These averages are affected by the average number of days each year all motor vehicles are operated and also by the increase densities from touring cars from other provinces and from the United States. Although the Dominion averages are affected by United States cars in Canada which are increasing each year and, consequently, increase the density of traffic which is apparently a very important factor in automobile accidents, each provincial average is affected also by the operation of cars from other provinces. The effect of these factors cannot be measured and, therefore, correct comparisons between provinces are difficult. A comparison of deaths from automobile accidents per million gallons of gasoline consumed by motor vehicles, as shown in table 19, does give some weight to the factor of tourist cars from outside each province and also to the factor of average number of days per year each motor vehicle is operated and to the number of cars registered in each province. Whereas on the basis of 10,000 registered motor vehicles, Quebec shows the largest number of fatalities with an average of 19.05, British Columbia was second with 12.23, Ontario third with 10.12 and Manitoba fourth with 8.74, on the basis of gasoline consumption, which is more or less equivalent to miles travelled, New Brunswick showed the largest number of deaths per million gallons of gasoline with an average of 4.601. Quebec was second with 4.567, Nova Scotia was third with 3.594, British Columbia was fourth with 3.273, Manitoba was fifth with 2.761, and Ontario was sixth with 2.405.

The data on deaths in cities of 30,000 and over for 1928 have been revised except for Victoria, Windsor and Regina, and all the data for 1929 are subject to revision in the final report on vital statistics.

TABLE 15.—DEATHS RESULTING FROM AUTOMOBILE ACCIDENTS BY MONTHS

—	Total	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1929 ⁽¹⁾	1,294	41	27	42	66	107	132	192	168	174	156	133	56
1928.....	1,082	29	25	30	55	74	92	131	145	136	158	106	101
1927.....	865	16	19	34	49	67	98	121	111	138	92	58	62
1926.....	606	17	13	12	27	51	56	84	92	91	91	37	35
1925.....	425	6	8	14	26	37	39	63	62	49	50	47	24
1924 ⁽²⁾	340	16	7	10	14	34	32	44	45	32	47	41	18
1923 ⁽²⁾	355	3	2	4	17	26	36	56	43	49	47	35	39
1922 ⁽²⁾	237	11	7	11	10	17	22	25	24	21	41	28	20

TABLE 16.—DEATHS RESULTING FROM AUTOMOBILE ACCIDENTS REPORTED BY CITIES OF OVER 30,000 POPULATION

—	1929 ⁽¹⁾	1928	1927	1926
Montreal.....	151	109	126	81
Toronto.....	107	81	87	45
Winnipeg.....	25	24	18	18
Vancouver.....	45	42	34	22
Hamilton.....	36	29	23	20
Ottawa.....	26	17	17	12
Quebec.....	17	10	14	10
Calgary.....	11	13	8	6
London.....	16	13	9	6
Edmonton.....	10	8	7	5
Halifax.....	14	10	5	5
St. John.....	5	2	4	—
Victoria ⁽²⁾	10	5	Not included	
Windsor ⁽²⁾	17	19		
Regina ⁽²⁾	8	5		

⁽¹⁾ Preliminary vital statistics.⁽²⁾ Quebec not included.⁽³⁾ Unrevised data.

TABLE 17.—DEATHS RESULTING FROM AUTOMOBILE ACCIDENTS

Year	Canada	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia
TOTAL NUMBER										
1929 ⁽¹⁾	1,294	1	61	46	323	551	68	56	71	117
1928.....	1,082	2	40	31	279	437	53	74	75	91
1927.....	865	2	31	25	252	387	32	24	35	77
1926.....	606	1	28	11	183	242	27	21	33	60
1925.....	(1)425	2	26	20	No reports	256	32	18	26	45
1924.....	(1)340	1	13	16	"	205	17	16	16	56
1923.....	(2)355	2	24	20	"	208	18	19	22	42
1922.....	(2)237	1	16	11	"	103	25	20	22	39

TABLE 18.—AVERAGE PER 10,000 REGISTERED MOTOR VEHICLES

1929 ⁽¹⁾	10.82	0.16	1.52	1.44	19.05	10.12	8.74	4.30	7.12	12.23
1928.....	10.05	0.37	1.13	1.04	18.79	8.90	7.45	6.08	8.40	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.....	(2)7.50	0.68	1.14	1.05	—	7.44	6.25	2.28	4.78	7.95
1924.....	(2)6.00	0.39	0.63	0.80	—	6.64	3.84	2.26	3.13	11.52
1923.....	(2)6.93	0.80	1.31	1.19	—	7.40	4.24	2.82	5.11	10.23
1922.....	(2)5.25	0.46	0.99	0.80	—	4.28	5.92	3.26	5.41	11.30

TABLE 19.—AVERAGE PER MILLION GALLONS OF GASOLINE, 1929

—	Canada	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia
Gallons of gasoline consumed by motor vehicles.....	482,715,157	2,163,119	16,971,086	9,998,140	70,717,218	229,062,240	24,626,656	47,726,980	45,707,605	35,742,113
Deaths from automobile accidents.....	1.294	1	61	46	323	551	68	56	71	117
Deaths per million gallons of gasoline.....	2.681	.462	3.594	4.601	4.567	2.405	2.761	1.173	1.553	3.273

Statistics on automobile accidents have been compiled by Nova Scotia and Quebec and a summary for these provinces is shown in table 20. As yet there has been no standard method adopted for classifying automobile accidents and, consequently, it is difficult to tabulate these statistics for comparative purposes.

TABLE 20.—MOTOR VEHICLE ACCIDENTS

Causes	Quebec	Nova Scotia		
	Number of accidents	Number of accidents	Number of persons	
			Killed	Injured
Recklessness of operator.....	6,179	965	35	526
Operating too fast.....	1,923	284	9	186
Intoxication.....	208	24	—	6
Inattention.....	—	293	7	123
Other.....	4,048	364	19	211
Carelessness of pedestrians.....	1,157	208	20	158
Child.....	—	140	13	100
Adult.....	—	68	7	58
Carelessness of passenger.....	54	3	1	1
Defective equipment.....	472	132	5	88
Lights.....	87	18	2	7
Brakes.....	194	13	—	7
Glaring headlights.....	149	10	—	5
Other.....	42	91	3	69
Other causes.....	2,843	148	3	49
Total.....	10,705	1,456	64	822

(1) Preliminary vital statistics.

(2) Quebec not included.

There will be differences generally in the number of fatalities recorded for automobile accidents by the police and those shown in the vital statistics, and it will be noted that the data in table 21 for the large cities do not agree with the fatalities shown in the vital statistics, due mainly to method of reporting. For vital statistics, all deaths occurring in a city, or reported from a city, are charged to that city irrespective of where the accident occurred, whereas the police report only accidents occurring within the boundaries of the city.

All urban police departments did not keep records of the automobile accidents and consequently the data in table 21 are not complete for urban municipalities in any province or for the Dominion. Also, there is no complete record of the number of persons injured, but using these incomplete police records and increasing them in the same ratio as the vital statistics increase the fatalities, the indications are that over 40,000 persons were injured in automobile accidents in Canada in 1929.

TABLE 21.—MOTOR VEHICLE ACCIDENTS REPORTED BY URBAN POLICE DEPARTMENTS

	Persons	
	Killed	Injured
<i>Prince Edward Island—</i>		
Charlottetown.....	—	10
<i>Nova Scotia—</i>		
Amherst.....	2	30
Glace Bay.....	1	7
New Glasgow.....	—	1
New Waterford.....	1	5
Springhill.....	—	5
Sydney Mines.....	—	2
Total.....	4	50
<i>New Brunswick—</i>		
Chatham.....	2	6
Fredericton.....	1	—
Moncton.....	—	36
St. John.....	3	81
Total.....	6	123
<i>Quebec—</i>		
Cap de la Madeleine.....	1	4
Chicoutimi.....	—	3
East Angus.....	—	1
Granby.....	2	6
Grand Mere.....	1	12
Hull.....	2	235
Jonquiere.....	1	15
Lachine.....	4	20
La Tuque.....	—	9
Levis.....	1	4
Magog.....	4	10
Montreal.....	52	2,021
Outremont.....	4	51
Quebec.....	8	118
St. Jerome.....	1	—
St. Lambert.....	—	16
Sherbrooke.....	1	15
Sorel.....	—	8
Thetford Mines.....	2	5
Three Rivers.....	1	15
Valleyfield.....	1	—
Verdun.....	—	76
Westmount.....	3	47
Total.....	91	2,691

TABLE 21.—MOTOR VEHICLE ACCIDENTS REPORTED BY URBAN POLICE DEPARTMENTS—*Continued*

	Persons	
	Killed	Injured
<i>Ontario—</i>		
Arnprior.....	—	6
Barrie.....	—	9
Belleville.....	—	1
Brampton.....	2	9
Brockville.....	—	17
Carleton Place.....	2	7
Chatham.....	1	40
Cobalt.....	—	3
Cobourg.....	—	7
Cornwall.....	—	3
Dundas.....	—	5
Eastview.....	—	12
Port William.....	—	51
Galt.....	—	36
Guelph.....	5	23
Hamilton.....	24	809
Hawkesbury.....	1	—
Kenora.....	—	6
Kingston.....	2	21
Kitchener.....	5	102
Lindsay.....	—	9
London.....	3	229
Midland.....	1	6
New Toronto.....	3	10
Niagara Falls.....	1	97
North Bay.....	1	10
Oshawa.....	1	65
Ottawa.....	10	187
Owen Sound.....	—	9
Paris.....	—	3
Pembroke.....	1	11
Penetanguishene.....	—	1
Peterborough.....	2	9
Port Arthur.....	3	35
Port Colborne.....	1	25
Port Hope.....	2	7
St. Catharines.....	1	122
St. Thomas.....	—	11
Sandwich.....	—	17
Sarnia.....	1	27
Sault Ste. Marie.....	2	11
Simcoe.....	—	5
Smith's Falls.....	1	2
Stratford.....	1	26
Sturgeon Falls.....	—	3
Sudbury.....	2	47
Thorold.....	2	4
Toronto.....	67	1,602
Trenton.....	1	—
Walkerville.....	1	67
Waterloo.....	—	5
Welland.....	—	48
East Windsor.....	—	82
Windsor.....	12	379
Woodstock.....	1	20
Total.....	163	4,367
<i>Manitoba—</i>		
Brandon.....	—	12
Dauphin.....	—	11
Portage la Prairie.....	—	2
St. Boniface.....	2	60
Winnipeg.....	14	991
Total.....	16	1,076

TABLE 21.—MOTOR VEHICLE ACCIDENTS REPORTED BY URBAN POLICE DEPARTMENTS—*Concluded*

	Persons	
	Killed	Injured
<i>Saskatchewan—</i>		
Moose Jaw.....	—	12
North Battleford.....	—	11
Regina.....	2	98
Saskatoon.....	1	671
Weyburn.....	—	6
Yorkton.....	—	2
Total.....	3	800
<i>Alberta—</i>		
Calgary.....	8	343
Edmonton.....	7	171
Lethbridge.....	—	7
Medicine Hat.....	3	37
Total.....	18	558
<i>British Columbia—</i>		
Kamloops.....	—	4
Nelson.....	—	20
New Westminster.....	3	50
North Vancouver.....	—	10
Vancouver.....	40	1,557
Victoria.....	7	116
Total.....	50	1,757
Grand Total.....	351	11,432

SUMMARY

Prince Edward Island.....	—	10
Nova Scotia.....	4	50
New Brunswick.....	6	123
Quebec.....	91	2,691
Ontario.....	163	4,367
Manitoba.....	16	1,076
Saskatchewan.....	3	800
Alberta.....	18	558
British Columbia.....	50	1,757
Total.....	351	11,432

The reports from railways show 98 persons killed and 404 persons injured at highway crossings during 1929, as against 150 persons killed and 417 injured in 1928 and 73 killed and 299 injured in 1927. The rural crossings show by far the greater number of fatalities, 84 persons being killed at rural crossings in 1929 as against 18 at urban crossings and, of these 84, there were 14 persons killed at rural crossings protected by bells. The statistics do not show how many of these crossings had wigwags or other visible signals. The hazards at railway crossings are affected by the density of traffic over the railways, but the only known factor of the density is the number of railway crossings, which, on December 31, 1929, amounted to 1,338 urban and 1,230 rural protected crossings and 3,585 urban and 25,188 rural unprotected crossings. These include a few crossings on Canadian railways in the United States. The percentage of fatal accidents is greater at rural crossings than at urban crossings which is undoubtedly due to greater average speed of both trains and motor vehicles.

Table 22 shows the number of drivers' licences which were cancelled during 1929 for infraction of provincial motor vehicle laws. Nova Scotia was the only province giving an exhaustive analysis of the reasons, but, for the other provinces, as much detail as possible is shown in the table.

TABLE 22.—DRIVERS' LICENCES CANCELLED, 1929

Reason for Cancellation	Canada	Prince Edward Island	Nova Scotia	New Brun- swick	Quebec	Ontario	Mani- toba	Sas- katche- wan	Alberta	British Colum- bia	Yukon
Intoxication.....	-	9	51	-	-	726	150	12	(Suspended 13 Cancelled 8 Suspended 70	-	Drivers' licences not required
Reckless driving.....	-	15	16	-	-	1,071	-	3	-	-	
Convicted under Liquor Act.....	-	-	-	-	-	-	-	9	-	-	
Convicted of vagrancy.....	-	-	-	-	-	-	-	3	-	-	
Miscellaneous.....	-	-	-	-	-	86	-	-	-	-	
Not stated.....	-	-	-	100	545	-	-	-	-	15	
Intemperate habits.....	-	-	5	-	-	-	-	-	-	-	
Unfit to operate a motor vehicle.....	-	-	8	-	-	-	-	-	-	-	
Failing to report an accident.....	-	-	2	-	-	-	-	-	-	-	
Operating at excessive rate of speed.....	-	-	1	-	-	-	-	-	-	-	
Involved in series of accidents.....	-	-	1	-	-	-	-	-	-	-	
Theft of cars.....	-	-	1	-	-	-	-	-	-	-	
Physical disability.....	-	-	1	-	-	-	-	-	-	-	
Operating under age.....	-	-	3	-	-	-	-	-	-	-	
Allowing unregistered person to operate car.....	-	-	3	-	-	-	-	-	-	-	
Involved in serious accident.....	-	-	1	-	-	-	-	-	-	-	
Allowing intoxicated person to operate car.....	-	-	1	-	-	-	-	-	-	-	
Infringement of motor carrier act.....	-	-	2	-	-	-	-	-	-	-	
Involved in fatal accident.....	-	-	3	-	-	-	-	-	-	-	
Failing to stop after an accident.....	-	1	-	-	-	-	-	-	-	-	
Total cancelled.....	2,851	25	98	100	545	1,883	150	27	8	15	
Total suspended.....	394	-	72	-	-	-	-	-	83	239	

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 almost 250 per cent between 1917 and 1929, the number of automobiles produced increasing 180 per cent, and the total value of all production, including parts, increasing by over 220 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 and in 1929 dropped to 204,967 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 23—PRODUCTION OF AUTOMOBILES IN CANADA SUBDIVIDED AS BETWEEN PASSENGER CARS AND TRUCKS, 1904-1929

Year	Passenger cars*		Trucks		Total	
	Number	Selling value at plant	Number	Selling value at plant	Number	Selling value at plant
		\$		\$		\$
1904-1916.....	Not available separately				135,000	100,000,000
1917.....	Not available separately				93,810	54,466,273
1918.....	75,089	57,265,213	7,319	5,855,200	82,408	63,120,413
1919.....	79,936	63,810,168	7,899	5,119,652	87,835	68,929,820
1920.....	83,970	80,558,204	10,174	8,153,517	94,144	88,711,721
1921.....	61,098	53,561,415	5,148	3,843,288	66,246	57,404,703
1922.....	92,838	67,226,654	8,169	5,232,405	101,007	72,459,059
1923.....	127,976	78,282,372	19,226	8,941,011	147,202	87,223,383
1924.....	114,537	70,609,960	18,043	8,125,916	132,580	78,735,876
1925.....	135,573	86,158,773	26,397	12,234,486	161,970	98,393,259
1926.....	166,887	106,000,203	37,840	16,629,334	204,727	122,629,537
1927.....	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
1929.....	203,307	134,023,280	59,318	29,474,395	262,625	163,497,675

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

TABLE 24—HISTORICAL SUMMARY OF THE AUTOMOBILE MANUFACTURING INDUSTRY IN CANADA, 1917-1929

Year	Number of plants	Capital employed	Average number of employees	Salaries and wages	*Cost of materials at works	†Value of products 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	37,058,645	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	110,835,380
1926.....	11	82,791,968	11,905	19,650,804	89,372,095	133,588,456
1927.....	11	88,831,668	11,063	18,862,846	88,451,757	128,700,514
1928.....	(a) 14	97,056,328	16,749	29,548,114	114,892,190	162,867,495
1929.....	(a) 17	98,378,301	16,435	26,864,808	120,329,612	177,315,593

*Duty drawback has been deducted.
(a) Includes three assembly plants.

†Includes parts made in auto factories.

TABLE 25—IMPORTS OF AUTOMOBILES AND PARTS INTO CANADA DURING THE CALENDAR YEARS, 1917-1929

Year	Passenger cars		Trucks		*Parts value	Total value
	Number	Value	Number	Value		
		\$		\$	\$	\$
1917.....	15,825	10,738,425	831	1,132,532	(a) 7,555,535	19,426,492
1918.....	9,190	7,148,647	1,622	2,019,618	(a) 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	8,292,443	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	54,847,334
1927.....	32,826	26,904,209	3,804	4,638,207	31,852,100	63,394,516
1928.....	40,226	32,527,641	7,182	8,305,235	48,839,955	89,672,831
1929.....	39,446	32,605,958	5,278	6,817,176	44,772,091	84,195,225

(a) Item for 1917 and 1918 reads "automobiles and motor vehicles, parts, of, n.o.p."
Does not include automobile engines.

TABLE 26—EXPORTS OF AUTOMOBILES AND PARTS FROM CANADA DURING THE CALENDAR YEARS, 1917-1929

Year	Passenger cars		Trucks		Auto-mobile parts	Total
	Number	Value	Number	Value		
		\$		\$	\$	\$
1917.....	(b) 9,492	4,561,875	(a) (a)	(a)	2,035,769	6,597,644
1918.....	(b) 10,361	5,076,076	(a) (a)	(a)	919,738	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	21,059,574	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
1929.....	64,863	29,824,433	36,848	14,831,006	2,350,232	47,005,671

(a) Included under passenger cars. (b) Includes trucks.

TABLE 27—APPARENT CONSUMPTION OF AUTOMOBILES IN CANADA, 1917-1929

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	254	62,536
1922	101,007	11,591	37,958	268	74,372
1923	147,202	11,822	69,920	438	88,666
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
1929	262,625	44,724	101,711	671	204,967

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 28 gives a summary of the limitations of gross weights per vehicle, table 29 gives a summary of the fees charged by each province, and table 30, a summary of the speed limits permitted on the highways in each province. These speed limits do not apply to incorporated cities, towns or villages which, by by-laws, fix their own speed limits. Table 31 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' licences, period of exemption granted to non-residents, and dates on which motor vehicle registration expires.

TABLE 28—SUMMARIES OF STATUTORY LIMITATIONS OF GROSS WEIGHTS PER VEHICLE, 1929

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; 8½ 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 15,000 lbs. per axle if 8 ft. apart. 12,000 lbs. if less than 8 ft. on class A roads. 8-6 and 5 tons respectively on class B roads.
Manitoba	Municipal restrictions may be enacted. 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 29.—FEES FOR REGISTRATIONS AND LICENCES OF MOTOR VEHICLES IN EFFECT IN PROVINCES AND CANADIAN NATIONAL PARKS, 1929

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	Free.....	Not issued.....	\$32 for permit with 3 sets of markers; additional markers, \$2 per set.
Nova Scotia.....	\$1.90 per cwt. or fractions thereof, minimum \$15.30.	\$1.35 per cwt. or fraction thereof less 10% (chassis only), minimum \$17.10.	\$ 7 20 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.....	\$0.85 per cwt.; Registration fee, \$5.	Commercial vehicles of gross weight up to 3,000, 6,000, and 8,000 pounds, \$1.15, \$1.75, \$2.00 respectively when equipped with pneumatic tires, and \$1.75, \$2.25, \$3.00 respectively when equipped with non-pneumatic tires. Registration fee, \$5.	\$3 registration \$5 tax.	\$2 00 Registration fee \$2.	\$1 00	\$5.....	\$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.	Same as for garage.
Ontario.....	To 25 h.p.....\$ 5 To 35 h.p.....10 Over 35 h.p.....20		\$3 00	\$2 original, \$1 renewal.	\$1 00	Class A \$10..... Class B \$ 5.....	Passenger—\$20 per set of markers.
		Ton weight†		If equipped wholly with pneumatic tires	If equipped wholly or in part with solid tires		
		Up to 3 tons.....		\$ 15 00	\$ 24 00		Commercial—based on combined weight and carrying capacity of the largest truck dealt in. Minimum \$20; additional markers, per set, \$6.
		More than 3 tons and up to 4.....		24 00	36 00		
		“ 4 “ 5.....		40 00	45 00		
		“ 5 “ 6.....		54 00	60 00		
		“ 6 “ 7.....		63 00	70 00		
		“ 7 “ 8.....		72 00	80 00		
		“ 8 “ 9.....		90 00	117 00		
		“ 9 “ 10.....		100 00	130 00		
		“ 10 “ 11.....		132 00	154 00		
		“ 11 “ 12.....		144 00	168 00		

†Plus \$1.00 for markers.

Manitoba.....	Wheel base of 100", \$9; each 5" additional, \$2.50; over 9 years old and 100" wheelbase, \$9.	Ton unit One ton and under, \$10 00 Each additional ton, 10 00	\$5 00	\$2 00	\$1 00	Not issued.....	\$20 for one set of plates; \$15 for each additional set of plates.
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	\$8 00 motor attachment bicycle, \$3.	\$5 00	Not issued....	Livery† \$23 to \$43. \$1.00	\$40 in three chief cities; \$30 in other cities; \$25 in incorporated towns; \$20 in other places; \$20 for additional markers.
Alberta.....	Wheel base of 100", \$15; each 5" additional, \$2.50; exceeding 135", \$35.	Same as passenger car..	\$2 00	\$3 00	\$.50	\$5.00.....	\$10 and \$20 for each motor vehicle which can be used.
British Columbia....	Weight added to value, 2,500 units, \$16.90; for each 100 units additional 67½c., plus \$10 registration fee for first registration only. Licence fee reduced quarterly.	Same as passenger car..	\$5.65 and \$5 first registration.	\$5 00	Driver's licence \$1 (duplicates 25c.)	Not issued.....	\$25 for one set of markers; \$10 for each additional set.
Yukon.....	\$10.....	\$10.....	\$3 00	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.

¶Pleasure vehicles for hire included with commercial vehicles.

TABLE 30.—LIMITS OF SPEED FIXED BY PROVINCIAL STATUTES FOR MOTOR VEHICLES, AS IN EFFECT DURING 1929

(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.....	15 miles per hour at curves—level railway crossings.....	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	15	20	15
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.....	Trucks loaded 25 miles per hour—light 35 miles per hour. Other vehicles when passing in opposite directions 35 miles per hour.....				
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 31.—ADMINISTRATIVE PROVISIONS OF MOTOR VEHICLE LEGISLATION OF THE PROVINCES, IN FORCE DURING 1929

Province	Registrar or Official in Charge	Requirements for Owners' and Chauffeurs' Licences	Period of Exemption granted to non-residents	Date of Expiry of Registrations and Licences
Prince Edward Island....	H. R. Stewart, Deputy Provincial Secretary-Treasurer, Charlottetown.	Chauffeur must furnish certificates of competence and character and be 18. Driver must be 16.	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. Chauffeur of autobus must be 21.	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 licence.	Ninety days to cars with Canadian licences; thirty days to cars with foreign licences.	December 31.
Manitoba.....	E. W. Watts, Chairman, Manitoba Tax Commission, Winnipeg.	Chauffeur must be 18 and pass examination. Driver must be 16. Driver of vehicle exceeding 2½ tons must be 21.	Reciprocal.....	"
Saskatchewan.....	S. D. E. Flexman, Superintendent Motor Licence 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:—

Injuring
persons by
furious
driving.

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.

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

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.

Unlawfully
taking
motor car.

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.

Driving
motor car
while
intoxicated.

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.

Minimum
sentence
for stealing
automobile.

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.*

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 licence 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 racquets, 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.

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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