PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

MOTOR-VEHICLE BRANCH

FOR THE YEAR

1955

VICTORIA, B.C.
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1956

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 1955.

R. W. BONNER,
Attorney-General.

Attorney-General's Department,
Victoria, B.C., October, 1956.

REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1955

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 1955.

This Report shows a continued upward trend in the volume of business and transactions in all aspects of the work of the Branch. Perhaps it is of interest to note that the rate of increase in practically all phases of work has accelerated when compared to the somewhat steady rate of increase indicated in the preceding few years. The Report is a clear indication of the growth of the automobile industry of the Province, of the growth of the economy of the Province, and of the position the Motor-vehicle Branch plays in this 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 1955, licences were issued to a total of 405,578 motor-vehicles (other than motor-cycles). This compares with the 1954 total of 367,967, producing an increase of 37,611 licences, or a rate of increase of 10.2 per cent. The 1955 total includes the total of 44,269 passenger and 15,845 commercial vehicle new registrations. Of these vehicles, 9,975 passenger and 2,499 commercial vehicles were used-car registrations for motor-vehicles previously licensed elsewhere and subsequently brought into this Province for use. This leaves a balance of 34,294 passenger and 13,346 commercial motor-vehicles, or a total of 47,640 motor-vehicles which were new vehicles being licensed for the first time, representing an increase of 12,540 above the 1954 new vehicle registrations, for an increase of 35.7 per cent.

It is observed that some 22,503 vehicles which were licensed in 1954 were not licensed in 1955. This could be for several reasons, including the vehicle being removed from British Columbia, or the vehicle being removed from use as a motor-vehicle due to the condition and age of the vehicle. It is presumed the majority of the vehicles not relicensed fall into the second category.

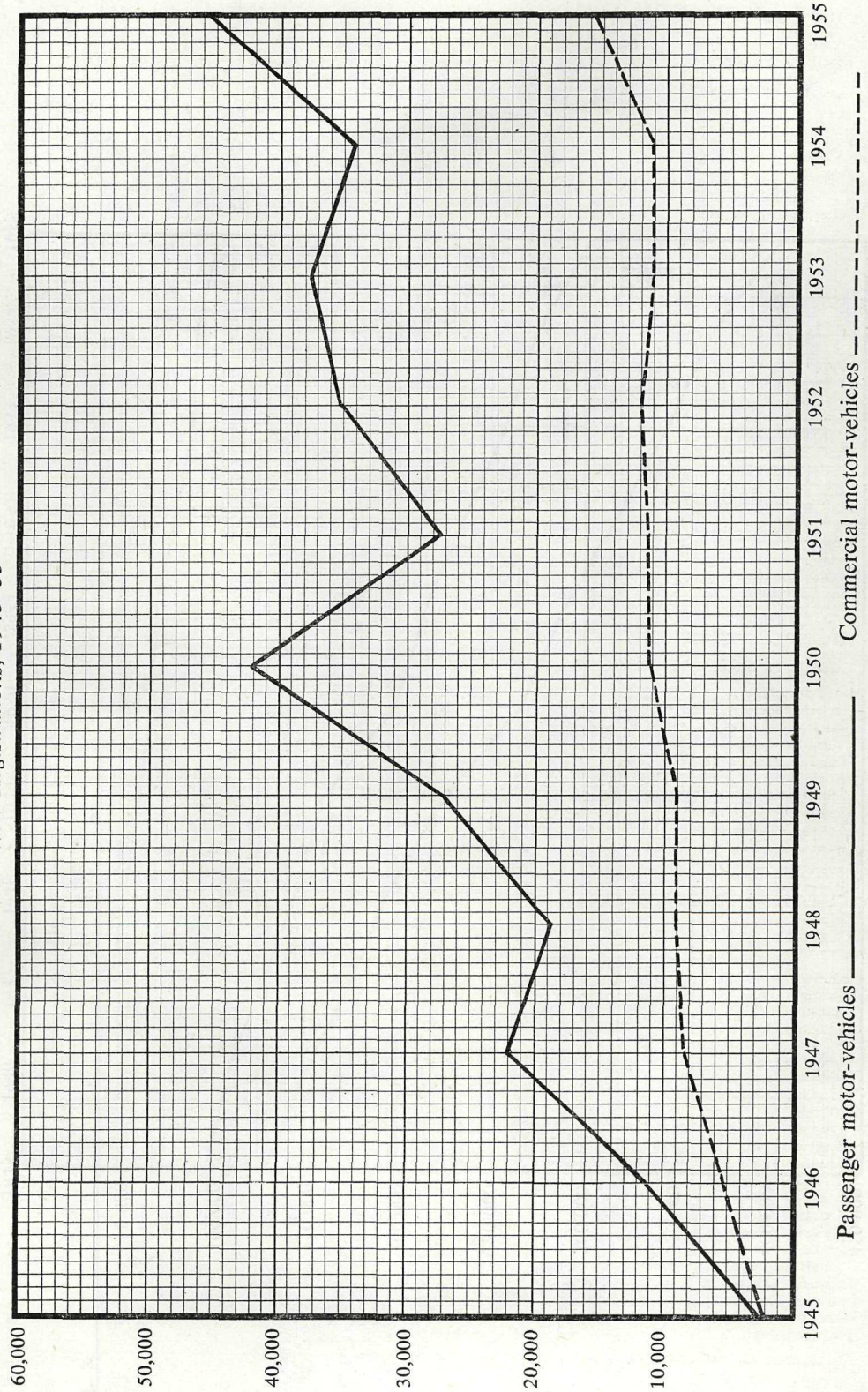
The motor-cycle total runs very slightly higher from the 1954 figure of 3,744 to a total of 3,765 in 1955.

For the purpose of comparison, the following is a statement of licences, permits, etc., issued for the licence-years 1948 to 1955, inclusive:—

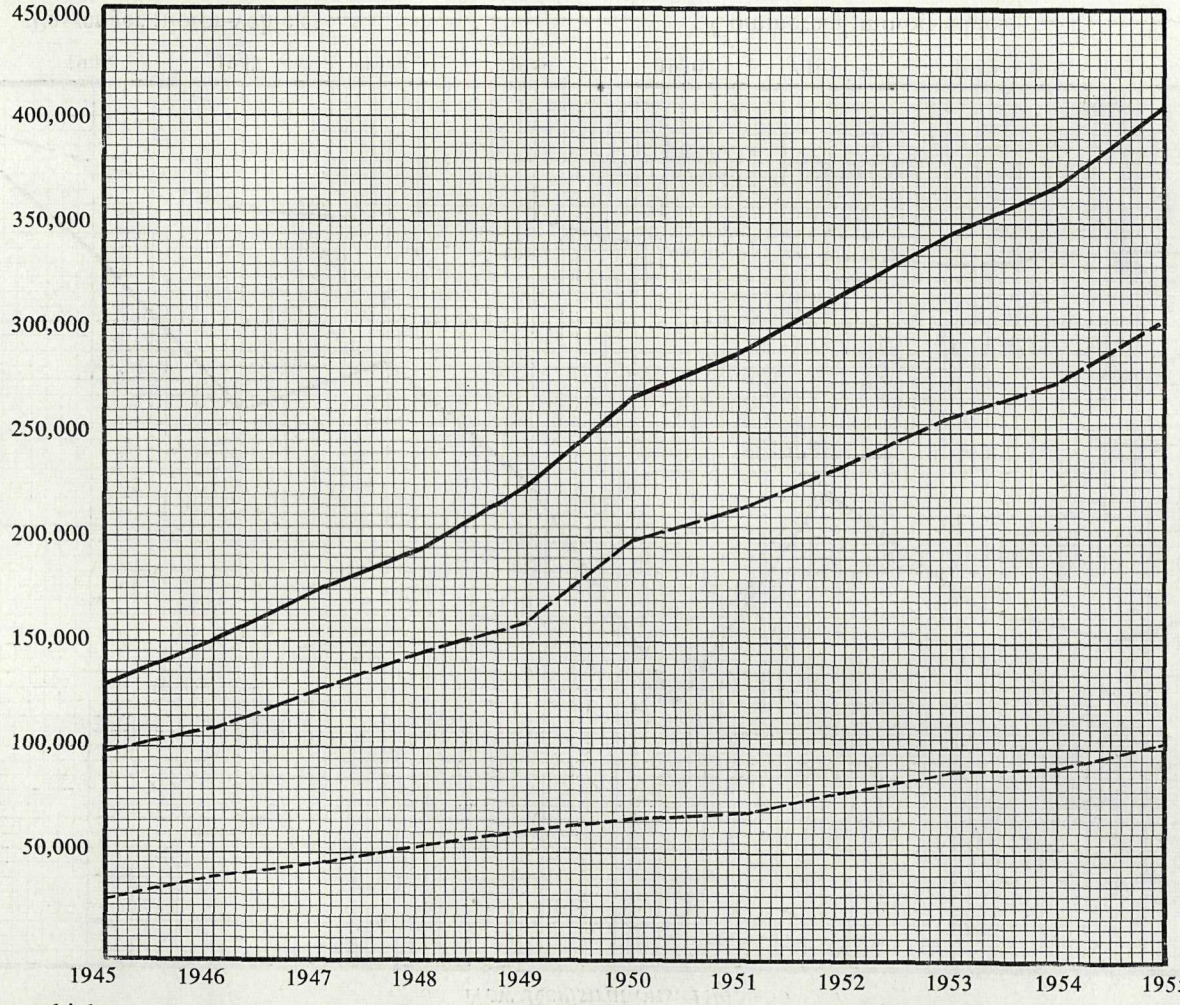
Comparative Statement of Licences, Permits, etc., Issued during the Licence-years 1948 to 1955, Inclusive

Licences Issued	1948	1949	1950	1951	1952	1953	1954	1955
Motor-vehicles—								
Passenger (new)	19,281	26,858	42,025	27,616	34,820	37,532	34,441	44,269
Passenger (renewal)	124,395	138,248	156,372	186,154	201,891	221,408	241,720	259,212
Total passenger	143,675	165,106	198,397	213,770	236,711	258,940	276,161	303,481
Passenger substitutional	26,113	1,471	2,707	5,448	1,650	4,075	5,770	1,457
Commercial (new)	8,966	9,184	11,496	11,733	12,521	11,485	11,248	15,845
Commercial (renewal)	44,949	51,037	55,810	61,770	68,321	74,580	80,558	86,252
Total commercial	53,915	60,221	67,306	73,503	80,842	86,065	91,806	102,097
Commercial substitutional licences	3,290	1,964	2,207	1,938	2,852	7,303	2,128	2,253
Total motor-vehicles	197,590	225,327	265,703	287,273	317,553	345,005	367,967	405,578
Total substitutional licences	29,403	3,435	4,914	7,386	4,502	11,378	7,898	3,710
Duplicate motor-vehicle licences	3,604	3,737	5,355	6,496	8,134	11,324	11,791	12,903
Non-resident touring motor-vehicle permits	3,667	3,095	2,207	1,630	1,209	1,371	2,127	1,959
Non-resident special motor-vehicle permits	347	436	383	216	162	130	213	232
Non-resident commercial motor-vehicle permits	413	661	803	719	952	1,555	2,598	3,991
Permits for temporary operation	692	855	1,215	1,475	1,702	1,806	2,612	3,998
Permits for temporary operation farm tractors	.....	485	559	665	711	790	810	829
Motor-cycles—								
New	789	741	743	423	445	508	470	532
Renewal	3,747	3,940	3,866	3,721	3,484	3,317	3,274	3,233
Substitutions	89	108	94	77	93	49	63	80
Total motor-cycles	4,536	4,681	4,609	4,144	3,929	3,825	3,744	3,765
Trailers	10,117	10,739	11,032	11,707	13,543	15,417	18,205	20,855
Substitutional licences	51	46	68	54	58	59	106	182
Duplicate licences	7	3	11	8	1	.....	.....	.....
Motor-dealers—								
Original licences	621	696	718	713	688	682	687	691
Additional plates	400	578	800	876	859	889	873	883
Substitutional plates	20	22	60	40	32	45	56	68
Original motor-cycle dealer licences	23	18	16	13	9	10	10	10
Additional motor-cycle dealer licences	6	4	4	5	5	8	9	5
Motor-cycle substitutional licences	1	.....	.....	1	.....	1	.....	2
Salesmen's licences	653	902	1,245	1,091	914	903	875	843
Temporary operation of motor-dealers	94	162	212	197	227	173	.....	.....
Salesmen's duplicate licences	2	4	7	6	2	3	2	3
Transfers—								
Passenger	76,405	93,452	131,763	136,258	171,618	173,954	172,256	191,642
Commercial	18,496	20,584	25,538	28,378	31,756	33,626	37,540	41,718
Motor-cycle	2,746	2,871	2,904	2,862	2,912	2,630	2,847	2,846
Trailers	327	270	307	474	358	286	466	505
Total transfers	97,974	117,177	160,512	167,972	206,644	210,496	213,109	236,711
Chauffeurs—								
Original Class "A"	4,015	4,861	5,048	5,062	4,616	4,546	4,541	4,627
Substitutional Class "A"	98	48	46	46	42	76	43	50
Original Class " B "	4,599	4,717	4,654	4,594	4,275	4,128	4,001	4,011
Substitutional Class " B "	175	63	70	130	78	101	56	67
Original Class " C "	46,157	50,763	53,560	49,598	42,997	42,862	43,486	48,406
Substitutional Class " C "	203	212	196	189	100	118	111	126
Duplicate chauffeurs	241	254	240	500	151	66	54	59
Drivers—								
Original	25,921	26,810	31,047	.....	.....	.....	.....	.....
Renewal	201,750	218,866	237,101	.....	.....	.....	.....	.....
Duplicate	3,654	4,144	4,939	.....	.....	.....	.....	.....
Original chauffeurs	5,638	4,995	3,904	.....	.....	.....	.....	.....
Renewal chauffeurs	42,331	48,610	52,601	.....	.....	.....	.....	.....
Original salesmen	4	5	14	.....	.....	.....	.....	.....
Renewal salesmen	408	547	778	.....	.....	.....	.....	.....
Permits to minors	12,210	10,829	9,282	.....	.....	.....	.....	.....
Duplicate permits to minors	428	798	929	.....	.....	.....	.....	.....
Learners' licences	8,018	12,646	19,281	19,723	22,229	23,926	.....	.....
Learners' permits	2,045	3,212	3,496	.....	.....	.....	.....	.....
Search fees	156,022	160,089	377,466	480,131	562,175	712,517	668,319	939,920
S.R. filing fees	.....	.....	.....	.....	.....	.....	.....	9,690

New Registrations, 1945–55



Motor-vehicle Licences, 1945–55



Passenger motor-vehicles — — — Commercial motor-vehicles - - - - - - Passenger and commercial motor-vehicles ————

Drivers' Licences

On January 1st, 1951, a programme was commenced of the issuance of British Columbia drivers' licences valid for a period of five years. The programme was developed with two purposes in mind; namely, to curtail work in the vast amount of clerical effort necessary to process driver's licence renewals and at the same time to economize in the use of space in the driver's licence files, and to overcome congestion and delays encountered by the public in the previous method of the renewing of drivers' licences in conjunction with the renewing of motor-vehicle licences.

From 1951 to 1954, inclusive, a total of 493,175 drivers' licences were issued. During the 1955 licence-year approximately one-half of the drivers' licences obtained in the 1951 licence-year expired and required a further five-year period renewal. In 1955 issuance totalled 175,793. Of this total, there were 30,762 adult original licences, 132,782 adult renewal licences, 12,240 original minors' licences, and 9 renewal minors' licences.

Whilst it is difficult to tell accurately the number of drivers' licences valid at the end of the 1955 licence-year, it is reasonable to assume the total would equal 500,000 licences.

Chauffeurs' Licences

A comparative statement in the section dealing with chauffeurs' licences indicates an increase in 1955 of 5,049 licences over the 1954 total. Of this amount, Class " C " chauffeurs' licences contribute an increase of 4,920, or 11.31 per cent increase in that category.

In our last Report the fact the issuance of chauffeurs' licences had not kept pace with the increase in the issuance of licences for commercial motor-vehicles was emphasized. Whilst there has been some improvement in the issuance of chauffeurs' licences in the last two years, the point, perhaps, is borne out by stating that from 1951 to 1955 the number of licensed Class " C " chauffeurs' licences decreased by 1,192 or 2 per cent, whilst at the same time commercial motor-vehicle registrations increased 28,594 or 39 per cent.

This again draws to attention that many drivers employed as chauffeurs are not properly licensed under the " Motor-vehicle Act." The correcting of this situation is one which could only be effectively dealt with by the various enforcement agencies.

Distribution of Motor-vehicles

The following table shows a breakdown of motor-vehicle licences issued by centres.

It is emphasized this breakdown is by actual number of licences issued and does not necessarily indicate the motor-vehicle population of the centres; however, it is an indicative table of the vehicle use and growth in various parts of the Province.

Following the distribution table is a synopsis of the 1955 mail-order issuance at the Victoria Motor Licence Office. A large number of the licences issued by mail order are for places other than Victoria district, and to arrive at a reasonable vehicle registration figure for Vancouver, Victoria, and New Westminster, certain adjustments to the totals in the licence-issuance distribution table are required. These adjustments are shown immediately following the distribution table.

Place	Passenger Motor-vehicles				Commercial Motor-vehicles				Grand Total
	Used	New	Renewal	Total	Used	New	Renewal	Total	
Vancouver	3,461	16,937	88,626	109,024	422	4,391	18,258	23,071	132,095
Victoria	1,398	3,470	49,890	54,758	134	1,802	14,880	16,816	71,574
New Westminster	1,125	3,302	36,413	40,840	216	1,046	9,222	10,484	51,324
Chilliwack	264	746	6,330	7,340	45	378	2,483	2,906	10,246
Nanaimo	106	728	6,579	7,413	18	230	2,127	2,375	9,788
Vernon	132	589	4,485	5,206	40	399	2,760	3,199	8,405
Kamloops	109	629	4,140	4,878	43	417	2,190	2,650	7,528
Kelowna	156	454	4,457	5,067	30	207	2,031	2,268	7,335
Penticton	157	674	4,401	5,232	27	282	1,697	2,006	7,238
Prince George	316	580	3,175	4,071	187	485	2,425	3,097	7,168
Courtenay	284	475	4,548	5,307	33	163	1,641	1,837	7,144
Pouce Coupe	581	492	2,122	3,195	516	543	2,496	3,555	6,750
Nelson	198	502	3,821	4,521	35	219	1,839	2,093	6,614
Duncan	73	350	4,268	4,691	12	160	1,641	1,813	6,504
Abbotsford	99	508	3,659	4,266	32	236	1,629	1,897	6,163
Trail	87	658	3,995	4,740	15	153	1,128	1,296	6,036
Cranbrook	185	341	3,052	3,578	77	193	1,606	1,876	5,454
Alberni	104	489	3,511	4,104	21	163	857	1,041	5,145
Mission	49	356	2,440	2,845	15	101	1,044	1,160	4,005
Quesnel[1]	70	197	1,309	1,576	43	177	1,248	1,468	3,044
Salmon Arm	50	110	1,345	1,505	13	109	1,124	1,246	2,751
Powell River	44	184	1,781	2,009	7	79	589	675	2,684
Williams Lake	66	152	962	1,180	52	185	1,071	1,308	2,488
Prince Rupert	78	213	1,424	1,715	10	91	630	731	2,446
Creston	71	104	1,067	1,242	48	113	939	1,100	2,342
Golden	178	136	932	1,246	125	101	864	1,090	2,336
Oliver	36	81	1,238	1,355	11	77	733	821	2,176
Fernie	156	97	985	1,238	106	90	532	728	1,966
Grand Forks	30	97	959	1,086	15	73	787	875	1,961
Smithers	26	110	700	836	15	140	794	949	1,785
Princeton	19	80	836	935	8	48	427	483	1,418
Terrace	47	147	575	769	10	118	486	614	1,383
Burns Lake	37	58	467	562	18	72	576	666	1,228
Revelstoke	28	59	692	779	16	42	370	428	1,207
New Denver	9	7	581	597	8	27	502	537	1,134
Vanderhoof	18	44	401	463	11	72	518	601	1,064
Lillooet	26	22	618	666	6	17	360	383	1,049
Ashcroft	22	57	449	528	11	52	363	426	954
Clinton	34	19	328	381	21	52	410	483	864
Rossland	12	4	654	670	1	2	188	191	861
Merritt	14	30	407	451	6	34	332	372	823
Ganges	6	2	330	338	1	------	195	196	534
Kaslo	7	------	162	169	6	4	154	164	333
Barkerville[1]	3	1	71	75	1	------	52	53	128
Atlin	4	3	27	34	12	3	54	69	103
Totals	9,975	34,294	259,212	303,481	2,499	13,346	86,252	102,097	405,578

[1] Effective May 1st, 1955, issuance at Barkerville is accounted for through Quesnel Agency.

An adjusted total of licences issued in Vancouver area indicates 122,015 passenger-vehicles and 24,926 commercial vehicles, for a total of 146,941.

Adjustment for New Westminster area, which includes the licensing sub-offices of Cloverdale and Haney, shows 41,981 passenger-vehicles and 10,644 commercial vehicles, for a total of 52,625.

The vehicle population in the Greater Victoria area is adjusted to a total of 37,159 passenger-vehicles and 12,382 commercial vehicles, for a total of 49,541.

1955 Mail-order Synopsis

	Vancouver	Victoria	New Westminster	Vancouver Island and Islands	Balance of Province	Out of Province	Total
Passenger plates	12,991	2,741	1,141	806	3,247	57	20,983
Provincial Government passenger plates	.....	643	.....	.....	.....	.....	643
Commercial plates	1,855	412	160	347	1,889	183	4,846
Provincial Government commercial plates	.....	2,729	.....	.....	.....	.....	2,729
Motor-cycle plates	88	49	7	16	64	.....	224
Farm tractor plates	.....	3	2	6	99	.....	110
National Defence plates	.....	1,764	.....	.....	.....	.....	1,764
Totals	14,934	8,341	1,310	1,175	5,299	240	31,299

Revenue

A total of $10,928,851.10 was collected during the 1955 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 an increase over 1954 of $1,568,712.80 or 16.76 per cent. Approximately $600,000 of this increase is due to the renewal of five-year drivers' licences commencing the second five-year term for adult drivers who first obtained five-year renewals during 1951. The remainder is mainly due to the ever-increasing registration of motor-vehicles, both passenger and commercial.

Collections through offices of this Branch amounted to 69.91 per cent of the total, for an amount of $7,640,348.60.

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

Vancouver Motor Licence Office	$3,609,476.35
Victoria Motor Licence Office	1,787,730.40
New Westminster Motor Licence Office	1,328,064.29
Chilliwack Motor Licence Office	270,726.04
Kamloops Motor Licence Office	210,636.65
Abbotsford Motor Licence Office	165,589.39
Trail Motor Licence Office	161,019.25
Mission Motor Licence Office	107,106.23
Total	$7,640,348.60

The balance of $3,288,502.50 was collected through various Government Agencies.

Drivers' examination fees in 1955 amounted to $101,557, an increase of $9,812 over 1954.

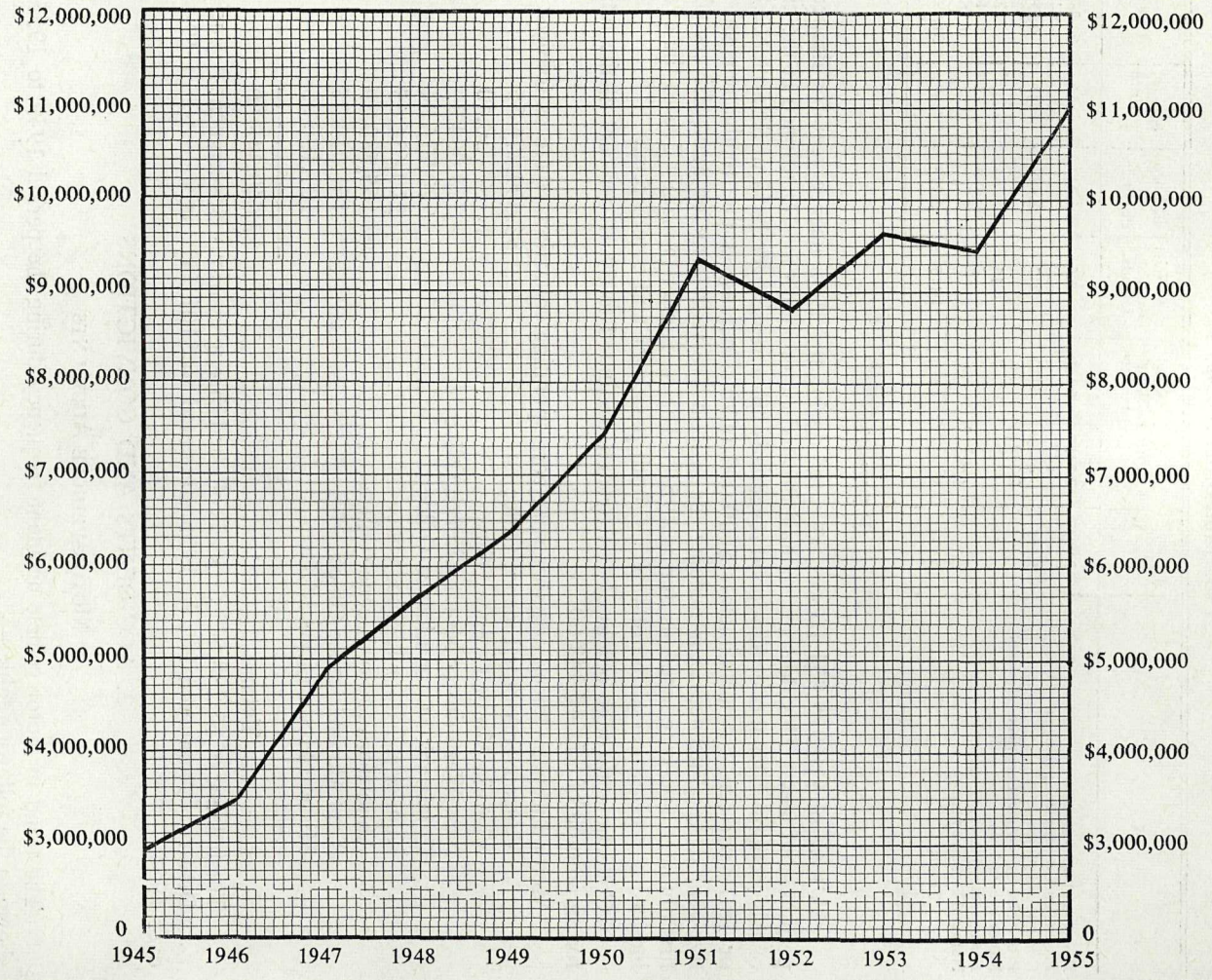
2. ACCIDENTS AND CONVICTIONS

Motor-vehicle Accidents

The trend in motor-vehicle accident frequency during the period 1949 to 1955 is shown in the following table:—

Year	Motor-vehicles Registered	Number of Accidents	Accidents per 1,000 Registered	Traffic Deaths	Deaths per 10,000 Registered	Average Property Damage	Deaths per 100,000,000 Miles
1949	225,327	19,061	84.60	184	8.2	197.73	11.32
1950	265,703	18,029	67.80	175	6.5	236.66	9.67
1951	287,273	20,381	68.10	208	7.2	283.79	10.41
1952	317,553	21,189	66.70	209	6.5	304.32	9.44
1953	345,005	22,096	63.05	208	5.9	322.59	8.49
1954	367,967	22,425	61.05	211	5.7	325.67	7.38
1955	405,578	22,030	55.10	225	5.6	392.79	7.51

Revenue Collections, " Motor-vehicle Act," 1945–55



The following synopsis shows a comparison between 1954 and 1955 in accidents reported, the resultant injuries and deaths, and the property damage reported in the accidents:—

Accidents—
1954 22,425
1955 22,030
Decrease of 395 or 1.76 per cent.

Injuries—
1954 7,582
1955 8,263
Increase of 681 or 8.99 per cent.

Deaths—
1954 211
1955 225
Increase of 14 or 6.64 per cent.

Reported property damage—
1954 ..... $7,303,323.26
1955 ..... 8,653,176.40
Increase of $1,349,853.14 or 18.5 per cent.

The following tables give a recapitulation of accident statistics for the 1946–55 period; accident statistics for the various cities, municipalities, villages, and districts for 1955; and the statistical summary of accidents for the Province for 1955:—

Statistical Summary of Motor-vehicle Accidents for the Ten-year Period 1946–55

Year	Accidents Reported	Persons Killed	Persons Injured	Property Damage	Motor-vehicles Involved
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
1955	23,030	225	8,263	8,653,176.40	39,201
Totals	186,624	1,946	61,859	$49,876,722.98	320,865

Statistical Summary of Motor-vehicle Accidents in the Province for the Calendar Years 1954 and 1955

CITIES

Place of Occurrence	Killed			Fatal Accidents			Injured			Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Alberni	.....	.....	.....	.....	.....	.....	18	9	—50.0	12	7	—41.6	104	86	—16.6	61	46	—24.5	$21,164.60	$21,674.86	+2.4
Armstrong	.....	.....	.....	.....	.....	.....	.....	6	.....	.....	3	.....	9	16	+77.7	5	11	+120.0	1,438.37	3,282.00	+128.2
Chilliwack	.....	.....	.....	.....	.....	.....	19	24	+26.3	18	21	+16.6	139	145	+4.3	79	79	.....	20,984.76	23,731.03	+13.1
Courtenay	.....	.....	.....	.....	.....	.....	12	13	+8.3	9	9	.....	127	80	—37.0	70	47	—32.8	21,726.85	18,066.53	—16.9
Cranbrook	.....	.....	.....	.....	.....	.....	3	8	+166.6	2	8	+300.0	81	94	+16.0	44	52	+18.1	11,981.78	13,991.44	+16.8
Cumberland	.....	.....	.....	.....	.....	.....	1	3	+200.0	1	1	.....	12	6	—50.0	7	4	—42.8	1,295.00	1,758.00	+35.8
Duncan	.....	.....	.....	.....	.....	.....	14	8	—43.5	12	6	—50.0	92	65	—29.2	52	41	—21.1	13,074.33	19,329.82	+47.8
Enderby	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2	.....	6	11	+83.3	3	7	+133.3	1,500.00	1,952.00	+30.1
Fernie	.....	.....	.....	.....	.....	.....	2	2	.....	2	2	.....	37	30	—19.1	22	15	—31.8	4,346.38	3,785.00	—12.9
Grand Forks	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....	22	11	—50.0	12	7	—41.6	2,705.00	2,950.00	+9.1
Greenwood	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....	4	3	—25.0	2	2	.....	1,500.00	175.00	—88.4
Kamloops	.....	.....	.....	.....	.....	.....	28	49	+75.0	23	28	+21.7	246	274	+11.3	131	141	+7.6	37,552.61	48,962.21	+30.4
Kaslo	.....	.....	.....	.....	.....	.....	2	.....	—100.0	2	.....	—100.0	11	7	—36.3	8	4	—50.0	3,293.00	1,705.00	—48.2
Kelowna	.....	.....	.....	.....	.....	.....	32	37	+15.9	27	28	+3.7	151	207	+37.0	90	108	+20.0	24,068.27	34,136.54	+41.8
Kimberley	.....	.....	.....	.....	.....	.....	4	10	+150.0	4	10	+150.0	60	58	—3.3	33	33	.....	6,245.50	11,584.52	+85.5
Ladysmith	.....	.....	.....	.....	.....	.....	4	12	+200.0	4	5	+25.0	48	35	—27.0	26	19	—26.9	5,356.19	6,508.68	+21.5
Merritt	.....	1	.....	.....	1	.....	1	2	+100.0	1	2	+100.0	21	17	—19.0	13	11	—15.3	2,868.94	1,840.00	—35.9
Nanaimo	2	.....	—100.0	2	.....	—100.0	60	41	—46.3	47	32	—31.9	368	284	+22.8	205	158	—22.9	55,752.48	50,688.38	—9.1
Nelson	.....	.....	.....	.....	.....	.....	10	3	—70.0	6	3	—50.0	35	50	+42.9	20	28	+40.0	11,219.00	11,040.00	—1.6
New Westminster	2	2	.....	2	2	.....	262	264	+0.7	188	186	—1.0	1,679	1,679	.....	866	839	—3.1	250,692.86	337,656.03	+34.7
North Vancouver	2	2	.....	2	2	.....	84	94	+11.9	67	72	+7.4	497	520	+4.6	263	282	+7.2	81,838.32	95,171.86	+16.3
Port Alberni	.....	.....	.....	.....	.....	.....	25	28	+12.0	20	22	+10.0	207	190	—8.2	115	107	—6.9	34,099.18	35,223.12	+3.3
Port Coquitlam	.....	2	.....	.....	1	.....	20	23	+15.0	12	15	+25.0	104	118	+13.4	62	70	+12.9	18,235.28	30,087.54	+64.9
Port Moody	1	1	.....	1	1	.....	38	27	—40.7	25	16	—36.0	86	79	—8.1	54	49	—9.2	16,051.32	19,072.65	+18.8
Prince George	4	1	—75.0	4	1	—75.0	46	57	+23.9	33	41	+24.2	349	487	+39.5	196	259	+32.1	55,784.74	88,892.35	+59.3
Prince Rupert	3	.....	—100.0	3	.....	—100.0	17	30	+76.4	14	27	+92.8	170	205	+20.5	97	120	+23.7	25,727.54	29,106.00	+13.1
Revelstoke	.....	.....	.....	.....	.....	.....	5	6	+20.0	4	6	+50.0	22	44	+100.0	12	24	+100.0	1,808.11	6,995.00	+286.9
Rossland	.....	.....	.....	.....	.....	.....	12	3	—300.0	7	3	—57.1	40	42	+20.0	24	23	—4.1	6,166.00	5,547.43	—10.0
Salmon Arm	.....	1	.....	.....	1	.....	2	7	+250.0	2	3	+50.0	15	39	+16.0	9	22	+144.4	3,715.00	6,600.45	+77.7
Trail	2	.....	—100.0	2	.....	—100.0	16	39	+143.7	12	27	+125.0	172	191	+11.0	98	108	+10.2	23,670.98	25,208.57	+6.5
Vancouver	31	26	—16.1	29	25	—13.7	2,468	2,644	+7.1	1,898	1,969	+9.0	16,401	14,807	—9.7	8,664	7,712	—10.9	2,231,055.92	2,543,195.30	+13.9
Vernon	1	.....	—100.0	1	.....	—100.0	26	37	+42.3	17	24	+41.1	146	173	+18.5	82	97	+18.2	23,628.20	29,674.69	+25.5
Victoria	4	6	+50.0	4	6	+50.0	321	361	+12.4	246	279	+13.4	1,873	1,762	—5.9	1,017	952	—6.4	242,678.05	293,873.20	+21.1
Totals	52	42	—19.2	50	40	—20.0	3,554	3,851	+8.3	2,717	2,859	+5.2	23,334	21,815	—6.6	12,442	11,477	—7.8	$3,263,233.56	$3,823,465.20	+17.2

DISTRICT MUNICIPALITIES

			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Burnaby	6	9	+50.0	6	7	+16.7	528	501	—5.0	357	330	—7.6	2,403	2,216	—7.8	1,264	1,145	—9.4	$416,354.20	$464,547.34	+11.6
Central Saanich	.....	.....	.....	.....	.....	.....	10	11	+10.0	8	9	+12.5	30	37	+23.3	18	27	+50.0	7,799.50	9,680.69	+24.1
Chilliwhack	1	3	+200.0	1	3	+200.0	57	95	+66.3	35	57	+62.8	169	369	+118.3	102	228	+123.5	47,432.94	106,217.80	+123.8
Coquitlam	.....	4	.....	.....	4	.....	34	73	+114.7	26	48	+84.6	226	234	+3.5	122	139	+13.9	37,712.06	55,725.20	+47.8
Delta	2	.....	—100.0	2	.....	—100.0	45	55	+22.2	28	30	+7.1	121	138	+14.1	89	103	+15.7	24,872.59	40,613.40	+63.3
Esquimalt	.....	.....	.....	.....	.....	.....	28	34	+21.4	23	19	+17.4	166	149	—10.2	92	81	—12.0	21,825.79	26,492.80	+21.4
Fraser Mills	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2	4	+100.0	1	2	+100.0	232.29	1,032.00	+344.3
Kent-Agassiz	.....	3	.....	.....	1	.....	27	22	—18.5	14	14	.....	48	48	.....	35	40	+14.3	24,428.07	14,447.75	—40.9
Langley	1	5	+400.0	1	4	+300.0	89	114	+28.1	48	71	+47.9	272	330	+21.3	163	196	+20.2	72,042.32	76,695.03	+6.5
Maple Ridge	5	7	+40.0	4	5	+25.0	87	102	+17.2	55	58	+5.5	233	392	+68.2	151	227	+50.3	55,927.77	104,433.91	+86.7
Matsqui	4	1	—75.0	4	1	—75.0	55	47	—14.5	35	29	—17.1	211	221	+4.3	128	126	—1.6	48,021.00	57,931.03	+20.6
Mission	2	.....	—100.0	2	.....	—100.0	31	22	—29.0	16	15	—5.6	77	73	—5.2	49	46	—6.1	21,205.60	19,976.50	—5.8
North Cowichan	3	.....	—100.0	2	.....	—100.0	48	4	—91.7	30	2	—93.3	129	22	—82.9	86	15	—82.6	27,378.00	4,568.50	—83.3
North Vancouver	2	2	.....	2	2	.....	63	63	.....	46	43	—6.5	354	358	+1.1	197	193	—2.0	52,823.73	65,917.22	+24.8
Oak Bay	.....	.....	.....	.....	.....	.....	26	22	—15.4	16	21	+31.2	89	108	+21.6	55	65	+18.2	15,975.05	20,890.04	+30.8
Penticton	2	1	—50.0	2	1	—50.0	35	68	+48.5	29	41	+41.4	235	219	—6.8	136	125	—8.1	43,401.71	42,839.85	—1.9
Pitt Meadows	1	.....	—100.0	1	.....	—100.0	10	.....	—100.0	6	.....	—100.0	33	1	—97.0	20	1	—95.0	7,364.65	500.00	—93.2
Richmond	7	3	—35.6	6	3	—50.0	117	126	+7.7	85	73	—14.1	579	472	—18.5	321	269	+16.2	99,661.01	109,904.14	+10.3
Saanich	5	4	—20.0	2	4	+100.0	106	103	—2.8	80	61	—24.7	464	414	—10.8	276	248	—10.1	73,842.25	94,528.16	+28.0
Salmon Arm	3	.....	—100.0	2	.....	—100.0	10	.....	—100.0	6	.....	—100.0	43	9	—79.1	26	6	—76.9	17,044.00	1,560.00	—90.8
Spallumcheen	1	.....	—100.0	1	.....	—100.0	9	.....	—100.0	4	.....	—100.0	11	.....	—100.0	9	.....	—100.0	3,282.50	.....	—100.0
Sumas	4	2	—50.0	3	2	—33.3	54	45	—18.5	26	24	—7.7	116	125	+7.8	70	80	+14.3	41,443.39	54,136.62	+30.6
Summerland	.....	.....	.....	.....	.....	.....	11	3	—72.7	7	3	—55.6	31	25	—19.4	20	15	—25.0	5,181.23	4,441.75	—14.3
Surrey	16	6	—62.5	13	5	—61.5	457	455	—4.0	271	272	+37.0	2,138	1,940	—9.3	1,128	1,006	—11.8	388,224.65	407,760.93	+5.0
Tadanac	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	3	.....	1	12	+100.0	1	7	+600.0	350.00	2,400.00	+685.7
West Vancouver	2	3	+50.0	2	3	+50.0	71	100	+40.8	48	75	+56.3	505	535	+5.9	275	293	+6.5	84,562.22	112,171.84	+32.7
Totals	67	53	—20.8	56	45	—19.8	2,008	2,069	+3.1	1,299	1,299	.....	8,686	8,451	—2.7	4,834	4,683	—3.1	$1,638,388.52	$1,899,412.50	+15.9

Statistical Summary of Motor-vehicle Accidents in the Province for the Calendar Years 1954 and 1955—Continued

VILLAGE MUNICIPALITIES

Place of Occurrence	Killed			Fatal Accidents			Injured			Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
	1954	1955	(+) Increase or (−) Decrease	1954	1955	(+) Increase or (−) Decrease	1954	1955	(+) Increase or (−) Decrease	1954	1955	(+) Increase or (−) Decrease	1954	1955	(+) Increase or (−) Decrease	1954	1955	(+) Increase or (−) Decrease	1954	1955	(+) Increase or (−) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Abbotsford	.....	.....	.....	.....	.....	.....	7	7	.....	6	6	.....	51	58	+13.7	28	31	+10.7	$5,151.10	$7,736.34	+50.2
Alert Bay	.....	.....	.....	.....	.....	.....	3	1	−66.6	2	1	−50.0	4	4	.....	3	3	.....	125.00	450.00	+260.0
Ashcroft	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	8	+700.0	1	6	+500.0	300.00	1,525.00	+508.3
Burns Lake	.....	.....	.....	.....	.....	.....	4	.....	−100.0	4	.....	−100.0	15	16	+6.6	10	9	−10.0	7,960.00	2,581.05	−67.6
Campbell River	.....	1	.....	.....	1	.....	5	6	+20.0	3	6	+100.0	48	45	−6.2	27	26	−3.7	6,126.12	9,997.75	+63.2
Castlegar	.....	.....	.....	.....	.....	.....	2	2	.....	1	2	+100.0	4	12	+200.0	2	6	+200.0	1,325.00	1,089.50	−17.8
Comox	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	3	−50.0	4	2	−50.0	701.00	260.05	−62.9
Coquitlam	.....	.....	.....	.....	.....	.....	10	7	−30.0	3	4	+33.3	42	21	−50.0	22	13	−39.1	7,071.00	6,971.80	−1.4
Cranberry	.....	.....	.....	.....	.....	.....	2	.....	−100.0	2	.....	−100.0	5	.....	−100.0	4	.....	−100.0	400.00	.....	−100.0
Creston	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	25	23	−8.0	12	12	.....	2,981.77	2,553.63	−14.4
Dawson Creek	.....	.....	.....	.....	.....	.....	4	4	.....	4	4	.....	89	103	+13.5	47	53	+12.7	3,478.20	15,802.27	+17.2
Fort St. John	.....	.....	.....	.....	.....	.....	1	2	+100.0	1	2	+100.0	6	19	+216.6	4	11	+175.0	1,550.00	3,039.14	+96.1
Fruitvale	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	1	12	+1,100.0	1	6	+500.0	100.00	1,470.85	+1,370.8
Gibson	.....	.....	.....	.....	.....	.....	.....	4	.....	.....	2	.....	5	9	+80.0	2	5	+150.0	925.00	623.00	−32.6
Hope	.....	.....	.....	.....	.....	.....	2	2	.....	2	2	.....	15	8	−46.6	8	5	−37.5	2,183.50	1,899.00	−13.0
Invermere	.....	1	.....	.....	1	.....	1	.....	−100.0	1	.....	−100.0	7	2	−71.3	4	2	−50.0	845.00	70.00	−91.7
Lake Cowichan	.....	.....	.....	.....	.....	.....	2	10	+400.0	2	5	+150.0	14	16	+14.2	8	11	+37.5	3,293.94	3,361.62	+2.1
Lillooet	.....	1	.....	.....	1	.....	2	1	−50.0	2	1	−50.0	10	21	+110.0	7	12	+71.4	1,228.32	6,501.00	+429.3
Lytton	.....	.....	.....	.....	.....	.....	2	.....	−100.0	2	.....	−100.0	2	.....	−100.0	2	.....	−100.0	300.00	.....	−100.0
McBride	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2	.....	4	6	+50.0	2	4	+100.0	207.85	1,300.00	+525.5
Mission	.....	.....	.....	.....	.....	.....	8	13	+62.5	4	10	+150.0	72	85	+18.0	38	47	+23.6	8,876.56	12,940.61	+45.8
North Kamloops	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....	20	15	−25.0	12	9	−25.0	3,379.75	2,817.00	−16.7
Oliver	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	15	9	−40.0	8	5	−37.5	1,443.81	1,125.00	−22.1
Osoyoos	.....	.....	.....	.....	.....	.....	2	1	−50.0	2	1	−50.0	10	5	−50.0	7	3	−57.1	2,292.00	1,010.00	−55.9
Parksville	.....	.....	.....	.....	.....	.....	4	1	−75.0	1	1	.....	7	9	+28.5	4	6	+50.0	1,840.00	1,085.00	−41.0
Pouce Coupe	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	4	.....	.....	3	.....	.....	725.00	.....
Princeton	.....	.....	.....	.....	.....	.....	.....	4	.....	.....	3	.....	6	16	+166.6	3	11	+266.6	376.20	2,519.00	+569.9
Qualicum	.....	.....	.....	.....	.....	.....	1	.....	−100.0	1	.....	−100.0	10	5	−50.0	6	3	−50.0	1,353.00	1,430.00	+5.7
Quesnel	.....	.....	.....	.....	.....	.....	4	7	+75.0	2	6	+200.0	49	73	+48.9	28	38	+35.7	8,123.05	15,049.03	+85.3
Salmo	.....	.....	.....	.....	.....	.....	1	.....	−100.0	1	.....	−100.0	5	7	+40.0	3	4	+33.3	300.00	1,665.00	+455.0
Sidney	.....	.....	.....	.....	.....	.....	5	.....	−100.0	4	.....	−100.0	12	.....	−100.0	8	.....	−100.0	2,675.00	.....	−100.0
Smithers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	20	+25.0	9	11	+22.2	1,634.00	3,428.00	+109.8
Squamish	.....	1	.....	.....	1	.....	1	3	+200.0	1	3	+200.0	7	14	+100.0	4	10	+150.0	865.00	5,075.00	+486.7
Stewart	1	.....	−100.0	1	.....	−100.0	.....	.....	.....	.....	.....	.....	1	.....	−100.0	1	.....	−100.0	.....	.....	.....
Terrace	.....	.....	.....	.....	.....	.....	1	4	+300.0	1	3	+300.0	19	39	+105.2	11	20	+81.8	4,235.00	6,780.85	+60.1
Tofino	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	−100.0	1	.....	−100.0	68.00	.....	−100.0
Vanderhoof	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	1	.....	6	10	+66.6	4	6	+50.0	745.00	2,010.00	+169.8
Westview	.....	.....	.....	.....	.....	.....	3	13	+333.33	3	12	+300.0	28	56	+100.0	16	32	+100.0	4,246.00	11,919.80	+179.3
Williams Lake	.....	.....	.....	.....	.....	.....	2	4	+100.0	2	3	+50.0	13	41	+215.3	8	22	+175.0	1,757.50	7,396.36	+320.8
Totals	1	4	+300.0	1	4	+300.0	80	106	+32.5	58	85	+46.5	652	794	+21.7	369	447	+21.1	$100,462.67	$144,207.65	+43.5

UNORGANIZED TERRITORY

			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Alberni District	2	4	+100.0	2	2	.....	25	28	+12.0	13	19	+46.1	108	111	+2.8	78	81	+3.8	$29,195.97	$41,751.00	+43.0
Alert Bay District	.....	1	.....	.....	1	.....	1	7	+600.0	1	2	+100.0	9	7	−22.2	7	4	−42.9	2,045.00	1,480.00	−27.6
Alexis Creek District	.....	.....	.....	.....	.....	.....	3	1	−66.6	3	1	−66.6	9	25	+177.8	8	14	+75.0	2,265.00	7,572.10	+243.3
Armstrong District	.....	2	.....	.....	1	.....	1	9	+800.0	1	4	+300.0	24	35	+45.8	17	22	+29.4	4,699.50	12,034.84	+156.1
Ashcroft District	1	1	.....	1	1	.....	12	25	+108.3	7	15	+114.2	39	95	+143.6	27	66	+144.4	18,389.50	31,584.14	+71.8
Atlin District	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	3	5	+66.7	2	4	+100.0	485.00	1,200.00	+147.4
Barkerville District	.....	.....	.....	.....	.....	.....	5	4	−20.0	3	3	.....	19	18	−5.3	13	10	−23.1	3,889.48	4,867.00	+25.1
Bella Coola District	.....	.....	.....	.....	.....	.....	9	3	−74.4	5	3	−40.0	22	16	−27.3	16	10	−37.5	4,305.00	4,062.00	−5.6
Blue River District	.....	.....	.....	.....	.....	.....	5	3	−40.0	4	2	−50.0	43	42	−2.3	29	26	−10.3	13,183.00	11,768.00	−10.7
Boston Bar District	1	5	+400.0	1	4	+300.0	24	31	+29.1	17	19	+11.7	123	169	+37.4	80	106	+32.5	36,031.99	61,940.19	+71.9
Bralorne District	.....	.....	.....	.....	.....	.....	11	5	−54.5	8	4	−50.0	49	57	+16.3	34	35	+2.9	11,993.60	12,673.60	+5.7
Burnaby District	.....	.....	.....	.....	.....	.....	4	.....	−100.0	2	.....	−100.0	10	1	−90.0	5	1	−80.0	1,357.34	400.00	−70.5
Burns Lake District	1	.....	−100.0	1	.....	−100.0	16	19	+18.7	11	10	−9.0	65	81	+24.6	48	53	+10.4	23,991.50	28,623.00	+19.3
Campbell River District	.....	1	.....	.....	1	.....	43	48	+11.6	30	24	−20.0	153	189	+23.5	105	123	+17.1	57,360.51	57,844.43	+0.8
Castlegar District	.....	4	.....	.....	4	.....	13	8	−38.4	9	7	−22.2	59	63	+6.8	41	41	.....	17,626.51	19,640.15	+11.4
Chase District	.....	.....	.....	.....	.....	.....	4	14	+250.0	4	8	+100.0	25	39	+56.0	19	30	+57.9	6,236.00	12,082.00	+93.7
Chemainus District	.....	.....	.....	.....	.....	.....	2	31	+1,450.0	2	19	+850.0	7	71	+914.3	6	50	+733.3	1,983.50	22,552.34	+1,037.0
Chilliwack District	1	3	+200.0	1	2	+100.0	55	8	−85.4	30	3	−90.0	147	27	−81.6	89	16	−82.0	49,076.92	9,300.19	−81.0
Clinton District	4	2	−50.0	3	1	−66.6	15	37	+140.0	11	17	+54.55	75	92	+22.7	58	64	+10.3	31,542.00	33,682.71	+6.8
Colwood District	1	4	+300.0	1	4	+300.0	87	89	+2.2	55	58	+5.45	368	320	−13.0	227	198	−12.8	85,452.34	80,749.26	−5.5
Copper Mountain District	.....	.....	.....	.....	.....	.....	2	3	−50.0	2	2	.....	15	9	−40.0	10	5	−50.0	2,797.50	1,620.75	−42.1
Courtenay District	.....	2	.....	.....	2	.....	53	52	−1.9	38	38	.....	191	206	−7.9	135	147	+8.9	76,910.13	74,958.76	−2.5
Cranbrook District	3	2	−33.3	1	2	+100.0	42	37	−11.9	26	18	−30.7	147	123	−16.3	110	91	−17.3	56,045.62	58,266.46	+3.9
Crescent Valley District	.....	.....	.....	.....	.....	.....	5	4	−20.0	2	4	+100.0	41	37	−9.8	26	25	−3.8	9,305.00	9,551.48	+2.6
Creston District	.....	1	.....	.....	1	.....	26	44	+65.3	19	29	+52.6	140	124	−11.4	102	89	−12.7	42,548.82	42,659.04	+0.2
Dawson Creek District	2	3	+50.0	2	3	+50.0	45	47	+44.4	17	21	+23.5	110	127	+15.5	74	85	+14.9	35,330.10	53,382.41	+51.1
Duncan District	1	1	.....	1	1	.....	40	41	+2.5	25	21	−16.0	118	134	+13.6	82	89	+8.5	35,746.53	35,722.86	−0.07
Enderby District	.....	.....	.....	.....	.....	.....	8	10	+25.0	5	8	+60.0	41	38	−7.8	28	27	−3.6	12,790.34	9,510.00	−25.6
Falkland District	.....	1	.....	.....	1	.....	7	32	+37.7	4	12	+200.0	47	55	+17.0	35	40	+14.3	18,065.39	22,500.00	+24.5
Fernie District	1	1	.....	1	1	.....	33	26	−51.5	19	13	−31.6	85	69	−18.8	64	52	−18.7	31,130.54	33,445.00	+7.4

Statistical Summary of Motor-vehicle Accidents in the Province for the Calendar Years 1954 and 1955—Continued

UNORGANIZED TERRITORY—*Continued*

Place of Occurrence	Killed			Fatal Accidents			Injured			Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease	1954	1955	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Field District	.....	2	.....	.....	1	.....	.....	8	.....	.....	6	.....	15	27	+80.0	10	21	+110.0	$2,315.00	$10,890.00	−370.4
Fort Nelson	1	.....	−100.0	1	.....	−100.0	13	35	+169.2	10	21	+110.0	52	90	+73.1	38	69	+81.6	38,543.00	58,871.99	+52.7
Fort St. James District	.....	.....	.....	.....	.....	.....	.....	7	.....	.....	5	.....	4	20	+400.0	3	13	+333.3	1,250.00	4,840.00	+287.2
Fort St. John District	3	1	−66.6	3	1	−66.6	29	17	−44.4	17	8	−53.0	83	76	−8.4	59	50	−15.3	48,514.99	57,362.03	+18.2
Fruitvale District	1	.....	−100.0	1	.....	−100.0	13	7	−46.1	9	7	−22.2	46	32	−30.4	33	26	−21.2	12,897.85	9,524.00	−26.2
Ganges District	1	.....	−100.0	1	.....	−100.0	1	12	+1,100.0	1	10	+900.0	35	53	+51.6	25	35	+40.0	6,334.50	10,924.00	+72.5
Gibsons Landing District	.....	1	.....	.....	1	.....	13	12	−7.7	7	9	+28.6	35	49	+40.0	27	34	+25.9	9,523.68	14,352.79	+50.7
Golden District	1	5	+400.0	1	3	+200.0	18	25	+38.9	12	13	+8.3	66	105	+59.1	50	69	+38.0	23,707.00	29,195.15	+23.2
Grand Forks District	.....	.....	.....	.....	.....	.....	15	25	+66.7	13	19	+46.2	81	99	+22.2	61	68	+11.5	29,376.00	36,085.00	+22.8
Greenwood District	.....	1	.....	.....	1	.....	9	7	−22.2	7	3	−57.1	47	56	+19.1	32	34	+6.2	13,089.13	11,975.00	−8.5
Hazelton District	.....	.....	.....	.....	.....	.....	6	5	−16.7	3	3	.....	26	45	+73.1	16	28	+75.0	8,290.00	12,668.85	+52.8
Hedley District	.....	.....	.....	.....	.....	.....	2	.....	−100.0	2	.....	−100.0	9	.....	−100.0	6	.....	−100.0	2,575.00	.....	−100.0
Hope District	.....	8	.....	.....	6	.....	72	61	−15.3	35	33	−5.7	173	178	+2.9	117	122	+4.3	71,206.99	88,976.84	+24.9
100 Mile House District	2	4	+100.0	2	3	+50.0	23	25	+8.7	15	15	.....	91	126	+38.5	71	81	+14.1	36,625.00	33,821.60	−7.6
Invermere District	1	.....	−100.0	1	.....	−100.0	19	15	−21.1	16	11	−31.2	96	118	+22.9	64	81	+26.6	36,863.05	43,379.49	+17.7
Kamloops District	3	6	+100.0	3	4	+33.3	73	80	+9.6	50	49	−2.0	244	325	+33.2	184	225	+22.3	76,566.41	118,111.92	+54.3
Kaslo District	.....	.....	.....	.....	.....	.....	6	1	−83.3	5	1	−80.0	39	37	−5.1	26	23	−11.5	9,682.75	8,979.00	−7.3
Kelowna District	3	5	+66.7	3	5	+66.7	67	60	−10.4	37	34	−8.1	179	200	+1.1	115	133	+15.7	46,666.31	60,902.79	+30.5
Keremeos District	.....	1	.....	.....	1	.....	16	15	−6.2	10	7	−30.0	41	48	+17.1	27	34	+25.9	16,315.50	22,442.50	+37.6
Kimberley District	2	.....	−100.0	2	.....	−100.0	30	30	.....	13	15	+15.4	61	94	+54.1	46	63	+36.9	22,677.00	28,822.10	+27.1
Kitimat District	.....	1	.....	.....	1	.....	.....	14	.....	.....	6	.....	.....	50	.....	.....	27	.....	.....	17,246.75	.....
Ladysmith District	1	4	+300.0	1	3	+200.0	28	23	−17.9	17	11	−35.3	90	71	−21.1	61	49	−19.7	22,934.31	29,202.56	+27.3
Lake Cowichan District	1	1	.....	1	1	.....	24	40	+66.7	14	23	+64.3	78	116	+48.7	52	73	+40.4	29,746.99	37,949.85	+27.6
Langley District	.....	.....	.....	.....	.....	.....	7	1	−85.7	5	1	−80.0	17	6	−64.7	10	3	−70.0	4,698.25	1,225.00	−73.9
Lillooet District	1	1	.....	1	1	.....	5	18	+260.0	4	10	+150.0	35	54	+54.3	25	36	+44.0	11,790.30	17,104.48	+45.1
Lumby District	4	1	−75.0	1	1	.....	13	9	−30.8	10	5	−50.0	55	43	−21.8	36	28	−22.2	13,969.94	15,589.00	+11.6
Lytton District	4	3	−25.0	2	2	.....	5	24	+380.0	5	10	+100.0	44	36	−18.2	29	27	−6.9	14,099.50	25,034.00	+77.6
McBride District	.....	.....	.....	.....	.....	.....	4	9	+125.0	4	3	−25.0	27	37	+37.0	20	24	+20.0	6,606.00	8,524.94	+29.0
Masset District	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2	8	+300.0	2	5	+150.0	300.00	999.38	+233.1
Merritt District	1	.....	−100.0	1	.....	−100.0	16	12	−25.0	12	6	−50.0	45	48	+6.7	34	31	−8.8	12,811.00	12,200.37	−4.8
Mission District	3	5	+66.7	2	4	+100.0	27	19	−29.6	15	13	−13.3	69	65	−5.8	50	48	−4.0	22,523.87	22,267.58	−1.1
Nakusp District	.....	.....	.....	.....	.....	.....	11	7	−36.4	6	5	−15.8	47	54	+14.9	30	35	+16.7	12,313.00	14,085.83	+14.4
Nanaimo District	3	2	−33.3	3	2	−33.3	44	49	+11.4	28	31	+10.7	211	193	−8.5	128	127	−0.8	53,020.47	72,584.79	+36.9
Natal District	4	.....	−100.0	1	.....	−100.0	17	5	−70.6	8	4	−50.0	46	31	−32.6	29	21	−27.6	31,618.50	11,907.77	−62.3
Nelson District	.....	2	.....	.....	2	.....	34	33	−2.9	19	18	−5.3	113	114	+0.9	78	83	+6.4	35,251.07	44,940.16	+27.5
New Denver District	.....	.....	.....	.....	.....	.....	12	11	−8.3	10	9	−10.0	44	55	+25.0	29	38	+31.0	14,802.38	14,083.50	−4.9
Ocean Falls District	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	.....
Oliver District	1	1	.....	1	1	.....	17	19	+11.8	11	12	+9.1	39	74	+89.7	26	53	+103.8	16,323.50	23,346.17	+43.0
Osoyoos District	1	1	.....	1	1	.....	11	19	+72.7	8	10	+25.0	32	65	+103.1	25	47	+88.0	11,344.02	26,135.40	+130.4
Parksville District	2	1	−50.0	2	1	−50.0	8	13	+62.5	5	9	+80.0	28	33	+17.9	21	24	+13.3	6,730.00	16,520.00	+145.5
Penticton District	2	.....	−100.0	2	.....	−100.0	43	43	.....	18	24	+32.2	113	78	−30.9	80	54	−32.5	43,818.22	28,064.31	−35.9
Port Alberni District	.....	.....	.....	.....	.....	.....	3	.....	−100.0	2	.....	−100.0	11	11	.....	8	6	−25.0	3,385.00	1,985.00	−41.4
Port Alice District	.....	.....	.....	.....	.....	.....	4	2	−50.0	3	2	−33.3	8	7	−12.5	6	4	−33.3	2,655.00	1,020.00	−61.6
Port Edward District	.....	3	.....	.....	1	.....	6	18	+200.0	4	12	+100.0	33	50	+51.5	20	35	+75.0	11,580.30	23,098.77	+99.5
Powell River District	.....	.....	.....	.....	.....	.....	15	20	+33.3	13	13	.....	69	112	+62.3	45	68	+51.1	16,313.78	22,749.77	+39.5
Prince George District	2	2	.....	2	2	.....	63	118	+87.3	33	61	+84.8	218	387	+77.5	148	229	+54.7	76,469.73	125,533.45	+64.2
Prince Rupert District	.....	.....	.....	.....	.....	.....	7	2	−71.4	4	1	−75.0	32	12	−62.5	24	9	−62.5	20,004.67	14,462.40	−27.7
Princeton District	2	3	+50.0	2	2	.....	66	80	+21.2	33	42	+27.3	143	211	+47.5	107	146	+36.4	72,857.57	91,760.54	+25.9
Qualicum District	1	4	+300.0	1	4	+300.0	41	26	−36.6	24	19	−20.8	88	115	+30.7	69	86	+24.6	37,335.80	48,547.52	+30.0
Quesnel District	1	.....	−100.0	1	.....	−100.0	56	44	−21.4	32	29	−9.4	264	251	−4.9	173	154	−10.9	80,084.80	74,498.76	−6.9
Queen Charlotte District	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	.....	5	11	+120.0	3	8	+166.7	1,517.50	1,755.00	+15.7
Red Pass District	.....	.....	.....	.....	.....	.....	4	1	−75.0	2	1	−50.0	11	5	−54.5	8	4	−50.0	1,665.00	1,650.00	−0.9
Revelstoke District	.....	2	.....	.....	2	.....	12	23	+91.7	9	11	+22.2	61	76	+24.5	44	49	+11.4	20,713.04	19,670.00	−5.0
Rossland District	2	.....	−100.0	2	.....	−100.0	22	15	−31.8	8	7	−12.5	50	31	−38.0	34	20	−21.2	19,540.50	8,838.00	−54.8
Salmo District	.....	.....	.....	.....	.....	.....	20	38	+90.0	9	21	+133.3	82	83	+1.2	55	55	.....	24,035.00	27,783.26	+15.6
Salmon Arm District	1	.....	−100.0	1	.....	−100.0	1	8	+700.0	1	8	+700.0	16	51	+218.7	12	34	+183.3	4,850.00	11,626.45	+139.7
Sechelt District	3	.....	−100.0	2	.....	−100.0	9	22	+144.4	8	9	+12.5	60	100	+66.7	42	72	+71.4	18,226.64	30,958.95	+69.8
Shawnigan Lake District	1	.....	−100.0	1	.....	−100.0	25	20	−20.0	13	12	−7.7	65	108	+66.2	43	68	+58.1	16,575.51	26,642.85	+60.7
Sicamous District	3	.....	−100.0	1	.....	−100.0	9	11	+22.2	5	6	+20.0	16	23	+43.8	11	16	+45.5	8,284.00	6,803.19	−17.9
Sidney District	.....	1	.....	.....	1	.....	17	16	−5.9	12	10	−16.7	47	42	−10.6	28	26	−7.1	10,966.50	7,439.22	−32.2
Smithers District	1	2	+100.0	1	2	+100.0	13	26	+100.0	5	11	+120.0	51	95	+86.3	34	63	+85.3	11,812.00	23,022.00	+94.9
Sooke District	1	.....	−100.0	1	.....	−100.0	6	7	+16.7	5	6	+20.0	12	25	+108.3	11	19	+72.7	4,519.33	7,974.00	+76.4
Spences Bridge District	1	4	+300.0	1	3	+200.0	12	9	−25.0	4	7	+75.0	35	37	+5.7	27	25	−7.4	15,182.00	11,499.00	−24.3
Squamish District	.....	2	.....	.....	2	.....	22	11	−50.0	9	6	−33.3	39	30	−23.1	26	21	−19.2	9,547.00	6,542.50	−31.5
Stewart District	.....	.....	.....	.....	.....	.....	2	.....	−100.0	1	.....	−100.0	10	2	−80.0	6	1	−83.3	2,300.00	90.00	−96.1
Summerland District	1	.....	−100.0	1	.....	−100.0	4	13	+225.0	4	9	+125.0	46	73	+58.7	29	44	+51.7	16,510.75	15,938.48	−3.5
Terrace District	4	.....	−100.0	1	.....	−100.0	20	26	+30.0	8	10	+25.0	67	60	−10.4	49	44	−10.2	28,647.25	25,502.46	−10.9
Trail District	1	.....	−100.0	1	.....	−100.0	22	33	+50.0	14	18	+28.6	89	102	+14.6	54	66	+22.2	23,679.00	26,931.50	+13.7
Ucluelet District	.....	.....	.....	.....	.....	.....	2	7	+250.0	1	3	+200.0	12	7	−41.7	9	7	−22.2	4,290.00	3,650.00	−14.9
Union Bay District	.....	1	.....	.....	1	.....	7	12	+71.4	5	8	+60.0	31	66	+112.9	21	46	+119.0	9,855.50	21,802.45	+121.2
University District	.....	1	.....	.....	1	.....	13	14	+7.7	12	11	−8.3	97	101	+4.1	54	52	−3.7	13,249.12	20,295.15	+53.2
Vanderhoof District	.....	1	.....	.....	1	.....	11	9	−18.2	7	7	.....	40	56	+40.0	30	37	+23.3	12,839.00	17,651.24	+38.3
Vernon District	.....	.....	.....	.....	.....	.....	27	38	+40.7	17	23	+35.3	95	122	+28.4	68	78	+14.6	31,861.84	39,958.68	+25.4
Westview District	.....	1	.....	.....	1	.....	13	20	+53.8	8	11	+27.5	40	49	+22.5	25	35	+40.0	7,712.25	18,302.15	+137.4
Williams Lake District	2	4	+100.0	2	4	+100.0	39	60	+53.8	23	27	+17.4	155	233	+50.3	107	148	+38.3	62,673.02	95,373.71	+52.2
Zeballos District	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	.....	.....	2	.....	.....	1	.....	.....	6,174.00	.....
Totals	91	126	+38.5	73	105	+43.8	1,940	2,237	+15.3	1,172	1,289	+9.9	6,948	8,141	+17.2	4,780	5,423	+13.5	$2,301,238.51	$2,786,091.05	+21.0

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1955

1. TYPE OF ACCIDENT	Total Accidents Reported	Total for Same Period Last Year	PERSONS INJURED												
			Total Injured	Male	Female	Age-groups								Ages Not Stated	Total Injured for Same Period Last Year
						0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over		
Collision with—															
1. Another motor-vehicle	15,561	16,280	4,502	2,339	2,163	156	318	395	1,135	977	702	586	230	3	4,047
2. Non-collision accident	2,196	2,270	1,102	748	354	30	61	186	375	186	131	96	37	.....	1,148
3. Fixed object	2,357	1,842	1,037	702	335	15	42	164	375	195	139	69	37	1	751
4. Pedestrian	1,037	1,083[1]	1,035	632	403	115	260	50	77	75	91	159	201	7	1,059
5. Bicycle	311	316[2]	317	283	34	6	216	48	9	10	9	8	10	1	315
6. Animal	229	267	27	21	6	2	5	3	9	3	3	1	1	.....	43
7. Motor-cycle	147	155[3]	136	123	13	1	1	42	62	14	8	4	4	.....	117
8. Street-car	19	97	5	3	2	.....	.....	1	1	2	1	.....	.....	.....	22
9. Railroad train	72	74	35	26	9	.....	3	12	6	3	4	4	3	.....	39
10. Horse-drawn vehicle	31	8	20	13	7	2	8	3	2	1	1	3	.....	.....	7
11. Sleigh	4	7	3	2	1	1	1	1	.....	.....	.....	.....	.....	.....	6
12. Miscellaneous	66	26	44	27	17	3	12	2	3	8	8	5	3	.....	28
13. Not stated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	22,030	22,425	8,263	4,919	3,344	331	927	907	2,054	1,474	1,097	935	526	12	7,582

TYPE OF ACCIDENT	PERSONS KILLED											Totals for Year to Date			Totals for Same Period Last Year		
	Total Killed	Male	Female	Age-groups								Total Killed for Same Period Last Year							
				0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over		Accidents	Injured	Killed	Accidents	Injured	Killed
Collision with—																		
1. Another motor-vehicle	42	35	7	...	1	3	11	8	7	7	5	46	15,561	4,502	42	16,280	4,047	46
2. Non-collision accident	65	49	16	...	2	9	20	18	9	6	1	55	2,196	1,102	65	2,270	1,148	55
3. Fixed object	46	38	8	1	...	7	16	10	1	6	5	23	2,357	1,037	46	1,842	751	23
4. Pedestrian	55	40	15	7	6	1	3	3	2	8	25	65	1,037	1,035	55	1,083	1,059	65
5. Bicycle	5	4	1	...	3	...	...	...	...	...	2	5	311	317	5	316	315	5
6. Animal	.....	.....	.....	...	...	...	...	...	...	...	...	4	229	27	.....	267	43	4
7. Motor-cycle	4	4	.....	...	...	1	3	...	...	...	...	3	147	136	4	155	117	3
8. Street-car	.....	.....	.....	...	...	...	...	...	...	...	...	.....	19	5	.....	97	22	.....
9. Railroad train	7	4	3	...	1	1	3	...	...	1	1	8	72	35	7	74	39	8
10. Horse-drawn vehicle	.....	.....	.....	...	...	...	...	...	...	...	...	.....	31	20	.....	8	7	.....
11. Sleigh	.....	.....	.....	...	...	...	...	...	...	...	...	.....	4	3	.....	7	6	.....
12. Miscellaneous	1	1	.....	...	...	...	...	...	...	1	...	2	66	44	1	26	28	2
13. Not stated	.....	.....	.....	...	...	...	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....
Totals	225	175	50	8	13	22	56	39	19	29	39	211	22,030	8,263	225	22,425	7,582	211

[1] Eight pedestrians injured in other than pedestrian accidents.
[2] Five bicyclists injured in other than bicycle accidents.
[3] Eighteen motor-cyclists injured and one killed in other than motor-cycle accidents.

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1955—Continued

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	801	7	220	574
1 to 2 a.m.	656	11	215	430
2 to 3 a.m.	462	10	120	332
3 to 4 a.m.	287	6	83	198
4 to 5 a.m.	204	3	59	142
5 to 6 a.m.	149	7	38	104
6 to 7 a.m.	213	2	47	164
7 to 8 a.m.	837	2	160	675
8 to 9 a.m.	964	8	230	726
9 to 10 a.m.	620	2	116	502
10 to 11 a.m.	842	4	176	662
11 to 12 m.	929	1	193	735
12 to 1 p.m.	846	3	193	650
1 to 2 p.m.	940	5	218	717
2 to 3 p.m.	1,218	5	272	941
3 to 4 p.m.	1,501	9	371	1,121
4 to 5 p.m.	1,922	9	496	1,417
5 to 6 p.m.	1,989	12	484	1,493
6 to 7 p.m.	1,193	19	346	828
7 to 8 p.m.	1,425	13	417	995
8 to 9 p.m.	1,083	9	297	777
9 to 10 p.m.	868	11	235	622
10 to 11 p.m.	876	13	231	632
11 to 12 p.m.	1,051	19	285	747
Not stated	154	4	30	120
Totals	22,030	194	5,532	16,304

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	3,404	43	970	2,391
2. Monday	2,854	15	683	2,156
3. Tuesday	2,355	13	557	1,785
4. Wednesday	2,441	19	593	1,829
5. Thursday	2,916	18	658	2,240
6. Friday	3,491	40	896	2,555
7. Saturday	4,560	46	1,175	3,339
8. Not stated	9	.....	.....	9
Totals	22,030	194	5,532	16,304

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	31,856	190	7,309	24,357
2. Truck	6,399	47	1,271	5,081
3. Bus	376	4	109	263
4. Taxi	300	3	78	219
5. " Drive Yourself "	42	.....	13	29
6. Motor-cycle	195	5	154	36
7. School bus	21	.....	2	19
8. Not stated	12	1	2	9
Totals	39,201	250	8,938	30,013

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing	49	3	17	29
2. Automatic signal	5	.....	1	4
3. Guarded crossing—man on duty	.....	.....	.....	.....
4. Gates not down	.....	.....	.....	.....
5. Driver disregarded signal	1	1	.....	.....
6. Signal not given	2	.....	.....	2
7. Not stated	.....	.....	.....	.....
Totals	57	4	18	35

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1955—Continued

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision	7,368	37	1,678	5,653
2. Head-on collision or head-on side-swipe	3,812	49	1,108	2,655
3. Rear-end collision	5,047	7	959	4,081
4. Backed into other vehicle	353	.....	22	331
5. Side-swiped other vehicle going same direction	1,156	3	113	1,040
6. Not stated	4,294	98	1,652	2,544
Totals	22,030	194	5,532	16,304

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	35,679	240	8,054	27,385
2. Female	3,378	9	862	2,507
3. Not stated	144	1	22	121
Totals	39,201	250	8,938	30,013

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years	4,191	35	970	3,186
2. 21 to 24 ,,	4,996	38	1,271	3,687
3. 25 to 30 ,,	7,482	58	1,719	5,705
4. 31 to 40 ,,	9,659	59	2,188	7,412
5. 41 to 50 ,,	6,992	27	1,587	5,378
6. 51 to 60 ,,	3,510	17	769	2,724
7. 61 to 64 ,,	861	1	207	653
8. 65 to 69 ,,	773	7	172	594
9. 70 years and over	595	7	135	453

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	331	.....	78	253
2. 3 to 6 months	315	.....	80	235
3. 6 to 12 months	535	2	129	404
4. 1 to 4 years	6,912	54	1,608	5,250
5. 5 years and over	30,306	128	6,880	23,298
6. Not stated	751	58	153	540

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	32,755	166	7,522	25,067
2. Extreme fatigue	339	4	115	220
3. Physical defect	47	.....	15	32
4. Confused by traffic	138	.....	34	104
5. Ability impaired	321	8	82	231
6. Not known	189	29	49	111
7. Not stated	5,414	43	1,123	4,248

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia	37,388	204	8,501	28,683
2. Unlicensed	657	29	177	451
3. Non-resident	1,061	13	246	802
4. Not stated	95	4	14	77

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1955—Continued

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving	20,297	109	4,875	15,313
2. Driving off roadway	1,639	45	482	1,112
3. Did not have right of way	764	2	180	582
4. Car standing in roadway (not parked)	993	4	212	777
5. Following too close	751	.....	133	618
6. On wrong side of road	387	11	111	265
7. Failing to signal	216	1	23	192
8. Through street—did not stop	530	3	139	388
9. Passing at intersection	273	.....	52	221
10. Exceeding speed limit	74	8	24	42
11. Careless driving	245	2	53	190
12. Cutting in	94	.....	12	82
13. Car ran away	292	4	61	227
14. Passing on curve or hill	173	.....	21	152
15. Passing on wrong side	14	.....	1	13
16. Hit and run	68	.....	9	59
17. Railroad—did not stop	22	2	7	13
18. Cutting left corner	131	1	26	104
19. Parked legally	1,671	5	246	1,420
20. Driving through school zone	9	.....	3	6
21. Driving through safety zone	6	.....	3	3
Totals	28,649	197	6,673	21,779

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present	12,277	130	3,067	9,080
2. Police officer	342	.....	87	255
3. Automatic traffic signal	2,129	3	588	1,538
4. Stop signs	1,737	5	455	1,277
5. Warning signs, slow signs, etc.	517	3	173	341
Totals	17,002	141	4,370	12,491

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Crossing at intersection—no signal	119	13	106
2. In street—not at intersection	188	5	183
3. Coming from behind parked or moving vehicle	165	3	162
4. Crossing at intersection with signal	147	6	141
5. Crossing street diagonally—not at intersection	71	.....	71
6. Walking on or along highway	74	7	67
7. Playing in street	65	3	62
8. Crossing at intersection against signal	39	4	35
9. Not on roadway	30	.....	30
10. Getting on or off another vehicle	7	.....	7
11. Riding or hitching on vehicle	6	.....	6
12. Working on car or roadway	6	.....	6
13. Crossing street diagonally	3	.....	3
14. In pedestrian crosswalk	10	1	9
15. Standing on safety isle	35	1	34
16. Not known	591	19	572
Totals	1,556	62	1,494

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Normal	309	6	303
2. Physical defect	4	.....	4
3. Confused by traffic	15	3	12
4. Impaired	37	1	36
5. Not known	31	1	30
6. Not stated	1,160	51	1,109
Totals	1,556	62	1,494

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1955—Continued

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers	4,311	79	4,232
2. Drivers	2,579	81	2,498
3. Pedestrians	1,098[1]	55	1,043
4. Bicyclists	322[2]	5	317
5. Motor-cycle drivers	135[3]	5	130
6. Others (persons in horse-drawn vehicles, etc.)	19	.....	19
7. Motor-cycle passengers	24[3]	.....	24
8. Not stated	.....	.....	.....
Totals	8,488	225	8,263

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up	4,938	2	4,936
2. Fractured skull	132	74	58
3. Fractured spine	129	14	115
4. Other fractures	1,120	57	1,063
5. Other injuries (sprains, dislocations, etc.)	1,808	24	1,784
6. Internal injuries	74	24	50
7. Concussion of brain	93	1	92
8. Severe general shock with bruises and cuts	130	3	127
9. Cuts by glass (only)	39	6	33
10. Drowned	15	15	.....
11. Burned	6	1	5
12. Asphyxiated	3	3	.....
13. Not stated	1	1	.....
Totals	8,488	225	8,263

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	12,396	70	2,944	9,382
2. Darkness	6,258	92	1,702	4,464
3. Artificial light—good	1,251	9	340	902
4. Dusk or semi-darkness	1,131	11	275	845
5. Artificial light—poor	336	6	116	214
6. Not stated	658	6	155	497
Totals	22,030	194	5,532	16,304

14. Amount of property damage for period covered by this report, $8,653,176.40; amount for same period last year, $7,303,323.26.

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good	36,316	228	8,328	27,760
2. No chains (slippery road)	844	2	126	716
3. Brakes defective	374	4	95	275
4. Steering mechanism defective	131	.....	36	95
5. Head-lights dim	45	.....	11	34
6. Puncture or blowout	76	1	21	54
7. Head-lights out (both)	30	.....	10	20
8. Tail-light out or obscured	13	.....	1	12
9. Glaring head-lights	7	.....	1	6
10. Head-light out (one light)	17	.....	7	10
11. Other defects	71	.....	20	51
12. Not stated	1,277	15	282	980
Totals	39,201	250	8,938	30,013

[1] Eight pedestrians injured in other than pedestrian accidents.
[2] Five bicyclists injured in other than bicycle accidents.
[3] Eighteen motor-cyclists injured and one killed in other than motor-cycle accidents.

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1955—Continued

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	24,850	170	6,038	18,642
2. Turning left	4,714	27	1,097	3,590
3. Turning right	2,504	19	516	1,969
4. Slowing down or stopping	1,320	1	268	1,051
5. Backing (not to or from curb)	429	2	41	386
6. Skidding	629	3	114	512
7. Leaving curb (including backing)	362	1	32	329
8. Making U-turn	30	.....	7	23
9. Overtaking	176	2	41	133
10. Stopping (not at curb or off paved strip)	1,043	8	221	814
11. Overtaking on right side	30	.....	2	28
12. Overtaking on left side	191	.....	38	153
13. Avoiding object or pedestrian	236	1	68	167
14. Not stated	2,687	16	455	2,216
Totals	39,201	250	8,938	30,013

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	9,871	121	2,842	6,908
2. Wet surface	6,133	41	1,549	4,543
3. Icy surface	2,966	16	495	2,455
4. Loose sand or gravel	442	.....	108	334
5. Snowy surface	1,080	2	165	913
6. Muddy surface	64	1	15	48
7. Not stated	1,474	13	358	1,103
Totals	22,030	194	5,532	16,304

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	17,421	161	4,609	12,651
2. Defect in roadway	347	3	82	262
3. Obstruction in road	186	4	36	146
4. Road under repair	150	1	29	120
5. Obstruction not marked or lighted	91	.....	37	54
6. Other	2,337	11	440	1,886
7. Not stated	1,498	14	299	1,185
Totals	22,030	194	5,532	16,304

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Asphalt	17,269	156	4,460	12,653
2. Gravel	2,343	20	514	1,809
3. Concrete	1,066	3	270	793
4. Earth	332	3	55	274
5. Brick or cobble	61	1	13	47
6. Other	199	1	45	153
7. Not stated	760	10	175	575
Totals	22,030	194	5,532	16,304

[1] Eight pedestrians injured in other than pedestrian accidents.
[2] Five bicyclists injured in other than bicycle accidents.
[3] Eighteen motor-cyclists injured and one killed in other than motor-cycle accidents.

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1955—Continued

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear	11,524	118	3,062	8,344
2. Rain	4,337	26	1,084	3,227
3. Cloudy	2,582	31	672	1,879
4. Fog or mist	484	2	108	374
5. Snow	1,436	5	216	1,215
6. Smoke or dust	60	.....	22	38
7. Not stated	1,607	12	368	1,227
Totals	22,030	194	5,532	16,304

CONVICTIONS

An important part of the driving-licence records maintained by the Superintendent of Motor-vehicles is the record of convictions by the Courts of the Province of the various driving offences, which convictions are maintained in the personal driving-record files of the person convicted.

The increased driving on the highways in 1955 produced convictions in greater totals than ever before encountered. In 1955, convictions under the " Motor-vehicle Act " and " Motor-vehicle Act " Regulations and under the Criminal Code of Canada totalled 32,506, which is an increase of 6,163 over the 1954 total of 26,343 or 23.4 per cent. In addition to these convictions, the Motor-vehicle Branch was advised of 699 adjudications under the " Juvenile Delinquents Act " arising from driving offences and 4,247 convictions of driving violations under the Vancouver City by-law. Convictions under the Criminal Code of Canada amounted to 3,303 in 1955, compared with 3,483 in 1954. The 1955 convictions under this group amounted to 10.2 per cent of the total convictions.

Convictions under the " Motor-vehicle Act " amounted to 26,766 or 82.3 per cent of the total convictions. The 1954 convictions in this category amounted to 20,874.

Convictions under the " Motor-vehicle Act " Regulations amounted to 2,437, or 7.5 per cent of the total. The 1954 convictions in this category were 1,986.

There follows a comparative table showing number of convictions under the various sections of the Criminal Code of Canada and the " Motor-vehicle Act " and " Motor-vehicle Act " Regulations for the years 1952 to 1955.

Convictions under "Motor-vehicle Act" and Section 285, Criminal Code, 1952–55

Offences	1952	1953	1954	1955
Under Criminal Code of Canada—				
Driving a motor-vehicle while ability impaired by alcohol or drugs, sec. 223	1,748	2,490	2,276	2,308
Driving while driver's licence under suspension, sec. 225 (3)	224	297	420	509
Failing to stop after accident, sec. 221 (2)	264	246	225	226
Unlawfully taking a motor-vehicle without consent of owner, sec. 281	103	86	90	48
Driving motor-vehicle while intoxicated, sec. 222	136	85	43	32
Driving to common danger, sec. 285 (6)	801	531	429	83
Criminal negligence in operation of motor-vehicle, sec. 221 (1)	.....	.....	.....	97
Under "Motor-vehicle Act"—				
Careless driving, sec. 57	2,077	2,770	2,900	3,276
Exceeding maximum speed-limit, sec. 58	7,639	7,776	7,860	9,328
Exceeding speed-limit indicated by "speed" signs, sec. 63	2,319	2,889	2,517	3,290
Failing to obtain, or to display, motor-vehicle licence or permit as required, secs. 69, 10, 8, 9, 4	876	986	932	982
Exceeding speed-limit passing schools and playgrounds, sec. 62	3,241	2,522	2,820	4,758
Operating without driver's licence or failing to produce same, secs. 20, 21, 85, 23	2,716	2,536	2,269	3,222
Operaing motor-vehicle without minor's permit, sec. 22	2	1	1	.....
Using licence belonging to another, refusing to show licence, etc., sec. 68	32	45	42	44
Making false statement, permitting another to use licence, etc., sec. 67	35	46	27	33
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 20 (6)	644	813	913	1,044
Driving motor-vehicle as chauffeur without chauffeur's licence or permit, secs. 24, 26, 31	132	143	127	176
Misuse of dealer's plates, etc., sec. 35	20	18	17	25
Operating with "D" plates without salesman's licence or permit, etc., secs. 38, 39, 40, 41	16	22	10	23
Operating as dealer without licence, sec. 32	1	4	2	1
Permitting person not properly licensed to drive motor-vehicle, etc., secs. 35, 80, 84, 79	15	33	116	220
Letting motor-vehicle for hire without complying with requirements, sec. 46	2	.....	.....	.....
Employing unlicensed chauffeur, sec. 30	48	85	56	90
Failing to transfer motor-vehicles, etc., sec. 14	4	4	20	13
Failing to report change in motor-vehicle, sec. 12	1	2	.....	1
Failing to notify *re* change of address, secs. 11, 20 (9)	17	33	31	40
Altering number-plates and using fictitious plates, sec. 71	2	1	5	6
Failing to report an accident, etc., sec. 65	136	131	136	121
Failing to register as a tourist, sec. 17	.....	1	2	4
Failing to stop at railroad crossing, sec. 60 (2)	22	16	8	8
Failing to stop on approach of fire and police patrol, sec. 61	37	27	32	33
Failing to take necessary precautions *re* street-cars, sec. 60	.....	.....	.....	.....
Failing to notify of removal or destruction of motor-vehicle, sec. 16 (1)	.....	.....	.....	.....
Operating a 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	5	8	14	15
Failing to surrender licence on suspension, sec. 109	1	4	2	4
Removing or releasing impounded vehicle without authority, sec. 110	3	9	10	4
Producing invalid financial-liability card, etc., sec. 112	4	1	2	5
Regulations under "Motor-vehicle Act"—				
Failing to display number-plates unobstructed, clean, etc., Reg. 3 (*a*)	124	245	129	130
Driving without head-lights or improper head-lights, Reg. 3 (*b*), 3 (*c*)	281	320	225	308
Driving without tail-light, Reg. 3 (*d*)	361	342	315	276
Driving overwidth motor-vehicle without clearance-lights, Reg. 3 (*e*)	64	35	48	29
Driving motor-vehicle with defective brakes, Reg. 3 (*g*)	77	145	87	127
Driving motor-vehicle with defective horn, Reg. 3 (*h*)	13	24	13	24
Driving motor-vehicle without muffler, Reg. 3 (*i*)	274	229	246	207
Failing to give required signals on turning or stopping, Reg. 3 (*j*)	1,225	846	885	1,179
Driving with windshield obstructed, Reg. 3 (*l*), 3 (*k*)	26	9	6	11
Driving motor-vehicle without windshield-wiper, Reg. 3 (*m*)	3	7	3	5
Driving motor-vehicle without rear-view mirror, Reg. 3 (*p*)	6	14	3	3
Driving motor-vehicle without flag or light at end of load, Reg. 3 (*q*)	26	14	14	33
Replacing glass other than with safety glass, Reg. 3 (*n*)	1	1	1	.....
Operating motor-vehicle with improperly mounted or unauthorized fog, spot, or auxiliary lights, Reg. 3 (*f*)	1	2	4	2
Failing to have proper connection between motor-vehicle and trailer, Reg. 3 (*r*)	2	9	2	4
Operating defective motor-vehicle after ordered off road, Reg. 13	.....	.....	.....	.....
Failing to sign driver's licence, Reg. 6	1	6	.....	1
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, Reg. 9	3	.....	3	.....
Letting of motor-vehicles without approved and properly adjusted governors, Reg. 20	.....	.....	1	.....
Failing to submit motor-vehicle for inspection and testing, Reg. 12	.....	.....	.....	.....
Driving motor-vehicle with fixture or load which obscures view of highway, Reg. 3 (*o*)	.....	.....	1	1
Driving motor-vehicle without mud-guards, Reg. 3 (*c*)	.....	.....	.....	97
Totals	25,812	26,909	26,343	32,506

3. DRIVING SAFETY

(*a*) Safety Responsibility

The " Motor-vehicle Act " requires that drivers of motor-vehicles (*a*) who become involved in certain convictions and (*b*) are judgment debtors resulting from a motor-vehicle accident are required to maintain for a period of time proof of financial responsibility. This may be done in several manners, such as posting a cash bond or having evidence of adequate insurance coverage. In addition, the Superintendent has power to demand the giving of proof of financial responsibility by persons if he determines from the driving record of such person the proof is warranted for the protection of other users of the highway.

It is the duty of the Safety Responsibility Division to administer the appropriate sections of the " Motor-vehicle Act," and to ensure that all persons who come within these provisions maintain for the protection of other users of the highway the necessary proof of financial responsibility.

During 1955 the Safety Responsibility Division filed 13,067 B.C. financial responsibility insurance certificates. It is noted the insurance companies submitted a total of 14,065 certificates, but some 998 certificates or 7.64 per cent were rejected as non-acceptable, due to errors or omissions. It might be noted the number of rejections is gradually decreasing, which indicates a greater care being exercised by the agents in the preparation of insurance certificates.

The number of certificates filed in 1955 was 13.5 per cent less than in 1954, and certificate cancellations totalled 12,907 in 1955, or 11.2 per cent less than in 1954. This reduction was brought about by the growing tendency of insurance companies to leave certificates on file year after year instead of cancelling an existing certificate and filing a new certificate on renewal of an insurance policy. In addition, in the 1955 Session of the Provincial Legislature an amendment was made to the " Motor-vehicle Act " which has had a bearing on the reduction in the filing of insurance certificates.

Previous to the amendment, owners who elected not to carry insurance coverage and whose vehicles were impounded resulting from a reportable motor-vehicle accident were required to maintain, for at least a period of three years, proof of financial responsibility. The fact the driver was not convicted for his action in the accident or that he was absolved of liability had no bearing.

The amendment provides that owners who elected not to maintain insurance coverage and who could obtain a release evidencing satisfaction of claims from the third party would be able to regain their licences without filing proof of financial responsibility, providing there was no conviction under the " Motor-vehicle Act " or the Criminal Code of Canada arising from negligence of the driver of the uninsured vehicle.

Summary of certificates filed and cancelled is shown hereunder:—

Comparison of Financial Responsibility Certificates Received, Filed, and Cancelled in 1954 and 1955

	1954	1955	Increase	Decrease	Per Cent
Total number of certificates received	16,495	14,065	.....	2,430	14.73
Total number of certificates filed	15,100	13,067	.....	2,033	13.46
Total number of certificates returned	1,395	998	.....	397	28.46
Owner's policy certificates and garage and sales-agency certificates filed	11,753	10,166	.....	1,587	13.50
Driver's policy certificates filed	1,346	1,132	.....	214	15.90
Owner's policy certificates filed (public and limited)	2,001	1,769	.....	232	11.59
Certificate cancellations	14,542	12,907	.....	1,635	11.24

The 1955 amendment to the " Motor-vehicle Act " also provided for the collection of a fee of $2 by the Superintendent of Motor-vehicles for the filing of each certificate of financial responsibility, and from the effective date of May 2nd, 1955, to December 31st, 1955, a total of $15,810 was collected for this service.

A method of giving proof of financial responsibility available to owners of fleets of vehicles is the posting of a bond of an amount suitable to the Superintendent of Insurance for the purpose of satisfying third-party liability claims. After the bond is filed and the Superintendent of Motor-vehicles is notified, financial responsibility insurance cards are issued by the Superintendent of Motor-vehicles to cover the motor-vehicles of the fleet-owner, on request of the fleet-owner. During 1955 some 183 financial responsibility insurance cards were issued to cover motor-vehicles under this arrangement. It is noted, though, that some of the companies using this bond coverage arrangement are adopting a policy of obtaining insurance coverage for the private passenger type of motor-vehicle operated by their employees.

Drivers' Licences Suspended and Reinstated under the Safety Responsibility Sections of the "Motor-vehicle Act" during 1954 and 1955

Reason	Suspended				Reinstated			
	1954	1955	Increase	Decrease	1954	1955	Increase	Decrease
			Per Cent	Per Cent			Per Cent	Per Cent
Driving without due care and attention—Accident resulting	1,634	1,980	21.11	.....	1,161	1,533	32.04	.....
Driving to common danger or reckless driving—								
Accident resulting	114	19	.....	83.33	48	21	.....	56.25
Without accident	226	51	.....	53.05	333	133	.....	60.06
Driving while intoxicated—								
Accident resulting	8	2	.....	75.00	6	.....	.....	.....
Without accident	32	15	.....	53.12	44	20	.....	54.54
Driving while impaired—								
Accident resulting	451	166	.....	63.19	270	119	.....	55.92
Without accident	1,412	898	.....	36.40	1,011	577	.....	42.92
Failing to remain at or return to the scene of accident	155	89	.....	42.57	157	66	.....	57.96
Driving while driver's licence under suspension—								
Accident resulting	2	3	50.00	.....	1	2	100.00	.....
Without accident	19	29	52.63	.....	5	21	320.00	.....
Involved in reportable accident and having no financial responsibility coverage	1,543	1,091	.....	29.29	1,202	1,420	18.13	.....
Exceeding the speed-limit	7	15	114.30	.....	3	10	233.33	.....
Involved in reportable accident while driving without driver's licence	102	98	.....	3.92	78	75	.....	3.85
Involved in reportable accident while driving without chauffeur's licence	9	7	.....	22.22	5	8	60.00	.....
Involved in reportable accident and failing to submit accident report	77	74	.....	3.89	52	66	27.30	.....
Failing to pay judgment	31	33	6.45	.....	1	9	800.00	.....
Judgment and conviction outside Province	101	109	7.92	.....	38	62	63.16	.....
Unsatisfactory driving record	14	80	471.10	.....	2	32	1,500.00	.....
Manslaughter	.....	1	.....	.....	2	.....	.....	.....
Adjudged juvenile delinquent	19	3	.....	84.21	22	20	.....	9.99
No further proof of financial responsibility given upon expiration of proof previously given	3,866	3,256	.....	15.79	3,073	3,206	4.29	.....
Totals	9,822	8,019	.....	18.35	7,514	7,400	.....	1.51

The " Motor-vehicle Act " provides for the releasing of persons from their requirement of maintaining proof of financial responsibility generally after a period of three years without further involvement and providing the person can give an affidavit.

In 1955, 3,010 were released under this provision, which is less than the 3,838 total in 1954. The reduction here is accounted for in part due to the fact that in 1954 the Safety Responsibility Division made a concerted effort to release persons who might have been released previous to that year and who, perhaps, were unaware of the possibility of being released of the requirement. Six persons were released from the obligation as a result of a judgment in their favour being rendered by the Court absolving them from liability of damages.

In 1955, motor-vehicles totalling 1,646 were impounded as a result of having been involved in accidents. This figure is 18.3 per cent less than the 1954 total of 1,947 impoundments. During 1955 a total of 1,697 vehicles were released from impoundment due to the owners being able to comply with the requirement of the law governing the impoundment action. At the end of 1955 a total of 673 vehicles remained impounded, which is less than the 823 impounded vehicles on the same date in 1954.

Magistrates, by means of Court orders setting periods of suspensions and by recommendations to the Superintendent of Motor-vehicles of periods of suspensions, accounted for the suspension of 1,407 drivers' licences in 1955, which is 7.2 per cent less than the total of 1,642 in 1954. The following table indicates the period of suspensions or recommendations by Magistrates under the various convictions which gave cause for the suspension action:—

Drivers' Licences Suspended during 1955

Reason	One Month	Two Months	Three Months	Four Months	Five Months	Six Months	Nine Months	One Year	Two Years	Three Years	Indefinite	Total
Driving without due care and attention	127	28	44	2	2	27	4	13	1	1	.....	249
Reckless driving and criminal negligence	15	2	25	.....	1	11	1	6	6	1	.....	68
Driving while intoxicated	2	3	6	1	4	8	.....	5	1	.....	.....	30
Driving while ability impaired	108	56	174	7	192	143	11	108	12	4	3	818
Failing to remain at scene of accident	3	3	6	3	1	9	.....	3	2	.....	.....	30
Driving while under suspension	3	3	.....	.....	.....	2	1	2	1	2	1	15
Exceeding speed-limit	23	4	20	.....	1	8	3	12	2	.....	1	74
Not in possession of driver's licence	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
No accident report	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Adjudged juvenile delinquent	27	6	23	2	3	12	2	5	1	2	.....	83
Driving contrary to restrictions	9	2	3	.....	.....	1	.....	.....	.....	.....	.....	15
Conviction or judgment outside Province	.....	.....	.....	.....	.....	2	.....	1	.....	.....	.....	3
Manslaughter	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	3
Manslaughter (charged with)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	16
Totals	318	107	303	15	204	223	22	155	26	12	22	1,407

One of the functions of the Safety Responsibility Division is to scan all applications for registration of a motor-vehicle and notices of transfer, to determine if the new owner of the vehicle is one required to maintain proof of financial responsibility and to check names of all persons who obtain original drivers' licences for the same purpose. There are now 60,000 persons who are required to maintain proof of financial responsibility, and these names are set up on appropriate index cards on Cardex wheel files. It is estimated that during 1955 approximately 1,000,000 individual checks were made against these cards, which check contributed greatly in the control exercised over the owners and drivers in this Province.

Suspensions, pending filing of proof of financial responsibility as a result of convictions and accidents during 1955, amounted to 8,019, which is a decrease of 18.4 per cent from the total of 9,822 during 1954. In addition, owners who were not drivers at

the time of an accident accounted for 379 suspensions in 1955, as compared with 638 in 1954.

During 1955, licences totalling 7,400 were reinstated and returned to the individuals concerned, due to the filing of proof of financial responsibility. This represents a decrease of 1.5 per cent from the 1954 total of 7,514 licences reinstated.

It is noted some 223 drivers who would ordinarily be suspended until proof of financial responsibility was filed as a result of accidents or convictions took immediate steps after the incidents and saved themselves the inconvenience by the immediate filing of a necessary insurance certificate. There follows a table giving detailed information of the suspension and reinstatement of drivers' licences under the safety responsibility section of the "Motor-vehicle Act."

(*b*) Examination of Drivers

The year 1955 saw the extension of the service of examination of driver (*a*) in the East Kootenay area by the posting of an examiner at Cranbrook and (*b*) by posting an examiner at Prince George, making a total of sixteen centres where examination units are located. A by-product of these extensions is that the surrounding areas enjoy service, and perhaps more important is that it gives opportunity to examine the new driver who has, because of his location and distance from an examining centre, received his first licence without having been required to take a driving test.

During 1955 a total of 75,132 drivers were examined, and to these drivers a total of 88,785 examinations were given, due to the number of applicants that failed first tests and required additional tests. Drivers examined in 1954 totalled 71,069.

A total of 40,775 persons completed examinations for original drivers' licences, an increase of 2,202 over 1954. It is interesting to note the percentage distribution between male and female applicants for original drivers' licences remains constant with that evident in 1954, namely, 65 per cent male and 35 per cent female. Resulting from these examinations was the restricting of licences issued to 5,484 or 20.8 per cent of male applicants, and 4,483 or 31 per cent of female applicants.

The following table is a summary of the examinations conducted in connection with original driver's licence applications, and of the restrictions resulting therefrom:—

Summary of Drivers' Original Examinations, 1955

	Males (26,330, 65 per cent)																		Females (14,445, 35 per cent)																		Grand Total	
	16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 and Over		Total		16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 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	Per Cent
Number examined by age-group	8,199	100.00	5,754	100.00	3,764	100.00	4,311	100.00	2,464	100.00	1,121	100.00	292	100.00	315	100.00	110	100.00	26,330	100.00	2,793	100.00	2,926	100.00	2,499	100.00	4,092	100.00	1,512	100.00	505	100.00	76	100.00	38	100.00	4	100.00	14,445	100.00	40.775	100.00
Restrictions																																									
Hearing	22	0.27	6	0.10	11	0.29	25	0.58	18	0.73	17	1.52	8	2.74	12	3.81	9	8.18	128	0.49	2	0.07	1	0.03	9	0.36	12	0.29	6	0.40	3	0.59	2	2.63	1	2.63	.....	.....	36	0.25	164	0.40
Vision	140	1.71	91	1.58	77	2.05	106	2.46	65	2.64	50	4.46	13	4.45	11	3.49	4	3.63	557	2.12	24	0.86	32	1.09	38	1.52	53	1.30	29	1.92	16	3.17	1	1.32	1	2.63	.....	.....	194	1.34	751	1.84
Depth Perception	155	1.89	96	1.67	85	2.26	112	2.60	61	2.48	53	4.73	19	6.51	14	4.45	6	5.45	601	2.28	38	1.36	37	1.27	46	1.84	62	1.52	31	2.05	12	2.38	2	2.63	.....	.....	.....	.....	228	1.58	829	2.03
Periphery	20	0.25	17	0.29	19	0.50	19	0.44	22	0.89	16	1.43	5	1.72	3	0.95	2	1.82	123	0.47	4	0.14	6	0.21	3	0.12	9	0.22	3	0.20	1	0.20	.....	.....	.....	.....	.....	.....	26	0.18	149	0.37
Diplopia	5	0.06	1	0.02	1	0.03	2	0.05	.....	.....	1	0.09	.....	.....	.....	.....	1	0.91	11	0.03	2	0.07	1	0.03	2	0.08	1	0.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	0.04	17	0.04
Physical condition	6	0.07	9	0.16	13	0.35	14	0.32	18	0.73	5	0.44	2	0.68	1	0.32	2	1.82	70	0.27	1	0.04	2	0.07	3	0.12	7	0.17	4	0.26	1	0.20	.....	.....	.....	.....	.....	.....	18	0.12	88	0.22
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.91	1	0.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	0.01
Road tests	1	0.01	.....	.....	.....	.....	.....	.....	.....	.....	1	0.09	2	0.68	.....	.....	5	4.55	9	0.03	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9	0.02
Adequate eye-glasses	955	11.65	589	10.24	439	11.66	588	13.64	450	18.26	341	30.42	143	48.97	153	48.57	53	48.18	3,711	14.09	518	18.55	633	21.63	461	18.45	699	17.08	362	23.94	205	40.59	45	59.21	23	60.53	3	75.00	2,949	20.42	6,660	16.33
Colour-blindness	56	0.68	39	0.68	34	0.90	29	0.67	17	0.69	10	0.89	.....	.....	3	0.95	.....	.....	188	0.71	.....	.....	.....	.....	1	0.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.01	189	0.46
Totals	1,360	16.59	848	14.74	679	18.04	895	20.76	651	26.42	494	44.07	192	65.75	197	62.54	83	75.45	5,399	20.50	589	21.09	712	24.33	563	22.53	843	20.60	435	28.77	238	47.13	50	65.79	26	68.42	4	100.00	3,460	23.95	8,859	21.72
Failures																																									
Written tests	.....	.....	4	0.07	.....	.....	1	0.02	5	0.20	1	0.09	.....	.....	.....	.....	.....	.....	11	0.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1.31	1	2.63	.....	.....	2	0.01	13	0.03
Failed to complete examination	4	0.05	1	0.02	1	0.03	.....	.....	6	0.24	6	0.54	1	0.34	2	0.63	.....	.....	21	0.08	.....	.....	3	0.10	1	0.04	2	0.05	7	0.46	1	0.20	.....	.....	2	5.27	1	25.00	17	0.12	38	0.09
Hearing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vision	24	0.29	20	0.35	13	0.35	16	0.37	11	0.45	10	0.89	2	0.68	4	1.27	4	3.63	104	0.39	9	0.32	12	0.41	13	0.52	10	0.25	7	0.46	3	0.59	1	1.31	1	2.63	1	25.00	57	0.39	161	0.39
Depth perception	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Periphery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Diplopia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Physical condition	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.09	.....	.....	.....	.....	2	1.82	3	0.01	.....	.....	2	0.07	1	0.04	1	0.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	0.03	7	0.01
Physical E.C.A. not returned	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.91	1	0.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1.31	.....	.....	.....	.....	1	0.01	2	0.00
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.91	1	0.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.00
Road tests	11	0.14	10	0.17	11	0.29	11	0.26	19	0.77	22	1.96	5	1.72	4	1.27	3	2.73	96	0.36	3	0.11	2	0.07	9	0.36	21	0.51	20	1.33	11	2.18	1	1.31	2	5.27	.....	.....	69	0.48	165	0.40
Totals	39	0.48	35	0.61	25	0.67	28	0.65	41	1.66	40	3.57	8	2.74	10	3.17	11	10.00	237	0.90	12	0.43	19	0.65	24	0.96	34	0.83	34	2.25	15	2.97	4	5.26	6	15.53	2	50.00	150	1.04	387	0.95

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	Restricted	Failed	Adequate Eye-glasses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Restricted	Failed
16–20 years	955	196	156	.....	1	378	6	126	17	110	5	518	40	26	.....	.....	290	.....	38	1	37	.....
21–25 ,,	589	129	116	.....	4	231	4	51	6	47	2	633	44	34	.....	.....	283	.....	23	3	17	3
26–30 ,,	439	97	90	.....	1	182	2	53	6	43	6	461	54	45	.....	1	287	.....	34	3	27	4
31–40 ,,	588	148	138	.....	1	235	3	73	10	65	1	699	76	67	.....	.....	96	1	27	1	25	2
41–50 ,,	450	91	100	.....	2	238	3	48	7	43	1	362	30	33	.....	.....	233	2	31	2	31	.....
51–60 ,,	341	71	69	1	1	134	4	52	4	48	4	205	14	15	.....	.....	115	1	13	2	12	.....
61–64 ,,	143	27	22	.....	.....	35	3	17	3	17	.....	45	2	3	.....	.....	19	.....	1	.....	.....	1
65–69 ,,	153	17	22	.....	.....	53	5	14	5	13	1	23	3	2	.....	1	7	4	1	1	.....	.....
70 years and over	53	18	12	.....	3	23	116	13	112	14	3	3	1	.....	.....	.....	.....	.....	.....	4	.....	.....
Totals	3,711	794	725	1	13	1,509	146	447	170	400	23	2,949	264	225	.....	2	1,330	8	168	17	149	10

NOTE.—(*a*) Non-physical resrictions include: (1) Automatic transmission, when new applicants have test in that type of vehicle—removable on passing test in conventional-transmission vehicle; (2) tractor-type vehicle, if that type vehicle used in original test—removable by further test in conventional motor-vehicle; (3) motor-cycles 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

The re-examination of drivers continued in 1955, with some 34,357 drivers being called in for a re-examination, compared to the 1954 total of 32,496, for an increase of 6 per cent.

Of the drivers re-examined, 28,386 or 83 per cent were males and 5,971 or 17 per cent were females. These examinations gave cause to restrict the driving licences of 8,922 or 31.4 per cent of male examinees and 1,646 or 27.6 per cent of female examinees.

The following tables show the results of the re-examination of drivers in the matter of licence restrictions and suspensions:—

Summary of Drivers' Re-examinations, 1955

	Males (28,386, 83 per cent)																				Females (5,971, 17 per cent)																Grand Total	
	16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 and Over		Total		16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 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	Per Cent
Number examined by age-group	1,124	100.00	2,350	100.00	3,248	100.00	6,103	100.00	6,941	100.00	3,626	100.00	1,023	100.00	1,016	100.00	2,955	100.00	28,386	100.00	45	100.00	324	100.00	715	100.00	2,017	100.00	1,628	100.00	726	100.00	177	100.00	122	100.00	217	100.00	5,971	100.00	34,357	100.00
Restrictions																																									
Hearing	.....	.....	4	0.17	4	0.12	25	0.41	48	0.69	64	1.76	24	2.35	63	6.20	252	8.53	484	1.70	.....	.....	.....	.....	.....	.....	4	0.20	9	0.55	9	1.24	1	0.56	3	2.46	13	5.99	39	0.65	523	1.52
Vision	25	2.23	35	1.49	65	2.00	159	2.60	168	2.42	129	3.56	53	5.18	75	7.38	197	6.66	906	3.19	3	6.67	4	1.23	8	1.12	23	1.14	22	1.35	13	1.79	3	1.69	6	4.91	4	1.84	86	1.44	992	2.89
Depth Perception	21	1.87	45	1.91	76	2.34	183	3.00	175	2.52	150	4.14	64	6.26	79	7.78	227	7.68	1,020	3.59	1	2.22	4	1.23	5	0.70	30	1.49	25	1.53	17	2.34	5	2.82	3	2.46	8	3.69	98	1.64	1,118	3.25
Periphery	3	0.27	8	0.34	17	0.52	49	0.80	53	0.76	47	1.30	29	2.83	24	2.36	46	1.56	276	0.97	1	2.22	.....	.....	2	0.28	4	0.20	5	0.31	3	0.41	.....	.....	1	0.82	.....	.....	16	0.27	292	0.85
Diplopia	.....	.....	3	0.13	1	0.03	1	0.02	2	0.03	2	0.05	.....	.....	2	0.20	5	0.17	16	0.06	.....	.....	.....	.....	.....	.....	1	0.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.02	17	0.05
Physical condition	1	0.09	14	0.60	23	0.71	56	0.92	47	0.68	40	1.10	13	1.27	9	0.89	47	1.59	250	0.89	.....	.....	.....	.....	.....	.....	2	0.10	6	0.37	3	0.41	1	0.56	.....	.....	1	0.46	13	0.22	263	0.77
Reaction	.....	.....	1	0.04	.....	.....	1	0.02	2	0.03	1	0.03	4	0.39	3	0.30	28	0.95	40	0.14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1.16	.....	.....	1	0.46	3	0.05	43	0.12
Road tests	.....	.....	.....	.....	.....	.....	1	0.02	1	0.02	5	0.14	.....	.....	5	0.49	153	5.18	165	0.58	.....	.....	.....	.....	.....	.....	1	0.05	.....	.....	.....	.....	.....	.....	1	0.82	8	3.69	10	0.17	175	0.51
Adequate eye-glasses	113	10.05	254	10.81	334	10.28	814	13.34	448	6.45	1,112	30.67	476	46.53	665	65.45	1,865	63.11	6,081	21.42	14	31.11	61	18.83	113	15.80	317	15.71	357	21.93	289	39.81	105	59.32	78	63.94	146	67.28	1,480	24.78	7,561	22.01
Colour-blindness	6	0.53	22	0.94	57	1.76	84	1.37	61	0.88	61	1.68	16	1.56	22	2.16	34	1.15	363	1.28	.....	.....	.....	.....	.....	.....	1	0.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.02	364	1.06
Totals	169	15.04	386	16.43	577	17.76	1,373	22.50	1,005	14.48	1,611	44.43	679	66.37	947	93.21	2,854	96.58	9,601	33.82	19	42.22	69	21.29	128	17.90	383	18.99	424	26.04	334	46.00	117	66.11	92	75.41	181	83.41	1,747	29.26	11,348	33.03
Failures																																									
Failed to complete examination	.....	.....	2	0.08	3	0.09	12	0.19	7	0.10	9	0.25	3	0.29	6	0.59	13	0.44	55	0.19	.....	.....	2	0.62	1	0.14	9	0.44	6	0.37	2	0.28	.....	.....	1	0.82	1	0.46	22	0.37	77	0.22
Hearing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vision	.....	.....	2	0.08	4	0.12	2	0.03	10	0.14	10	0.27	4	0.39	12	1.18	53	1.79	97	0.34	.....	.....	.....	.....	1	0.14	2	0.09	2	0.12	2	0.28	.....	.....	3	2.46	2	0.92	12	0.20	109	0.32
Depth perception	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Periphery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.07	2	0.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.01
Diplopia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Physical condition	.....	.....	.....	.....	.....	.....	1	0.02	2	0.03	3	0.08	1	0.10	5	0.49	4	0.14	16	0.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	0.05
Physical E.C.A. not returned	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	0.23	7	0.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	0.02
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	0.14	5	0.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	0.01
Road tests	3	0.27	1	0.04	2	0.06	1	0.02	18	0.26	18	0.50	8	0.78	18	1.77	66	2.23	135	0.48	1	2.22	.....	.....	4	0.56	8	0.39	9	0.55	10	1.37	2	1.16	3	2.46	4	1.84	41	0.69	176	0.51
Totals	3	0.27	5	0.21	9	0.27	17	0.28	37	0.53	40	1.10	16	1.56	41	4.03	149	5.04	317	1.12	1	2.22	2	0.62	6	0.84	19	0.94	17	1.04	14	1.93	2	1.16	7	5.74	7	3.22	75	1.26	392	1.14

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	Restricted	Failed	Adequate Eye-glasses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Restricted	Failed
16–20 years	113	28	23	.....	.....	19	2	7	2	7	.....	14	3	3	.....	.....	1	.....	1	.....	1	.....
21–25 ,,	254	66	54	4	6	14	15	19	7	15	1	61	4	4	.....	.....	2	.....	7	1	6	.....
26–30 ,,	334	101	90	.....	.....	9	12	49	16	43	2	113	9	9	.....	.....	2	.....	7	.....	7	.....
31–40 ,,	814	242	227	.....	3	26	12	50	12	49	1	317	41	30	.....	.....	9	5	8	6	7	.....
41–50 ,,	448	239	252	.....	1	27	20	78	26	68	4	357	41	43	.....	.....	10	5	15	5	15	.....
51–60 ,,	1,112	215	226	.....	14	30	33	116	35	104	10	289	21	18	.....	.....	9	1	8	1	7	1
61–64 ,,	476	91	87	.....	1	10	19	27	18	25	3	105	7	3	.....	.....	3	1	1	1	1	.....
65–69 ,,	665	132	146	.....	.....	15	39	47	35	41	10	78	8	7	.....	.....	.....	4	8	4	7	1
70 years and over	1,865	562	463	6	30	38	3,029	207	2,981	213	42	146	35	19	1	1	4	209	14	208	13	2
Totals	6,081	1,676	1,568	10	55	188	3,181	600	3,132	565	73	1,480	169	136	1	1	40	225	69	226	64	4

NOTE.—(*a*) Non-physical restrictions include: (1) Automatic transmission, when new applicants have test in that type of vehicle—removable on passing test in conventional-transmission vehicle; (2) tractor-type vehicle, if that type vehicle used in original test—removable by further test in conventional motor-vehicle; (3) motor-cycles 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 Examination

Before a driver may obtain a chauffeur's licence in the categories covering the operation of motor-vehicles carrying passengers for hire, the applicant must qualify in appropriate examinations as to knowledge of relevant laws of motor-vehicle operation and to demonstrate that his driving ability is of a required standard. A driver of a vehicle carrying passengers for hire not in excess of nine requires a Class " B " chauffeur's licence. To carry a large total of passengers, a Class "A" chauffeur's licence is required.

During 1955 a total of 1,559 applicants wrote examinations for Class "A" and " B " chauffeurs' licences. In addition, the Motor-vehicle Branch calls in for re-examination chauffeurs in these categories periodically, to determine if the licence-holder is still of required physical fitness, that his vision is of the required standard, and that his driving ability shows continued satisfaction. In 1955 some 406 chauffeurs were re-examined; of this total, 92 or 22.6 per cent failed to requalify.

(*c*) Drivers' Education

The programme of drivers' education, dealing with the driver who is frequently involved in convictions and accidents and yet who has shown his ability to drive competently, continues more strongly in this its third year of operation.

Comparative figures show that 906 suspensions have been made due to unsatisfactory driving records, an increase of 252 or 38.5 per cent over 1954. Of this total, 363 or 40 per cent had already been warned by way of letter of their need for better driving in order to avoid suspension. The balance were immediately suspended as the seriousness of their record indicated such action should be immediate. An interesting feature, as in previous years, shows the number of female drivers suspended is far below the total of male drivers against whom action was taken. Total number of chauffeurs suspended was 116 or 21.8 per cent.

Suspensions are still made by panel of at least three senior staff members, always including either the Superintendent or the Deputy Superintendent, with occasional visitors attending from the Bar, police departments, insurance firms, service clubs, etc., all of whom offer valued suggestions and opinions.

Warning letters, like suspensions, have shown a marked increase over the previous year, with a total of 2,202 drivers warned, representing an increase of 938 or 74.2 per cent over 1954. Personal contact by way of interview or conference was held with 144 drivers.

This Branch is mindful of the need of contacting the youths of our Province, both those who drive or who are likely to drive, prior to encountering driving difficulties. It is felt the best point of this contact is in the high schools. Some ten high schools were visited, and on each occasion a panel was formed, consisting of students and our staff members, to provide an open discussion of various driving records, and to draw attention to the pitfalls and consequences of driver's licence abuse. The response from the staffs of the high schools and the 4,900 pupils was enthusiastic and encouraging, with the result that it is intended this end of the programme will be pursued with vigour.

In addition to the schools visited, twenty addresses were given to service clubs throughout the Province and one radio broadcast was made.

In determining those drivers against whom action was to be taken, it was necessary to screen the files of 33,447 drivers, a considerable increase of 9,592 or 40 per cent over the number screened in 1954.

Again this year a large number of police detachments were visited and personal calls made on Magistrates. As stated in previous Reports, this programme does not intend in any way to supersede the authority of the Magistrate, but rather, with the complete record of the driver at our disposal, to supplement his decision.

The following are statistics for the drivers' education programme for the year 1955:—

Warning Letters

Age-group	Male	Female	Total	Chauffeurs		
				Class "A"	Class "B"	Class "C"
Under 21 years	589	4	593	----	----	100
21–24 years	498	1	499	2	22	92
25–30 ,,	480	4	484	6	26	70
31–40 ,,	369	4	373	3	21	32
41–50 ,,	169	7	176	2	15	13
51–60 ,,	54	3	57	----	3	2
61–64 ,,	10	----	10	----	1	----
65–69 ,,	7	----	7	----	1	----
70 years and over	3	----	3	----	----	1
Totals	2,179	23	2,202	13	89	310
Same period last year	1,250	14	1,264	4	35	226

Suspensions

Age-group	Male	Female	Total	Already Warned	Chauffeurs		
					Class "A"	Class "B"	Class "C"
Under 21 years	235	----	235	110	----	----	30
21–24 years	195	----	195	98	----	6	30
25–30 ,,	180	----	180	77	1	1	20
31–40 ,,	163	1	164	48	1	6	10
41–50 ,,	97	1	98	23	----	3	6
51–60 ,,	23	1	24	4	----	1	----
61–64 ,,	3	----	3	1	----	----	----
65–69 ,,	5	----	5	1	----	1	----
70 years and over	2	----	2	1	----	----	----
Totals	903	3	906	363	2	18	96
Same period last year	648	6	654	235	1	15	138

Total records adjudicated, 33,447; same period last year, 23,855.

Conferences

Age-group	Number
Under 21 years	40
21–24 years	35
25–30 ,,	30
31–40 ,,	23
41–50 ,,	11
51–60 ,,	2
61–64 ,,	2
65–69 ,,	----
70 years and over	1
Total	144
Same period last year	200

4. ENCUMBRANCE REGISTRY DIVISION

The function of the Encumbrance Registry Division is to record documents submitted for filing under the "Bills of Sale Act," "Conditional Sales Act," "Mechanics' Lien Act," "Companies Act," and "Co-operative Associations Act," and which are encumbrances or transfer on interest in a motor-vehicle. It is the only location in British Columbia for such a filing.

Further, the Division must maintain its records in such a manner so as to deal accurately and expeditiously with requests for searches as to encumbrances against motor-vehicles.

The volume of work handled by this Division increased 20.5 per cent in 1955 over 1954, and the revenue increased by $42,424.50 or 23.4 per cent. A breakdown of the quantities of the various documents filed, searches made, and other services rendered, together with revenue collected, is given in the following table:—

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," 1954 and 1955.

Item	1954	1955	Increase	Decrease	Per Cent Increase	Per Cent Decrease
Registrations under "Conditional Sales Act"	47,549	58,114	10,565	.....	22.2	30.8
Registrations under "Bills of Sale Act"	15,557	20,381	4,824	.....	31.0	.....
Registrations under "Mechanics' Lien Act"	1,170	1,108	.....	62	.....	5.3
Registrations under "Companies Act"	10	16	6	.....	60.0	.....
"Co-operative Associations Act"	3	4	1	.....	33.3	.....
Releases filed under "Conditional Sales Act"	912	886	.....	26	.....	2.9
Releases filed under "Bills of Sale Act"	1,008	1,167	159	.....	15.8	.....
Searches under "Conditional Sales Act"	19,880	23,072	3,192	.....	16.1	.....
Searches under "Bills of Sale Act"	19,970	22,804	3,134	.....	15.9	.....
Documents copied, certified, etc.	143	99	.....	44	.....	30.8
Total number of items	105,902	127,651	21,749	.....	20.5	.....
Revenue						
Value of law stamps sold	$76,068.00	$91,739.00	$15,671.00	.....	20.6	.....
Value of law stamps attached to documents when received	52,649.00	67,858.00	15,209.00	.....	28.9	.....
Value of conditional-sale and bills-of-sale search fees	9,887.50	11,469.00	1,581.50	.....	16.0	.....
Fees under "Companies Act"	10.00	16.00	6.00	.....	60.0	.....
Fees under "Co-operative Associations Act"	3.00	4.00	1.00	.....	23.3	.....
Miscellaneous copying and certification fees	143.00	99.00	.....	$44.00	.....	30.8
Total revenue	$138,760.50	$171,185.00	$32,424.50	.....	23.4	.....

5. SCHOOL BUSES

The construction and operation of buses used in the transportation of pupils to the public schools of the Province is provided for in regulations under the "Motor-vehicle Act." Prior to the issuance of a permit for school-bus transportation, the Superintendent of Motor-vehicles is required to be satisfied the bus complies with the prescribed standards of construction and as such is a safe vehicle for school-bus use.

Inspection of school buses is carried out by a mechanical inspector of the Royal Canadian Mounted Police and the Motor Carrier Branch of the Public Utilities Commission. After the permit is issued, periodic inspections are made to ensure the maintaining of the standard set forth. Buses found to be below the required standard must receive immediate remedial attention of the operators, with the alternative being a cancellation of the school-bus permit.

During 1955, school-bus permits were issued for 664 vehicles, an increase of 19 over the 1954 total of 645.

There were twenty-one accidents reported involving school buses in 1955, compared to twenty-six in 1954. There were no fatal accidents, and the only injuries were of a minor nature to two pupils. Property damage in school-bus accidents amounted to $3,903.50, down from the 1954 total of $5,778.51.

6. STAFF

The 1955 Estimates provided for an establishment of permanent employees of 212, all of which positions were used, and which is the same total allowable and used in 1954.

The nature of the work of the Branch is such that the permanent staff requires augmenting with a varying number of temporary employees, to cope with the large amount of work arising through the annual licence issuance, seasonal increases in motor-vehicle sales, and in 1955 to care for the problem of driver's licence renewing. At December 31st, 1955, temporary employees totalled 30, making a total staff of 242. The December 31st, 1954, total shows 20 temporary employees for a total of 232. Total staff increase in the year amounted to 10 persons or 4 per cent, which is very much less than the over-all increase in work volume processed.

May I take this opportunity to give credit to the staff of the Motor-vehicle Branch for the additional effort which has gone into their work to make possible the handling of the additional business without a commensurate staff increase. By their ingenuity they have devised new methods and found short cuts to make this possible.

It becomes obvious that as the automobile industry continues to expand at a rapid rate, that as the desire to drive a motor-vehicle seems to come to more and more citizens each year, it is going to be increasingly difficult to maintain a standard of service to which the public has been used to receive, and which the Branch desires to maintain, without some staff increases in the near future.

CONCLUSION

Throughout this Report are evidences of the increased use of motor-vehicles, and of the complications arising through that use. The increase in use demands further extension in the services of the Branch.

Perhaps the opening of a licence office in Kitimat on December 1st, 1955, was one of the better examples of the increased demand for our services. When licensing was commenced in that centre, approximately 1,500 vehicles were in operation, and a large number of residents required drivers' examinations. A team of examiners was sent to Kitimat to conduct these examinations.

The growth of population in the northern part of the Province is one of which I am very cognizant. Services will be extended by setting up drivers' examination units in several additional northern centres as soon as necessary funds are provided.

The large increase in vehicle population in the Greater Vancouver and Lower Mainland area makes it imperative that additional licence and examination offices be provided, and plans are being developed along that line, which should be completed in part in 1956.

Accommodation has become an acute problem in the Victoria head office. It is my hope new accommodation may be provided in the near future which will allow for a better organization of work-flow and urgently needed space for the storage of records to give relief in filing facilities now completely filled.

I am very pleased to again report of the splendid support received from civic-minded organizations in our efforts to create a public awareness of the responsibilities of drivers in the problem of highway safety. The Branch continues to enjoy excellent relations with other branches of the Government and bodies outside the Provincial service.

May I express my appreciation to the members of your Department and to those of other departments of the Provincial 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 the 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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