PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

MOTOR-VEHICLE BRANCH

FOR THE YEAR

1950

VICTORIA, B.C.
Printed by DON MCDIARMID, Printer to the Queen's Most Excellent Majesty
1952

To His Honour CLARENCE WALLACE, C.B.E.,
Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to present the Annual Report of the Motor-vehicle Branch for the year 1950.

G. S. WISMER,
Attorney-General.

Attorney-General's Department,
Victoria, B.C., February, 1952.

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VICTORIA, B.C., February 14th, 1952.

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 1950.

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

GEO. A. HOOD,
Superintendent of Motor-vehicles.

Report of the Superintendent of Motor-vehicles, 1950

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

SIR,—I have the honour to submit hereunder my annual report for the year 1950.

As large increases were again recorded in practically all issuance under the "Motor-vehicle Act," previous records were again surpassed, as will be noted from the comparative statement of issuance during the licence-years 1943 to 1950, given hereunder, the most outstanding being an increase of 56.47 per cent in the new registrations of passenger motor-vehicles. This large increase was reflected in a number of other items, such as notices of transfer on used motor-vehicles being turned in on new motor-vehicles, etc.

Increases and decreases in connection with the issuance of licences and permits during the 1950 licence-year, as compared to similar issuance during the 1949 licence-year, were as follows:—

INCREASE

	Number	Per Cent
Passenger (new registrations)	15,167	56.47
Passenger (renewals)	18,124	13.10
Commercial (new registrations)	2,312	25.17
Commercial (renewals)	4,773	9.35
Non-resident commercial motor-vehicle permits	142	21.48
Permits for temporary operation	360	42.10
Permits for temporary operation of a farm tractor	74	15.25
Trailer licences	293	2.72
Original motor-dealers' licences	22	3.16
Additional plates, motor-dealers' licences	222	38.40
Temporary operation of motor-dealers	50	30.86
Salesmen's licences	343	38.02
Transfers	43,335	36.98
Chauffeurs' Class "A" licences	187	3.85
Chauffeurs' Class "B" licences	63	1.33
Chauffeurs' Class "C" licences	2,797	5.50
White drivers' licences (originals)	4,237	15.80
Drivers' licences (renewals)	18,235	8.33
Chauffeurs' drivers' licences (renewals)	3,991	8.21
Salesmen's drivers' licences (originals)	9	180.00
Salesmen's drivers' licences (renewals)	231	42.23
Learners' licences	6,635	52.46
Learners' permits	284	8.84
Motor-vehicle duplicate licences	1,618	43.29

DECREASE

Non-resident special motor-vehicle permits	53	12.15
Motor-cycle licences	72	1.56
Non-resident touring motor-vehicle permits	888	28.69
Original motor-cycle dealers' licences	2	11.11
Chauffeurs' drivers' licences (original)	1,091	21.84
Permits to minor	1,547	14.28

These increases show a total gain in the number of motor-vehicles licensed over the preceding year of 40,376 or 17.9 per cent, the total number of motor-vehicles (other than motor-cycles) licensed being 265,703. An increase of 26,703 is also recorded in the number of drivers being licensed this year or 8.9 per cent, the total number of drivers' licences issued being 325,445. Of the 53,521 motor-vehicles being licensed for the first time in this Province, 42,025 were of the private passenger type and 11,496 were commercial-type motor-vehicles. Included in this number were 4,328 used private passenger-type motor-vehicles and 1,059 used commercial-type motor-vehicles which had been licensed in other places and brought into this Province for use here. The balance of 37,697 private passenger-type motor-vehicles and 10,437 commercial-type motor-vehicles were new vehicles being licensed for the first time.

The motor-vehicles which had been licensed elsewhere and brought into this Province for use here came from the following places:—

Place	Passenger		Commercial	
Alberta	1,338		534	
Saskatchewan	760		179	
Manitoba	482		60	
Ontario	1,100		129	
Quebec	117		9	
New Brunswick	37		4	
Nova Scotia	93		1	
Prince Edward Island	3		-----	
Newfoundland	5		-----	
Yukon	30		42	
Total used-car registrations (Canadian)		3,965		958
Alaska	4		1	
California	103		17	
Colorado	1		-----	
Connecticut	1		-----	
District of Columbia	-----		1	
Florida	4		-----	
Idaho	2		3	
Illinois	14		-----	
Indiana	4		-----	
Iowa	1		-----	
Louisiana	2		-----	
Maryland	2		-----	
Massachusetts	1		-----	
Michigan	6		1	
Minnesota	8		2	
Mississippi	-----		1	
Montana	6		4	
Nevada	1		-----	
New Jersey	5		-----	
New York	6		1	
Ohio	2		-----	
Oklahoma	1		-----	
Oregon	17		5	
Pennsylvania	4		-----	
Rhode Island	1		-----	
Carried forward	200	3,965	36	958

Place	Passenger		Commercial	
Brought forward	200	3,965	36	958
South Dakota	1		-----	
Texas	3		-----	
Virginia	1		-----	
Washington	118		53	
Wisconsin	8		4	
Wyoming	1		1	
Total used-car registrations (United States)		328		94
Bermuda	1		-----	
China	4		-----	
Great Britain	24		3	
Holland	-----		1	
Jamaica	1		-----	
Mexico	1		-----	
Northwest Territories	3		3	
Switzerland	1		-----	
Total used-car registrations (all others)		35		7
Total used-car registrations, 1950 licence-year		4,328		1,059

For comparative purposes, the following statement shows the issuance of licences, permits, etc., for the licence-years 1943 to 1950, inclusive:—

COMPARATIVE STATEMENT OF LICENCES, PERMITS, ETC., ISSUED DURING THE LICENCE-YEARS 1943 TO 1950, INCLUSIVE

Licences Issued	1943	1944	1945	1946	1947	1948	1949	1950
Motor-vehicles—								
Passenger (new)	2,526	2,509	2,768	11,157	22,362	19,281	26,858	42,025
Passenger (renewal)	96,394	96,554	96,653	97,920	106,249	124,394	138,248	156,372
Total passenger	98,920	99,063	99,421	109,077	128,611	143,675	165,106	198,397
Passenger substitutional	----------	----------	495	672	692	26,113	1,471	2,707
Commercial (new)	2,198	1,857	1,861	5,334	8,627	8,966	9,184	11,496
Commercial (renewal)	28,948	31,036	31,000	32,785	38,082	44,949	51,037	55,810
Total commercial	31,146	32,893	32,861	38,119	46,709	53,915	60,221	67,306
Commercial substitutional licences	----------	----------	837	1,279	1,494	3,290	1,964	2,207
Total motor-vehicles	130,066	131,956	132,282	147,196	175,320	197,590	225,327	265,703
Total substitutional licences	----------	----------	1,332	1,951	2,186	29,403	3,435	4,914
Duplicate motor-vehicle licences	3,332	2,697	2,790	2,450	3,422	3,604	3,737	5,355
Non-resident touring motor-vehicle permits	1,741	1,837	2,374	2,853	3,625	3,667	3,095	2,207
Non-resident special motor-vehicle permits	174	203	255	321	455	347	436	383
Non-resident commercial motor-vehicle permits	330	184	298	308	441	413	661	803
Permits for temporary operation	158	143	190	444	770	692	855	1,215
Permits for temporary operation—farm tractors	----------	----------	----------	----------	----------	----------	485	559
Motor-cycles—								
New	237	184	306	761	1,652	789	741	743
Renewal	3,069	2,950	2,200	2,277	2,712	3,747	3,940	3,866
Substitutions	18	22	45	55	100	89	108	94
Total motor-cycles	3,306	3,134	2,506	3,038	4,364	4,536	4,681	4,609
Trailers	5,041	5,539	6,276	8,178	9,487	10,117	10,739	11,032
Substitutional licences	19	17	39	45	55	51	46	68
Duplicate licences	----------	----------	8	2	26	7	3	11

Comparative Statement of Licences, Permits, etc., Issued during the Licence-years 1943 to 1950, Inclusive—*Continued*

Licences Issued	1943	1944	1945	1946	1947	1948	1949	1950
Motor-dealers—								
Original licences	189	230	231	343	514	621	696	718
Additional plates	203	227	224	215	309	400	578	800
Substitutional plates	5	4	6	11	25	20	22	60
Original motor-cycle dealer licences	2	3	3	9	38	23	18	16
Additional motor-cycle dealer licences	1	.....	.....	2	13	6	4	4
Motor-cycle substitutional licences	.....	.....	.....	.....	.....	1	.....	.....
Salesmen's licences	180	193	193	350	522	653	902	1,245
Temporary operation of motor-dealers	.....	.....	.....	92	131	94	162	212
Salesmen's duplicate licences	1	1	.....	.....	.....	2	4	7
Transfers—								
Passengers	.....	.....	35,794	42,094	69,250	76,405	93,452	131,763
Commercial	.....	.....	8,932	11,686	16,886	18,496	20,584	25,538
Motor-cycle	.....	.....	1,918	2,585	2,595	2,746	2,871	2,904
Trailers	.....	.....	197	363	375	327	270	307
Total transfers	53,822	49,566	46,841	56,728	89,106	97,974	117,177	160,512
Chauffeurs—								
Original Class "A"	1,465	1,713	2,130	2,826	3,562	4,015	4,861	5,048
Substitutional Class "A"	13	12	26	57	95	98	48	46
Original Class "B"	1,770	1,925	2,529	3,469	4,205	4,599	4,717	4,654
Substitutional Class "B"	31	17	44	108	179	175	63	70
Original Class "C"	19,367	19,388	24,474	32,728	38,966	46,157	50,763	53,560
Substitutional Class "C"	150	60	49	123	169	203	212	196
Duplicate chauffeurs	.....	.....	41	153	226	241	254	240
Drivers—								
Original	11,435	11,538	15,076	20,395	26,027	25,921	26,810	31,047
Renewal	134,169	137,038	153,141	169,922	185,673	201,750	218,866	237,101
Duplicate	1,439	1,266	1,676	2,378	3,299	3,654	4,144	4,939
Original chauffeurs	2,615	1,531	2,655	4,580	5,183	5,638	4,995	3,904
Renewal chauffeurs	16,383	18,515	22,228	28,185	34,591	42,331	48,610	52,601
Original salesmen	.....	.....	.....	3	1	4	5	14
Renewal salesmen	154	142	158	215	313	408	547	778
Permits to minors	4,808	4,835	5,760	6,958	9,503	12,210	10,829	9,282
Duplicate permits to minors	437	305	438	366	465	428	798	929
Learners' licences	2,282	2,258	2,879	4,044	6,440	8,018	12,646	19,281
Learners' permits	784	785	968	1,059	1,526	2,045	3,212	3,496
Search fees	34,434	1,530	124,624	41,604	217,522	156,022	160,089	377,466

The following statements show a comparison between the issuance this year and last, according to issuing office, of motor-vehicle, motor-cycle, and trailer licences, notices of transfer, original and renewal drivers' licences, permits to minor and Class "A," "B," and "C" chauffeurs' licences. It will be noted that notices of transfer, in particular, show large percentage increases from every office, with the exception of three.

Comparative Statement of Issuance of Motor-vehicle, Motor-cycle, and Trailer Licences, by Issuing Offices, during 1949 and 1950

Issuing Office	Passenger Motor-vehicles						Commercial Motor-vehicles						Motor-cycles						Trailers					
	1949	1950	Increase		Decrease		1949	1950	Increase		Decrease		1949	1950	Increase		Decrease		1949	1950	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	2,150	2,806	656	30.51	.....	.....	704	788	84	11.93	.....	.....	43	33	.....	.....	10	23.26	126	141	15	11.90	.....	.....
Ashcroft	186	216	30	16.13	.....	.....	148	180	32	21.62	.....	.....	2	5	3	150.00	.....	.....	4	14	10	250.00	.....	.....
Atlin	23	31	8	34.78	.....	.....	24	39	15	62.50	.....	.....	1	.....	.....	.....	1	100.00	2	.....	.....	.....	2	100.00
Barkerville	100	127	27	27.00	.....	.....	68	86	18	26.47	.....	.....	1	2	1	100.00	.....	.....	5	6	1	20.00	.....	.....
Burns Lake	470	554	84	17.87	.....	.....	551	674	123	22.32	.....	.....	17	15	.....	.....	2	11.76	41	28	.....	.....	13	31.71
Clinton	133	147	14	10.53	.....	.....	152	173	21	13.82	.....	.....	2	1	.....	.....	1	50.00	10	14	4	40.00	.....	.....
Cranbrook	2,238	2,532	294	13.14	.....	.....	1,145	1,284	139	12.14	.....	.....	65	72	7	10.77	.....	.....	212	220	8	3.77	.....	.....
Creston	804	940	136	16.92	.....	.....	740	831	91	12.30	.....	.....	13	23	10	76.92	.....	.....	73	65	.....	.....	8	10.96
Cumberland	2,269	2,629	360	15.87	.....	.....	791	927	136	17.19	.....	.....	32	20	.....	.....	12	37.50	306	316	10	3.27	.....	.....
Duncan	2,920	3,489	569	19.49	.....	.....	1,061	1,209	148	13.95	.....	.....	68	65	.....	.....	3	4.41	299	329	30	10.03	.....	.....
Fernie	835	977	142	17.00	.....	.....	497	555	58	11.67	.....	.....	14	16	2	14.29	.....	.....	60	58	.....	.....	2	3.33
Golden	494	608	114	23.08	.....	.....	479	585	106	22.13	.....	.....	13	13	.....	.....	.....	.....	24	22	.....	.....	2	8.33
Grand Forks	493	542	49	9.94	.....	.....	351	371	20	5.70	.....	.....	13	18	5	38.46	.....	.....	44	51	7	15.91	.....	.....
Greenwood	181	220	39	21.55	.....	.....	171	201	30	17.54	.....	.....	3	2	.....	.....	1	33.33	17	15	.....	.....	2	11.76
Kamloops	2,223	2,744	521	23.44	.....	.....	1,300	1,530	230	17.69	.....	.....	64	61	.....	.....	3	4.69	140	163	23	16.43	.....	.....
Kaslo	102	114	12	11.76	.....	.....	85	88	3	3.53	.....	.....	1	3	2	200.00	.....	.....	15	9	.....	.....	6	40.00
Kelowna	3,413	3,813	400	11.72	.....	.....	1,779	1,857	78	4.38	.....	.....	239	223	.....	.....	16	6.69	392	357	.....	.....	35	8.93
Lillooet	394	474	80	20.30	.....	.....	270	298	28	10.37	.....	.....	8	9	1	12.50	.....	.....	10	11	1	10.00	.....	.....
Merritt	287	342	55	19.16	.....	.....	222	250	28	12.61	.....	.....	16	14	.....	.....	2	12.50	41	29	.....	.....	12	29.27
Nanaimo	4,534	5,508	974	21.48	.....	.....	1,696	1,899	203	11.97	.....	.....	81	76	.....	.....	5	6.17	404	374	.....	.....	30	7.43
Nelson	1,924	2,281	357	18.56	.....	.....	1,088	1,246	158	14.52	.....	.....	30	54	24	80.00	.....	.....	97	120	23	23.71	.....	.....
New Denver	359	438	79	22.01	.....	.....	346	382	36	10.40	.....	.....	4	6	2	50.00	.....	.....	39	35	.....	.....	4	10.26
New Westminster	28,610	33,901	5,291	18.49	.....	.....	9,308	10,239	931	10.00	.....	.....	621	625	4	0.64	.....	.....	2,546	2,605	59	2.32	.....	.....
Oliver	995	1,147	152	15.28	.....	.....	660	681	21	3.18	.....	.....	28	16	.....	.....	12	42.86	104	118	14	13.46	.....	.....
Penticton	3,032	3,505	473	15.60	.....	.....	1,400	1,530	130	9.29	.....	.....	70	78	8	11.43	.....	.....	282	286	4	1.42	.....	.....
Pouce Coupe	1,125	1,385	260	23.11	.....	.....	1,643	1,860	217	13.21	.....	.....	15	16	1	6.67	.....	.....	114	107	.....	.....	7	6.14
Powell River	931	1,169	238	25.56	.....	.....	408	491	83	20.34	.....	.....	27	29	2	7.41	.....	.....	94	105	11	11.70	.....	.....
Prince George	1,311	1,684	373	28.45	.....	.....	1,015	1,329	314	30.94	.....	.....	37	60	23	62.16	.....	.....	65	87	22	33.85	.....	.....
Prince Rupert	769	1,130	361	46.94	.....	.....	537	690	153	28.49	.....	.....	17	21	4	23.53	.....	.....	43	50	7	16.28	.....	.....
Princeton	594	779	185	31.14	.....	.....	353	389	36	10.20	.....	.....	6	10	4	66.67	.....	.....	74	78	4	5.41	.....	.....
Quesnel	393	557	164	41.73	.....	.....	463	597	134	28.94	.....	.....	6	7	1	16.67	.....	.....	46	55	9	19.57	.....	.....
Revelstoke	438	513	75	17.12	.....	.....	251	267	16	6.37	.....	.....	19	13	.....	.....	6	31.58	37	35	.....	.....	2	5.41
Rossland	2,868	3,671	803	28.00	.....	.....	1,161	1,351	190	16.37	.....	.....	60	77	17	28.33	.....	.....	160	159	.....	.....	1	0.63
Salmon Arm	979	1,105	126	12.87	.....	.....	653	747	94	14.40	.....	.....	14	17	3	21.43	.....	.....	94	87	.....	.....	7	7.45
Smithers	420	538	118	28.10	.....	.....	373	466	93	24.93	.....	.....	3	2	.....	.....	1	33.33	23	27	4	17.39	.....	.....
Stewart	6	9	3	50.00	.....	.....	28	31	3	10.71	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Telegraph Creek	.....	.....	.....	.....	.....	.....	10	9	.....	.....	1	10.00	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vancouver	59,411	72,287	12,876	21.67	.....	.....	14,831	16,321	1,490	10.05	.....	.....	1,741	1,608	.....	.....	133	7.64	2,537	2,638	101	3.98	.....	.....
Vernon	3,397	3,796	399	11.75	.....	.....	2,187	2,390	203	9.28	.....	.....	90	107	17	18.89	.....	.....	349	335	.....	.....	14	4.01
Victoria	32,903	39,247	6,344	19.28	.....	.....	10,833	11,931	1,098	10.14	.....	.....	1,188	1,184	.....	.....	4	3.37	1,777	1,854	77	4.33	.....	.....
Williams Lake	392	442	50	12.76	.....	.....	439	534	95	21.64	.....	.....	7	6	.....	.....	1	14.29	33	29	.....	.....	4	12.12
Totals	165,106	198,397	33,291	.....	.....	.....	60,221	67,306	7,086	.....	1	.....	4,681	4,609	141	.....	213	.....	10,739	11,032	444	.....	151	.....

Comparative Statement of Notices of Transfer Received through Issuing Offices during 1949 and 1950

Issuing Office	Passenger Motor-vehicles						Commercial Motor-vehicles						Motor-cycles						Trailers						Total					
	1949	1950	Increase		Decrease		1949	1950	Increase		Decrease		1949	1950	Increase		Decrease		1949	1950	Increase		Decrease		1949	1950	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	1,507	2,537	1,030	68.35	—	—	357	421	64	17.93	—	—	29	18	—	—	11	37.93	3	5	2	66.67	—	—	1,896	2,981	1,085	57.23	—	—
Ashcroft	45	84	39	86.67	—	—	32	69	37	115.63	—	—	1	2	1	100.00	—	—	1	3	2	200.00	—	—	79	158	79	100.00	—	—
Atlin	7	6	—	—	1	14.29	4	1	—	—	3	75.00	—	—	—	—	—	—	—	—	—	—	—	—	11	7	—	—	4	36.36
Barkerville	15	25	10	66.67	—	—	11	14	3	27.27	—	—	—	—	—	—	—	—	—	1	1	—	—	—	26	40	14	53.85	—	—
Burns Lake	131	194	63	48.09	—	—	153	170	17	11.11	—	—	1	6	5	500.00	—	—	—	—	—	—	—	—	285	370	85	29.82	—	—
Clinton	30	37	7	23.33	—	—	28	50	22	78.57	—	—	1	—	—	—	1	100.00	—	1	1	—	—	—	59	88	29	49.15	—	—
Cranbrook	1,138	1,389	251	22.06	—	—	436	551	115	26.38	—	—	24	27	3	12.50	—	—	6	6	—	—	—	—	1,604	1,973	369	23.00	—	—
Creston	331	428	97	29.31	—	—	207	245	38	18.36	—	—	11	8	—	—	3	27.27	4	—	—	—	4	100.00	553	681	128	23.15	—	—
Cumberland	1,170	1,904	734	62.74	—	—	310	484	174	56.13	—	—	6	8	2	33.33	—	—	—	2	2	—	—	—	1,486	2,398	912	61.37	—	—
Duncan	952	1,692	740	77.73	—	—	252	366	114	45.24	—	—	11	13	2	18.18	—	—	4	6	2	50.00	—	—	1,219	2,077	858	70.39	—	—
Fernie	196	285	89	45.40	—	—	78	104	26	33.33	—	—	4	2	—	—	2	50.00	—	—	—	—	—	—	278	391	113	40.65	—	—
Golden	130	165	35	26.92	—	—	66	123	57	86.36	—	—	3	1	—	—	2	66.67	—	—	—	—	—	—	199	289	90	45.23	—	—
Grand Forks	190	259	69	36.32	—	—	84	136	52	61.90	—	—	3	9	6	200.00	—	—	—	—	—	—	—	—	277	404	127	45.85	—	—
Greenwood	52	50	—	—	2	4.00	40	26	—	—	14	35.00	1	3	2	200.00	—	—	—	—	—	—	—	—	93	79	—	—	14	15.00
Kamloops	1,251	1,708	457	36.53	—	—	488	680	192	39.34	—	—	32	27	—	—	5	15.63	10	12	2	20.00	—	—	1,781	2,427	646	36.27	—	—
Kaslo	16	15	—	—	1	6.25	14	24	10	71.43	—	—	2	—	—	—	2	100.00	—	—	—	—	—	—	32	39	7	21.88	—	—
Kelowna	1,516	2,339	823	54.29	—	—	541	683	142	26.25	—	—	124	93	—	—	31	25.00	7	2	—	—	5	71.40	2,188	3,117	929	42.46	—	—
Lillooet	154	200	46	29.87	—	—	63	81	18	28.57	—	—	3	—	—	—	3	100.00	—	—	—	—	—	—	220	281	61	27.73	—	—
Merritt	106	178	72	67.92	—	—	52	85	33	63.46	—	—	7	3	—	—	4	57.14	1	5	4	400.00	—	—	166	271	105	63.25	—	—
Nanaimo	2,160	3,400	1,240	57.41	—	—	532	770	238	44.74	—	—	31	33	2	6.45	—	—	17	30	13	76.47	—	—	2,740	4,233	1,493	54.49	—	—
Nelson	1,397	1,952	555	39.73	—	—	445	710	265	59.55	—	—	16	23	7	43.75	—	—	3	2	—	—	1	33.30	1,861	2,687	826	44.38	—	—
New Denver	73	82	9	12.33	—	—	62	55	—	—	7	11.29	—	1	1	—	—	—	—	—	—	—	—	—	135	138	3	2.22	—	—
New Westminster	11,128	17,730	6,602	59.33	—	—	2,605	3,388	783	30.06	—	—	261	256	—	—	5	1.92	40	43	3	7.50	—	—	14,034	21,417	7,383	52.61	—	—
Oliver	403	572	169	41.94	—	—	187	230	43	22.99	—	—	15	6	—	—	9	60.00	—	2	2	—	—	—	605	810	205	33.88	—	—
Penticton	1,871	2,590	719	38.43	—	—	642	755	113	17.60	—	—	43	32	—	—	11	25.58	5	5	—	—	—	—	2,561	3,382	821	32.06	—	—
Pouce Coupe	469	616	147	31.34	—	—	449	465	16	3.56	—	—	8	9	1	12.50	—	—	2	1	—	—	1	50.00	928	1,091	163	17.56	—	—
Powell River	350	505	155	44.29	—	—	104	160	56	53.85	—	—	9	11	2	22.22	—	—	—	1	1	—	—	—	463	677	214	46.22	—	—
Prince George	805	972	167	20.75	—	—	425	562	137	32.24	—	—	17	15	—	—	2	11.76	2	1	—	—	1	50.00	1,249	1,550	301	24.10	—	—
Prince Rupert	297	533	236	79.46	—	—	145	214	69	47.59	—	—	10	10	—	—	—	—	1	2	1	100.00	—	—	453	759	306	67.55	—	—
Princeton	241	413	172	71.37	—	—	104	127	23	22.12	—	—	—	2	2	—	—	—	1	—	—	—	1	100.00	346	542	196	56.65	—	—
Quesnel	196	535	339	172.96	—	—	149	363	214	143.62	—	—	2	—	—	—	2	100.00	—	—	—	—	—	—	347	898	551	158.70	—	—
Revelstoke	138	204	66	47.83	—	—	59	67	8	13.56	—	—	9	11	2	22.22	—	—	—	2	2	—	—	—	206	284	78	37.80	—	—
Rossland	1,870	3,033	1,163	62.19	—	—	469	584	115	24.52	—	—	30	43	13	43.33	—	—	—	1	1	—	—	—	2,369	3,661	1,292	54.54	—	—
Salmon Arm	314	442	128	40.76	—	—	151	157	6	3.97	—	—	11	6	—	—	5	45.45	—	3	3	—	—	—	476	608	132	27.73	—	—
Smithers	142	366	224	157.75	—	—	108	213	105	97.22	—	—	—	1	1	—	—	—	2	2	—	—	—	—	252	582	330	130.95	—	—
Stewart	2	1	—	—	1	50.00	9	6	—	—	3	33.33	—	2	2	—	—	—	—	—	—	—	—	—	11	9	—	—	2	18.18
Telegraph Creek	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—
Vancouver	36,322	49,818	13,496	37.16	—	—	5,011	5,885	874	17.44	—	—	644	584	—	—	60	9.32	50	66	16	32.00	—	—	42,027	56,353	14,326	34.09	—	—
Vernon	1,439	2,687	1,248	86.72	—	—	728	1,155	427	58.65	—	—	32	61	29	90.63	—	—	20	4	—	—	16	80.00	2,219	3,907	1,688	76.07	—	—
Victoria	24,717	31,598	6,881	27.84	—	—	4,826	5,149	323	6.69	—	—	1,468	1,577	109	7.43	—	—	91	99	8	8.79	—	—	31,102	38,423	7,321	23.54	—	—
Williams Lake	181	218	37	20.44	—	—	158	210	52	32.91	—	—	2	1	—	—	1	50.00	—	—	—	—	—	—	341	429	88	25.81	—	—
Totals	93,452	131,763	38,316	—	5	—	20,584	25,538	4,981	—	27	—	2,871	2,904	192	—	159	—	270	307	66	—	29	—	117,177	160,512	43,355	—	20	—

Comparative Statement of Issuance of Original and Renewal Drivers' Licences and Permits to Minor, by Issuing Offices, during 1949 and 1950

Issuing Offices	Original Drivers' Licences						Renewal Drivers' Licences						Permits to Minor					
	1949	1950	Increase		Decrease		1949	1950	Increase		Decrease		1949	1950	Increase		Decrease	
			Number	Per Cent	Number	Per Cent			Number	Per Cent	Number	Per Cent			Number	Per Cent	Number	Per Cent
Alberni	268	250	.....	.....	18	6.71	3,589	3,936	347	9.67	.....	.....	102	144	42	43.14	.....	.....
Ashcroft	76	117	41	53.95	.....	.....	536	601	65	12.13	.....	.....	19	29	10	52.63	.....	.....
Atlin	10	18	8	80.00	.....	.....	58	80	22	37.93	.....	.....	.....	1	1	100.00	.....	.....
Barkerville	43	58	15	34.88	.....	.....	237	270	33	3.92	.....	.....	17	15	.....	.....	2	11.77
Burns Lake	189	288	99	52.38	.....	.....	1,241	1,388	147	11.85	.....	.....	63	80	17	26.98	.....	.....
Clinton	55	40	.....	.....	15	27.27	342	408	66	19.30	.....	.....	20	13	.....	.....	7	35.00
Cranbrook	767	682	.....	.....	85	11.08	4,192	4,506	314	7.49	.....	.....	210	152	.....	.....	58	27.62
Creston	295	193	.....	.....	102	34.58	1,622	1,811	189	11.65	.....	.....	121	57	.....	.....	64	52.89
Cumberland	162	161	.....	.....	1	0.62	3,774	3,897	123	3.26	.....	.....	115	104	.....	.....	11	9.56
Duncan	112	92	.....	.....	20	17.86	4,891	5,422	531	10.86	.....	.....	82	41	.....	.....	41	50.00
Fernie	307	314	7	2.28	.....	.....	1,541	1,663	122	7.92	.....	.....	93	91	.....	.....	2	2.20
Golden	170	226	56	32.94	.....	.....	1,063	1,241	178	16.75	.....	.....	48	57	9	18.75	.....	.....
Grand Forks	124	122	.....	.....	2	1.61	1,127	1,161	34	3.02	.....	.....	62	57	.....	.....	5	8.06
Greenwood	69	107	38	55.07	.....	.....	459	537	78	16.99	.....	.....	21	27	6	28.57	.....	.....
Kamloops	86	61	.....	.....	25	29.07	4,173	4,655	482	11.55	.....	.....	53	34	.....	.....	19	35.85
Kaslo	45	66	21	46.67	.....	.....	259	286	27	10.42	.....	.....	14	16	2	14.28	.....	.....
Kelowna	63	62	.....	.....	1	1.59	6,139	6,410	271	4.41	.....	.....	122	60	.....	.....	62	50.82
Lillooet	154	126	.....	.....	28	18.18	948	997	49	5.17	.....	.....	35	35	.....	.....	.....	.....
Merritt	89	83	.....	.....	6	6.74	622	685	63	10.13	.....	.....	37	23	.....	.....	14	37.84
Nanaimo	419	387	.....	.....	32	7.88	7,449	8,070	621	8.34	.....	.....	265	203	.....	.....	62	23.40
Nelson	128	113	.....	.....	15	11.72	3,388	3,843	455	13.43	.....	.....	22	5	.....	.....	17	77.27
New Denver	183	158	.....	.....	25	13.66	933	1,052	119	12.75	.....	.....	82	45	.....	.....	37	45.12
New Westminster	5,310	5,721	411	7.74	.....	.....	42,928	46,896	3,968	9.24	.....	.....	2,388	1,951	.....	.....	437	18.30
Oliver	166	174	8	4.82	.....	.....	1,921	2,098	177	9.21	.....	.....	85	55	.....	.....	30	35.30
Penticton	592	468	.....	.....	124	20.95	5,276	5,656	380	7.20	.....	.....	176	54	.....	.....	122	69.32
Pouce Coupe	770	787	17	2.21	.....	.....	3,069	3,440	371	12.09	.....	.....	176	130	.....	.....	46	26.14
Powell River	239	384	145	60.67	.....	.....	1,940	2,239	299	15.41	.....	.....	92	89	.....	.....	3	3.26
Prince George	524	753	229	43.70	.....	.....	2,861	3,217	356	12.44	.....	.....	118	105	.....	.....	13	11.02
Prince Rupert	317	400	83	26.15	.....	.....	1,863	2,341	478	25.66	.....	.....	111	92	.....	.....	19	17.11
Princeton	214	219	5	2.34	.....	.....	1,264	1,516	252	19.94	.....	.....	83	57	.....	.....	26	31.33
Quesnel	131	180	49	37.40	.....	.....	1,054	1,240	186	17.65	.....	.....	44	48	4	9.09	.....	.....
Revelstoke	129	154	25	19.38	.....	.....	961	1,044	83	8.64	.....	.....	50	54	4	8.00	.....	.....
Rossland	117	71	.....	.....	46	39.22	5,023	5,748	725	14.43	.....	.....	1	.....	.....	.....	1	100.00
Salmon Arm	178	162	.....	.....	16	8.99	1,901	2,046	145	7.63	.....	.....	74	52	.....	.....	22	29.73
Smithers	99	155	56	56.46	.....	.....	976	1,054	78	7.99	.....	.....	41	38	.....	.....	3	7.32
Stewart	6	8	2	33.33	.....	.....	51	66	15	2.94	.....	.....	2	2	.....	.....	.....	.....
Telegraph Creek	.....	7	7	100.00	.....	.....	15	3	.....	.....	12	80.00	.....	.....	.....	.....	.....	.....
Vancouver	12,035	13,300	1,265	10.51	.....	.....	98,715	105,068	6,353	6.44	.....	.....	3,304	2,930	.....	.....	374	11.32
Vernon	53	71	18	33.96	.....	.....	5,962	6,191	229	3.84	.....	.....	34	14	.....	.....	20	58.82
Victoria	6,997	8,092	1,095	15.65	.....	.....	42,591	46,587	3,996	9.38	.....	.....	2,420	2,290	.....	.....	130	5.37
Williams Lake	119	135	16	13.45	.....	.....	1,069	1,111	42	3.93	.....	.....	27	32	5	18.52	.....	.....
Totals	31,810	34,965	3,716	.....	561	.....	268,023	290,480	22,469	.....	12	.....	10,829	9,282	100	.....	1,647	.....

Comparative Statement of Issuance of Chauffeurs' Class "A," "B," and "C" Licences, by Issuing Offices, during 1949 and 1950

Issuing Office	Class "A" Chauffeurs						Class "B" Chauffeurs						Class "C" Chauffeurs						Total					
	1949	1950	Increase		Decrease		1949	1950	Increase		Decrease		1949	1950	Increase		Decrease		1949	1950	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	86	79	.....	.....	7	8.14	102	104	2	1.96	.....	.....	1,129	1,193	64	5.67	.....	.....	1,317	1,376	59	4.48	.....	.....
Ashcroft	12	17	5	41.67	.....	.....	21	28	7	33.33	.....	.....	183	222	39	21.31	.....	.....	216	267	51	23.61	.....	.....
Atlin	1	2	1	100.00	.....	.....	11	10	.....	.....	1	9.09	17	26	9	52.94	.....	.....	29	38	9	31.03	.....	.....
Barkerville	3	3	.....	.....	.....	.....	14	13	.....	.....	1	7.14	78	77	.....	.....	1	1.28	95	93	.....	.....	2	2.11
Burns Lake	23	27	4	17.39	.....	.....	49	49	.....	.....	.....	.....	363	461	98	27.00	.....	.....	435	537	102	23.45	.....	.....
Clinton	11	13	2	18.18	.....	.....	16	19	3	18.75	.....	.....	135	165	30	22.22	.....	.....	162	197	35	21.60	.....	.....
Cranbrook	75	76	1	1.33	.....	.....	68	71	3	4.41	.....	.....	1,150	1,141	.....	.....	9	0.78	1,293	1,288	.....	.....	5	0.39
Creston	30	28	.....	.....	2	6.67	14	13	.....	.....	1	7.14	487	505	18	3.70	.....	.....	531	546	15	2.82	.....	.....
Cumberland	72	76	4	5.56	.....	.....	29	36	7	24.14	.....	.....	919	944	25	2.72	.....	.....	1,020	1,056	36	3.53	.....	.....
Duncan	86	87	1	1.16	.....	.....	74	77	3	4.05	.....	.....	1,066	1,164	98	9.19	.....	.....	1,226	1,328	102	8.32	.....	.....
Fernie	72	76	4	5.56	.....	.....	12	13	1	8.33	.....	.....	484	552	68	14.05	.....	.....	568	641	73	12.85	.....	.....
Golden	30	41	11	36.67	.....	.....	22	15	.....	.....	7	31.82	351	444	93	26.50	.....	.....	403	500	97	24.07	.....	.....
Grand Forks	24	21	.....	.....	3	12.50	15	13	.....	.....	2	13.33	378	393	15	3.97	.....	.....	417	427	10	2.40	.....	.....
Greenwood	8	16	8	100.00	.....	.....	5	2	.....	.....	3	60.00	197	214	17	8.63	.....	.....	210	232	22	10.48	.....	.....
Kamloops	92	77	.....	.....	15	16.30	72	75	3	4.17	.....	.....	973	1,038	65	6.68	.....	.....	1,137	1,190	53	4.66	.....	.....
Kaslo	14	12	.....	.....	2	14.29	3	5	2	66.67	.....	.....	106	121	15	14.15	.....	.....	123	138	15	12.20	.....	.....
Kelowna	54	67	13	24.07	.....	.....	52	53	1	1.92	.....	.....	1,188	1,258	70	5.89	.....	.....	1,294	1,378	84	6.49	.....	.....
Lillooet	29	29	.....	.....	.....	.....	60	55	.....	.....	5	8.33	409	379	.....	.....	30	7.33	498	463	.....	.....	35	7.03
Merritt	12	15	3	25.00	.....	.....	5	6	1	20.00	.....	.....	220	207	.....	.....	13	5.91	237	228	.....	.....	9	3.80
Nanaimo	175	173	.....	.....	2	1.14	110	123	13	11.82	.....	.....	2,256	2,359	103	4.57	.....	.....	2,541	2,655	114	4.49	.....	.....
Nelson	132	113	.....	.....	19	14.39	83	74	.....	.....	9	10.84	1,174	1,309	135	11.50	.....	.....	1,389	1,496	107	7.70	.....	.....
New Denver	22	23	1	4.55	.....	.....	26	26	.....	.....	.....	.....	345	356	11	3.19	.....	.....	393	405	12	3.05	.....	.....
New Westminster	662	655	.....	.....	7	1.06	451	383	.....	.....	68	15.08	7,031	7,423	392	5.58	.....	.....	8,144	8,461	317	3.89	.....	.....
Oliver	24	23	.....	.....	1	4.17	13	20	7	53.85	.....	.....	369	438	69	18.70	.....	.....	406	481	75	18.47	.....	.....
Penticton	112	116	4	3.57	.....	.....	65	63	.....	.....	2	3.08	994	1,019	25	2.52	.....	.....	1,171	1,198	27	2.31	.....	.....
Pouce Coupe	82	90	8	9.76	.....	.....	40	41	1	2.50	.....	.....	1,667	1,698	31	1.86	.....	.....	1,789	1,829	40	2.24	.....	.....
Powell River	51	56	5	9.80	.....	.....	60	70	10	16.67	.....	.....	344	356	12	3.49	.....	.....	455	482	27	5.93	.....	.....
Prince George	42	40	.....	.....	2	4.76	89	85	.....	.....	4	4.49	1,086	1,313	227	20.90	.....	.....	1,217	1,438	221	18.16	.....	.....
Prince Rupert	76	103	27	35.53	.....	.....	146	165	19	13.01	.....	.....	652	796	144	22.09	.....	.....	874	1,064	190	21.74	.....	.....
Princeton	23	27	4	17.39	.....	.....	23	25	2	8.70	.....	.....	502	535	33	6.57	.....	.....	548	587	39	7.12	.....	.....
Quesnel	24	32	8	33.33	.....	.....	18	14	.....	.....	4	22.22	458	543	85	18.56	.....	.....	500	589	89	17.80	.....	.....
Revelstoke	12	13	1	8.33	.....	.....	18	20	2	11.11	.....	.....	221	233	12	5.43	.....	.....	251	266	15	15.98	.....	.....
Rossland	125	147	22	17.60	.....	.....	107	113	6	5.61	.....	.....	1,170	1,269	99	8.46	.....	.....	1,402	1,529	127	9.06	.....	.....
Salmon Arm	15	18	3	20.00	.....	.....	30	29	.....	.....	1	3.33	449	455	6	1.34	.....	.....	494	502	8	1.62	.....	.....
Smithers	18	16	.....	.....	2	11.11	37	39	2	5.41	.....	.....	271	319	48	17.71	.....	.....	326	374	48	14.72	.....	.....
Stewart	3	3	.....	.....	.....	.....	3	1	.....	.....	2	66.67	30	38	8	26.67	.....	.....	36	42	6	16.67	.....	.....
Telegraph Creek	.....	.....	.....	.....	.....	.....	8	6	.....	.....	2	25.00	2	3	1	50.00	.....	.....	10	9	.....	.....	1	10.00
Vancouver	1,830	1,978	148	8.09	.....	.....	2,044	2,017	.....	.....	27	1.32	15,832	16,149	317	0.20	.....	.....	19,706	20,144	438	2.22	.....	.....
Vernon	74	70	.....	.....	4	5.41	44	41	.....	.....	3	7.32	1,503	1,504	1	0.07	.....	.....	1,621	1,615	.....	.....	6	0.37
Victoria	596	570	.....	.....	26	4.36	628	615	.....	.....	13	2.07	4,255	4,596	341	8.01	.....	.....	5,479	5,781	302	5.51	.....	.....
Williams Lake	29	20	.....	.....	9	31.03	30	27	.....	.....	3	10.00	319	345	26	8.15	.....	.....	378	392	14	3.70	.....	.....
Totals	4,861	5,048	288	.....	101	.....	4,717	4,654	95	.....	158	.....	50,763	53,560	2,850	.....	53	.....	60,341	63,262	2,979	.....	58	.....

DISTRIBUTION OF MOTOR-VEHICLES

From the following table showing the issuance of motor-vehicle licences according to issuing office, it will be noted that the issuance at Alberni has increased over last year from fourteenth place to twelfth place, superseding both Cumberland and Nelson. Salmon Arm has superseded Oliver, and Prince Rupert has risen from twenty-second place to nineteenth place. Williams Lake has superseded Grand Forks, and Smithers has moved ahead of Williams Lake. One other small change has taken place, wherein Barkerville has moved ahead of Kaslo.

The total of motor-vehicles licensed at Coast points was 206,661 (77.77 per cent), while 59,042 (22.23 per cent) were licensed at Interior points, as compared with 174,700 (77.53 per cent) licensed at Coast points and 50,627 (22.47 per cent) licensed at Interior points last year.

The issuance of motor-vehicle licences, according to issuing offices, was as follows:—

1950 Motor-vehicle Licences Issued According to Issuing Offices

Place	Passenger Motor-vehicles				Commercial Motor-vehicles				Grand Total
	Used	New	Renewal	Total	Used	New	Renewal	Total	
Vancouver	1,644	18,030	52,613	72,287	146	3,200	12,975	16,321	88,608
Victoria	609	4,048	34,590	39,247	84	1,217	10,630	11,931	51,178
New Westminster	694	5,800	27,407	33,901	173	1,450	8,616	10,239	44,140
Nanaimo	69	1,049	4,390	5,508	15	279	1,605	1,899	7,407
Vernon	63	653	3,080	3,796	25	371	1,994	2,390	6,186
Kelowna	105	458	3,250	3,813	25	169	1,663	1,857	5,670
Penticton	64	637	2,804	3,505	12	238	1,280	1,530	5,035
Rossland	90	709	2,872	3,671	13	210	1,128	1,351	5,022
Duncan	34	635	2,820	3,489	16	199	994	1,209	4,698
Kamloops	62	550	2,132	2,744	21	283	1,226	1,530	4,274
Cranbrook	130	409	1,993	2,532	64	197	1,023	1,284	3,816
Alberni	51	730	2,025	2,806	2	154	632	788	3,594
Cumberland	15	545	2,069	2,629	5	175	747	927	3,556
Nelson	55	523	1,703	2,281	25	199	1,022	1,246	3,527
Pouce Coupe	156	269	960	1,385	144	331	1,385	1,860	3,245
Prince George	58	432	1,194	1,684	49	347	933	1,329	3,013
Salmon Arm	25	124	956	1,105	6	111	630	747	1,852
Oliver	32	110	1,005	1,147	16	69	596	681	1,828
Prince Rupert	30	310	790	1,130	5	154	531	690	1,820
Creston	53	151	736	940	19	109	703	831	1,771
Powell River	6	245	918	1,169	2	82	407	491	1,660
Fernie	109	162	706	977	80	70	405	555	1,532
Burns Lake	13	99	442	554	18	105	551	674	1,228
Golden	51	98	459	608	32	101	452	585	1,193
Princeton	11	143	625	779	4	38	347	389	1,168
Quesnel	12	148	397	557	9	146	442	597	1,154
Smithers	7	165	366	538	9	106	351	466	1,004
Williams Lake	6	83	353	442	9	85	440	534	976
Grand Forks	7	72	463	542	4	48	319	371	913
New Denver	13	19	406	438	5	23	354	382	820
Revelstoke	6	94	413	513	3	31	233	267	780
Lillooet	14	46	414	474	1	14	283	298	772
Merritt	5	54	283	342	------	39	211	250	592
Greenwood	4	14	202	220	2	10	189	201	421
Ashcroft	8	20	188	216	2	31	147	180	396
Clinton	1	31	115	147	1	20	152	173	320
Barkerville	4	27	96	127	2	12	72	86	213
Kaslo	4	1	109	114	3	5	80	88	202
Atlin	7	4	20	31	8	8	23	39	70
Stewart	1	------	8	9	------	1	30	31	40
Telegraph Creek	------	------	------	------	------	------	9	9	9
Totals	4,328	37,697	156,372	198,397	1,059	10,437	55,810	67,306	265,703

MAIL-ORDER ISSUANCE

As in the past, an extensive mail-order issuance was again carried out by the headquarters office at Victoria, where 37,532 items were issued by mail, an increase of 6,862 items or 22.4 per cent over last year's total of 30,670. Included in this total were 13,738 passenger motor-vehicle licences and 3,870 commercial motor-vehicle licences which were issued to persons residing outside the Victoria area. It is necessary, therefore, to arrive at a correct figure for motor-vehicle population in the Victoria area, that these mail-order licences be deducted from the Victoria issuance as shown in the foregoing table, which would then show 25,509 passenger and 8,061 commercial motor-vehicle licences issued to residents in and around Victoria.

Licences issued by mail from the Victoria issuing office during 1950 were as follows:—

1950 MAIL-ORDER SYNOPSIS

	Vancouver	Victoria	New Westminster	Vancouver Island and Islands	Balance of Province	Out of Province	Total
Passenger licences	8,104	3,193	623	1,368	3,605	38	16,931
Commercial licences	1,703	2,157	141	423	1,466	137	6,027
Motor-cycle licences	128	62	5	45	97	.....	337
Trailer licences	109	102	32	64	114	9	430
Class "A" chauffeurs' licences	13	22	3	6	18	4	66
Class "B" chauffeurs' licences	5	8	1	9	22	.....	45
Class "C" chauffeurs' licences	73	32	13	114	273	4	509
Drivers' licences	5,148	2,178	449	1,470	3,907	35	13,187
Totals	15,283	7,754	1,267	3,499	9,502	227	37,532

REVENUE

The amount collected during the licence-year 1950 from licences, permits, and fees under the "Motor-vehicle Act," with the exception of fees for drivers' examinations (which are used to defray the cost of such examinations), was $7,478,766.78. This total again showed a sharp increase of $1,059,479.32, which was 16.5 per cent over the amount so collected during the 1949 licence-year.

Of this amount, $5,437,217.09 (72.7 per cent) was collected through the offices of this Branch as follows:—

Vancouver motor-licence office	$2,635,876.30
Victoria motor-licence office	1,319,758.37
New Westminster motor-licence office	761,227.37
Chilliwack motor-licence office	202,265.50
Mission motor-licence office	161,217.18
Trail motor-licence office	135,892.31
Kamloops motor-licence office	123,710.08
Nelson motor-licence office	97,269.98
Total	$5,437,217.09

The balance of $2,041,549.69 was collected through the various Government Agencies throughout the Province and Police Detachments collecting and reporting through such Agencies.

In addition, a total of $113,492 was also collected this year for drivers' examination fees. This was an increase of $61,083 or 116.5 per cent over the amount collected last year in this connection, and was due to the start of re-examinations of drivers who had not been tested for a period of five years. These collections were made through stationary and travelling examination units operating at or out of the following places:—

Vancouver	$38,133	Kamloops	$4,494
Victoria	24,093	Kelowna	3,675
New Westminster	14,725	Mission	3,442
Vernon	7,701	Chilliwack	3,337
Nanaimo	5,998	Trail	2,540
Nelson	5,354		
		Total	$113,492

A large increase in refunds made was again recorded this year. Total refunds amounted to $3,936, an increase of 1,293 or 48.9 per cent over the number made last year, and the amount refunded was $33,721.94, an increase of $11,038.28 or 48.7 per cent. This increase was made up of $2,523.25 in the amounts refunded upon relinquishment of licences owing to the destruction of the motor-vehicle or its permanent removal from the Province, $3,435.94 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, and $4,311.49 in the amount refunded on licences obtained in error, or in overcharging of licence fees; $755.60, the balance of the increase, is made up of miscellaneous refunds.

Type of Refund	1949		1950	
	Number	Amount	Number	Amount
Remitted by Order in Council	2	$219.17	.....	.....
Licences taken out in error (overcharges, etc.)	291	4,244.74	452	$8,556.23
Registration fees paid twice	46	430.00	95	920.00
Motor-cycle licences (overpaid)	.....	.....	3	14.00
Substitution fees (paid in error)	5	6.00	3	5.00
Dealers' licences (relinquished)	13	111.22	5	43.29
Trailer licences (overpaid)	34	273.50	23	213.17
Transfer fees (overpaid)	18	13.50	6	6.75
Drivers' licences and duplicates (paid in error)	11	10.25	107	314.00
Chauffeurs' licences (issued in error)	5	12.00	15	23.50
Minors' permit fees	.....	.....	9	9.00
Refunds, section 4 (4) (*b*)	30	554.57	50	849.60
Drivers' examination fees	1	1.00	1	1.00
Duplicate motor-vehicle licences	1	.50	.....	.....
Sub-totals	457	$5,876.45	769	$10,955.54
Relinquishment refunds, section 16 (2)	1,470	$11,869.61	2,011	$14,392.86
Seasonal refunds, section 54 (October 31st, one-third)	216	2,068.02	262	2,898.02
Seasonal refunds, section 54 (November 30th, one-quarter)	293	1,970.50	738	4,692.35
Seasonal refunds, section 54 (December 31st, one-sixth)	207	899.08	156	783.11
Sub-totals	2,186	$16,807.21	3,167	$22,766.40
Total of refunds	2,643	$22,683.66	3,936	$33,721.94

EXAMINATION OF MOTOR-VEHICLE DRIVERS

During the year 1950 a total of 30,436 persons, made up of 21,969 male and 8,467 female examinees, completed their examination for drivers' licences. Resulting from these examinations, 3,955 or 18 per cent of the male applicants were issued restricted drivers' licences, and 1,616 or 19 per cent of the female applicants were issued restricted drivers' licences. A total of 49 or 0.224 per cent of the male examinees and 8 or 0.09 per cent of the female applicants were refused drivers' licences as a result of these examinations. Particulars of the results of such examinations, segregated into age-groups, were as follows:—

Summary of Drivers' Original Examinations, 1950

	Males																Females																Grand Total	
	15–21 Years		22–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65 Years and Over		Total		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	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
Restrictions																																		
Hearing	8	0.11	8	0.10	15	0.42	10	0.50	19	1.90	5	1.80	21	6.80	86	0.39	.....	.....	3	0.09	9	0.40	6	0.75	4	1.50	.....	.....	.....	.....	22	0.26	108	0.355
Vision	40	0.542	32	0.43	25	0.71	29	1.47	24	2.40	3	1.00	5	1.60	158	0.72	3	0.20	8	0.23	3	0.13	1	0.13	1	0.40	.....	.....	1	5.00	17	0.20	175	0.575
Depth perception	164	2.22	146	1.95	81	2.30	83	4.20	58	5.70	15	5.50	20	6.40	567	2.58	13	0.80	35	1.00	32	1.43	10	1.25	8	3.00	1	2.40	2	9.50	101	1.19	668	2.19
Periphery	3	0.04	5	0.07	1	0.03	2	0.10	.....	.....	1	0.40	1	0.30	13	0.06	1	0.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.01	14	0.05
Diplopia	6	0.08	4	0.05	1	0.03	.....	.....	2	0.20	.....	.....	.....	.....	13	0.06	1	0.06	1	0.03	.....	.....	1	0.13	.....	.....	.....	.....	.....	.....	3	0.04	16	0.05
Colour blindness	50	0.68	51	0.68	32	0.90	13	0.66	11	1.90	7	2.50	3	1.00	167	0.76	.....	.....	1	0.03	.....	.....	1	0.13	.....	.....	.....	.....	.....	.....	2	0.02	169	0.55
Physical condition	18	0.24	29	0.38	26	0.74	21	1.06	14	1.40	7	2.50	12	4.00	127	0.58	.....	.....	5	0.14	4	0.18	4	0.50	.....	.....	.....	.....	3	14.30	16	0.20	143	0.47
Reaction time	1	0.01	.....	.....	1	0.03	2	0.10	2	0.20	2	0.70	7	2.20	15	0.07	1	0.06	4	0.11	1	0.05	.....	.....	1	0.40	2	5.00	.....	.....	9	0.10	24	0.08
Road test	2	0.03	.....	.....	2	0.06	4	0.20	10	1.00	3	1.00	24	7.70	45	0.20	1	0.06	.....	.....	5	0.22	5	0.63	3	1.13	2	5.00	2	9.50	18	0.21	63	0.21
To adequate eye-glasses	527	7.14	658	8.77	404	11.50	384	19.40	440	43.50	155	56.60	196	63.00	2,764	12.58	162	10.10	446	21.72	399	17.90	207	25.90	170	63.40	30	73.20	13	61.70	1,427	16.85	4,191	13.77
Totals	819	11.09	933	12.43	588	16.72	548	27.69	580	57.40	198	72.00	289	93.00	3,955	18.00	182	11.34	503	14.35	453	20.31	235	29.42	187	69.82	35	86.60	21	100.00	1,616	19.08	5,571	18.30
Failures																																		
Failed to complete examination	.....	.....	.....	.....	.....	.....	1	0.05	.....	.....	.....	.....	1	0.30	2	0.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.007
Vision	7	0.10	10	0.13	3	0.09	3	0.15	2	0.20	1	0.40	4	1.30	30	0.14	1	0.06	2	0.06	1	0.05	.....	.....	1	0.40	.....	.....	1	5.00	6	0.07	36	0.119
Diplopia	.....	.....	.....	.....	1	0.03	.....	.....	.....	.....	.....	.....	.....	.....	1	0.005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.003
Physical condition	1	0.01	1	0.01	.....	.....	.....	.....	1	0.10	.....	.....	5	1.60	8	0.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	5.00	1	0.01	9	0.03
Road test	1	0.01	3	0.04	1	0.03	.....	.....	.....	.....	.....	.....	3	1.00	8	0.04	.....	.....	.....	.....	.....	.....	1	0.13	.....	.....	.....	.....	.....	.....	1	0.01	9	0.03
Totals	9	0.12	14	0.18	5	0.15	4	0.20	3	0.30	1	0.40	13	4.20	49	0.224	1	0.06	2	0.06	1	0.05	1	0.13	1	0.40	.....	.....	2	10.00	8	0.09	57	0.19

For the year 1950, 78,323 drivers attended for the driver's re-examination, of whom 65,132 were male and 13,191 were female. As a result of such re-examinations, it was found necessary to place restrictions on 18,881 or 29 per cent on male drivers and 3,540 or 26.8 per cent on female drivers, and to suspend the drivers' licences of 251 or 0.38 per cent of the male drivers and 62 or 0.47 per cent of the female drivers.

The following summary, segregated into age-groups, shows the results of these re-examinations, together with the reasons for the restrictions imposed and the reasons for suspension of such licences:—

Summary of Drivers' Re-examinations, 1950

	Males																Females																Grand Total	
	15–21 Years		22–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65 Years and Over		Total		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	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
Restrictions																																		
Hearing	.....	.....	15	0.16	55	0.30	92	0.59	155	1.44	90	2.30	278	4.27	685	1.05	.....	.....	1	0.07	10	0.21	14	0.40	17	0.75	11	2.00	11	1.60	64	0.48	749	0.96
Vision	3	0.44	63	0.70	183	1.00	211	1.34	179	1.67	74	1.87	161	2.47	874	1.34	.....	.....	2	0.15	8	0.17	14	0.40	10	0.44	2	0.40	5	0.70	41	0.31	915	1.17
Depth perception	12	1.80	216	2.37	449	2.44	467	2.96	473	4.40	215	5.44	442	6.78	2,274	3.49	.....	.....	3	0.22	63	1.35	49	1.38	45	2.00	11	2.00	33	4.70	204	1.55	2,478	3.16
Periphery	1	0.15	34	0.37	117	0.636	124	0.78	104	0.98	27	0.70	98	1.50	505	0.777	.....	.....	.....	.....	4	0.09	10	0.28	7	0.31	1	0.20	2	0.30	24	0.18	529	0.67
Diplopia	.....	.....	9	0.10	16	0.09	11	0.07	14	0.13	5	0.13	21	0.32	76	0.117	.....	.....	.....	.....	2	0.04	2	0.06	.....	.....	1	0.20	1	0.10	6	0.05	82	0.10
Colour blindness	7	1.00	70	0.77	166	0.90	116	0.74	104	0.97	56	1.41	73	1.12	592	0.909	.....	.....	.....	.....	2	0.04	.....	.....	.....	.....	.....	.....	1	0.10	3	0.023	595	0.76
Physical condition	5	0.70	41	0.45	104	56.00	95	0.60	149	1.38	51	1.27	403	6.18	848	1.30	.....	.....	3	0.22	7	0.15	10	0.28	9	0.40	1	0.20	20	2.70	50	0.38	898	1.15
Reaction time	.....	.....	2	0.02	.....	.....	6	0.04	12	0.12	8	0.20	86	1.32	114	0.175	.....	.....	1	0.07	2	0.04	7	0.20	12	0.53	3	0.60	20	2.70	45	0.343	159	0.20
Road test	2	0.30	7	0.07	3	0.02	1	0.01	8	0.07	5	0.13	50	0.77	76	0.117	.....	.....	1	0.07	1	0.02	.....	.....	2	0.09	1	0.20	17	2.40	22	0.17	88	0.12
To adequate eye-glasses	83	12.24	780	8.55	1,878	10.22	2,046	12.99	3,193	29.74	1,637	41.44	3,220	49.44	12,837	19.708	8	27.00	172	12.45	626	13.36	684	19.18	958	42.22	276	51.20	357	49.60	3,081	23.35	15,918	20.323
Totals	113	16.63	1,237	13.56	2,971	16.16	3,169	20.11	4,391	40.90	2,168	54.89	4,832	74.17	18,881	28.99	8	27.00	183	13.25	725	15.47	790	22.18	1,060	46.74	307	57.00	467	64.90	3,540	26.83	22,421	28.63
Failures																																		
Failed to complete examination	.....	.....	1	0.01	5	0.03	2	0.01	4	0.04	.....	.....	.....	.....	12	0.019	.....	.....	.....	.....	.....	.....	.....	.....	1	0.05	.....	.....	1	0.14	2	0.015	14	0.02
Periphery	.....	.....	.....	.....	1	0.01	.....	.....	.....	.....	1	0.03	1	0.06	3	0.004	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	0.004
Vision	1	0.15	6	0.07	8	0.04	6	0.04	25	0.23	14	0.36	57	0.87	117	0.18	.....	.....	.....	.....	3	0.06	4	0.11	4	0.18	.....	.....	4	0.57	15	0.11	132	0.17
Diplopia	.....	.....	.....	.....	.....	.....	1	0.01	.....	.....	.....	.....	.....	.....	1	0.001	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.001
Colour blindness	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.02	1	0.001	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.001
Physical condition	.....	.....	.....	.....	.....	.....	2	0.01	2	0.02	3	0.08	16	0.25	23	0.035	.....	.....	.....	.....	1	0.02	1	0.03	.....	.....	.....	.....	.....	.....	2	0.01	25	0.03
Reaction time	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.02	1	0.001	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.14	1	0.01	2	0.002
Road tests	.....	.....	2	0.02	2	0.01	5	0.03	13	0.12	4	0.10	67	1.03	93	0.143	.....	.....	1	0.07	6	0.13	7	0.20	10	0.44	2	0.40	16	2.30	42	0.32	135	0.173
Totals	1	0.15	9	0.10	16	0.09	16	0.105	44	0.41	22	0.57	143	2.19	251	0.384	.....	.....	1	0.07	10	0.21	12	0.34	15	0.67	2	0.40	22	3.15	62	0.47	313	0.399

In addition to the regular drivers' examinations carried out, 2,614 written examinations were given to applicants for both Class "A" and Class "B" chauffeurs and 1,478 chauffeurs' road tests carried out. Altogether, a total of 115,213 examinations as to eye-sight, reaction, etc., as well as 113,845 road tests, were carried out by the examiners of drivers during the year.

The work of the drivers' examination units during the year is shown on the following synopsis:—

Synopsis of Examinations, etc., during the Months of January 1st to December 31st, 1950, at Drivers' Examination Offices and Travelling Units in British Columbia

Place	Drivers' Examinations						Road Tests		Chauffeurs' Examinations				Drivers' Re-examinations		
	Civilian		Motor Transport Examinations						Class "A"		Class "B"				
	New Applications	Held-over Papers Completed	Army	Navy	Air Force	Certificates Endorsed	Drivers' Examinations	Minors	Written	Road Tests	Written	Road Tests	Re-examination Applications	Held-over Papers Completed	Road Tests
Victoria	3,998	2,242	—	15	—	16	4,647	215	78	55	242	144	15,806	834	16,098
Vancouver	16,133	7,537	—	—	—	—	15,423	5	231	255	494	552	20,494	925	20,380
New Westminster	3,759	1,549	—	—	—	—	3,308	244	36	33	116	95	8,410	493	8,243
Unit No. 1 at Mission	1,561	384	—	—	—	—	1,108	397	37	26	35	25	1,295	76	1,265
As per schedule, Unit No. 2, Nanaimo	1,185	243	—	—	—	—	1,160	67	8	34	11	36	1,968	64	1,943
Unit No. 3 at Chilliwack	992	321	—	—	—	—	1,010	41	14	15	4	4	2,634	131	2,644
Unit No. 4 at Kamloops	962	301	—	—	—	—	800	191	5	4	15	13	1,874	30	1,892
As per schedule, Unit No. 5, Vernon	923	158	—	—	—	—	930	223	22	22	14	15	4,366	108	4,438
Unit No. 6 at Nelson	522	119	—	—	—	—	448	18	5	3	5	3	1,127	29	1,105
As per schedule, Unit No. 7, Nelson	754	5	—	—	—	—	724	2	—	—	1	1	2,897	2	2,863
As per schedule, Unit No. 9, Kelowna	507	55	—	—	—	—	494	78	9	10	11	10	1,696	43	1,698
As per schedule, Unit No. 10, Victoria	683	207	—	—	—	—	692	146	2	7	5	6	3,922	75	3,973
Unit No. 16 at Trail	958	446	—	—	—	—	831	57	14	11	34	23	1,486	7	1,476
As per schedule, Unit No. 19, New Westminster	119	68	—	—	—	—	151	39	—	—	—	—	3,908	237	3,823
As per schedule, Unit No. 20, Mission	45	4	—	—	—	—	30	6	—	—	—	—	855	3	841
Unit No. 21 at Vernon	196	58	—	—	—	—	231	25	4	3	4	3	492	26	504
Unit No. 22 at Kelowna	762	214	—	—	—	—	732	312	19	17	13	12	2,370	93	2,367
Unit No. 25 at Nanaimo	765	313	—	—	—	—	897	3	24	25	12	11	2,145	17	2,151
As per schedule, Unit No. 26, Kamloops	634	21	—	—	—	—	518	107	1	2	1	3	1,286	1	1,285
As per schedule, Unit No. 27, Vancouver	100	20	—	—	—	—	100	2	—	—	—	—	624	8	622
Totals	35,558	14,265	—	15	—	16	34,234	2,178	509	522	1,017	956	79,655	3,202	79,611

CONVICTIONS

An increase of 26.2 per cent was recorded this year in the number of convictions reported under the provisions of the " Motor-vehicle Act " and regulations and under section 285 of the Criminal Code of Canada. Total convictions were 18,975, which was an increase of 3,941 over the number reported last year. Of these convictions, 2,170 (11.4 per cent) were for violations of section 285 of the Criminal Code of Canada, 14,760 (77.7 per cent) were for violations of the provisions of the " Motor-vehicle Act," and 2,045 (10.9 per cent) were for violations of the " Motor-vehicle Act " and regulations.

For purposes of comparison, particulars of the types of convictions reported for violations of the " Motor-vehicle Act " and regulations thereunder, as well as of section 285 of the Criminal Code of Canada, during the years 1947 to 1950, inclusive, are given in the following table:—

CONVICTIONS UNDER " MOTOR-VEHICLE ACT " AND SECTION 285, CRIMINAL CODE, 1947–50

Offence	1947	1948	1949	1950
Driving while driver's licence under suspension	52	72	102	134
Failing to stop after accident	105	194	133	203
Unlawfully taking a motor-vehicle without consent of owners	105	108	124	123
Driving a motor-vehicle while intoxicated	133	158	225	265
Driving to common danger	984	1,382	1,389	1,445
Operating a vehicle with apparatus for making a smoke-screen	1	------	------	------
Careless driving	------	------	156	746
Exceeding maximum speed-limit	2,075	1,962	3,586	5,354
Exceeding speed-limit indicated by " speed " signs	1,035	1,743	2,037	2,093
Failing to obtain, or to display, motor-vehicle licence or permit as required	228	300	442	482
Exceeding speed-limit passing schools and playgrounds	1,675	2,805	3,612	3,781
Operating without driver's licence or failing to produce same	1,202	1,380	1,697	1,610
Operating motor-vehicle without minor's permit	92	64	60	27
Using licence belonging to another, refusing to show licence, etc.	26	57	26	15
Making false statement, permitting another to use licence, etc.	19	15	13	19
Driving motor-vehicle otherwise than as restricted on driver's licence	39	77	32	153
Holding two current driver's licences	1	------	------	------
Driving motor-vehicle as chauffeur without chauffeur's licence or permit	88	61	99	67
Misuse of dealers' plates, etc.	11	5	30	41
Operating with " D " plates without salesman's licence or permit, etc.	4	6	37	35
Operating as dealer without licence	------	6	------	------
Permitting person not properly licensed to drive motor-vehicle, etc.	3	12	4	8
Letting motor-vehicles for hire without complying with requirements	3	1	------	------
Employing unlicensed chauffeur	68	35	56	43
Failing to transfer motor-vehicle, etc.	7	2	16	9
Failing to report change in motor-vehicle	1	3	2	2
Failing to notify *re* change of address	12	5	12	6
Altering number-plates and using fictitious plates	------	------	1	2
Failing to report an accident, etc.	116	104	137	151
Failing to register as a tourist	------	3	1	2
Failing to stop at railroad crossing	------	5	------	35
Failing to stop on approach of fire and police patrol	26	27	45	26
Failing to take necessary precautions *re* street-cars	21	80	58	35
Failing to take necessary precautions *re* horse-drawn vehicle	1	------	------	------
Failing to notify of removal or destruction of motor-vehicle	------	2	------	------
Operating motor-cycle with person in front of driver	3	2	3	------
Transporting animals unprotected	------	------	1	4
Failing to stop on request of police or state proper name	6	4	2	11
Failing to surrender licence on suspension	------	------	1	1
Removing or releasing impounded vehicle without authority	------	------	1	------
Producing invalid financial-liability card, etc.	------	------	2	2
Failing to display number-plates unobstructed, clean, etc.	14	14	13	23
Driving without head-lights or improper head-lights	56	69	122	206
Driving without tail-light	166	88	114	286
Driving over-width motor-vehicle without clearance-lights	8	23	25	18
Driving motor-vehicle with defective brakes	31	47	53	71
Driving motor-vehicle with defective horn	12	12	35	27
Driving motor-vehicle without muffler	49	93	95	108
Failing to give required signals on turning or stopping	113	193	404	1,246
Driving with windshield obstructed	------	------	5	3
Driving motor-vehicle without windshield-wiper	1	7	2	4
Driving motor-vehicle without rear-view mirror	9	7	5	15
Driving motor-vehicle without flag or light at the end of load	17	7	3	16
Replacing glass other than with safety glass	------	------	13	16
Operating motor-vehicle with improperly mounted or unauthorized fog, spot, or auxiliary lights	5	1	------	3
Failing to have proper connection between motor-vehicle and trailer	2	2	2	3
Operating defective motor-vehicle after ordered off road	4	------	1	------
Totals	8,630	11,254	15,034	18,975

SAFETY RESPONSIBILITY

The steadily mounting total of motor-vehicle accidents and convictions during the year, which was partly the result of the increased flow of traffic on our highways, was reflected by the increased number of cases brought to a successful conclusion and the large number of inquiries from the general public which were attended to during the year 1950.

Although many large transportation companies have given proof of financial responsibility by depositing bonds or obtaining certificates from the Superintendent of Insurance as "self-insurers," the filing of British Columbia financial-responsibility insurance certificates increased by 17.8 per cent over that of the previous year. The total number of certificates filed amounted to 10,020, as compared with 8,503 last year, an increase of 1,517. Owners' policy certificates and garage and sales-agency policy certificates filed during the year totalled 6,307, an increase of 1,607 or 34.2 per cent over the number so filed last year, and an increase of 14.2 per cent was registered in the number of drivers' policy certificates filed, there being 1,217 filed this year, as compared with 1,066 last year. There was a decrease of 241 or 8.8 per cent in the number of owners' policy certificates for public and limited vehicles, there being 2,496 certificates filed this year, as compared with 2,737 last year.

Out of a total of 13,216 British Columbia financial-responsibility certificates received during the year, 3,196 or 24.2 per cent were rejected and returned to insurance companies concerned as incorrect. The number of rejections is still far too high, but the steady decrease in the number of incorrect certificates is encouraging, and it is felt that the Division's approach to the companies in this regard is having the desired effect.

The number of British Columbia financial-responsibility insurance certificates which were cancelled during the year amounted to 8,951. This was an increase of 1,528 or 20.6 per cent over that of 1949. Intimations have been received from companies who have filed certificates that they intend to approach the Department with a view to having a search made of existing certificates on file, and it is expected that such action may result in a tremendous increase in the number of cancellations in 1951.

Comparative Statement of British Columbia Financial-responsibility Insurance Certificates Received and Filed during the Years 1949 and 1950

Total number of certificates filed in 1950	10,020	
Total number of certificates filed in 1949	8,503	
Increase	1,517	(17.8%)
Owners' policy certificates and garage and sales-agency policy certificates filed in 1950	6,307	
Owners' policy certificates and garage and sales-agency policy certificates filed in 1949	4,700	
Increase	1,607	(34.2%)
Drivers' policy certificates filed in 1950	1,217	
Drivers' policy certificates filed in 1949	1,066	
Increase	151	(14.2%)
Owners' policy certificates (public and limited) filed in 1950	2,496	
Owners' policy certificates (public and limited) filed in 1949	2,737	
Decrease	241	(8.8%)

Financial-responsibility cards issued during the year to corporations who had filed bonds, or who had been issued with a certificate from the Superintendent of Insurance that they maintain sufficient funds to satisfy third-party liability claims, totalled 255.

Under existing legislation it is necessary to screen all new registrations of motor-vehicles and transfers in ownership of motor-vehicles, as well as all applications for original drivers' licences. In this connection approximately 409,500 individual checks were made in 1950, as compared with 301,500 in 1949. This was an increase of 35.8 per cent in this particular part of the work over that of 1949.

During the year 5,152 drivers' licences and 4,327 motor-vehicle licences were suspended under the financial-responsibility sections of the "Motor-vehicle Act." This was an increase of 1,461 or 39.6 per cent in the number of drivers' licences suspended and an increase of 1,519 or 54.1 per cent in the number of motor-vehicle licences suspended, as compared with last year.

However, 4,035 drivers' licences and 3,035 motor-vehicle licences were reinstated during the year upon compliance with the requirements of the financial-responsibility sections of the Act or the bona fide sale of the motor-vehicles concerned to other persons. This was an increase of 1,448 or 56 per cent in the number of drivers' licences reinstated and an increase of 914 or 43.1 per cent in the number of motor-vehicle licences reinstated in this connection, as compared with last year. A comparative statement of the suspensions and reinstatements of drivers' licences and motor-vehicle licences under the provisions of the financial-responsibility sections of the "Motor-vehicle Act" during this year and last year is 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 1949 and 1950

Drivers' Licences

Reason	Suspended				Reinstated			
	1949	1950	Increase	Decrease	1949	1950	Increase	Decrease
			Per Cent	Per Cent			Per Cent	Per Cent
Driving to common danger or reckless driving—								
Accident resulting	625	761	21.8	.....	449	609	35.6	.....
Without accident	488	585	19.9	.....	361	495	37.1	.....
Taking motor-vehicle without owner's consent—								
Accident resulting	8	15	87.5	.....	1	3	200.0	.....
Without accident	67	78	16.4	.....	21	38	80.9	.....
Driving or in charge of a motor-vehicle while intoxicated—								
Accident resulting	32	40	25.0	.....	16	21	31.3	.....
Without accident	126	133	5.5	.....	71	97	36.6	.....
Driving while driver's licence under suspension—without accident	1	5	400.0	.....	4	1	.....	75.0
Involved in reportable accident and having no financial-responsibility coverage	767	858	11.9	.....	568	732	28.0	.....
Involved in reportable accident and having no financial-responsibility coverage (owner not driver)	.....	315	.....	.....	.....	185	.....	.....
Failing to remain at or return to the scene of accident	80	117	46.2	.....	66	86	30.3	.....
Exceeding the speed-limit—accident resulting	9	8	.....	12.5	6	6	.....	.....
Involved in reportable motor-vehicle accident while driving without driver's licence	46	68	48.0	.....	9	28	211.0	.....
Involved in reportable motor-vehicle accident while driving without chauffeur's licence	.....	1	.....	.....	.....	.....	.....	.....
Involved in reportable motor-vehicle accident and failing to submit accident report	44	57	29.5	.....	35	42	20.0	.....
Failing to pay judgment	4	4	.....	.....	5	2	.....	60.0
Judgment and conviction outside Province	21	20	.....	4.8	12	13	8.3	.....
Manslaughter	1	.....	.....	100.0	5	.....	.....	100.0
No further proof of financial responsibility given upon expiration of proof previously given	1,343	2,054	53.7	.....	956	1,663	74.0	.....
Adjudged juvenile delinquent	29	33	13.8	.....	2	14	600.0	.....
Totals	3,691	5,152	39.6	.....	2,587	4,035	56.0	.....

Drivers' Licences and Motor-vehicle Licences Suspended and Reinstated under the Safety Responsibility Sections of the "Motor-vehicle Act" during 1949 and 1950—*Continued*

Motor-vehicle Licences

Reason	Suspended				Reinstated			
	1949	1950	Increase	Decrease	1949	1950	Increase	Decrease
Driving to common danger or reckless driving—			Per Cent	Per Cent			Per Cent	Per Cent
Accident resulting	343	458	33.5	.....	265	382	44.1	.....
Without accident	254	349	37.4	.....	190	288	51.6	.....
Taking motor-vehicle without owner's consent—								
Accident resulting	2	1	.....	100.0	.....	2	.....	.....
Without accident	5	4	.....	20.0	2	4	100.0	.....
Driving or in charge of a motor-vehicle while intoxicated—								
Accident resulting	21	.....	.....	.....	9	3	.....	66.6
Without accident	56	122	118.0	.....	34	69	103.0	.....
Driving while driver's licence under suspension—without accident	2	1	.....	50.0	.....	.....	.....	.....
Involved in reportable accident and having no financial-responsibility coverage	593	740	24.8	.....	485	595	22.7	.....
Involved in reportable accident and having no financial-responsibility coverage (owner not driver)	262	315	20.2	.....	264	185	.....	29.9
Failing to remain at or return to the scene of accident	53	76	43.4	.....	43	58	34.9	.....
Exceeding the speed-limit—accident resulting	2	3	50.0	.....	4	6	50.0	.....
Involved in reportable motor-vehicle accident while driving without driver's licence	3	11	266.0	.....	2	14	600.0	.....
Involved in reportable motor-vehicle accident and failing to submit accident report	34	42	23.5	.....	31	31	.....	.....
Failing to pay judgment	1	6	500.0	.....	1	3	200.0	.....
Judgment and conviction outside Province	6	16	150.0	.....	6	10	66.6	.....
No further proof of financial responsibility given upon expiration of proof previously given	1,165	2,180	87.2	.....	784	1,382	76.3	.....
Adjudged juvenile delinquent	6	4	.....	33.3	1	3	200.0	.....
Totals	2,808	4,327	54.1	.....	2,121	3,035	43.1	.....

In addition to the suspensions made under the provisions of the financial-responsibility sections of the "Motor-vehicle Act," it was also found necessary to suspend 2,681 drivers' licences. This was an increase of 85.7 per cent over the number so suspended during the corresponding period last year. Of these, 829 were as a result of Court orders or recommendations received from Magistrates and the balance as a result of being found unfit to drive or for failing to take and qualify in a driver's examination when called upon to do so.

Particulars as to the reason for such suspensions, together with the time such licences were suspended, is shown in the following statement:—

DRIVERS' LICENCES SUSPENDED DURING 1950

Reason	Under One Month	One Month	Two Months	Three Months	Four Months	Five Months	Six Months	Seven Months	Eight Months	Nine Months	Ten Months	Eleven Months	One Year	Sixteen Months	Eighteen Months	Two Years	Twenty-eight Months	Three Years	Indefinite	Total
Driving to common danger and reckless driving	3	48	21	53	----	----	72	1	----	----	----	----	86	1	1	23	----	4	----	313
Driving to common danger and reckless driving (with accident)	1	24	6	35	1	----	38	----	----	----	----	----	35	----	4	11	1	5	----	161
Driving a motor-vehicle while intoxicated	----	14	6	39	----	1	37	----	----	----	----	----	39	----	----	3	----	1	----	140
Driving a motor-vehicle while intoxicated (with accident)	1	6	4	2	----	1	6	----	----	----	----	----	3	----	----	----	----	----	----	23
Manslaughter, charged with	4	2	1	3	----	2	1	----	----	----	----	----	----	----	----	----	----	----	1	14
Exceeding speed-limits and careless driving	7	48	14	18	----	1	12	----	----	----	----	----	5	----	----	1	----	----	----	106
Accidents—Failing to return to, report, etc.	1	9	1	5	3	----	9	----	----	2	----	----	5	----	----	2	----	1	----	38
Not in possession of a driver's licence	----	1	----	1	----	----	2	----	----	----	----	----	2	----	----	----	----	----	----	6
Adjudged juvenile delinquent	----	2	1	3	1	----	4	----	----	----	----	----	5	----	----	2	----	2	----	20
Driving while under suspension	----	----	1	----	----	----	1	----	----	----	----	----	2	----	----	----	----	----	----	4
Taking motor-vehicle without consent of owner	----	2	----	1	----	----	----	----	----	----	----	----	1	----	----	----	----	----	----	4
Unfit—																				
Physical	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	416	416
Written	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	2	2
Driving	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	213	213
Failing to appear for driver's examination	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	990	990
Failing to appear for re-examination (driver's)	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	231	231
Totals	17	156	55	160	5	5	182	1	----	2	----	----	183	1	5	42	1	13	1,853	2,681

During 1950, 45 drivers' licences which had been obtained from persons who had been committed to mental institutions were forwarded to this office, and 11 drivers' licences so surrendered were subsequently returned upon the clearance of the holders.

There were also 662 persons released during the year from the requirement of having to maintain proof of financial responsibility. Of these, 243 were released, as one year had elapsed since the date of the motor-vehicle accident as a result of which they were required to give such proof and they had not been named as defendant in an action in connection with damages and had neither paid nor agreed to pay any sum for damages, or as a result of judgment in an action for damages being given in their favour, and 419 were released by submitting the necessary proof that during a period of at least three years immediately preceding their application for release they had not been convicted of any offence which would bring them under the financial-responsibility legislation, that they had no judgment in an action for damages as a result of a motor-vehicle accident outstanding against them, and that they had not been involved in any motor-vehicle accident.

At the beginning of the year 400 motor-vehicles were still impounded as a result of being involved in a motor-vehicle accident, and during the year 1,548 were impounded for this reason, making a total of 1,948. During the year 1,467 motor-vehicles were released from impoundment, leaving 481 motor-vehicles still impounded on December 31st, 1950. The 1,467 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, 56.

(*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, 595.

(*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, 77.

(*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, 70.

(*e*) By satisfactory proof being given that, at the time of the accident, the motor-vehicle was a stolen motor-vehicle, 1.

(*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 a highway, 57.

(*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, 191.

(*h*) By the owner or driver of the motor-vehicle producing satisfactory proof of satisfaction of claims for damages (non-residents), 59.

(*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, 6.

(*k*) On expiration of six months after accident and no action for damages taken against owner of impounded motor-vehicle, 339.

(*l*) By satisfactory proof being given that, at the time of the accident, the motor-vehicle was properly parked, 15.

MOTOR-VEHICLE ACCIDENTS

While during 1950 the total number of motor-vehicles licensed in the Province increased 17.9 per cent, I am pleased to be able to report that there was a decrease of

1,032 or 5.4 per cent in the total number of motor-vehicle accidents reported. However, 5,720 persons received non-fatal personal injuries this year, as compared with 5,194 last year, an increase of 526 or 10.1 per cent, but there was a decrease of 9 or 4.9 per cent in the number of persons who lost their lives in motor-vehicle accidents, there being 175 such persons, as compared with 184 last year. Property damage caused in reportable motor-vehicle accidents this year amounted to $4,266,784.40, an increase of $496,963.11 or 13.1 per cent over the amount caused last year. Part of this large increase could again be attributed to the rising cost of replacements and repairs. There were 4,051 motor-vehicle accidents resulting in personal injury this year, as compared with 3,633 last year, and it will be noted that fatal motor-vehicle accidents totalled 156, which was the same as last year.

During the period of the past ten years, as given in the summary in Appendix I, it will be noted that 107,236 accidents have occurred in the Province, resulting in 1,491 fatalities, 37,927 persons receiving non-fatal injuries and property damage of $18,155,818.51, these accidents involving 179,763 motor-vehicles.

This year 12,792 or 70.9 per cent of all motor-vehicle accidents resulted from collision between motor-vehicles. This is a decrease in this type of accident of 6.3 per cent under last year, when 71.6 per cent of the motor-vehicle accidents resulted from this cause. As a result of this type of accident, 2,653 persons were injured and 19 persons died, this being 46.4 per cent of the persons receiving non-fatal injuries and 10.8 per cent of the persons receiving fatal injuries in motor-vehicle accidents.

Again this year the next largest group was the non-collision accidents, which amounted to 1,890 or 10.5 per cent of the total accidents. This type of accident resulted in 1,032 persons receiving non-fatal injuries and 55 persons losing their lives, which was 18 per cent of the total number of persons injured and 31.4 per cent of the total fatalities. This was a decrease of 7.7 per cent in the number of fatalities in this type of accident, as compared to last year, when 39.1 per cent of the fatalities occurred from this source.

Motor-vehicles striking fixed objects was the third largest group, totalling 1,340 or 7.5 per cent of the total accidents, and caused non-fatal injuries to 475 or 8.3 per cent of the persons receiving such injuries and 14 or 8 per cent of the fatalities. This type of accident shows an increase in the number of persons injured and killed this year as compared with last year, when 397 persons were injured and 11 persons killed.

Unfortunately, there was an increase this year in the number of accidents involving pedestrians, there being 991, as compared to 949 such accidents last year, resulting in 987 persons being injured, as compared to 939 last year, and 66 pedestrians being killed, as compared to 48 during 1949, an increase in the number of fatalities of 37.5 per cent.

Again there was no change in the peak hours of motor-vehicle accidents, which still remain from 4 to 6 p.m., 3,081 or 17 per cent of the accidents taking place at this time, and again most accidents occurred on a Saturday, a total of 3,927 occurring on that day, resulting in 21.8 per cent of the total accidents.

Of the 31,223 motor-vehicles involved in reportable motor-vehicle accidents this year, 22,504 or 72 per cent were private passenger-type motor-vehicles, 3,991 or 12.8 per cent were trucks, 2,643 or 8.5 per cent were deliveries, and 831 or 2.7 per cent were taxis. The percentage increase in the number of private passenger-type motor-vehicles again rose 1.5 per cent; the trucks showed a percentage increase of 5 per cent, whereas the deliveries and taxis showed a slight decrease.

Private passenger-type motor-vehicles were involved in 59.9 per cent of the fatal accidents, showing an increase of 0.7 per cent over last year; 63.6 per cent of the accidents resulted in non-fatal injuries, a decrease of 5.1 per cent under last year, and 72.2 per cent of the accidents resulted in property damage only, an increase of 1.2 per cent over last year. Trucks were involved in 20.9 per cent of the fatal accidents, a decrease of 2.3 per cent, which still shows a downward trend; 10.7 per cent of the accidents resulted in non-fatal injuries, this being an increase of 1.5 per cent over last year, and

13.2 per cent of the accidents resulted in property damage only, an increase of 0.4 per cent over last year. Deliveries were involved in 7.7 per cent of the fatal accidents, a decrease of 1.3 per cent under last year; 7.2 per cent of the accidents resulted in non-fatal injuries, a decrease of 2.9 per cent under last year, and 8.8 per cent of the accidents resulted in property damage only, a decrease of 0.9 per cent under last year. Taxis were involved in 1.1 per cent of the fatal accidents, an increase of 0.6 per cent over last year; 2.3 per cent of the accidents resulted in non-fatal injuries, a decrease of 0.3 per cent under last year, and 2.7 per cent of the accidents resulting in property damage only, a decrease of 0.3 per cent under last year.

The total number of accidents occurring at railroad crossings dropped from 80 last year to 53 this year, again the majority taking place at unguarded crossings, the total in this category being 46 as compared with 67 last year. There were no fatal accidents of this type this year, as compared to 5 last year; however, personal injuries totalled 17, as compared with 19 last year, and accidents resulting in property damage only totalled 36, compared with 56 at railroad crossings last year.

Of the 31,223 motor-vehicle drivers involved in accidents, 94.1 per cent were male drivers. Drivers under 25 years of age comprised 24 per cent of the drivers involved in motor-vehicle accidents, and this group was involved in accidents which caused 28 per cent of the fatalities, 26.4 per cent of the non-fatal injuries, and 23.5 per cent of the property damage. The largest age-group of the drivers involved were those between 25 and 40 years of age, this group being involved in 45.6 per cent of the total accidents, resulting in 41.8 per cent of the fatalities, 43.8 per cent of the non-fatal injuries, and 46 per cent of the property damage.

Of the drivers involved in accidents, 77.7 per cent had driving experience of five years and over, and these were involved in accidents causing 53.8 per cent of the fatalities, 75 per cent of the personal injuries, and 78.6 per cent of the property damage. It will be noted, however, that 2.9 per cent of the drivers involved had a driving experience of not more than twelve months, and these drivers were involved in accidents resulting in 4.9 per cent of the fatalities; those drivers having less than three months' experience being in accidents resulted in 2.2 per cent of the fatalities.

Those apparently in a normal condition comprised 89 per cent of the drivers involved in accidents, while 0.3 per cent were intoxicated, and accidents involving the latter group resulted in 2.2 per cent of the fatalities. Last year there were only 24 drivers who did not have a driver's licence who were involved in accidents in which there was 1 fatality and 5 non-fatal injuries; however, this year there were 233 unlicensed drivers involved in accidents, resulting in 4 fatalities and 69 non-fatal injuries.

In those accidents in which the action of the driver contributed to the accident, the largest group, 1,487, were those who drove off the highway, causing 22 fatalities and 454 non-fatal injuries. The next largest group, 1,176, were those who left their cars standing in the roadway, which resulted in 1 fatality and 183 non-fatal injuries.

A sharp increase is noted in the number of pedestrians killed this year, totalling 66, as compared to 47 last year. Those pedestrians receiving non-fatal injuries numbered 997, as compared to 939 last year. Of the pedestrians receiving fatal injuries, 8 were under 15, as compared to 11 last year, but a sharp increase was registered in the age-group of 65 years and over, in which 34 were killed this year, as compared to 9 last year.

Of those who lost their lives or received non-fatal injuries from motor-vehicle accidents, the largest group was again passengers, of whom 49 received fatal injuries and 2,801 non-fatal injuries. Drivers were the second largest group, of whom 41 received fatal injuries and 1,467 non-fatal injuries.

Again this year the percentage of fatalities during darkness in comparison to the number of accidents was more than double the fatalities occurring from accidents taking place during daylight hours, there being 9,741 accidents in daylight resulting is 59 fatalities, whereas 65 people were killed in 4,229 accidents occurring during darkness.

Reportable motor-vehicle accidents occurring in cities in the Province this year totalled 10,712, as compared to 11,673 last year. While these accidents showed a decrease in number, they were more serious, resulting in 64 persons receiving fatal injuries, an increase of 12.2 per cent over last year; 2,895 persons received non-fatal injuries, an increase of 9 per cent over last year, and property damage amounted to $1,993,693.33, as compared to $1,845,832.27 last year.

In district municipalities there were 3,098 reportable motor-vehicle accidents this year, as compared to 3,254 last year, a decrease of 156. This was 17.2 per cent of the total accidents in the Province, which was a slight gain of 0.2 per cent over last year. These accidents in the district municipalities resulted in 32 persons receiving fatal injuries, as compared to 43 last year, a decrease of 11; 1,294 persons received non-fatal injuries, as compared to 1,086 last year, an increase of 208; and $830,505.45 property damage was caused, as compared to $753,137.62 last year.

An increase was again recorded in the number of motor-vehicle accidents taking place in village municipalities and unorganized districts in the Province, there being 4,219 accidents in these areas, as compared to 4,134 last year, which was 23.4 per cent of the total accidents in the Province, an increase of 1.8 per cent. These accidents resulted in 79 persons being fatally injured, as compared to 84 last year, 1,531 persons receiving non-fatal injuries, as compared to 1,452 last year, and property damage of $1,442,585.62 being caused, as compared to $1,170,851.40 last year.

Statements giving details according to location of motor-vehicle accidents occurring this year and last year are given in Appendices II, III, and IV, while a statistical summary of motor-vehicle accidents occurring throughout the Province during this year is given in Appendix V. Brief particulars of motor-vehicle accidents occurring during the calendar years 1947 to 1950, inclusive, are as follows:—

MOTOR-VEHICLE ACCIDENTS OCCURRING DURING CALENDAR YEARS 1947 TO 1950, INCLUSIVE

	1947	1948	1949	1950
Number of motor-vehicles licensed	176,296	200,161	225,327	265,703
Number of motor-vehicle accidents	13,056	17,565	19,061	18,029
Number of motor-vehicles involved	21,381	29,852	32,970	31,223
Number of motor-vehicle accident deaths	197	182	184	175
Number of persons injured in motor-vehicle accidents	4,489	5,133	5,194	5,720
Amount of property damage caused by motor-vehicle accidents	$2,002,855.18	$3,167,109.53	$3,769,820.29	$4,266,784.40
Average amount of property damage per motor-vehicle involved	$93.67	$102.74	$114.34	$136.65

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

Registrations under the "Conditional Sales Act" and "Bills of Sale Act" again show a sharp increase this year of 17,371 and 929 respectively. In addition, the total revenue for law stamps used was $115,361.50, which was an increase of $61,361 over last year; however, part of this may be attributed to the fact that the 1950 session of the Legislature increased the fees under the "Conditional Sales Act" from $1 to $2.

It will also be noted that the number of motor-vehicle files marked under the "Companies Act" and "Co-operative Associations Act" have been reduced to *nil* in each case. This change again is a result of an amendment of the last session of the Legislature, which required the documents submitted for filing at this office under the two Acts concerned must mention specific motor-vehicles, whereas the previous legislation required us to accept documents which dealt with present and future vehicles concerned.

Perhaps under this heading it could also be mentioned the inauguration of the teletype service to Vancouver to provide an efficient method of handling searches for the Lower Mainland area. The use of this service is gradually increasing, and it is an important factor in an effort to cope with the number of searches in the future.

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

Item	1949	1950	Increase	Decrease	Per Cent Increase	Per Cent Decrease
Registrations under "Conditional Sales Act"	33,188	50,559	17,371	.....	52.00	.....
Registrations under "Bills of Sale Act"	9,558	10,487	929	.....	9.70	.....
Registrations under "Mechanics' Lien Act"	711	681	.....	30	.....	4.20
Registrations under "Companies Act"	33	23	.....	10	.....	30.30
Motor-vehicle files marked under "Companies Act"	603	*Nil*	.....	603	.....	.....
Registrations under "Co-operative Associations Act"	1	*Nil*	.....	1	.....	.....
Motor-vehicle files marked under "Co-operative Associations Act"	12	*Nil*	.....	12	.....	.....
Releases filed under "Conditional Sales Act"	531	609	78	.....	14.70	.....
Releases filed under "Bills of Sale Act"	810	867	57	.....	7.00	.....
Searches under "Conditional Sales Act"	12,340	18,564	6,224	.....	50.30	.....
Searches under "Bills of Sale Act"	12,376	18,592	6,216	.....	50.20	.....
Documents copied, certified, etc.	147	168	21	.....	14.30	.....
Total items	70,310	100,550	30,240	.....	43.00	.....
Revenue						
Value of law stamps sold	$32,488.50	$55,295.00	$22,806.50	.....	70.20	.....
Value of law stamps attached to documents when received	21,512.00	60,066.50	38,554.50	.....	179.22	.....
Value of bills-of-sale and conditional-sale search fees	6,179.00	9,289.00	3,110.00	.....	50.20	.....
Fees under "Companies Act"	33.00	23.00	.....	$10.00	.....	30.30
Fees under "Co-operative Associations Act"	1.00	*Nil*	.....	1.00	.....	.....
Miscellaneous searches, copying fees, certificates, etc.	151.50	186.00	34.50	.....	22.80	.....
Total revenue	$60,365.00	$124,859.50	$64,494.50	.....	106.80	.....

SCHOOL BUSES

During the year there were 510 school-bus permits issued for the purpose of carrying school-children to and from school, this being an increase of 16.13 per cent over the number of school-bus permits issued last year.

From January 1st, 1950, to August 15th, 1950, the British Columbia Police inspected 215 school buses, and found 24 cases where brakes were defective and 65 cases where steering was defective. In all instances these defects were immediately remedied. On August 15th, 1950, the Royal Canadian Mounted Police took over the duties of the British Columbia Police, and from August 16th, 1950, to December 31st, 1950, the Royal Canadian Mounted Police inspected 201 school buses, and found 49 cases where steering was defective and 22 cases where brakes were defective. These defects were also remedied immediately.

During the year the Mechanical Inspectors of the Motor Carrier Branch carried out 77 inspections, and found 12 cases in which the steering was defective and 8 cases in which brakes were defective. In all instances these defects were corrected.

There were 133 new school buses put into operation for the transportation of school-children during the year, an increase of 53 or 66⅔ per cent over the number of new pieces of equipment put into operation last year.

School buses were involved in 38 accidents this year, resulting in property damage amounting to $9,860.06 and 3 persons being injured.

STAFF

Again due to the heavy increase in volume of work, it was necessary to increase the staff, and for this purpose nineteen employees were added.

The following table shows the classification and distribution of the staff at Victoria headquarters and the various motor-licence issuing offices throughout the Province:—

	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)	5	—	1	—	—	—	—	—	—	6
Senior Clerk (Grade 1)	1	1	—	—	—	—	—	—	—	2
Intermediate Clerk (Grade 2)	6	1	—	1	1	1	1	1	—	12
Intermediate Clerk (Grade 1)	6	8	1	—	—	—	1	—	2	18
Examiner of drivers	10	10	5	1	1	1	1	—	4	33
Clerk (Grade 2)	4	1	—	—	—	—	—	—	—	5
Clerk (Grade 1)	16	3	2	—	—	—	—	—	—	21
Secretarial Stenographer	1	—	—	—	—	—	—	—	—	1
Clerk-stenographer	5	—	1	—	—	—	—	—	—	6
Stenographer (Grade 2)	7	—	1	—	—	—	—	—	—	8
Stenographer (Grade 1)	11	—	—	—	—	—	—	—	1	12
Graphotype operator	6	—	—	—	—	—	—	—	—	6
Typist	7	1	—	—	—	—	—	—	—	8
Junior clerk	33	1	—	1	1	1	1	1	—	39
Janitor	—	—	1	—	—	—	—	—	—	1
Writer	9	—	—	—	—	—	—	—	—	9
Enveloper	4	—	—	—	—	—	—	—	—	4
Clerk-typist	36	—	—	—	—	—	—	—	1	37
Totals	170	27	12	3	3	3	4	2	8	232

SURVEY

In accordance with the policy of the Government, to institute an efficient business procedure in the various departments for the handling of Government business, the well-known firm of Stevenson & Kellogg Limited, Management Engineers, was instructed to make a survey of the various departments of the Government.

A thorough study of the organization and administration of this Branch was carried out by their experts during the latter part of 1949 and the beginning of 1950, and a very thorough report as to their findings was submitted on January 26th, 1950. Such report indicated that this Branch covers a more comprehensive range of activities and provides broader information and service to the public than is the case in other corresponding branches in other Provinces and compares very favourably with similar bodies in the various States in the United States.

However, to improve its operation further, certain changes in legislation and procedure were recommended, the most important changes being a five-year driver's licence and an aluminium semi-permanent motor-vehicle licence-plate which would be validated yearly by a substantial metal tab, the release of the Branch from the requirements of legislation requiring ledger entry of encumbrances against motor-vehicles, as well as release from the requirements of the "Public Documents Disposal Act" requiring the keeping of all documents for a period of at least ten years.

Recommendations as contained in such report are being implemented in accordance with your instructions in this connection.

ACCOMMODATION

The available space allotted to this Branch in the building which we at present occupy together with two other branches is very overcrowded, and being distributed on three floors creates a most inefficient condition, resulting in a considerable loss of time on the part of the staff as well as poor working conditions.

This situation, owing to the sharp increase in the work of the Branch, will deteriorate rapidly, and it is most essential that it be remedied as soon as possible.

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, 1941–50

Item	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	Total, 1941–50
Accidents reported	6,799	5,451	5,213	5,203	7,067	9,792	13,056	17,565	19,061	18,029	107,236
Persons killed	129	125	121	115	116	147	197	182	184	175	1,491
Persons injured	3,227	2,437	2,403	2,296	3,108	3,920	4,489	5,133	5,194	5,720	37,927
Property damage	$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	$3,769,821.29	$4,266,784.40	$18,155,818.51
Motor-vehicles involved	11,024	8,856	8,495	8,400	11,598	15,964	21,381	29,852	32,970	31,223	179,763

PROVINCIAL LIBRARY,
VICTORIA, B. C.

APPENDIX II

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS IN THE CITIES OF THE PROVINCE FOR THE CALENDAR YEARS 1949 AND 1950

Place of Occurrence	Accidents			Killed			Injured			Property Damage			Vehicles		
	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Alberni	47	68	+44.67	.....	.....	.....	9	19	+111.11	$9,312.39	$16,796.50	+80.35	82	117	+42.68
Armstrong	5	12	+140.00	.....	.....	.....	1	3	+200.00	878.71	1,490.33	+696.05	9	21	+133.33
Chilliwack	49	57	+16.32	.....	.....	.....	7	13	+85.71	6,742.28	11,486.03	+70.35	92	105	+14.13
Courtenay	28	51	+82.14	.....	.....	.....	4	5	+25.00	3,479.40	6,434.12	+84.92	49	93	+89.79
Cranbrook	29	32	+10.34	.....	.....	.....	4	6	+50.00	6,292.00	8,705.72	+38.36	54	63	+16.66
Cumberland	1	3	+200.00	.....	.....	.....	.....	1	+100.00	325.00	130.00	—60.00	2	5	+150.00
Duncan	50	65	+30.00	.....	1	+100.00	9	20	+122.22	10,354.96	16,986.92	+64.04	87	106	+21.83
Enderby	2	9	+350.00	.....	.....	.....	.....	6	+100.00	340.00	2,098.99	+517.35	4	15	+275.00
Fernie	16	20	+25.00	.....	1	+100.00	5	6	+20.00	2,786.95	2,483.00	—10.90	27	32	+18.51
Grand Forks	13	13	.....	.....	.....	.....	3	6	+100.00	1,705.00	3,746.00	+119.70	23	25	+8.69
Greenwood	1	3	+200.00	.....	.....	.....	.....	.....	.....	50.00	435.00	+750.00	2	5	+150.00
Kamloops	99	107	+8.08	2	1	—50.00	18	21	+11.11	17,732.84	20,982.85	+18.32	178	187	+5.05
Kaslo	3	1	—66.66	.....	.....	.....	2	.....	—100.00	270.00	350.00	+29.62	3	2	—33.33
Kelowna	113	100	—11.50	.....	.....	.....	30	22	—26.66	17,202.68	15,802.87	—8.13	205	170	—17.07
Kimberley	40	44	+10.00	1	.....	—100.00	12	9	—25.00	5,918.35	11,453.96	+93.54	69	77	+11.59
Ladysmith	14	6	—57.14	.....	.....	.....	.....	4	+100.00	2,410.00	1,345.00	—44.19	25	12	—52.00
Merritt	7	13	+85.71	1	1	.....	2	2	.....	1,325.00	3,505.00	+164.52	10	19	+90.00
Nanaimo	151	173	+14.56	.....	.....	.....	19	44	+131.57	21,391.95	27,731.26	+29.63	271	298	+9.96
Nelson	29	18	—37.93	1	.....	—100.00	13	2	—84.61	7,381.41	4,476.47	—39.35	53	33	—37.73
New Westminster	767	838	+9.12	3	5	+66.66	202	237	+17.32	147,371.17	176,761.14	+13.15	1,409	1,540	+9.15
North Vancouver	182	165	—9.34	1	1	.....	58	57	—1.72	31,423.36	34,070.17	+8.42	324	298	—8.02
Port Alberni	105	148	+40.94	5	1	—80.00	25	26	+4.00	17,717.20	34,365.83	+93.96	189	267	+41.26
Port Coquitlam	82	58	—29.26	.....	1	+100.00	35	23	—34.28	18,377.70	12,704.91	—30.86	139	96	—30.93
Port Moody	41	29	—29.26	.....	.....	.....	20	12	—40.00	8,152.70	6,003.26	—26.36	66	50	—24.24
Prince George	93	90	—3.22	.....	1	+100.00	15	24	+60.00	15,126.21	19,913.55	+31.64	159	161	+1.25
Prince Rupert	70	110	+57.14	.....	1	+100.00	21	35	+66.66	16,441.47	18,054.25	+9.08	115	177	+53.91
Revelstoke	17	24	+41.11	.....	.....	.....	2	3	+50.00	2,956.00	5,279.23	+78.59	29	43	+48.27
Rossland	32	18	—43.75	.....	.....	.....	7	4	—42.85	4,046.00	2,678.35	—33.80	51	32	—37.23
Salmon Arm	13	13	.....	1	.....	—100.00	8	1	—87.50	2,551.23	1,873.45	—26.56	22	25	+13.54
Trail	82	95	+14.63	.....	.....	.....	13	16	+23.07	12,092.00	19,554.11	+61.71	139	166	+19.42
Vancouver	8,339	7,229	—13.31	35	43	+22.85	1,795	1,999	+11.36	1,274,141.86	1,317,523.58	+3.40	15,007	13,227	+164.17
Vernon	85	113	+32.94	1	.....	—100.00	12	34	+183.33	13,810.27	23,875.93	+72.88	153	196	+28.10
Victoria	1,068	987	—7.58	6	7	+16.66	305	235	—22.95	165,726.18	164,595.55	—0.68	1,939	1,818	—6.24
Totals	11,673	10,712	—8.23	57	64	+12.27	2,656	2,895	+8.99	$1,845,832.27	$1,993,693.33	+8.01	20,986	19,481	—7.17

APPENDIX III

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS IN THE DISTRICT MUNICIPALITIES OF THE PROVINCE FOR THE CALENDAR YEARS 1949 AND 1950

Place of Occurrence	Accidents			Killed			Injured			Property Damage			Vehicles		
	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Burnaby	731	677	—7.38	4	3	—0.25	222	285	+28.37	$146,573.59	$175,165.58	+19.50	1,318	1,208	—8.34
Chilliwhack	144	125	—13.12	4	.....	—100.00	50	51	+2.00	51,459.79	35,586.72	—30.84	227	211	—7.04
Coldstream	10	13	+30.00	.....	.....	.....	1	7	+600.00	3,190.34	5,613.52	+75.95	16	22	+37.50
Coquitlam	201	149	—25.87	1	1	.....	59	55	—6.77	43,999.12	38,584.00	—12.30	352	265	—24.71
Delta	38	44	+15.77	1	.....	—100.00	29	33	+13.79	8,948.00	9,578.67	+7.05	63	72	+14.28
Esquimalt	50	68	+36.00	1	.....	—100.00	8	25	+212.50	10,665.52	14,198.34	+33.12	82	117	+42.68
Fraser Mills	8	6	—25.00	.....	.....	.....	1	1	.....	2,182.00	1,145.00	—47.52	14	9	—35.71
Glenmore	1	3	+200.00	.....	.....	.....	.....	2	+100.00	100.00	1,445.06	+1345.06	2	7	+250.00
Kent	16	11	—31.25	.....	.....	.....	8	2	—75.00	5,924.50	3,570.00	—39.74	21	18	—14.28
Langley	145	142	—2.06	2	6	+200.00	62	61	—1.61	35,075.15	40,655.50	+15.90	233	232	—0.42
Maple Ridge	116	116	.....	3	1	—66.66	38	73	+92.10	27,727.04	43,314.69	+56.21	187	182	—2.67
Matsqui	81	96	+18.51	4	.....	—100.00	40	32	—20.00	24,152.75	26,405.24	+9.32	140	159	+13.57
Mission	28	15	—46.42	.....	.....	.....	5	8	+60.00	5,004.18	4,633.05	—7.41	43	22	—48.83
North Cowichan	83	74	—1.84	.....	2	+100.00	30	21	—30.00	21,647.70	26,860.86	+24.08	131	116	—11.44
North Vancouver	80	111	+38.75	1	.....	—100.00	22	31	+40.90	14,455.57	18,187.25	+25.81	140	210	+50.00
Oak Bay	28	43	+53.57	.....	.....	.....	5	11	+140.00	5,941.00	8,028.46	+35.14	56	77	+37.50
Peachland	9	9	.....	.....	1	+100.00	4	1	—75.00	3,092.77	3,095.00	+0.07	13	12	—7.69
Penticton	106	92	—13.20	.....	.....	.....	37	25	—32.43	20,858.01	14,950.68	—28.32	180	154	—14.44
Pitt Meadows	32	28	—12.50	.....	.....	.....	12	10	—16.66	6,778.95	9,583.50	+41.36	50	52	+4.00
Richmond	241	247	+2.48	3	3	.....	73	90	+23.28	52,479.71	50,397.74	—3.76	405	421	+3.95
Saanich	199	192	—3.51	1	1	.....	49	67	+36.73	35,989.24	41,672.44	+15.79	336	322	—4.16
Salmon Arm	21	13	—38.09	1	.....	—100.00	9	7	—22.22	5,261.00	3,094.70	—40.99	32	21	—34.37
Spallumcheen	25	16	—36.00	1	.....	—100.00	5	1	—80.00	5,589.00	4,547.44	—18.67	40	23	—42.50
Sumas	41	47	+14.63	.....	2	+100.00	17	35	+105.88	12,443.73	19,173.34	+54.07	66	85	+28.78
Summerland	37	35	—5.40	2	.....	—100.00	7	16	+128.57	8,992.50	12,261.55	+36.35	62	56	—9.67
Surrey	596	551	—7.55	12	12	.....	255	303	+18.82	167,500.42	185,138.87	+10.53	1,071	1,005	—6.16
Tadanac	13	11	—15.38	1	.....	—100.00	2	.....	—100.00	1,353.00	2,590.00	+91.43	20	17	—15.00
West Vancouver	174	164	—5.74	1	.....	—100.00	36	41	+13.89	25,753.04	31,028.25	+20.44	314	308	—1.91
Totals	3,254	3,098	—4.79	43	32	—25.58	1,086	1,294	+19.15	$753,137.62	$830,505.45	+10.27	5,614	5,403	—3.75

APPENDIX IV

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS IN VILLAGE MUNICIPALITIES OF THE PROVINCE FOR THE CALENDAR YEARS 1949 AND 1950

Place of Occurrence	Accidents			Killed			Injured			Property Damage			Vehicles		
	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease	1949	1950	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Abbotsford	5	21	+320.00	.....	.....	.....	.....	13	+100.00	$689.00	$6,262.48	+808.92	8	37	+362.50
Alert Bay	1	.....	—100.00	.....	.....	.....	.....	.....	.....	50.00	.....	—100.00	1	.....	—100.00
Burns Lake	.....	1	+100.00	.....	.....	.....	.....	.....	.....	.....	110.00	+100.00	.....	2	+100.00
Campbell River	8	1	—87.50	.....	.....	.....	.....	.....	.....	1,730.00	100.00	—36.42	14	1	—92.85
Castlegar	1	.....	—100.00	.....	.....	.....	.....	.....	.....	50.00	.....	—100.00	2	.....	—100.00
Chapman Camp	.....	1	+100.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	+100.00
Comox	.....	1	+100.00	.....	2	+100.00	.....	.....	.....	.....	150.00	+100.00	.....	1	+100.00
Cranberry Lake	3	1	—66.66	.....	.....	.....	.....	.....	.....	495.00	250.00	—49.49	5	1	—80.00
Creston	2	2	.....	.....	4	+100.00	1	1	.....	275.00	1,587.50	+455.25	4	3	—25.00
Dawson Creek	9	3	—66.66	.....	.....	.....	2	.....	—100.00	1,121.00	720.00	—35.77	14	5	—64.28
Fort St. John	3	2	—33.33	.....	.....	.....	1	1	.....	1,295.00	325.00	—74.90	7	3	—57.14
Gibson	2	.....	—100.00	.....	.....	.....	.....	.....	.....	140.00	.....	—100.00	3	.....	—100.00
Hope	1	8	+700.00	.....	1	+100.00	.....	1	+100.00	100.00	1,725.00	+1625.00	1	11	+10.00
Lake Cowichan	5	7	+40.00	.....	.....	.....	1	1	.....	802.00	1,585.00	+97.63	10	12	+20.00
Lillooet	.....	1	+100.00	.....	.....	.....	.....	.....	.....	.....	600.00	+100.00	.....	1	+100.00
Lytton	.....	1	+100.00	.....	.....	.....	.....	.....	.....	.....	185.00	+100.00	.....	2	+100.00
Mission	18	31	+72.22	.....	.....	.....	6	10	+66.66	2,563.45	8,965.89	+249.75	34	55	+61.76
New Denver	.....	2	+100.00	.....	.....	.....	.....	.....	.....	.....	196.00	+100.00	.....	4	+100.00
North Kamloops	7	5	—28.57	.....	.....	.....	.....	.....	.....	1,070.00	1,615.00	+50.93	12	9	—25.00
Oliver	8	2	—75.00	.....	.....	.....	2	.....	—100.00	596.19	220.00	—63.10	13	4	—69.23
Osoyoos	5	2	—60.00	.....	.....	.....	1	1	.....	950.00	350.00	—63.16	8	3	—62.50
Parksville	2	.....	—100.00	.....	.....	.....	2	.....	—100.00	490.00	.....	—100.00	3	.....	—100.00
Pouce Coupe	1	.....	—100.00	.....	.....	.....	.....	.....	.....	35.00	.....	—100.00	2	.....	—100.00
Qualicum Beach	3	.....	—100.00	.....	.....	.....	1	.....	—100.00	520.00	.....	—100.00	3	.....	—100.00
Quesnel	7	1	—85.71	.....	.....	.....	.....	.....	.....	1,043.80	250.00	—76.05	13	2	—84.61
Salmo	1	.....	—100.00	.....	.....	.....	.....	.....	.....	75.00	.....	—100.00	2	.....	—100.00
Smithers	5	5	.....	.....	.....	.....	.....	.....	.....	386.00	710.00	+83.94	9	8	—11.11
Terrace	.....	2	+100.00	.....	.....	.....	.....	1	+100.00	.....	4,070.00	+100.00	.....	3	+100.00
Tofino	.....	1	+100.00	.....	.....	.....	.....	.....	.....	.....	400.00	+100.00	.....	1	+100.00
Vanderhoof	.....	1	+100.00	.....	.....	.....	.....	.....	.....	.....	80.00	+100.00	.....	2	+100.00
Westview	6	1	—83.33	.....	.....	.....	1	.....	—100.00	690.00	75.00	—89.13	9	1	—88.88
Williams Lake	5	.....	—100.00	.....	.....	.....	.....	.....	.....	921.47	250.00	—72.87	9	1	—88.88
Totals	108	103	—4.62	.....	7	+100.00	18	29	+61.11	$16,087.91	$30,781.87	+91.34	186	173	—6.98

APPENDIX V

STATISTICAL SUMMARY OF MOTOR-VEHICLE ACCIDENTS IN UNORGANIZED TERRITORY OF THE PROVINCE FOR THE CALENDAR YEARS 1949 AND 1950

Place of Occurrence	Accidents			Killed			Injured			Property Damage			Vehicles		
	1949	1950	(+) Increase or (−) Decrease	1949	1950	(+) Increase or (−) Decrease	1949	1950	(+) Increase or (−) Decrease	1949	1950	(+) Increase or (−) Decrease	1949	1950	(+) Increase or (−) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Ashcroft District	223	187	−16.14	7	6	−14.28	62	63	+1.61	$67,821.10	$73,214.74	+7.95	323	275	−14.86
Cariboo-Fort George District	288	442	+53.47	3	7	+133.33	93	122	+31.18	76,877.83	143,414.47	+86.56	447	665	+48.76
Chilliwack District	339	363	+7.08	10	9	−10.00	139	115	−17.26	115,187.18	132,947,86	+15.42	530	572	+7.92
Cranbrook District	239	262	+9.20	9	7	−22.22	97	117	+20.61	83,245.18	94,953.89	+14.06	341	379	+11.14
Kamloops District	453	471	+3.97	15	7	−53.33	160	178	+11.25	135,759.41	174,112.66	+28.25	675	680	+0.74
Nanaimo District	562	524	−6.76	10	3	−70.00	171	214	+25.14	133,118.02	182,450.70	+37.06	868	766	−11.75
Nelson District	490	570	+16.32	8	10	+25.00	177	210	+18.64	160,243.30	221,440.70	+38.19	735	843	+14.68
Peace River District	142	137	−3.52	7	4	−42.85	53	59	+11.32	67,965.46	44,500.35	−34.51	196	204	+4.08
Penticton District	418	422	+0.95	5	10	+100.00	171	168	−1.75	119,567.86	133,415.68	+11.58	640	614	−4.06
Prince Rupert District	115	128	+11.30	2	3	+50.00	40	24	−40.00	29,592.00	37,317.69	+26.10	165	192	+16.36
Vancouver District	270	188	−30.37	3	2	−33.33	75	56	−25.33	54,130.33	46,722.43	−13.69	463	319	−31.10
Victoria District	487	422	−13.34	5	4	−20.00	196	176	−10.20	111,255.82	127,312.58	+14.43	803	657	−18.18
Totals	4,026	4,116	+2.23	84	72	−14.28	1,434	1,502	+4.74	$1,154,763.49	$1,411,803.75	+22.26	6,186	6,166	−0.32

APPENDIX VI

STATISTICAL SUMMARY—MOTOR-VEHICLE ACCIDENTS

Summary Report for Year 1950

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	12,792	2,653	1,406	1,246	1	86	147	226	698	460	331	326	130	249
2. Motor-cycle	184	159[1]	152	7	.....	1	6	66	55	10	7	9	1	4
3. Pedestrian	991	987[2]	652	332	3	97	199	32	74	59	73	110	141	202
4. Street-car	283	52	34	18	.....	.....	2	7	14	6	4	14	2	3
5. Railroad train	69	24	16	8	.....	.....	1	5	9	4	1	1	1	2
6. Horse-drawn vehicle	11	5	5	.....	.....	1	.....	.....	.....	.....	.....	2	1	1
7. Bicycle	273	263[3]	223	40	.....	5	139	50	9	11	12	12	8	17
8. Animal	148	20	16	4	.....	.....	.....	8	5	2	2	1	1	1
9. Fixed object	1,340	475	340	135	.....	7	12	85	159	66	44	32	20	50
10. Sleigh	16	20	13	7	.....	1	9	8	1	.....	.....	1	.....	.....
11. Miscellaneous	31	28	19	9	.....	5	3	5	5	1	3	2	.....	4
12. Non-collision accident	1,890	1,032	679	352	1	27	27	151	346	183	97	88	38	75
13. Not stated	1	2	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Totals	18,029	5,720	3,556	2,159	5	230	545	643	1,375	802	574	598	343	610

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	19	8	11	.....	1	.....	1	5	2	5	4	1	.....	12,792	2,653	19
2. Motor-cycle	7	6	1	.....	.....	.....	3	2	1	1	.....	.....	.....	184	159	7
3. Pedestrian	66	43	23	.....	2	6	.....	1	4	5	13	34	1	991	987	66
4. Street-car	3	2	1	.....	.....	.....	.....	1	.....	.....	1	1	.....	283	52	3
5. Railroad train	1	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	69	24	1
6. Horse-drawn vehicle	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	5	.....
7. Bicycle	7	7	.....	.....	.....	1	2	.....	.....	.....	2	2	.....	273	263	7
8. Animal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	148	20	.....
9. Fixed object	14	6	8	.....	.....	.....	2	4	3	2	2	1	.....	1,340	475	14
10. Sleigh	1	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	16	20	1
11. Miscellaneous	2	1	1	.....	.....	.....	.....	.....	.....	.....	1	1	.....	31	28	2
12. Non-collision accident	55	49	6	.....	2	5	6	15	11	6	6	4	.....	1,890	1,032	55
13. Not stated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....
Totals	175	124	51	.....	5	13	14	28	21	20	29	44	1	18,029	5,720	175

[1] Five motor-cyclists injured in other than motor-cycle accidents.
[2] Ten pedestrians injured in other than pedestrian accidents.
[3] Eight persons injured in bicycle accidents who were not bicyclists.

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.	671	5	173	493
1 to 2 a.m.	530	3	129	398
2 to 3 a.m.	440	5	126	309
3 to 4 a.m.	246	3	60	183
4 to 5 a.m.	180	3	47	130
5 to 6 a.m.	127	2	38	87
6 to 7 a.m.	145	2	39	104
7 to 8 a.m.	566	4	87	475
8 to 9 a.m.	783	4	130	649
9 to 10 a.m.	585	1	100	484
10 to 11 a.m.	723	2	119	602
11 to 12 m.	827	4	135	688
12 to 1 p.m.	693	3	138	552
1 to 2 p.m.	808	6	163	639
2 to 3 p.m.	997	5	198	794
3 to 4 p.m.	1,164	8	225	931
4 to 5 p.m.	1,472	10	320	1,142
5 to 6 p.m.	1,609	11	380	1,218
6 to 7 p.m.	1,028	14	251	763
7 to 8 p.m.	1,052	16	298	738
8 to 9 p.m.	883	6	238	639
9 to 10 p.m.	704	10	206	488
10 to 11 p.m.	709	10	195	504
11 to 12 p.m.	1,018	13	247	758
Not stated	69	6	9	54
Totals	18,029	156	4,051	13,822

3. Day of Occurrence	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	2,832	34	730	2,068
2. Monday	2,339	16	471	1,852
3. Tuesday	2,050	11	444	1,595
4. Wednesday	2,080	23	467	1,590
5. Thursday	2,150	20	434	1,696
6. Friday	2,648	26	558	2,064
7. Saturday	3,927	26	947	2,954
8. Not stated	3	------	------	3
Totals	18,029	156	4,051	13,822

4. Type of Vehicles Involved	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	22,504	109	4,323	18,072
2. Motor-cycle	274	12	208	54
3. Stage	21	------	8	13
4. Taxi	831	2	142	687
5. Bus	627	4	167	456
6. Delivery	2,643	14	434	2,195
7. " Drive Yourself "	320	1	71	248
8. Truck	3,991	38	644	3,309
9. Not stated	12	2	2	8
Totals	31,223	182	5,999	25,042

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	1	------	1	------
3. Automatic signal	1	------	------	1
4. Unguarded crossing	46	------	13	33
5. Driver disregarded signal	------	------	------	------
6. Signal not given	3	------	2	1
7. Not stated	------	------	------	------
Totals	53	------	17	36

6. Drivers Involved, Description of	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	29,392	168	5,610	23,614
2. Female	1,739	12	379	1,348
3. Not stated	92	2	10	80
Totals	31,223	182	5,999	25,042

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Under 18 years	700	5	182	513
2. 18 to 24 years	6,818	46	1,404	5,368
3. 25 to 40 years	14,240	76	2,630	11,534
4. 41 to 54 years	5,887	31	1,124	4,732
5. 55 to 64 years	2,094	13	397	1,684
6. 65 years and over	1,028	7	197	824
7. Not stated	456	4	65	387

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	333	4	93	236
2. 3 to 6 months	238	2	54	182
3. 6 to 12 months	347	3	86	258
4. 1 to 4 years	5,429	31	1,157	4,241
5. 5 years and over	24,276	98	4,500	19,678
6. Not stated	600	44	109	447

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Intoxicated	109	4	30	75
2. Physical defect	75	2	25	48
3. Extreme fatigue	282	4	92	186
4. Normal	27,812	132	5,412	22,265
5. Other	73	1	18	54
6. Not stated	2,872	39	422	2,414

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia	30,111	157	5,714	24,240
2. Unlicensed	233	4	69	160
3. Non-resident	647	7	170	470
4. Not stated	232	14	46	172

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	138	2	34	102
2. Exceeding speed-limit	108	5	40	63
3. On wrong side of road	472	5	103	364
4. Did not have right-of-way	650	2	122	526
5. Cutting in	159	-------	15	144
6. Passing standing street-car	68	-------	12	56
7. Passing on curve or hill	446	3	57	386
8. Passing on wrong side	38	-------	4	34
9. Failing to signal	193	-------	15	178
10. Cutting left corner	168	1	29	138
11. Car ran away	372	5	71	296
12. Through street—did not stop	378	-------	106	272
13. Driving off roadway	1,487	22	454	1,011
14. Driving through safety-zone	20	-------	6	14
15. Car standing in roadway	1,176	1	183	992
16. Hit and run	67	2	9	56
17. Passing at intersection	435	2	78	355
18. Following too close	701	-------	81	620
19. Railroad—did not stop	40	-------	10	30
20. Not stated	57	-------	-------	57
Totals	7,173	50	1,429	5,694

8. Amount of property damage for period covered by this report, $4,266,784.40.
Amount of property damage this year to date, $4,266,784.40.

9. Pedestrians Involved, Actions of	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Getting on or off a street-car	12	-------	12
2. Getting on or off another vehicle	13	1	12
3. Crossing at intersection with signal	77	-------	77
4. Crossing at intersection against signal	25	2	23
5. Crossing at intersection—no signal	183	10	173
6. Standing on safety-isle	10	2	8
7. In street—not at intersection	153	12	141
8. Working on car or roadway	11	-------	11
9. Riding or hitching on vehicle	6	1	5
10. Not on roadway	9	1	8
11. Walking on or along highway	82	8	74
12. Playing in street	73	1	72
13. Crossing street diagonally	85	6	79
14. Coming from behind vehicle	100	6	94
15. Not known	224	16	208
Totals	1,063	66	997

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Intoxicated	62	-------	62
2. Physical defect	19	2	17
3. Confused by traffic	43	1	42
4. View obstructed	48	2	46
5. Careless	255	11	244
6. Normal	261	13	248
7. Not Stated	375	37	338
Totals	1,063	66	997

STATISTICAL SUMMARY—MOTOR-VEHICLE ACCIDENTS—*Continued*

10. Classification of Victims	Number of Victims		
	Total	Fatal	Personal Injury
1. Drivers	1,508	41	1,467
2. Passengers	2,850	49	2,801
3. Pedestrians	1,063	66	997[2]
4. Others (persons in horse-drawn vehicles, etc.)	35	2	33
5. Bicyclists	262	7	255[3]
6. Motor-cycle drivers	154	8	146[1]
7. Motor-cycle passengers	18	------	18[1]
8. Not stated	5	2	3
Totals	5,895	175	5,720

[1] Five motor-cyclists injured in other than motor-cycle accidents.
[2] Ten pedestrians injured in other than pedestrian accidents.
[3] Eight persons injured in bicycle accidents who were not bicyclists.

11. Nature of Injuries	Number of Victims		
	Total	Fatal	Personal Injury
1. Fractured skull	83	44	39
2. Fractured spine	22	5	17
3. Other fractures	737	30	707
4. Concussion of brain	67	5	62
5. Severe general shock with bruises and cuts	351	12	339
6. Slight shock and shake-up	4,085	6	4,079
7. Internal injuries	77	35	42
8. Other injuries (sprains, dislocations, etc.)	317	1	316
9. Cuts by glass (only)	16	------	16
10. Drowned	15	15	------
11. Burned	10	1	9
12. Asphyxiated	5	5	------
13. Not stated	110	16	94
Totals	5,895	175	5,720

12. Light Conditions	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	9,741	59	1,961	7,721
2. Dusk	1,428	9	329	1,090
3. Artificial light—good	1,432	6	314	1,112
4. Artificial light—poor	869	12	282	575
5. Darkness	4,229	65	1,107	3,057
6. Not stated	330	5	58	267
Totals	18,029	156	4,051	13,822

13. Condition of Vehicles Involved	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Brakes defective	435	2	96	337
2. Steering-gear defective	192	3	52	137
3. Other defects	107	2	24	81
4. Glaring head-lights	42	------	15	27
5. Head-light out (one light)	26	1	6	19
6. Head-lights out (both)	92	1	26	65
7. Head-lights dim	222	2	70	150
8. Tail-light out or obscured	44	1	12	31
9. No chains (slippery road)	1,523	2	164	1,357
10. Puncture or blow-out	135	1	41	93
11. Apparently good	25,083	148	4,894	20,041
12. Not stated	3,322	19	599	2,704
Totals	31,223	182	5,999	25,042

STATISTICAL SUMMARY—MOTOR-VEHICLE ACCIDENTS—*Continued*

14. Direction of Travel	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	17,870	122	3,837	13,911
2. Turning right	2,223	10	416	1,797
3. Turning left	3,416	20	734	2,662
4. Backing	861	4	67	790
5. Parked or standing still	3,721	4	467	3,250
6. Slowing down or stopping	867	2	126	739
7. Skidding	685	3	101	581
8. Not stated	1,580	17	251	1,312
Totals	31,223	182	5,999	25,042

15. Road Surface	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	7,661	87	2,075	5,499
2. Wet surface	5,361	41	1,304	4,016
3. Muddy surface	169	3	25	141
4. Snowy surface	1,570	6	182	1,382
5. Icy surface	1,939	4	213	1,722
6. Loose sand or gravel	668	4	147	517
7. Not stated	661	11	105	545
Totals	18,029	156	4,051	13,822

16. Road Condition	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Defect in roadway	374	1	77	296
2. Road under repair	254	2	56	196
3. Obstruction in road	282	1	55	226
4. Normal	14,335	129	3,345	10,861
5. Other	333	2	55	276
6. Not stated	2,451	21	463	1,967
Totals	18,029	156	4,051	13,822

17. Type of Road	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Concrete	1,932	12	425	1,495
2. Asphalt	12,593	98	2,978	9,517
3. Gravel	2,228	31	439	1,758
4. Earth	484	4	76	404
5. Brick or cobble	184	1	40	143
6. Not stated	608	10	93	505
Totals	18,029	156	4,051	13,822

18. Weather Conditions	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear	9,330	96	2,168	7,066
2. Cloudy	2,725	17	630	2,078
3. Fog or mist	782	10	204	568
4. Rain	3,698	23	857	2,818
5. Snow	1,025	3	112	910
6. Smoke or dust	81	1	17	63
7. Not stated	388	6	63	319
Totals	18,029	156	4,051	13,822

VICTORIA, B.C.
Printed by DON MCDIARMID, Printer to the Queen's Most Excellent Majesty
1952

420-352-3683