PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

MOTOR-VEHICLE BRANCH

FOR THE YEAR

1954

VICTORIA, B.C.
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1955

To His Honour FRANK MACKENZIE ROSS, C.M.G., M.C.,
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 1954.

R. W. BONNER,
Attorney-General.

Attorney-General's Department,
Victoria, B.C., October, 1955.

REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1954

The Honourable R. W. Bonner, Q.C., B.A., LL.B.,
Attorney-General, Victoria, B.C.

SIR,—I have the honour to submit the Annual Report of the Motor-vehicle Branch for the year 1954.

This Report shows a continuing increase, evident in the past several years, in all aspects of work of the Branch. The Report is indicative of the growth of the Province and of the position of the Motor-vehicle Branch in the expanding economy.

The report deals with the operation of the Branch under the following headings:—

1. Licences.
2. Accidents and Convictions.
3. Driving Safety.
   (*a*) Safety Responsibility.
   (*b*) Examination of Drivers.
   (*c*) Drivers' Education.
4. Encumbrance Registry Division.
5. School Buses.
6. Staff.

1. LICENCES

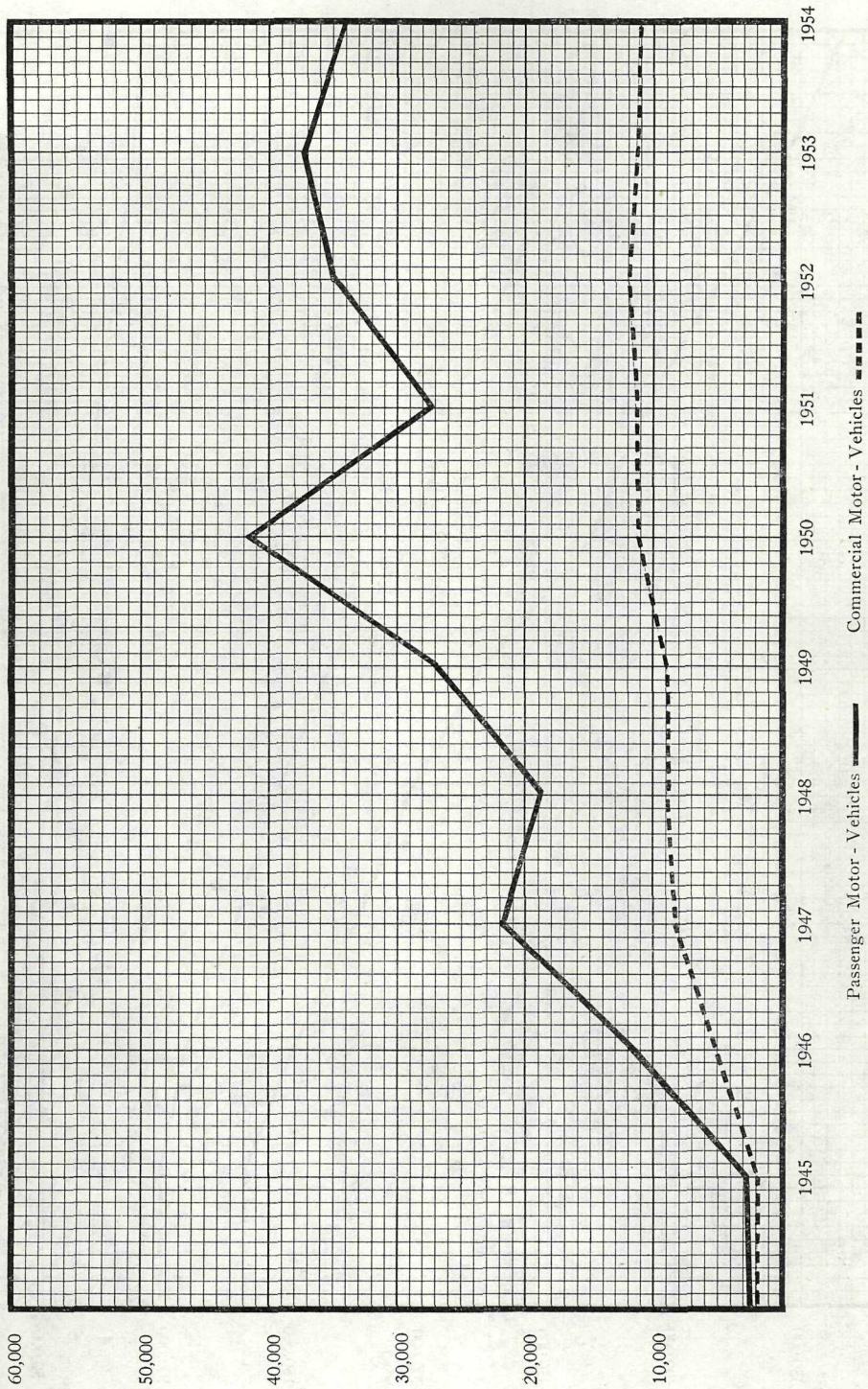
During 1954 there was a total of 367,967 motor-vehicles (other than motor-cycles) licensed, as compared to 345,005 for 1953, an increase of 22,962 or 6.66 per cent. The 1954 total includes 34,441 passenger and 11,248 commercial new registrations, of which 8,591 passenger and 1,998 commercial vehicles were used-car registrations for motor-vehicles previously licensed elsewhere and subsequently brought into this Province for use. The balance of 25,850 passenger and 9,250 commercial motor-vehicles were new vehicles being licensed for the first time.

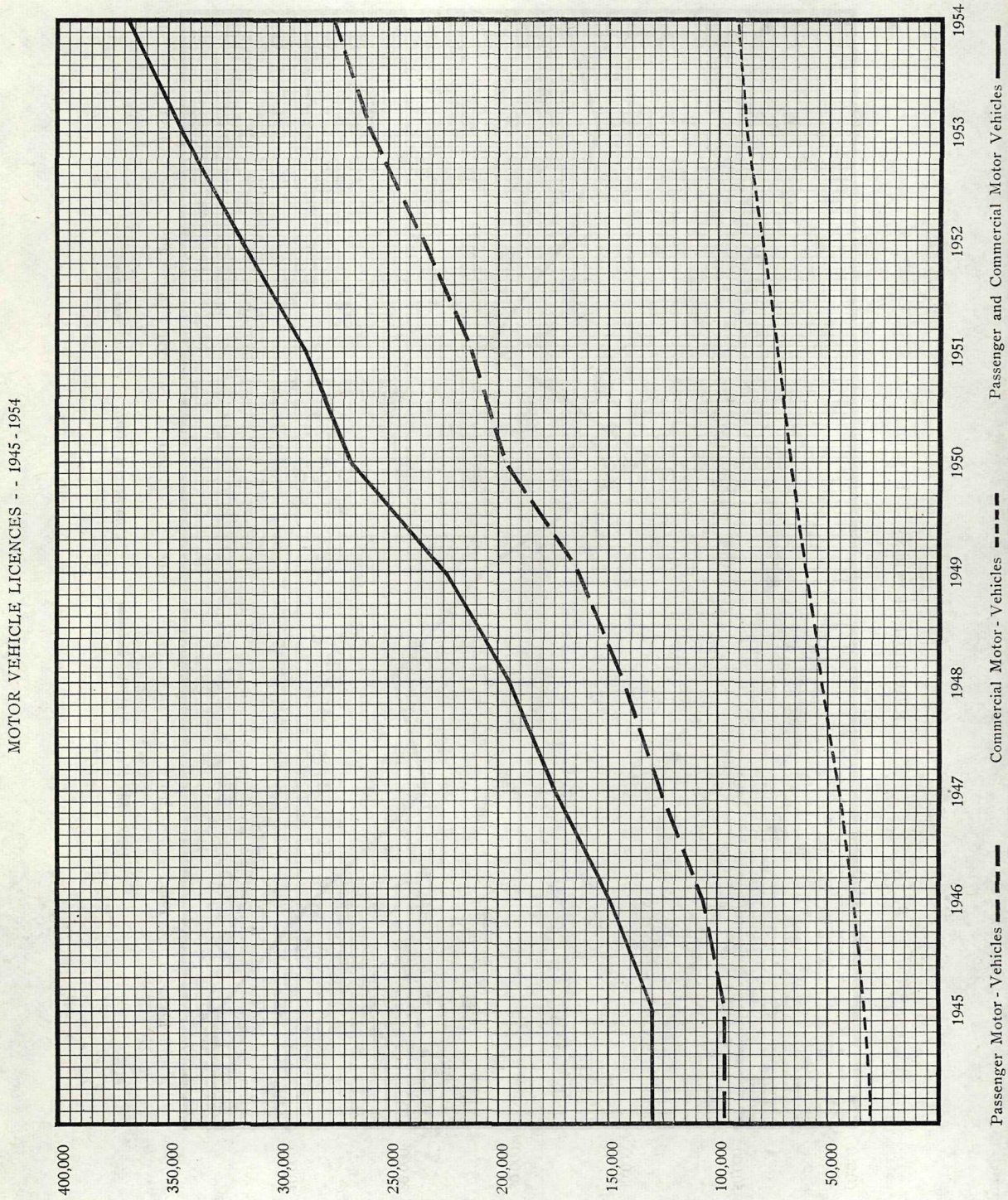
The motor-cycle total decreased slightly from 3,825 in 1953 to 3,744 in 1954, continuing a steady downward trend which commenced in 1949.

For the purpose of comparison, the following is a statement of licences, permits, etc., issued for the licence-years 1947 to 1954 inclusive:—

Comparative Statement of Licences, Permits, etc., Issued during the Licence-year 1947 to 1954, Inclusive

Licences Issued	1947	1948	1949	1950	1951	1952	1953	1954
Motor-vehicles—								
Passenger (new)	22,362	19,281	26,858	42,025	27,616	34,820	37,532	34,441
Passenger (renewal)	106,249	124,394	138,248	156,372	186,154	201,891	221,408	241,720
Total passenger	128,611	143,675	165,106	198,397	213,770	236,711	258,940	276,161
Passenger substitutional	692	26,113	1,471	2,707	5,448	1,650	4,075	5,770
Commercial (new)	8,627	8,966	9,184	11,496	11,733	12,521	11,485	11,248
Commercial (renewal)	38,082	44,949	51,037	55,810	61,770	68,321	74,580	80,558
Total commercial	46,709	53,915	60,221	67,306	73,503	80,842	86,065	91,806
Commercial substitutional licences	1,494	3,290	1,964	2,207	1,938	2,852	7,303	2,128
Total motor-vehicles	175,320	197,590	225,327	265,703	287,273	317,553	345,005	367,967
Total substitutional licences	2,186	29,403	3,435	4,914	7,386	4,502	11,378	7,898
Duplicate motor-vehicle licences	3,422	3,604	3,737	5,355	6,496	8,134	11,324	11,791
Non-resident touring motor-vehicle permits	3,625	3,667	3,095	2,207	1,630	1,209	1,371	2,127
Non-resident special motor-vehicle permits	455	347	436	383	216	162	130	213
Non-resident commercial motor-vehicle permits	441	413	661	803	719	952	1,555	2,598
Permits for temporary operation	770	692	855	1,215	1,475	1,702	1,806	2,612
Permits for temporary operation—farm tractors	.....	.....	485	559	665	711	790	810
Motor-cycles—								
New	1,652	789	741	743	423	445	508	470
Renewal	2,712	3,747	3,940	3,866	3,721	3,484	3,317	3,274
Substitutions	100	89	108	94	77	93	49	63
Total motor-cycles	4,364	4,536	4,681	4,609	4,144	3,929	3,825	3,744
Trailers	9,487	10,117	10,739	11,032	11,707	13,543	15,417	18,205
Substitutional licences	55	51	46	68	54	58	59	106
Duplicate licences	26	7	3	11	8	1	.....	.....
Motor-dealers—								
Original licences	514	621	696	718	713	688	682	687
Additional plates	309	400	578	800	876	859	889	873
Substitutional plates	25	20	22	60	40	32	45	56
Original motor-cycle dealer licences	38	23	18	16	13	9	10	10
Additional motor-cycle dealer licences	13	6	4	4	5	5	8	9
Motor-cycle substitutional licences	.....	1	.....	.....	1	.....	1	.....
Salesmen's licences	522	653	902	1,245	1,091	914	903	875
Temporary operation of motor-dealers	131	94	162	212	197	227	173	.....
Salesmen's duplicate licences	.....	2	4	7	6	2	3	2
Transfers—								
Passenger	69,250	76,405	93,452	131,763	136,258	171,618	173,954	172,256
Commercial	16,886	18,496	20,584	25,538	28,378	31,756	33,626	37,540
Motor-cycle	2,595	2,746	2,871	2,904	2,862	2,912	2,630	2,847
Trailers	375	327	270	307	474	358	286	466
Total transfers	89,106	97,974	117,177	160,512	167,972	206,644	210,496	213,109
Chauffeurs—								
Original Class "A"	3,562	4,015	4,861	5,048	5,062	4,616	4,546	4,541
Substitutional Class "A"	95	98	48	46	46	42	76	43
Original Class "B"	4,205	4,599	4,717	4,654	4,594	4,275	4,128	4,001
Substitutional Class "B"	179	175	63	70	130	78	101	56
Original Class "C"	38,966	46,157	50,763	53,560	49,598	42,997	42,862	43,486
Substitutional Class "C"	169	203	212	196	189	100	118	111
Duplicate chauffeurs	226	241	254	240	500	151	66	54
Drivers—								
Original	26,027	25,921	26,810	31,047	.....	.....	.....	.....
Renewal	185,673	201,750	218,866	237,101	.....	.....	.....	.....
Duplicate	3,299	3,654	4,144	4,939	.....	.....	.....	.....
Original chauffeurs	5,183	5,638	4,995	3,904	.....	.....	.....	.....
Renewal chauffeurs	34,591	42,331	48,610	52,601	.....	.....	.....	.....
Original salesmen	1	4	5	14	.....	.....	.....	.....
Renewal salesmen	313	408	547	778	.....	.....	.....	.....
Permits to minors	9,503	12,210	10,829	9,282	.....	.....	.....	.....
Duplicate permits to minors	465	428	798	929	.....	.....	.....	.....
Learners' licences	6,440	8,018	12,646	19,281	19,723	22,229	23,926	.....
Learners' permits	1,526	2,045	3,212	3,496	.....	.....	.....	.....
Search fees	217,522	156,022	160,089	377,466	480,131	562,175	712,517	668,319


NEW REGISTRATIONS - - 1945 - 1954
60,000
50,000
40,000
30,000
20,000
10,000
1945
1946
1947
1948
1949
1950
1951
1952
1953
1954
Passenger Motor - Vehicles
Commercial Motor - Vehicles


MOTOR VEHICLE LICENCES - - 1945 - 1954
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
1945
1946
1947
1948
1949
1950
1951
1952
1953
1954
Passenger Motor - Vehicles
Commercial Motor - Vehicles
Passenger and Commercial Motor Vehicles

Drivers' Licences

British Columbia commenced on January 1st, 1951, a programme of issuing drivers' licences valid for a period of five years. In 1951 and up to 1954, drivers' licences have been issued in the following amounts:—

	Licences
1951	335,378
1952	56,368
1953	50,307
1954	51,122
Total	493,175

The 1954 issuance was of 28,563 original and 12,353 renewal licences to adults, and 10,185 originals and 21 renewals to minors. Drivers' licences which were lost or destroyed caused 8,902 licence-holders to apply for duplicates.

Chauffeurs' Licences

It is interesting to note the number of chauffeurs' licences issued in 1954 is 10,234 less than the number issued in 1950, the 1954 figure being 52,028 as compared with 63,262 in 1950. Of interest also is that 1954 saw 91,806 commercial vehicles licensed, as against 67,306 in 1950, for a gain of 24,500.

It does seem only right to assume that rather than have a decrease in chauffeurs' licences, an increase proportionate to the increase in commercial vehicles should be reportable. There is a strong feeling many drivers employed as chauffeurs are not licensed. The remedy to the trend rests with the various enforcement agencies giving the problem attention.

Distribution of Motor-vehicles

The following table shows a breakdown of motor-vehicle licence issuance by centres:—

Place	Passenger Motor-vehicles				Commercial Motor-vehicles				Grand Total
	Used	New	Renewal	Total	Used	New	Renewal	Total	
Vancouver	3,422	12,801	82,908	99,131	357	3,011	16,918	20,286	119,417
Victoria	1,123	2,621	46,488	50,232	139	1,203	13,926	15,268	65,500
New Westminster	1,046	2,461	32,848	36,355	176	786	8,491	9,453	45,808
Nanaimo	109	580	6,165	6,854	18	180	2,020	2,218	9,072
Chilliwack	258	587	5,596	6,441	52	272	2,100	2,424	8,865
Vernon	95	456	4,274	4,825	25	276	2,597	2,898	7,723
Kelowna	127	363	4,259	4,749	42	163	1,943	2,148	6,897
Kamloops	137	469	3,834	4,440	43	250	2,069	2,362	6,802
Courtenay	140	421	4,404	4,965	17	143	1,615	1,775	6,740
Penticton	129	485	4,107	4,721	30	172	1,656	1,858	6,579
Nelson	125	398	3,645	4,168	35	147	1,782	1,964	6,132
Duncan	60	278	4,091	4,429	19	140	1,511	1,670	6,099
Prince George	173	398	2,887	3,458	96	306	2,237	2,639	6,097
Trail	71	503	4,082	4,656	13	99	1,241	1,353	6,009
Abbotsford	111	421	3,530	4,062	37	191	1,508	1,736	5,798
Pouce Coupe	401	320	1,898	2,619	370	357	2,266	2,993	5,612
Cranbrook	151	272	2,917	3,340	84	138	1,587	1,809	5,149
Alberni	57	339	3,272	3,668	8	87	813	908	4,576
Mission	60	286	2,505	2,851	21	116	1,119	1,256	4,107
Quesnel	45	125	1,119	1,289	25	134	1,119	1,278	2,567
Salmon Arm	38	90	1,271	1,399	16	104	1,015	1,135	2,534
Powell River	24	145	1,519	1,688	6	47	535	588	2,276
Prince Rupert	61	153	1,322	1,536	6	56	627	689	2,225
Creston	73	73	1,040	1,186	40	71	866	977	2,163
Oliver	29	46	1,227	1,302	13	56	699	768	2,070
Golden	109	127	787	1,023	75	116	795	986	2,009
Fernie	134	91	961	1,186	82	54	516	652	1,838
Williams Lake	44	85	718	847	28	107	843	978	1,825
Grand Forks	19	48	936	1,003	13	58	722	793	1,796
Smithers	21	67	679	767	17	93	739	849	1,616
Princeton	13	40	896	949	4	14	392	410	1,359
Burns Lake	15	52	495	562	12	52	585	649	1,211
Revelstoke	20	53	665	738	5	27	346	378	1,116
Terrace	23	65	500	588	5	56	458	519	1,107
New Denver	17	11	550	578	3	14	471	488	1,066
Vanderhoof	23	27	382	432	14	47	481	542	974
Lillooet	28	17	522	567	3	8	347	358	925
Rossland	8	6	680	694	2	3	177	182	876
Ashcroft	14	18	452	484	6	31	330	367	851
Merritt	7	24	385	416	6	21	309	336	752
Clinton	11	11	270	292	5	26	343	374	666
Ganges	4	----	339	343	1	8	192	201	544
Kaslo	6	3	167	176	7	2	142	151	327
Barkerville	3	8	106	117	1	3	67	71	188
Atlin	7	6	22	35	21	5	43	69	104
Totals	8,591	25,850	241,720	276,161	1,998	9,250	80,558	91,806	367,967

Mail-order Issuance

Motor-vehicle licences issued by mail in 1954 increased 22 per cent or 5,471 on the similar issuance in 1953. The following synopsis gives a breakdown of the 30,357 licences issued by indicating various areas from where the licence applications were received. By taking this synopsis into consideration it is indicated the approximate motor-vehicle population in Victoria is 39,443, made up of 32,629 passenger and 6,814 commercial motor-vehicles.

The following is a summary of mail-order issuance during 1954:—

1954 Mail-order Synopsis

	Vancouver	Victoria	New Westminster	Vancouver Island and Islands	Balance of Province	Out of Province	Total
Passenger plates	12,185	2,700	1,132	764	2,745	85	19,611
Provincial Government passenger plates	.....	692	.....	.....	.....	.....	692
Commercial plates	1,989	497	217	309	1,585	231	4,828
Provincial Government commercial plates	.....	2,519	.....	.....	.....	.....	2,519
Motor-cycle plates	97	30	7	23	91	3	251
Farm-tractor plates	.....	5	3	6	102	.....	116
Class "A" chauffeurs' licences	.....	.....	.....	.....	.....	.....	.....
Class " B " chauffeurs' licences	1	.....	.....	1	10	.....	12
Class " C " chauffeurs' licences	.....	.....	.....	4	39	.....	43
Drivers' licences and minors' drivers' licences	19	24	2	49	276	2	372
National Defence licences	.....	1,604	.....	.....	.....	.....	1,604
National Defence motor-cycle plates	.....	32	.....	.....	.....	.....	32
Trailer plates	7	7	.....	2	4	37	47
Provincial Government trailer plates	.....	230	.....	.....	.....	.....	230
Totals	14,298	8,340	1,361	1,158	4,852	348	30,357

Revenue

A total of $9,360,138.21 was collected during the 1954 licence-year for licences, permits, and fees. This does not include drivers' examination fees mentioned at the end of this section. The above-mentioned revenue is a decrease under 1953 collection of $306,251.74 or 3.17 per cent. The decrease is entirely due to a reduced-fee structure of 10 per cent of passenger licences, reduction of registration fees from $10 to $1 for motor-vehicles and from $5 to $1 for motor-cycles, and monthly reduction of motor-cycles and trailer fees on the principle always applied to motor-vehicle fees.

Collection through offices of this Branch amounted to 70.04 per cent of the total for an amount of $6,555,735.29.

Motor Licence Offices, together with corresponding collections, were as follows:—

Vancouver Motor Licence Office	$3,091,683.25
Victoria Motor Licence Office	1,546,811.45
New Westminster Motor Licence Office	1,111,696.60
Chilliwack Motor Licence Office	220,061.06
Kamloops Motor Licence Office	179,883.67
Trail Motor Licence Office	155,910.99
Abbotsford Motor Licence Office	146,435.67
Mission Motor Licence Office	103,252.60
Total	$6,555,735.29

The balance of $2,804,402.92 was collected through various Government Agencies.

Drivers' examination fees in 1954 amounted to $91,745, an increase of $9,583 over 1953.

REVENUE COLLECTIONS - - MOTOR VEHICLE ACT - - 1945 - 1954
10 Million
9 Million
8 Million
7 Million
6 Million
5 Million
4 Million
3 Million
0
1945
1946
1947
1948
1949
1950
1951
1952
1953
1954

2. ACCIDENTS AND CONVICTIONS

MOTOR-VEHICLE ACCIDENTS

The following table shows the trend from 1949 to 1954 of motor-vehicle registrations, ratio of accidents per 1,000 motor-vehicle registrations, total traffic deaths, ratio of traffic deaths per 10,000 motor-vehicles registered, and the average cost of reported property damage:—

Year	Motor-vehicles Registered	Accidents per 1,000 Registered	Traffic Deaths	Deaths per 10,000 Registered	Average Property Damage
1949	225,327	84.60	184	8.2	$197.73
1950	265,703	67.80	175	6.5	236.66
1951	287,273	68.10	208	7.2	283.79
1952	317,553	66.70	209	6.5	304.32
1953	345,005	63.05	208	5.9	322.59
1954	367,967	61.05	211	5.7	325.67

The first nine months of 1954 showed a very much improved picture accident-wise compared to the same period in 1953. However, the last three months in 1954 produced so many accidents, the previous gain was lost in all categories except injuries, as indicated in the following synopsis:—

Accidents—
1953 22,096
1954 22,425
Increase of 329 or 1.5 per cent.

Injuries—
1953 7,737
1954 7,582
Decrease of 155 or 2.0 per cent.

Deaths—
1953 208
1954 211
Increase of 3 or 1.4 per cent.

Reported property damage—
1953 ..... $7,128,012.75
1954 ..... 7,303,323.26
Increase of $175,310.51 or 2.5 per cent.

The following tables give a recapitulation of accident statistics for the 1945–54 period; accident statistics for the various cities, municipalities, villages, and districts for 1954; and the statistical summary of accidents for the Province for 1954:—

Table 1.—Statistical Summary of Motor-vehicle Accidents for the Ten-year Period 1945–54

Year	Accidents Reported	Persons Killed	Persons Injured	Property Damage	Motor-vehicles Involved
1945	7,067	116	3,108	$960,367.22	11,598
1946	9,792	147	3,920	1,352,670.96	15,964
1947	13,056	197	4,489	2,002,855.18	21,381
1948	17,565	182	5,133	3,167,109.53	29,852
1949	19,061	184	5,194	3,769,821.29	32,970
1950	18,029	175	5,720	4,266,784.40	31,223
1951	20,381	208	6,624	5,784,077.02	35,331
1952	21,189	209	7,197	6,448,892.19	36,757
1953	22,096	208	7,737	7,128,012.75	38,566
1954	22,425	211	7,582	7,303,323.26	39,620
Totals	172,661	1,837	56,704	$42,180,913.80	293,262

Table 2.—Statistical Summary of Motor-vehicle Accidents in the Province for the Calendar Years 1953 and 1954

CITIES

Place of Occurrence	Killed			Fatal Accidents			Injured			Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Alberni	1	.....	—100.0	1	.....	—100.0	17	18	+5.8	10	12	—20.0	125	104	—16.8	67	61	—8.9	$21,980.85	$21,164.60	—3.71
Armstrong City	.....	.....	.....	.....	.....	.....	2	.....	—100.0	1	.....	—100.0	25	9	—64.0	15	5	—66.6	3,885.00	1,438.37	—62.98
Chilliwack City	.....	.....	.....	.....	.....	.....	24	19	—20.8	15	18	+20.0	144	139	—3.4	77	79	+2.6	21,149.76	20,984.76	—0.78
Courtenay City	.....	.....	.....	.....	.....	.....	17	12	—29.4	15	9	—40.0	112	127	+13.3	63	70	+11.1	16,344.61	21,726.85	+32.93
Cranbrook City	.....	.....	.....	.....	.....	.....	4	3	—25.0	4	2	—50.0	98	81	—17.3	51	44	—13.7	16,317.17	11,981.78	—26.57
Cumberland City	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....	11	12	+9.0	7	7	.....	2,588.50	1,295.00	—49.97
Duncan City	.....	.....	.....	.....	.....	.....	27	14	—48.1	20	12	—40.0	109	92	—15.6	65	52	—20.0	17,220.21	13,074.33	—24.08
Enderby City	.....	.....	.....	.....	.....	.....	3	.....	—100.0	3	.....	—100.0	16	6	—62.5	9	3	—66.6	2,231.95	1,500.00	—32.79
Fernie City	.....	.....	.....	.....	.....	.....	7	2	—71.4	5	2	—60.0	57	37	—35.0	30	22	—26.6	7,112.64	4,346.38	—38.89
Grand Forks	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....	17	22	+29.4	11	12	+9.0	3,763.00	2,705.00	—28.11
Greenwood	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	8	4	—50.0	4	2	—50.0	1,209.00	1,500.00	+24.07
Kamloops	1	.....	—100.0	1	.....	—100.0	23	28	+21.7	18	23	+27.7	267	246	—7.8	151	131	—13.2	37,363.90	37,552.61	+0.51
Kaslo	.....	.....	.....	.....	.....	.....	1	2	+100.0	1	2	+100.0	5	11	+120.0	3	8	+166.6	1,201.91	3,293.00	+173.98
Kelowna	.....	.....	.....	.....	.....	.....	41	32	—21.95	30	27	—10.0	191	151	—20.9	109	90	—16.6	27,556.74	24,068.27	—12.63
Kimberley	1	.....	—100.0	1	.....	—100.0	21	4	—80.9	17	4	—76.4	87	60	—31.0	52	33	—36.5	13,853.28	6,245.50	—54.92
Ladysmith	.....	.....	.....	.....	.....	.....	12	4	—66.6	8	4	—50.0	42	48	+14.2	23	26	+13.0	5,905.23	5,356.19	—9.30
Merritt	.....	.....	.....	.....	.....	.....	7	1	—85.7	4	1	—75.0	11	21	+90.9	7	13	+85.7	3,400.00	2,868.94	—15.62
Nanaimo	1	2	+100.0	1	2	+100.0	48	60	+25.0	38	47	+23.6	389	368	—5.4	218	205	—5.9	61,662.06	55,752.48	—9.58
Nelson	.....	.....	.....	.....	.....	.....	11	10	—9.0	8	6	—25.0	46	35	—23.9	27	20	—25.9	7,902.50	11,219.00	+41.97
New Westminster	6	2	—66.6	5	2	—60.0	297	262	—11.7	210	188	—10.4	1,715	1,679	—2.1	913	866	—5.1	261,656.36	250,692.86	—4.19
North Vancouver	2	2	.....	2	2	.....	88	84	—4.5	63	67	+6.3	453	497	+9.7	246	263	+6.9	81,157.89	81,838.32	+0.83
Port Alberni	.....	.....	.....	.....	.....	.....	13	25	+92.3	11	20	+81.8	212	207	—2.3	115	115	.....	32,689.00	34,099.18	+4.31
Port Coquitlam	.....	.....	.....	.....	.....	.....	23	20	—13.0	15	12	—20.0	128	104	—18.7	71	62	—12.6	21,060.61	18,235.28	—13.42
Port Moody	1	1	.....	1	1	.....	21	38	+80.9	14	25	+78.5	78	86	+10.2	49	54	+10.2	15,216.17	16,051.32	+5.49
Prince George	2	4	+100.0	2	4	+100.0	58	46	—20.6	37	33	—10.8	464	349	—24.7	256	196	—23.4	86,376.53	55,784.74	—35.42
Prince Rupert	.....	3	.....	.....	3	.....	12	17	+41.6	12	14	+16.6	174	170	—2.3	98	97	—1.0	24,754.76	25,727.54	+3.93
Revelstoke	.....	.....	.....	.....	.....	.....	2	5	+150.0	2	4	+100.0	32	22	—31.2	18	12	—33.3	4,122.00	1,808.11	—56.14
Rossland	.....	.....	.....	.....	.....	.....	9	12	+33.3	8	7	—12.5	53	40	—24.5	32	24	—25.0	8,947.00	6,166.00	—31.08
Salmon Arm	1	.....	—100.0	1	.....	—100.0	6	2	—66.6	5	2	—60.0	26	15	—42.3	17	9	—47.0	4,213.91	3,715.00	—11.84
Slocan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	—100.0	1	.....	—100.0	198.00	.....	—100.00
Trail	1	2	+100.0	1	2	+100.0	43	16	—62.79	30	12	—60.0	286	172	—39.8	157	98	—37.5	46,381.91	23,670.98	—46.38
Vancouver	43	31	—27.9	42	29	—30.9	2,411	2,468	+2.3	1,842	1,898	+3.0	15,383	16,401	+6.6	8,206	8,664	+5.5	2,034,716.89	2,231,055.92	+9.65
Vernon	1	1	.....	1	1	.....	39	26	—33.3	27	17	—37.0	170	146	—14.1	97	82	—15.4	26,949.26	23,628.20	—12.28
Victoria	5	4	—20.0	5	4	—20.0	346	321	—7.2	260	246	—5.3	2,061	1,873	—9.1	1,109	1,017	—8.3	279,665.78	242,687.05	—13.22
Totals	66	52	—21.2	64	50	—21.8	3,635	3,554	—2.2	2,735	2,717	—0.6	22,997	23,334	+1.4	12,373	12,442	+0.5	$3,200,744.38	$3,263,233.56	+1.95

DISTRICT MUNICIPALITIES

			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Burnaby	13	6	—53.8	11	6	—45.4	423	528	+24.8	280	357	+23.9	1,865	2,403	+28.8	1,005	1,264	+25.8	$313,205.18	$416,354.20	+32.9
Central Saanich	1	.....	—100.0	1	.....	—100.0	14	10	—28.6	7	8	+14.3	27	30	+11.1	17	18	+5.9	6,796.19	7,799.50	+14.8
Chilliwhack	.....	1	.....	.....	1	.....	85	57	—32.8	52	35	—32.7	240	169	—29.6	163	102	—37.4	53,845.80	47,432.94	—11.9
Coldstream	.....	.....	.....	.....	.....	.....	2	.....	—100.0	1	.....	—100.0	5	.....	—100.0	4	.....	—100.0	2,575.18	.....	—100.0
Coquitlam	.....	.....	.....	.....	.....	.....	38	34	—10.5	23	26	+13.0	231	226	—2.2	133	122	—8.3	39,712.33	37,712.06	—5.0
Delta	1	2	+100.0	1	2	+100.0	44	45	+2.3	25	28	+12.0	107	121	+13.1	73	89	+21.9	34,106.08	24,872.59	—27.1
Esquimalt	.....	.....	.....	.....	.....	.....	44	28	—3.6	28	23	—17.9	181	166	—8.3	100	92	—80.0	27,957.00	21,825.79	—20.9
Fraser Mills	.....	.....	.....	.....	.....	.....	1	.....	—100.0	1	.....	—100.0	9	2	—64.4	6	1	—83.3	2,700.75	232.29	—91.4
Kent Agassiz	.....	.....	.....	.....	.....	.....	8	27	+237.5	5	14	+180.0	24	48	+100.0	17	35	+105.9	7,688.50	24,428.07	+217.7
Langley	3	1	—66.7	3	1	—66.7	72	89	+23.6	46	48	+4.3	282	272	—3.5	173	163	—5.8	68,698.46	72,042.32	+4.8
Maple Ridge	5	5	.....	5	4	—50.0	77	87	+12.9	49	55	+12.2	254	233	—8.3	154	151	—1.9	52,455.54	55,927.77	+6.6
Matsqui	2	4	+100.0	1	4	+300.0	74	55	—25.6	43	35	—18.6	263	211	—19.8	149	128	—14.1	63,532.03	48,021.00	—23.9
Mission	1	2	+100.0	1	2	+100.0	41	31	—24.4	18	16	—11.1	69	77	+11.6	42	49	+16.7	20,018.64	21,205.60	+5.9
North Cowichan	2	3	+50.0	2	2	.....	37	48	+29.7	20	30	+50.0	115	129	+12.2	82	86	+4.9	27,616.87	27,378.00	—0.9
North Vancouver	1	2	+100.0	1	2	+100.0	42	63	+50.0	30	46	+53.3	259	354	+36.7	145	197	+35.2	35,553.51	52,823.73	+48.6
Oak Bay	1	.....	—100.0	1	.....	—100.0	14	26	+85.7	11	16	+45.5	84	89	+5.9	47	55	+17.0	14,388.13	15,975.05	+11.0
Peachland	.....	.....	.....	.....	.....	.....	4	.....	—100.0	2	.....	—100.0	10	.....	—100.0	8	.....	—100.0	2,535.00	.....	—100.0
Penticton	.....	2	.....	.....	2	.....	50	35	—30.0	29	29	.....	192	235	+22.4	106	136	+27.4	31,854.38	43,401.71	+36.2
Pitt Meadows	.....	1	.....	.....	1	.....	6	10	+66.6	3	6	+100.0	21	33	+57.1	13	20	+53.8	4,385.74	7,364.65	+67.9
Richmond	2	7	+250.0	2	6	+200.0	115	117	+1.7	82	85	+3.6	501	579	+15.6	289	321	+11.1	87,014.32	99,661.01	+14.5
Saanich	5	5	.....	5	2	—60.0	106	106	.....	74	80	+8.1	375	464	+23.7	230	276	+20.0	72,718.86	73,842.25	+1.5
Salmon Arm	.....	3	.....	.....	2	.....	14	10	—28.6	9	6	—33.3	48	43	—10.4	31	26	—16.1	11,062.12	17,044.00	+54.1
Spallumcheen	2	1	—50.0	1	1	.....	7	9	+28.6	6	4	—33.3	31	11	—64.5	22	9	—59.1	10,015.00	3,282.50	—67.2
Sumas	.....	4	.....	.....	3	.....	49	54	+10.2	25	26	+4.0	129	116	—10.1	73	70	—4.1	41,674.98	41,443.39	—0.6
Summerland	.....	.....	.....	.....	.....	.....	13	11	—15.4	7	7	.....	45	31	—31.1	28	20	—28.6	8,527.58	5,181.23	—39.2
Surrey	11	16	+45.5	10	13	+30.0	465	457	—1.7	264	271	+2.7	1,929	2,138	+10.8	1,012	1,128	+11.5	354,024.81	388,224.65	+9.7
Tadanac	.....	.....	.....	.....	.....	.....	1	.....	—100.0	1	.....	—100.0	16	1	—93.7	10	1	—90.0	3,596.56	350.00	—90.3
West Vancouver	3	2	—33.3	3	2	—33.3	67	71	+5.9	47	48	+2.1	370	505	+36.5	201	275	+36.8	61,411.53	84,562.22	+37.7
Totals	53	67	+26.4	48	56	+16.5	1,913	2,008	+4.9	1,188	1,299	+9.4	7,682	8,686	+13.1	4,333	4,834	+11.6	$1,459,671.07	$1,638,388.52	+12.2

Table 2.—Statistical Summary of Motor-vehicle Accidents in the Province for the Calendar Years 1953 and 1954—Continued

VILLAGE MUNICIPALITIES

Place of Occurrence	Killed			Fatal Accidents			Injured			Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease	1953	1954	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Abbotsford	...	...	...	...	...	...	3	7	+133.7	3	6	+100.0	36	51	+41.7	19	28	+47.4	$4,065.14	$5,151.10	+26.7
Alert Bay	...	...	...	...	...	...	5	3	—40.0	4	2	—50.0	11	4	—63.6	9	3	—66.7	803.00	125.00	—84.4
Ashcroft	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	...	...	300.00	...
Burns Lake	...	...	...	...	...	...	1	4	+300.0	1	4	+300.0	13	15	+15.4	9	10	+11.1	1,618.00	7,960.00	+391.9
Campbell River	1	...	—100.0	1	...	—100.0	12	5	—58.3	9	3	—66.6	73	48	—34.2	44	27	—38.6	11,758.89	6,126.12	—47.9
Castlegar	...	...	...	...	...	...	8	2	—75.0	6	1	—83.3	17	4	—76.5	13	2	—84.6	2,222.86	1,325.00	—40.4
Chapman Camp	...	...	...	...	...	...	...	...	...	...	...	...	2	...	—100.0	1	...	—100.0	100.00	...	—100.0
Comox	...	...	...	...	...	...	...	...	...	...	...	...	7	6	—14.3	4	4	...	717.00	701.00	—2.2
Coquitlam	...	...	...	...	...	...	...	10	...	...	3	...	...	42	...	...	22	...	...	7,071.00	...
Cranberry Lake	...	...	...	...	...	...	5	2	—60.0	5	2	—60.0	11	5	—54.5	8	4	—50.0	715.00	400.00	—44.1
Creston	...	...	...	...	...	...	1	...	—100.0	1	...	—100.0	17	25	+47.1	10	12	+20.0	2,060.00	2,981.77	+44.7
Dawson Creek	1	...	—100.0	1	...	—100.0	6	4	—33.3	5	4	—20.0	72	89	+23.6	39	47	+20.5	9,125.11	13,478.20	+47.7
Fort St. John	1	...	—100.0	1	...	—100.0	1	1	...	...	1	...	26	6	—76.9	14	4	—71.4	3,220.00	1,550.00	—51.9
Fruitvale	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	...	...	100.00	...
Gibson	...	...	...	...	...	...	...	...	...	...	...	...	1	5	+400.0	1	2	+100.0	100.00	925.00	+825.0
Hope	1	...	—100.0	1	...	—100.0	8	2	—75.0	3	2	—33.3	38	15	—60.5	22	8	—18.2	4,746.00	2,183.50	—53.9
Invermere	...	...	...	...	...	...	...	1	...	...	1	...	...	7	...	...	4	...	...	845.00	...
Lake Cowichan	...	...	...	...	...	...	3	2	—33.3	2	2	...	9	14	+55.6	7	8	+14.3	938.00	3,293.94	+250.6
Lillooet	...	...	...	...	...	...	1	2	+100.0	1	2	+100.0	2	10	+400.0	1	7	+600.0	557.05	1,228.32	+120.5
Lytton	1	...	—100.0	1	...	—100.0	...	2	...	...	2	...	1	2	+100.0	1	2	+100.0	...	300.00	...
McBride	...	...	...	...	...	...	...	...	...	...	...	...	8	4	—50.0	5	2	—60.0	1,302.00	207.85	—84.0
Mission	...	...	...	...	...	...	14	8	—42.9	10	4	—60.0	84	72	—14.3	49	38	—22.4	10,214.42	8,876.56	—13.1
New Denver	...	...	...	...	...	...	1	...	—100.0	1	...	—100.0	1	...	—100.0	1	...	—100.0	100.00	...	—100.0
North Kamloops	...	...	...	...	...	...	6	1	—83.3	5	1	—80.0	26	20	—23.1	16	12	—25.0	4,390.23	3,379.75	—23.0
Oliver	...	...	...	...	...	...	...	...	...	...	...	...	11	15	+36.4	6	8	+33.3	884.00	1,443.81	+63.3
Osoyoos	...	...	...	...	...	...	3	2	—33.3	3	2	—33.3	20	10	—50.0	12	7	—41.7	2,855.00	2,292.00	—19.7
Parksville	...	...	...	...	...	...	...	4	...	...	1	...	10	7	—30.0	5	4	—20.0	837.50	1,840.00	+119.7
Pouce Coupe	...	...	...	...	...	...	...	...	...	...	...	...	5	...	—100.0	2	...	—100.0	300.00	...	—100.0
Princeton	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	3	...	...	376.20	...
Qualicum	...	...	...	...	...	...	4	1	—75.0	3	1	—66.7	10	10	...	8	6	—25.0	2,740.56	1,353.00	—50.6
Quesnel	...	...	...	...	...	...	5	4	—20.0	5	2	—60.0	109	49	—55.0	60	28	—53.3	16,569.00	8,123.05	—50.9
Salmo	...	...	...	...	...	...	...	1	...	...	1	...	6	5	—16.7	3	3	...	1,030.00	300.00	—70.9
Sidney	...	...	...	...	...	...	7	5	—28.6	4	4	...	36	12	—66.7	21	8	—61.9	5,928.44	2,675.00	—54.9
Silverton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Smithers	...	...	...	...	...	...	2	...	—100.0	1	...	—100.0	30	16	—46.7	16	9	—43.8	3,249.27	1,634.00	—49.7
Squamish	...	...	...	...	...	...	...	1	...	...	1	...	5	7	+40.0	3	4	+33.3	560.00	865.00	—54.5
Stewart	...	1	...	...	1	...	...	...	...	...	...	...	2	1	—50.0	1	1	...	600.00	...	—100.0
Terrace	...	...	...	...	...	...	3	1	—66.7	2	1	—50.0	40	19	—52.5	22	11	—50.0	4,647.18	4,235.00	—8.9
Tofino	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	1	...	...	68.00	...
Vanderhoof	...	...	...	...	...	...	6	...	—100.0	3	...	—100.0	25	6	—76.0	14	4	—71.4	3,078.14	745.00	—75.8
Westview	...	...	...	...	...	...	9	3	—66.7	9	3	—66.7	36	28	—22.2	22	16	—27.3	3,375.00	4,246.00	—25.8
Williams Lake	...	...	...	...	...	...	...	2	...	...	2	...	13	13	...	7	8	+14.3	1,500.00	1,757.50	+83.8
Kinnaird	...	...	...	...	...	...	...	...	...	...	...	...	4	...	—100.0	2	...	—100.0	210.00	...	—100.0
Marysville	...	...	...	...	...	...	...	...	...	...	...	...	2	...	—100.0	1	...	—100.0	104.00	...	—100.0
Totals	5	1	—80.0	5	1	—80.0	114	80	—29.8	86	58	—32.6	819	652	—20.4	478	369	—22.8	$107,220.79	$100,462.67	—6.3

UNORGANIZED TERRITORY

			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Ashcroft District	6	11	+83.3	4	8	+100.0	85	60	—29.5	52	39	—25.0	249	277	+11.2	178	200	+12.4	$110,370.31	$102,996.90	—6.7
Cariboo-Fort George	8	6	—25.0	8	6	—25.0	212	201	—5.2	127	118	—7.1	879	812	—7.6	587	558	—4.9	295,773.83	271,733.53	—8.1
Chilliwack District	15	5	—66.7	9	4	—55.6	149	185	+19.8	70	102	+45.7	384	529	+37.8	255	346	+35.7	125,448.17	183,538.02	+45.6
Cranbrook District	7	11	+57.1	6	6	...	154	167	+8.4	87	101	+16.1	525	575	+9.5	391	415	+6.1	188,270.21	220,883.53	+17.3
Kamloops District	12	15	+25.0	11	10	—9.1	308	217	—27.6	173	149	—13.9	1,027	884	—13.9	728	648	—10.9	348,723.98	286,677.46	—17.8
Nanaimo District	12	9	—25.0	7	9	+28.6	245	258	+5.3	157	166	+5.7	783	931	+18.9	560	641	+14.5	264,290.44	303,672.69	+14.9
Nelson District	7	4	—42.9	6	4	—33.3	296	182	—38.3	183	111	—39.3	1,071	738	—31.1	767	499	—34.9	335,309.32	221,598.19	—33.9
Peace River District	3	6	+100.0	3	6	+100.0	85	87	+2.4	42	44	+4.8	281	248	—11.7	197	173	—12.1	145,811.96	122,873.09	—15.7
Penticton District	6	10	+66.7	6	10	+66.7	214	228	+6.5	130	125	—3.8	561	617	+9.9	407	425	+4.4	202,381.61	229,208.37	+13.3
Prince Rupert District	1	5	+400.0	1	2	+100.0	71	63	—11.3	36	30	—16.7	293	248	—15.4	204	170	—16.7	108,242.12	88,756.72	—18.3
Vancouver District	1	3	+200.0	1	2	+100.0	44	90	+104.5	33	60	+81.8	274	359	+38.4	173	231	+33.5	49,892.37	77,974.81	+56.3
Victoria District	6	6	...	4	6	+50.0	212	202	—4.7	125	127	+1.6	741	730	—1.5	465	474	+1.9	185,862.19	191,325.20	+2.9
Totals	84	91	+8.3	66	73	+10.6	2,075	1,940	—6.5	1,215	1,172	—3.5	7,068	6,948	—1.7	4,912	4,780	—2.7	$2,360,376.51	$2,301,238.51	—2.5

SUMMARY

			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Cities	66	52	—21.2	64	50	—21.9	3,635	3,554	—2.2	2,735	2,717	—0.7	22,997	23,334	+1.5	12,373	12,442	—0.6	$3,200,744.38	$3,263,233.56	+1.9
Municipalities	53	67	+26.4	48	56	+16.5	1,913	2,008	+4.9	1,188	1,299	+9.4	7,682	8,686	+13.1	4,333	4,834	+11.6	1,459,671.07	1,638,388.52	+12.2
Villages	5	1	—80.0	5	1	—80.0	114	80	—29.8	86	58	—32.6	819	652	—20.4	478	369	—22.8	107,220.79	100,462.67	—6.3
Districts	84	91	+8.3	66	73	+10.6	2,075	1,940	—6.5	1,215	1,172	—3.5	7,068	6,948	—1.7	4,912	4,780	—2.7	2,360,376.51	2,301,238.51	—2.5
Totals for Province	208	211	+1.5	183	180	—1.5	7,737	7,582	—2.0	5,224	5,246	+0.4	38,566	39,620	+2.7	22,096	22,425	+1.5	$7,128,012.75	$7,303,323.26	+2.5

Table 3.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1954

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	16,280	4,047	2,110	1,937	.....	132	251	391	1,020	851	643	499	253		7
2. Motor-cycle	155	117[3]	108	9	.....	.....	4	48	44	6	9	3	3		.....
3. Pedestrian	1,083	1,059[1]	650	409	.....	124	322	43	84	74	82	168	154		8
4. Street-car	97	22	12	10	.....	2	1	1	8	4	2	2	2		.....
5. Railroad train	74	39	29	10	.....	3	4	3	10	10	3	5	1		.....
6. Horse-drawn vehicle	8	7	6	1	.....	.....	.....	3	.....	1	.....	3	.....		.....
7. Bicycle	316	315[2]	272	43	.....	10	209	54	8	4	10	13	7		.....
8. Animal	267	43	32	11	.....	2	4	5	14	7	6	2	3		.....
9. Fixed object	1,842	751	519	232	.....	10	29	131	256	137	95	55	38		.....
10. Sleigh	7	6	5	1	.....	.....	6	.....	.....	.....	.....	.....	.....		.....
11. Miscellaneous	26	28	20	8	.....	1	8	.....	5	7	2	2	3		.....
12. Non-collision accident	2,270	1,148	772	376	.....	44	38	193	368	194	153	108	50		.....
13. Not stated		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Totals	22,425	7,582	4,535	3,047		328	876	872	1,817	1,295	1,005	860	514		15

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	46	32	14	.....	2	2	5	8	5	3	11	14	.....	16,280	4,047	46
2. Motor-cycle	3	3	.....	.....	.....	.....	.....	2	.....	1	.....	.....	.....	155	117	3
3. Pedestrian	65	45	20	.....	8	2	.....	3	2	3	15	28	.....	1,083	1,059	65
4. Street-car	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	97	22	.....
5. Railroad train	8	2	6	.....	.....	1	.....	3	1	3	.....	.....	.....	74	39	8
6. Horse-drawn vehicle	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	7	.....
7. Bicycle	5	5	.....	.....	1	3	.....	1	.....	.....	.....	.....	.....	316	315	5
8. Animal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	267	43	4
9. Fixed object	26	18	8	.....	1	1	7	8	3	3	.....	3	.....	1,842	751	23
10. Sleigh	1	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	7	6	.....
11. Miscellaneous	2	1	1	.....	.....	1	.....	.....	1	.....	.....	.....	.....	26	28	2
12. Non-collision accident	55	44	11	.....	1	1	12	18	9	3	8	3	.....	2,270	1,148	55
13. Not stated			.....	.....			.....	.....		.....	.....	.....	.....	.....	.....	.....
Totals	211	151	60	.....	13	11	25	43	21	16	34	48		22,425	7,582	211

[1] Twelve pedestrians injured and one killed in other than pedestrian accidents.
[2] Three bicyclists injured in other than bicycle accidents.
[3] Thirty-seven motor-cyclists injured and three killed in other than motor-cycle accidents.

Table 3.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1954—Continued

2. Hour of Occurrence	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	665	13	183	469
1 to 2 a.m.	599	5	159	435
2 to 3 a.m.	438	10	118	310
3 to 4 a.m.	348	5	96	247
4 to 5 a.m.	209	2	53	154
5 to 6 a.m.	162	3	41	118
6 to 7 a.m.	197	1	47	149
7 to 8 a.m.	915	2	152	761
8 to 9 a.m.	1,099	2	189	908
9 to 10 a.m.	702	5	127	570
10 to 11 a.m.	846	6	160	680
11 to 12 m.	958	5	209	744
12 to 1 p.m.	930	4	213	713
1 to 2 p.m.	1,013	4	198	811
2 to 3 p.m.	1,206	4	303	899
3 to 4 p.m.	1,435	7	361	1,067
4 to 5 p.m.	1,878	10	425	1,443
5 to 6 p.m.	2,133	15	502	1,616
6 to 7 p.m.	1,306	17	328	961
7 to 8 p.m.	1,303	14	387	902
8 to 9 p.m.	1,048	6	261	781
9 to 10 p.m.	830	7	193	630
10 to 11 p.m.	849	12	200	637
11 to 12 p.m.	1,170	13	304	853
Not stated	186	9	37	140
Totals	22,425	181	5,246	16,998

3. Day of Occurrence	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	3,071	42	806	2,223
2. Monday	2,915	23	626	2,266
3. Tuesday	2,602	15	580	2,007
4. Wednesday	2,613	14	609	1,990
5. Thursday	2,971	18	655	2,298
6. Friday	3,595	21	831	2,743
7. Saturday	4,654	48	1,139	3,467
8. Not stated	4	-------	-------	4
Totals	22,425	181	5,246	16,998

4. Type of Vehicles Involved	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	30,778	156	6,357	24,265
2. Motor-cycle	224	5	172	47
3. Stage	14	-------	3	11
4. Taxi	605	2	121	482
5. Bus	582	3	148	431
6. Delivery	3,341	21	677	2,643
7. " Drive Yourself "	194	2	44	148
8. Truck	3,879	35	695	3,149
9. Not stated	3	3	-------	-------
Totals	39,620	227	8,217	31,176

Table 3.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1954—Continued

5. Railroad Crossings	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Gates not down	------	------	------	------
2. Guarded crossing—man on duty	1	------	1	------
3. Automatic signal	19	1	4	14
4. Unguarded crossing	40	1	17	22
5. Driver disregarded signal	2	------	1	1
6. Signal not given	2	------	1	1
7. Not stated	------	------	------	------
Totals	64	2	24	38

6. Drivers Involved, Description of	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	36,237	211	7,477	28,549
2. Female	3,284	11	730	2,543
3. Not stated	99	5	10	84
Totals	39,620	227	8,217	31,176

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years	4,031	32	930	3,069
2. 21 to 30 years	12,458	85	2,560	9,813
3. 31 to 40 years	10,192	44	2,094	8,054
4. 41 to 50 years	6,975	27	1,388	5,560
5. 51 to 60 years	3,424	22	677	2,725
6. 61 to 64 years	946	1	235	710
7. 65 years and over	1,494	11	323	1,160

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	445	------	97	348
2. 3 to 6 months	274	2	71	201
3. 6 to 12 months	552	3	118	431
4. 1 to 4 years	6,658	39	1,420	5,199
5. 5 years and over	30,994	140	6,366	24,488
6. Not stated	697	43	145	509

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Intoxicated	227	7	54	166
2. Physical defect	41	------	11	30
3. Extreme fatigue	115	2	39	74
4. Normal	36,302	169	7,544	28,589
5. Other	12	------	2	10
6. Not stated	2,923	49	567	2,307

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia	37,706	188	7,749	29,769
2. Unlicensed	449	12	146	291
3. Non-resident	1,353	17	305	1,031
4. Not stated	112	10	17	85

Table 3.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1954—Continued

7. Action of Driver Contributing to Accident	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Reckless driving	262	3	66	193
2. Exceeding speed-limit	302	6	74	222
3. On wrong side of road	803	6	163	634
4. Did not have right-of-way	1,120	2	219	899
5. Cutting in	307	.....	25	282
6. Passing standing street-car	73	.....	24	49
7. Passing on curve or hill	290	.....	33	257
8. Passing on wrong side	58	.....	9	49
9. Failing to signal	405	.....	44	361
10. Cutting left corner	316	2	56	258
11. Car ran away	476	4	91	381
12. Through street—did not stop	712	4	177	531
13. Driving off roadway	1,814	29	542	1,243
14. Driving through safety-zone	35	.....	9	26
15. Car standing in roadway	1,847	5	367	1,475
16. Hit and run	125	1	14	110
17. Passing at intersection	534	3	101	430
18. Following too close	1,335	.....	177	1,158
19. Railroad—did not stop	62	3	22	37
20. Pulling out from curb	669	.....	46	623
Totals	11,545	68	2,259	9,218

8. Amount of property damage for period covered by this report, $7,303,323.26.

9. Pedestrians Involved, Actions of	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Getting on or off a street-car	7	.....	7
2. Getting on or off another vehicle	4	.....	4
3. Crossing at intersection with signal	75	.....	75
4. Crossing at intersection against signal	25	1	24
5. Crossing at intersection—no signal	184	7	177
6. Standing on safety-isle	1	.....	1
7. In street—not at intersection	148	9	139
8. Working on car or roadway	6	1	5
9. Riding or hitching on vehicle	3	.....	3
10. Not on roadway	6	1	5
11. Walking on or along highway	89	14	75
12. Playing in street	66	2	64
13. Crossing street diagonally	69	9	60
14. Coming from behind vehicle	150	2	148
15. Not known	300	20	280
Totals	1,133	66	1,067

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Intoxicated	67	6	61
2. Physical defect	16	2	14
3. Confused by traffic	48	.....	48
4. View obstructed	46	.....	46
5. Careless	275	13	262
6. Normal	318	14	304
7. Not stated	363	31	332
Totals	1,133	66	1,067

Table 3.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1954—Continued

10. Classification of Victims	Number of Victims		
	Total	Fatal	Personal Injury
1. Drivers	2,329	61	2,268
2. Passengers	3,835	72	3,763
3. Pedestrians	1,133[1]	66	1,067
4. Others (persons in horse-drawn vehicles, etc.)	19	1	18
5. Bicyclists	323[2]	5	318
6. Motor-cycle drivers	134[3]	5	129
7. Motor-cycle passengers	20[3]	1	19
8. Not stated	------	------	------
Totals	7,793	211	7,582

[1] Twelve pedestrians injured and one killed in other than pedestrian accidents.
[2] Three bicyclists injured in other than bicycle accidents.
[3] Thirty-seven motor-cyclists injured and three killed in other than motor-cycle accidents.

11. Nature of Injuries	Number of Victims		
	Total	Fatal	Personal Injury
1. Fractured skull	140	84	56
2. Fractured spine	76	4	72
3. Other fractures	954	49	905
4. Concussion of brain	99	4	95
5. Severe general shock with bruises and cuts	419	24	395
6. Slight shock and shake-up	5,728	8	5,720
7. Internal injuries	92	23	69
8. Other injuries (sprains, dislocations, etc.)	253	------	253
9. Cuts by glass (only)	13	2	11
10. Drowned	13	13	------
11. Burned	6	------	6
12. Asphyxiated	------	------	------
13. Not stated	------	------	------
Totals	7,793	211	7,582

12. Light Conditions	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	12,552	63	2,790	9,699
2. Dusk	1,662	14	362	1,286
3. Artificial light—good	2,039	14	506	1,519
4. Artificial light—poor	814	13	243	558
5. Darkness	4,782	62	1,224	3,496
6. Not stated	576	15	121	440
Totals	22,425	181	5,246	16,998

13. Condition of Vehicles Involved	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Brakes defective	565	6	123	436
2. Steering-gear defective	201	1	73	127
3. Other defects	94	------	18	76
4. Glaring head-lights	33	1	10	22
5. Head-light out (one light)	30	------	5	25
6. Head-lights out (both)	89	------	14	75
7. Head-lights dim	193	1	44	148
8. Tail-light out or obscured	58	------	13	45
9. No chains (slippery road)	1,302	1	157	1,144
10. Puncture or blow-out	173	3	42	128
11. Apparently good	32,869	185	6,888	25,796
12. Not stated	4,013	29	830	3,154
Totals	39,620	227	8,217	31,176

Table 3.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1954—Continued

14. Direction of Travel	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	22,503	150	5,106	17,247
2. Turning right	2,717	14	517	2,186
3. Turning left	4,507	23	953	3,531
4. Backing	866	3	68	795
5. Parked or standing still	4,903	3	767	4,133
6. Slowing down or stopping	1,262	2	239	1,021
7. Skidding	933	5	178	750
8. Not stated	1,929	27	389	1,513
Totals	39,620	227	8,217	31,176

15. Road Surface	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	10,866	105	2,884	7,877
2. Wet surface	6,609	39	1,526	5,044
3. Muddy surface	180	2	35	143
4. Snowy surface	1,300	1	156	1,143
5. Icy surface	1,751	11	239	1,501
6. Loose sand or gravel	744	7	188	549
7. Not stated	975	16	218	741
Totals	22,425	181	5,246	16,998

16. Road Condition	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Defect in roadway	263	4	62	197
2. Road under repair	195	4	43	148
3. Obstruction in road	289	3	55	231
4. Normal	18,097	140	4,402	13,555
5. Other	34	----	3	31
6. Not stated	3,547	30	681	2,836
Totals	22,425	181	5,246	16,998

17. Type of Road	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Concrete	1,868	5	399	1,464
2. Asphalt	17,169	133	4,174	12,862
3. Gravel	2,213	22	458	1,733
4. Earth	420	5	75	340
5. Brick or cobble	64	1	16	47
6. Not stated	691	15	124	552
Totals	22,425	181	5,246	16,998

18. Weather Conditions	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear	11,215	97	2,800	8,318
2. Cloudy	3,905	31	916	2,958
3. Fog or mist	1,269	8	280	981
4. Rain	4,334	28	986	3,320
5. Snow	1,048	2	130	916
6. Smoke or dust	58	1	15	42
7. Not stated	596	14	119	463
Totals	22,425	181	5,246	16,998

CONVICTIONS

Convictions by the Courts of the Province of the various driving offences are required to be reported to the Superintendent of Motor-vehicles for the recording of particulars of the convictions in the personal driving records of the persons convicted.

During 1954 a total of 26,343 convictions were reported arising from infractions of the "Motor-vehicle Act" and regulations and under the Criminal Code of Canada. This is below the 1953 total of 26,909 convictions, for a decrease of 566 or 2.1 per cent.

Convictions under the Criminal Code of Canada accounted for 3,483, as compared with 3,735 in 1953. The 1954 convictions in this group amount to 13.2 per cent of the total convictions.

The majority of convictions arise as a result of infractions of the provisions of the "Motor-vehicle Act." In 1954 this percentage amounted to 79.2 per cent of the total, showing 20,874 convictions as against 20,926 in 1953.

The remainder of convictions, amounting to 1,986 or 7.6 per cent were under the "Regulations pursuant to the 'Motor-vehicle Act.'" In 1953 there were 2,248 convictions in this category.

There follows a comparative table showing the number of convictions under the various sections of the Criminal Code of Canada and the "Motor-vehicle Act" and regulations for the years 1951 to 1954.

Convictions under "Motor-vehicle Act" and Section 285, Criminal Code, 1951–54

Offences	1951	1952	1953	1954
Under Criminal Code of Canada—				
Driving a motor-vehicle while ability impaired by alcohol, sec. 285 (4*a*)	155	1,748	2,490	2,276
Driving while driver's licence under suspension, sec. 285 (8)	163	224	297	420
Failing to stop after accident, sec. 285 (2)	240	264	246	225
Unlawfully taking a motor-vehicle without consent of owner, sec. 285 (3)	97	103	86	90
Driving motor-vehicle while intoxicated, sec. 285 (4)	509	136	85	43
Driving to common danger, sec. 285 (6)	1,310	801	531	429
Operating a motor-vehicle with apparatus for making a smoke-screen, sec. 285 (5)	------	------	------	------
Under "Motor-vehicle Act"—				
Careless driving, sec. 57	1,539	2,077	2,770	2,900
Exceeding maximum speed-limit, sec. 58	6,159	7,639	7,776	7,860
Exceeding speed-limit indicated by " speed " signs, sec. 63	2,013	2,319	2,889	2,517
Failing to obtain, or to display, motor-vehicle licence or permit as required, secs. 69, 10, 8, 9, 4	368	876	986	932
Exceeding speed-limit passing schools and playgrounds, sec. 62	1,748	3,241	2,522	2,820
Operating without driver's licence or failing to produce same, secs. 20, 21, 85, 23	2,241	2,716	2,536	2,269
Operating motor-vehicle without minor's permit, sec. 22	4	2	1	1
Using licence belonging to another, refusing to show licence, etc., sec. 68	35	32	45	42
Making false statement, permitting another to use licence, etc., sec. 67	19	35	46	27
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 20 (6)	309	644	813	913
Driving motor-vehicle as chauffeur without chauffeur's licence or permit, secs. 24, 26, 31	95	132	143	127
Misuse of dealer's plates, etc., sec. 35	29	20	18	17
Operating with "D" plates without salesman's licence or permit, etc., secs. 38, 39, 40, 41	22	16	22	10
Operating as dealer without licence, sec. 32	------	1	4	2
Permitting person not properly licensed to drive motor-vehicle, etc., secs. 35, 80, 84, 79	14	15	33	116
Letting motor-vehicles for hire without complying with requirements, sec. 46	1	2	------	------
Employing unlicensed chauffeur, sec. 30	53	48	85	56
Failing to transfer motor-vehicle, etc., sec. 14	13	4	4	20
Failing to report change in motor-vehicle, sec. 12	------	1	2	------
Failing to notify *re* change of address, secs. 11, 20 (9)	3	17	33	31
Altering number-plates and using fictitious plates, sec. 71	------	2	1	5
Failing to report an accident, etc., sec. 65	136	136	131	136
Failing to register as a tourist, sec. 17	2	------	1	2
Failing to stop at railroad crossing, sec. 60 (2)	7	22	16	8
Failing to stop on approach of fire and police patrol, sec. 61	21	37	27	32
Failing to take necessary precautions *re* street-cars, sec. 60	2	------	------	------
Failing to notify of removal or destruction of motor-vehicle, sec. 16 (1)	------	------	------	------
Operating motor-cycle with person in front of driver, sec. 45	------	1	------	3
Transporting animals unprotected, sec. 69 (*b*)	------	------	------	------
Failing to stop on request of police or state proper name, sec. 70	9	5	8	14
Failing to surrender licence on suspension, sec. 109	1	1	4	2
Removing or releasing impounded vehicle without authority, sec. 110	2	3	9	10
Producing invalid financial-liability card, etc., sec. 112	------	4	1	2
Regulations under "Motor-vehicle Act"—				
Failing to display number-plates unobstructed, clean, etc., Reg. 3 (*a*)	53	124	245	129
Driving without head-lights or improper head-lights, Reg. 3 (*b*), 3 (*c*)	202	281	320	225
Driving without tail-light, Reg. 3 (*d*)	227	361	342	315
Driving overwidth motor-vehicle without clearance-lights, Reg. 3 (*e*)	42	64	35	48
Driving motor-vehicle with defective brakes, Reg. 3 (*g*)	68	77	145	87
Driving motor-vehicle with defective horn, Reg. 3 (*h*)	28	13	24	13
Driving motor-vehicle without muffler, Reg. 3 (*i*)	186	274	229	246
Failing to give required signals on turning or stopping, Reg. 3 (*j*)	850	1,225	846	885
Driving with windshield obstructed, Reg. 3 (*l*), 3 (*k*)	17	26	9	6
Driving motor-vehicle without windshield-wiper, Reg. 3 (*m*)	8	3	7	3
Driving motor-vehicle without rear-view mirror, Reg. 3 (*p*)	22	6	14	3
Driving motor-vehicle without flag or light at end of load, Reg. 3 (*q*)	7	26	14	14
Replacing glass other than with safety glass, Reg. 3 (*n*)	3	1	1	1
Operating motor-vehicle with improperly mounted or unauthorized fog, spot, or auxiliary lights, Reg. 3 (*f*)	2	1	2	4
Failing to have proper connection between motor-vehicle and trailer, Reg. 3 (*r*)	4	2	9	2
Operating defective motor-vehicle after ordered off road, Reg. 13	1	------	------	------
Failing to sign driver's licence, Reg. 6	2	1	6	------
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, Reg. 9	1	3	------	3
Letting of motor-vehicles without approved and properly adjusted governors, Reg. 20	2	------	------	1
Failing to submit motor-vehicle for inspection and testing, Reg. 12	1	------	------	------
Driving motor-vehicle with fixture or load which obscures view of highway, Reg. 3 (*o*)	1	------		1
Totals	19,046	25,812	26,909	26,343

3. DRIVING SAFETY

(*a*) Safety Responsibility

It would appear that the automobile insurance companies in this Province maintained the stringent requirements demanded of their clients in 1953 through 1954. This is exemplified by an increase of only 1.6 per cent in the total number of British Columbia financial responsibility insurance certificates filed in 1954 over 1953, whereas in the same period the total number of suspensions of licences due to financial responsibility requirements increased 22.41 per cent.

The Safety Responsibility Division received 16,495 certificates in 1954, and of these we filed 15,100. The balance, representing 8.4 per cent of the total, were rejected and returned to the insurance companies as they were not acceptable due to errors or omissions.

A decrease in the number of requests from insurance companies for cancellation of British Columbia financial responsibility insurance certificates was experienced in 1954. This 9.2-per-cent decrease under the 1953 total indicates that the companies are finding less " accident and infraction repeaters " amongst these persons required to maintain proof of their financial responsibility and are willing to accept these risks from year to year.

A summary of the certificates filed and cancelled is shown hereunder:—

Comparison of Financial Responsibility Certificates Received, Filed, and Cancelled in 1953 and 1954

	1953	1954	Increase	Decrease	Per Cent
Total number of certificates received	16,247	16,495	248	.....	1.30
Total number of certificates filed	14,868	15,100	232	.....	1.56
Total number of certificates returned	1,379	1,395	16	.....	1.16
Owner's policy certificates and garage and sales-agency certificates filed	11,177	11,753	576	.....	5.15
Driver's policy certificates filed	1,475	1,346	.....	129	8.74
Owner's policy certificates filed (public and limited)	2,216	2,001	.....	215	9.70
Certificate cancellations	16,015	14,542	.....	1,473	9.19

During 1954 the Division issued financial responsibility cards to corporations who had filed a bond or who had been issued certificates by the Superintendent of Insurance that they maintained sufficient funds to satisfy third-party liability claims. Financial responsibility cards were also issued to two private individuals who had been issued a certificate by the Honourable the Minister of Finance that they had deposited securities in an amount required by the " Motor-vehicle Act " to satisfy any claim that may be made due to the operation or ownership of a motor-vehicle. This total of 257 cards issued is 49.7 per cent more than the total for 1953, when 165 cards were issued.

Due to the ever-increasing number of suspensions of licences, it was found necessary to expand our card-index wheel file from ten to eleven wheels in 1954. The cards on these wheels, which have a total capacity of nearly 50,000, make available pertinent information relating to persons whose licences are under suspension or who are required to maintain proof of financial responsibility and are constantly referred to by the staff when checking all new registrations for motor-vehicle licences, notices of transfer of motor-vehicles, original drivers' licences, and general correspondence. Approximately 900,000 individual checks were made during 1954, which definitely contributed to the control exercised over the driver in this Province.

Convictions and accidents caused the suspension of 9,885 drivers' licences in 1954 under the financial responsibility sections of the " Motor-vehicle Act." These suspensions increased 22.4 per cent over the number in 1953, when 8,075 suspensions were made. These figures do not include the suspension of licences of the owners of motor-

vehicles involved in accidents but who were not driving at the time and which represented 570 in 1953 as against 638 in 1954.

Reinstatement of licences increased 23.2 per cent in 1954 over the 1953 total of 7,558 drivers' licences returned to the individuals concerned.

A total of 227 drivers satisfied the requirements of Part II of the "Motor-vehicle Act" prior to the effective date of any suspension about to be made due to convictions or accidents. This total is not included in the number of licences suspended.

The following table gives full information in this regard:—

Drivers' Licences Suspended and Reinstated under the Safety Responsibility Sections of the "Motor-vehicle Act" during 1953 and 1954

Reason	Suspended				Reinstated			
	1953	1954	Increase	Decrease	1953	1954	Increase	Decrease
			Per Cent	Per Cent			Per Cent	Per Cent
Driving without due care and attention—Accident resulting	.....	1,634	.....	.....	.....	1,161	.....	.....
Driving to common danger or reckless driving—								
Accident resulting	72	114	58.33	.....	108	48	.....	5.55
Without accident	390	226	.....	42.05	520	333	.....	35.96
Driving while intoxicated—								
Accident resulting	9	8	.....	11.11	8	6	.....	25.00
Without accident	53	32	.....	38.5	59	44	.....	25.42
Driving while impaired—								
Accident resulting	175	451	157.71	.....	142	270	90.14	.....
Without accident	1,495	1,412	.....	5.56	970	1,011	4.22	.....
Failing to remain at or return to the scene of accident	152	155	1.97	.....	133	157	18.04	.....
Taking motor-vehicle without owner's consent—								
Accident resulting	.....	16	.....	.....	.....	2	.....	.....
Without accident	58	47	.....	18.96	41	42	2.44	.....
Driving while driver's licence under suspension—								
Accident resulting	.....	2	.....	.....	1	1	.....	.....
Without accident	20	19	.....	5.00	13	5	.....	61.54
Involved in reportable accident and having no financial responsibility coverage	1,640	1,543	.....	5.91	1,022	1,202	17.61	.....
Exceeding the speed-limit	7	7	.....	.....	6	3	.....	50.00
Involved in reportable motor-vehicle accident while driving without driver's licence	129	102	.....	20.93	68	78	14.71	.....
Involved in reportable motor-vehicle accident while driving without chauffeur's licence	12	9	.....	25.00	9	5	.....	44.44
Involved in reportable motor-vehicle accident and failing to submit accident report	51	77	50.98	.....	45	52	15.55	.....
Failing to pay judgment	19	31	63.15	.....	6	1	.....	83.33
Judgment and conviction outside Province	59	101	71.18	.....	34	38	11.76	.....
Unsatisfactory driving record	6	14	133.33	.....	1	2	100.00	.....
Manslaughter	2	.....	.....	.....	1	2	100.00	.....
Adjudged juvenile delinquent	53	19	.....	64.15	30	22	.....	26.66
No further proof of financial responsibility given upon expiration of proof previously given	3,673	3,866	5.25	.....	2,918	3,078	5.31	.....
Totals	8,075	9,885	22.41	.....	6,135	7,558	23.19	.....

Due to Court orders and recommendations of Magistrates as a result of convictions for driving infractions, 1,642 drivers' licences were suspended during 1954. This represents an increase of 85.74 per cent over the 1953 total, when 884 suspensions were ordered or recommended.

Particulars as to the reasons for these suspensions and the length of time each suspension was in effect are shown in the following table:—

Drivers' Licences Suspended During 1954

Reason	One Month	Two Months	Three Months	Four Months	Five Months	Six Months	Nine Months	Ten Months	One Year	Two Years	Three Years	Indefinite	Eighteen Months	Total
Driving without due care and attention	107	29	39	1	.....	16	1	.....	7	3	.....	.....	2	205
Driving to common danger and reckless driving	13	9	57	3	.....	39	2	.....	36	11	10	3	.....	183
Driving a motor-vehicle while intoxicated	2	3	11	1	1	5	.....	.....	6	1	.....	.....	.....	30
Driving while ability impaired by alcohol	208	48	449	10	5	100	5	.....	132	5	3	5	.....	970
Failing to remain at scene of accident	2	1	14	.....	.....	10	.....	.....	6	4	2	1	.....	40
Driving while under suspension	.....	.....	6	.....	.....	4	.....	.....	4	.....	1	.....	.....	15
Exceeding speed-limit	33	30	42	4	.....	18	.....	.....	6	.....	1	.....	.....	134
Not in possession of driver's licence	4	.....	3	.....	.....	2	.....	.....	2	.....	.....	.....	.....	11
No accident report	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Adjudged juvenile delinquent	.....	1	.....	.....	.....	.....	1	.....	2	.....	.....	.....	.....	4
Driving contrary to restrictions	1	6	3	1	.....	1	.....	.....	.....	.....	.....	.....	.....	12
Taking motor-vehicle without owner's consent	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Manslaughter (charged with)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31	.....	31
False statement	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	.....	6
Totals	370	127	624	20	6	195	9	.....	202	24	17	46	2	1,642

It is interesting to note in 1954 the firmer attitude of the Courts in suspensions resulting from drunken and impaired abilities increasing from the 1953 total of 277 to the 1954 figure of 1,000. Similarly, suspensions from driving to the common danger and in a reckless manner increased from 213 to 392.

A total of 3,835 persons were released from the obligation of having to maintain proof of their financial responsibility during 1954. This number is 15.51 per cent higher than that of 1953, when 3,320 persons were released. Of this total, 1,010 releases were made as one year had elapsed from the date of the motor-vehicle accident as a result of which they were required to give such proof, and they were able to prove they had not been named as a defendant in an action for damages in connection with such accident, and that they had neither paid nor agreed to pay any sum for injuries or for damages in excess of $100. A total of 2,795 persons were able to submit statutory declarations proving 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 within the financial responsibility sections of the "Motor-vehicle Act," and that no judgment in an action for damages as a result of a motor-vehicle accident was outstanding against them. Thirty persons were released as a result of judgment in an action for damages having been given in their favour.

During 1954, 1,947 motor-vehicles were impounded as a result of being involved in motor-vehicle accidents. This is a decrease of 24.60 per cent under the 1953 total, when 2,426 motor-vehicles were impounded. In the same period, 2,015 motor-vehicles were released to the owners, as compared with 2,226 in 1953, being a decrease of 10.47 per cent. A total of 823 motor-vehicles still remained impounded at the end of 1954.

(*b*) Examination of Drivers

The programme of examination of drivers was carried out in many centres of the Province in 1954. Permanent examination units were located in fourteen centres where examinations were available daily. A number of other centres received the service on one or two days each week, others several times monthly, and still others were visited by travelling examination units of the Branch in the course of annual trips through the central, eastern, and northern parts of the Province.

Government Agents in areas where examinations are not available on a frequent service are in a position to issue drivers' licences to new applicants upon being satisfied of certain basic requirements, and when an examiner of the Branch is in the area, the holder of the licence is notified to appear for an examination. By these arrangements, persons outside of the frequent-service area are not penalized by being unable to obtain a licence before examination. It is the hope of the Branch to eventually offer a regular service to a wider area of the Province, and thus to reduce the incident of unexamined drivers obtaining licences.

In 1954 a total of 71,069 drivers were examined, and required a total of 81,514 examinations, due to the fact a large number of examinees failed first tests and required additional ones. Total drivers examined in 1953 was 61,061.

Of the total examined, 38,573 were applicants for original drivers' licences, an increase of 1,699 over 1953. Examinations caused the restricting of licences issued to 4,900 or 19.5 per cent of male applicants and to 2,987 or 22.3 per cent of female applicants.

The following table gives a summary of the original examinations conducted:—

Summary of Drivers' Original Examinations, 1954

	Males (65 per Cent)																		Females (35 per Cent)																		Grand Total	
	16–21 Years		22–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 Years and Over		Total		16–21 Years		22–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 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	Number	Per Cent	Number	Per Cent
Number examined, by age-group	8,429	100.00	7,725	100.00	4,626	100.00	2,517	100.00	1,140	100.00	333	100.00	326	100.00	98	100.00	25,194	100.00	2,842	100.00	4,527	100.00	3,902	100.00	1,503	100.00	481	100.00	77	100.00	42	100.00	5	100.00	13,379	100.00	38,573	100.00
Restrictions																																						
Hearing	13	0.15	11	0.14	16	0.35	22	0.87	43	3.77	7	2.10	16	4.91	9	9.19	137	0.54	4	0.14	6	0.13	12	0.31	5	0.33	7	1.46	1	1.30	3	7.14	.....	.....	38	0.28	175	0.45
Vision	102	1.21	127	1.64	118	2.55	62	2.46	41	3.60	17	5.11	12	3.68	5	5.10	484	1.92	29	1.02	46	1.02	43	1.10	20	1.33	5	1.04	1	1.30	2	4.76	.....	.....	146	1.09	630	1.63
Depth perception	147	1.74	158	2.05	135	2.92	71	2.82	47	4.12	19	5.71	18	5.52	5	5.10	600	2.38	35	1.23	55	1.21	55	1.41	24	1.60	7	1.46	1	1.30	2	4.76	.....	.....	179	1.34	779	2.02
Periphery	19	0.23	27	0.35	39	0.84	16	0.64	14	1.23	12	3.60	2	0.61	3	3.06	132	0.52	2	0.07	3	0.07	11	0.28	3	0.20	1	0.21	.....	.....	.....	.....	.....	.....	20	0.15	152	0.39
Diplopia	5	0.06	3	0.04	1	0.02	1	0.04	1	0.09	1	0.30	.....	.....	2	2.04	14	0.06	1	0.04	1	0.02	1	0.03	1	0.07	.....	.....	.....	.....	.....	.....	.....	.....	4	0.03	18	0.05
Physical condition	9	0.11	17	0.22	22	0.47	10	0.40	5	0.44	5	1.50	4	1.23	1	1.02	73	0.29	.....	.....	4	0.09	8	0.21	4	0.27	2	0.42	.....	.....	.....	.....	.....	.....	18	0.13	91	0.24
Reaction	.....	.....	.....	.....	.....	.....	1	0.04	.....	.....	.....	.....	.....	.....	.....	.....	1	0.01	1	0.04	1	0.02	2	0.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	0.03	5	0.01
Road tests	.....	.....	2	0.03	1	0.02	1	0.04	3	0.26	.....	.....	2	0.61	2	2.04	11	0.04	1	0.04	1	0.02	.....	.....	.....	.....	2	0.42	2	2.60	.....	.....	.....	.....	6	0.04	17	0.04
Adequate eye-glasses	816	9.68	890	11.52	579	12.52	378	15.02	403	35.35	162	48.65	172	52.76	48	48.98	3,448	13.69	413	14.53	819	18.09	722	18.50	326	21.69	215	44.70	44	57.14	29	69.05	4	80.00	2,572	19.22	6,020	15.61
Totals	1,111	13.18	1,235	15.99	911	19.69	562	22.33	557	48.86	223	66.97	226	69.32	75	76.53	4,900	19.45	486	17.10	936	20.67	854	21.89	383	25.48	239	49.70	49	63.64	36	85.71	4	80.00	2,987	22.33	7,887	20.44
Failures																																						
Failed to complete examination	5	0.06	7	0.09	4	0.09	2	0.08	4	0.35	2	0.60	4	1.23	3	3.06	31	0.12	1	0.04	2	0.04	3	0.08	7	0.47	1	0.21	1	1.30	.....	.....	.....	.....	15	0.11	46	0.12
Vision	39	0.46	31	0.40	13	0.28	11	0.44	11	0.96	4	1.20	.....	.....	3	3.06	112	0.44	7	0.25	18	0.40	11	0.28	4	0.27	3	0.62	.....	.....	1	2.38	1	20.00	45	0.34	157	0.41
Physical condition	1	0.01	1	0.01	.....	.....	1	0.04	.....	.....	.....	.....	.....	.....	6	6.12	9	0.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9	0.02
Road tests	12	0.14	24	0.31	10	0.22	23	0.91	21	1.84	12	3.60	12	3.68	15	15.31	129	0.51	4	0.14	10	0.22	14	0.36	13	0.86	13	2.70	2	2.60	2	4.76	2	40.00	60	0.45	189	0.49
Written tests	.....	.....	4	0.05	5	0.11	4	0.16	1	0.09	1	0.30	.....	.....	.....	.....	15	0.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	0.04
Totals	57	0.67	67	0.86	32	0.69	41	1.63	37	3.24	19	5.70	16	4.91	27	27.55	296	1.17	12	0.43	30	0.66	28	0.72	24	1.60	17	3.53	3	3.90	3	7.14	3	60.00	120	0.90	416	1.08

Analysis of Restrictions (Original Applicants)

Age-group	Males											Females										
	Restricted to—						Certificates of Examination by Competent Authority					Restricted to—						Certificates of Examination by Competent Authority				
							Referrals		Results									Referrals		Results		
	Adequate Eye-glasses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Re-stricted	Failed	Adequate Eye-glasses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Re-stricted	Failed
16–21	816	182	128	.....	1	6,946	2	133	9	121	5	413	39	21	.....	.....	2,172	.....	20	.....	20	.....
22–30	890	187	148	.....	3	214	3	103	3	97	6	819	70	60	.....	.....	351	2	36	2	36	.....
31–40	579	149	149	.....	3	166	3	52	3	52	.....	722	70	66	.....	1	339	1	16	2	15	.....
41–50	378	108	96	.....	1	135	2	52	3	46	5	326	30	25	.....	1	178	2	21	2	21	.....
51–60	403	71	75	.....	1	95	6	59	7	57	1	215	12	12	.....	.....	77	1	5	1	4	1
61–64	162	25	26	1	.....	30	.....	26	1	25	.....	44	2	2	.....	.....	15	1	1	1	1	.....
65–69	172	30	30	.....	2	34	13	18	12	19	.....	29	4	5	.....	.....	9	.....	1	.....	1	.....
70 and over	48	13	12	.....	1	13	102	16	96	15	7	4	.....	.....	.....	.....	2	5	.....	5	.....	.....
Totals	3,448	765	664	1	12	7,633	131	459	134	432	24	2,572	227	191	.....	2	3,143	12	100	13	98	1

NOTE.—(*a*) Non-physical restrictions include: (1) All licences issued to minors; (2) safety responsibility requirements for certain applicants; (3) automatic transmission, when new applicants have test in that type vehicle—removable on passing test in conventional-transmission vehicle; (4) tractor-type vehicle, if that type vehicle used in original test—removable by further test in conventional motor-vehicle; (5) motor-cycle only, if that type vehicle used in original test—removable by further test in conventional motor-vehicle.

(*b*) A number of licences have more than one restriction.

Re-examination of Motor-vehicle Drivers

This programme continued within the limits possible by the number of examiners of drivers available. A total of 32,496 drivers attended for these examinations, an increase of 8,309 over the 1953 total of 24,187.

Resulting from the examinations was the need to restrict the licences of 8,228 or 30.4 per cent of male examinees, and 1,495 or 27.4 per cent of female examinees. Some 363 licences were suspended because of unsatisfactory examinations, and for failure to appear for re-examination when required necessitated the suspending of an additional 1,659 licences.

Tables follow showing the results of the re-examination of drivers in the matter of licence restrictions and suspensions.

Summary of Drivers' Re-examinations, 1954

	Males (83 per Cent)																	
	16–21 Years		22–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 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 examined, by age-group	1,378	100.00	6,331	100.00	6,913	100.00	4,526	100.00	2,549	100.00	765	100.00	2,106	100.00	2,470	100.00	27,038	100.00
Restrictions																		
Hearing	2	0.15	10	0.16	26	0.38	44	0.97	50	1.96	21	2.75	63	2.99	176	7.13	392	1.45
Vision	21	1.52	103	1.63	154	2.23	138	3.05	90	3.53	32	4.18	98	4.65	162	6.56	798	2.95
Depth perception	28	2.03	136	2.15	173	2.50	134	2.96	94	3.69	39	5.10	113	5.37	158	6.40	875	3.24
Periphery	4	0.29	20	0.32	56	0.81	51	1.13	27	1.06	12	1.57	36	1.71	43	1.74	249	0.92
Diplopia	1	0.07	2	0.03	3	0.04	1	0.02	1	0.04	2	0.26	2	0.09	3	0.12	15	0.06
Physical condition	3	0.22	23	0.36	43	0.62	31	0.68	27	1.06	9	1.18	28	1.33	43	1.74	207	0.77
Reaction	.....	.....	.....	.....	2	0.03	1	0.02	2	0.08	.....	.....	4	0.19	9	0.36	18	0.07
Road tests	.....	.....	.....	.....	.....	.....	2	0.04	1	0.04	.....	.....	9	0.43	79	3.20	91	0.34
Adequate eye-glasses	131	9.51	585	9.24	776	11.23	708	15.64	792	31.07	243	31.76	980	46.53	1,368	55.38	5,583	20.65
Totals	190	13.79	879	13.89	1,233	17.84	1,110	24.52	1,084	42.53	358	46.80	1,333	63.29	2,041	82.63	8,228	30.43
Failures																		
Failed to complete examination	1	0.07	3	0.05	4	0.06	9	0.20	5	0.20	6	0.78	4	0.19	5	0.20	37	0.14
Vision	1	0.07	5	0.08	3	0.04	10	0.22	11	0.43	2	0.26	14	0.66	46	1.86	92	0.34
Physical condition	1	0.07	.....	.....	1	0.01	1	0.02	1	0.04	.....	.....	3	0.14	31	1.25	38	0.14
Reaction time	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.08	2	0.01
Road tests	.....	.....	4	0.06	8	0.12	12	0.27	20	0.78	8	1.05	16	0.76	58	2.35	126	0.47
Totals	3	0.22	12	0.19	16	0.23	32	0.71	37	1.45	16	2.09	37	1.75	142	5.74	295	1.09

	Females (17 per Cent)																		Grand Total	
	16–21 Years		22–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 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 examined, by age-group	50	100.00	1,090	100.00	2,008	100.00	1,289	100.00	485	100.00	98	100.00	213	100.00	225	100.00	5,458	100.00	32,496	100.00
Restrictions																				
Hearing	.....	.....	1	0.09	2	0.10	5	0.39	2	0.41	3	3.06	2	0.94	7	3.11	22	0.40	414	1.28
Vision	.....	.....	16	1.47	15	0.75	12	0.93	6	1.24	4	4.08	10	4.69	7	3.11	70	1.28	868	2.67
Depth perception	1	2.00	16	1.47	20	1.00	17	1.32	9	1.86	3	3.06	14	6.57	11	4.89	91	1.67	966	2.97
Periphery	.....	.....	3	0.28	4	0.20	5	0.39	1	0.21	1	1.02	4	1.88	1	0.44	19	0.35	268	0.82
Diplopia	.....	.....	2	0.18	.....	.....	.....	.....	.....	.....	.....	.....	1	0.47	.....	.....	3	0.05	18	0.06
Physical condition	.....	.....	3	0.28	1	0.05	1	0.08	.....	.....	.....	.....	.....	.....	1	0.44	6	0.11	213	0.66
Reaction	.....	.....	1	0.09	.....	.....	.....	.....	1	0.21	.....	.....	3	1.41	1	0.44	6	0.11	24	0.07
Road tests	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	3.56	8	0.15	99	0.30
Adequate eye-glasses	5	10.00	161	14.77	310	15.44	276	21.41	192	39.59	64	65.31	136	63.85	126	56.00	1,270	23.27	6,853	21.09
Totals	6	12.00	203	18.63	352	17.53	316	24.52	211	43.51	75	76.53	170	79.81	162	72.00	1,495	27.39	9,723	29.92
Failures																				
Failed to complete examination	.....	.....	2	0.18	2	0.10	3	0.23	2	0.41	.....	.....	.....	.....	3	1.33	12	0.22	49	0.15
Vision	.....	.....	.....	.....	3	0.15	2	0.16	.....	.....	.....	.....	2	0.94	1	0.44	8	0.15	100	0.31
Physical condition	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	0.11
Reaction time	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.01
Road tests	.....	.....	2	0.18	10	0.50	14	1.09	7	1.44	3	3.06	6	2.82	6	2.67	48	0.88	174	0.54
Totals	.....	.....	4	0.37	15	0.75	19	1.47	9	1.85	3	3.06	8	3.76	10	4.44	68	1.25	363	1.12

Analysis of Restrictions (Re-examinees)

Age-group	Males											Females										
	Restricted to—						Certificates of Examination by Competent Authority					Restricted to—						Certificates of Examination by Competent Authority				
							Referrals		Results									Referrals		Results		
	Adequate Eye-glasses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Re-stricted	Failed	Adequate Eye-glasses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Re-stricted	Failed
16–21	131	34	28	.....	.....	1,080	1	4	1	4	.....	5	1	.....	.....	.....	29	.....	.....	.....	.....	.....
22–30	585	156	130	.....	1	10	6	68	10	61	3	161	26	19	.....	.....	4	.....	10	2	8	.....
31–40	776	229	216	.....	1	28	13	53	18	48	.....	310	20	17	.....	1	5	1	9	1	9	.....
41–50	708	196	181	.....	2	20	14	68	14	62	6	276	23	21	.....	.....	12	2	14	3	13	.....
51–60	792	154	184	1	5	21	23	80	20	82	1	192	14	9	.....	1	9	1	9	2	8	.....
61–64	243	55	58	.....	1	11	17	37	17	36	1	64	5	6	.....	.....	1	.....	.....	.....	.....	.....
65–69	980	201	165	2	4	19	54	90	51	85	8	136	20	12	.....	1	5	7	8	8	7	.....
70 and over	1,368	669	306	8	25	41	2,359	196	2,305	221	29	126	30	10	.....	.....	5	173	7	169	11	.....
Totals	5,583	1,694	1,268	11	39	1,230	2,487	596	2,436	599	48	1,270	139	94	.....	3	70	184	57	185	56	.....

NOTE.—(*a*) Non-physical restrictions include: (1) All licences issued to minors; (2) safety responsibility requirements for certain applicants; (3) automatic transmission, when new applicants have test in that type vehicle—removable on passing test in conventional-transmission vehicle; (4) tractor-type vehicle, if that type vehicle used in original test—removable by further test in conventional motor-vehicle; (5) motor-cycle only, if that type vehicle used in original test—removable by further test in conventional motor-vehicle.

(*b*) A number of licences have more than one restriction.

Chauffeur's Licence Examinations

The policy of the Branch calls for the requirements of applicants for Class "A" and Class "B" licences to qualify in appropriate examinations prior to the issuance of a licence.

In 1954 some 1,346 applicants wrote examination papers in Motor-vehicle Branch offices and 408 wrote similar tests in Government Agents' offices, making a total of 1,754 applicants. To these applicants were given 2,282 driving tests, due to a number of applicants failing first tests. The test is strict, on the basis an operator in these categories, carrying passengers for hire, must be physically fit and be a very able driver.

The Branch endeavours to re-examine Class "A" and Class "B" operators every three years. In 1954 a total of 903 chauffeurs were called in for the re-examination. Some statistics of these re-examinations are as follows:—

	Class "A" Chauffeur	Class "B" Chauffeur
Called for re-examination	413	490
Number suspended	66	57
	(16.0%)	(11.6%)
Reasons for suspension—		
Vision	6	11
Colour-blindness	3	4
Hearing	1	2
Physical condition	4	1
Driving test	10	13
Did not wish to attend	42	26

(*c*) DRIVERS' EDUCATION

The 1953 Annual Report of this Branch told a story of commencing a programme designed to deal with the driver who too frequently becomes involved in convictions and accidents resulting from his operation of a motor-vehicle on our highways. This programme attempts to deal with the person who demonstrates by a driver's examination he is physically fit and able to drive properly but proves to be an habitual offender of traffic rules or is accident-prone.

The programme, known as the Drivers' Education Programme, calls for the continuous screening of the driving records of motorists mentioned in the thousands of conviction and accident reports received by the Branch. In instances where it is felt a polite, courteous, but yet firm, warning letter is indicated to draw to the attention of the driver the fact record has been received of an incident with the advice the need for improvement is indicated, such a course is followed, and 1954 saw 1,264 letters of this nature written.

Then there is the driver who is involved in a serious manner so as to indicate the immediate need for a suspension. In 1954 some 654 drivers were suspended under this programme, of which number 235 had been previously warned. Suspensions are made by a panel of at least three senior members of the staff, and, on occasions, members of police departments, insurance company representatives, and others interested in the programme have helped to form a panel. Suspensions are for varying periods of time, ranging from fifteen days to three years, but generally are from a one- to three-month period.

Often it is deemed wise for a member of the Branch personally to talk with a driver being warned, or, if suspended, then upon the return of the driver's licence, to freely discuss across the table the problems involved and to urge the need for more care. A total of 200 conferences were held in 1954.

An essential part of the programme is that of informing the public of what can and is being done with the problem, and thereby to solicit public support. To accomplish this

purpose, most areas in the Province were visited in 1954, and meetings were held with many types of groups, service clubs, Boards of Trade, etc.

A large number of police detachments were visited, and many personal calls were made on police and Stipendiary Magistrates. At this point it might be mentioned the programme does not tend in any way to supersede the authority of Magistrates, but rather to supplement it by reason of having a complete record of the driver with facts not known by the Magistrate at the time of trial.

The interest by the general public in the programme is very gratifying, and it is believed an informed public will be a great asset in the developing of "local thinking" on a big problem of our age of highway safety and the irresponsible driver.

The following statistics summarize action taken with drivers during 1954:—

Warning Letters

Age-group	Male	Female	Total	Per Cent by Age	Chauffeurs		
					Class "A"	Class "B"	Class "C"
Under 21	336	1	337	26.6	----	----	69
21–30	562	4	566	44.7	1	16	118
31–40	210	5	215	17.0	3	15	26
41–50	105	2	107	8.5	----	2	13
51–60	29	2	31	2.5	----	1	----
61–70	6	----	6	0.5	----	1	----
Over 70	2	----	2	0.2	----	----	----
Totals	1,250	14	1,264	100.0	4	35	226

Suspensions

Age-group	Male	Female	Total	Per Cent by Age	Previously Warned	Chauffeurs		
						Class "A"	Class "B"	Class "C"
Under 21	154	----	154	23.5	77	----	----	40
21–30	289	2	291	44.5	116	----	8	72
31–40	108	2	110	16.8	29	1	5	18
41–50	61	1	62	9.5	11	----	2	6
51–60	25	----	25	3.8	----	----	----	2
61–70	9	----	9	1.4	1	----	----	----
Over 70	2	1	3	0.5	1	----	----	----
Totals	648	6	654	100.0	235	1	15	138

Total records adjudicated, 23,855.

Conferences

Age-group	Number
Under 21	56
21–30	96
31–40	35
41–50	9
51–60	4
61–70	----
Over 70	----
Total	200

Driving-record Searches

All too often there is a tendency to keep records simply for the sake of keeping them. It is very gratifying to observe the desire for information available in the records of various drivers in the Province. This indicates another useful purpose served by the comprehensive records of the Branch.

In 1954 a total of 7,231 record-searches were prepared to supply pertinent information of drivers for the use of the Courts, police departments, insurance companies, employers, etc. The information given in these searches told the story of accidents and convictions, if any, of the drivers in question. The information formed the basis of many penalties set by the Courts in the instances of the frequently involved driver. In other instances, it served to substantiate a driver's claim of a first involvement with the law.

The enforcement agencies in the Province have been frequently reminded of the service which is available to them for the asking.

4. ENCUMBRANCE REGISTRY DIVISION

Since 1932 the laws of the Province have required the filing with the Superintendent of Motor-vehicles of chattel mortgages, conditional-sales contracts, liens, etc., on motor-vehicles, which previous to that time were filed with the various County Court Registrars of the Province. The central location of registry made possible the speedy and accurate searching to determine encumbrances, if any, filed against any motor-vehicle. Formerly it was necessary to search in the files of all the County Court Registrars to obtain the information.

The following table gives a summary of the volume of work carried out during 1954 in the Encumbrance Registry Division. It will be noted there was an over-all increase in items of work of 7.7 per cent, and that the revenue of the Division increased by $7,097.75 or 5.4 per cent.

Statement of Comparison of Transactions under Provisions of "Bills of Sale Act," "Conditional Sales Act," "Mechanics' Lien Act," "Companies Act," and "Co-operative Associations Act," 1953 and 1954.

	1953	1954	Increase	Decrease	Per Cent Increase	Per Cent Decrease
Item						
Registrations under "Conditional Sales Act"	47,551	47,549	.....	2	.....	0.004
Registrations under "Bills of Sale Act"	13,652	15,557	1,905	.....	14.0	.....
Registrations under "Mechanics' Lien Act"	1,017	1,170	153	.....	15.0	.....
Registrations under "Companies Act"	9	10	1	.....	11.1	.....
"Co-operative Associations Act"	1	3	2	.....	200.0	.....
Releases filed under "Conditional Sales Act"	658	912	254	.....	38.6	.....
Releases filed under "Bills of Sale Act"	890	1,008	118	.....	13.3	.....
Searches under "Conditional Sales Act"	17,376	19,880	2,504	.....	14.4	.....
Searches under "Bills of Sale Act"	17,059	19,670	2,611	.....	15.3	.....
Documents copied, certified, etc.	129	143	14	.....	10.9	.....
Total number of items	98,342	105,902	7,560	.....	7.7	.....
Revenue						
Value of law stamps sold	$76,015.50	$76,068.00	$52.50	.....	0.07	.....
Value of law stamps attached to documents when received	46,899.00	52,649.00	5,750.00	.....	12.3	.....
Value of conditional-sale and bills-of-sale search fees	8,608.75	9,887.50	1,278.75	.....	14.9	.....
Fees under "Companies Act"	9.00	10.00	1.00	.....	11.1	.....
Fees under "Co-operative Associations Act"	1.00	3.00	2.00	.....	200.0	.....
Miscellaneous copying and certification fees	129.50	143.00	13.50	.....	10.4	.....
Total revenue	$131,662.75	$138,760.50	$7,097.75	.....	5.4	.....

5. SCHOOL BUSES

The " Motor-vehicle Act " provides for the setting-up of regulations for the construction and operation of buses used in the transportation of pupils to the public schools of the Province, and the regulations require that all school buses be covered by a permit issued by the Superintendent of Motor-vehicles upon being satisfied of the safety of the bus for the use.

School buses are required by the Superintendent to be periodically inspected, and these inspections are carried out by mechanical inspectors of the Royal Canadian Mounted Police and the Motor Carrier Branch of the Public Utilities Commission. Defects observed through these inspections require the immediate attention of the operators, the alternative being an action of the Superintendent to cancel the school-bus permit.

It should be mentioned school transportation in this Province involves, in addition to the conventional buses, a large number of sedan-type vehicles, converted panel deliveries, and station wagons, all of which require permits to operate, and are regularly inspected.

In 1954 a total of 645 permits were issued, an increase of sixty over the 1953 total of 585. On December 31st, 1954, there were 610 permits in effect, covering the various type of vehicles in school-bus use.

There were twenty-six accidents reported involving school buses during the year. There were no fatal accidents, however, and it is pleasing to note the only injuries were of a minor nature to two pupils. Property damage in the accidents amounted to $5,778.51, down from the 1953 total of $8,872.66.

6. STAFF

The Motor-vehicle Branch in 1954 had an establishment provided for in the estimates of 212 permanent employees, all of which positions were used, this being a reduction from 215 permanent employees of the previous fiscal year.

In addition, the Branch required the use of a varying number of temporary employees during the year to cope with large volumes of work in issuing offices and at headquarters, the work arising through the issuance of annual licences. However, method changes during the year were instigated to allow for the reduction in the volume of temporary assistance compared with the previous year. The last Report told of the employment of forty-two temporary employees at December 31st, but on December 31st, 1954, that total was reduced to twenty employees.

Total employees on December 31st, 1954, was 232, compared to 245 at that date in 1953.

CONCLUSION

The year 1954 was a very busy one for the Branch, a fact this Report bears out. It is a tremendous credit to the staff of the Branch that the increased work was handled adequately with a lower staff total than was the case in 1953. Their efforts are sincerely appreciated.

My last Report told of effort expended in a programme of public relations. This Report tells of a continuation of that programme, and I am able to report that in all areas of the Province there is much interest in the work the Branch is endeavouring to carry out. The various civic-minded organizations have provided invaluable assistance, and the interested support of their members has been a big factor in creating a local awareness of the need for positive action in dealing with the drivers who continue to abuse the privilege of the use of our extensive highway system.

The Branch continued to enjoy excellent relations with other branches of the Government and bodies outside the Provincial service.

May I also express my appreciation to the members of your Department and to those of other departments of the Government, to the Officer Commanding and other officers and members of the Royal Canadian Mounted Police, and to the chief constables and members of the various municipal police departments for their advice and co-operation throughout the year.

I have the honour to be,

Sir,

Your obedient servant,

GEORGE LINDSAY,
Superintendent of Motor-vehicles.

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