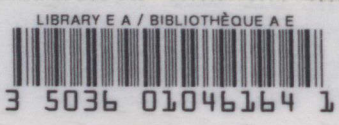


1. A license on commercial vehicles, which varies and is dependent on the maximum weight that may be transported by any vehicle.
2. A license on passenger cars of from \$10.00 to \$20.00 a vehicle.
3. An operator's license of \$5.00, which lasts for five years.
4. A bus mileage tax dependent on the mileage that commercial buses travel.
5. A fuel oil of .12¢ a gallon for gasoline and .14¢ a gallon for diesel fuel.

British Columbia:

There are no specific taxes or development loans now in effect in the province for highway construction, and all capital expenditure is paid out of current income. Vote appropriations are made by the Legislature annually for the fiscal period April 1 to March 31. Treasury appropriations, of course, expire at the completion of each fiscal year.



Saskatchewan:

Provincial highways in Saskatchewan are financed from the consolidated revenues of the province. Road grants to the local governments are provided from the same source. Revenues deriving from road-fuel taxes and vehicle-license fees are deposited to the consolidated fund. There is no deduction or direct allocation of these revenues to road improvements.

Bond issues, loans, or specific taxes have not been used in Saskatchewan for provincial road financing for many years. Local government financing of roads is mainly from general revenues and provincial grants. Debenture issues have been used rather infrequently.

Alberta:

Alberta has embarked on an extensive highway-construction programme, the payment for which has been made chiefly from revenue from the development of natural resources. During this period there have been no borrowings and no special tax levied for the construction of highways. However, there are certain charges against motor vehicles common to all provinces and, in so far as Alberta is concerned, the revenue from these charges is deposited in the general fund and are not earmarked for any specific purpose. These revenues are: