PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

SUPERINTENDENT OF MOTOR-VEHICLES

FOR THE YEAR

1946

VICTORIA, B.C.:
Printed by Don McDiarmid, Printer to the King's Most Excellent Majesty.
1948.

To His Honour CHARLES A. BANKS,

Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to submit the report of the Superintendent of Motor-vehicles for the year 1946.

GORDON S. WISMER,

Attorney-General.

Attorney-General's Department,

Victoria, B.C., December 31st, 1947.

VICTORIA, B.C., December 31st, 1947.

The Honourable the Attorney-General,
Parliament Buildings, Victoria, B.C.

SIR,—I have the honour to enclose herewith the annual report of the Motor-vehicle Branch for the year 1946.

I have the honour to be,
Sir,
Your obedient servant,

GEORGE A. HOOD,
Superintendent of Motor-vehicles.

Report of the Superintendent of Motor-vehicles, 1946.

The Honourable Gordon S. Wismer, K.C.,
Attorney-General, Victoria, B.C.

SIR,—I have the honour to submit my annual report for the year 1946.

With the manufacturers of motor-vehicles completing the reconversion of their plants for the manufacture of motor-vehicles for civilian use and the influx of persons into this Province from other places, many of whom brought their motor-vehicles with them, motor-vehicles being registered for the first time in this Province this year totalled 16,491, an increase of 8,389 (303 per cent.) in passenger motor-vehicles and 3,473 (186.6 per cent.) in commercial motor-vehicles. Of the number of passenger motor-vehicles registered for the first time in this Province, 6,840 were new and 4,317 had been licensed elsewhere, while of the number of commercial motor-vehicles registered for the first time in this Province, 4,381 were new and 953 had been licensed elsewhere.

During the licence-year 1945 the total of used motor-vehicles registered for the first time in this Province was 3,035 and consisted of 2,590 passenger motor-vehicles and 445 commercial motor-vehicles. This year 5,270 of such motor-vehicles were registered for the first time in this Province, an increase of 2,235 or 173.6 per cent., and these consisted of 4,317 passenger motor-vehicles and 953 commercial motor-vehicles.

These motor-vehicles were brought into this Province from the following places:—

Place.	Passenger.		Commercial.	
Alberta	1,307		415	
Saskatchewan	962		282	
Manitoba	630		96	
New Brunswick	29		-----	
Nova Scotia	35		6	
Ontario	926		59	
Prince Edward Island	6		-----	
Quebec	123		1	
Yukon	8		34	
Total used-car registrations (Canadian)		4,026		893
Arizona	1		-----	
California	85		10	
Canal Zone	2		-----	
Colorado	2		-----	
Columbia	1		-----	
Florida	8		-----	
Georgia	1		-----	
Hawaii	1		-----	
Idaho	3		2	
Illinois	5		1	
Indiana	4		-----	
Iowa	3		-----	
Louisiana	1		-----	
Maine	1		-----	
Michigan	9		2	

Place.	Passenger.	Commercial.
Minnesota	9	-----
Massachusetts	3	-----
Montana	6	4
Nebraska	2	-----
Nevada	2	-----
New Mexico	2	-----
New Jersey	2	-----
New York	4	-----
North Dakota	2	-----
Ohio	2	1
Oregon	28	1
South Carolina	2	1
Texas	2	1
Utah	-----	1
Vermont	1	-----
Virginia	1	-----
Washington	90	36
Wisconsin	3	-----
Total used-car registrations (United States)	288	60
England	3	-----
Total used-car registrations, 1946 licence-year	4,317	953

In addition to the motor-vehicles being registered for the first time in this Province, licences were issued to 97,920 passenger motor-vehicles and 32,785 commercial motor-vehicles which had been previously licensed in this Province, a total of 130,705, making a grand total of 147,196, which is an increase of 14,914 (11.2 per cent.) over the number licensed during the previous year.

An increase has also been recorded in all types of licences and permits issued during the year 1946, with the exception of additional plates issued for motor-dealers' licences and duplicate motor-vehicle licences.

The following particulars of the increases and decreases registered this year as compared with last year shows the sharp increase recorded in connection with the majority of licences and permits:—

INCREASE.

	Number.	Per Cent.
Passengers (new registration)	8,389	303.0
Passengers (renewals)	9,656	9.7
Commercial (new registrations)	3,473	186.6
Commercial (renewals)	1,785	5.8
Non-resident touring motor-vehicle permits	479	20.1
Non-resident special motor-vehicle permits	66	25.9
Non-resident commercial motor-vehicle permits	10	3.4
Permits for temporary operation	254	133.7
Motor-cycle licences	532	21.2
Trailer licences	1,902	30.3
Original motor-dealers' licences	112	48.5
Original motor-cycle dealers' licences	6	200.0
Salesmen's licences	157	81.3
Transfers	9,887	21.1

	Number.	Per Cent.
Chauffeurs' Class "A" licences	696	32.7
Chauffeurs' Class "B" licences	940	37.2
Chauffeurs' Class "C" licences	8,254	33.7
White drivers' licences (original)	5,319	35.3
White drivers' licences (renewals)	16,549	10.8
Chauffeurs' drivers' licences (original)	1,925	72.5
Chauffeurs' drivers' licences (renewals)	5,957	26.8
Salesmen's drivers' licences (original)	3	300.0
Salesmen's drivers' licences (renewals)	57	36.1
Permits to minors	1,198	20.8
Learners' licences	1,165	40.5
Learners' permits	91	9.4
DECREASES.		
Additional plates, motor-dealers' licences	9	4.0
Motor-vehicle duplicate licences	340	12.2

For purposes of comparison a statement of the licences, permits, etc., issued under the "Motor-vehicle Act" during the licence-years 1939 to 1946, inclusive, is given in the following table:—

COMPARATIVE STATEMENT OF LICENCES, PERMITS, ETC., ISSUED DURING THE LICENCE-YEARS 1939 TO 1946, INCLUSIVE.

Licences issued.	1939.	1940.	1941.	1942.	1943.	1944.	1945.	1946.
Motor-vehicles—								
Passenger (new)	9,213	9,608	8,543	3,237	2,526	2,509	2,768	11,157
Passenger (renewal)	87,524	91,844	96,867	97,345	96,394	96,554	96,653	97,920
Total passenger	96,737	101,452	105,410	100,582	98,920	99,063	99,421	109,077
Passenger substitutional licences	.....	.....	.....	.....	.....	.....	495	672
Commercial (new)	2,209	2,603	3,652	3,870	2,198	1,857	1,861	5,334
Commercial (renewal)	21,203	21,735	23,016	25,214	28,948	31,036	31,000	32,785
Total commercial	23,412	24,338	26,668	29,084	31,146	32,893	32,861	38,119
Commercial substitutional licences	.....	.....	.....	.....	.....	.....	837	1,279
Total motor-vehicles	120,149	125,790	132,078	129,666	130,066	131,956	132,282	147,196
Total substitutional licences	.....	.....	.....	.....	.....	.....	1,332	1,951
Duplicate motor-vehicle licences	3,926	4,213	4,139	2,919	3,332	2,697	2,790	2,450
Non-resident touring motor-vehicle permits	7,546	6,015	7,159	2,456	1,741	1,837	2,374	2,853
Non-resident special motor-vehicle permits	530	503	541	250	174	203	255	321
Non-resident commercial motor-vehicle permits	425	292	280	961	330	184	298	308
Permits for temporary operation	87	115	112	141	158	143	190	444
Motor-cycles—								
New	197	478	337	981	237	184	306	761
Renewal	1,741	1,776	2,084	2,246	3,069	2,950	2,200	2,277
Substitutions	40	48	63	35	18	22	45	55
Total motor-cycles	1,938	2,254	2,421	3,227	3,306	3,134	2,506	3,038
Trailers	3,549	3,753	4,165	4,169	5,041	5,539	6,276	8,178
Substitutional licences	10	27	24	19	19	17	39	45
Duplicate licences	.....	.....	.....	.....	.....	.....	8	2

COMPARATIVE STATEMENT OF LICENCES, PERMITS, ETC., ISSUED DURING THE LICENCE-YEARS 1939 TO 1946, INCLUSIVE—*Continued.*

Licences issued.	1939.	1940.	1941.	1942.	1943.	1944.	1945.	1946.
Motor-dealers—								
Original licences	322	321	294	228	189	230	231	343
Additional plates	450	437	412	250	203	227	224	215
Substitutional plates	19	23	19	6	5	4	6	11
Original motor-cycle dealer licences	.....	8	11	6	2	3	3	9
Additional motor-cycle dealer licences	.....	4	5	1	1	.....	.....	2
Salesmen's licences	650	612	538	319	180	193	193	350
Salesmen's duplicate licences	3	3	.....	.....	1	1	.....	.....
Temporary operation of motor-dealers	.....	.....	.....	.....	.....	.....	.....	92
Transfers—								
Passengers	.....	.....	.....	.....	.....	.....	35,794	42,094
Commercial	.....	.....	.....	.....	.....	.....	8,932	11,686
Motor-cycle	.....	.....	.....	.....	.....	.....	1,918	2,585
Trailers	.....	.....	.....	.....	.....	.....	197	363
Total transfers	64,325	72,388	68,604	47,677	53,822	49,566	46,841	56,728
Chauffeurs—								
Original Class " A "	911	1,020	1,184	1,310	1,465	1,713	2,130	2,826
Substitutional Class " A "	6	8	9	11	13	12	26	57
Original Class " B "	1,307	1,333	1,507	1,685	1,770	1,925	2,529	3,469
Substitutional Class " B "	8	21	26	37	31	17	44	108
Original Class " C "	9,601	10,880	14,355	17,478	19,367	19,388	24,474	32,728
Substitutional Class " C "	38	66	91	127	150	60	49	123
Duplicate chauffeurs	.....	.....	.....	.....	.....	.....	41	153
Drivers—								
Original	11,764	14,282	14,364	11,691	11,435	11,588	15,076	20,395
Renewal	136,610	141,387	145,592	140,456	134,169	137,038	153,141	169,922
Duplicate	2,865	2,607	2,184	1,805	1,439	1,266	1,676	2,378
Original chauffeurs	299	548	992	1,856	2,615	1,531	2,655	4,580
Renewal chauffeurs	9,610	10,038	12,637	14,420	16,383	18,515	22,228	28,185
Original salesmen	6	7	6	.....	.....	.....	.....	3
Renewal salesmen	532	499	477	290	154	142	158	215
Permits to minors	5,351	7,025	7,266	5,413	4,808	4,835	5,760	6,958
Duplicate permits to minors	127	173	134	262	437	305	438	366
Learners' licences	4,530	6,163	5,203	2,585	2,282	2,258	2,879	4,044
Learners' permits to minors	1,389	1,754	5,203	778	784	785	968	1,059
Search fees	80,930	163,335	75,320	40,782	34,434	1,530	124,624	41,604

DISTRIBUTION OF MOTOR-VEHICLES.

While 79.1 per cent. of the motor-vehicles licensed during 1945 were licensed at Coast points and 20.9 per cent. were licensed at Interior points, 115,055 (78.1 per cent.) were licensed at Coast points and 32,141 (21.9 per cent.) at Interior points this year.

The issuance of motor-vehicle licences according to issuing office is shown in the following table:—

1946 Motor-vehicle Licences issued according to Issuing Offices.

	Passenger Motor-vehicles.				Commercial Motor-vehicles.				
	Used.	New.	Re-newal.	Total.	Used.	New.	Re-newal.	Total.	Grand Total.
Vancouver	1,500	3,291	35,478	40,269	102	1,649	8,597	10,348	50,617
Victoria	572	974	19,431	20,977	137	672	6,375	7,184	28,161
New Westminster	950	740	16,812	18,502	193	548	4,911	5,652	24,154
Nanaimo	85	245	2,589	2,919	16	142	854	1,012	3,931
Vernon	121	140	2,081	2,342	32	115	1,255	1,402	3,744
Kelowna	183	87	1,756	2,026	49	82	941	1,072	3,098
Nelson	84	151	1,682	1,917	15	112	1,027	1,154	3,071
Duncan	47	107	1,952	2,106	9	77	582	668	2,774
Penticton	86	132	1,728	1,946	21	90	713	824	2,770
Rossland	55	149	1,628	1,832	15	81	530	626	2,458
Kamloops	38	89	1,270	1,397	10	76	707	793	2,190
Cumberland	31	96	1,543	1,670	6	53	408	467	2,137
Cranbrook	76	99	1,211	1,386	50	117	518	685	2,071
Pouce Coupe	68	47	663	778	62	74	772	908	1,686
Alberni	53	75	1,119	1,247	9	65	299	373	1,620
Prince George	28	74	621	723	29	77	402	508	1,231
Salmon Arm	38	5	658	701	17	16	337	370	1,071
Oliver	36	26	579	641	10	37	369	416	1,057
Fernie	107	31	533	671	83	35	221	339	1,010
Powell River	5	25	565	595	1	12	219	232	827
Prince Rupert	14	38	397	449	4	25	300	329	778
Fort Fraser	2	12	302	316	2	10	276	288	604
Princeton	6	22	307	335	8	20	169	197	532
Grand Forks	7	15	308	330	1	18	177	196	526
Williams Lake	4	10	251	265	1	14	237	252	517
Smithers	12	21	262	295	.....	13	193	206	501
New Denver	12	3	245	260	1	9	191	201	461
Revelstoke	5	19	289	313	3	15	120	138	451
Quesnel	6	33	212	251	3	24	140	167	418
Lillooet	6	7	243	256	1	7	146	154	410
Golden	15	18	194	227	19	22	111	152	379
Windermere	11	5	166	182	11	10	139	160	342
Merritt	3	8	209	220	2	4	96	102	322
Greenwood	5	4	142	151	2	11	110	123	274
Ashcroft	1	7	145	153	1	5	73	79	232
Clinton	4	9	111	124	3	6	89	98	222
Creston	35	19	32	86	23	27	52	102	188
Kaslo	5	2	76	83	1	5	41	47	130
Barkerville	1	5	83	89	1	3	34	38	127
Atlin	.....	.....	24	24	.....	2	22	24	48
Stewart	.....	.....	23	23	.....	1	23	24	47
Telegraph Creek	.....	.....	.....	.....	.....	.....	9	9	9
Totals	4,317	6,840	97,920	109,077	953	4,381	32,785	38,119	147,196

As the mail issuance out of the Victoria office to points outside the Victoria area this year included 5,224 passenger motor-vehicle licences and 1,484 commercial motor-vehicle licences, the totals of 20,977 passenger motor-vehicle licences and 7,184 commercial motor-vehicle licences shown as being issued at the Victoria office are not the number of motor-vehicles in the Victoria area, which amounted to 15,753 passenger motor-vehicles and 5,700 commercial motor-vehicles, a total of 21,453.

Motor-vehicle licences issued by mail from the Victoria office to persons residing outside the Victoria area were as follows:—

	Passenger.	Commercial.
Vancouver	2,934	549
New Westminster	140	23
Vancouver Island and Islands	703	218
Balance of Province	1,408	623
Out of Province	39	71
Totals	5,224	1,484

REVENUE.

The gross revenue collected this year from licences, permits, and fees under the "Motor-vehicle Act," with the exception of fees for drivers' examinations, amounted to $3,509,918.56, an increase of $512,043.75 over the amount so collected during the previous licence-year. Of this amount, $2,595,456.64 (73.9 per cent.) was collected through the offices of this Branch, as follows:—

Vancouver	$1,261,731.90
Victoria	596,132.56
New Westminster	560,751.03
Nelson	72,908.53
Trail	52,213.42
Kamloops	51,719.20
Total	$2,595,456.64

The balance of $914,461.92 was collected through the various Government Agencies throughout the Province and Police Detachments collecting and reporting through such Agencies.

During the same period the amount collected for drivers' examinations was $27,099, an increase over the previous year of $5,817 or 27.3 per cent. Of this amount, $11,785 (43.5 per cent.) was collected by the Vancouver Motor Licence Office, $5,156 (19.1 per cent.) by the New Westminster Motor Licence Office and sub-offices of the same at Mission and Chilliwack, and $10,158 (37.4 per cent.) by the Victoria Motor Licence Office and travelling units working at different points throughout the Province and reporting to such office.

An additional amount of $10,275.85 was also collected by the headquarters office at Victoria in connection with the registration of documents under the "Bills of Sale Act," "Conditional Sales Act," "Mechanics' Lien Act," and the "Companies Act," and searches, etc., made thereunder. This was an increase of $3,670.35 (55.5 per cent.) over the amount so collected during the previous year.

Refunds made this year showed a decrease of 141 (8.4 per cent.), the total number being 1,524 as compared with 1,665 last year. While seasonal refunds under section 50 of the "Motor-vehicle Act" showed a slight increase of 17 (3.2 per cent.), refunds made on relinquished licences under section 13 of the "Motor-vehicle Act" showed a decrease of 41 (8.9 per cent.) and miscellaneous refunds showed a decrease of 117 (17.2 per cent.) as compared with the previous year.

For purposes of comparison, the following table shows the type of refunds made during the licence-years 1945 and 1946:—

Type of Refund.	1945.		1946.	
	Number.	Amount.	Number.	Amount.
Remitted by Order in Council	6	$164.60	7	$198.76
Licences taken out in error (overcharge, etc.)	195	1,503.35	373	3,653.66
Registration fees paid twice	25	250.00	58	575.00
Supplementary fees (overpaid)	1	.67	.....	.....
Substitution fees (paid in error)	2	3.00	7	13.86
Dealers' licences (relinquished)	3	23.58	4	28.19
Trailer licences (overpaid)	14	128.00	36	209.35
Transfer fees (overpaid)	12	9.00	15	11.25
Drivers' licences and duplicates (paid in error)	399	397.50	29	28.25
Chauffeurs' licences (issued in error)	11	23.50	28	55.00
Drivers' examination fees (paid twice)	1	1.00	2	2.00
Refunds, section 4(4) (*b*)	9	152.01	2	50.00
Sub-total	678	$2,656.21	561	$4,825.32
Relinquishment refunds, section 13(2)	465	$3,707.16	424	$3,727.24
Seasonal refunds, Section 50—				
October 31st, one-third	128	839.30	126	1,025.68
November 30th, one-quarter	324	1,561.33	332	1,677.23
December 31st, one-sixth	70	236.66	81	301.14
Sub-total	987	$6,344.45	963	$6,731.29
Total of refunds	1,665	$9,000.66	1,524	$11,556.61

EXAMINATION OF MOTOR-VEHICLE DRIVERS.

Drivers' examinations were given to 24,989 persons this year, of which 21,602 (86.45 per cent.) were given to male applicants and 3,387 (13.55 per cent.) to female applicants. This was an increase of 4,918 (24.5 per cent.) over the number of drivers' examinations completed last year.

From the following table it will be noted that the percentage of applicants in the various age-groups remains approximately the same, with the exception of male applicants between the ages of 22 and 30 years, in which group an increase of 3.76 per cent. was recorded.

For purposes of comparison, the various age-groups of applicants who were given drivers' examinations in 1945 and 1946 are shown in the following table:—

DRIVERS' EXAMINATIONS ACCORDING TO AGE-GROUP, 1945 AND 1946.

Age-group.	MALE.				FEMALE.			
	1945.		1946.		1945.		1946.	
	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.
15 to 21	4,067	23.4	5,034	23.30	529	19.4	600	17.70
22 to 30	5,947	34.3	8,221	38.06	1,056	38.6	1,301	38.40
31 to 40	3,574	20.6	4,103	19.00	678	24.9	917	27.10
41 to 50	1,869	10.8	2,178	10.08	310	11.3	374	11.08
51 to 60	1,225	7.1	1,298	6.00	129	4.8	154	4.50
61 to 64	326	1.9	374	1.73	21	0.8	32	0.95
65 and over	334	1.9	394	1.83	6	0.2	9	0.27
Total	17,342	100.0	21,602	100.00	2,729	100.0	3,387	100.00

In addition to the regular drivers' examinations, 805 written examinations were given to applicants for Class "A" chauffeurs' licences, an increase of 34.3 per cent. over the number given last year, and 716 road tests were carried out in connection therewith, an increase of 42.3 per cent. Written examinations were also given to 1,769 applicants for Class " B " chauffeurs' licences, an increase of 39.6 per cent., and 1,280 road tests were carried out in connection therewith, an increase of 43.5 per cent. Driving tests were also given to 1,808 minors in connection with their applications for minors' permits, an increase of 28.5 per cent. over last year.

Drivers' examinations were also given to mechanical-transport personnel of the Army and Navy, 234 being given to Army personnel and 32 to Naval personnel. This was a sharp decrease of 79.3 per cent. in the number of such examinations given.

The following is a summary of the work carried out in connection with the examination of motor-vehicle drivers and chauffeurs:—

Place.	Drivers' Examinations.					Road Tests.		Chauffeurs' Examinations.			
	Civilian.		Motor Transport Examinations.					Class A.		Class B.	
	New Applications.	Held-over Papers.	Army.	Navy.	Certificates endorsed.	Drivers' Examinations.	Minors.	Written.	Road Tests.	Written.	Road Tests.
Motor Licence Office, Victoria	3,163	1,354	42	26	130	2,951	176	184	122	398	225
Motor Licence Office, Vancouver	11,788	3,492	120	6	283	9,171	22	302	283	925	689
Motor Licence Office, New Westminster	2,960	789	.....	....	1	2,554	543	87	83	154	119
Motor Licence Office, Mission	1,193	110	.....	....	.....	961	235	25	22	45	32
Travelling Unit No. 2, Nanaimo	1,902	434	.....	....	95	1,913	392	28	50	44	57
Motor Licence Office, Chilliwack	996	303	64	....	67	985	3	44	36	33	23
Travelling Unit No. 4, Kamloops	621	92	4	....	17	420	78	17	12	39	26
Travelling Unit No. 5, Vernon	2,263	332	4	....	4	1,961	279	56	55	48	41
Motor Licence Office, Nelson	479	84	.....	....	.....	307	43	37	32	41	32
Travelling Unit No. 7, Nelson	697	4	.....	....	.....	155	3	11	9	5	5
Travelling Unit No. 9, Northern Run	489	2	.....	....	2	94	2	2	2	3	3
Motor Licence Office, Trail	562	127	.....	....	.....	405	32	12	10	34	28
Totals	27,113	7,123	234	32	599	21,877	1,808	805	716	1,769	1,280

Of the 24,989 persons who completed drivers' examinations during the year, it was found necessary to restrict the drivers' licences of 4,146 (16.5 per cent.) and to refuse to issue drivers' licences to 31. Restrictions were placed on the drivers' licences of 3,510 male licensees, which is 16.2 per cent. of the male applicants, and on the drivers' licences of 636 female applicants, which is 18.7 per cent. of the total female applicants. Of the applications made, it was found necessary to refuse to issue drivers' licences to 28 male applicants and to 3 female applicants.

Particulars of the reasons for the restrictions imposed, as well as for the failures, segregated into age-groups are given in the following table:—

Drivers' Examinations Summary.

Restrictions.

Reason.	Males.								Females.								Grand Total.
	15–21 Years.	22–30 Years.	31–40 Years.	41–50 Years.	51–60 Years.	61–64 Years.	65 Years and over.	Total Males.	15–21 Years.	22–30 Years.	31–40 Years.	41–50 Years.	51–60 Years.	61–64 Years.	65 Years and over.	Total Females.	
Hearing	2	15	11	13	16	11	20	88	.....	.....	2	1	.....	.....	1	4	92
Vision, including glasses	14	25	17	23	14	8	5	106	2	6	1	1	1	.....	.....	11	117
Depth, including glasses	81	150	74	72	53	17	22	469	7	15	10	5	4	1	1	43	512
Periphery, including glasses	18	24	22	22	11	9	2	108	1	5	1	.....	.....	.....	.....	7	115
Diplopia, including glasses	3	4	3	3	.....	.....	1	14	.....	.....	.....	.....	.....	.....	.....	.....	14
Colour	44	53	40	26	9	2	3	177	.....	.....	.....	.....	.....	.....	.....	.....	177
Physical condition	9	30	22	13	13	2	11	100	1	1	4	.....	1	.....	.....	7	107
Reaction time	3	3	5	6	11	7	41	76	1	2	2	1	3	1	1	11	87
Road tests	.....	1	.....	2	11	2	11	27	.....	1	.....	.....	2	.....	.....	3	30
To glasses	338	642	385	266	377	139	198	2,345	79	192	125	70	64	13	7	550	2,895
Totals	512	947	579	446	515	197	314	3,510	91	222	145	78	75	15	10	636	4,146

Failures.

Written examinations	1	2	1	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	4
Vision, including glasses	3	1	4	3	.....	.....	3	14	.....	.....	1	.....	.....	.....	.....	1	15
Physical condition	.....	2	.....	.....	.....	.....	2	4	.....	.....	.....	.....	.....	.....	1	1	5
Road tests	1	1	.....	3	.....	.....	1	6	.....	.....	.....	.....	.....	.....	1	1	7
Totals	5	6	5	6	.....	.....	6	28	.....	.....	1	.....	.....	.....	2	3	31

CONVICTIONS.

A sharp increase of 34.5 per cent. in the number of convictions under the provisions of the "Motor-vehicle Act" and section 285 of the Criminal Code of Canada was recorded this year, there being 6,804 of such convictions, as compared with 5,058 last year.

Of the convictions recorded, 1,061 (15.6 per cent.) were for violations of section 285 of the Criminal Code and 5,743 (84.4 per cent.) were for violations of the provisions of the "Motor-vehicle Act" and regulations thereunder.

Of the total number of convictions reported, 6,075 (89.3 per cent.) were for offences which occurred in municipalities, the balance of 729 (10.7 per cent.) taking place in unorganized territory. This was an increase of 1,548 (34.2 per cent.) in the number of convictions which occurred in municipalities and an increase of 198 (37.3 per cent.) in the number of convictions taking place in unorganized territory over last year.

As will be observed from the following table, two of the outstanding increases were for failing to stop after an accident, under which 104 convictions were recorded, as compared with 60 during 1945, an increase of 44 or 73.3 per cent., and those offences relating to speed, under which 4,530 convictions were recorded, as compared with 2,935 during 1945, an increase of 1,595 or 54.3 per cent.

For purposes of comparison, particulars of the types of convictions reported under the provisions of the "Motor-vehicle Act" and regulations, as well as under section 285 of the Criminal Code, during the years 1943 to 1946, inclusive, are given in the following table:—

CONVICTIONS UNDER "MOTOR-VEHICLE ACT" AND SECTION 285, CRIMINAL CODE, 1943–46.

Offence.	1943.	1944.	1945.	1946.
Failure to stop after accident	32	36	60	104
Unlawfully taking a motor-vehicle	84	83	88	84
Driving a motor-vehicle while intoxicated	33	33	50	63
Failure to obtain motor-vehicle licence or permit, mount same, etc.	14	10	8	18
Failure of dealer to notify *re* sale, misuse of dealers' plates, etc.	2	3	4	1
Operating with "D" plates without salesman's licence or permit	3	1	4	5
Failure to register as a tourist	1	2	1	.....
Employing unlicensed chauffeur	33	44	66	41
No driver's licence or failure to produce same, etc.	621	614	830	881
Failing to take necessary precautions *re* horse-drawn vehicles	2	.....	.....	2
Failing to take necessary precaution *re* street-cars	42	57	50	41
Failing to stop on approach of fire and police patrol	13	11	77	17
Exceeding speed-limit passing schools and playgrounds	834	880	1,251	1,606
Exceeding speed-limit indicated by "speed" signs	471	440	310	653
Driving to common danger, exceeding speed-limit, etc., in cities	1,384	1,235	1,374	2,271
Failing to report accident, etc.	59	52	79	79
Minor operating motor-vehicle without permit	19	57	57	82
Operating motor-cycle with person in front of driver	1	2	1	1
Failing to transfer motor-vehicle, etc.	4	1	1	8
Operating motor-vehicle without motor-vehicle licence	102	70	80	82
Operating motor-vehicle without displaying plates as required	25	56	63	47
Operating motor-vehicle displaying wrong number-plates	21	12	7	13
Using licence belonging to another, refusing to show licence, etc.	43	38	21	41
Driving motor-vehicle as chauffeur without chauffeur's licence or permit	59	75	77	82
Making false statement, permitting another to use licence, etc.	16	11	7	3
Failing to report change in motor-vehicle	1	4	2	4
Operating as dealer without licence	.....	1	.....	.....
Transportation of animals unprotected	1	.....	.....	1
Failure to produce driver's licence to Magistrate, police, etc.	169	142	121	143
Failing to display number-plates unobstructed, clean, etc.	2	1	8	10
Failing to notify *re* change of address	1	2	4	.....
Failing to stop upon request of police	3	2	2	4
Liability of owner	1	.....	1	5

CONVICTIONS UNDER "MOTOR-VEHICLE ACT" AND CRIMINAL CODE—*Continued.*

Offence.	1943.	1944.	1945.	1946.
Driving while driver's licence under suspension	28	37	29	29
Driving without head-lights or improper head-lights	31	28	21	37
Driving without tail-lights, etc.	27	26	10	57
Driving overwidth motor-vehicle without clearance-lights	8	2	2	8
Driving motor-vehicle with defective brakes	25	14	25	27
Driving motor-vehicle with defective horn	4	13	6	20
Driving motor-vehicle without muffler	30	52	23	41
Failing to give required signals on turning or stopping	63	51	151	112
Driving with windshield obstructed	1	.....	1	.....
Driving motor-vehicle without windshield-wiper	.....	1	3	6
Driving motor-vehicle without rear-view mirror	.....	1	.....	6
Driving motor-vehicle without flag or light at end of load	11	3	2	3
Driving motor-vehicle otherwise than as restricted on driver's licence	71	67	74	43
Altering number-plates and use of fictitious plates	3	1	1	1
Operating defective motor-vehicle after ordered off road	.....	.....	2	4
Operating motor-vehicle with improperly mounted or unauthorized fog, spot, or auxiliary lights	.....	.....	2	1
Failing to have proper connection between combination of vehicles (Regulation 3(*p*))	.....	.....	2	2
Failure to submit motor-vehicle for inspection and testing (Regulation 12)	.....	.....	.....	6
Liability of licensees for offences of employees	.....	.....	.....	7
Failure in duty required by persons letting motor-vehicles for hire	.....	.....	.....	2
Totals	4,398	4,273	5,058	6,804

SUSPENSIONS AND CANCELLATIONS.

In addition to the number of licences suspended under the financial responsibility provisions of the "Motor-vehicle Act," it was found necessary to suspend the drivers' licences, or right to obtain drivers' licences, in 1,506 cases. This was an increase of 857 or 132 per cent. over the number it was found necessary to deal with in this manner last year.

Again this year the drivers' licences held by minors were the largest group affected in this way, amounting to 69.3 per cent. of the total, an increase of 176.1 per cent. over last year. There was also an increase of 68.7 per cent. in the number suspended for driving to the common danger; an increase of 36.3 per cent. in the number suspended for driving while intoxicated; an increase of 328.5 per cent. in the number suspended for failing to return to the scene of an accident or report the same, etc.; an increase of 233.3 per cent. in the number suspended for exceeding speed-limits; an increase of 37.5 per cent. in the number who, on examination, proved unfit to operate a motor-vehicle; and an increase of 50 per cent. in the number suspended for failing to appear for examination upon request. The only decrease registered was for those who were charged with manslaughter, the decrease in this instance being 77.7 per cent. as compared with the number so suspended last year.

The reasons for the suspensions imposed, as well as the length of time of such suspensions, are given in the following table:—

Reason.	One Month and under.	One Month.	Two Months.	Three Months.	Four Months.	Six Months.	Nine Months.	One Year.	Two Years.	Three Years.	Indefinite.	Total.
Driving to the common danger and reckless driving	4	39	8	29	2	16	.....	11	5	1	.....	115
Driving to the common danger and reckless driving (accident)	3	28	13	37	1	38	3	28	8	1	.....	160
Driving a motor-vehicle while intoxicated	.....	1	.....	5	.....	11	.....	4	.....	1	.....	22
Driving a motor-vehicle while intoxicated (accident)	.....	.....	2	1	.....	.....	.....	4	.....	1	.....	8
Manslaughter	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	7	9
Making a false statement	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	7
No permit to minor, etc.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,044	1,044
Accidents, failing to return to, report, etc.	1	2	2	5	.....	7	1	8	3	.....	1	30
Exceeding speed-limits	2	19	8	4	.....	5	.....	1	.....	.....	1	40
Not in possession of a driver's licence	.....	1	.....	1	.....	1	.....	1	.....	.....	1	5
Unfit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	22
Failed to appear for examination	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39	39
Taking vehicle without consent of owner	.....	.....	.....	1	.....	.....	.....	1	.....	.....	1	3
Driving while under suspension	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Totals	10	90	33	82	3	79	4	61	16	5	1,123	1,506

It was also found necessary to suspend 1,555 drivers' licences and 802 motor-vehicle licences under the financial responsibility sections of the "Motor-vehicle Act." This is an increase of 582 (59.8 per cent.) in the number of drivers' licences and an increase of 412 (105.6 per cent.) in the number of motor-vehicle licences so suspended last year.

During the year 1,190 drivers' licences and 715 motor-vehicle licences were reinstated upon the necessary proof of financial responsibility being submitted or upon the *bona fide* sale of the motor-vehicles to other persons. This was an increase of 138 (13.1 per cent.) in the number of drivers' licences reinstated and an increase of 243 (51.4 per cent.) in the number of motor-vehicle licences reinstated over last year.

The following table gives particulars of the suspensions and reinstatements of drivers' licences and motor-vehicle licences under the financial responsibility sections of the "Motor-vehicle Act" during the year:—

Reason.	Drivers' Licences.		Motor-vehicle Licences.	
	Suspended.	Reinstated.	Suspended.	Reinstated.
Driving to common danger or reckless driving	251	179	116	91
Driving to common danger or reckless driving (with accident)	434	380	188	172
No further proof of financial responsibility given upon expiration of proof previously given	610	479	402	288
Failing to remain at or return to the scene of an accident	84	60	38	38
Failure to pay judgment	4	2	2	.....
Taking motor-vehicle without owner's consent	69	22	6	7
Taking motor-vehicle without owner's consent (with accident)	19	8	3	2
Manslaughter	1	.....	.....	.....
Driving or in charge of a motor-vehicle while intoxicated	40	32	27	17
Driving or in charge of a motor-vehicle while intoxicated (with accident)	18	16	7	8
Judgment and conviction outside Province	20	11	11	8
Judgment and conviction outside Province (with accident)	1	.....	.....	.....
Motor-vehicles transferred	.....	.....	.....	84
Driving while driver's licence under suspension	2	1	.....	.....
Driving while driver's licence under suspension (with accident)	2	.....	2	.....
Totals	1,555	1,190	802	715

MOTOR-VEHICLE ACCIDENTS.

The sharp increase in motor-vehicle accidents which was recorded after the lifting of war-time restrictions on gasoline and the speed-limit of 40 miles per hour in August, 1945, has, I regret to report, continued during 1946, there being 9,792 reportable motor-vehicle accidents during 1946, an increase of 2,725 or 38.6 per cent. These accidents resulted in 3,920 persons being injured, an increase of 812 or 26.1 per cent.; 147 persons being killed, an increase of 31 or 26.7 per cent; and property damage of $1,352,670.96 being caused, an increase of $392,303.74 or 40.8 per cent. over the previous year.

Although, in view of the increased cost of repairs, which has a definite bearing on the number of motor-vehicle accidents which are reportable, as well as on the amount of property damage caused, a true comparison cannot be made with the number of reportable motor-vehicle accidents previous to 1940; the number of persons injured and killed this year in motor-vehicle accidents was the highest ever recorded in this Province, both from a numerical standpoint and from a standpoint of persons killed and injured per motor-vehicle licensed.

For purposes of comparison, a brief summary of motor-vehicle accidents taking place within the Province during the past ten years is given in Appendix I, from which it will be noted that during that period there were 61,068 reportable motor-vehicle accidents, resulting in 1,195 persons losing their lives, 27,979 persons being injured, and property damage to the extent of $7,144,294.29.

During 1946 the largest group of accidents reported resulted from collisions between motor-vehicles, these totalling 6,306 or 64.4 per cent. of the total; these accidents resulted in 1,542 (39.3 per cent.) persons injured and 17 (11.5 per cent.) fatalities. Collisions of motor-vehicles with pedestrians were the next largest group, these totalling 908 or 9.2 per cent. of such accidents, resulting in 887 (22.6 per cent.) persons injured and 47 (31.9 per cent.) fatalities.

Non-collision accidents again rated as the third largest group, these totalling 807 or 8.2 per cent. of all accidents, resulting in 598 (15.2 per cent.) persons injured and 39 (26.5 per cent.) fatalities.

The peak hours for accidents still remain the same—that is, between 4 p.m. and 6 p.m.—but the most fatal hours were between 2 a.m. and 3 a.m. and between 10 p.m. and 11 p.m. Again this year, Saturday was the day on which most accidents occurred, 1,928 taking place on that day.

Of the 15,964 motor-vehicles involved in accidents this year, 10,974 (68.7 per cent.) were of the private passenger type and 3,598 (22.5 per cent.) were trucks and deliveries. Private passenger-type motor-vehicles were involved in 47 per cent. of the fatal accidents, and 67.9 per cent. of those accidents resulted in personal injuries. Trucks and deliveries were involved in 39.5 per cent. of the fatal accidents, and 20.4 per cent. of the accidents resulted in personal injuries.

While accidents occurring at railroad crossings this year were two less than last year and non-fatal personal injuries resulting therefrom decreased by 45 per cent., fatal accidents increased by 100 per cent. Again this year, the large majority (85 per cent.) of such accidents occurred at unguarded crossings, these resulting in all of the deaths registered at railroad crossings and 77.7 per cent. of such accidents resulting in non-fatal personal injuries.

Of the drivers involved in motor-vehicle accidents, 15,068 were male and 844 female, the largest group being those between 25 and 40 years of age. There were 87 drivers with less than three months' driving experience involved in motor-vehicle accidents, of which 1 was fatal, 28 resulted in personal injury, and 58 in property damage only. Drivers with a driving experience of five years and over constituted 84.2 per cent. of the drivers involved in accidents, and these were involved in accidents in which

there were 89 fatalities, 3,166 personal injuries, and 10,202 property damage only. Drivers who were intoxicated were involved in 2 fatal, 22 personal-injury, and 62 property-damage only accidents. However, of the drivers involved, 93.4 per cent. were in a normal condition, and these were involved in accidents resulting in 118 fatalities, 3,601 personal injuries, and 11,202 property damage only.

There were 552 non-residents involved in accidents, resulting in 8 fatalities, 146 personal injuries, and 398 property damage only. There were also 280 unlicensed drivers in accidents, resulting in 8 fatalities, 116 personal injuries, and 156 property damage only.

Failure to yield the right-of-way was again responsible for contributing to more accidents than any other cause, while those who "drove off the highway" were responsible for the heaviest toll of death and injury.

The number of pedestrians who lost their lives during the year through motor-vehicle accidents totalled 47, which was 31.9 per cent. of the fatalities. Pedestrians who received non-fatal injuries totalled 890, which was 22.7 per cent. of those receiving non-fatal personal injuries. Walking on or along the highway, crossing the street diagonally, and coming from behind a vehicle were the conditions which resulted in the largest number of pedestrian fatalities, 76 persons who were walking on or along the highway being involved, 7 fatally; 67 persons who were crossing the street diagonally being involved, 7 fatally; and 177 persons coming from behind a vehicle being involved, 6 fatally.

From the reports received, it would appear that in at least 321 cases, 13 of which resulted in fatalities, the pedestrians concerned received their injuries through carelessness on their part. This was an increase of 54.3 per cent. in this group over last year.

The largest group of persons killed and injured this year were motor-vehicle passengers, there being 1,823 of these, 59 of whom were killed.

Although there was an increase of 26.7 per cent. in the number of persons fatally injured this year, there was a decrease of 45.4 per cent. in the number of bicyclists fatally injured. However, there was an increase of 80 per cent. in the number of motor-vehicle drivers fatally injured, an increase of 51.2 per cent. in the number of motor-vehicle passengers fatally injured, and an increase of 6.8 per cent. in the number of pedestrians fatally injured.

The majority of the deaths were caused by fractures, 72.7 per cent. of those receiving fractures of the skull dying as a result thereof, while of those who received internal injuries, 28.8 per cent. lost their lives. A sharp increase was registered this year in the number of persons who were drowned in motor-vehicle accidents, 11 losing their lives in this manner as compared with 5 last year, an increase of 120 per cent.

Accidents occurring during the hours of darkness were slightly more than two and one-half times as fatal as those occurring during daylight hours. This year during the hours of darkness 1 accident in every 44 was fatal, while during daylight hours 1 accident in every 114 was fatal.

Of the motor-vehicles involved in accidents, 92.9 per cent. were apparently in good condition. However, 187 had defective brakes, resulting in 3 fatalities, 54 personal injuries, and 130 property damage only, while 140 had defective steering-gear, resulting in 1 fatality, 55 personal injuries, and 84 property damage only; 56 had dim headlights, resulting in 1 fatality, 22 personal injuries, and 33 property damage only; 106 had other lighting defects which resulted in 39 personal injuries and 67 property damage only; 36 had other mechanical defects which resulted in 17 personal injury and 19 property damage only; and 329 were not equipped with chains for slippery roads, which resulted in 1 fatality, 48 personal injuries, and 65 property damage only. Punctures or blowouts caused 98 motor-vehicles to be involved in accidents, which resulted in 3 fatalities, 30 personal injuries, and 65 property damage only.

Motor-vehicle accidents occurring in city municipalities this year totalled 6,527 or 66.8 per cent. of the total accidents, and these resulted in 49 or 33.3 per cent. of the persons who received fatal injuries, 2,257 or 57.5 per cent. of the persons who received non-fatal injuries, and $754,840.43 or 55.8 per cent. of the property damage caused.

This was an increase of 1,677 or 35.2 per cent. of the number of accidents, a decrease of 2 or 3.9 per cent. in the number of persons who received fatal injuries, an increase of 302 or 15.4 per cent. in the number of persons receiving non-fatal injuries, and an increase of $195,234.80 or 34.9 per cent. in the amount of property damage incurred in city municipalities as compared with last year.

All city municipalities show an increase in the number of motor-vehicle accidents occurring, with the exception of Armstrong, Ladysmith, Merritt, North Vancouver, Prince Rupert, Revelstoke, Rossland, and Salmon Arm.

There was also an increase in the number of motor-vehicle accidents occurring in district municipalities, there being 1,478 this year, which was 15 per cent. of the total accidents, and these accidents resulted in 34 or 23.1 per cent. of fatalities, 790 or 20.1 per cent of the persons who received non-fatal injuries, and $263,646.12 or 19.4 per cent. of the property damage caused.

This was an increase of 456 or 44.6 per cent in the number of accidents, a decrease of 2 or 5.5 per cent. of the amount of fatalities, an increase of 236 or 42.6 per cent. in the number of persons receiving non-fatal injuries, and an increase of $88,671.66 or 50.7 per cent. in the amount of property damage caused as compared with last year.

All district municipalities showed an increase in the number of motor-vehicle accidents occurring this year, with the exception of Delta, Esquimalt, Fraser Mills, Peachland, Pitt Meadows, and Spallumcheen.

In unorganized portions of the Province there were 1,757 motor-vehicle accidents, which was 17.9 per cent. of the total recorded. In these accidents 64 persons lost their lives, which was 43.5 per cent. of the total fatalities this year; 873 persons received non-fatal injuries, which was 22.2 per cent. of the total of non-fatal injuries; and $334,184.41 property damage was caused, which was 24.7 per cent. of the total property damage caused as compared with last year. This was an increase of 562 or 47 per cent. in the number of accidents, an increase of 35 or 120.7 per cent. in the number of fatalities, an increase of 274 or 45.7 per cent. in the number of persons receiving non-fatal injuries, and an increase of $108,397.18 or 48 per cent. in the amount of property damage caused as compared with last year.

For purposes of comparison, statements giving further details, according to location, of motor-vehicle accidents occurring this year and last year are given in Appendices II, III, and IV, while a statistical summary of motor-vehicle accidents occurring during the year is given in Appendix V.

The following is a brief statement of reportable motor-vehicle accidents occurring in the Province during the calendar years 1943 to 1946, inclusive:—

	1943.	1944.	1945.	1946.
Number of motor-vehicles licensed	133,150	134,942	133,954	147,639
Number of motor-vehicle accidents	5,213	5,203	7,067	9,792
Number of motor-vehicles involved	8,495	8,400	11,598	15,964
Number of motor-vehicle accident deaths	121	115	116	147
Number of persons injured in motor-vehicle accidents	2,403	2,296	3,108	3,920
Amount of property damage caused by motor-vehicle accidents	$592,973.38	$626,474.37	$960,367.22	$1,352,670.96
Average amount of property damage per motor-vehicle involved	$69.80	$74.58	$82.80	$84.73

Again this year, as has been the case for some considerable time, it is apparent that the majority of motor-vehicle accidents are the direct result of carelessness on the part of those involved.

By a reference to Appendix V it will be noted that the majority of drivers involved had a driving experience of five years and over, were operating motor-vehicles whose condition was apparently good, in a straight direction on a dry surface in clear weather under road conditions that were normal—a certain indication that such drivers had been negligent in the operation of motor-vehicles concerned. It would also appear that many pedestrians, by not exercising common-sense precautions, have placed themselves in positions in which they have been injured and in some cases have lost their lives.

"BILLS OF SALE ACT," "CONDITIONAL SALES ACT," "MECHANICS' LIEN ACT," AND SECTION 134, "COMPANIES ACT."

With the new motor-vehicles again beginning to become available, a sharp increase was recorded this year in the number of documents filed under the above-mentioned Acts, as well as in the searches made thereunder, there being an increase of 70.2 per cent. in the documents registered under the "Conditional Sales Act," an increase of 50.2 per cent. in the documents registered under the "Bills of Sale Act," an increase of 158.1 per cent. in the documents registered under the "Mechanics' Lien Act," and an increase of 144.4 per cent. in the documents registered under section 134 of the "Companies Act."

Releases filed and searches made under the "Conditional Sales Act" and "Bills of Sale Act" also showed a sharp increase, there being an increase of 45.3 per cent. in the number of releases filed under the "Conditional Sales Act," an increase of 49.7 per cent. in the releases filed under the "Bills of Sale Act," an increase of 87.7 per cent. in the number of searches made under the "Conditional Sales Act," and an increase of 87.5 per cent. in the number of searches made under the "Bills of Sale Act." The total number of items handled was 18,739, an increase of 7,847 or 72 per cent. over the number so attended to during the previous year.

The value of law-stamps sold increased by 51.6 per cent., and the value of law-stamps attached to documents when received increased by 72.5 per cent. The value of search tickets issued under the "Bills of Sale Act" and "Conditional Sales Act" increased by 82.9 per cent., the fees under section 134 of the "Companies Act" by 144 per cent., and fees for copying documents and for certificates, etc., increased by 243.9 per cent. The total revenue received under the above-mentioned Acts amounted to $15,083.85, an increase of $5,690.35 or 60.6 per cent.

While registrations made under section 134 of the "Companies Act" amounted to only 44, it was necessary to record such documents against 911 motor-vehicles. This was an increase of 366 or 67.2 per cent. over the previous year.

For purposes of comparison, the number of registrations and releases filed as well as the number of searches made and revenue collected under the above-mentioned Acts during this year and last year are given in the following table:—

Item.	1945.	1946.	Increase.	Per Cent.
Registrations under "Conditional Sales Act"	3,477	5,919	2,442	70.2
Registrations under "Bills of Sale Act"	2,430	3,649	1,219	50.2
Registrations under "Mechanics' Lien Act"	43	111	68	158.1
Registrations under "Companies Act"	18	44	26	144.4
Motor-vehicle files marked under "Companies Act"	545	911	366	67.2
Releases filed under "Conditional Sales Act"	117	170	53	45.3
Releases filed under "Bills of Sale Act"	171	256	85	49.7
Searches under "Conditional Sales Act"	2,033	3,816	1,783	87.7
Searches under "Bills of Sale Act"	2,055	3,853	1,798	87.5
Documents copied, certified, etc.	3	10	7	233.3
Value of law-stamps sold	$5,858.50	$8,879.50	$3,021.00	51.6
Value of law-stamps attached to documents when received	2,788.00	4,808.00	2,020.00	72.5
Value of bills of sale and conditional sale search tickets sold	717.05	1,311.25	594.20	82.9
Fees under "Companies Act"	18.00	44.00	26.00	144.4
Miscellaneous searches, copying, fees, certificates, etc.	11.95	41.10	29.15	243.9
Revenue totals	$9,393.50	$15,083.85	$5,690.35	60.6

SCHOOL BUSES.

This year 346 school-bus permits were issued, covering the operation of motor-vehicles for the transportation of school-children. This was an increase of 81 or 30.6 per cent. over the number issued last year.

As during the war years, it was almost impossible to obtain motor-vehicle equipment suitable for this work; quite an amount of school-bus equipment deteriorated into a condition through age and use, under which it has been very difficult to maintain the standards set up in the " Motor-vehicle Act " regulations relating to the transportation of school-children, but as new equipment became available upon the termination of the war, this condition was given attention and eighty-two new pieces of equipment were put into operation for this purpose.

Inspections were carried out by the mechanical supervisors of the British Columbia Police Department, 388 being made during the year, as the result of which it was found that brakes were unsatisfactory in 72 cases and steering in 147 cases. The necessary steps were taken to see that the mechanical defects were remedied.

STAFF.

As the result of the increase in the amount of work, it has been necessary to increase our staff to handle the same, and this year there were 107 employed on the 31st of December, as compared with 92 on the 31st of December last year, an increase of 15 or 16.3 per cent.

The classification and distribution of the staff on December 31st, 1946, is shown in the following table:—

	Headquarters, Victoria.	Vancouver.	New Westminster.	Chilliwack.	Kamloops.	Mission.	Nelson.	Trail.	Miscellaneous.	Total.
Superintendent	1	....	....	....	....	....	....	....	....	1
Deputy Superintendent	1	....	....	....	....	....	....	....	....	1
Senior clerks (Grade 2)	2	1	....	....	....	....	....	....	....	3
Senior clerks (Grade 1)	3	1	1	....	....	....	....	....	....	5
Intermediate clerks (Grade 2)	6	3	3	1	1	1	2	1	2	20
Intermediate clerks (Grade 1)	4	4	....	....	....	....	....	....	....	8
Clerks (Grade 2)	5	....	....	....	....	....	....	....	....	5
Clerks (Grade 1)	6	2	....	....	....	....	....	....	....	8
Senior stenographers	....	1	....	....	....	....	....	....	....	1
Senior filing clerks	3	....	....	....	....	....	....	....	....	3
Clerk-stenographers	13	....	1	....	....	....	....	....	....	14
Addressograph operators	3	....	....	....	....	....	....	....	....	3
Stenographers	9	1	....	1	....	....	....	....	1	12
Typists and junior female clerks	17	....	1	....	....	....	....	....	2	20
Junior clerks (male)	2	....	....	....	....	....	....	....	....	2
Janitors	....	....	1	....	....	....	....	....	....	1
Totals	75	13	7	2	1	1	2	1	5	107

ASSISTANCE TO OTHER DEPARTMENTS.

With the increase in motor-vehicles, the supplying of information, etc., to various police departments for their use in connection with their work has increased substantially.

Assistance has also been rendered to many other Government departments. The issuance of game licences has been carried out by our offices at New Westminster,

Mission, and Chilliwack, and a substantial increase has been recorded in the work done by this department for the Motor Carrier Branch, for whom we file financial responsibility certificates in connection with passenger-carrying motor-vehicles and notify them as to cancellations, etc., in connection therewith, as well as checking of transfers of motor-vehicles in connection with motor carrier licence-plates, checking of motor carrier licences for description of motor-vehicles, etc.

CONCLUSION.

In conclusion I would like to take this opportunity of expressing my appreciation to the members of the Department for their co-operation and the personnel of this Branch for the way in which they have carried out their duties during the year.

I have the honour to be,

Sir,

Your obedient servant,

GEORGE A. HOOD,

Superintendent of Motor-vehicles.

APPENDIX I.

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS FOR THE TEN-YEAR PERIOD 1937–46.

Item.	1937.	1938.	1939.	1940.	1941.	1942.	1943.	1944.	1945.	1946.	Total, 1937–46.
Accidents reported	5,276	5,073	4,954	6,240	6,799	5,451	5,213	5,203	7,067	9,792	61,068
Persons killed	122	102	110	108	129	125	121	115	116	147	1,195
Persons injured	2,724	2,464	2,463	2,937	3,227	2,437	2,403	2,296	3,108	3,920	27,979
Property damage	$493,483.94	$525,654.58	$514,696.80	$661,210.86	$796,321.87	$620,440.31	$592,973.38	$626,474.37	$960,367.22	$1,352,670.96	$7,144,294.29
Motor-vehicles involved	8,443	8,161	7,859	10,140	11,024	8,856	8,495	8,400	11,598	15,964	98,940

APPENDIX II.

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS IN THE UNORGANIZED TERRITORY OF THE PROVINCE FOR THE CALENDAR YEARS 1945 AND 1946.

Place of Occurrence.	Accidents.			Killed.			Injured.			Property Damage.			Vehicles.		
	1945.	1946.	(+) Increase or (—) Decrease.	1945.	1946.	(+) Increase or (—) Decrease.	1945.	1946.	(+) Increase or (—) Decrease.	1945.	1946.	(+) Increase or (—) Decrease.	1945.	1946.	(+) Increase or (—) Decrease.
			Per Cent.			Per Cent.			Per Cent.			Per Cent.			Per Cent.
"A" Division	338	473	+40.0	5	21	+320.0	184	215	+16.8	$65,205.62	$84,438.32	+29.5	507	707	+39.4
"B" Division	313	451	+44.0	8	12	+50.0	160	250	+56.3	59,207.72	90,451.21	+52.8	444	658	+48.2
"C" Division	292	438	+50.0	12	17	+41.6	125	218	+74.4	52,648.74	86,902.98	+65.0	442	639	+44.6
"D" Division	42	54	+28.6	.....	2	+100.0	19	24	+26.3	6,677.00	6,066.50	—9.1	62	83	+33.9
"E" Division	147	245	+66.6	3	3	.....	82	116	+41.4	32,673.00	45,417.45	+39.0	223	379	+69.9
Fort George Subdivision	33	53	+60.0	1	3	+200.0	17	24	+41.2	4,256.20	9,753.50	+129.1	56	79	+41.0
Peace River Subdivision	30	43	+43.0	.....	6	+100.0	12	26	+116.6	5,118.95	11,154.45	+117.9	48	63	+31.3
Totals	1,195	1,757	+47.0	29	64	+120.7	599	873	+45.7	$225,787.23	$334,184.41	+48.0	1,782	2,608	+46.3

NOTE.—Percentages of increase are shown as (+), percentages of decrease as (—). In comparing 1946 figures with 1945 figures, in cases where no figure appears in the 1945 column, percentages have been given as +100.0.

APPENDIX III.

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS IN THE DISTRICT MUNICIPALITIES OF THE PROVINCE FOR THE CALENDAR YEARS 1945 AND 1946.

Place of Occurrence.	Accidents.			Killed.			Injured.			Property Damage.			Vehicles.		
	1945.	1946.	(+) Increase or (—) Decrease.	1945.	1946.	(+) Increase or (—) Decrease.	1945.	1946.	(+) Increase or (—) Decrease.	1945.	1946.	(+) Increase or (—) Decrease.	1945.	1946.	(+) Increase or (—) Decrease.
			Per Cent.			Per Cent.			Per Cent.			Per Cent.			Per Cent.
Burnaby	210	310	+47.6	9	9	.....	98	148	+51.0	$34,080.50	$50,102.70	+47.0	364	535	+47.0
Chilliwack	88	127	+44.3	3	3	.....	38	41	+8.0	17,372.70	25.393.15	+46.2	142	205	+44.4
Coldstream	4	8	+100.0	.....	.....	.....	1	3	+200.0	315.00	1,897.35	+502.2	7	13	+85.7
Coquitlam	17	42	+147.0	.....	.....	.....	10	23	+130.0	3,794.00	7,041.40	+85.6	25	70	+180.0
Delta	7	7	.....	.....	1	+100.0	1	4	+300.0	1,143.50	260.00	—77.2	13	9	—30.7
Esquimalt	22	22	.....	.....	1	+100.0	10	16	+60.0	3,101.40	2,975.00	—4.0	32	31	—3.1
Fraser Mills	1	1	.....	.....	.....	.....	1	1	.....	200.00	.....	—100.0	1	1	.....
Glenmore	.....	3	+100.0	.....	.....	.....	.....	3	+100.0	.....	751.70	+100.0	.....	5	+100.0
Kent	5	10	+100.0	.....	.....	.....	3	8	+166.0	711.00	1,435.00	+101.8	6	14	+133.3
Langley	42	67	+59.5	1	5	+400.0	23	21	—9.0	9,128.60	13,761.00	+50.7	71	113	+59.1
Maple Ridge	37	53	+43.2	1	2	+100.0	13	30	+130.8	4,299.85	9,832.50	+128.7	62	85	+37.1
Matsqui	50	58	+16.0	6	2	—66.6	43	39	—9.3	13,463.10	15,003.50	+11.4	79	94	+18.9
Mission	14	22	+57.1	.....	.....	.....	9	8	—11.1	1,348.50	3,297.50	+144.6	21	39	+86.0
North Cowichan	35	57	+62.9	2	.....	—100.0	15	26	+73.3	7,152.50	8,391.90	+17.3	50	85	+70.0
North Vancouver District	7	25	+257.0	1	.....	—100.0	7	15	+114.3	1,533.50	3,583.25	+133.7	10	45	+350.0
Oak Bay	24	28	+16.6	.....	.....	.....	11	11	.....	2,220.00	2,721.79	+22.6	38	48	+26.3
Peachland	2	.....	—100.0	.....	.....	.....	2	.....	—100.0	210.00	.....	—100.0	3	.....	—100.0
Penticton	29	41	+41.4	1	.....	—100.0	12	16	+33.3	4,042.05	3,998.00	—1.1	45	63	+40.0
Pitt Meadows	10	4	—60.0	1	.....	—100.0	9	5	—44.4	780.00	1,130.00	+44.8	15	5	—66.6
Richmond	69	73	+5.8	2	.....	—100.0	47	54	+15.0	8,659.30	10,132.00	+17.0	110	116	+5.5
Saanich	78	129	+65.4	.....	.....	.....	20	60	+200.0	10,561.60	23,143.03	+119.1	130	212	+63.0
Salmon Arm	10	14	+40.0	2	.....	—100.0	7	3	—57.1	785.00	1,104.00	+40.6	10	25	+150.0
Spallumcheen	8	.....	—100.0	.....	.....	.....	2	.....	—100.0	1,398.00	.....	—100.0	11	.....	—100.0
Sumas	31	45	+45.1	2	1	—50.0	22	45	+104.5	6,582.00	11,227.00	+70.6	47	73	+55.3
Summerland	9	15	+66.6	1	1	.....	8	2	—75.0	1,910.75	2,072.00	+8.4	12	26	+116.6
Surrey	172	268	+56.0	4	9	+125.0	121	187	+54.5	32,376.60	57,300.35	+77.0	288	460	+60.0
Tadanac	5	11	+120.0	.....	.....	.....	3	1	—66.6	914.10	868.00	—5.0	12	17	+41.6
West Vancouver	36	38	+5.5	.....	.....	.....	18	20	+11.1	6,890.91	6,224.00	—9.7	58	62	+7.0
Totals	1,022	1,478	+44.6	36	34	—5.5	554	790	+42.6	$174,974.46	$263,646.12	+50.7	1,662	2,451	+47.8

NOTE.—Percentages of increase are shown as (+), percentages of decrease as (—). In comparing 1946 figures with 1945 figures, in cases where no figure appears in the 1945 column, percentages have been given as +100.0.

APPENDIX IV.

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS IN THE CITIES OF THE PROVINCE FOR THE CALENDAR YEARS 1945 AND 1946.

Place of Occurrence.	Accidents.			Killed.			Injured.			Property Damage.			Vehicles.		
	1945.	1946.	(+) Increase or (−) Decrease.	1945.	1946.	(+) Increase or (−) Decrease.	1945.	1946.	(+) Increase or (−) Decrease.	1945.	1946.	(+) Increase or (−) Decrease.	1945.	1946.	(+) Increase or (−) Decrease.
			Per Cent.			Per Cent.			Per Cent.			Per Cent.			Per Cent.
Alberni	10	27	+170.0	1	1	.....	3	5	+66.6	$1,120.00	$3,050.00	+172.3	16	41	+156.2
Armstrong	9	9	.....	1	.....	−100.0	6	4	−33.3	1,776.00	1,282.50	−27.7	14	15	+7.0
Chilliwack City	35	48	+37.1	1	.....	−100.0	17	16	−5.9	4,519.00	4,316.10	−4.5	55	82	+49.1
Courtenay	11	13	+18.0	.....	.....	.....	2	5	+150.0	1,457.29	1,989.55	+36.5	19	24	+26.3
Cranbrook	7	10	+43.0	.....	.....	.....	4	2	−50.0	560.00	1,440.00	+157.1	10	17	+70.0
Cumberland	.....	2	+100.0	.....	.....	.....	.....	.....	.....	.....	164.60	+100.0	.....	3	+100.0
Duncan	20	42	+110.0	.....	.....	.....	2	11	+450.0	2,191.00	4,534.24	+107.0	39	73	+87.2
Enderby	1	4	+300.0	.....	.....	.....	.....	2	+100.0	205.00	315.00	+53.6	2	6	+200.0
Fernie	5	11	+120.0	.....	.....	.....	1	3	+200.0	182.50	3,613.50	+1,885.0	7	17	+143.0
Grand Forks	7	14	+100.0	.....	.....	.....	8	1	−87.5	320.00	1,533.00	+379.0	9	25	+177.0
Kamloops	50	62	+24.0	.....	.....	.....	35	19	−45.7	6,325.50	8,757.00	+38.4	80	112	+40.0
Kaslo	1	3	+200.0	.....	.....	.....	.....	1	+100.0	75.25	160.00	+113.0	1	4	+300.0
Kelowna	37	54	+46.0	1	1	.....	17	24	+41.2	4,006.05	5,935.40	+48.1	59	92	+55.9
Ladysmith	6	5	−16.6	.....	.....	.....	4	5	+25.0	1,155.00	765.50	−33.7	10	5	−50.0
Merritt	2	1	−50.0	.....	.....	.....	1	.....	−100.0	525.00	575.00	+9.5	3	2	−33.3
Nanaimo	50	68	+36.0	.....	1	+100.0	19	22	+15.8	10,927.14	9,635.50	−11.7	83	122	+47.0
Nelson	16	33	+106.0	.....	.....	.....	5	12	+140.0	4,152.00	4,627.10	+11.4	24	55	+129.0
New Westminster	271	316	+16.6	3	7	+133.0	149	139	−7.0	37,742.83	41,374.22	+9.6	463	534	+15.3
North Vancouver City	73	65	−11.0	1	1	.....	36	23	−36.0	8,495.50	9,793.90	+15.3	117	107	−9.0
Port Alberni	26	43	+65.4	1	1	.....	9	24	+166.0	5,342.44	6,607.85	+23.7	44	75	+70.0
Port Coquitlam	25	38	+52.0	1	1	.....	9	26	+188.0	4,214.00	4,535.80	+7.6	44	62	+41.0
Port Moody	.....	6	+100.0	.....	1	+100.0	.....	4	+100.0	.....	682.50	+100.0	.....	9	+100.0
Prince George	18	46	+155.0	.....	.....	.....	8	12	+50.0	1,346.30	5,739.45	+326.4	29	77	+165.5
Prince Rupert	37	36	−3.0	.....	.....	.....	9	12	+33.3	4,231.00	4,760.00	+12.5	60	59	−1.6
Revelstoke	7	5	−30.0	.....	.....	.....	1	2	+100.0	416.00	170.00	−59.1	11	7	−36.4
Rossland	12	12	.....	1	1	.....	2	4	+100.0	1,228.00	974.50	−20.7	22	19	−13.6
Salmon Arm City	5	1	−80.0	.....	.....	.....	3	.....	−100.0	113.00	65.00	−42.5	7	2	−71.4
Slocan	.....	1	+100.0	.....	.....	.....	.....	3	+100.0	.....	525.00	+100.0	.....	1	+100.0
Trail	27	33	+22.4	.....	.....	.....	17	19	+11.8	2,557.45	4,073.00	+59.3	43	61	+41.6
Vancouver	3,557	4,880	+37.2	35	30	−14.3	1,374	1,624	+18.2	392,515.28	539,078.54	+37.3	6,020	8,072	+34.1
Vernon	34	44	+29.4	.....	.....	.....	16	12	−25.0	5,572.15	7,080.30	+27.0	54	75	+39.0
Victoria	491	625	+27.3	5	4	−20.0	198	221	+11.6	56,334.95	76,686.38	+36.1	809	1,050	+29.8
Totals	4,850	6,557	+35.2	51	49	−3.9	1,955	2,257	+15.4	$559,605.63	$754,840.43	+34.9	8,154	10,905	+33.7

NOTE.—Percentages of increase are shown as (+), percentages of decrease as (−). In comparing 1946 figures with 1945 figures, in cases where no figure appears in the 1945 column, percentages have been given as +100.0.

APPENDIX V.

STATISTICAL SUMMARY—MOTOR-VEHICLE ACCIDENTS.

SUMMARY REPORT FOR YEAR 1946.

1. TYPE OF ACCIDENT.	Total Accidents reported.	PERSONS INJURED. Total injured.	Male.	Female.	Sex not stated.	Age Groups. 0–4.	5–14.	15–19.	20–29.	30–39.	40–49.	50–64.	65 and over.	Ages not stated.
Collision with—														
1. Another motor-vehicle	6,306	1,542	844	688	10	39	61	122	382	310	187	192	77	172
2. Motor-cycle	185	173‡	152	21	.....	1	2	34	90	28	3	7	.....	8
3. Pedestrian	908	887*	611	274	2	62	181	39	57	58	63	119	113	195
4. Street-car	484	97	53	43	1	2	1	3	31	23	12	7	7	11
5. Railroad train	39	10	9	1	.....	.....	.....	.....	1	2	5	1	1	.....
6. Horse-drawn vehicle	25	8	5	3	.....	.....	.....	.....	.....	1	2	1	1	3
7. Bicycle	269	248†	194	54	.....	2	92	50	15	16	7	20	3	43
8. Animal	81	16	10	6	.....	.....	1	1	8	.....	1	.....	.....	5
9. Fixed object	659	310	206	104	.....	4	9	40	124	53	31	24	6	19
10. Sleigh	4	4	4	.....	.....	1	2	.....	.....	.....	.....	.....	.....	1
11. Miscellaneous	25	27	19	7	1	5	2	1	1	1	.....	6	.....	11
12. Non-collision accident	807	598	386	203	9	22	19	71	177	95	56	41	17	100
13. Not stated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	9,792	3,920	2,493	1,404	23	138	370	361	886	587	367	418	225	568

TYPE OF ACCIDENT.	PERSONS KILLED. Total killed.	Male.	Female.	Sex not stated.	Age Groups. 0–4.	5–14.	15–19.	20–29.	30–39.	40–49.	50–64.	65 and over.	Ages not stated.	TOTALS FOR YEAR TO DATE. Accidents.	Injured.	Killed.
Collision with—																
1. Another motor-vehicle	17	12	5	.....	.....	.....	2	6	4	4	.....	1	.....	6,306	1,542	17
2. Motor-cycle	3‡	2	1	.....	.....	.....	2	1	.....	.....	.....	.....	.....	185	173	3
3. Pedestrian	47	34	13	.....	4	6	1	1	1	1	11	17	5	908	887	47
4. Street-car	2	2	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	484	97	2
5. Railroad train	7	6	1	.....	.....	1	.....	2	.....	.....	2	1	1	39	10	7
6. Horse-drawn vehicle	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	8	.....
7. Bicycle	6	6	.....	.....	.....	2	.....	1	.....	1	1	1	.....	269	248	6
8. Animal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	81	16	.....
9. Fixed object	21	14	7	.....	3	1	.....	9	2	1	.....	1	4	659	310	21
10. Sleigh	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	4	.....
11. Miscellaneous	5	3	2	.....	.....	1	.....	.....	.....	1	2	.....	1	25	27	5
12. Non-collision accident	39	33	6	.....	.....	3	7	10	4	4	4	1	6	807	598	39
13. Not stated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	147§	112	35	.....	7	14	12	30	11	13	20	23	17	9,792	3,920	147§

* Thirteen pedestrians injured in other than pedestrian accidents. † Two persons, not bicyclists, injured in bicycle accidents. ‡ Three motor-cyclists killed and twenty-two motor-cyclists injured in other than motor-cycle accidents. § Included in this report is one person reported injured in the November report who died January 28th, 1947.

STATISTICAL SUMMARY—MOTOR-VEHICLE ACCIDENTS—*Continued.*

2. HOUR OF OCCURRENCE.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
12 to 1 a.m.	297	7	94	196
1 to 2 a.m.	263	3	81	179
2 to 3 a.m.	245	10	76	159
3 to 4 a.m.	161	4	46	111
4 to 5 a.m.	79	1	26	52
5 to 6 a.m.	53	3	13	37
6 to 7 a.m.	58	2	26	30
7 to 8 a.m.	246	4	62	180
8 to 9 a.m.	432	3	99	330
9 to 10 a.m.	377	2	58	317
10 to 11 a.m.	445	7	89	349
11 to 12 m.	548	6	133	409
12 to 1 p.m.	442	2	123	317
1 to 2 p.m.	416	5	76	335
2 to 3 p.m.	549	4	125	420
3 to 4 p.m.	583	3	164	416
4 to 5 p.m.	789	2	212	575
5 to 6 p.m.	903	6	279	618
6 to 7 p.m.	573	6	216	351
7 to 8 p.m.	535	9	178	348
8 to 9 p.m.	456	4	149	303
9 to 10 p.m.	371	3	119	249
10 to 11 p.m.	433	10	146	277
11 to 12 p.m.	487	7	173	307
Not stated	51	4	17	30
Totals	9,792	117	2,780	6,895

3. DAY OF OCCURRENCE.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Sunday	1,309	24	431	854
2. Monday	1,292	13	320	959
3. Tuesday	1,482	18	390	1,074
4. Wednesday	1,259	16	334	909
5. Thursday	1,160	10	326	824
6. Friday	1,358	14	374	970
7. Saturday	1,928	22	601	1,305
8. Not stated	4	.....	4	.....
Totals	9,792	117	2,780	6,895

4. TYPE OF VEHICLES INVOLVED.	NUMBER OF VEHICLES INVOLVED.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Private passenger	10,974	63	2,626	8,285
2. Motor-cycle	260	8	202	50
3. Stage	23	1	1	21
4. Taxi	749	3	164	582
5. Bus	223	3	57	163
6. Delivery	1,029	8	276	745
7. "Drive Yourself"	113	1	20	92
8. Truck	2,569	45	515	2,009
9. Not stated	24	2	4	18
Totals	15,964	134	3,865	11,965

STATISTICAL SUMMARY—MOTOR-VEHICLE ACCIDENTS—*Continued.*

5. RAILROAD CROSSINGS.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Gates not down	1	.....	1	.....
2. Guarded crossing—man on duty	1	.....	.....	1
3. Automatic signal	1	.....	.....	1
4. Unguarded crossing	34	4	7	23
5. Driver disregarded signal	.....	.....	.....	.....
6. Signal not given	3	.....	1	2
7. Not stated	.....	.....	.....	.....
Totals	40	4	9	27

6. DRIVERS INVOLVED, DESCRIPTION OF.	NUMBER OF DRIVERS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Male	15,068	130	3,679	11,259
2. Female	844	1	179	664
3. Not stated	52	3	7	42
Totals	15,964	134	3,865	11,965

AGE OF DRIVER.	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Under 18 years	264	.....	87	177
2. 18 to 24 years	3,130	37	868	2,225
3. 25 to 40 years	7,030	54	1,678	5,298
4. 41 to 54 years	3,188	22	691	2,475
5. 55 to 64 years	1,522	10	332	1,180
6. 65 years and over	591	4	150	437
7. Not stated	239	7	59	173

DRIVING EXPERIENCE.	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Less than 3 months	87	1	28	58
2. 3 to 6 months	77	.....	24	53
3. 6 to 12 months	113	4	37	72
4. 1 to 4 years	2,003	26	543	1,434
5. 5 years and over	13,457	89	3,166	10,202
6. Not stated	227	14	67	146

CONDITION OF DRIVER.	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Intoxicated	86	2	22	62
2. Physical defect	25	.....	10	15
3. Extreme fatigue	107	1	43	63
4. Normal	14,921	118	3,601	11,202
5. Other	100	1	20	79
6. Not stated	725	12	169	544

LICENCE OF DRIVER.	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Licensed in B.C.	15,114	115	3,601	11,398
2. Unlicensed	280	8	116	156
3. Non-resident	552	8	146	398
4. Not stated	18	3	2	13

STATISTICAL SUMMARY—MOTOR-VEHICLE ACCIDENTS—*Continued.*

7. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT.	NUMBER OF DRIVERS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Reckless driving	1,009	13	287	709
2. Exceeding speed-limit	10	.....	8	2
3. On wrong side of road	643	3	135	505
4. Did not have right-of-way	1,949	5	363	1,581
5. Cutting-in	414	1	40	373
6. Passing standing street-car	8	.....	3	5
7. Passing on curve or hill	631	3	94	534
8. Passing on wrong side	35	.....	6	29
9. Failing to signal	462	.....	35	427
10. Cutting left corner	104	.....	24	80
11. Car ran away	197	3	38	156
12. Through street—did not stop	261	1	63	197
13. Driving off roadway	1,099	21	382	696
14. Driving through safety-zone	5	.....	2	3
15. Car standing in roadway	325	.....	54	271
16. Hit and run	250	3	18	229
17. Passing at intersection	135	.....	24	111
18. Following too close	934	1	129	804
19. Railroad—did not stop	26	2	8	16
20. Not stated	.....	.....	.....	.....
Totals	8,497	56	1,713	6,728

8. Amount of property damage for period covered by this report, $1,352,670.96.
Amount of property damage this year to date, $1,352,670.96.

9. PEDESTRIANS INVOLVED, ACTIONS OF.	NUMBER OF PEDESTRIANS.		
	Total.	Fatal.	Personal Injury.
1. Getting on or off a street-car	44	.....	44
2. Getting on or off another vehicle	11	2	9
3. Crossing at intersection with signal	36	.....	36
4. Crossing at intersection against signal	35	1	34
5. Crossing at intersection—no signal	135	5	130
6. Standing on safety-isle	11	.....	11
7. In street—not at intersection	162	5	157
8. Working on car or roadway	6	1	5
9. Riding or hitching on vehicle	2	1	1
10. Not on roadway	12	.....	12
11. Walking on or along highway	76	7	69
12. Playing in street	49	4	45
13. Crossing street diagonally	67	7	60
14. Coming from behind vehicle	177	6	171
15. Not known	114	8	106
Totals	937	47	890

STATISTICAL SUMMARY—MOTOR-VEHICLE ACCIDENTS—*Continued.*

Condition of Pedestrian.	Number of Pedestrians.		
	Total.	Fatal.	Personal Injury.
1. Intoxicated	52	2	50
2. Physical defect	17	3	14
3. Confused by traffic	60	4	56
4. View obstructed	31	1	30
5. Careless	321	13	308
6. Normal	268	6	262
7. Not stated	188	18	170
Totals	937	47	890

10, Classification of Victims.	Number of Victims.		
	Total.	Fatal.	Personal Injury.
1. Drivers	829	27	802
2. Passengers	1,823	59	1,764
3. Pedestrians	937*	47	890
4. Others (persons in horse-drawn vehicles, etc.)	25	2	23
5. Bicyclists	252†	6	246
6. Motor-cycle drivers	154‡	4	150
7. Motor-cycle passengers	47	2	45
8. Not stated	.....	.....	.....
Totals	4,067	147§	3,920

* Thirteen pedestrians injured in other than pedestrian accidents.

† Two persons, not bicyclists, injured in bicycle accidents.

‡ Three motor-cyclists killed and twenty-two motor-cyclists injured in other than motor-cycle accidents.

§ Included in this report is one person reported injured in the November report who died January 28th, 1947.

11. Nature of Injuries.	Number of Victims.		
	Total.	Fatal.	Personal Injury.
1. Fractured skull	77	56	21
2. Fractured spine	.....	.....	.....
3. Other fractures	471	33	438
4. Concussion of brain	44	.....	44
5. Severe general shock with bruises and cuts	199	2	197
6. Slight shock and shake-up	2,646	.....	2,646
7. Internal injuries	45	13	32
8. Other injuries (sprains, dislocations, etc.)	323	1	322
9. Cuts by glass (only)	16	.....	16
10. Drowned	11	11	.....
11. Burned	4	.....	4
12. Asphyxiated	1	1	.....
13. Not stated	230	30	200
Totals	4,067	147	3,920

12. Light Conditions.	Number of Accidents.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Daylight	5,586	49	1,430	4,107
2. Dusk	742	3	215	524
3. Artificial light—good	805	11	220	574
4. Artificial light—poor	596	6	245	345
5. Darkness	1,956	44	642	1,270
6. Not stated	107	4	28	75
Totals	9,792	117	2,780	6,895

STATISTICAL SUMMARY—MOTOR-VEHICLE ACCIDENTS—*Continued.*

13. CONDITION OF VEHICLES INVOLVED.	NUMBER OF VEHICLES.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Brakes defective	187	3	54	130
2. Steering-gear defective	140	1	55	84
3. Other defects	36	.....	17	19
4. Glaring head-lights	21	.....	6	15
5. Head-light out (1 light)	11	.....	5	6
6. Head-lights out (both)	38	.....	15	23
7. Head-lights dim	56	1	22	33
8. Tail-light out or obscured	36	.....	13	23
9. No chains (slippery road)	329	1	48	280
10. Puncture or blow-out	98	3	30	65
11. Apparently good	14,840	118	3,554	11,168
12. Not stated	172	7	46	119
Totals	15,964	134	3,865	11,965

14. DIRECTION OF TRAVEL.	NUMBER OF VEHICLES.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Going straight	10,284	94	2,730	7,460
2. Turning right	1,123	11	270	842
3. Turning left	1,923	14	439	1,470
4. Backing	436	4	77	355
5. Parked or standing still	1,561	2	208	1,351
6. Slowing down or stopping	215	.....	46	169
7. Skidding	225	2	48	175
8. Not stated	197	7	47	143
Totals	15,964	134	3,865	11,965

15. ROAD SURFACE.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Dry surface	5,371	68	1,664	3,639
2. Wet surface	2,753	26	758	1,969
3. Muddy surface	88	2	27	59
4. Snowy surface	526	3	89	434
5. Icy surface	622	4	107	511
6. Loose sand or gravel	297	5	98	194
7. Not stated	135	9	37	89
Totals	9,792	117	2,780	6,895

16. ROAD CONDITION.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Defect in roadway	169	1	54	114
2. Road under repair	85	.....	26	59
3. Obstruction in road	128	.....	31	97
4. Normal	8,485	98	2,445	5,942
5. Other	182	2	44	136
6. Not stated	743	16	180	547
Totals	9,792	117	2,780	6,895

STATISTICAL SUMMARY—MOTOR-VEHICLE ACCIDENTS—*Continued.*

17. TYPE OF ROAD.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Concrete	1,729	10	480	1,239
2. Asphalt	6,307	73	1,835	4,399
3. Gravel	1,163	22	324	817
4. Earth	242	7	66	169
5. Brick or cobble	158	.....	30	128
6. Not stated	193	5	45	143
Totals	9,792	117	2,780	6,895

18. WEATHER CONDITIONS.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Clear	5,634	71	1,675	3,888
2. Cloudy	1,279	13	363	903
3. Fog or mist	541	7	136	398
4. Rain	1,790	15	494	1,281
5. Snow	398	2	66	330
6. Smoke or dust	40	.....	13	27
7. Not stated	110	9	33	68
Totals	9,792	117	2,780	6,895

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