PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

SUPERINTENDENT OF MOTOR-VEHICLES

FOR THE YEAR

1948

VICTORIA, B.C.:
Printed by DON MCDIARMID, Printer to the King's Most Excellent Majesty.
1950.

Colonel the Honourable CHARLES A. BANKS, C.M.G.,
Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

I have the honour to transmit herewith the Report of the Superintendent of Motor-vehicles for the year 1948.

G. S. WISMER,
Attorney-General.

Attorney-General's Department,
Victoria, B.C., December 31st, 1949.

VICTORIA, B.C., December 31st, 1949.

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 1948.

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

GEORGE A. HOOD,
Superintendent of Motor-vehicles.

Report of the Superintendent of Motor-vehicles, 1948.

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 1948.

While there has been a substantial increase of 22,270 or 12.7 per cent. in the number of motor-vehicles licensed this year over the number licensed during the year 1947, there has been a decrease of 2,742 or 8.85 per cent. in the number of motor-vehicles being registered for the first time, as compared with last year. The total number of motor-vehicles was 197,590, which consisted of 143,675 passenger motor-vehicles and 53,915 commercial motor-vehicles.

Of the 28,247 motor-vehicles registered for the first time in this Province, 19,281 or 68.2 per cent. were passenger motor-vehicles and 8,966 or 31.8 per cent. were commercial motor-vehicles. The passenger motor-vehicles thus registered and licensed were made up of 12,806 new motor-vehicles and 6,475 motor-vehicles which had been licensed elsewhere, and the commercial motor-vehicles thus registered consisted of 7,731 new motor-vehicles and 1,235 used motor-vehicles which had been licensed elsewhere. This was a decrease of 1,555 (10.8 per cent.) in the number of new passenger motor-vehicles being registered and licensed for the first time, a decrease of 1,526 (19 per cent.) in the number of used passenger motor-vehicles being registered and licensed in this Province for the first time, a decrease of 178 (12.6 per cent.) in the number of used commercial motor-vehicles being registered and licensed in this Province for the first time, and an increase of 517 (7.1 per cent.) in the number of new commercial motor-vehicles being registered and licensed for the first time.

Of the 7,710 used motor-vehicles registered and licensed in this Province for the first time this year, 7,364 or 95.5 per cent. had been previously licensed in other parts of the Dominion; and of the balance, 319 were previously licensed in the United States of America and 27 in various other places.

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

Place.	Passenger.	Commercial.
Alberta	1,492	402
Manitoba	926	138
New Brunswick	32	3
Northwest Territories	1	-----
Nova Scotia	89	8
Ontario	1,874	199
Prince Edward Island	5	-----
Quebec	182	14
Saskatchewan	1,614	351
Yukon	17	17
Total used-car registrations (Canadian)	6,232	1,132
Alaska	-----	11
Arizona	1	-----
California	70	19
Canal Zone	1	-----
Colorado	1	1
Connecticut	2	-----
Florida	4	-----
Georgia	1	-----
Hawaii	3	-----

Place.	Passenger.	Commercial.
Idaho	2	2
Illinois	6	1
Indiana	2	-----
Iowa	1	-----
Kansas	-----	3
Louisiana	1	1
Maryland	2	-----
Massachusetts	-----	1
Michigan	4	-----
Minnesota	2	-----
Montana	5	3
Nevada	-----	1
New Jersey	2	-----
New York	8	-----
North Dakota	2	-----
Oklahoma	2	1
Oregon	21	2
Pennsylvania	2	-----
Texas	3	1
Utah	3	-----
Washington	65	51
Wisconsin	2	2
Wyoming	1	-----
Total used-car registrations (United States)	219	100
British West Indies	1	-----
France	1	-----
Great Britain	20	3
Malaya	2	-----
Total used-car registrations, 1948 licence-year	6,475	1,235

During the licence-year 1948 the following increases and decreases were recorded in connection with the issuance of licences and permits, as compared with those issued during the 1947 licence-year:—

INCREASE.

	Number.	Per Cent.
Passenger (renewals)	18,145	17.1
Commercial (new registrations)	339	3.9
Commercial (renewals)	6,867	18.0
Non-resident touring motor-vehicle permits	42	1.1
Motor-cycle licences	177	4.1
Trailer licences	630	6.6
Original motor-dealers' licences	105	20.3
Additional plates, motor-dealers' licences	91	29.4
Salesmen's licences	131	25.1
Transfers	8,868	9.9
Substitutions	27,202	1,161.9
Chauffeurs' Class "A" licences	453	12.7
Chauffeurs' Class "B" licences	394	9.4
Chauffeurs' Class "C" licences	7,191	18.4
White drivers' licences (renewals)	16,077	8.7

	Number.	Per Cent.
Chauffeurs' drivers' licences (originals)	455	8.8
Chauffeurs' drivers' licences (renewals)	7,740	22.4
Salesmen's drivers' licences (originals)	3	300.0
Salesmen's drivers' licences (renewals)	95	30.4
Permits to minors	2,707	28.6
Learners' licences	1,578	22.9
Learners' permits	519	34.0
Motor-vehicle duplicate licences	182	5.3

DECREASE.

Passenger (new registrations)	3,081	13.8
Non-resident special motor-vehicle permits	108	23.7
Non-resident commercial motor-vehicle permits	28	6.3
Permits for temporary operation	78	10.1
Original motor-cycle dealers' licences	15	39.4
Additional plates, motor-cycle dealers' licences	7	53.8
Temporary operation of motor-dealers	37	28.5
White drivers' licences (original)	106	.4

The particularly large increase in the number of substitutions was brought about by the many number-plates issued becoming defective through the flaking-off of the white enamel on the letters and figures when exposed to rain. This was most unfortunate, as it not only created inconvenience to the motorists but also caused considerable additional work to this Branch.

The following comparative statement of licences, permits, etc., issued during the licence-years 1941 to 1948 shows that the steady increase in the number of motor-vehicles, drivers, etc., experienced since the end of World War II is continuing:—

COMPARATIVE STATEMENT OF LICENCES, PERMITS, ETC., ISSUED DURING THE LICENCE-YEARS 1941 TO 1948, INCLUSIVE.

Licences issued.	1941.	1942.	1943.	1944.	1945.	1946.	1947.	1948.
Motor-vehicles—								
Passenger (new)	8,543	3,237	2,526	2,509	2,768	11,157	22,362	19,281
Passenger (renewal)	96,867	97,345	96,394	96,554	96,653	97,920	106,249	124,394
Total passenger	105,410	100,582	98,920	99,063	99,421	109,077	128,611	143,675
Passenger substitutional	.....	.....	.....	.....	495	672	692	26,113
Commercial (new)	3,652	3,870	2,198	1,857	1,861	5,334	8,627	8,966
Commercial (renewal)	23,016	25,214	28,948	31,036	31,000	32,785	38,082	44,949
Total commercial	26,668	29,084	31,146	32,893	32,861	38,119	46,709	53,915
Commercial substitutional licences	.....	.....	.....	.....	837	1,279	1,494	3,290
Total motor-vehicles	132,078	129,666	130,066	131,956	132,282	147,196	175,320	197,590
Total substitutional licences	.....	.....	.....	.....	1,332	1,951	2,186	29,403
Duplicate motor-vehicle licences	4,139	2,919	3,332	2,697	2,790	2,450	3,422	3,604
Non-resident touring motor-vehicle permits	7,159	2,456	1,741	1,837	2,374	2,853	3,625	3,667
Non-resident special motor-vehicle permits	541	250	174	203	255	321	455	347
Non-resident commercial motor-vehicle permits	280	961	330	184	298	308	441	413
Permits for temporary operation	112	141	158	143	190	444	770	692
Motor-cycles—								
New	337	981	237	184	306	761	1,652	789
Renewal	2,084	2,246	3,069	2,950	2,200	2,277	2,712	3,747
Substitutions	63	35	18	22	45	55	100	89
Total motor-cycles	2,421	3,227	3,306	3,134	2,506	3,038	4,364	4,536

COMPARATIVE STATEMENT OF LICENCES, PERMITS, ETC., ISSUED DURING THE LICENCE-YEARS 1941 TO 1948, INCLUSIVE—*Continued.*

Licences issued.	1941.	1942.	1943.	1944.	1945.	1946.	1947.	1948.
Trailers	4,165	4,169	5,041	5,539	6,276	8,178	9,487	10,117
Substitutional licences	24	19	19	17	39	45	55	51
Duplicate licences	.....	.....	.....	.....	8	2	26	7
Motor-dealers—								
Original licences	294	228	189	230	231	343	514	621
Additional plates	412	250	203	227	224	215	309	400
Substitutional plates	19	6	5	4	6	11	25	20
Original motor-cycle dealer licences	11	6	2	3	3	9	38	23
Additional motor-cycle dealer licences	5	1	1	.....	.....	2	13	6
Motor-cycle substitutional licences	.....	.....	.....	.....	.....	.....	.....	1
Salesmen's licences	538	319	180	193	193	350	522	653
Salesmen's duplicate licences	.....	.....	1	1	.....	.....	.....	2
Temporary operation of motor-dealers	.....	.....	.....	.....	.....	92	131	94
Transfers—								
Passengers	.....	.....	.....	.....	35,794	42,094	69,250	76,405
Commercial	.....	.....	.....	.....	8,932	11,686	16,886	18,496
Motor-cycle	.....	.....	.....	.....	1,918	2,585	2,595	2,746
Trailers	.....	.....	.....	.....	197	363	375	327
Total transfers	68,604	47,677	53,822	49,566	46,841	56,728	89,106	97,974
Chauffeurs—								
Original Class "A"	1,184	1,310	1,465	1,713	2,130	2,826	3,562	4,015
Substitutional Class "A"	9	11	13	12	26	57	95	98
Original Class "B"	1,507	1,685	1,770	1,925	2,529	3,469	4,205	4,599
Substitutional Class "B"	26	37	31	17	44	108	179	175
Original Class "C"	14,355	17,478	19,367	19,388	24,474	32,728	38,966	46,157
Substitutional Class "C"	91	127	150	60	49	123	169	203
Duplicate chauffeurs	.....	.....	.....	.....	41	153	226	241
Drivers—								
Original	14,364	11,691	11,435	11,588	15,076	20,395	26,027	25,921
Renewal	145,592	140,456	134,169	137,038	153,141	169,922	185,673	201,750
Duplicate	2,184	1,805	1,439	1,266	1,676	2,378	3,299	3,654
Original chauffeurs	992	1,856	2,615	1,531	2,655	4,580	5,183	5,638
Renewal chauffeurs	12,637	14,420	16,383	18,515	22,228	28,185	34,591	42,331
Original salesmen	6	.....	.....	.....	.....	3	1	4
Renewal salesmen	477	290	154	142	158	215	313	408
Permits to minors	7,266	5,413	4,808	4,835	5,760	6,958	9,503	12,210
Duplicate permits to minors	134	262	437	305	438	366	465	428
Learners' licences	5,203	2,585	2,282	2,258	2,879	4,044	6,440	8,018
Learners' permits	5,203	778	784	785	968	1,059	1,526	2,045
Search fees	75,320	40,782	34,434	1,530	124,624	41,604	217,522	156,022

From the following statements, which show a comparison between this year and last year, according to issuing office, of the issuance of motor-vehicle licences, motor-cycle licences, trailer licences, transfers of such licences, chauffeurs' licences, drivers' licences, and permits to minors, it will be noted that the issuance of passenger motor-vehicle licences increased in all but six such offices, and that the largest percentage increase was registered at the Prince George issuing office; that the issuance of commercial motor-vehicle licences increased in all but two such offices, the largest percentage increase being registered by the Quesnel issuing office; that the issuance of motor-cycle licences increased in all but thirteen offices, the largest increase being registered at the Lillooet issuing office; that the issuance of trailer licences increased in all but ten offices, the largest increase being registered at the Barkerville issuing office. In submission of notices of transfers from one owner to another owner all issuing offices except ten registered increases, the largest percentage increase being registered at the Rossland issuing office. The issuance of chauffeurs' licences also showed an increase at all offices, with the exception of five, and the largest percentage increase was registered at the Quesnel issuing office. The issuance of original drivers' licences also showed an increase in all but eighteen offices, the largest percentage increase being registered at the Duncan issuing office, and the renewal of drivers' licences showed an increase in all but five offices, the largest percentage increase being registered at the Quesnel issuing office. The issuance of permits to minors also increased in all offices except ten, the largest percentage increase being registered at the Cumberland office.

Comparative Statement of Issuance of Motor-vehicle, Motor-cycle, and Trailer Licences, by Issuing Offices, during 1947 and 1948.

Issuing Office.	Passenger Motor-vehicles.						Commercial Motor-vehicles.						Motor-cycles.						Trailers.					
	1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.	
			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.
Alberni	1,585	1,889	304	19.1	....	.....	547	647	100	18.2	....	.....	51	49	.....	.....	2	3.9	110	131	21	19.1	....	.....
Ashcroft	149	156	7	4.7	....	.....	105	128	23	21.9	....	.....	4	4	.....	.....	....	.....	10	7	.....	.....	3	30.0
Atlin	23	17	.....	.....	6	26.1	20	21	1	5.0	....	.....	2	1	.....	.....	1	50.0	.....	.....	.....	.....	....	.....
Barkerville	94	94	.....	.....	....	.....	58	62	4	6.9	....	.....	2	2	.....	.....	....	.....	5	8	3	60.0	....	.....
Clinton	116	130	14	12.0	....	.....	117	119	2	1.7	....	.....	.....	.....	.....	.....	....	.....	6	5	.....	.....	1	16.6
Cranbrook	1,773	1,978	205	11.5	....	.....	873	998	125	14.3	....	.....	43	55	12	27.9	....	.....	200	196	.....	.....	4	2.0
Creston	670	737	67	10.0	....	.....	562	652	90	16.0	....	.....	8	10	2	25.0	....	.....	81	66	.....	.....	15	18.5
Cumberland	1,876	2,007	131	6.6	....	.....	612	721	109	17.8	....	.....	27	33	6	22.2	....	.....	271	285	14	5.1	....	.....
Duncan	2,408	2,698	290	16.1	....	.....	814	949	135	16.5	....	.....	52	68	16	30.8	....	.....	235	293	58	24.6	....	.....
Fernie	764	749	.....	.....	15	1.9	462	441	.....	.....	21	4.5	12	7	.....	.....	5	41.6	50	51	1	2.0	....	.....
Fort Fraser	373	403	30	8.3	....	.....	352	437	85	24.1	....	.....	16	16	.....	.....	....	.....	38	33	.....	.....	5	13.1
Golden	382	382	.....	.....	....	.....	315	365	50	15.8	....	.....	5	12	7	140.0	....	.....	22	25	3	13.6	....	.....
Grand Forks	385	454	69	17.9	....	.....	262	295	33	12.6	....	.....	14	11	.....	.....	3	21.4	38	38	.....	.....	....	.....
Greenwood	159	180	21	13.2	....	.....	137	168	31	22.6	....	.....	3	4	1	33.3	....	.....	18	24	6	33.3	....	.....
Kamloops	1,648	1,869	221	13.4	....	.....	987	1,099	112	11.3	....	.....	71	73	2	28.1	....	.....	133	146	13	9.8	....	.....
Kaslo	94	90	.....	.....	4	4.2	65	70	5	7.7	....	.....	3	5	2	66.6	....	.....	15	11	.....	.....	4	26.6
Kelowna	2,525	2,951	426	16.8	....	.....	1,335	1,568	233	17.4	....	.....	171	216	45	26.3	....	.....	258	341	83	32.1	....	.....
Lillooet	283	319	36	12.7	....	.....	178	229	51	28.6	....	.....	1	7	6	600.0	....	.....	11	12	1	9.1	....	.....
Merritt	243	255	12	4.9	....	.....	142	181	39	27.4	....	.....	7	10	3	42.9	....	.....	43	46	3	6.9	....	.....
Nanaimo	3,479	3,822	343	9.8	....	.....	1,240	1,507	267	21.5	....	.....	93	89	.....	.....	4	4.3	377	378	1	0.26	....	.....
Nelson	1,753	1,663	.....	.....	90	5.1	1,006	974	.....	.....	32	3.2	31	31	.....	.....	....	.....	108	90	.....	.....	18	16.6
New Denver	285	319	34	11.9	....	.....	225	284	59	26.2	....	.....	1	2	1	100.0	....	.....	28	31	3	10.7	....	.....
New Westminster	21,877	25,267	3,390	15.4	....	.....	7,074	8,391	1,317	18.6	....	.....	567	654	87	15.3	....	.....	2,199	2,376	177	8.04	....	.....
Oliver	774	866	92	11.9	....	.....	507	591	84	16.5	....	.....	14	25	11	78.6	....	.....	103	104	1	0.97	....	.....
Penticton	2,323	2,601	278	11.9	....	.....	1,095	1,252	157	13.1	....	.....	47	49	2	4.2	....	.....	223	263	40	17.9	....	.....
Pouce Coupe	917	968	51	5.5	....	.....	1,184	1,368	184	15.5	....	.....	15	15	.....	.....	....	.....	85	88	3	3.5	....	.....
Powell River	664	787	123	18.5	....	.....	312	360	48	15.4	....	.....	12	27	15	125.0	....	.....	86	94	8	9.3	....	.....
Prince George	928	1,117	189	20.3	....	.....	742	893	151	20.3	....	.....	21	26	5	23.8	....	.....	49	55	6	12.2	....	.....
Prince Rupert	503	601	98	19.4	....	.....	363	436	73	20.1	....	.....	23	23	.....	.....	....	.....	36	37	1	2.8	....	.....
Princeton	414	481	67	16.1	....	.....	259	326	67	25.8	....	.....	7	10	3	42.8	....	.....	47	55	8	17.0	....	.....
Quesnel	317	348	31	9.7	....	.....	259	348	89	34.3	....	.....	5	7	2	40.0	....	.....	35	38	3	8.6	....	.....
Revelstoke	362	384	22	6.07	....	.....	178	209	31	17.4	....	.....	17	19	2	11.8	....	.....	35	28	.....	.....	7	20.0
Rossland	2,093	2,452	359	17.1	....	.....	719	941	222	30.8	....	.....	36	59	23	63.9	....	.....	114	134	20	17.3	....	.....
Salmon Arm	782	861	79	10.1	....	.....	471	576	105	22.2	....	.....	9	11	2	22.2	....	.....	79	80	1	1.2	....	.....
Smithers	338	368	30	8.8	....	.....	255	281	26	10.1	....	.....	3	3	.....	.....	....	.....	18	16	.....	.....	2	11.1
Stewart	20	12	.....	.....	8	40.0	30	35	5	16.6	....	.....	.....	1	1	100.0	....	.....	.....	.....	.....	.....	....	.....
Telegraph Creek	.....	.....	.....	.....	....	.....	8	10	2	25.0	....	.....	.....	1	1	100.0	....	.....	.....	.....	.....	.....	....	.....
Vancouver	47,290	51,790	4,500	9.5	....	.....	12,889	14,288	1,399	10.1	....	.....	1,855	1,699	.....	.....	156	8.4	2,427	2,457	30	1.2	....	.....
Vernon	2,721	3,080	359	13.1	....	.....	1,600	1,927	327	20.4	....	.....	59	71	12	20.3	....	.....	364	365	1	0.27	....	.....
Victoria	24,900	28,197	3,297	13.2	....	.....	8,046	9,413	1,367	16.6	....	.....	1,055	1,128	73	6.9	....	.....	1,505	1,680	175	11.6	....	.....
Williams Lake	321	333	12	3.7	....	.....	304	355	51	16.7	....	.....	2	3	1	50.0	....	.....	25	30	5	20.0	....	.....
Totals	128,611	143,675	15,064	11.7	....	.....	46,709	53,915	7,206	15.4	....	.....	4,364	4,536	172	3.9	....	.....	9,487	10,117	630	6.6	....	.....

Comparative Statement of Notices of Transfer received through Issuing Offices during 1947 and 1948.

Issuing Office.	Passenger Motor-vehicles.						Commercial Motor-vehicles.						Motor-cycles.						Trailers.						Total.					
	1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.	
			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.
Alberni	827	977	150	18.1	....	.....	195	221	26	13.3	....	.....	34	26	.....	.....	8	23.5	7	3	.....	.....	4	57.1	1,063	1,227	164	15.4	....	.....
Ashcroft	44	47	3	6.8	....	.....	29	29	.....	.....	....	.....	.....	.....	.....	.....	....	.....	.....	1	1	100.0	....	.....	73	77	4	5.4	....	.....
Atlin	3	1	.....	.....	2	66.6	4	2	.....	.....	2	50.0	1	.....	.....	.....	1	100.0	.....	.....	.....	.....	....	.....	8	3	.....	.....	5	62.5
Barkerville	13	20	7	51.8	....	.....	24	20	.....	.....	4	16.6	.....	1	1	100.0	....	.....	.....	.....	.....	.....	....	.....	37	41	4	10.8	....	.....
Clinton	33	30	.....	.....	3	9.09	19	27	8	42.1	....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	52	57	5	9.6	....	.....
Cranbrook	609	698	89	14.6	....	.....	315	340	25	7.9	....	.....	17	31	14	82.3	....	.....	5	9	4	80.0	....	.....	946	1,078	132	13.9	....	.....
Creston	311	220	.....	.....	91	29.2	140	151	11	7.8	....	.....	2	10	8	400.0	....	.....	6	9	3	50.0	....	.....	459	390	.....	.....	69	15.03
Cumberland	510	527	17	3.3	....	.....	193	262	69	35.7	....	.....	9	11	2	22.2	....	.....	4	5	1	25.0	....	.....	716	805	89	12.4	....	.....
Duncan	619	785	166	26.8	....	.....	237	243	6	2.5	....	.....	26	24	.....	.....	2	7.6	5	4	.....	.....	1	20.0	887	1,056	169	19.05	....	.....
Fernie	141	147	6	4.2	....	.....	74	85	11	14.8	....	.....	4	4	.....	.....	....	.....	2	.....	.....	.....	2	200.0	221	236	15	6.7	....	.....
Fort Fraser	164	113	.....	.....	51	25.0	119	148	29	24.3	....	.....	7	8	1	14.2	....	.....	3	1	.....	.....	2	66.6	293	270	.....	.....	23	7.8
Golden	74	80	6	8.1	....	.....	42	47	5	11.9	....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	116	127	11	9.4	....	.....
Grand Forks	147	153	6	4.08	....	.....	93	98	5	5.1	....	.....	3	8	5	166.6	....	.....	.....	.....	.....	.....	....	.....	243	259	16	6.5	....	.....
Greenwood	43	56	13	30.2	....	.....	46	28	.....	.....	18	39.1	.....	1	1	100.0	....	.....	1	.....	.....	.....	1	100.0	90	85	.....	.....	5	5.5
Kamloops	564	813	249	44.1	....	.....	308	396	88	28.5	....	.....	41	44	3	7.3	....	.....	23	15	.....	.....	8	34.7	936	1,268	332	35.4	....	.....
Kaslo	23	27	4	17.4	....	.....	18	17	.....	.....	1	5.5	1	2	1	100.0	....	.....	.....	.....	.....	.....	....	.....	42	46	4	9.5	....	.....
Kelowna	1,207	1,379	172	14.2	....	.....	502	552	50	9.9	....	.....	90	82	.....	.....	8	8.8	6	7	1	16.6	....	.....	1,805	2,020	215	11.9	....	.....
Lillooet	56	68	12	21.4	....	.....	39	49	10	25.6	....	.....	1	1	.....	.....	....	.....	.....	.....	.....	.....	....	.....	96	118	22	22.9	....	.....
Merritt	62	78	16	25.8	....	.....	55	54	.....	.....	1	1.8	3	11	8	266.6	....	.....	5	4	.....	.....	1	20.0	125	147	22	17.6	....	.....
Nanaimo	1,078	1,243	165	15.3	....	.....	347	449	102	29.3	....	.....	31	32	1	3.2	....	.....	24	17	.....	.....	7	29.1	1,480	1,741	261	17.7	....	.....
Nelson	780	924	144	17.6	....	.....	335	379	44	13.1	....	.....	10	13	3	30.0	....	.....	8	2	.....	.....	6	75.0	1,133	1,318	185	16.3	....	.....
New Denver	77	64	.....	.....	13	16.7	61	47	.....	.....	14	22.9	1	.....	.....	.....	1	100.0	1	1	.....	.....	....	.....	140	112	.....	.....	28	20.0
New Westminster	7,828	8,651	823	10.5	....	.....	2,032	2,206	174	8.5	....	.....	195	235	40	20.5	....	.....	29	33	4	13.7	....	.....	10,084	11,125	1,041	9.3	....	.....
Oliver	398	337	.....	.....	61	15.3	205	199	.....	.....	6	2.9	9	11	2	22.2	....	.....	3	1	.....	.....	2	66.6	615	548	.....	.....	67	10.8
Penticton	1,031	1,280	249	14.4	....	.....	512	536	24	4.6	....	.....	30	23	.....	.....	7	23.3	6	12	6	100.0	....	.....	1,579	1,851	272	10.7	....	.....
Pouce Coupe	333	305	.....	.....	28	8.4	317	358	41	12.5	....	.....	9	2	.....	.....	7	77.7	.....	1	1	100.0	....	.....	659	666	7	1.06	....	.....
Powell River	226	227	1	0.4	....	.....	69	99	30	43.4	....	.....	8	19	11	137.5	....	.....	.....	.....	.....	.....	....	.....	303	345	42	13.8	....	.....
Prince George	512	625	113	5.5	....	.....	297	353	56	18.8	....	.....	12	14	2	16.6	....	.....	.....	2	2	200.0	....	.....	821	994	173	21.07	....	.....
Prince Rupert	200	241	41	20.5	....	.....	90	118	28	31.1	....	.....	7	11	4	57.1	....	.....	1	.....	.....	.....	1	100.0	298	370	72	24.1	....	.....
Princeton	195	164	.....	.....	31	15.8	83	81	.....	.....	2	2.4	2	3	1	50.0	....	.....	.....	2	2	200.0	....	.....	280	250	.....	.....	30	10.7
Quesnel	131	148	17	12.9	....	.....	106	130	24	22.6	....	.....	2	5	3	150.0	....	.....	.....	2	2	200.0	....	.....	239	285	46	19.2	....	.....
Revelstoke	120	114	.....	.....	6	5.0	59	48	.....	.....	11	18.6	7	12	5	71.4	....	.....	.....	1	1	100.0	....	.....	186	175	.....	.....	11	5.8
Rossland	876	1,237	361	10.3	....	.....	261	346	85	32.1	....	.....	21	43	22	104.7	....	.....	.....	1	1	100.0	....	.....	1,158	1,627	469	40.5	....	.....
Salmon Arm	256	286	30	11.7	....	.....	142	160	18	12.6	....	.....	5	4	.....	.....	1	20.0	1	.....	.....	.....	1	100.0	404	450	46	11.3	....	.....
Smithers	149	138	.....	.....	11	7.3	92	77	.....	.....	15	16.2	1	2	1	100.0	....	.....	.....	1	1	100.0	....	.....	242	218	.....	.....	24	9.9
Stewart	6	4	.....	.....	2	33.3	7	6	.....	.....	1	14.2	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	13	10	.....	.....	3	23.07
Telegraph Creek	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	....	.....
Vancouver	28,635	32,957	4,322	15.1	....	.....	4,325	4,753	428	9.9	....	.....	615	614	.....	.....	1	0.1	56	59	3	5.3	....	.....	33,631	38,383	4,752	14.1	....	.....
Vernon	1,162	1,221	59	5.09	....	.....	548	630	82	3.2	....	.....	42	38	.....	.....	4	4.7	22	18	.....	.....	4	18.1	1,774	1,907	133	7.4	....	.....
Victoria	19,668	19,895	227	1.1	....	.....	4,437	4,623	186	4.2	....	.....	1,348	1,397	49	3.6	....	.....	157	116	.....	.....	41	26.1	25,610	26,031	421	1.6	....	.....
Williams Lake	139	125	.....	.....	14	10.07	109	129	20	18.3	....	.....	1	4	3	300.0	....	.....	.....	.....	.....	.....	....	.....	249	258	9	3.6	....	.....
Totals	69,250	76,405	7,155	10.3	....	.....	16,886	18,496	1,610	9.5	....	.....	2,595	2,746	151	5.8	....	.....	375	327	.....	.....	48	12.8	89,106	97,974	8,868	9.9	....	.....

Comparative Statement of Issuance of Chauffeurs' Class "A," "B," and "C" Licences, by Issuing Offices, during 1947 and 1948.

Issuing Office.	Class "A" Chauffeurs.						Class "B" Chauffeurs.						Class "C" Chauffeurs.						Total.					
	1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.	
			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.
Alberni	75	82	7	9.1	....	.....	114	115	1	0.8	....	.....	775	1,018	243	31.3	....	.....	964	1,215	251	26.03	....	.....
Ashcroft	13	12	.....	.....	1	7.6	18	22	4	22.2	....	.....	125	181	56	44.8	....	.....	156	215	59	37.8	....	.....
Atlin	.....	.....	.....	.....	....	.....	12	9	.....	.....	3	25.0	14	15	1	7.1	....	.....	26	24	.....	.....	2	7.6
Barkerville	2	3	1	50.0	....	.....	17	15	.....	.....	2	11.7	71	93	22	30.9	....	.....	90	111	21	23.4	....	.....
Clinton	5	4	.....	.....	1	20.0	14	16	2	14.2	....	.....	91	106	15	16.4	....	.....	110	126	16	15.4	....	.....
Cranbrook	55	68	13	23.6	....	.....	51	63	12	23.5	....	.....	902	1,035	133	14.7	....	.....	1,008	1,166	158	15.4	....	.....
Creston	26	30	4	15.3	....	.....	8	8	.....	.....	....	.....	342	442	100	29.2	....	.....	376	480	104	27.6	....	.....
Cumberland	67	68	1	1.4	....	.....	32	30	.....	.....	2	6.1	670	862	192	24.9	....	.....	769	960	191	11.8	....	.....
Duncan	72	80	8	11.1	....	.....	68	78	10	14.7	....	.....	728	1,012	284	39.01	....	.....	868	1,170	302	34.7	....	.....
Fernie	53	63	10	18.8	....	.....	15	10	.....	.....	5	33.3	455	441	.....	.....	14	7.6	523	514	.....	.....	9	1.7
Fort Fraser	11	15	4	36.3	....	.....	46	43	.....	.....	3	6.5	295	382	87	147.4	....	.....	352	440	88	25.0	....	.....
Golden	8	34	26	325.0	....	.....	15	18	3	20.0	....	.....	207	257	50	24.1	....	.....	230	309	79	34.3	....	.....
Grand Forks	22	24	2	10.0	....	.....	12	12	.....	.....	....	.....	290	347	57	19.6	....	.....	324	383	59	18.2	....	.....
Greenwood	4	6	2	50.0	....	.....	5	7	2	40.0	....	.....	151	217	66	43.7	....	.....	160	230	70	43.7	....	.....
Kamloops	57	77	20	35.1	....	.....	56	61	5	5.3	....	.....	736	883	147	19.9	....	.....	849	1,021	172	20.2	....	.....
Kaslo	13	13	.....	.....	....	.....	4	3	.....	.....	1	25.0	76	69	.....	.....	7	9.2	93	85	.....	.....	8	8.6
Kelowna	44	55	11	25.0	....	.....	41	53	12	29.2	....	.....	892	1,062	170	19.1	....	.....	977	1,170	193	19.7	....	.....
Lillooet	15	27	12	80.0	....	.....	50	57	7	14.0	....	.....	286	343	57	19.9	....	.....	351	427	76	21.6	....	.....
Merritt	8	14	6	75.0	....	.....	3	3	.....	.....	....	.....	129	168	39	30.2	....	.....	140	185	45	32.1	....	.....
Nanaimo	143	156	13	10.0	....	.....	81	102	21	25.9	....	.....	1,410	1,965	555	39.3	....	.....	1,634	2,223	589	35.6	....	.....
Nelson	106	103	.....	.....	3	2.8	68	80	12	17.6	....	.....	997	1,103	106	10.6	....	.....	1,171	1,286	115	9.3	....	.....
New Denver	17	20	3	17.6	....	.....	19	23	4	21.1	....	.....	236	288	52	38.9	....	.....	272	331	59	21.6	....	.....
New Westminster	559	588	29	5.1	....	.....	347	420	73	21.03	....	.....	5,287	6,294	1,007	19.04	....	.....	6,193	7,302	1,109	17.9	....	.....
Oliver	24	25	1	4.1	....	.....	12	13	1	8.1	....	.....	331	376	45	13.5	....	.....	367	414	47	12.8	....	.....
Penticton	95	104	9	9.4	....	.....	52	52	.....	.....	....	.....	872	1,028	156	17.9	....	.....	1,019	1,184	165	16.1	....	.....
Pouce Coupe	69	84	15	21.7	....	.....	39	36	.....	.....	3	7.6	1,435	1,509	74	12.8	....	.....	1,543	1,629	86	5.5	....	.....
Powell River	40	47	7	17.1	....	.....	48	55	7	14.5	....	.....	289	314	25	8.6	....	.....	377	416	39	10.3	....	.....
Prince George	53	44	.....	.....	9	16.9	74	100	26	35.1	....	.....	951	1,076	125	13.1	....	.....	1,078	1,220	142	13.1	....	.....
Prince Rupert	42	51	9	21.4	....	.....	127	136	9	7.08	....	.....	456	460	4	.8	....	.....	625	647	22	3.5	....	.....
Princeton	25	26	1	4.0	....	.....	18	28	10	55.5	....	.....	393	466	73	18.6	....	.....	436	520	84	19.2	....	.....
Quesnel	16	21	5	31.2	....	.....	16	18	2	12.5	....	.....	248	393	145	58.4	....	.....	280	432	152	54.2	....	.....
Revelstoke	10	14	4	40.0	....	.....	15	18	3	20.0	....	.....	174	199	25	28.7	....	.....	199	231	32	16.1	....	.....
Rossland	82	115	33	40.2	....	.....	78	98	20	25.6	....	.....	681	913	232	34.06	....	.....	841	1,126	285	33.8	....	.....
Salmon Arm	21	21	.....	.....	....	.....	23	29	6	26.1	....	.....	365	442	77	21.1	....	.....	409	492	83	20.2	....	.....
Smithers	10	13	3	30.0	....	.....	33	33	.....	.....	....	.....	213	252	39	18.3	....	.....	256	298	42	16.4	....	.....
Stewart	5	5	.....	.....	....	.....	6	6	.....	.....	....	.....	42	40	.....	.....	2	4.7	53	51	.....	.....	2	3.7
Telegraph Creek	.....	.....	.....	.....	....	.....	12	7	.....	.....	5	41.6	4	4	.....	.....	....	.....	16	11	.....	.....	5	31.2
Vancouver	1,093	1,247	154	14.1	....	.....	1,816	1,977	161	8.8	....	.....	12,588	14,643	2,055	16.4	....	.....	15,497	17,867	2,370	15.1	....	.....
Vernon	66	70	4	6.1	....	.....	32	46	14	43.7	....	.....	1,132	1,345	213	18.8	....	.....	1,230	1,461	231	18.7	....	.....
Victoria	522	569	47	9.0	....	.....	667	667	.....	.....	....	.....	3,416	3,829	413	12.1	....	.....	4,605	5,065	460	9.9	....	.....
Williams Lake	14	17	3	21.4	....	.....	37	32	.....	.....	5	13.5	211	284	73	34.5	....	.....	262	333	71	29.1	....	.....
Totals	3,562	4,015	453	12.7	....	.....	4,201	4,599	398	9.4	....	.....	38,966	46,156	7,190	18.9	....	.....	46,729	54,770	8,041	17.2	....	.....

Comparative Statement of Issuance of Original and Renewal Drivers' Licences and Permits to Minors, by Issuing Offices, during 1947 and 1948.

Issuing Office.	Original Drivers' Licences.						Renewal Drivers' Licences.						Permits to Minors.					
	1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.		1947.	1948.	Increase.		Decrease.	
			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.			Number.	Per Cent.	Number.	Per Cent.
Alberni	218	273	55	25.2	.....	.....	2,842	3,385	543	19.1	....	.....	101	162	61	60.4	....	.....
Ashcroft	66	78	12	18.2	.....	.....	422	484	62	14.7	....	.....	24	35	11	45.8	....	.....
Atlin	8	.....	.....	.....	8	100.0	62	49	.....	.....	13	21.0	3	2	.....	.....	1	33.3
Barkerville	31	48	17	54.8	.....	.....	231	243	12	5.2	....	.....	9	6	.....	.....	3	33.3
Clinton	32	43	11	34.5	.....	.....	292	282	.....	.....	10	3.4	11	17	6	54.5	....	.....
Cranbrook	621	736	115	18.5	.....	.....	3,346	3,705	359	10.7	....	.....	133	216	83	62.4	....	.....
Creston	296	247	.....	.....	49	16.6	1,324	1,505	181	13.6	....	.....	101	129	28	27.7	....	.....
Cumberland	147	223	76	51.7	.....	.....	3,301	3,526	225	6.9	....	.....	83	161	78	94.0	....	.....
Duncan	120	238	118	98.3	.....	.....	4,257	4,665	408	9.6	....	.....	138	203	65	47.1	....	.....
Fernie	335	265	.....	.....	70	20.9	1,352	1,399	47	3.5	....	.....	66	77	11	16.2	....	.....
Fort Fraser	143	220	77	53.8	.....	.....	990	1,104	114	11.5	....	.....	53	74	21	39.6	....	.....
Golden	128	150	22	17.2	.....	.....	799	860	61	7.6	....	.....	36	60	24	66.7	....	.....
Grand Forks	144	135	.....	.....	9	6.3	916	1,051	135	14.7	....	.....	60	55	.....	.....	5	8.3
Greenwood	54	71	17	31.5	.....	.....	403	465	62	15.4	....	.....	22	33	11	50.0	....	.....
Kamloops	61	89	28	45.9	.....	.....	3,356	3,797	441	10.1	....	.....	69	109	40	57.7	....	.....
Kaslo	37	30	.....	.....	7	19.0	212	222	10	4.7	....	.....	6	5	.....	.....	1	16.7
Kelowna	79	76	.....	.....	3	3.8	4,743	5,438	695	14.6	....	.....	202	215	13	6.4	....	.....
Lillooet	83	148	65	78.3	.....	.....	679	747	68	10.0	....	.....	21	39	18	85.7	....	.....
Merritt	74	70	.....	.....	4	5.4	497	557	60	12.1	....	.....	22	29	7	21.8	....	.....
Nanaimo	308	488	180	58.4	.....	.....	5,893	6,591	698	11.8	....	.....	186	320	134	72.0	....	.....
Nelson	89	157	68	79.8	.....	.....	3,302	3,125	.....	.....	177	5.4	45	64	19	42.2	....	.....
New Denver	100	106	6	6.0	.....	.....	710	817	107	15.1	....	.....	26	41	15	57.7	....	.....
New Westminster	5,395	5,155	.....	.....	240	4.4	34,965	39,776	4,811	13.8	....	.....	1,950	2,543	593	30.4	....	.....
Oliver	221	148	.....	.....	73	33.0	1,601	1,838	237	14.8	....	.....	69	65	.....	.....	4	5.8
Penticton	763	679	.....	.....	84	10.5	4,379	4,895	516	11.8	....	.....	215	225	10	4.7	....	.....
Pouce Coupe	783	651	.....	.....	132	16.9	2,468	2,749	281	11.4	....	.....	149	155	6	4.0	....	.....
Powell River	182	268	86	41.7	.....	.....	1,604	1,755	151	9.4	....	.....	83	111	28	33.7	....	.....
Prince George	657	653	.....	.....	4	0.6	2,124	2,554	430	20.2	....	.....	103	141	38	36.9	....	.....
Prince Rupert	230	217	.....	.....	13	5.7	1,403	1,543	140	10.0	....	.....	61	96	35	57.4	....	.....
Princeton	202	202	.....	.....	.....	.....	952	1,129	177	18.6	....	.....	90	69	.....	.....	21	23.3
Quesnel	92	132	40	43.5	.....	.....	733	917	184	25.1	....	.....	25	41	16	64.0	....	.....
Revelstoke	124	136	12	9.7	.....	.....	799	861	62	8.0	....	.....	48	48	.....	.....	....	.....
Rossland	76	78	2	2.6	.....	.....	3,760	4,416	656	14.8	....	.....	1	.....	.....	.....	1	100.0
Salmon Arm	167	178	11	6.6	.....	.....	1,635	1,760	125	7.7	....	.....	72	89	17	23.9	....	.....
Smithers	95	99	4	4.2	.....	.....	851	897	46	5.4	....	.....	37	52	15	20.5	....	.....
Stewart	9	9	.....	.....	.....	.....	92	83	.....	.....	9	9.8	6	4	.....	.....	2	33.4
Telegraph Creek	3	.....	.....	.....	3	100.0	18	17	.....	.....	1	5.6	2	.....	.....	.....	2	100.0
Vancouver	11,767	12,058	291	2.5	.....	.....	83,658	91,223	7,565	9.4	....	.....	2,757	3,925	1,168	42.4	....	.....
Vernon	177	93	.....	.....	84	47.5	4,921	5,549	628	12.8	....	.....	59	78	19	32.2	....	.....
Victoria	6,983	6,794	.....	.....	189	2.7	33,792	37,549	3,757	11.1	....	.....	2,335	2,483	148	6.3	....	.....
Williams Lake	111	122	11	9.9	.....	.....	891	961	70	7.9	....	.....	24	33	9	37.5	....	.....
Totals	31,211	31,563	352	1.1	.....	.....	220,575	244,489	23,914	10.8	....	.....	9,503	12,210	2,707	28.4	....	.....

DISTRIBUTION OF MOTOR-VEHICLES.

There was only a very slight change in the distribution of motor-vehicles throughout the Province this year, there being 153,827 (77.85 per cent.) licensed at Coast points and 43,763 (22.15 per cent.) licensed at Interior points. This was an increase of 17,255 in the number being licensed at Coast points and an increase of 5,015 in the number being licensed at Interior points over last year.

The issuance of motor-vehicles licences, according to issuing office, was as follows:—

1948 MOTOR-VEHICLE LICENCES ISSUED ACCORDING TO ISSUING OFFICES.

Place.	PASSENGER MOTOR-VEHICLES.				COMMERCIAL MOTOR-VEHICLES.				
	Used.	New.	Renewal.	Total.	Used.	New.	Renewal.	Total.	Grand Total.
Vancouver	2,769	5,490	43,531	51,790	269	2,583	11,436	14,288	66,078
Victoria	743	1,923	25,531	28,197	58	1,101	8,254	9,413	37,610
New Westminster	1,218	1,679	22,370	25,267	252	1,114	7,025	8,391	33,658
Nanaimo	102	440	3,280	3,822	23	231	1,253	1,507	5,329
Vernon	117	264	2,699	3,080	42	303	1,582	1,927	5,007
Kelowna	247	176	2,528	2,951	68	147	1,353	1,568	4,519
Penticton	111	230	2,260	2,601	24	185	1,043	1,252	3,853
Duncan	58	251	2,389	2,698	17	106	826	949	3,647
Rossland	97	231	2,124	2,452	19	123	799	941	3,393
Cranbrook	173	218	1,587	1,978	50	147	801	998	2,976
Kamloops	67	219	1,583	1,869	19	142	938	1,099	2,968
Cumberland	39	219	1,749	2,007	8	127	586	721	2,728
Nelson	75	222	1,366	1,663	27	139	808	974	2,637
Alberni	45	242	1,602	1,889	11	119	517	647	2,536
Pouce Coupe	98	106	764	968	82	219	1,067	1,368	2,336
Prince George	74	182	861	1,117	37	154	702	893	2,010
Oliver	39	34	793	866	10	83	498	591	1,457
Salmon Arm	29	26	806	861	20	68	488	576	1,437
Creston	55	64	618	737	17	95	540	652	1,389
Fernie	101	51	597	749	70	45	326	441	1,190
Powell River	17	74	696	787	3	38	319	360	1,147
Prince Rupert	6	119	476	601	5	74	357	436	1,037
Fort Fraser	23	16	364	403	14	37	386	437	840
Princeton	17	32	432	481	6	29	291	326	807
Grand Forks	10	34	410	454	12	27	256	295	749
Golden	46	31	305	382	24	42	299	365	747
Quesnel	11	29	308	348	14	40	294	348	696
Williams Lake	12	23	298	333	2	29	324	355	688
Smithers	7	53	308	368	2	33	246	281	649
New Denver	17	5	297	319	5	28	251	284	603
Revelstoke	15	38	331	384	11	29	169	209	593
Lillooet	11	24	284	319	.....	15	214	229	548
Merritt	6	14	235	255	.....	32	149	181	436
Greenwood	4	7	169	180	4	14	150	168	348
Ashcroft	4	7	145	156	1	13	114	128	284
Clinton	5	22	103	130	3	11	105	119	249
Kaslo	5	.....	85	90	2	4	64	70	160
Barkerville	2	11	81	94	2	3	57	62	156
Stewart	.....	.....	12	12	.....	1	34	35	47
Atlin	.....	.....	17	17	2	.....	19	21	38
Telegraph Creek	.....	.....	.....	.....	.....	1	9	10	10
Totals	6,475	12,806	124,394	143,675	1,235	7,731	44,949	53,915	197,590

With the exception of the Victoria issuing office, the above table gives the approximate distribution of motor-vehicles throughout the Province. The issuance of licences by mail from the Victoria issuing office is continuing to increase, 23,346 various licences being so issued this year as compared with 19,742 last year, an increase of 3,604 or 18.7 per cent. Of the licences issued for motor-vehicles (other than motor-cycles), 7,990 licences for passenger motor-vehicles and 3,363 licences for commercial motor-vehicles were so issued by mail to persons residing outside of the Victoria area, so that the

issuance shown under the Victoria issuing office in the above table does not represent the number of motor-vehicles licensed in such area, which is 20,207 passenger motor-vehicles and 6,050 commercial motor-vehicles, a total of 26,257 motor-vehicles.

Licences issued by mail from the Victoria issuing office were as follows:—

	Vancouver.	Victoria.	New Westminster.	Vancouver Island and Islands.	Balance of Province.	Out of Province.	Totals.
Passenger motor-vehicle licences	4,479	1,785	270	694	2,514	33	9,775
Commercial motor-vehicle licences	1,238	1,178	126	349	1,337	313	4,541
Motor-cycle licences	89	37	8	21	79	3	237
Trailer licences	135	159	.....	26	264	39	623
Class "A" chauffeurs' licences	1	13	.....	10	20	2	46
Class "B" chauffeurs' licences	3	4	.....	6	25	.....	38
Class "C" chauffeurs' licences	28	30	6	50	160	.....	274
Drivers' licences	2,820	995	175	804	2,989	29	7,812
Totals	8,793	4,201	585	1,960	7,388	419	23,346

REVENUE.

An increase of $729,746.62 (14.8 per cent.) was collected this year over the amount so collected last year from licences, permits, and fees under the "Motor-vehicle Act." The amount so collected, with the exception of fees for drivers' examinations, amounted to $5,653,455.64, as compared with $4,923,709.02 collected last year.

Of this amount, $4,039,335.84 (71.4 per cent.) was collected through the offices of this Branch as follows:—

Vancouver motor-licence office	$1,999,666.05
Victoria motor-licence office	958,846.37
New Westminster motor-licence office	555,465.50
Chilliwack motor-licence office	167,175.63
Mission motor-licence office	113,694.88
Kamloops motor-licence office	86,888.43
Trail motor-licence office	84,588.90
Nelson motor-licence office	73,010.08
Total	$4,039,335.84

The balance of $1,614,119.80 was collected through the various Government Agencies throughout the Province, and Police Detachments collecting and reporting through such Agencies and offices of this Branch.

During the same period $33,044 was collected for drivers' examinations, which was a decrease of $186 (0.5 per cent.) under the amount so collected during the previous year. Of this amount the Vancouver Motor Licence Office collected $14,594 (44.2 per cent.), the Victoria Motor Licence Office $3,957 (12 per cent.), the New Westminster Motor Licence Office $3,635 (11 per cent.), the Mission Motor Licence Office $1,280 (3.9 per cent.), the Chilliwack Motor Licence Office $1,036 (3.1 per cent.), the Trail Motor Licence Office $746 (2.3 per cent.), the Kamloops Motor Licence Office $554 (1.7 per cent.), the Nelson Motor Licence Office $477 (1.4 per cent.), Examination Unit No. 2 operating out of Nanaimo $2,637 (8 per cent.), Examination Unit No. 5 operating out of Vernon $2,002 (6 per cent.), Examination Unit No. 7 operating out of Nelson $1,100 (3.3 per cent.), and Examination Unit No. 9 operating out of Vernon $1,026 (3.1 per cent.).

During the calendar year 1948, $31,954.60 was also collected by the headquarters office of this Branch at Victoria in connection with the registration of documents under

the "Bills of Sale Act," "Conditional Sales Act," "Mechanics' Lien Act," "Companies Act," and "Co-operative Associations Act," and searches, etc., made thereunder. This was an increase of $7,922.05 or 32.9 per cent. over the amount collected from this source during the previous year.

Refunds made this year totalled 1,851, an increase of 218 or 13.3 per cent. over the number made last year, and the amount refunded was $16,292.24, an increase of $1,257.06 or 8.4 per cent. This increase was principally made up of $744.89 in the amounts refunded upon relinquishment of licences owing to the destruction of the motor-vehicle or its permanent removal from the Province and $682.52 in the amount refunded upon surrender of the motor-vehicle licences under the provisions of the "Motor-vehicle Act" allowing persons residing east of the Cascade Mountains to surrender their licences at the end of October, November, or December. Such increases were partially offset by a decrease of $170.35 in the total amount of miscellaneous refunds.

For purposes of comparison, the following tables give particulars of the types of refunds made during the licence-years 1947 and 1948:—

Type of Refund.	1947.		1948.	
	Number.	Amount.	Number.	Amount.
Remitted by Order in Council	3	$78.34	1	$59.59
Licences taken out in error (overcharges, etc.)	313	3,914.70	251	3,607.24
Registration fees paid twice	40	395.00	31	335.00
Motor-cycle licences (overpaid)	2	6.00	2	10.00
Substitution fees (paid in error)	6	9.00	6	13.00
Dealers' licences (relinquished)	6	36.25	11	88.16
Trailer licences (overpaid)	17	236.50	21	289.84
Transfer fees (overpaid)	15	11.25	12	9.00
Drivers' licences and duplicates (paid in error)	14	13.25	19	19.00
Chauffeurs' licences (issued in error)	10	26.00	5	12.50
Minors' permit fees	.....	.....	1	1.00
Refunds, section 4 (4) (*b*)	21	397.51	27	509.12
Sub-totals	447	$5,123.80	387	$4,953.45
Relinquishment refunds, section 13 (2)	709	$6,451.34	809	$7,196.23
Seasonal refunds, section 50 (October 31st, one-third)	175	1,678.67	134	1,278.01
Seasonal refunds, section 50 (November 30th, one-quarter)	224	1,448.27	404	2,357.75
Seasonal refunds, section 50 (December 31st, one-sixth)	78	333.10	117	506.80
Sub-totals	1,186	$9,911.38	1,464	$11,338.79
Total of refunds	1,633	$15,035.18	1,851	$16,292.24

EXAMINATION OF MOTOR-VEHICLE DRIVERS.

During the period from March 1st to December 31st, 1948, 30,254 persons completed examinations as to their fitness and ability to operate motor-vehicles, and, as a result of such examinations, it was found necessary to restrict the drivers' licences of 4,701 persons and to refuse to issue drivers' licences to or to suspend the drivers' licences of 122 persons.

Included in this total were 585 persons who held drivers' licences, and who, as a result of being involved in three reportable motor-vehicle accidents within the period of a year or as a result of information received as to their physical condition, etc., it was deemed advisable to call in for re-examination. The results of these re-examinations were somewhat surprising, as it was found necessary to restrict the drivers' licences of 114 or 19.5 per cent. and to suspend the drivers' licences of 91 or 15.5 per cent., which would appear to definitely indicate the necessity of carrying out re-examination of motor-vehicle drivers within set periods.

Of the 114 drivers whose licences it was necessary to restrict, 1 was the holder of a Class "A" chauffeur's licence, 6 were the holders of Class " B " chauffeurs' licences, and 5 were the holders of Class " C " chauffeurs' licences, while of the 91 drivers whose drivers' licences it was found necessary to suspend, 4 were the holders of Class "A" chauffeurs' licences, 4 were the holders of Class " B " chauffeurs' licences, and 8 were the holders of Class " C " chauffeurs' licences.

Particulars in connection with the re-examination of motor-vehicle drivers, segregated into age-groups, are as follows:—

Re-examination of Motor-vehicle Drivers, 1948.

Passed.

Age-group.	Number passed.	Per Cent. of Age-group.	Reason for Call-in.				Chauffeurs.		
			Accidents.	Convictions.	Physical Condition.	On Information received.	"A."	"B."	"C."
15–21	8	61.5	7	1	....	....	....	....	2
22–30	102	79.7	96	2	....	4	4	20	34
31–40	101	78.3	98	....	....	3	2	17	26
41–50	76	76.8	70	....	....	6	5	8	15
51–60	39	55.0	37	....	....	2	....	4	5
61–64	20	50.0	20	....	....	....	....	1	....
65 and over	34	32.3	25	....	4	5	....	....	1
Totals	380	.....	353	3	4	20	11	50	83

Restricted.

Age-group.	Number restricted.	Per Cent. of Age-group.	Reason for Call-in.				Chauffeurs.			Restricted on Account of										To Glasses.
			Accidents.	Convictions.	Physical Condition.	On Information received.	"A."	"B."	"C."	Hearing.	Vision.	Depth.	Periphery.	Diplopia.	Colour.	Physical Condition.	Reaction Time.	Disability or Amputation.	Road Tests.	
15–21	2	15.4	1	....	....	1	....	....	1	....	1	1	....	....	....	....	....	....	....	1
22–30	16	12.5	16	....	....	....	....	2	2	1	1	2	....	....	....	....	....	1	....	12
31–40	13	10.1	9	....	....	4	....	....	1	1	1	5	....	....	1	1	....	4	....	5
41–50	17	17.1	15	....	....	2	1	2	....	2	2	1	....	1	....	....	....	2	....	7
51–60	26	36.6	20	....	....	6	....	2	1	....	2	3	....	....	....	1	....	2	....	20
61–64	12	30.0	11	....	....	1	....	....	....	....	3	....	....	....	....	....	....	1	....	7
65 and over	28	26.7	10	....	8	10	....	....	....	6	....	3	....	....	3	6	1	7	....	19
Totals	114	.....	82	....	8	24	1	6	5	10	10	15	....	1	4	8	1	17	....	71

Failed.

Age-group.	Number Failed.	Per Cent. of Age-group.	Reason for Call-in.				Chauffeurs.			Failed on Account of										
			Accidents.	Convictions.	Physical Condition.	On Information received.	"A."	"B."	"C."	Hearing.	Vision.	Depth.	Periphery.	Diplopia.	Colour.	Physical Condition.	Reaction Time.	Disability or Amputation.	Road Tests.	Failing to appear.
15–21	3	23.19	....	....	....	3	....	....	....	....	1	....	....	....	....	2	....	....	....	....
22–30	10	7.8	3	....	....	7	....	1	2	....	2	....	....	1	....	4	....	....	....	3
31–40	15	11.6	7	....	2	6	3	1	3	1	6	....	....	....	1	3	....	....	....	4
41–50	6	6.0	5	....	....	1	1	1	1	....	3	....	....	....	....	1	....	....	....	2
51–60	6	8.4	1	....	....	5	....	....	2	1	2	....	....	....	....	1	....	....	....	2
61–64	8	20.0	3	....	....	5	....	1	....	....	3	....	....	....	....	....	....	....	....	5
65 and over	43	41.0	2	....	20	21	....	....	....	....	7	....	....	....	....	10	....	....	17	13
Totals	91	.....	21	....	22	48	4	4	8	2	24	....	....	1	1	21	....	....	17	29

Recapitulation.

Age-group.	Total re-examined.			Reason for Call-in.				Chauffeurs.			Grand Total.
	Passed.	Restricted.	Failed.	Accidents.	Convictions.	Physical Condition.	On Information Received.	"A."	"B."	"C."	
15–21	8	2	3	8	1	....	4	....	....	3	13
22–30	102	16	10	115	2	....	11	4	23	38	128
31–40	101	13	15	114	....	2	13	5	18	30	129
41–50	76	17	6	90	....	....	9	7	11	16	99
51–60	39	26	6	58	....	....	13	....	6	8	71
61–64	20	12	8	34	....	....	6	....	2	....	40
65 and over	34	28	43	37	....	32	36	....	....	1	105
Grand totals	380	114	91	456	3	34	92	16	60	96	585

During the nine-month period from March 1st to December 31st, 1948, written examinations were taken by 528 applicants for Class "A" chauffeurs' licences, and 489 road tests were given in this connection. Written examinations were also taken by 1,308 applicants for Class " B " chauffeurs' licences, and 1,110 road tests were given in connection therewith. Road tests were also given to 2,493 minors in connection with their applications for minors' permits and 26,540 road tests were given in connection with drivers' licences.

Drivers' examinations were also given to 89 of the mechanical-transport personnel of the Army, Navy, and Air Force services, and 111 certificates of such personnel were endorsed.

The following is a synopsis of the work carried out in connection with the examination of drivers and chauffeurs during the period from March 1st to December 31st, 1948:—

Place.	Drivers' Examinations.						Road Tests.		Chauffeurs' Examinations.			
	Civilian.		Motor Transport Examinations.				Drivers' Examinations.	Minors.	Class "A."		Class "B."	
	New Applications.	Held-over Papers completed.	Army.	Navy.	Air Force.	Certificates endorsed.			Written.	Road Tests.	Written.	Road Tests.
Motor Licence Office, Victoria	3,597	1,649	1	21	.....	35	3,523	107	111	86	338	195
Motor Licence Office, Vancouver	13,006	5,129	12	.....	1	25	12,113	114	173	196	539	564
Motor Licence Office, New Westminster	3,110	766	.....	.....	.....	.....	2,984	563	66	56	166	110
Motor Licence Office, Mission	1,403	174	.....	.....	.....	.....	1,072	507	26	20	61	48
Travelling Unit No. 2, Nanaimo	2,366	472	1	.....	.....	2	2,260	321	31	27	34	59
Motor Licence Office, Chilliwack	957	319	43	.....	.....	49	990	39	32	29	9	9
Motor Licence Office, Kamloops	529	140	.....	.....	.....	.....	494	146	13	10	22	20
Travelling Unit No. 5, Vernon	1,894	316	.....	.....	.....	.....	1,374	358	17	15	50	43
Motor Licence Office, Nelson	490	89	.....	.....	.....	.....	326	110	20	12	40	25
Travelling Unit No. 7, Nelson	1,163	6	.....	.....	.....	.....	66	5	3	3	1	1
Travelling Unit No. 9, Vernon	1,027	139	.....	.....	.....	.....	744	167	14	16	8	11
Motor Licence Office, Trail	712	224	.....	.....	.....	.....	594	56	22	19	40	25
Totals	30,254	9,423	57	21	1	111	26,540	2,493	528	489	1,308	1,110

In addition to those whose drivers' licences were restricted on re-examination, it was also found necessary to restrict the drivers' licences of 4,587 persons who were making application for original drivers' licences during such nine-month period, 3,625 being male applicants and 962 female applicants, and to refuse to issue drivers' licences to 29 applicants, of whom 26 were male and 3 were female.

The following table, segregated into age-groups, shows the reasons for the restrictions imposed, as well as for the failures:—

Drivers' Examinations Summary.

Restrictions.

	15–21 Years.		22–30 Years.		31–40 Years.		41–50 Years.		51–60 Years.		61–64 Years.		65 Years and over.		Total.	
	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.	Number.	Per Cent.
Hearing	8	.....	18	.....	17	.....	18	.....	25	.....	10	.....	27	.....	123	0.406
Vision (including glasses) (acuity)	30	.....	59	.....	36	.....	29	.....	20	.....	8	.....	16	.....	198	0.654
Depth (including glasses)	138	.....	148	.....	107	.....	72	.....	59	.....	25	.....	38	.....	587	1.94
Periphery (including glasses)	26	.....	42	.....	25	.....	21	.....	19	.....	9	.....	10	.....	152	0.5
Diplopia (including glasses)	5	.....	3	.....	5	.....	3	.....	1	.....	.....	.....	3	.....	20	0.066
Colour	58	.....	42	.....	38	.....	15	.....	12	.....	2	.....	10	.....	177	0.585
Physical condition	14	.....	36	.....	25	.....	16	.....	11	.....	8	.....	19	.....	129	0.426
Reaction time	4	.....	3	.....	3	.....	7	.....	3	.....	8	.....	5	.....	33	0.109
Road tests	.....	.....	2	.....	2	.....	5	.....	1	.....	.....	.....	38	.....	48	0.158
To glasses	564	.....	864	.....	677	.....	440	.....	495	.....	182	.....	219	.....	3,441	11.37
Totals	847	2.8	1,217	4.02	935	3.09	626	2.07	646	2.13	252	0.83	385	1.27	4,908	16.214

Failures.

Written papers	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.007
Vision (acuity)	1	.....	4	.....	1	.....	.....	.....	4	.....	.....	.....	4	.....	14	0.046
Periphery	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	3	0.01
Physical condition	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2	0.007
Road tests	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	7	.....	8	0.025
Totals	1	0.003	7	0.023	1	0.003	1	0.003	6	0.02	1	0.003	12	0.04	29	0.095

CONVICTIONS.

Convictions recorded this year under the provisions of the " Motor-vehicle Act " and regulations and under section 285 of the Criminal Code have again registered a sharp increase, there being 11,254 reported, as compared with 8,630 in 1947, an increase of 2,624 or 30.4 per cent. Of these convictions, 1,911 (17 per cent.) were for infractions of section 285 of the Criminal Code, 8,770 (77.9 per cent.) were for violations of the " Motor-vehicle Act," and 573 (5.1 per cent.) were for infractions of the regulations made pursuant to the " Motor-vehicle Act."

As in the past, the majority of these convictions were for operating motor-vehicles at an excessive speed, 7,892 or 70.1 per cent. of the convictions recorded this year being for this offence. This was an increase of 2,122 (36.7 per cent.) over the number of convictions for similar offences last year. Other outstanding increases this year, as compared with last year, were for permitting employees to drive motor-vehicles without being properly licensed to do so, 300 per cent.; driving overwidth motor-vehicles without clearance-lights, 187.5 per cent.; using licence belonging to another or refusing to show a licence, etc., 119.2 per cent.; failing to obtain motor-vehicle licence, mount same, etc., 111.5 per cent.; driving motor-vehicles otherwise than as restricted on driver's licence, 97.4 per cent.; operating motor-vehicles displaying wrong number-plates, 90 per cent.; driving motor-vehicles without mufflers, 90 per cent.; failing to stop after an accident, 84.7 per cent.; failing to produce driver's licence to Magistrate or police, 80.7 per cent.; failing to give required signals while driving, 70.8 per cent.; and driving motor-vehicles with defective brakes, 51.6 per cent.

For purposes of comparison, particulars of the types of convictions reported for infractions of the " Motor-vehicle Act " and regulations thereunder, as well as of section 285 of the Criminal Code, during the years 1945 to 1948, inclusive, are shown in the following table:—

CONVICTIONS UNDER " MOTOR-VEHICLE ACT " AND SECTION 285, CRIMINAL CODE, 1945–48.

Offence.	1945.	1946.	1947.	1948.
Failing to stop after accident	60	104	105	194
Unlawfully taking a motor-vehicle without consent of owner	88	84	105	108
Driving a motor-vehicle while intoxicated	50	63	133	158
Operating a vehicle equipped with apparatus for making a smoke screen	.....	.....	1	.....
Failing to obtain motor-vehicle licence or permit, mount same, etc.	8	18	26	55
Failure of dealer to notify *re* sale, misuse of dealers' plates, etc.	4	1	11	5
Operating with " D " plates without salesman's licence or permit	4	5	4	6
Failing to register as a tourist	1	.....	.....	3
Employing unlicensed chauffeur	66	41	68	35
Operating without driver's licence or failing to produce same, etc.	830	881	989	995
Failing to take necessary precautions *re* horse-drawn vehicles	.....	2	1	.....
Failing to take necessary precaution *re* street-cars	50	41	21	80
Failing to stop on approach of fire and police patrol	77	17	26	27
Exceeding speed-limit passing schools and playgrounds	1,251	1,606	1,675	2,805
Exceeding speed-limit indicated by " speed " signs	310	653	1,035	1,743
Driving to common danger, exceeding speed-limit in cities, etc.	1,374	2,271	3,060	3,344
Failing to report accident, etc.	79	79	116	104
Operating motor-vehicle without minor's permit	57	82	92	64
Operating motor-cycle with person in front of driver	1	1	3	2
Failing to transfer motor-vehicle, etc.	1	8	7	2
Operating motor-vehicle without motor-vehicle licence	80	82	145	158
Operating motor-vehicle without displaying plates as required	63	47	47	68
Operating motor-vehicle displaying wrong number-plates	7	13	10	19
Using licence belonging to another, refusing to show licence, etc.	21	41	26	57
Driving motor-vehicle as chauffeur without chauffeur's licence or permit	77	82	88	61
Making false statement, permitting another to use licence, etc.	7	3	19	15
Failing to report change in motor-vehicle	2	4	1	3

CONVICTIONS UNDER "MOTOR-VEHICLE ACT" AND SECTION 285, CRIMINAL CODE, 1945–48—*Continued.*

Offence.	1945.	1946.	1947.	1948.
Operating as dealer without licence	.....	.....	.....	6
Transporting animals unprotected	.....	1	.....	.....
Failing to produce driver's licence to Magistrate, police, etc.	121	143	213	385
Failing to display number-plates unobstructed, clean, etc.	8	10	14	14
Failing to notify *re* change of address	4	.....	12	5
Failing to stop upon request of police or state proper name	2	4	6	4
Driving while driver's licence under suspension	29	29	52	72
Driving without head-lights or improper head-lights	21	37	56	69
Driving without tail-lights, etc.	10	57	166	88
Driving overwidth motor-vehicle without clearance-lights	2	8	8	23
Driving motor-vehicle with defective brakes	25	27	31	47
Driving motor-vehicle with defective horn	6	20	12	12
Driving motor-vehicle without muffler	23	41	49	93
Failing to give required signals on turning or stopping	151	112	113	193
Driving with windshield obstructed	1	.....	.....	.....
Driving motor-vehicle without windshield-wiper	3	6	1	7
Driving motor-vehicle without rear-view mirror	.....	6	9	7
Driving motor-vehicle without flag or light at end of load	2	3	17	7
Driving motor-vehicle otherwise than as restricted on driver's licence	74	43	39	77
Altering number-plates and using fictitious plates	1	1	.....	1
Operating defective motor-vehicle after ordered off road	2	4	4	.....
Operating motor-vehicle with improperly mounted or unauthorized fog, spot, or auxiliary lights	2	1	5	1
Failing to have proper connection between motor-vehicle and trailer	2	2	2	2
Failing to submit motor-vehicle for inspection and testing	.....	6	.....	.....
Permitting employees to drive motor-vehicle without being properly licensed, etc.	11	12	3	12
Letting motor-vehicles for hire without complying with requirements	.....	2	3	1
Holding two current drivers' licences	.....	.....	1	.....
Failing to notify removal or destruction of motor-vehicle	.....	.....	.....	2
Failing to stop at railroad crossing	.....	.....	.....	5
Totals	5,058	6,804	8,630	11,254

SAFETY RESPONSIBILITY.

On March 1st, 1948, Part II of the "Motor-vehicle Act," as enacted by the "Motor-vehicle Act Amendment Act, 1947," was implemented. This legislation, in addition to the financial responsibility requirements which have been in effect since 1932, also requires the impounding of motor-vehicles and the suspension of drivers' and motor-vehicle licences in cases where such motor-vehicles are involved in accidents causing personal injury or property damage in excess of $50, and for which, at the time, proof of financial responsibility could not be produced, and the holding of such motor-vehicles, as well as the suspension of such licences, until security sufficient to satisfy any judgment that might thereafter be recovered against the owner or driver of the impounded motor-vehicle was given, and proof of financial responsibility filed to cover future operation or satisfactory proof was given that the owner or driver had satisfied all claims against him in connection with such accidents and proof of financial responsibility filed to cover future operation, etc.

Notices were forwarded to all registered owners of motor-vehicles giving them a brief résumé of this new legislation. It was also publicized in the newspapers and by addresses over the radio, etc., by the Honourable Gordon S. Wismer, K.C., Attorney-General. Various forms necessary in connection with the handling of the requirements of the new legislation were made up and forwarded to enforcement officials and others concerned, and instructions given as to their use, etc. Our filing-office systems were augmented, etc. This involved considerable additional work, particularly in connection with the volume of inquiries made by the public, and additional staff had to be obtained.

In order to acquaint the personnel of the Financial Responsibility Division of this Branch with the many varied and complex problems emanating from this legislation, it was found necessary to hold classes after working-hours. Executives of police forces were contacted personally, and the requirements of such legislation respecting the impounding of motor-vehicles thoroughly discussed with them. Executives of the various outside offices of this Branch were also briefed personally in connection with the requirements as to the releasing of impounded motor-vehicles and the necessary authority issued to them to release impounded motor-vehicles under certain circumstances.

One of the provisions of the new safety legislation was the setting-up of an Unsatisfied Judgment Fund, providing that in cases where a person who had suffered bodily injury proved the claim and the amount thereof by obtaining a judgment through the usual way in the Courts and made the usual effort to collect from the guilty party, he might, if such efforts proved fruitless, obtain an order from the Judge that the amount of the judgment be paid from the Unsatisfied Judgment Fund, subject to the limitation that the amount of the judgment must exceed $100 and that the amount paid from the Fund would not exceed $5,000 per person or more than $10,000 per accident.

Up to the present no claim has been made on such Fund, as all matters have been satisfactorily settled otherwise.

With the safeguards provided by the new safety responsibility legislation, it was considered no longer necessary to have proof of financial responsibility filed on behalf of minors in those cases where they had not been required to file proof of financial responsibility due to accidents, convictions, etc., with the result that an increase of 43.9 per cent. in the volume of work in connection with the cancellation of British Columbia financial responsibility insurance certificates was experienced, there being 11,637 such certificates cancelled this year, as compared with 8,085 during the last year. However, this was offset by a decrease in the total number of British Columbia financial responsibility insurance certificates filed during this year as compared with last, particulars of which are as follows:—

Type of Certificate filed.	1947.	1948.	Decrease.	
			Number.	Per Cent.
Owner's policy and garage and sales-agency policy	7,743	4,502	3,241	41.9
Driver's policy	2,215	1,062	1,153	52.1
Owner's policy (public and limited motor-vehicles)	4,027	3,164	863	21.4
Totals	13,985	8,728	5,257	37.6

Altogether, 11,738 British Columbia financial responsibility insurance certificates were received from insurance companies during the year, but of these, 3,010 or 25.6 per cent. had to be returned to the different insurance offices concerned owing to the fact that they were not correct.

During the ten-month period between March 1st and December 31st, 1,242 financial responsibility cards were issued by this Department covering motor-vehicles for which a bond had been filed and one financial responsibility card covering a motor-vehicle for which security of $11,000 had been deposited with the Minister of Finance.

As it is necessary to " screen " thoroughly all notices of transfer of motor-vehicles, applications for new registrations of motor-vehicles, and applications for original drivers' licences, approximately 255,100 individual checks were made during the year. These checks were carried out on four card index wheels containing approximately 15,000 names.

From March 1st to December 31st, 1948, 1,525 motor-vehicles which were involved in accidents were impounded under the new safety responsibility sections of the

" Motor-vehicle Act," and 1,174 of such motor-vehicles were subsequently released, leaving a total of 351 motor-vehicles still impounded at the end of the year until such time as their owners have complied with the provisions of such legislation.

The 1,174 motor-vehicles were released from impoundment under the following circumstances:—

(*a*) By the owners giving security sufficient to satisfy any judgment that might thereafter be recovered against them as a result of the accident and filing proof of financial responsibility for future operation, 59.

(*b*) By the owners producing satisfactory proof that all claims for damages resulting from the accident had been satisfied and filing proof of financial responsibility for future operation, 487.

(*c*) By the production of a motor-vehicle liability insurance card or a financial responsibility card in respect to the motor-vehicle which was in full force at the time of the accident, 151.

(*d*) By satisfactory proof being given that the only damage resulting from the accident was to the person or property of the owner or the driver, 154.

(*e*) By satisfactory proof being given that, at the time of the accident, the motor-vehicle was a stolen motor-vehicle, 7.

(*f*) By satisfactory proof being given that the motor-vehicle impounded was so damaged that it would be impractical to repair it so that it could be driven on the highway, 27.

(*g*) By satisfactory proof being given that the driver, owner, or other person in charge of the motor-vehicle was the holder of a valid existing motor-vehicle liability policy in full force at the time of the accident, 175.

(*h*) By the owner or driver of the motor-vehicle producing satisfactory proof of satisfaction for claims for damages (non-residents), 64.

(*i*) By warrant of execution, 1.

(*j*) By judgment in action for damages having been given in favour of the owner of the impounded motor-vehicle, 2.

(*k*) On expiration of six months after accident and no action for damages taken against owner of impounded motor-vehicle, 47.

During the year 1948, 3,258 drivers' licences and 2,324 motor-vehicle licences were suspended under the safety responsibility sections of the " Motor-vehicle Act." This was an increase of 1,442 (79.4 per cent.) in the number of drivers' licences and an increase of 1,536 (194.9 per cent.) in the number of motor-vehicle licences suspended under the financial responsibility sections of the " Motor-vehicle Act " last year.

Upon the necessary proof of financial responsibility being submitted or upon the bona-fide sale of the motor-vehicle concerned being made to other persons, 1,929 drivers' licences and 1,347 motor-vehicle licences were reinstated during the year. This was an increase of 720 (59.5 per cent.) in the number of drivers' licences and an increase of 873 (184.2 per cent.) in the number of motor-vehicle licences reinstated in a similar manner last year.

Particulars of the suspensions and reinstatements of drivers' licences and motor-vehicles under the provisions of the safety responsibility provisions of the " Motor-vehicle Act " during the years 1947 and 1948 are given in the following table:—

DRIVERS' LICENCES AND MOTOR-VEHICLE LICENCES SUSPENDED AND REINSTATED UNDER THE SAFETY RESPONSIBILITY SECTIONS OF THE "MOTOR-VEHICLE ACT" DURING 1947 AND 1948.

Drivers' Licences.

Reason.	Suspended.				Reinstated.			
	1947.	1948.	Increase.	Decrease.	1947.	1948.	Increase.	Decrease.
			Per Cent.	Per Cent.			Per Cent.	Per Cent.
Failing to pay judgment	1	4	300.0	.....	1	1	.....	.....
Failing to remain at or return to scene of an accident	88	139	57.9	.....	51	82	60.8	.....
Taking a motor-vehicle without the owner's consent—								
Accident resulting	29	10	.....	65.5	3	5	66.7	.....
Without accident	57	90	57.0	.....	19	22	17.8	.....
Driving or in charge of a motor-vehicle while intoxicated—								
Accident resulting	36	18	.....	50.0	8	10	25.0	.....
Without accident	67	105	56.7	.....	29	54	86.2	.....
Driving to the common danger or reckless driving—								
Accident resulting	520	615	18.0	.....	347	422	21.6	.....
Without accident	346	482	39.3	.....	245	373	52.2	.....
Driving while driver's licence under suspension—								
Accident resulting	.....	.....	.....	.....	1	1	.....	.....
Without accident	2	4	100.0	.....	1	3	200.0	.....
Driving over the speed-limit, cities, towns, and villages—accident resulting	1	1	.....	.....	1	5	400.0	.....
Driving over speed-limit in speed zones—accident resulting	.....	1	100.0	.....	.....	.....	.....	.....
Manslaughter	4	4	.....	.....	3	5	66.6	.....
Conviction outside the Province	11	20	81.8	.....	3	10	233.3	.....
No proof of financial responsibility given upon expiration of proof previously given	654	1,033	57.9	.....	497	661	33.0	.....
Involved in accident causing damage to others and having no financial responsibility coverage	*	638	.....	.....	*	248	.....	.....
Motor-vehicle involved in accident and, although owner not driving, having no financial responsibility coverage	*	.....	.....	.....	*	.....	.....	.....
Involved in accident causing more than $50 damage and having no driver's licence	*	51	.....	.....	*	6	.....	.....
Involved in accident causing more than $50 damage and failing to submit accident report	*	43	.....	.....	*	22	.....	.....
Totals	1,816	3,258	79.4	.....	1,209	1,929	59.5	.....

* No provision in legislation.

DRIVERS' LICENCES AND MOTOR-VEHICLE LICENCES SUSPENDED AND REINSTATED UNDER THE SAFETY RESPONSIBILITY SECTIONS OF THE "MOTOR-VEHICLE ACT" DURING 1947 AND 1948—*Continued.*

Motor-vehicle Licences.

Reason.	Suspended.				Reinstated.			
	1947.	1948.	Increase	Decrease.	1947.	1948.	Increase.	Decrease.
			Per Cent.	Per Cent.			Per Cent.	Per Cent.
Failing to pay judgment	1	1	.....	.....	.....	.....	.....	.....
Failing to remain at or return to scene of an accident	38	78	105.3	.....	20	52	160.0	.....
Taking a motor-vehicle without the owner's consent—								
Accident resulting	1	.....	.....	100.0	1	1	.....	.....
Without accident	1	2	.....	100.0	1	1	.....	.....
Driving or in charge of a motor-vehicle while intoxicated—								
Accident resulting	12	8	.....	33.3	3	4	33.3	.....
Without accident	24	60	150.0	.....	8	27	237.5	.....
Driving to the common danger or reckless driving—								
Accident resulting	236	348	47.5	.....	134	244	82.1	.....
Without accident	156	259	66.0	.....	100	195	95.0	.....
Driving while driver's licence under suspension—								
Accident resulting	.....	.....	.....	.....	.....	.....	.....	.....
Without accident	.....	1	100.0	.....	.....	1	100.0	.....
Driving over the speed-limit, cities, towns, and villages—accident resulting	.....	2	200.0	.....	.....	2	200.0	.....
Driving over speed-limit in speed zones—accident resulting	.....	1	100.0	.....	.....	.....	.....	.....
Manslaughter	1	1	.....	.....	.....	.....	.....	.....
Conviction outside the Province	2	6	200.0	.....	4	5	25.0	.....
No proof of financial responsibility given upon expiration of proof previously given	316	815	157.9	.....	203	495	143.8	.....
Involved in accident causing damage to others and having no financial responsibility coverage	*	476	.....	.....	*	213	.....	.....
Motor-vehicle involved in accident and, although owner not driving, having no financial responsibility coverage	*	232	.....	.....	*	91	.....	.....
Involved in accident causing more than $50 damage and having no driver's licence	*	9	.....	.....	*	1	.....	.....
Involved in accident causing more than $50 damage and failing to submit accident report	*	25	.....	.....	*	15	.....	.....
Totals	788	2,324	194.9	.....	474	1,347	184.2	.....

* No provision in legislation.

MOTOR-VEHICLE ACCIDENTS.

Reportable motor-vehicle accidents in this Province again increased this year to a new all-time high of 17,565, this being 4,509 more accidents than in 1947 or an increase of 34.53 per cent. Some of this rather alarming increase can be attributed to the increase in motor-vehicle traffic, the number of motor-vehicles licensed in this Province during 1948 increasing by 13.54 per cent. to the total of 200,161, and to the rising cost of repairs, which require accidents formerly exempted as under $25 damage to be reported. For similar reasons, property damage also reached an all-time high of $3,167,109.53, an increase of $1,164,254.35 or 58.13 per cent. over the preceding year.

As a result of these motor-vehicle accidents, 5,133 persons received non-fatal injuries, an increase of 644 or 14.35 per cent. over last year, and 182 persons received fatal injuries, a decrease of 15 or 7.61 per cent. under last year. In view of the increase of 13.54 per cent. in the number of motor-vehicles licensed, the decrease of 7.61 per cent. in the number of fatalities gives reason of hope that progress is being made in the combating of this unnecessary waste of lives.

In Appendix I a brief summary is given of the motor-vehicle accidents occurring in this Province during the past ten years, from which it will be noted that during that period there were 81,340 reportable motor-vehicle accidents involving 133,569 motor-vehicles, in which 1,350 persons lost their lives, 32,413 persons received non-fatal injuries, and property damage amounting to $11,295,120.48 was caused.

Again this year, the largest group of motor-vehicle accidents reported resulted from collision between motor-vehicles, these amounting to 12,107, or 68.9 per cent. of the total. These accidents caused non-fatal injuries to 2,182 persons, or 42.5 per cent. of the persons receiving non-fatal injuries, and 28 or 15.3 per cent. of the fatalities. The next largest group of accidents were those which were non-collision accidents. These amounted to 1,534, or 8.7 per cent of the total, and caused non-fatal injuries to 768 persons, or 14.9 per cent. of the persons receiving non-fatal injuries, as well as 46 or 25.2 per cent. of the fatalities. Motor-vehicles striking fixed objects was the third largest group, these totalling 1,347, or 7.6 per cent. of the total accidents, and caused non-fatal injuries to 464, or 9 per cent. of the persons receiving non-fatal injuries, as well as 16 or 8.8 per cent. of the fatalities.

The most fatal accidents were those caused by collisions between motor-vehicles and pedestrians. These accidents amounted to 1,040, or 5.9 per cent. of the total accidents, and caused non-fatal injuries to 1,017 persons, or 19.8 per cent. of the persons receiving non-fatal injuries, and 55 or 30.2 per cent. of the fatalities.

The peak hours for motor-vehicle accidents still remain from 4 to 6 p.m., 2,961 or 16.8 per cent. of the accidents taking place at this time, and Saturday was again the day on which most accidents occurred, 3,718 or 21.1 per cent. of the total accidents taking place on that day.

This year 29,852 motor-vehicles were involved in reportable motor-vehicle accidents, as compared with 21,381 last year, an increase of 8,471 or 39.6 per cent. Of the motor-vehicles involved, 20,616 or 69 per cent. were private passenger motor-vehicles, 4,473 or 14.9 per cent. were trucks, 2,341 or 7.8 per cent. were deliveries, and 1,142 or 3.8 per cent. were taxis. Private passenger motor-vehicles were involved in 51.6 per cent. of the fatal accidents, 66.7 per cent. of the accidents resulting in non-fatal injuries and 69.7 per cent. of the accidents resulting in property damage only. Trucks were involved in 27.7 per cent. of the fatal accidents, 12.9 per cent. of the accidents resulting in non-fatal injuries and 15.3 per cent. of the accidents resulting in property damage only. Deliveries were involved in 7.4 per cent. of the fatal accidents, 11.4 per cent. of the accidents resulting in non-fatal injuries and 13.9 per cent. of the accidents resulting in property damage only, while taxis were involved in 3.2 per cent. of the fatal accidents, 3.4 per cent. of the accidents resulting in non-fatal injuries and 3.9 per cent. of the accidents resulting in property damage only.

There were 68 motor-vehicle accidents at railway crossings this year, as compared with 56 last year, an increase of 21.4 per cent., but of these, only 4 were fatal and 17 resulted in non-fatal injuries. This is an improvement over last year, when 7 such accidents resulted in fatalities and 21 in non-fatal injuries being caused. Again this year the majority of such accidents (66.1 per cent.) took place at unguarded railway crossings, and these accidents resulted in 75 per cent. of the fatalities, 58.8 per cent. of the non-fatal injuries and 68 per cent. of the property damage resulting from this type of accident.

Of the 29,852 drivers involved in motor-vehicle accidents, 94.6 per cent. were male drivers. The largest age-group of drivers involved were those between 25 and 40 years of age, these amounting to 13,670 or 45.7 per cent. of the total number of drivers involved. Of the drivers involved, 81.8 per cent. had a driving experience of five years and over and 87.7 per cent. were apparently in a normal condition.

There were 101 drivers who were apparently intoxicated when involved in motor-vehicle accidents, and this group of drivers was involved in 3 fatal accidents, 33 accidents causing non-fatal personal injuries, and 65 accidents causing property damage only. Drivers apparently suffering from extreme fatigue numbered 247, and these were involved in 3 fatal accidents, 72 accidents causing non-fatal injuries, and 172 accidents causing property damage only. There were also 243 drivers involved in accidents who did not have a driver's licence, and these were involved in 6 fatal accidents, 86 accidents causing non-fatal personal injury and 151 causing property damage only. The number of non-resident drivers involved was 747, and these were involved in 11 fatal accidents, 163 accidents causing non-fatal personal injuries and 573 accidents resulting in property damage only.

Driving off the highway and failing to yield the right-of-way were the two highest groups in which the action of the driver definitely contributed to the accident. There were 1,318 drivers who drove off the highway, and these were involved in 19 fatal accidents, 342 accidents causing non-fatal injuries and 957 accidents resulting in property damage only, while 1,221 drivers did not yield the right-of-way, and these were involved in one fatal accident, 206 accidents causing non-fatal injuries and 1,014 accidents resulting in property damage only.

Of the pedestrians who were injured this year in motor-vehicle accidents, 59 received fatal injuries, and 1,015 non-fatal injuries. This was a decrease of 13 (18 per cent.) in the number fatally injured and an increase of one in the number receiving non-fatal injuries when compared with last year. Of the pedestrians fatally injured, 18.1 per cent. were under 15 years of age, 29 per cent. were between 50 and 64 years of age, and 32.7 per cent. were 65 years of age and over. The largest group of pedestrians who were fatally injured were those who were walking on or along a highway.

Again the largest group of persons injured and killed in motor-vehicle accidents were passengers, of whom 61 received fatal injuries and 2,410 non-fatal injuries. The next largest group receiving fatal injuries were pedestrians, which totalled 59, and the third largest group receiving fatal injuries were drivers, 40 of whom lost their lives. Of those receiving non-fatal injuries, drivers were the second largest group, with 1,112 so injured, and pedestrians, the third largest group, of whom 1,015 received non-fatal injuries.

The most fatal injuries were caused by fractures; all of those who suffered a fractured spine died as a result thereof, while 68.8 per cent. of those who suffered a fractured skull lost their lives.

Motor-vehicle accidents occurring during the hours of darkness were more than twice as fatal than those occurring during daylight hours, 1 accident in every 80 during the hours of darkness being fatal, as compared with 1 accident in every 216 occurring during the daylight hours.

Of the motor-vehicles involved in accidents, 428 had defective brakes, and these motor-vehicles were involved in two fatal accidents, 75 accidents causing non-fatal injuries and 351 accidents causing property damage only. There were also 172 motor-vehicles which had defective steering-gear involved in accidents, 3 of which were fatal, 44 in which non-fatal injuries were caused, and 125 in which property damage only was caused, as well as 274 motor-vehicles with defective head-lights or tail-lights which were involved in 7 fatal accidents, 62 accidents causing non-fatal injuries and 205 accidents causing property damage only.

Although there was an increase of 2,205 or 25.1 per cent. in the number of motor-vehicle accidents occurring in the cities of the Province, this was a definite improvement when compared with the motor-vehicle accident situation in the Province as a whole, 62.6 per cent. of the motor-vehicle accidents occurring in city municipalities this year, as compared with 67.4 per cent. last year. In the 11,006 motor-vehicle accidents occurring in city municipalities, 51 persons received fatal injuries, as compared with 77 last year, a decrease of 33.8 per cent., and 2,658 persons received non-fatal injuries, as compared with 2,639 last year, an increase of 0.7 per cent. as compared with last year. Property damage, however, amounted to $1,590,146.92, as compared with $1,050,653.41 last year, an increase of 52.3 per cent., and the number of motor-vehicles involved increased to 19,374, as compared with 14,703 last year, an increase of 31.8 per cent.

The Cities of Cumberland, Greenwood, Kaslo, and Slocan reported no accidents this year, while a reduction of 30.8 per cent. in the number of accidents was reported by Rossland. The greatest increase was in Port Moody, which had an increase of 129.5 per cent. over last year, and the next greatest increase was in Ladysmith, which had an increase of 120 per cent. over last year.

Motor-vehicle accidents occurring in district municipalities increased this year to 3,055, as compared with 1,882 last year, an increase of 62.3 per cent. In the over-all picture this was 17.3 per cent. of the accidents occurring in the Province, as compared with 14.4 per cent. last year. These accidents resulted in 64 persons being fatally injured, as compared with 53 last year, an increase of 20.7 per cent. One thousand one hundred and sixty-seven persons received non-fatal injuries, as compared with 837 last year, an increase of 39.4 per cent., and property damage amounted to $689,328.51, as compared with $379,070.28 last year, an increase of 81.8 per cent. A decrease in the number of accidents was reported from Salmon Arm and Spallumcheen, and the same number of accidents as last year was reported from Fraser Mills, all other district municipalities showing an increase. The largest increase was in Pitt Meadows, which showed an increase of 258.3 per cent. over last year, and the next largest increase was in North Vancouver, which showed an increase of 174.3 per cent. The largest decrease was in Salmon Arm, which showed a decrease of 22.2 per cent., and the next largest decrease was in Spallumcheen, which showed a decrease of 10 per cent. as compared with last year.

An increase was also recorded in the number of motor-vehicle accidents taking place in village municipalities and unorganized territory, these amounting to 3,504, as compared with 2,373 last year, an increase of 47.7 per cent. These accidents constituted 19.9 per cent. of the total number of accidents this year, as compared with 18.1 per cent. last year. The number of fatalities was 67, which was the same number as last year. There were also 1,308 persons who received non-fatal injuries, an increase of 29.1 per cent., and property damage amounted to $885,234.60, an increase of 54.5 per cent. over 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 the statistical summary of motor-vehicle accidents

during this year is given in Appendix V. Brief particulars of motor-vehicle accidents occurring during the calendar years 1945 to 1948, inclusive, are as follows:—

	1945.	1946.	1947.	1948.
Number of motor-vehicles licensed	133,954	147,639	176,296	200,161
Number of motor-vehicle accidents	7,067	9,792	13,056	17,565
Number of motor-vehicles involved	11,598	15,964	21,381	29,852
Number of motor-vehicle accident deaths	116	147	197	182
Number of persons injured in motor-vehicle accidents	3,108	3,920	4,489	5,133
Amount of property damage caused by motor-vehicle accidents	$960,367.22	$1,352,670.96	$2,002,855.18	$3,167,109.53
Average amount of property damage per motor-vehicle involved	$82.80	$84.73	$93.67	$102.74

As has been the case during the past, the large majority of motor-vehicle accidents occurring can be attributed to carelessness on the part of both driver and pedestrian, as it will be noted from a study of the statistical summary of motor-vehicle accidents shown in Appendix V that the majority of drivers involved were between the ages of 25 and 40 years with a driving experience of five years and over, were apparently in a normal condition operating motor-vehicles which were in apparently good condition, in a straight direction, on a dry surface, with normal road conditions in clear weather.

"BILLS OF SALE ACT," "CONDITIONAL SALES ACT," "MECHANICS' LIEN ACT," "CO-OPERATIVE ASSOCIATIONS ACT," AND "COMPANIES ACT."

The sharp increase recorded last year in the filing of documents and the making of searches under the above-mentioned Acts has continued during 1948, the total number of documents being handled in this connection amounting to 56,981, as compared with 41,481 last year, an increase of 15,500 or 37.4 per cent. Revenue collected in this connection amounted to $46,602.60, an increase of $13,128.55 or 39.2 per cent. over last year, and more than three times the amount so collected in 1946.

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, this year and last year, are given in the following summary:—

Item.	1947.	1948.	Increase.	Decrease.	Per Cent.
Registrations under "Conditional Sales Act"	16,184	23,725	7,541	.....	47.0
Registrations under "Bills of Sale Act"	6,956	8,150	1,194	.....	17.2
Registrations under "Mechanics' Lien Act"	258	525	267	.....	103.5
Registrations under "Companies Act"	40	38	.....	2	5.0
Motor-vehicle files marked under "Companies Act"	1,177	798	.....	379	32.2
Registrations under "Co-operative Associations Act"	.....	5	5	.....	.....
Motor-vehicle files marked under "Co-operative Associations Act"	.....	29	29	.....	.....
Releases filed under "Conditional Sales Act"	230	484	254	.....	110.4
Releases filed under "Bills of Sale Act"	456	668	212	.....	46.5
Searches under "Conditional Sales Act"	8,058	10,496	2,438	.....	30.3
Searches under "Bills of Sale Act"	8,105	10,540	2,435	.....	30.0
Searches under "Motor-vehicle Act"—					
Original	.....	1,258	1,258	.....	.....
Additional	.....	211	211	.....	.....
Documents copied, certified, etc.	17	54	37	.....	217.6
Total items	41,481	56,981	15,500	381	37.4
Value of law stamps sold	$21,133.50	$26,791.50	$5,658.00	.....	26.8
Value of law stamps attached to documents when received	9,441.50	14,648.00	5,206.50	.....	55.1
Value of bills of sale and conditional sales search tickets sold	2,832.05	4,727.85	1,895.80	.....	67.0
Value of "Motor-vehicle Act" search tickets sold	.....	335.60	335.60	.....	.....
Fees under "Companies Act"	40.00	38.00	.....	2.00	5.0
Miscellaneous searches, copying, fees	27.00	61.65	34.65	.....	128.3
Total revenue	$33,474.05	$46,602.60	$13,128.55	.....	39.2

SCHOOL BUSES.

The number of school-bus permits issued this year was 435, as compared with 433 last year, an increase of one-half of 1 per cent. During the year 60 new pieces of equipment were put into operation for the transportation of school-children.

Inspections of these buses were carried out by the Mechanical Supervisors of the Provincial Police and by Inspectors of the Motor Carrier Branch. Mechanical Supervisors of the Provincial Police made 455 inspections and found that steering was defective in 117 cases and the brakes in 57 cases, Inspectors of the Motor Carrier Branch carried out 110 inspections and found that steering was defective in 36 cases and brakes in 5 cases. In all cases, such defects were remedied immediately.

School buses were involved in 20 accidents this year, as compared with 23 last year. These accidents resulted in one passenger being injured and property damage amounting to $6,385.50 being caused.

STAFF.

In order to keep up with the increasing amount of work, it was necessary to increase the staff to handle the same, and 162 persons were employed as at December 31st, 1948, as compared with 143 on the same date in the previous year, an increase of 19 or 13.2 per cent.

The classification and distribution of the staff on December 31st, 1948, was as follows:—

	Headquarters, Victoria.	Vancouver.	New Westminster.	Chilliwack.	Kamloops.	Mission.	Nelson.	Trail.	Miscellaneous.	Total.
Superintendent	1	....	....	....	....	....	....	....	....	1
Deputy Superintendent	1	....	....	....	....	....	....	....	....	1
Chief clerk (Grade 2)	1	....	....	....	....	....	....	....	....	1
Chief clerk (Grade 1)	....	1	....	....	....	....	....	....	....	1
Senior clerk (Grade 2)	3	....	....	....	....	....	....	....	....	3
Senior clerk (Grade 1)	2	2	1	....	....	....	....	....	....	5
Intermediate clerk (Grade 2)	5	5	1	1	1	1	2	1	3	20
Intermediate clerk (Grade 1)	5	5	2	....	....	....	....	....	....	12
Clerk (Grade 2)	6	1	....	....	....	....	....	....	....	7
Clerk (Grade 1)	17	1	....	....	....	....	....	....	....	18
Secretarial stenographer	1	....	....	....	....	....	....	....	....	1
Clerk-stenographer	5	....	1	....	....	....	....	....	....	6
Stenographer (Grade 2)	4	....	1	....	....	....	....	....	....	5
Stenographer (Grade 1)	15	....	....	1	....	....	....	....	1	17
Graphotype operator	6	....	....	....	....	....	....	....	....	6
Typist	8	....	....	....	....	....	....	....	....	8
Junior clerk	43	2	....	....	....	1	....	1	2	49
Janitor	....	....	1	....	....	....	....	....	....	1
Totals	123	17	7	2	1	2	2	2	6	162

ASSISTANCE TO OTHER DEPARTMENTS, ETC.

With the increase in registrations, traffic, accidents, prosecutions, etc., and the new legislation with respect to the impounding of motor-vehicles involved in accidents, there has been a very substantial increase in the amount of information, etc., supplied to police departments and to other Provincial and Dominion departments, as well as to insurance companies and the public in general.

CONCLUSION.

In conclusion I would like to take this opportunity of expressing my appreciation to the members of the Department and to the various police departments for the splendid co-operation which has been received, as well as to 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,

GEO. A. HOOD,

Superintendent of Motor-vehicles.

APPENDIX I.

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS FOR THE TEN-YEAR PERIOD 1939–48.

Item.	1939.	1940.	1941.	1942.	1943.	1944.	1945.	1946.	1947.	1948.	Total, 1939–48.
Accidents reported	4,954	6,240	6,799	5,451	5,213	5,203	7,067	9,792	13,056	17,565	81,340
Persons killed	110	108	129	125	121	115	116	147	197	182	1,350
Persons injured	2,463	2,937	3,227	2,437	2,403	2,296	3,108	3,920	4,489	5,133	32,413
Property damage	$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	$2,002,855.18	$3,167,109.53	$11,295,120.48
Motor-vehicles involved	7,859	10,140	11,024	8,856	8,495	8,400	11,598	15,964	21,381	29,852	133,569

APPENDIX II.

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS IN THE CITIES OF THE PROVINCE FOR THE CALENDAR YEARS 1947 AND 1948.

Place of Occurrence.	Accidents.			Killed.			Injured.			Property Damage.			Vehicles.		
	1947.	1948.	(+) Increase or (−) Decrease.	1947.	1948.	(+) Increase or (−) Decrease.	1947.	1948.	(+) Increase or (−) Decrease.	1947.	1948.	(+) Increase or (−) Decrease.	1947.	1948.	(+) Increase or (−) Decrease.
			Per Cent.			Per Cent.			Per Cent.			Per Cent.			Per Cent.
Alberni	31	40	+29.0	1	1	.....	11	7	−36.4	$4,144.00	$6,984.00	+68.5	50	70	+40.0
Armstrong	7	7	.....	1	.....	−100.0	2	1	−50.0	860.00	367.50	−51.4	11	10	−9.1
Chilliwack City	66	73	+10.6	2	2	.....	18	16	−11.1	6,134.04	10,426.04	+70.0	117	133	+13.7
Courtenay	17	24	+41.2	.....	.....	.....	8	4	−50.0	2,638.00	5,066.50	92.1	29	36	+24.2
Cranbrook	22	27	+22.7	1	.....	−100.0	6	.....	−100.0	3,632.00	3,697.72	+1.8	40	48	+20.0
Cumberland	2	.....	−100.0	.....	.....	.....	.....	.....	.....	386.25	.....	−100.0	4	.....	−100.0
Duncan	44	61	+38.6	1	.....	−100.0	14	13	−7.1	8,278.00	9,050.29	+9.3	83	104	+25.3
Enderby	4	4	.....	1	.....	−100.0	.....	2	+100.0	219.00	350.00	+59.8	7	4	−42.9
Fernie	6	8	+33.3	.....	.....	.....	2	.....	−100.0	515.00	1,149.00	+123.1	10	13	+30.0
Grand Forks	13	21	+61.5	.....	.....	.....	8	6	−25.0	2,905.00	3,598.00	+23.5	22	34	+54.5
Greenwood	1	.....	−100.0	.....	.....	.....	.....	.....	.....	500.00	.....	−100.0	1	.....	−100.0
Kamloops	72	107	+48.6	.....	.....	.....	17	24	+41.2	8,844.73	18,005.02	+103.6	134	188	+40.3
Kaslo	2	.....	−100.0	.....	.....	.....	3	.....	−100.0	320.00	.....	−100.0	4	.....	−100.0
Kelowna	64	126	+96.9	2	1	−50.0	27	48	+77.8	9,801.51	19,353.73	97.5	107	218	+103.7
Ladysmith	5	11	+120.0	.....	.....	.....	1	12	+1,100.0	655.00	1,503.00	+129.5	9	18	+100.0
Merritt	.....	4	+100.0	.....	1	+100.0	.....	3	+100.0	.....	710.00	+100.0	.....	6	+100.0
Nanaimo	90	136	+51.1	.....	.....	.....	34	25	−26.5	13,142.77	17,894.61	+44.5	155	246	+58.7
Nelson	31	34	+9.7	2	.....	−100.0	9	6	−33.3	10,385.00	9,762.00	−5.9	53	62	+17.0
New Westminster	522	697	+33.5	7	3	−57.1	186	221	+18.8	68,962.64	119,750.52	+73.6	904	1,252	+38.5
North Vancouver City	64	107	+62.2	.....	3	+100.0	32	49	+53.1	12,273.25	22,159.51	+80.5	111	186	+67.6
Port Alberni	77	94	+22.1	2	1	−50.0	21	20	−4.8	13,144.00	16,654.15	+26.7	137	154	+12.4
Port Coquitlam	42	59	+40.5	2	.....	−100.0	12	22	+83.3	7,237.50	10,192.45	+40.8	71	99	+39.4
Port Moody	17	39	+129.5	.....	3	+100.0	11	11	.....	1,606.50	7,675.90	+377.8	26	59	+126.9
Prince George	56	101	+80.4	.....	1	+100.0	15	26	+73.3	6,929.00	15,235.95	+119.9	96	170	+77.1
Prince Rupert	46	56	+21.7	1	.....	−100.0	16	16	.....	5,882.50	7,187.25	+22.2	72	89	+23.6
Revelstoke	11	20	+81.8	.....	.....	.....	3	4	+33.3	1,000.00	2,517.00	+15.2	20	34	+70.0
Rossland	13	9	−30.8	.....	.....	.....	8	.....	−100.0	1,058.75	1,314.00	+24.1	21	17	−19.0
Salmon Arm City	.....	13	+100.0	.....	2	+100.0	.....	.....	.....	.....	3,302.35	+100.0	.....	25	+100.0
Slocan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trail	38	56	+47.3	.....	.....	.....	19	7	−63.2	4,927.44	7,442.30	+51.0	59	100	+69.5
Vancouver	6,619	8,037	+21.4	42	27	−35.7	1,884	1,838	−2.4	742,486.82	1,114,292.87	+50.1	10,955	14,166	+29.3
Vernon	60	83	+38.3	.....	.....	.....	12	16	+33.3	10,802.50	14,489.03	+34.1	97	144	+48.4
Victoria	731	914	+25.0	11	5	−54.5	252	239	−5.2	95,992.60	135,146.68	+40.8	1,257	1,630	+29.6
Kimberley	28	38	+35.7	1	1	.....	8	22	+175.0	4,989.61	4,869.55	−2.5	41	59	+43.9
Totals	8,801	11,006	+25.1	77	51	−33.8	2,639	2,658	+0.7	$1,050,653.41	$1,590,146.92	+52.3	14,703	19,374	+31.8

APPENDIX III.

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS IN THE DISTRICT MUNICIPALITIES OF THE PROVINCE FOR THE CALENDAR YEARS 1947 AND 1948.

Place of Occurrence.	Accidents.			Killed.			Injured.			Property Damage.			Vehicles.		
	1947.	1948.	(+) Increase or (—) Decrease.	1947.	1948.	(+) Increase or (—) Decrease.	1947.	1948.	(+) Increase or (—) Decrease.	1947.	1948.	(+) Increase or (—) Decrease	1947.	1948.	(+) Increase or (—) Decrease.
			Per Cent.			Per Cent.			Per Cent.			Per Cent.			Per Cent.
Burnaby	391	655	+67.5	3	12	+300.0	169	214	+26.6	$76,528.24	$121,904.93	+59.3	685	1,149	+67.7
Chilliwack	142	189	+33.1	3	3	.....	65	72	+10.8	33,948.25	52,805.33	+55.5	216	303	+40.3
Coldstream	14	16	+14.1	1	.....	—100.0	10	7	—30.0	3,122.50	4,012.00	+28.5	21	23	+9.5
Coquitlam	69	124	+79.7	.....	2	+100.0	24	52	+116.7	12,814.30	26,369.50	+105.8	117	220	+88.0
Delta	11	33	+200.0	2	3	+50.0	9	8	—11.1	3,072.50	5,059.16	+64.7	18	56	+211.1
Esquimalt	15	56	+73.3	3	.....	—100.0	9	17	+88.9	1,961.30	9,558.30	+487.4	21	91	+333.3
Fraser Mills	1	1	.....	.....	.....	.....	.....	.....	.....	69.25	120.00	+73.3	2	2	.....
Glenmore	.....	3	+100.0	.....	.....	.....	.....	1	+100.0	.....	405.00	+100.0	.....	6	+100.0
Kent	15	22	+46.7	.....	.....	.....	6	11	+83.3	4,300.00	6,220.00	+44.6	20	33	+65.0
Langley	76	160	+110.5	7	7	.....	40	63	+57.5	23,266.54	43,827.04	+88.4	136	278	+104.4
Maple Ridge	65	107	+64.6	1	3	+200.0	23	27	+17.4	8,717.20	20,732.43	+137.8	105	174	+65.7
Matsqui	85	130	+52.9	2	4	+100.0	33	74	+124.2	18,002.94	38,268.99	+112.6	134	232	+73.1
Mission	29	32	+10.3	.....	3	+100.0	9	10	+11.1	5,139.00	5,107.25	—.6	49	54	+10.2
North Cowichan	81	108	+33.3	1	1	.....	32	56	+75.0	19,148.65	24,673.60	+28.8	118	154	+30.5
North Vancouver	35	96	+174.3	2	1	—50.0	9	26	+188.9	4,638.74	15,630.55	+237.0	57	173	+203.5
Oak Bay	39	40	+2.6	.....	.....	.....	7	9	+28.6	5,566.15	6,008.00	+7.9	63	69	+9.5
Peachland	3	8	+166.7	.....	.....	.....	2	7	+250.0	1,102.50	2,015.00	+82.8	6	12	+100.0
Penticton	60	87	+45.0	3	3	.....	29	29	.....	7,523.40	14,314.67	+90.3	89	132	+48.3
Pitt Meadows	12	43	+258.3	.....	2	+100.0	11	29	+163.6	2,447.50	11,805.00	+38.2	23	74	+221.7
Richmond	12	194	+73.2	3	6	+100.0	41	61	+48.8	15,866.70	42,183.39	+165.9	183	336	+83.6
Salmon Arm	18	14	—22.2	2	.....	—100.0	6	3	—50.0	1,731.00	2,254.00	+30.2	27	18	—33.3
Spallumcheen	20	18	—10.0	.....	.....	.....	8	13	+62.5	2,888.60	5,291.00	+83.2	33	28	—15.2
Sumas	35	75	+11.4	2	.....	—100.0	21	48	+128.6	11,634.77	21,975.85	+88.9	51	128	+151.0
Summerland	13	20	+53.8	.....	1	+100.0	7	13	+85.7	2,664.80	4,195.00	+57.5	20	33	+65.0
Surrey	287	494	+72.1	13	10	—23.1	179	214	+19.5	75,747.92	139,110.40	+83.6	490	866	+76.7
Tadanac	5	14	+180.0	.....	.....	.....	1	2	+100.0	813.00	3,371.36	+314.6	7	21	+200.0
West Vancouver	84	113	+34.5	2	.....	—100.0	26	34	+30.8	13,771.83	22,271.20	+61.7	142	201	+41.5
Saanich	165	203	+23.0	3	3	.....	61	67	+9.8	22,582.70	39,839.56	+76.4	263	338	+28.5
Totals	1,882	3,055	+62.3	53	64	+20.7	837	1,167	+39.4	$379,070.28	$689,328.51	+81.8	3,096	5,204	+68.1

APPENDIX IV.

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS IN VILLAGE MUNICIPALITIES AND UNORGANIZED TERRITORY OF THE PROVINCE FOR THE CALENDAR YEARS 1947 AND 1948.

Place of Occurrence.	Accidents.			Killed.			Injured.			Property Damage.			Vehicles.		
	1947.	1948.	(+) Increase or (−) Decrease.	1947.	1948.	(+) Increase or (−) Decrease.	1947.	1948.	(+) Increase or (−) Decrease.	1947.	1948.	(+) Increase or (−) Decrease.	1947.	1948.	(+) Increase or (−) Decrease.
			Per Cent.			Per Cent.			Per Cent.			Per Cent.			Per Cent.
"A" Division	526	909	+72.8	20	14	−30.0	245	358	+46.1	$136,547.30	$210,040.23	+53.8	813	1,404	+72.7
"B" Division	674	895	+32.8	17	18	+5.9	332	358	+7.8	161,249.51	237,767.55	+47.4	976	1,322	+35.4
"C" Division	593	895	+50.9	19	13	−31.6	233	299	+28.3	137,939.26	236,353.90	+71.3	880	1,306	+48.4
"D" Division	77	118	+53.2	2	2	.....	32	24	−25.0	18,912.50	28,553.52	+51.0	121	180	+48.7
"E" Division	360	500	+38.9	5	13	+160.0	118	193	+63.6	71,846.31	106,270.38	+47.9	579	784	+35.4
Fort George Subdivision	88	101	+14.8	.....	1	+100.0	36	32	−11.1	26,947.61	29,096.52	+8.0	131	153	+16.8
Peace River Subdivision	55	86	+56.4	4	6	+50.0	17	44	+158.8	19,689.00	37,153.00	+88.7	82	125	+52.4
Totals	2,373	3,504	+47.7	67	67	.....	1,013	1,308	+29.1	$573,131.49	$885,234.60	+54.5	3,582	5,274	+47.2
Not stated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,399.00	.....	.....	.....	.....

APPENDIX V.

STATISTICAL SUMMARY—MOTOR-VEHICLE ACCIDENTS.

SUMMARY REPORT FOR YEAR 1948.

1. TYPE OF ACCIDENT.	Total Accidents reported.	PERSONS INJURED.												
		Total injured.	Male.	Female.	Sex not stated.	Age Groups.								Ages not stated.
						0–4.	5–14.	15–19.	20–29.	30–39.	40–49.	50–64.	65 and over.	
Collision with—														
1. Another motor-vehicle	12,107	2,182	1,159	1,019	4	59	100	198	535	429	233	269	97	262
2. Motor-cycle	260	218*	196	22	.....	.....	3	59	97	31	8	7	3	10
3. Pedestrian	1,040	1,017†	677	332	8	78	219	39	67	75	73	120	108	238
4. Street-car	610	103	65	38	.....	1	1	2	33	23	13	12	3	15
5. Railroad train	72	20	17	3	.....	.....	3	.....	8	5	4	.....	.....	.....
6. Horse-drawn vehicle	30	3	2	1	.....	.....	1	.....	1	.....	1	.....	.....	.....
7. Bicycle	315	298‡	246	52	.....	4	134	65	15	7	9	14	9	41
8. Animal	182	10	8	2	.....	1	1	.....	5	3	.....	.....	.....	.....
9. Fixed object	1,347	464	304	153	7	5	18	49	166	77	39	42	5	63
10. Sleigh	10	9	5	4	.....	.....	8	1	.....	.....	.....	.....	.....	.....
11. Miscellaneous	58	41	32	9	.....	7	7	4	5	4	4	4	1	5
12. Non-collision accident	1,534	768	554	213	1	16	28	127	246	120	64	52	26	89
13. Not stated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	17,565	5,133	3,265	1,848	20	171	523	544	1,178	774	448	520	252	723

TYPE OF ACCIDENT.	PERSONS KILLED.												TOTALS FOR YEAR TO DATE.		
	Total killed.	Male.	Female.	Sex not stated.	Age Groups.							Ages not stated.	Accidents.	Injured.	Killed.
					0–4.	5–14.	15–19.	20–29.	30–39.	40–49.	50–64.	65 and over.				
Collision with—															
1. Another motor-vehicle	28	26	2	.....	.....	.....	5	4	2	6	9	2	.....	12,107	2,182	28
2. Motor-cycle	5*	5	.....	.....	.....	.....	1	4	.....	.....	.....	.....	.....	260	218	5
3. Pedestrian	55†	46	9	.....	2	8	1	5	2	1	16	18	2	1,040	1,017	55
4. Street-car	9	8	1	.....	.....	1	1	4	2	.....	1	.....	.....	610	103	9
5. Railroad train	3	2	1	.....	.....	.....	.....	2	.....	.....	1	.....	.....	72	20	3
6. Horse-drawn vehicle	2	1	1	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	30	3	2
7. Bicycle	11	7	4	.....	1	3	3	.....	.....	1	3	.....	.....	315	298	11
8. Animal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	182	10	.....
9. Fixed object	16	12	4	.....	.....	1	5	4	4	1	.....	1	.....	1,347	464	16
10. Sleigh	1	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	10	9	1
11. Miscellaneous	6	6	.....	.....	.....	.....	1	1	.....	1	3	.....	.....	58	41	6
12. Non-collision accident	46	35	11	.....	1	2	6	11	12	2	8	3	1	1,534	768	46
13. Not stated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	182	149	33	.....	4	18	23	35	22	12	41	24	3	17,565	5,133	182

* Four motor-cyclists killed in other than motor-cycle accidents; 56 persons, not motor-cyclists or motor-cycle passengers, injured in motor-cycle accidents. † Four pedestrians killed in other than pedestrian accidents; 2 persons, not pedestrians, injured in pedestrian accidents. ‡ Five persons other than bicyclists injured in bicycle accidents.

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.	615	7	148	460
1 to 2 a.m.	524	9	136	379
2 to 3 a.m.	385	6	88	291
3 to 4 a.m.	242	4	66	172
4 to 5 a.m.	157	1	42	114
5 to 6 a.m.	117	.....	30	87
6 to 7 a.m.	124	.....	31	93
7 to 8 a.m.	446	.....	89	357
8 to 9 a.m.	688	8	104	576
9 to 10 a.m.	666	6	77	583
10 to 11 a.m.	816	9	143	664
11 to 12 m.	899	3	155	741
12 to 1 p.m.	731	6	157	568
1 to 2 p.m.	794	2	124	668
2 to 3 p.m.	1,057	2	176	879
3 to 4 p.m.	1,181	10	257	914
4 to 5 p.m.	1,427	10	270	1,147
5 to 6 p.m.	1,534	9	331	1,194
6 to 7 p.m.	934	8	219	707
7 to 8 p.m.	966	14	260	692
8 to 9 p.m.	863	9	195	659
9 to 10 p.m.	680	9	175	496
10 to 11 p.m.	665	9	167	489
11 to 12 p.m.	979	14	224	741
Not stated	75	6	10	59
Totals	17,565	161	3,674	13,730

3. DAY OF OCCURRENCE.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Sunday	2,475	25	629	1,821
2. Monday	2,128	17	388	1,723
3. Tuesday	2,076	18	416	1,642
4. Wednesday	2,054	17	418	1,619
5. Thursday	2,277	13	459	1,805
6. Friday	2,823	28	545	2,250
7. Saturday	3,718	41	814	2,863
8. Not stated	14	2	5	7
Totals	17,565	161	3,674	13,730

4. TYPE OF VEHICLES INVOLVED.	NUMBER OF VEHICLES INVOLVED.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Private passenger	20,616	95	3,553	16,968
2. Motor-cycle	397	10	287	100
3. Stage	25	.....	5	20
4. Taxi	1,142	6	185	951
5. Bus	437	3	107	327
6. Delivery	2,341	12	420	1,909
7. "Drive Yourself"	396	2	78	316
8. Truck	4,473	51	687	3,735
9. Not stated	25	5	2	18
Totals	29,852	184	5,324	24,344

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

5. RAILROAD CROSSINGS.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Gates not down	2	1	1	.....
2. Guarded crossing—man on duty	7	.....	5	2
3. Automatic signal	9	.....	.....	9
4. Unguarded crossing	45	3	10	32
5. Driver disregarded signal	1	.....	1	.....
6. Signal not given	4	.....	.....	4
7. Not stated	.....	.....	.....	.....
Totals	68	4	17	47

6. DRIVERS INVOLVED, DESCRIPTION OF.	NUMBER OF DRIVERS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Male	28,243	169	5,051	23,023
2. Female	1,509	8	261	1,240
3. Not stated	100	7	12	81
Totals	29,852	184	5,324	24,344

AGE OF DRIVER.	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Under 18 years	577	7	152	418
2. 18 to 24 years	6,019	35	1,176	4,808
3. 25 to 40 years	13,670	85	2,379	11,206
4. 41 to 54 years	5,579	24	955	4,600
5. 55 to 64 years	2,421	10	409	2,002
6. 65 years and over	884	3	155	726
7. Not stated	702	20	98	584

DRIVING EXPERIENCE.	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Less than 3 months	198	2	48	148
2. 3 to 6 months	197	2	38	157
3. 6 to 12 months	305	.....	70	235
4. 1 to 4 years	4,276	20	876	3,380
5. 5 years and over	24,427	111	4,208	20,108
6. Not stated	449	49	84	316

CONDITION OF DRIVER.	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Intoxicated	101	3	33	65
2. Physical defect	66	2	9	55
3. Extreme fatigue	247	3	72	172
4. Normal	26,192	128	4,676	21,388
5. Other	181	.....	37	144
6. Not stated	3,065	48	497	2,520

LICENCE OF DRIVER.	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Licensed in B.C.	28,642	148	5,016	23,478
2. Unlicensed	243	6	86	151
3. Non-resident	747	11	163	573
4. Not stated	220	19	59	142

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	198	1	57	140
2. Exceeding speed-limit	45	.....	17	28
3. On wrong side of road	591	7	136	448
4. Did not have right-of-way	1,221	1	206	1,014
5. Cutting-in	931	1	87	843
6. Passing standing street-car	41	.....	11	30
7. Passing on curve or hill	548	4	90	454
8. Passing on wrong side	62	.....	8	54
9. Failing to signal	302	1	16	285
10. Cutting left corner	189	1	40	148
11. Car ran away	291	2	47	242
12. Through street—did not stop	321	.....	72	249
13. Driving off roadway	1,318	19	342	957
14. Driving through safety-zone	13	.....	5	8
15. Car standing in roadway	931	1	114	816
16. Hit and run	216	1	7	208
17. Passing at intersection	310	1	49	260
18. Following too close	959	.....	80	879
19. Railroad—did not stop	45	2	10	33
20. Not stated	.....	.....	.....	.....
Totals	8,532	42	1,394	7,096

8. Amount of property damage for period covered by this report, $3,167,109.53.
Amount of property damage this year to date, $3,167,109.53.

9. PEDESTRIANS INVOLVED, ACTIONS OF.	NUMBER OF PEDESTRIANS.		
	Total.	Fatal.	Personal Injury.
1. Getting on or off a street-car	22	1	21
2. Getting on or off another vehicle	12	1	11
3. Crossing an intersection with signal	55	.....	55
4. Crossing at intersection against signal	36	2	34
5. Crossing at intersection—no signal	148	5	143
6. Standing on safety-isle	9	.....	9
7. In street—not at intersection	159	10	149
8. Working on car or roadway	22	2	20
9. Riding or hitching on vehicle	6	1	5
10. Not on roadway	7	.....	7
11. Walking on or along highway	98	14	84
12. Playing in street	84	4	80
13. Crossing street diagonally	95	8	87
14. Coming from behind vehicle	147	4	143
15. Not known	174	7	167
Totals	1,074	59	1,015

CONDITION OF PEDESTRIAN.	NUMBER OF PEDESTRIANS.		
	Total.	Fatal.	Personal Injury.
1. Intoxicated	67	4	63
2. Physical defect	35	2	33
3. Confused by traffic	57	3	54
4. View obstructed	48	1	47
5. Careless	332	7	325
6. Normal	298	22	276
7. Not stated	237	20	217
Totals	1,074	59	1,015

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

10. CLASSIFICATION OF VICTIMS.	NUMBER OF VICTIMS.		
	Total.	Fatal.	Personal Injury.
1. Drivers	1,152	40	1,112
2. Passengers	2,471	61	2,410
3. Pedestrians	1,074	59†	1,015†
4. Others (persons in horse-drawn vehicles, etc.)	30	2	28
5. Bicyclists	304	11	293‡
6. Motor-cycle drivers	222	7*	215*
7. Motor-cycle passengers	61	2*	59*
8. Not stated	1	.....	1
Totals	5,315	182	5,133

* Four motor-cyclists killed in other than motor-cycle accidents; 56 persons, not motor-cyclists or motor-cycle passengers, injured in motor-cycle accidents.

† Four pedestrians killed in other than pedestrian accidents; 2 persons, not pedestrians, injured in pedestrian accidents.

‡ Five persons other than bicyclists injured in bicycle accidents.

11. NATURE OF INJURIES.	NUMBER OF VICTIMS.		
	Total.	Fatal.	Personal Injury.
1. Fractured skull	125	86	39
2. Fractured spine	4	4	.....
3. Other fractures	639	18	621
4. Concussion of brain	79	12	67
5. Severe general shock with bruises and cuts	953	11	942
6. Slight shock and shake-up	3,141	4	3,137
7. Internal injuries	62	32	30
8. Other injuries (sprains, dislocations, etc.)	191	.....	191
9. Cuts by glass (only)	15	.....	15
10. Drowned	9	9	.....
11. Burned	3	1	2
12. Asphyxiated	4	4	.....
13. Not stated	90	1	89
Totals	5,315	182	5,133

12. LIGHT CONDITIONS.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Daylight	9,948	46	1,889	8,013
2. Dusk	1,185	12	228	945
3. Artificial light—good	1,431	5	304	1,122
4. Artificial light—poor	855	6	246	603
5. Darkness	3,656	66	912	2,678
6. Not stated	490	26	95	369
Totals	17,565	161	3,674	13,730

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

13. CONDITION OF VEHICLES INVOLVED.	NUMBER OF VEHICLES.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Brakes defective	428	2	75	351
2. Steering-gear defective	172	3	44	125
3. Other defects	71	1	20	50
4. Glaring head-lights	21	.....	6	15
5. Head-light out (one light)	13	1	3	9
6. Head-lights out (both)	78	1	13	64
7. Head-lights dim	124	4	35	85
8. Tail-light out or obscured	38	1	5	32
9. No chains (slippery road)	1,154	2	166	986
10. Puncture or blow-out	133	1	25	107
11. Apparently good	25,149	122	4,449	20,578
12. Not stated	2,471	46	483	1,942
Totals	29,852	184	5,324	24,344

14. DIRECTION OF TRAVEL.	NUMBER OF VEHICLES.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Going straight	17,136	116	3,406	13,614
2. Turning right	2,082	11	389	1,682
3. Turning left	3,212	16	635	2,561
4. Backing	936	2	74	860
5. Parked or standing still	3,357	4	303	3,050
6. Slowing down or stopping	758	2	113	643
7. Skidding	674	.....	128	546
8. Not stated	1,697	33	276	1,388
Totals	29,852	184	5,324	24,344

15. ROAD SURFACE.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Dry surface	8,306	78	1,904	6,324
2. Wet surface	4,667	29	985	3,653
3. Muddy surface	167	4	32	131
4. Snowy surface	1,213	6	182	1,025
5. Icy surface	1,754	5	266	1,483
6. Loose sand or gravel	546	7	138	401
7. Not stated	912	32	167	713
Totals	17,565	161	3,674	13,730

16. ROAD CONDITION.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Defect in roadway	345	.....	70	275
2. Road under repair	238	2	52	184
3. Obstruction in road	252	2	55	195
4. Normal	13,663	105	2,904	10,654
5. Other	434	7	90	337
6. Not stated	2,633	45	503	2,085
Totals	17,565	161	3,674	13,730

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

17. TYPE OF ROAD.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Concrete	2,346	11	464	1,871
2. Asphalt	11,457	85	2,455	8,917
3. Gravel	2,289	27	494	1,768
4. Earth	412	4	67	341
5. Brick or cobble	278	.....	51	227
6. Not stated	783	34	143	606
Totals	17,565	161	3,674	13,730

18. WEATHER CONDITIONS.	NUMBER OF ACCIDENTS.			
	Total.	Fatal.	Personal Injury.	Property Damage only.
1. Clear	9,299	78	2,011	7,210
2. Cloudy	2,397	22	518	1,857
3. Fog or mist	768	7	132	629
4. Rain	3,363	23	687	2,653
5. Snow	1,077	2	176	899
6. Smoke or dust	47	1	12	34
7. Not stated	614	28	138	448
Totals	17,565	161	3,674	13,730

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