PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

MOTOR-VEHICLE BRANCH

FOR THE YEAR

1956

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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 1956.

R. W. BONNER,
Attorney-General.

Attorney-General's Department,
Victoria, B.C., November, 1957.

REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1956

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 1956.

The Report shows a continuance in the upward trend in work volumes handled by the Branch. It seems indicative of the economy of the Province with particular reference to the use of motor-vehicles in our mode of life, and I do feel it shows clearly the increasing problems facing this Branch in providing the forms of service necessary to meet the demands of the motoring public.

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 1956 licences were issued for a total of 450,493 motor-vehicles other than motor-cycles. This is an increase of 44,915 over the 1955 total of 405,578, for a rate of increase of 11.1 per cent. The 1956 total includes 341,650 passenger licences and 108,843 commercial licences. The number of newly registered passenger-vehicles increased from 44,269 in 1955 to 52,950 in 1956, an increase of 8,681 or 19.6 per cent. During the same period new registrations on commercial vehicles increased from 15,845 to 17,827, a total of 1,982 or 12.5 per cent.

Increases in other types of licences are noted, perhaps primarily in trailer licences, where the increase was from 20,855 in 1955 to 24,581 in 1956, an increase of 3,726 or 17.8 per cent.

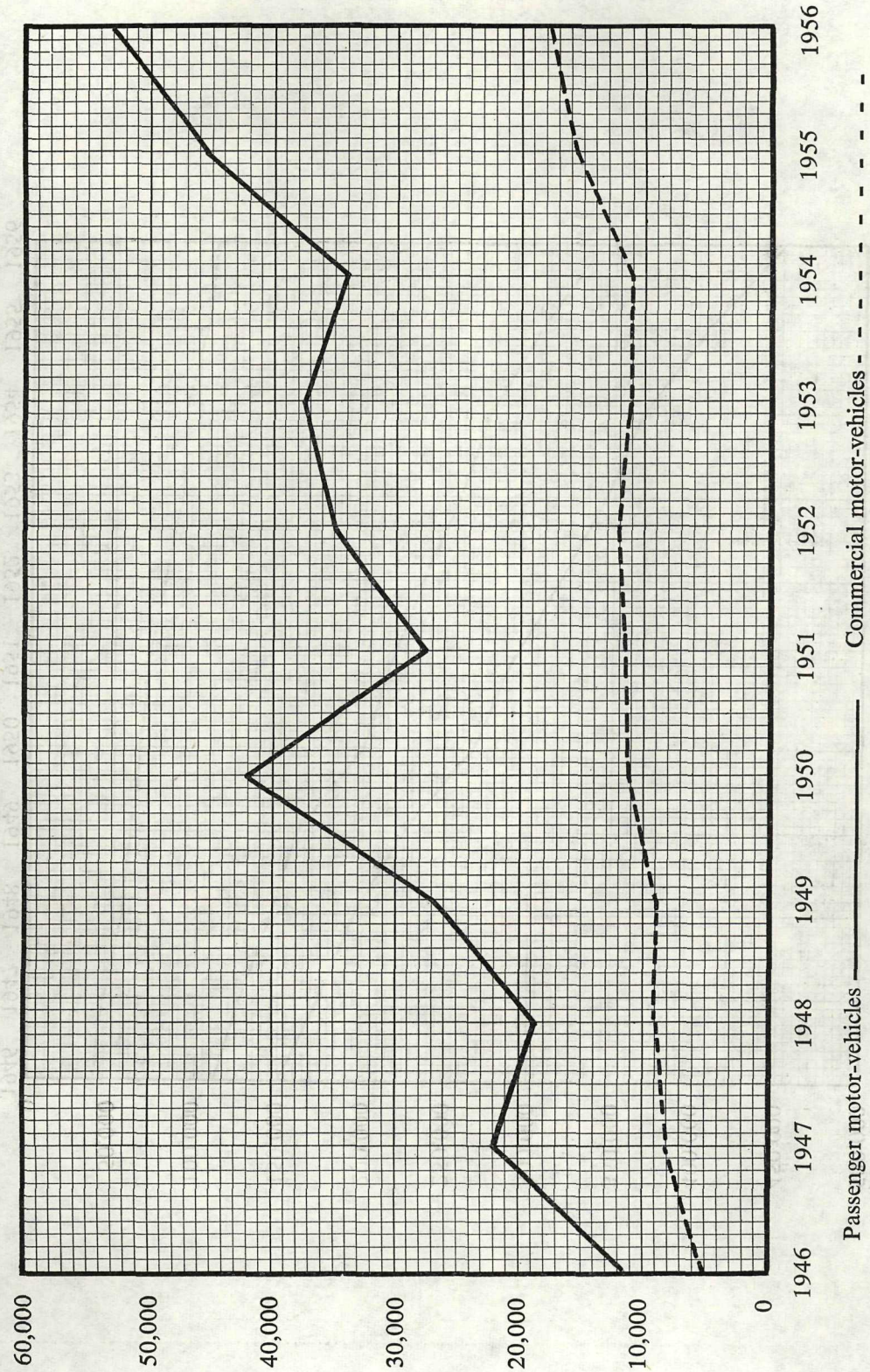
The number of motor-cycle licences issued has altered only slightly and, as a matter of fact, shows a slight decrease from 3,765 in 1955 to 3,724 in 1956, a total of 41 or 1.1 per cent. Perhaps it might be noted that during the period from 1949 to 1956 motor-cycle licences have decreased by 957 or 20.5 per cent.

There follows a table of comparison showing the licences, permits, etc., issued for the licence-years 1949 to 1956, inclusive:—

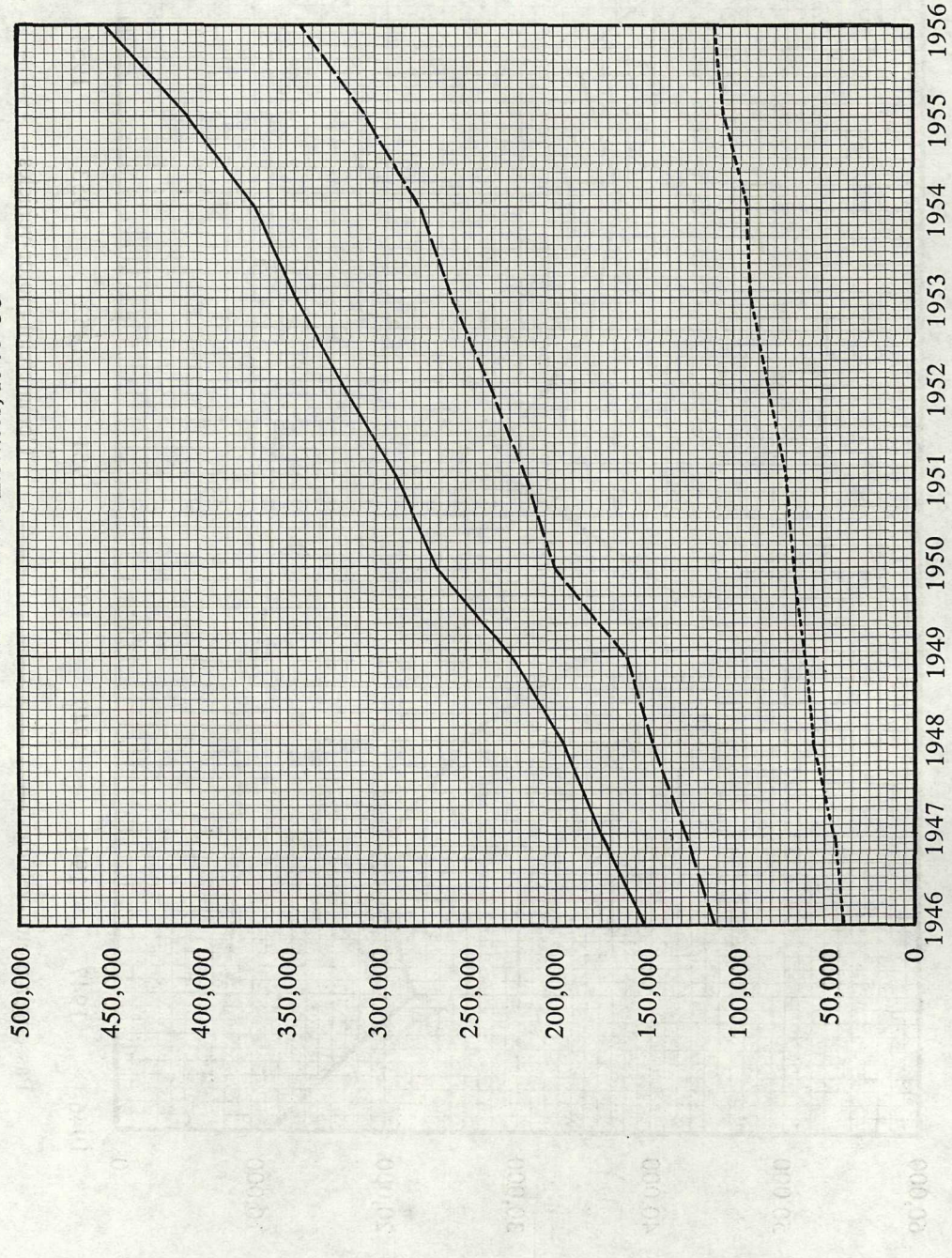
Comparative Statement of Licences, Permits, etc., Issued during the Licence-years 1949 to 1956, Inclusive

Licences Issued	1949	1950	1951	1952	1953	1954	1955	1956
Motor-vehicles—								
Passenger (new)	26,858	42,025	27,616	34,820	37,532	34,441	44,269	52,950
Passenger (renewal)	138,248	156,372	186,154	201,891	221,408	241,720	259,212	288,700
Total passenger	165,106	198,397	213,770	236,711	258,940	276,161	303,481	341,630
Passenger substitutional	1,471	2,707	5,448	1,650	4,075	5,770	1,457	2,070
Commercial (new)	9,184	11,496	11,733	12,521	11,485	11,248	15,845	17,827
Commercial (renewal)	51,037	55,810	61,770	68,321	74,580	80,558	86,252	91,016
Total commercial	60,221	67,306	73,503	80,842	86,065	91,806	102,097	108,843
Commercial substitutional licences	1,964	2,207	1,938	2,852	7,303	2,128	2,253	3,086
Total motor-vehicles	225,327	265,703	287,273	317,553	345,005	367,967	405,578	450,493
Total substitutional licences	3,435	4,914	7,386	4,502	11,378	7,898	3,710	5,156
Duplicate motor-vehicle licences	3,737	5,355	6,496	8,134	11,324	11,791	12,903	14,223
Non-resident touring motor-vehicle permits	3,095	2,207	1,630	1,209	1,371	2,127	1,959	1,673
Non-resident special motor-vehicle permits	436	383	216	162	130	213	232	219
Non-resident commercial motor-vehicle permits	661	803	719	952	1,555	2,598	3,991	6,519
Permits for temporary operation	855	1,215	1,475	1,702	1,806	2,612	3,998	7,787
Permits for temporary operation farm tractors	485	559	665	711	790	810	829	983
Motor-cycles—								
New	741	743	423	445	508	470	532	536
Renewal	3,940	3,866	3,721	3,484	3,317	3,274	3,233	3,188
Substitutions	108	94	77	93	49	63	80	56
Total motor-cycles	4,681	4,609	4,144	3,929	3,825	3,744	3,765	3,724
Trailers	10,739	11,032	11,707	13,543	15,417	18,205	20,855	24,581
Substitutional licences	46	68	54	58	59	106	182	227
Duplicate licences	3	11	8	1	----	----	----	----
Motor-dealers—								
Original licences	696	718	713	688	682	687	691	722
Additional plates	578	800	876	859	889	873	883	995
Substitutional plates	22	60	40	32	45	56	68	90
Original motor-cycle dealer licences	18	16	13	9	10	10	10	12
Additional motor-cycle dealer licences	4	4	5	5	8	9	5	7
Motor-cycle substitutional licences	----	----	1	----	1	----	2	1
Salesmen's licences	902	1,245	1,091	914	903	875	843	947
Temporary operation of motor-dealers	162	212	197	227	173	----	----	----
Salesmen's duplicate licences	4	7	6	2	3	2	3	2
Transfers—								
Passenger	93,452	131,763	136,258	171,618	173,954	172,256	191,642	210,463
Commercial	20,584	25,538	28,378	31,756	33,626	37,540	41,718	44,928
Motor-cycle	2,871	2,904	2,862	2,912	2,630	2,847	2,846	2,904
Trailers	270	307	474	358	286	466	505	672
Total transfers	117,177	160,512	167,972	206,644	210,496	213,109	236,711	258,967
Chauffeurs—								
Original Class "A"	4,861	5,048	5,062	4,616	4,546	4,541	4,627	4,978
Substitutional Class "A"	48	46	46	42	76	43	50	68
Original Class "B"	4,717	4,654	4,594	4,275	4,128	4,001	4,011	4,243
Substitutional Class "B"	63	70	130	78	101	56	67	72
Original Class "C"	50,763	53,560	49,598	42,997	42,862	43,486	48,406	59,443
Substitutional Class "C"	212	196	189	100	118	111	126	151
Duplicate chauffeurs	254	240	500	151	66	54	59	61
Drivers—								
Original	26,810	31,047	----	----	----	----	----	----
Renewal	218,866	237,101	----	----	----	----	----	----
Duplicate	4,144	4,939	----	----	----	----	----	----
Original chauffeurs	4,995	3,904	----	----	----	----	----	----
Renewal chauffeurs	48,610	52,601	----	----	----	----	----	----
Original salesmen	5	14	----	----	----	----	----	----
Renewal salesmen	547	778	----	----	----	----	----	----
Permits to minors	10,829	9,282	----	----	----	----	----	----
Duplicate permits to minors	798	929	----	----	----	----	----	----
Learners' licences	12,646	19,281	19,723	22,229	23,926	----	----	----
Learners' permits	3,212	3,496	----	----	----	----	----	----
Search fees	160,089	377,466	480,131	562,175	712,517	668,319	939,920	630,112
S.R. filing fees	----	----	----	----	----	----	9,690	13,166

New Registrations, 1946–56



Motor-vehicle Licences, 1946–56



Drivers' Licences

In 1956 the renewing of drivers' licences issued in the five-year programme which commenced in 1951 was completed. Half of the drivers' licences obtained in 1951 came up for renewal during the latter part of the 1955 licence-year, and the remainder were given attention in 1956. The programme was devised as a means of curtailing the vast amount of clerical effort necessary in the former programme of the annual renewing of drivers' licences. It has caused very considerable saving in space requirements essential in the maintaining of an annual renewing programme, and has contributed in removing a great deal of the congestion which was always present prior to 1951 at licence-renewal time. The next heavy work load will come during the 1960–61 period, but it is pointed out in the years between 1956 to 1960, licences issued five years prior to any of those years likewise come up for renewal.

A criticism which was often evident in that the driver should have been advised by some notification by this Branch that his driver's licence was due for renewal is one receiving a great deal of study at this office, and I have every confidence a practical solution will be in operation considerably before 1960.

The issuance of original drivers' licences increased from 30,762 in 1955 to 36,850 in 1956.

Minors' drivers' licences increased during the same period from 12,240 to 14,197.

It is difficult under our present system to tell accurately the number of drivers' licences valid at the end of the 1956 licence-year, but it is reasonable to assume the total will exceed 550,000 licences.

Chauffeurs' Licences

A comparative statement of licences issued includes a section dealing with chauffeurs' licences. It will be noted there was a sharp increase in the number of Class " C " licences—namely, from 48,406 in 1955 to 59,443 in 1956. This increase amounts to 11,037, amounting to 23 per cent. It is felt the increase is attributable to the attention being paid by the various enforcement agencies of the need of operators employed to drive vehicles carrying goods in meeting all requirements of the " Motor-vehicle Act " respecting licensing.

Distribution of Motor-vehicles

Following the practice of previous years, there appears hereunder a table showing the volume of passenger and commercial motor-vehicle licences in the various centres of the Province. Certain adjustments have been made, as indicated in the table, to provide a realistic picture of the number of vehicles in the various centres.

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

Place	Passenger Motor-vehicles				Commercial Motor-vehicles				Grand Total
	Used	New	Renewals	Total	Used	New	Renewals	Total	
Vancouver*	4,366	18,285	97,089	119,740	363	4,667	19,204	24,234	143,974
Victoria*	1,443	3,688	56,054	61,185	135	2,198	15,457	17,790	78,975
New Westminster*	1,950	3,685	41,097	6,732	317	1,046	9,603	10,966	57,698
Chilliwack	353	751	6,891	7,995	58	338	2,622	3,018	11,013
Nanaimo	184	755	7,051	7,990	30	296	2,200	2,526	10,516
Vernon	152	626	4,996	5,774	47	361	2,994	3,402	9,176
Prince George	422	695	3,951	5,068	224	539	2,776	3,539	8,607
Kamloops	211	754	4,567	5,532	40	391	2,424	2,855	8,387
Pouce Coupe*	966	579	2,631	4,176	671	585	2,656	3,912	8,088
Kelowna	196	614	4,865	5,675	38	239	2,088	2,365	8,040
Courtenay	295	522	5,297	6,114	37	170	1,690	1,897	8,011
Penticton	197	643	4,706	5,546	32	257	1,740	2,029	7,575
Duncan	121	377	4,728	5,226	21	202	1,621	1,844	7,070
Nelson	178	614	4,085	4,877	38	255	1,857	2,150	7,027
Abbotsford	146	611	3,988	4,745	35	269	1,732	2,036	6,781
Alberni	297	664	4,241	5,202	49	148	979	1,176	6,378
Trail	115	599	4,342	5,056	22	143	1,115	1,280	6,336
Cranbrook	226	432	3,332	3,990	94	187	1,619	1,900	5,890
Mission	53	326	2,443	2,822	15	118	962	1,095	3,917
Quesnel	132	310	1,621	2,063	58	201	1,376	1,635	3,698
Powell River	101	229	2,212	2,542	12	76	703	791	3,333
Williams Lake	73	169	1,320	1,562	37	140	285	1,462	3,024
Golden	320	165	1,046	1,531	264	181	952	1,397	2,928
Salmon Arm	55	149	1,440	1,644	18	125	1,128	1,271	2,915
Prince Rupert	86	293	1,606	1,985	12	86	611	709	2,696
Creston	69	121	1,137	1,327	34	95	1,020	1,149	2,476
Oliver	39	55	1,336	1,430	17	65	752	834	2,264
Grand Forks	28	114	1,146	1,288	10	74	846	930	2,218
Smithers	47	136	815	998	17	129	850	996	1,994
Fernie	166	121	1,018	1,305	90	54	541	685	1,990
Terrace	54	218	762	1,034	14	140	586	740	1,774
Princeton	17	68	916	1,001	5	42	448	495	1,496
Burns Lake	46	100	510	656	20	91	609	720	1,376
Revelstoke	35	61	761	857	9	35	391	435	1,292
New Denver	25	12	635	672	8	26	556	590	1,262
Vanderhoof	37	66	448	551	25	100	567	692	1,243
Ashcroft	43	72	553	668	13	73	423	509	1,177
Fort St. John[1]*	269	180	154	603	135	222	209	566	1,169
Lillooet	26	36	626	688	2	26	355	383	1,071
Clinton	44	17	420	481	21	43	471	535	1,014
Merritt	35	24	528	587	12	31	361	404	991
Rossland	8	1	713	722	1	2	191	194	916
Ganges	11	1	370	382	1	3	211	215	597
Vancouver-Point Grey[2]*	50	482	7	539	2	44	.....	46	585
Kitimat[3]*	187	195	18	400	27	82	15	124	524
Kaslo	11	2	192	205	.....	1	149	150	355
North Vancouver[4]*	72	157	7	236	5	9	11	25	261
Cloverdale[5]*	39	68	7	114	11	24	4	39	153
Vancouver East[6]*	18	73	1	92	.....	36	1	37	129
Atlin	17	4	21	42	12	4	55	71	113
Totals	14,031	38,919	288,700	341,650	3,158	14,669	91,016	108,843	450,493

[1] Commenced April 1st, 1956; previously accounted for through Government Agent, Pouce Coupe.
[2] Commenced December 1st, 1956; new office.
[3] Commenced July 1st, 1956; previously accounted for through Motor Licence Office, Victoria.
[4] Commenced December 1st, 1956; previously accounted for through Motor Licence Office, Vancouver.
[5] Commenced January 2nd, 1957; previously accounted for through Motor Licence Office, New Westminster.
[6] Commenced February 1st, 1957; new office.
* Correct motor-vehicle population for these areas follows:—

Place	Passenger	Commercial
Cloverdale—includes issuance accounted for through Motor Licence Office, New Westminster, to December 31st, 1956, plus issuance through Cloverdale Motor Licence Office, January 1st, 1957, to February 28th, 1957	7,121	3,197
Fort St. John—includes issuance accounted for through Pouce Coupe Agency to March 31st, 1956, plus issuance through Government Agency, Fort St. John, April 1st, 1956, to February 28th, 1957	1,121	1,245
Kitimat—includes issuance accounted for through Motor Licence Office, Victoria, to June 30th, 1956, plus issuance through Kitimat Government Agency, July 1st, 1956, to February 28th, 1957	1,489	585
Pouce Coupe—issuance from Fort St. John Sub-office to March 31st, 1956, has been deducted from total issuance at Pouce Coupe	3,658	3,233

Place	Passenger	Commercial
New Westminster—these totals do not include Cloverdale issuance to December 31st, 1956, but include mail-order issuance from Victoria to New Westminster area; issuance at Haney is also included in these totals	40,862	7,970
Vancouver—includes issuance at Vancouver, Vancouver-Point Grey, and Vancouver East offices plus mail-order issuance from Victoria to Vancouver area; does not include issuance at North Vancouver	126,491	25,324
North Vancouver—includes issuance accounted for through Vancouver Motor Licence Office, to November 30th, 1956, plus issuance at North Vancouver Motor Licence Office, December 1st, 1956, to February 28th, 1957	9,059	1,034
Victoria—does not include mail-order issuance outside Victoria area or Kitimat issuance to June 30th, 1956; in addition to these totals there were 674 passenger plates and 3,203 commercial plates issued for British Columbia Government vehicles which operate throughout the Province; 1,585 commercial plates were issued to National Defence vehicles and are not shown in above totals	38,254	7,757

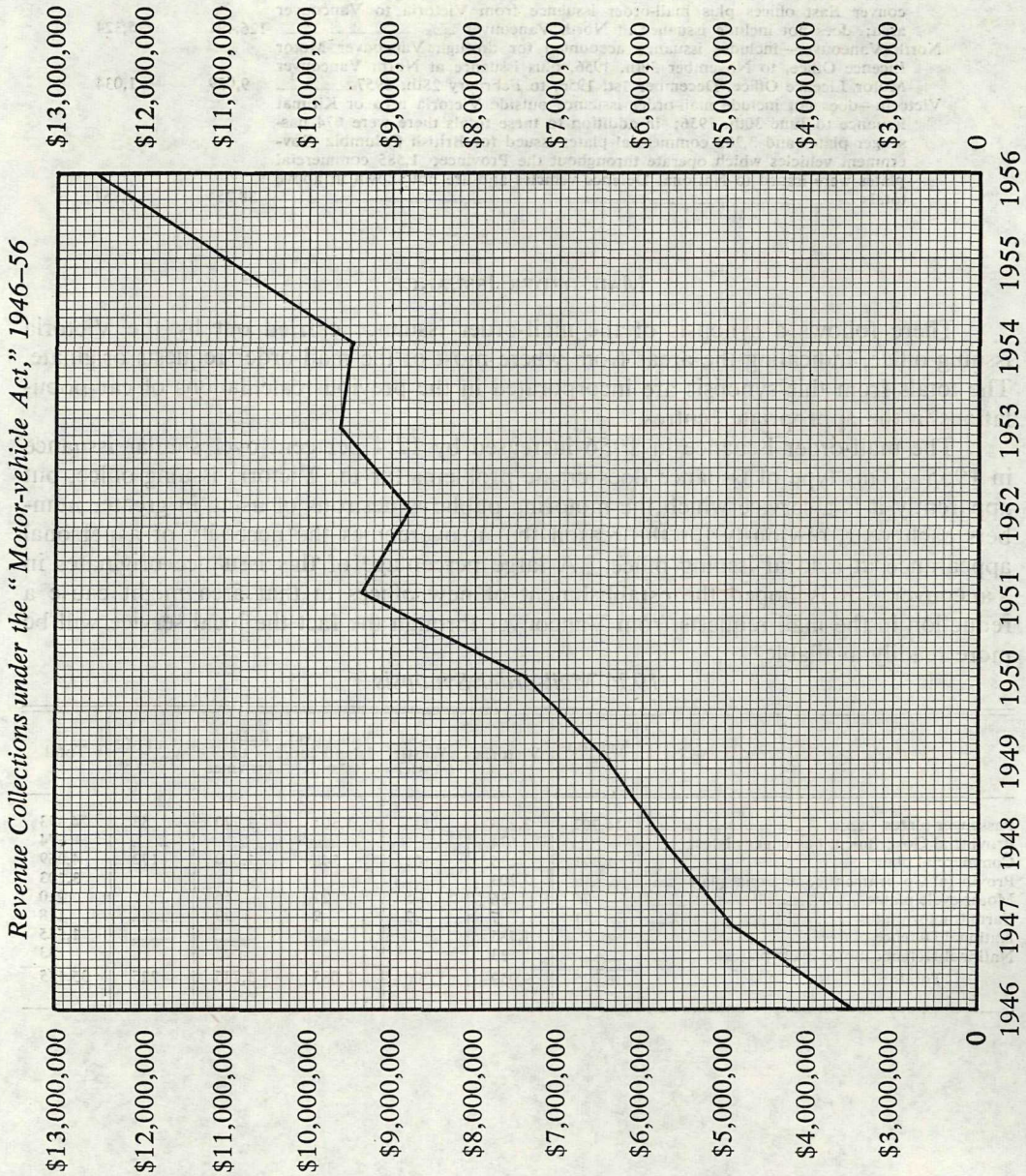
Mail-order Issuance

There follows a synopsis of the mail-order issuance carried out by the Victoria issuing office, indicating the areas from where most of the mail-order requests originate. The totals from this synopsis are incorporated in the previous calculations of car populations in the appropriate centres.

The mail-order issuance in 1956 increased by 12.4 per cent over similar issuance in 1955. This type of issuance does create problems for the Victoria issuing office, but apparently it is a service which the motoring public is desirous of using in greater numbers each year, obviously for the reason that it overcomes the necessity of a personal appearance at a local issuing office. A large percentage of this issuance originates in Vancouver. It is hoped the establishment of new offices in that area might cause a reduction in the mail requests from Vancouver through the fact the local service will be more readily available.

1956 Mail-order Synopsis

	Vancouver	Victoria	New Westminster	Vancouver Island and Islands	Balance of Province	Out of Province	Total
Passenger plates	14,707	3,225	1,137	1,501	3,770	53	24,393
Provincial Government passenger plates	------	674	------	------	------	------	674
Commercial plates	1,991	296	162	548	1,800	172	4,969
Provincial Government commercial plates	------	3,203	------	------	------	------	3,203
Motor-cycle plates	76	36	5	27	66	------	210
Farm tractor plates	1	7	2	9	99	------	118
National Defence plates	------	1,585	------	------	------	------	1,585
National Defence motor-cycle plates	------	33	------	------	------	------	33
Totals	16,775	9,059	1,306	2,085	5,735	225	35,185



Revenue Collections under the "Motor-vehicle Act," 1946–56

Revenue

A total of $12,428,932.87 was collected during the 1956 licence-year (March 1st, 1956, to February 28th, 1957) for licences, permits, and fees. Driver's examination fees, mentioned at the end of this section, are not included in above total. The 1956 revenue shows an increase of $1,500,081.77 over 1955 or 13.73 per cent.

Collections through offices of this Branch amounted to 69.15 per cent of the total, for an amount of $8,594,157.55.

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

Vancouver Motor Licence Office	$4,038,794.97
Victoria Motor Licence Office	1,986,620.59
New Westminster Motor Licence Office	1,533,328.19
Chilliwack Motor Licence Office	304,661.40
Kamloops Motor Licence Office	243,010.37
Abbotsford Motor Licence Office	185,504.37
Trail Motor Licence Office	173,078.04
Mission Motor Licence Office	105,820.83
Vancouver-Point Grey Motor Licence Office[1]	10,129.46
North Vancouver Motor Licence Office[2]	6,204.55
Vancouver East Motor Licence Office[3]	3,984.25
Cloverdale Motor Licence Office[4]	3,020.53
	$8,594,157.55

[1] Commenced operation December 1st, 1956.
[2] Commenced operation December 1st, 1956.
[3] Commenced operation February 1st, 1957.
[4] Commenced operation January 2nd, 1957.

The balance of $3,834,775.32 was collected through various Government Agencies.

Driver's examination fees in 1956 amounted to $120,081, an increase of $18,524 over 1955.

2. ACCIDENTS AND CONVICTIONS

Motor-vehicle Accidents

The following table gives a summary of the accident frequency during the period 1950 to 1956:—

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
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
1956	450,493	24,905	55.34	316	7.0	437.05	9.03

It is unfortunate to have to note the high increase in accidents during 1956 over the 1955 year. The increase was most noticeable in the number of fatalities. On the monetary side of the question the reported property damage showed an increase of 26 per cent over the previous year. The following tables summarize the changes in several aspects:—

Accidents—	
1955	22,030
1956	24,905
Increase of 13.1 per cent.	
Injuries—	
1955	8,263
1956	9,700
Increase of 17.4 per cent.	
Deaths—	
1955	225
1956	266
Increase of 40.4 per cent.	
Property damage—	
1955	$8,653,176.40
1956	10,901,681.21
Increase of 26 per cent.	

The following tables give the accident statistics for the various cities, municipalities, villages, and districts for the years 1955 and 1956. There also follows a statistical summary of accidents for the Province for 1956:—

Statistical Summary of Motor-vehicle Accidents in

CITIES

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Alberni	.....	.....	.....	.....	.....	.....	9	14	+55.6
Armstrong	.....	1	.....	.....	1	.....	6	6	.....
Chilliwack	.....	.....	.....	.....	.....	.....	24	36	+50.0
Courtenay	.....	2	.....	.....	2	.....	13	10	—23.1
Cranbrook	.....	.....	.....	.....	.....	.....	8	12	+50.0
Cumberland	.....	.....	.....	.....	.....	.....	3	.....	—100.0
Duncan	.....	.....	.....	.....	.....	.....	8	23	+187.5
Enderby	.....	.....	.....	.....	.....	.....	2	2	.....
Fernie	.....	3	.....	.....	1	.....	2	10	+400.0
Grand Forks	.....	.....	.....	.....	.....	.....	1	7	+600.0
Greenwood	.....	.....	.....	.....	.....	.....	1	1	.....
Kamloops	.....	1	.....	.....	1	.....	49	46	—6.1
Kaslo	.....	.....	.....	.....	.....	.....	.....	1	.....
Kelowna	.....	2	.....	.....	1	.....	37	48	+29.7
Kimberley	.....	.....	.....	.....	.....	.....	10	13	+30.0
Ladysmith	.....	.....	.....	.....	.....	.....	12	4	—66.7
Merritt	1	.....	—100.0	1	.....	—100.0	2	11	+450.0
Nanaimo	.....	1	.....	.....	1	.....	41	43	+4.9
Nelson	.....	.....	.....	.....	.....	.....	3	16	+433.3
New Westminster	2	3	+50.0	2	3	+50.0	264	329	+24.8
North Vancouver	2	1	—50.0	2	1	—50.0	94	107	+13.8
Port Alberni	.....	2	.....	.....	2	.....	28	33	+17.9
Port Coquitlam	2	.....	—100.0	1	.....	—100.0	23	58	+195.7
Port Moody	1	2	+100.0	1	1	.....	27	40	+48.1
Prince George	1	2	+100.0	1	2	+100.0	57	69	+21.1
Prince Rupert	.....	4	.....	.....	4	.....	30	23	—23.3
Revelstoke	.....	.....	.....	.....	.....	.....	6	4	—33.3
Rossland	.....	.....	.....	.....	.....	.....	3	6	+100.0
Salmon Arm	1	.....	—100.0	1	.....	—100.0	7	4	—42.9
Trail	.....	.....	.....	.....	.....	.....	39	23	+41.03
Vancouver	26	44	+69.2	25	44	+76.0	2,643	3,017	+14.2
Vernon	.....	.....	.....	.....	.....	.....	37	32	—13.5
Victoria	6	7	+16.7	6	6	.....	361	384	+6.3
Totals	42	75	+78.6	40	70	+75.0	3,850	4,432	+15.1

DISTRICT MUNICIPALITIES

			Per Cent			Per Cent			Per Cent
Burnaby	9	15	+66.7	7	11	+57.1	501	567	+13.1
Central Sannich	.....	.....	.....	.....	.....	.....	11	12	+9.09
Chilliwhack	3	6	+100.0	3	4	+33.3	95	106	+11.6
Coquitlam	4	.....	—100.0	4	.....	—100.0	73	74	+1.4
Delta	.....	1	.....	.....	1	.....	55	63	+14.5
Esquimalt	.....	.....	.....	.....	.....	.....	34	22	—35.3
Fraser Mills	.....	.....	.....	.....	.....	.....	1	1	.....
Kent-Agassiz	3	3	.....	1	3	+200.0	22	22	.....
Langley	5	5	.....	4	5	+25.0	114	111	—2.6
Maple Ridge	7	8	+14.3	5	8	+60.0	102	106	+3.8
Matsqui	1	.....	—100.0	1	.....	—100.0	47	64	+36.2
Mission	.....	1	.....	.....	1	.....	22	32	+45.5
North Cowichan	.....	.....	.....	.....	.....	.....	4	2	—50.0
North Vancouver	2	1	—50.0	2	1	—50.0	63	61	—3.2
Oak Bay	.....	.....	.....	.....	.....	.....	22	28	+27.3
Peachland	.....	.....	.....	.....	.....	.....	.....	4	.....
Penticton	1	1	.....	1	1	.....	68	63	—7.4
Pitt Meadows	.....	.....	.....	.....	.....	.....	.....	4	.....
Richmond	3	4	+33.3	3	4	+33.3	126	138	+9.5
Saanich	4	9	+125.0	4	8	+100.0	103	126	+22.3
Salmon Arm	.....	.....	.....	.....	.....	.....	.....	9	.....
Sumas	2	3	+50.0	2	2	.....	45	68	+51.1
Summerland	.....	1	.....	.....	1	.....	3	11	+266.7
Surrey	6	17	+183.3	5	13	+160.0	455	520	+14.3
Tadanac	.....	.....	.....	.....	.....	.....	3	1	—66.7
West Vancouver	3	3	.....	3	3	.....	100	93	—7.0
Kitimat	.....	.....	.....	.....	.....	.....	.....	27	.....
Totals	53	78	+47.2	45	66	+46.7	2,069	2,335	+12.9

the Province for the Calendar Years 1955 and 1956

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
7	12	+71.4	86	146	+69.8	46	83	+80.4	$21,674.86	$33,904.77	+56.9
3	4	+33.3	16	27	+68.9	11	17	+54.5	3,282.00	7,585.70	+131.1
21	25	+19.05	145	181	+24.8	79	99	+25.3	23,731.03	32,554.68	+37.2
9	9	----------	80	105	+31.25	47	61	+29.8	18,066.53	24,779.38	+37.2
8	10	+25.0	94	103	+9.6	52	58	+11.5	13,991.44	21,656.50	+54.8
1	------	—100.0	6	13	+116.7	4	7	+75.0	1,758.00	1,809.00	+2.9
6	17	+183.3	65	102	+56.9	41	61	+48.8	19,329.82	20,591.40	+6.5
2	2	----------	11	11	----------	7	7	----------	1,952.00	1,475.00	—24.4
2	7	+250.0	30	38	+26.7	15	22	+46.7	3,785.00	10,847.25	+186.6
1	7	+600.0	11	29	+163.6	7	19	+171.3	2,950.00	5,174.00	+75.4
1	1	----------	3	9	+200.0	2	5	+150.0	175.00	2,610.00	+1,391.4
28	37	+32.1	274	355	+29.6	141	186	+31.9	48,962.21	78,639.06	+60.6
------	1	----------	7	4	—42.99	4	3	—25.0	1,705.00	1,290.00	—24.3
28	31	+10.7	207	159	—23.1	108	92	—14.8	34,136.54	37,742.45	+10.6
10	10	----------	58	83	+43.1	33	47	+42.4	11,584.52	14,892.50	+28.6
5	3	—40.0	35	30	—14.3	19	17	—10.5	6,508.68	7,423.91	+14.1
2	4	+100.0	17	31	+82.4	11	17	+54.5	1,840.00	9,482.00	+415.3
32	33	+3.1	284	359	+26.4	158	194	+22.8	50,688.38	83,376.55	+64.5
3	13	+333.3	50	98	+96.0	28	52	+85.7	11,040.00	22,447.57	+103.3
186	239	+28.5	1,679	1,652	—1.6	839	852	+1.5	337,656.03	370,128.59	+9.6
72	79	+9.7	520	539	+3.7	282	291	+3.2	95,171.86	112,485.33	+18.2
22	23	+4.5	190	283	+48.9	107	150	+40.2	35,223.12	68,978.55	+95.8
15	31	+106.7	118	124	+5.08	70	71	+1.4	30,087.54	39,485.01	+31.2
16	18	+12.5	79	101	+27.8	49	59	+20.4	19,072.65	28,974.35	+51.9
41	52	+26.8	487	499	+2.5	259	267	+3.1	88,892.35	91.040.57	+2.4
27	19	—29.6	205	213	+3.9	120	121	+0.8	29,106.00	41,208.95	+41.5
6	4	—33.3	44	47	+6.8	24	27	+12.5	6,995.00	8,825.00	+26.2
3	5	+66.7	42	52	+2.4	23	28	+21.7	5,547.43	8,830.30	+59.2
3	4	+33.3	39	44	+12.8	22	24	—9.1	6,600.45	10,356.84	+56.9
27	20	—25.9	191	174	—8.9	108	102	—5.6	25,208.57	31,683.29	+25.8
1,969	2.200	+11.7	14,807	16,249	+9.7	7,712	8,454	+9.6	2,543,195.30	3,068,100.54	+20.6
24	26	+8.3	173	186	+7.5	97	104	+7.2	29,674.69	48,934.95	+64.9
279	298	+6.8	1,762	1,884	+6.9	952	1,012	+6.2	293,873.20	331,953.26	+12.9
2,859	3,244	+13.5	21,815	23,930	+9.7	11,477	12,609	+9.9	$3,823,465.20	$4,679,267.25	+22.4

		Per Cent			Per Cent			Per Cent			Per Cent
330	362	+9.6	2,216	2,840	+28.2	1,145	1,439	+25.7	$464,547.34	$630,408.61	+35.7
9	10	+11.1	37	54	+45.9	27	35	+29.6	9,680.69	10,719.61	+10.7
57	70	+22.8	369	412	+11.7	228	264	+15.4	106,217.80	120,655.44	+13.6
48	45	—6.3	234	335	+43.2	139	186	+33.8	55,725.20	73,530.61	+31.95
30	36	+20.0	138	154	+11.6	103	103	----------	40,613.40	40,937.00	+0.8
19	18	—5.3	149	166	+11.4	81	87	+7.4	26,492.80	41,224.02	+55.6
1	1	----------	4	3	—25.0	2	2	----------	1,032.00	182.00	—82.4
14	11	—21.4	48	57	+18.8	40	45	+12.5	14,447.75	27,816.10	+92.5
71	66	—7.04	330	371	+12.4	196	211	+7.7	76,695.03	98,230.49	+28.1
58	67	+15.5	392	365	—6.9	227	219	—3.5	104,433.91	112,962.76	+8.2
29	36	+24.1	221	254	+14.9	126	147	+16.7	57,931.03	71,647.54	+23.7
15	19	+26.7	73	68	—6.8	46	45	—2.2	19,976.50	29,074.00	+45.5
2	2	----------	22	7	—68.2	15	4	—73.3	4,568.50	3,540.00	—22.5
43	40	—6.98	358	341	—4.7	193	184	—4.7	65,917.22	68,044.62	+3.2
21	22	+4.8	108	123	+13.9	65	73	+12.3	20,890.04	29,884.47	+43.1
------	2	----------	------	8	----------	------	5	----------	----------	1,772.50	----------
41	40	—2.4	219	223	+1.8	125	129	+3.2	42,839.85	47,566.90	+11.03
------	1	----------	1	2	+100.0	1	1	----------	500.00	850.00	+7.0
73	105	+43.8	472	567	+20.1	269	322	+19.7	109,904.14	128,062.31	+16.5
61	81	+32.8	414	461	+11.4	248	272	+9.6	94,528.16	91,369.12	—3.3
------	7	----------	9	45	+400.0	6	26	+333.3	1,560.00	14,322.99	+818.1
24	28	+16.7	125	126	+0.8	80	75	—6.25	54,136.62	46,017.84	—14.99
3	9	+200.0	25	84	+236.0	15	52	+246.7	4,441.75	16,764.55	+279.9
272	320	+17.6	1,940	2,286	+17.8	1,006	1,162	+15.5	407,760.93	511,016.13	+25.3
3	1	—66.7	12	11	—8.3	7	8	+14.3	2,400.00	2,406.00	+0.25
75	60	—20.0	535	587	+9.7	293	309	+5.5	112,171.84	125,740.33	+12.1
------	19	----------	------	175	----------	------	92	----------	----------	47,576.40	----------
1,299	1,478	+13.8	8,451	10,125	+19.8	4,683	5,497	+17.4	$1,899,412.50	$2,392,322.34	+25.95

Statistical Summary of Motor-vehicle Accidents in the

VILLAGE MUNICIPALITIES

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Abbotsford	.....	.....	.....	.....	.....	.....	7	11	+57.1
Alert Bay	.....	.....	.....	.....	.....	.....	1	3	+200.0
Ashcroft	.....	.....	.....	.....	.....	.....	.....	3	.....
Burns Lake	.....	.....	.....	.....	.....	.....	.....	1	.....
Campbell River	1	.....	—100.0	1	.....	—100.0	6	14	+133.3
Castlegar	.....	.....	.....	.....	.....	.....	2	.....	—100.0
Chapman Camp	.....	.....	.....	.....	.....	.....	.....	1	.....
Comox	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coquitlam	.....	.....	.....	.....	.....	.....	7	.....	—100.0
Creston	.....	.....	.....	.....	.....	.....	1	4	+300.0
Dawson Creek	.....	1	.....	.....	1	.....	4	18	+350.0
Fort St. John	.....	.....	.....	.....	.....	.....	2	3	+50.0
Fruitvale	.....	.....	.....	.....	.....	.....	1	1	.....
Gibsons Landing	.....	.....	.....	.....	.....	.....	4	.....	—100.0
Hope	.....	1	.....	.....	1	.....	2	15	+650.0
Invermere	1	.....	—100.0	1	.....	—100.0	.....	1	.....
Lake Cowichan	.....	.....	.....	.....	.....	.....	10	12	+20.0
Lillooet	1	.....	—100.0	1	.....	—100.0	1	1	.....
Lytton	.....	.....	.....	.....	.....	.....	.....	1	.....
McBride	.....	.....	.....	.....	.....	.....	2	1	—50.0
Marysville	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mission	.....	.....	.....	.....	.....	.....	13	14	+7.7
New Denver	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Kamloops	.....	.....	.....	.....	.....	.....	1	5	+400.0
Oliver	.....	.....	.....	.....	.....	.....	1	1	.....
Osoyoos	.....	.....	.....	.....	.....	.....	1	1	.....
Parksville	.....	.....	.....	.....	.....	.....	1	5	+400.0
Pouce Coupe	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Princeton	.....	.....	.....	.....	.....	.....	4	4	.....
Qualicum	.....	.....	.....	.....	.....	.....	.....	6	.....
Quesnel	.....	.....	.....	.....	.....	.....	7	16	+128.6
Salmo	.....	.....	.....	.....	.....	.....	.....	5	.....
Sidney	.....	.....	.....	.....	.....	.....	.....	.....	.....
Silverton	.....	.....	.....	.....	.....	.....	.....	.....	.....
Smithers	.....	1	.....	.....	1	.....	.....	1	.....
Squamish	1	.....	—100.0	1	.....	—100.0	3	4	—33.3
Stewart	.....	.....	.....	.....	.....	.....	.....	.....	.....
Terrace	.....	.....	.....	.....	.....	.....	4	6	+50.0
Vanderhoof	.....	.....	.....	.....	.....	.....	3	4	+33.3
Westview	.....	.....	.....	.....	.....	.....	13	1	—92.3
Williams Lake	.....	.....	.....	.....	.....	.....	4	4	.....
Totals	4	3	—25.0	4	3	—25.0	106	167	+57.5

UNORGANIZED TERRITORY

			Per Cent			Per Cent			Per Cent
Alberni District	4	.....	—100.0	2	.....	—100.0	28	53	+89.3
Alert Bay District	1	.....	—100.0	1	.....	—100.0	7	.....	—100.0
Alexis Creek District	.....	.....	.....	.....	.....	.....	1	3	+200.0
Armstrong District	2	.....	—100.0	1	.....	—100.0	9	17	+88.9
Ashcroft District	1	2	+100.0	1	2	+100.0	25	39	+56.0
Atlin District	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Barkerville District	.....	.....	.....	.....	.....	.....	4	.....	—100.0
Bella Coola District	.....	.....	.....	.....	.....	.....	3	7	+133.3
Blue River District	.....	.....	.....	.....	.....	.....	3	11	+233.3
Boston Bar District	5	1	—80.0	4	1	—75.0	31	20	—35.5
Bralorne District	.....	.....	.....	.....	.....	.....	5	10	+100.0
Burnaby District	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burns Lake District	.....	.....	.....	.....	.....	.....	19	18	—5.3
Campbell River District	1	2	+100.0	1	2	+100.0	48	35	—27.1
Castlegar District	4	4	.....	4	3	—25.0	8	32	+300.0
Chase District	.....	.....	.....	.....	.....	.....	14	9	—35.7
Chemainus District	.....	1	.....	.....	1	.....	31	23	—25.8
Chilliwack District	3	.....	—100.0	2	.....	—100.0	8	1	—87.5
Clinton District	2	.....	—100.0	1	.....	—100.0	37	58	+56.8
Colwood District	4	5	+25.0	4	5	+25.0	89	88	—1.1

Province for the Calendar Years 1955 and 1956—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
6	9	+50.0	58	61	+5.2	31	32	+3.2	$7,736.34	$12,319.99	+59.2
1	3	+200.0	4	5	+25.0	3	4	+33.3	450.00	625.00	+38.9
.....	3	.....	8	14	+75.0	6	9	+50.0	1,525.00	4,155.00	+172.5
.....	1	.....	16	9	—43.75	9	6	—33.3	2,581.05	1,482.00	—42.2
6	14	+133.3	45	97	+115.6	26	58	+123.1	9,997.75	24,590.60	+145.96
2	.....	—100.0	12	8	—33.3	6	4	—33.3	1,089.50	1,105.00	+1.4
.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	.....
.....	.....	.....	3	1	—66.7	2	1	—50.0	260.05	650.00	+149.95
4	.....	—100.0	21	11	—47.6	13	6	—53.8	6,971.80	2,080.00	—70.1
1	4	+300.0	23	41	+64.3	12	25	+108.3	2,553.63	7,335.35	+187.3
4	16	+300.0	103	166	+61.2	53	90	+69.8	15,802.27	31,502.35	+99.4
2	2	.....	19	25	+31.6	11	14	+27.3	3,039.14	3,939.00	+29.6
1	1	.....	12	2	—83.3	6	2	—66.7	1,470.85	400.00	—72.8
2	.....	—100.0	9	9	.....	5	5	.....	623.00	950.00	+52.5
2	4	+100.0	8	29	+262.5	5	18	+260.0	1,899.00	9,481.10	+399.3
.....	1	.....	2	5	+150.0	2	3	+50.0	70.00	900.00	+1.185.7
5	7	+40.0	16	25	+56.25	11	18	+63.6	3,361.62	7,347.20	+118.6
1	1	.....	21	11	—47.6	12	6	—50.0	6,501.00	2,430.00	—62.6
.....	1	.....	.....	5	.....	.....	3	.....	.....	1,800.00	.....
2	1	—50.0	6	3	—50.0	4	2	—50.0	1,300.00	165.00	—87.3
.....	.....	.....	.....	4	.....	.....	1	.....	.....	625.00	.....
10	9	—10.0	85	83	—2.4	47	44	—6.4	12,940.61	14,663.47	+13.3
.....	.....	.....	.....	9	.....	.....	4	.....	.....	2,060.50	.....
1	3	+200.0	15	36	+140.0	9	20	+122.2	2,817.00	7,637.11	+171.1
1	1	.....	9	19	+111.1	5	11	+120.0	1,125.00	4,181.67	+271.7
1	1	.....	5	9	+80.0	3	5	+66.7	1,010.00	1,074.87	+6.4
1	4	+300.0	9	12	+33.3	6	8	+33.3	1,085.00	4,450.00	+30.8
1	.....	—100.0	4	.....	—100.0	3	.....	—100.0	725.00	.....	—100.0
3	4	+33.3	16	24	+50.0	11	14	+27.3	2,519.00	3,181.75	+26.3
.....	2	.....	5	25	+400.0	3	14	+366.7	1,430.00	6,613.41	+362.4
6	10	+66.7	73	145	+98.6	38	75	+97.4	15,049.03	30,782.22	+104.5
.....	2	.....	7	6	—14.3	4	4	.....	1,665.00	1,310.00	—21.3
.....	.....	.....	.....	6	.....	.....	5	.....	.....	2,365.00	.....
.....	.....	.....	.....	2	.....	.....	1	.....	.....	235.00	.....
.....	1	.....	20	15	—25.0	11	8	—27.3	3,428.00	1,518.58	+55.7
3	1	—66.7	14	9	—35.7	10	6	—40.0	5,075.00	4,196.00	—17.7
.....	.....	.....	.....	2	.....	.....	2	.....	.....	700.00	.....
3	4	+33.3	39	42	—7.7	20	23	+15.0	6,780.85	9,444.87	+39.2
1	3	+200.0	10	15	+50.0	6	7	+16.7	2,010.00	3,145.00	+56.5
12	1	—83.3	56	63	+12.5	32	33	+3.1	11,919.80	13,891.06	+16.5
3	3	.....	41	46	+12.1	22	23	+4.5	7,396.36	11,630.00	+57.2
85	118	+38.8	794	1,100	+38.5	447	615	+37.1	$144,207.65	$236,963.10	+64.3

		Per Cent			Per Cent			Per Cent			Per Cent
19	30	+57.8	111	160	+44.1	81	112	+38.3	$41,751.00	$70,479.65	+68.8
2	.....	—100.0	7	.....	—100.0	4	.....	—100.0	1,480.00	.....	—100.0
1	3	+200.0	25	24	—4.0	14	15	+7.1	7,572.10	6,145.00	—19.2
4	12	+200.0	35	36	+2.9	22	22	.....	12,034.84	15,887.40	+32.01
15	24	+60.0	95	135	+42.1	66	99	+50.0	31,584.14	66,296.81	+109.9
1	.....	—100.0	5	4	—20.0	4	3	—25.0	1,200.00	1,690.00	+40.8
3	.....	—100.0	18	5	—72.2	10	3	—70.0	4,867.00	1,488.00	—69.4
3	4	+33.3	16	27	+68.7	10	20	+100.0	4,062.00	17,413.00	+328.7
2	6	+200.0	42	48	+16.2	26	31	+19.2	11,768.00	12,935.67	+9.9
19	15	—21.1	169	165	—2.4	106	101	—4.8	61,940.19	50,780.16	—18.02
4	8	+100.0	57	46	—19.3	35	31	—11.4	12,673.60	17,452.50	+37.7
.....	.....	.....	1	.....	—100.0	1	.....	—100.0	400.00	.....	—100.0
10	9	—10.0	81	99	+22.2	53	67	+26.8	28,623.00	46,289.43	+61.7
24	22	—8.3	189	120	—36.5	123	85	—30.9	57,844.43	53,009.00	—8.4
7	12	+71.4	63	100	+58.7	41	68	+65.9	19,640.15	36,466.14	+85.7
8	5	—37.5	39	40	+2.6	30	27	—10.0	12,082.00	15,330.50	+26.9
19	15	—21.1	71	95	+33.8	50	64	+28.0	22,552.34	26,477.11	+17.4
3	1	—66.7	27	11	—59.3	16	6	—62.1	9,300.19	5,975.00	—35.7
17	35	+105.9	92	126	+36.96	64	95	+48.4	33,682.71	89,461.82	+165.9
58	49	—15.5	320	268	—16.25	198	171	—13.6	80,749.26	77,729.30	—3.7

Statistical Summary of Motor-vehicle Accidents in the

UNORGANIZED TERRITORY—*Continued*

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Copper Mountain District	.....	.....	.....	.....	.....	.....	3	.....	—100.0
Courtenay District	2	.....	—100.0	2	.....	—100.0	52	85	+63.5
Cranbrook District	2	2	.....	2	2	.....	37	85	+129.7
Crescent Valley District	.....	.....	.....	.....	.....	.....	4	13	+225.0
Creston District	1	2	+100.0	1	2	+100.0	44	55	+25.0
Dawson Creek District	3	9	+200.0	3	7	+133.3	47	116	+146.7
Duncan District	1	1	.....	1	1	.....	41	60	+46.3
Enderby District	.....	.....	.....	.....	.....	.....	10	18	+80.0
Falkland District	1	.....	—100.0	1	.....	—100.0	32	4	—87.5
Fernie District	1	2	+100.0	1	2	+100.0	26	36	+38.5
Field District	2	.....	—100.0	1	.....	—100.0	8	5	—37.5
Fort Nelson District	.....	1	.....	.....	1	.....	35	23	—34.3
Fort St. James District	.....	.....	.....	.....	.....	.....	7	2	—71.4
Fort St. John District	1	3	+200.0	1	3	+200.0	17	37	+117.6
Fruitvale District	.....	2	.....	.....	2	.....	7	13	+85.7
Ganges District	.....	.....	.....	.....	.....	.....	12	14	+16.7
Gibsons Landing District	1	2	+100.0	1	1	.....	12	11	—8.3
Golden District	5	1	—80.0	3	1	—66.7	25	14	+44.0
Grand Forks District	.....	3	.....	.....	3	.....	25	35	+40.0
Greenwood District	1	.....	—100.0	1	.....	—100.0	7	17	+142.9
Hazelton District	.....	2	.....	.....	2	.....	5	9	+80.0
Hope District	8	4	—50.0	6	3	—50.0	61	90	+47.5
100 Mile House District	4	4	.....	3	4	+33.3	25	27	+8.0
Invermere District	.....	3	.....	.....	2	.....	15	35	+133.3
Kamloops District	6	2	—66.7	4	2	—50.0	80	89	+11.25
Kaslo District	.....	1	.....	.....	1	.....	1	5	+400.0
Kelowna District	5	2	—60.0	5	2	—60.0	60	65	+8.3
Keremeos District	1	1	.....	1	1	.....	15	22	+46.7
Kimberley District	.....	6	.....	.....	6	.....	30	30	.....
Kitimat District	1	.....	—100.0	1	.....	—100.0	14	1	—92.9
Ladysmith District	4	5	+25.0	3	3	.....	23	44	+91.3
Lake Cowichan District	1	.....	—100.0	1	.....	—100.0	40	27	—32.5
Langley District	.....	.....	.....	.....	.....	.....	1	2	+100.0
Lillooet District	1	.....	—100.0	1	.....	—100.0	18	5	—72.2
Lumby District	1	1	.....	1	1	.....	9	6	—33.3
Lytton District	3	2	—33.3	2	2	.....	24	16	—33.3
McBride District	.....	.....	.....	.....	.....	.....	9	29	+222.2
Masset District	.....	.....	.....	.....	.....	.....	1	2	+100.0
Merritt District	.....	5	.....	.....	4	.....	12	16	+33.3
Mission District	5	.....	—100.0	4	.....	—100.0	20	19	—5.0
Nakusp District	.....	.....	.....	.....	.....	.....	7	7	.....
Nanaimo District	2	4	+100.0	2	4	+100.0	49	74	+51.02
Natal District	.....	1	.....	.....	1	.....	5	16	+220.0
Nelson District	2	3	+50.0	2	3	+50.0	33	45	+36.4
New Denver District	.....	.....	.....	.....	.....	.....	11	1	—90.9
Ocean Falls District	.....	.....	.....	.....	.....	.....	1	1	.....
Oliver District	1	4	+300.0	1	3	+200.0	19	25	+31.6
Osoyoos District	1	1	.....	1	1	.....	19	25	+31.6
Parksville District	1	2	+100.0	1	2	+100.0	13	23	+76.9
Penticton District	.....	.....	.....	.....	.....	.....	43	34	—20.9
Port Alberni District	.....	.....	.....	.....	.....	.....	.....	6	.....
Port Alice District	.....	.....	.....	.....	.....	.....	2	.....	—100.0
Port Edward District	3	4	+33.3	1	1	.....	18	32	+77.8
Powell River District	.....	6	.....	.....	3	.....	20	41	+105.0
Prince George District	2	14	+600.0	2	9	+350.0	118	144	+22.03
Prince Rupert District	.....	.....	.....	.....	.....	.....	2	3	+50.0
Princeton District	3	7	+133.3	2	6	+200.0	80	74	—7.5
Qualicum District	4	5	+25.0	4	4	.....	26	46	+76.9
Quesnel District	.....	1	.....	.....	1	.....	44	63	+43.2
Queen Charlotte District	.....	.....	.....	.....	.....	.....	2	4	+100.0
Red Pass District	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Revelstoke District	2	2	.....	2	1	—50.0	23	9	—60.9
Rossland District	.....	.....	.....	.....	.....	.....	15	10	—33.3
Salmo District	.....	2	.....	.....	2	.....	38	40	+5.3
Salmon Arm District	.....	.....	.....	.....	.....	.....	8	4	—50.0
Sechelt District	.....	1	.....	.....	1	.....	22	30	+36.4
Shawnigan Lake District	.....	.....	.....	.....	.....	.....	20	25	+25.0
Sicamous District	.....	.....	.....	.....	.....	.....	11	12	+9.1

Province for the Calendar Years 1955 and 1956—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
2	.....	—100.0	9	2	—77.7	5	1	—80.0	$1,620.75	$800.00	—50.6
38	49	+28.9	206	261	+26.7	147	177	+20.4	74,958.76	97,213.39	+29.7
18	29	+61.1	123	167	+35.8	91	116	+27.5	58,266.46	71,204.34	+22.2
4	10	+150.0	37	45	+21.6	25	32	+28.0	9,551.48	13,890.00	+45.4
29	35	+20.7	124	159	+28.2	89	121	+35.96	42,659.04	57,699.74	+35.3
21	55	+161.9	127	246	+93.7	85	164	+92.9	53,382.41	95,409.50	+78.7
21	36	+71.4	134	249	+85.8	89	153	+71.9	35,722.86	69,211.36	+93.9
8	16	+100.0	38	60	+57.9	27	39	+44.4	9,510.00	13,675.65	+43.8
12	4	—66.7	55	45	—18.2	40	32	—20.0	22,500.00	17,775.00	—21.0
13	16	+23.1	69	81	+17.4	52	57	+9.6	33,445.00	33,453.50	+0.03
6	3	—50.0	27	41	+51.9	21	26	+23.8	10,890.00	16,775.00	+54.04
21	16	—19.1	90	78	—13.3	69	59	—14.5	58,871.99	53,599.00	—8.96
5	2	—60.0	20	14	—30.0	13	8	—38.5	4,840.00	3,050.00	—36.98
8	22	+175.0	76	114	+50.0	50	77	+54.0	57,362.03	66,505.56	+15.9
7	7	.....	32	52	+62.5	26	32	+23.1	9,524.00	16,978.50	+78.3
10	7	—30.0	53	44	—16.98	35	29	—17.1	10,924.00	10,395.00	—4.8
9	7	—22.2	49	50	+2.04	34	38	+11.8	14,352.79	16,576.00	+15.5
13	11	—15.4	105	144	+37.1	69	92	+33.3	29,195.15	38,146.50	+30.7
19	20	+5.3	99	89	—1.01	68	64	—5.9	36,085.00	50,422.74	+39.7
3	14	+366.7	56	61	+8.9	34	41	+20.6	11,975.00	18,556.00	+54.96
3	5	+66.7	45	46	+2.2	28	33	+17.9	12,668.85	17,733.00	+39.97
33	50	+51.5	178	210	+17.98	122	141	+15.6	88,976.84	109,581.06	+23.3
15	16	+6.7	126	192	+52.4	81	134	+65.4	33,821.60	80,946.95	+139.3
11	16	+45.5	118	116	—1.7	81	80	—1.2	43,379.49	49,236.10	—13.5
49	57	+16.3	325	311	—4.3	225	205	—8.9	118,111.92	104,668.83	—11.4
1	1	.....	37	33	—10.8	23	21	—8.7	8,979.00	11,536.07	+28.5
34	37	+8.8	200	207	+3.5	133	133	.....	60,902.79	69,029.97	+13.3
7	13	+85.7	48	79	+64.6	34	60	+76.5	22,442.50	30,704.00	+36.8
15	11	—26.7	94	72	—23.4	63	51	—19.05	28,822.10	27,530.00	—4.5
6	1	—83.3	50	6	—88.0	27	3	—88.9	17,246.75	950.00	—94.5
11	22	+100.0	71	112	+57.7	49	69	+40.8	29,202.56	36,781.21	+25.95
23	15	—34.8	116	80	—31.03	73	55	—24.7	37,949.85	27,180.00	—28.4
1	1	.....	6	1	—83.3	3	1	—66.7	1,225.00	200.00	—83.7
10	5	—50.0	54	35	—35.2	36	26	—27.8	17,104.48	13,550.00	—20.8
5	4	—20.0	43	31	—27.9	28	21	—25.0	15,589.00	10,259.00	—34.2
10	11	+10.0	36	65	+80.6	27	44	+62.96	25,034.00	34,451.21	+37.6
3	11	+266.7	37	36	—2.7	24	23	—4.2	8,524.94	20,126.03	+136.1
1	2	+100.0	8	6	—25.0	5	5	.....	999.38	565.45	—43.4
6	9	+50.0	48	69	+43.75	31	42	+35.5	12,200.37	39,225.96	+221.5
13	10	—23.1	65	35	—46.2	48	26	—41.7	22,267.58	13,308.21	—40.2
5	7	+40.0	54	90	+66.7	35	58	+65.4	14,085.83	26,844.00	+90.6
31	37	+19.4	193	195	+1.03	127	129	+1.6	72,584.79	96,694.54	+33.2
4	7	+75.0	31	33	+6.5	21	24	+14.3	11,907.77	22,149.27	+86.01
18	23	+27.8	114	105	—7.9	83	77	—7.2	44,940.16	47,582.50	+5.9
9	1	—88.9	55	52	—5.5	38	35	—8.6	14,083.50	14,426.00	+2.4
1	1	.....	1	7	+600.0	1	5	+400.0	.....	1,755.00	.....
12	13	+8.3	74	61	—17.6	53	47	—11.3	23,346.17	27,337.73	+17.1
10	15	+50.0	65	47	—27.7	47	35	—25.5	26,135.40	21,025.00	—19.6
9	10	+11.1	33	59	+78.8	24	36	+50.0	16,520.00	21,207.26	+28.4
24	16	—33.3	78	84	+7.7	54	59	+9.3	28,064.31	28,081.76	+0.06
.....	2	.....	11	16	+45.5	6	10	+66.7	1,985.00	4,738.00	+138.7
2	.....	—100.0	7	.....	—100.0	4	.....	—100.0	1,020.00	.....	—100.0
12	16	+33.3	50	87	+74.0	35	61	+74.3	23,098.77	37,878.10	+63.98
13	29	+123.1	112	178	+58.9	68	114	+67.6	22,749.77	66,136.99	+190.7
61	73	+19.7	387	506	+30.7	229	331	+44.5	125,533.45	207,530.12	+65.3
1	3	+200.0	12	13	+8.3	9	8	—11.1	14,462.40	4,670.00	—68.4
42	35	—16.7	211	217	+2.8	146	155	+6.2	91,760.54	89,923.64	—2.0
19	28	+47.4	115	126	+9.6	86	101	+17.4	48,547.52	58,346.25	+20.2
29	40	+37.9	251	325	+29.5	154	209	+35.7	74,498.76	108,231.04	+45.3
1	4	+300.0	11	13	+18.2	8	8	.....	1,755.00	2,670.50	+52.2
1	.....	—100.0	5	4	—20.0	4	3	—25.0	1,650.00	805.00	—51.2
11	7	—36.4	76	83	+9.2	49	59	+20.4	19,670.00	31,989.80	+62.6
7	4	—42.9	31	20	—35.5	20	13	—35.0	8,838.00	5,830.00	—34.03
21	18	—14.3	83	97	+16.9	55	70	+27.3	27,783.26	35,460.33	+26.7
8	4	—50.0	51	62	+21.6	34	38	+11.8	11,626.45	16,089.95	+38.4
9	13	+44.4	100	87	—13.0	72	65	+9.7	30,958.95	36,687.70	+18.5
12	17	+41.7	108	90	—16.7	68	60	—11.8	26,642.85	44,480.84	+66.95
6	8	+33.3	23	44	+91.3	16	29	+81.25	6,803.19	13,135.50	+93.1

Statistical Summary of Motor-vehicle Accidents in the

UNORGANIZED TERRITORY—*Continued*

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Sidney District	1	------	—100.0	1	------	—100.0	16	19	+18.75
Smithers District	2	5	+150.0	2	4	+100.0	26	51	+96.2
Sooke District	------	------	------	------	------	------	7	14	+100.0
Spences Bridge District	4	------	—100.0	3	------	—100.0	9	11	+22.2
Squamish District	2	------	—100.0	2	------	—100.0	11	8	—27.3
Stewart District	------	------	------	------	------	------	------	------	------
Summerland District	------	4	------	------	3	------	13	4	—69.2
Telegraph Creek District	------	------	------	------	------	------	------	1	------
Terrace District	------	1	------	------	1	------	26	22	—15.4
Trail District	------	------	------	------	------	------	33	42	+27.3
Ucluelet District	------	------	------	------	------	------	7	5	—28.6
Union Bay District	1	1	------	1	1	------	12	23	+91.7
University District	1	1	------	1	1	------	14	20	+42.9
Vanderhoof District	1	1	------	1	1	------	9	23	+155.6
Vernon District	------	2	------	------	2	------	38	45	+18.4
Westview District	1	------	—100.0	1	------	—100.0	20	1	—95.0
Williams Lake District	4	5	+25.0	4	5	+25.0	60	73	+21.7
Zeballos District	------	------	------	------	------	------	2	------	—100.0
Port Hardy District	------	------	------	------	------	------	------	------	------
Wells District	------	------	------	------	------	------	------	4	------
Bowen Island District	------	------	------	------	------	------	------	------	------
Totals	126	158	+25.4	105	132	+25.7	2,238	2,766	+23.6

Province for the Calendar Years 1955 and 1956—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease	1955	1956	(+) Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
10	14	+40.0	42	49	+16.7	26	33	+26.9	$7,439.22	$18,260.90	+145.5
11	21	+90.9	95	105	+10.5	63	73	+15.9	23,022.00	39,460.78	+71.4
6	10	+66.7	25	37	+48.0	19	25	+31.6	7,974.00	12,955.44	+62.5
7	6	—14.3	37	54	+45.95	25	39	+56.0	11,499.00	22,945.05	+99.5
6	6	------	30	34	+13.3	21	23	+9.5	6,542.50	13,628.00	+108.3
------	------	------	2	4	+100.0	1	3	+200.0	90.00	1,025.00	+1,038.9
9	3	—66.7	73	40	—45.2	44	24	—45.4	15,938.48	7,238.16	—54.6
------	1	------	------	1	------	------	1	------	------	400.00	------
10	12	+20.0	60	115	+91.7	44	79	+79.5	25,502.46	49,309.58	+93.4
18	23	+27.8	102	112	+9.8	66	72	+9.1	26,931.50	38,548.06	+43.1
3	3	------	7	23	+228.6	7	16	+128.6	3,650.00	7,900.00	+116.4
8	14	+75.0	66	50	—24.2	46	37	—19.6	21,802.45	25,875.57	+18.7
11	13	+18.2	101	83	—24.8	52	50	—3.8	20,295.15	19,477.77	—4.03
7	13	+85.7	56	79	+41.1	37	50	+35.1	17,651.24	28,698.89	+62.6
23	27	+17.4	122	121	—0.8	78	86	+10.3	39,958.68	48,088.87	+20.3
11	1	—90.9	49	13	—73.5	35	8	—77.1	18,302.15	3,275.00	—82.1
27	40	+48.1	233	242	+3.7	148	164	+10.8	95,373.71	104,978.31	+10.1
1	------	—100.0	2	------	—100.0	1	------	—100.0	6,174.00	------	—100.0
------	------	------	------	1	------	------	1	------	------	450.00	------
------	2	------	------	12	------	------	8	------	------	5,100.00	------
------	------	------	------	1	------	------	1	------	------	600.00	------
1,289	1,546	+19.9	8,141	9,130	+12.1	5,423	6,183	+14.01	$2,786,091.05	$3,590,128.52	+28.9

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1956

1. TYPE OF ACCIDENT	Total Accidents Reported	Total for Same Period Last Year	PERSONS INJURED: Total Injured	Male	Female	Age-groups: 0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over	Ages Not Stated	Total Injured for Same Period Last Year
Collision with—															
1. Another motor-vehicle	17,384	15,561	5,271	2,843	2,428	154	357	563	1,268	1,113	812	688	315	1	4,502
2. Non-collision accident	2,593	2,196	1,343	907	436	37	80	290	438	224	130	98	46	------	1,102
3. Fixed object	2,694	2,357	1,279	880	399	22	51	272	453	232	131	81	37	------	1,037
4. Pedestrian	1,144	1,037	1,118[1]	683	435	108	264	56	95	86	135	166	204	4	1,035
5. Bicycle	334	311	326[2]	288	38	6	239	44	6	5	4	12	10	------	317
6. Animal	308	229	32	21	11	------	5	9	9	3	3	3	------	------	27
7. Motor-cycle	189	147	198[3]	175	23	1	8	83	70	13	6	13	4	------	136
8. Street-car	2	19	1	1	------	------	------	1	------	------	------	------	------	------	5
9. Railroad train	102	72	57	45	12	------	2	9	20	12	7	4	3	------	35
10. Horse-drawn vehicle	2	31	1	1	------	------	------	------	1	------	------	------	------	------	20
11. Sleigh	11	4	10	8	2	------	10	------	------	------	------	------	------	------	3
12. Miscellaneous	142	66	64	50	14	4	9	7	16	13	6	6	3	------	44
13. Not stated	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Totals	24,905	22,030	9,700	5,902	3,798	332	1,025	1,334	2,376	1,701	1,234	1,071	622	5	8,263

TYPE OF ACCIDENT	PERSONS KILLED: Total Killed	Male	Female	Age-groups: 0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over	Total Killed for Same Period Last Year	Totals for Year to Date: Accidents	Injured	Killed	Totals for Same Period Last Year: Accidents	Injured	Killed
Collision with—																		
1. Another motor-vehicle	66	46	20	1	4	6	13	7	9	14	12	42	17,384	5,271	66	15,561	4,502	42
2. Non-collision accident	74	58	16	1	2	10	22	18	8	8	5	65	2,593	1,343	74	2,196	1,102	65
3. Fixed object	62	48	14	3	1	7	19	15	8	6	3	46	2,694	1,279	62	2,357	1,037	46
4. Pedestrian	89[1]	61	28	7	5	1	6	3	8	19	40	55	1,144	1,118	89	1,037	1,035	55
5. Bicycle	6	6	------	------	2	------	------	------	------	1	3	5	334	326	6	311	317	5
6. Animal	------	------	------	------	------	------	------	------	------	------	------	------	308	32	------	229	27	------
7. Motor-cycle	4[3]	4	------	------	------	1	2	1	------	------	------	4	189	198	4	147	136	4
8. Street-car	------	------	------	------	------	------	------	------	------	------	------	------	2	1	------	19	5	------
9. Railroad train	9	6	3	------	1	1	2	2	1	2	------	7	102	57	9	72	35	7
10. Horse-drawn vehicle	------	------	------	------	------	------	------	------	------	------	------	------	2	1	------	31	20	------
11. Sleigh	1	1	------	------	1	------	------	------	------	------	------	------	11	10	1	4	3	------
12. Miscellaneous	5	5	------	------	------	2	1	1	------	------	1	1	142	64	5	66	44	1
13. Not stated	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Totals	316	235	81	12	16	28	65	47	34	50	64	225	24,905	9,700	316	22,030	8,263	225

[1] Five pedestrians killed and twenty-two pedestrians injured in other than pedestrian accidents.
[2] One bicyclist injured in other than a bicycle accident.
[3] Two motor-cyclists killed and thirty-eight motor-cyclists injured in other than motor-cycle accidents.

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1956—Continued

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	812	13	237	562
1 to 2 a.m.	779	11	231	537
2 to 3 a.m.	576	11	164	401
3 to 4 a.m.	360	8	104	248
4 to 5 a.m.	211	3	50	158
5 to 6 a.m.	198	------	72	126
6 to 7 a.m.	272	7	68	197
7 to 8 a.m.	1,001	4	181	816
8 to 9 a.m.	1,147	5	238	904
9 to 10 a.m.	692	2	154	536
10 to 11 a.m.	865	5	159	701
11 to 12 m.	985	7	207	771
12 to 1 p.m.	927	3	220	704
1 to 2 p.m.	1,079	10	240	829
2 to 3 p.m.	1,285	12	324	949
3 to 4 p.m.	1,533	18	389	1,126
4 to 5 p.m.	2,127	15	543	1,569
5 to 6 p.m.	2,345	18	592	1,735
6 to 7 p.m.	1,358	27	394	937
7 to 8 p.m.	1,437	20	442	975
8 to 9 p.m.	1,238	19	361	858
9 to 10 p.m.	1,054	15	294	745
10 to 11 p.m.	1,032	16	270	746
11 to 12 p.m.	1,308	15	386	907
Not stated	284	8	66	210
Totals	24,905	272	6,386	18,247

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	3,833	52	1,092	2,689
2. Monday	3,283	32	799	2,452
3. Tuesday	2,871	21	694	2,156
4. Wednesday	2,924	27	736	2,161
5. Thursday	2,863	31	686	2,146
6. Friday	3,914	41	992	2,881
7. Saturday	5,216	68	1,387	3,761
8. Not stated	1	------	------	1
Totals	24,905	272	6,386	18,247

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	36,920	257	8,634	28,029
2. Truck	6,316	77	1,321	4,918
3. Bus	418	4	144	270
4. Taxi	305	1	75	229
5. "Drive Yourself"	65	2	21	42
6. Motor-cycle	236	7	196	33
7. School bus	20	------	2	18
8. Not stated	6	------	4	2
Totals	44,286	348	10,397	33,541

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing	116	7	34	75
2. Automatic signal	8	------	4	4
3. Guarded crossing—man on duty	2	------	------	2
4. Gates not down	------	------	------	------
5. Driver disregarded signal	6	------	------	6
6. Signal not given	3	------	------	3
7. Not stated	------	------	------	------
Totals	135	7	38	90

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1956—Continued

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision	8,058	48	1,925	6,085
2. Head-on collision or head-on side-swipe	4,327	72	1,256	2,999
3. Rear-end collision	5,909	7	1,184	4,718
4. Backed into other vehicle	322	2	18	302
5. Side-swiped other vehicle going same direction	1,310	3	144	1,163
6. Not stated	4,979	140	1,859	2,980
Totals	24,905	272	6,386	18,247

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	40,207	321	9,351	30,535
2. Female	3,869	22	1,023	2,824
3. Not stated	210	5	23	182
Totals	44,286	348	10,397	33,541

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years	5,718	48	1,431	4,239
2. 21 to 24 ,,	5,825	61	1,292	4,472
3. 25 to 30 ,,	8,177	56	1,969	6,152
4. 31 to 40 ,,	10,779	83	2,504	8,192
5. 41 to 50 ,,	7,406	45	1,683	5,678
6. 51 to 60 ,,	3,820	22	899	2,899
7. 61 to 64 ,,	875	7	202	666
8. 65 to 69 ,,	796	12	210	574
9. 70 years and over	663	10	181	472

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	413	4	113	296
2. 3 to 6 months	445	------	118	327
3. 6 to 12 months	705	5	160	540
4. 1 to 4 years	8,500	57	2,020	6,423
5. 5 years and over	33,268	198	7,800	25,270
6. Not stated	955	84	186	685

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	36,540	248	8,614	27,678
2. Extreme fatigue	443	3	151	289
3. Physical defect	63	------	25	38
4. Confused by traffic	189	1	51	137
5. Ability impaired	428	14	107	307
6. Not known	384	25	91	268
7. Not stated	6,239	57	1,358	4,824

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia	41,814	298	9,709	31,807
2. Unlicensed	876	25	278	573
3. Non-resident	1,386	20	386	980
4. Not stated	210	5	24	181

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1956—Continued

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving	23,695	177	5,764	17,754
2. Driving off roadway	1,827	49	569	1,209
3. Did not have right of way	910	5	209	696
4. Car standing in roadway (not parked)	1,239	2	266	971
5. Following too close	981	------	213	768
6. On wrong side of road	438	10	112	316
7. Failing to signal	216	------	29	187
8. Through street—did not stop	521	------	156	365
9. Passing at intersection	286	------	63	223
10. Exceeding speed-limit	114	14	40	60
11. Careless driving	379	8	87	284
12. Cutting in	124	------	11	113
13. Car ran away	333	4	68	261
14. Passing on curve or hill	151	1	17	133
15. Passing on wrong side	34	1	5	28
16. Hit and run	87	1	14	72
17. Railroad—did not stop	26	4	6	16
18. Cutting left corner	127	1	25	101
19. Parked legally	1,935	6	269	1,660
20. Driving through school zone	4	------	1	3
21. Driving through safety zone	13	------	4	9
Totals	33,440	283	7,928	25,229

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present	14,754	183	3,744	10,827
2. Police officer	356	3	87	266
3. Automatic traffic signal	2,487	8	732	1,747
4. Stop signs	1,588	9	411	1,168
5. Warning signs, slow signs, etc.	538	12	167	359
Totals	19,723	215	5,141	14,367

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Crossing at intersection—no signal	142	23	119
2. In street—not at intersection	199	4	195
3. Coming from behind parked or moving vehicle	161	17	144
4. Crossing at intersection with signal	169	7	162
5. Crossing street diagonally—not at intersection	86	2	84
6. Walking on or along highway	71	8	63
7. Playing in street	78	11	67
8. Crossing at intersection against signal	40	1	39
9. Not on roadway	44	1	43
10. Getting on or off another vehicle	10	1	9
11. Riding or hitching on vehicle	4	------	4
12. Working on car or roadway	2	------	2
13. Crossing street diagonally	5	------	5
14. In pedestrian crosswalk	15	2	13
15. Standing on safety isle	61	4	57
16. Not known	147	13	134
Totals	1,234	94	1,140

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Normal	311	14	297
2. Physical defect	------	------	------
3. Confused by traffic	15	1	14
4. Impaired	35	------	35
5. Not known	58	6	52
6. Not stated	815	73	742
Totals	1,234	94	1,140

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1956—Continued

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers	5,117	104	5,013
2. Drivers	3,071	105	2,966
3. Pedestrians	1,234[1]	94	1,140
4. Bicyclists	333[2]	6	327
5. Motor-cycle drivers	183[3]	6	177
6. Others (persons in horse-drawn vehicles, etc.)	19	1	18
7. Motor-cycle passengers	59[3]	------	59
8. Not stated	------	------	------
Totals	10,016	316	9,700

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up	5,855	1	5,854
2. Fractured skull	184	102	82
3. Fractured spine	46	13	33
4. Other fractures	1,278	87	1,191
5. Other injuries (sprains, dislocations, etc.)	2,301	15	2,286
6. Internal injuries	134	65	69
7. Concussion of brain	134	3	131
8. Severe general shock with bruises and cuts	36	9	27
9. Cuts by glass (only)	19	------	19
10. Drowned	20	20	------
11. Burned	9	1	8
12. Asphyxiated	------	------	------
13. Not stated	------	------	------
Totals	10,016	316	9,700

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	13,705	107	3,308	10,290
2. Darkness	7,384	127	2,071	5,186
3. Artificial light—good	1,265	7	338	920
4. Dusk or semi-darkness	1,403	11	344	1,048
5. Artificial light—poor	348	13	128	207
6. Not stated	800	7	197	596
Totals	24,905	272	6,386	18,247

14. PROPERTY DAMAGE.—Amount for period covered by this report, $10,901,681.21; amount for same period last year, $8,653,176.40.

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good	40,712	312	9,613	30,787
2. No chains (slippery road)	773	2	124	647
3. Brakes defective	467	5	126	336
4. Steering mechanism defective	176	3	55	118
5. Head-lights dim	64	1	16	47
6. Puncture or blow-out	117	2	32	83
7. Head-lights out (both)	31	------	8	23
8. Tail-light out or obscured	30	------	6	24
9. Glaring head-lights	22	1	4	17
10. Head-light out (one light)	26	2	7	17
11. Other defects	132	3	33	96
12. Not stated	1,736	17	373	1,346
Totals	44,286	348	10,397	33,541

[1] Five pedestrians killed and twenty-two pedestrians injured in other than pedestrian accidents.
[2] One bicyclist injured in other than a bicycle accident.
[3] Two motor-cyclists killed and thirty-eight motor-cyclists injured in other than motor-cycle accidents.

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1956—Continued

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	27,766	230	7,043	20,493
2. Turning left	5,290	42	1,207	4,041
3. Turning right	2,762	32	524	2,206
4. Slowing down or stopping	1,700	1	387	1,312
5. Backing (not to or from curb)	427	5	46	376
6. Skidding	627	4	135	488
7. Leaving curb (including backing)	380	1	44	335
8. Making U-turn	37	-------	6	31
9. Overtaking	223	5	43	175
10. Stopping (not at curb or off paved strip)	928	1	208	719
11. Overtaking on right side	44	-------	9	35
12. Overtaking on left side	215	3	47	165
13. Avoiding object or pedestrian	293	3	74	216
14. Not stated	3,594	21	624	2,949
Totals	44,286	348	10,397	33,541

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	11,653	158	3,345	8,150
2. Wet surface	6,740	64	1,739	4,937
3. Icy surface	2,945	20	496	2,429
4. Loose sand or gravel	631	3	166	462
5. Snowy surface	997	3	146	848
6. Muddy surface	85	1	15	69
7. Not stated	1,854	23	479	1,352
Totals	24,905	272	6,386	18,247

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	19,554	233	5,230	14,091
2. Defect in roadway	452	1	121	330
3. Obstruction in road	235	1	61	173
4. Road under repair	304	6	74	224
5. Obstruction not marked or lighted	104	-------	35	69
6. Other	2,412	24	438	1,950
7. Not stated	1,844	7	427	1,410
Totals	24,905	272	6,386	18,247

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Asphalt	19,639	218	5,253	14,168
2. Gravel	2,628	34	553	2,041
3. Concrete	1,088	8	274	806
4. Earth	339	4	61	274
5. Brick or cobble	64	-------	12	52
6. Other	225	2	41	182
7. Not stated	922	6	192	724
Totals	24,905	272	6,386	18,247

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1956—Continued

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear	13,460	165	3,585	9,710
2. Rain	4,429	45	1,122	3,262
3. Cloudy	2,769	29	720	2,020
4. Fog or mist	992	4	239	749
5. Snow	1,172	6	182	984
6. Smoke or dust	126	4	39	83
7. Not stated	1,957	19	499	1,439
Totals	24,905	272	6,386	18,247

Convictions

A stepped-up enforcement programme was carried on by police forces in all sections of the Province during 1956. The increased number of accidents and subsequent injuries and fatalities certainly indicated that a lack of care seemed to be evident by many drivers on our highways, and the following summary will show that the efforts of the police department to curtail the activities of the irresponsible driver resulted in an increase in convictions reported under the Criminal Code of Canada and " Motor-vehicle Act " of 26.1 per cent.

Every conviction recorded in this manner ends up in the personal licence file of the driver concerned, and it is the accumulation of this material which forms the basis of our existing drivers' education programme, which will be dealt with in a later section of this Report.

Convictions under "Motor-vehicle Act" and Criminal Code of Canada, 1953–56

Offences	1953	1954	1955	1956
Under Criminal Code of Canada—				
Driving a motor-vehicle while ability impaired by alcohol or drugs, sec. 223	2,490	2,276	2,308	2,772
Driving while driver's licence under suspension, sec. 225 (3)	297	420	509	580
Failing to stop after accident, sec. 221 (2)	246	225	226	327
Unlawfully taking a motor-vehicle without consent of owner, sec. 281	86	90	48	48
Driving motor-vehicle while intoxicated, sec. 222	85	43	32	46
Driving to common danger, sec. 285 (6)	531	429	83	.....
Criminal negligence in operation of motor-vehicle, sec. 221 (1)	.....	.....	97	101
Under "Motor-vehicle Act"—				
Careless driving, sec. 57	2,770	2,900	3,276	4,298
Exceeding maximum speed-limit, sec. 58	7,776	7,860	9,328	13,036
Exceeding speed-limit indicated by "speed" signs, sec. 63	2,889	2,517	3,290	1,597
Failing to obtain or to display motor-vehicle licence or permit as required, secs. 69, 10, 8, 9, 4	986	932	982	1,458
Exceeding speed-limit passing schools and playgrounds, sec. 62	2,522	2,820	4,758	4,968
Operating without driver's licence or failing to produce same, secs. 20, 21, 85, 23	2,536	2,269	3,222	5,269
Operating motor-vehicle without minor's permit, sec. 22	1	1	.....	1
Using licence belonging to another, refusing to show licence, etc., sec. 68	45	42	44	61
Making false statement, permitting another to use licence, etc., sec. 67	46	27	33	58
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 20 (6)	813	913	1,044	1,155
Driving motor-vehicle as chauffeur without chauffeur's licence or permit, secs. 24, 26, 31	143	127	176	265
Misuse of dealer's plates, etc., sec. 35	18	17	25	18
Operating with "D" plates without salesman's licence or permit, etc., secs. 38, 39, 40, 41	22	10	23	21
Operating as dealer without licence, sec. 32	4	2	1	2
Permitting person not properly licensed to drive motor-vehicle, etc., secs. 35, 80, 84, 79	33	116	220	253
Letting motor-vehicles for hire without complying with requirements, sec. 46	.....	.....	.....	.....
Employing unlicensed chauffeur, sec. 30	85	56	90	109
Failing to transfer motor-vehicle, etc., sec. 14	4	20	13	3
Failing to report change in motor-vehicle, sec. 12	2	.....	1	.....
Failing to notify *re* change of address, secs. 11, 20 (9)	33	31	40	77
Altering number-plates and using fictitious plates, sec. 71	1	5	6	5
Failing to report an accident, etc., sec. 65	131	136	121	166
Failing to register as a tourist, sec. 17	1	2	4	5
Failing to stop at railroad crossing, sec. 60 (2)	16	8	8	12
Failing to stop on approach of fire and police patrol, sec. 61	27	32	33	43
Failing to take necessary precautions *re* street-cars, sec. 60	.....	.....	.....	.....
Failing to notify of removal or destruction of motor-vehicle, sec. 16 (1)	.....	.....	.....	.....
Operating motor-cycle with person in front of driver, sec. 45	.....	3	.....	1
Transporting animals unprotected, sec. 69 (*b*)	.....	.....	.....	.....
Failing to stop on request of police or state proper name, sec. 70	8	14	15	13
Failing to surrender licence on suspension, sec. 109	4	2	4	3
Removing or releasing impounded vehicle without authority, sec. 110	9	10	4	3
Producing invalid financial liability card, etc., sec. 112	1	2	5	3
Regulations under "Motor-vehicle Act"—				
Failing to display number-plates unobstructed, clean, etc., Reg. 3 (*a*)	245	129	130	462
Driving without head-lamps or improper head-lamps, Reg. 3 (*b*), 3 (*c*)	320	225	308	615
Driving without tail-light, Reg. 3 (*d*)	342	315	276	447
Driving overwidth motor-vehicle without clearance-lights, Reg. 3 (*e*)	35	48	29	59
Driving motor-vehicle with defective brakes, Reg. 3 (*g*)	145	87	127	157
Driving motor-vehicle with defective horn, Reg. 3 (*h*)	24	13	24	45
Driving motor-vehicle without muffler, Reg. 3 (*i*)	229	246	207	675
Failing to give required signals on turning or stopping, Reg. 3 (*j*)	846	885	1,179	1,313
Driving with windshield obstructed, Reg. 3 (*l*), 3 (*k*)	9	6	11	32
Driving motor-vehicle without windshield-wiper, Reg. 3 (*m*)	7	3	5	18
Driving motor-vehicle without rear-view mirror, Reg. 3 (*p*)	14	3	3	10
Driving motor-vehicle without flag or light at end of a load, Reg. 3 (*q*)	14	14	33	73
Operating motor-vehicle with improperly mounted or unauthorized fog, spot, or auxiliary lights, Reg. 3 (*f*)	2	4	2	6
Failing to have proper connection between motor-vehicle and trailer, Reg. 3 (*r*)	9	2	4	2
Operating defective motor-vehicle after ordered off road, Reg. 13	.....	.....	.....	1
Failing to sign driver's licence, Reg. 6	6	.....	1	32
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, Reg. 9	.....	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	1
Driving motor-vehicle without mud-guards, Reg. 3 (*t*)	.....	.....	97	264
Replacing glass other than with safety glass, Reg. 3 (*n*)	1	1	.....	3
Totals	26,909	26,343	32,506	40,992

3. DRIVING SAFETY

(*a*) Safety Responsibility

During 1956 the Safety Responsibility Division received 14,067 British Columbia financial responsibility insurance certificates, a slight increase of 0.01 per cent over 1955, when 14,065 certificates were received. Of this total, 12,754 certificates were accepted for filing, compared with 13,067 in 1955, representing a decrease in the actual filing of certificates of 2.4 per cent. It is well to note 1,313 certificates could not be accepted due to errors or omissions made by insurance companies in the preparation of these certificates, representing 9.33 per cent of the total number of certificates received. In 1955, 7.1 per cent of the certificates could not be accepted. Insurance companies were unable to explain the increase in the number of certificates prepared in error. However, we acknowledge their full co-operation in an endeavour to eliminate this wasted effort. Many certificates are now being filed as a result of fleet policies, and this accounts to a great extent for the decrease in the number of individual certificates filed. A table giving full information in this regard is quoted hereunder.

A total of $25,508 was collected under the provisions of the " Motor-vehicle Act " in filing fees in connection with the acceptance of these certificates.

Some individuals and corporations avail themselves of the opportunity of giving proof of financial responsibility for the purpose of satisfying third-party liability claims by the posting of a bond in an amount suitable to the Superintendent of Insurance or by depositing an amount with the Minister of Finance in a sum set out under the " Motor-vehicle Act." In these cases, 296 financial responsibility cards were issued by the Superintendent of Motor-vehicles and forwarded to the individuals or corporations concerned.

Comparison of Financial Responsibility Certificates Received, Filed, and Cancelled in 1955 and 1956

	1955	1956	Increase	Decrease	Per Cent
Total number of certificates received	14,065	14,067	2	.....	0.01
Total number of certificates filed	13,067	12,754	.....	313	2.39
Total number of certificates returned	998	1,313	315	.....	31.56
Owner's policy certificates and garage and sales-agency certificates filed	10,166	10,023	.....	143	1.41
Driver's policy certificates filed	1,132	1,131	.....	1	0.09
Owner's policy certificates filed (public and limited)	1,769	1,600	.....	169	9.55
Certificate cancellations	12,907	11,705	.....	1,202	9.31

During 1956, 2,457 persons availed themselves of the opportunity provided under the " Motor-vehicle Act " to be released from the obligation of maintaining proof of financial responsibility. These persons were able to prove that for a period of at least three years they had conscientiously obeyed the provisions of the Act relating to safe driving and that no judgments resulting from the operation of a motor-vehicle were outstanding against them. The number is less than in 1955, when 3,010 persons were released, which would indicate this class of driver tends to become a driving-infraction repeater and is committing further offences which nullify their privilege of applying for release.

As a result of being involved in accidents, 1,626 motor-vehicles were impounded in 1956, as compared with 1,646 in 1955. There were 1,469 motor-vehicles released in the same period as a result of the owner being able to comply with the provisions of the " Motor-vehicle Act " setting out the requirements for release. There were 830 motor-vehicles still held under impoundment at the end of 1956, as compared with 673 at the end of 1955. This increase is possibly the reflection of the trend toward Civil Court action to settle claims for property damage and personal injury.

During 1956, 1,752 drivers' licences were suspended by Court orders and recommendations to the Superintendent of Motor-vehicles by Magistrates before whom persons who were charged with driving infractions appeared and were convicted. This is an increase of 24.5 per cent over the number in 1955, when 1,407 suspensions were effected. The following table indicates the type of infraction and the length of time for which the suspension was ordered or recommended:—

Suspension of Drivers' Licences by Court Order and Recommendations, 1956

Offence	Months												Years			Indefinite	Other	Total
	Under 1	1	2	3	4	5	6	7	8	9	10	11	1	2	3			
Driving without due care and attention	9	178	60	83	1	1	56	—	—	1	—	—	19	1	1	—	5	415
Criminal negligence	—	2	1	15	1	2	7	1	—	—	—	—	12	3	2	—	3	49
Driving while intoxicated	—	—	—	3	—	6	7	2	1	1	—	—	3	1	1	—	—	25
Driving while ability impaired	18	107	68	205	9	234	109	—	2	11	—	—	105	7	5	—	6	886
Failing to remain at scene of accident	—	4	4	11	1	3	8	—	—	—	—	—	8	3	—	—	—	42
Driving while under suspension	—	—	—	1	—	3	5	—	—	1	—	—	1	3	—	—	2	16
Exceeding speed-limit	18	37	23	31	1	—	8	—	—	—	—	—	2	—	—	—	1	121
Not in possession of driver's licence	—	2	—	1	—	—	—	—	—	—	—	—	2	1	—	—	—	6
No accident report	—	1	—	1	—	—	1	—	—	—	—	—	—	—	—	—	—	3
Adjudged juvenile delinquent	5	49	22	29	4	1	27	—	—	2	—	1	10	1	2	—	4	157
Driving contrary to restrictions	1	6	4	6	—	—	—	—	—	—	—	—	—	—	—	—	1	18
Permitting minor to operate without a licence	—	—	—	—	—	—	—	—	—	—	—	—	2	—	—	—	—	2
Manslaughter	—	—	—	—	—	—	1	—	—	—	—	—	—	2	—	—	4	7
Offence against regulations	—	2	2	1	—	—	—	—	—	—	—	—	—	—	—	—	—	5
Totals	51	388	184	387	17	250	229	3	3	16	—	1	164	22	11	—	26	1,752

Cardex wheel files are used to make more than 1,000,000 checks of all applications for registration of a motor-vehicle and notices of transfer to determine if the person whose name appears is required to give or maintain proof of financial responsibility. Also checked are the applications of all persons applying for original drivers' licences. A separate card is on file with full information regarding the status of each person in this Province who is required to give or maintain proof of financial responsibility or who must comply with the driver's examination requirements. This file continues to expand, and approximately 70,000 names are now listed.

During 1956, 9,896 suspensions were made pending filing of proof of financial responsibility as a result of convictions and accidents. This total is a 23.4-per-cent increase over 1955, when 8,019 suspensions were effected for these causes.

Owners who were not the drivers at the time of accident merited 242 suspensions in 1956, as compared with 379 in 1955.

Reinstatement of licences was made in 8,162 cases in 1956, as compared with 7,400 in 1955, an increase of 10.3 per cent in the number of persons who complied with the financial responsibility requirements and filed proof.

The folowing table gives full information regarding suspensions and reinstatements for 1956:—

Offence	Drivers' Licences Suspended	Drivers' Licences Reinstated
Accident—careless driving	2,572	1,816
Accident—reckless driving	20	27
No accident—reckless driving	64	218
Accident—drunken driving	7	6
No accident—drunken driving	25	53
Accident—impaired driving	419	266
No accident—impaired driving	1,731	1,197
Accident—failing to remain at scene of accident	232	170
Accident—driving under suspension	8	1
No accident—driving under suspension	52	25
Accident—suspension due to accident	982	1,089
Accident—speeding	19	16
Accident—no driver's licence	202	142
Accident—no chauffeur's licence	14	10
Accident—no accident report	99	76
Accident—unsatisfied judgment	32	14
Conviction and judgment outside Province	100	57
Unsatisfactory driving record	106	56
Suspension by Superintendent	50	6
Death by criminal negligence	5	------
Bodily harm by criminal negligence	2	------
Accidents—manslaughter	------	------
Juvenile delinquents	------	18
Further or additional financial responsibility	3,155	2,899
Totals	9,896	8,162

(*b*) Examination of Drivers

Increasing pressure was evident throughout 1956 in the examination of drivers, and this is entirely attributable to the increase in population of our Province and the rapidly expanding use of motor-vehicles in our economy. It has become obvious that additional areas will have to be served by permanent examination units. The policy of serving many communities by means of travelling examination units with perhaps an annual or semi-annual visit is becoming increasingly impractical, both from the ability of this Branch to meet the requirements with the staff available and the vast amount of travelling required, and for the motoring public, who are obliged in many instances to wait months before being properly examined as to their fitness and ability to drive a motor-vehicle.

During 1956 a total of 86,346 were examined, and it is interesting to note that in this process 120,081 individual examinations were given. The point here is to note that a considerable number of persons required more than one examination before qualifying to obtain or retain a driver's licence. The number of drivers examined in 1955 was 75,132.

A total of 47,354 persons completed the examinations for original drivers' licences, as compared with 40,775 in 1955. Resulting from these examinations was the restricting of licences issued to 7,019 or 22 per cent of male applicants and 3,889 or 25.3 per cent of female applicants. The following table is a summary of the examinations conducted in connection with original driver applications and the restrictions resulting therefrom:—

Summary of Drivers' Original Examinations, 1956

MALES (31,988, 67.5 PER CENT)

	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 examined, by age-group	10,131	100.00	6,865	100.00	4,303	100.00	5,651	100.00	2,946	100.00	1,341	100.00	304	100.00	282	100.00	165	100.00	31,988	100.00
Restrictions																				
Hearing	22	0.22	12	0.18	11	0.26	136	2.40	28	0.95	32	2.39	14	4.61	17	6.03	14	8.48	286	0.89
Vision	154	1.52	124	1.81	93	2.16	147	2.60	97	3.29	63	4.70	25	8.22	11	3.90	10	6.06	724	2.26
Depth perception	220	2.17	147	2.14	103	2.39	143	2.53	106	3.60	67	5.00	17	5.59	10	3.55	11	6.67	824	2.57
Periphery	16	0.16	16	0.23	17	0.39	39	0.69	25	0.85	16	1.18	5	1.64	3	1.07	2	1.21	139	0.43
Diplopia	5	0.05	3	0.04	4	0.09	1	0.02	.....	.....	1	0.07	.....	.....	1	0.35	.....	.....	15	0.05
Physical condition	9	0.09	8	0.12	5	0.12	31	0.55	14	0.48	8	0.60	3	0.99	1	0.35	2	1.21	81	0.25
Reaction	1	0.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.35	4	2.42	6	0.02
Road tests	.....	.....	.....	.....	.....	.....	.....	.....	2	0.07	2	0.15	.....	.....	.....	.....	8	4.85	12	0.04
Adequate eye-glasses	1,262	12.46	718	10.46	577	13.41	808	14.30	505	17.14	507	37.81	133	43.75	165	58.51	67	40.61	4,742	14.82
Colour-blindness	55	0.54	33	0.48	33	0.77	23	0.41	24	0.81	18	1.34	1	0.33	2	0.71	1	0.61	190	0.59
Totals	1,744	17.22	1,061	15.46	843	19.59	1,328	23.50	801	27.19	714	53.24	198	65.13	211	74.82	119	72.12	7,019	21.94
Failures																				
Written tests	.....	.....	1	0.02	3	0.07	6	0.11	2	0.07	2	0.15	.....	.....	.....	.....	.....	.....	14	0.04
Failed to complete examination	12	0.12	5	0.07	1	0.02	3	0.05	4	0.13	1	0.08	1	0.32	2	0.71	2	1.21	31	0.09
Hearing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vision	29	0.29	29	0.42	14	0.33	24	0.42	14	0.48	11	0.82	3	0.99	1	0.35	8	4.85	133	0.41
Depth perception	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Periphery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.35	.....	.....	1	0.003
Diplopia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Physical condition	.....	.....	.....	.....	1	0.02	1	0.02	1	0.03	.....	.....	.....	.....	.....	.....	.....	.....	3	0.009
Physical E.C.A. not returned	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	2.42	4	0.01
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.61	1	0.003
Road tests	39	0.38	42	0.61	24	0.56	29	0.51	33	1.12	29	2.16	3	0.99	9	3.19	6	3.64	214	0.67
Totals	80	0.79	77	1.12	43	1.00	63	1.11	54	1.83	43	3.21	7	2.30	13	4.60	21	12.73	401	1.25

Summary of Drivers' Original Examinations, 1956—Continued

FEMALES (15,366, 32.5 PER CENT)

	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 examined, by age-group	3,107	100.00	2,279	100.00	2,995	100.00	4,259	100.00	2,100	100.00	476	100.00	83	100.00	41	100.00	26	100.00	15,366	100.00
Restrictions																				
Hearing	7	0.23	5	0.22	4	0.13	13	0.30	8	0.38	1	0.21	2	2.41	1	2.44	1	3.85	42	0.27
Vision	28	0.90	32	1.40	27	0.90	54	1.27	37	1.76	7	1.47	1	1.20	2	4.88	2	7.69	190	1.24
Depth perception	50	1.61	37	1.62	33	1.11	65	1.53	38	1.81	5	1.05	2	2.41	2	4.88	----	----	232	1.51
Periphery	3	0.10	4	0.18	6	0.20	3	0.07	1	0.05	1	0.21	----	----	1	2.44	----	----	19	0.12
Diplopia	2	0.06	----	----	1	0.03	----	----	----	----	----	----	----	----	----	----	----	----	3	0.02
Physical condition	1	0.03	3	0.13	4	0.13	3	0.07	8	0.38	2	0.42	----	----	----	----	----	----	21	0.14
Reaction	----	----	----	----	1	0.03	----	----	1	0.04	----	----	----	----	----	----	----	----	2	0.01
Road tests	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	1	3.85	1	0.01
Adequate eye-glasses	592	19.05	562	24.66	551	18.40	810	19.02	539	25.67	239	50.21	46	55.42	21	51.21	19	73.07	3,379	21.99
Colour-blindness	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
Totals	683	21.98	643	28.21	627	20.93	948	22.27	632	30.09	255	53.57	51	61.44	27	65.86	23	88.46	3,889	25.31
Failures																				
Written tests	2	0.06	2	0.09	----	----	----	----	----	----	1	0.21	----	----	----	----	----	----	5	0.03
Failed to complete examination	----	----	----	----	----	----	4	0.09	9	0.43	4	0.84	----	----	1	2.44	----	----	18	0.12
Hearing	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
Vision	16	0.51	10	0.43	16	0.54	17	0.40	6	0.29	6	1.26	4	4.82	1	2.44	----	----	76	0.49
Depth perception	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
Periphery	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
Diplopia	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
Physical condition	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
Physical E.C.A. not returned	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
Reaction	----	----	2	0.09	1	0.03	----	----	----	----	----	----	----	----	1	2.44	1	3.85	5	0.03
Road tests	7	0.23	13	0.57	9	0.30	30	0.71	28	1.33	18	3.78	4	4.82	7	17.07	1	3.85	117	0.76
Totals	25	0.80	27	1.18	26	0.87	51	1.20	43	2.05	29	6.09	8	9.64	10	24.39	2	7.70	221	1.43

GRAND TOTALS (47,354)

Restrictions

	Number	Per Cent
Hearing	328	0.69
Vision	914	1.93
Depth perception	1,056	2.23
Periphery	158	0.33
Diplopia	18	0.04
Physical condition	102	0.22
Reaction	8	0.02
Road tests	13	0.03
Adequate eye-glasses	8,121	17.15
Colour-blindness	190	0.40
Totals	10,908	23.04

Failures

	Number	Per Cent
Written tests	19	0.04
Failed to complete examination	49	0.10
Hearing	----	----
Vision	209	0.44
Depth perception	----	----
Periphery	1	0.002
Diplopia	----	----
Physical condition	3	0.006
Physical E.C.A. not returned	4	0.009
Reaction	6	0.01
Road tests	331	0.70
Totals	622	1.31

Analysis of Restrictions (Original Applicants)

MALES

Age-group	Restricted to—						Certificates of Examination by Competent Authority				
							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
16–20 years	1,262	254	172	----	----	592	2	146	8	136	4
21–25 ,,	718	172	141	----	4	359	----	85	7	75	3
26–30 ,,	577	137	112	----	3	288	----	63	12	50	1
31–40 ,,	808	191	199	----	2	438	2	80	12	64	6
41–50 ,,	505	123	131	----	----	356	4	47	9	40	2
51–60 ,,	507	93	90	----	1	234	6	73	7	68	4
61–64 ,,	133	25	26	----	----	70	----	16	3	13	----
65–69 ,,	165	18	26	----	----	50	5	23	7	20	1
70 years and over	67	38	24	----	----	20	165	23	152	32	4
Totals	4,742	1,051	921	----	10	2,407	184	556	217	498	25

FEMALES

16–20 years	592	51	38	----	----	445	5	43	3	45	----
21–25 ,,	562	56	38	----	----	169	----	32	1	31	----
26–30 ,,	551	45	32	----	----	66	3	22	4	20	1
31–40 ,,	810	79	71	----	----	782	1	26	5	21	1
41–50 ,,	539	52	49	----	----	420	4	26	7	22	1
51–60 ,,	239	7	8	----	----	113	----	9	1	8	----
61–64 ,,	46	2	5	----	----	31	2	6	2	4	2
65–69 ,,	21	4	2	----	----	15	1	2	1	2	----
70 years and over	19	3	1	----	1	8	12	5	17	----	----
Totals	3,379	299	244	----	1	2,049	28	171	41	153	5

NOTE.—(*a*) Non-physical restrictions include: (1) Automatic transmission, when new applicants have test in that type 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 programme continued in 1956 with the reviewing of 38,992 drivers, as compared with the 1955 total of 34,357.

Of those examined, 31,785 were males, and of that total 10,640 or 33.5 per cent were restricted for various reasons. The number of females re-examined was 7,207, and of these 2,226 or 30.9 per cent were restricted.

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

Summary of Drivers' Re-examinations, 1956

MALES (31,785, 81.5 PER CENT)

	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 examined, by age-group	1,399	100.00	2,075	100.00	3,751	100.00	7,718	100.00	7,160	100.00	4,462	100.00	1,272	100.00	1,046	100.00	2,902	100.00	31,785	100.00
Restrictions																				
Hearing	5	0.36	4	0.19	8	0.21	33	0.43	72	1.01	74	1.66	45	3.54	47	4.49	242	8.34	530	1.67
Vision	17	1.22	46	2.22	47	1.25	200	2.59	228	3.18	171	3.83	46	3.61	55	5.26	205	7.06	1,015	3.19
Depth perception	23	1.64	51	2.45	67	1.79	237	3.07	224	3.13	191	4.28	63	4.95	64	6.12	223	7.68	1,143	3.60
Periphery	4	0.29	15	0.72	14	0.37	62	0.80	80	1.12	58	1.30	17	1.34	21	2.01	53	1.83	324	1.02
Diplopia	1	0.07	1	0.05	2	0.05	.....	.....	1	0.01	1	0.02	.....	.....	.....	.....	1	0.04	7	0.02
Physical condition	2	0.14	8	0.39	18	0.48	56	0.73	55	0.77	43	0.97	22	1.73	19	1.81	50	1.72	273	0.86
Reaction	.....	.....	.....	.....	.....	.....	1	0.01	.....	.....	1	0.02	2	0.16	5	0.48	18	0.62	27	0.08
Road tests	1	0.07	.....	.....	.....	.....	1	0.01	1	0.01	5	0.11	.....	.....	3	0.29	81	2.79	92	0.29
Adequate eye-glasses	139	9.95	225	10.84	324	8.64	942	12.21	1,099	15.35	1,390	31.15	543	42.69	515	49.24	1,718	59.20	6,895	21.69
Colour-blindness	9	0.64	17	0.82	43	1.15	87	1.13	63	0.88	49	1.10	20	1.57	19	1.81	27	0.93	334	1.05
Totals	201	14.38	367	17.68	523	13.94	1,619	20.98	1,823	25.46	1,983	44.44	758	59.59	748	71.51	2,618	90.21	10,640	33.47
Failures																				
Failed to complete examination	1	0.071	2	0.10	4	0.106	6	0.08	6	0.08	5	0.11	3	0.24	3	0.29	4	0.14	34	0.11
Hearing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vision	.....	.....	1	0.05	3	0.079	3	0.04	9	0.13	8	0.18	7	0.55	8	0.76	47	1.62	86	0.27
Depth perception	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Periphery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.07	2	0.01
Diplopia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Physical condition	.....	.....	.....	.....	.....	.....	1	0.01	1	0.01	2	0.04	5	0.39	1	0.10	13	0.45	23	0.07
Physical E.C.A. not returned	.....	.....	.....	.....	.....	.....	.....	.....	1	0.01	.....	.....	.....	.....	.....	.....	10	0.34	11	0.03
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.07	2	0.01
Road tests	1	0.071	9	0.43	4	0.106	12	0.16	24	0.34	32	0.72	15	1.18	27	2.58	87	3.00	211	0.66
Totals	2	0.142	12	0.58	11	0.291	22	0.29	41	0.57	47	1.05	30	2.36	39	3.73	165	5.69	369	1.16

FEMALES (7,207, 18.5 PER CENT)

Number examined, by age-group	82	100.00	323	100.00	697	100.00	2,371	100.00	2,210	100.00	945	100.00	195	100.00	133	100.00	251	100.00	7,207	100.00
Restrictions																				
Hearing	.....	.....	.....	.....	.....	.....	8	0.34	11	0.50	14	1.48	1	0.51	4	3.01	11	4.38	49	0.68
Vision	1	1.22	6	1.86	14	2.01	31	1.31	20	0.90	14	1.48	6	3.08	5	3.76	12	4.78	109	1.51
Depth perception	1	1.22	5	1.55	10	1.44	30	1.26	24	1.08	24	2.54	4	2.05	7	5.26	9	3.59	114	1.58
Periphery	.....	.....	1	0.31	.....	.....	4	0.17	6	0.27	2	0.21	1	0.51	3	2.25	.....	.....	17	0.24
Diplopia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Physical condition	.....	.....	.....	.....	1	0.14	4	0.17	2	0.09	4	0.42	1	0.51	.....	.....	2	0.80	14	0.19
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	1	0.05	.....	.....	2	1.03	.....	.....	1	0.40	4	0.06
Road tests	.....	.....	.....	.....	1	0.14	1	0.04	1	0.05	.....	.....	.....	.....	.....	.....	4	1.59	7	0.10
Adequate eye-glasses	22	26.82	54	16.72	130	18.65	437	18.43	470	21.27	422	44.66	113	57.95	83	62.41	181	72.11	1,912	26.53
Colour-blindness	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	24	29.26	66	20.44	156	22.38	515	21.72	535	24.21	480	50.79	128	65.64	102	76.69	220	87.65	2,226	30.89
Failures																				
Failed to complete examination	.....	.....	.....	.....	1	0.14	9	0.38	13	0.59	4	0.42	.....	.....	.....	.....	.....	.....	27	0.38
Hearing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vision	.....	.....	1	0.31	1	0.14	1	0.04	.....	.....	.....	.....	.....	.....	1	0.75	4	1.59	8	0.11
Depth perception	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Periphery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Diplopia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Physical condition	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.51	1	0.75	3	1.20	5	0.77
Physical E.C.A. not returned	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road tests	.....	.....	1	0.31	2	0.29	17	0.72	21	0.95	12	1.27	3	1.54	7	5.27	2	0.80	65	0.90
Totals	.....	.....	2	0.62	4	0.57	27	1.14	34	1.54	16	1.69	4	2.05	9	6.77	9	3.59	105	1.46

GRAND TOTALS (38,992)

Restrictions

	Number	Per Cent
Hearing	579	1.48
Vision	1,124	2.88
Depth perception	1,257	3.22
Periphery	341	0.87
Diplopia	7	0.02
Physical condition	287	0.74
Reaction	31	0.08
Road tests	99	0.25
Adequate eye-glasses	8,807	22.59
Colour-blindness	334	0.86
Totals	12,866	32.99

Failures

	Number	Per Cent
Failed to complete examination	61	0.15
Hearing	.....	.....
Vision	94	0.24
Depth perception	.....	.....
Periphery	2	0.01
Diplopia	.....	.....
Physical condition	28	0.07
Physical E.C.A. not returned	11	0.03
Reaction	2	0.01
Road tests	276	0.71
Totals	474	1.22

Analysis of Restrictions (Re-examinees)

MALES

Age-group	Restricted to—						Certificates of Examination by Competent Authority				
							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
16–20 years	139	25	23	—	1	26	3	6	5	4	—
21–25 ,,	225	65	56	1	1	12	7	27	9	25	—
26–30 ,,	324	85	69	—	1	11	11	23	12	21	1
31–40 ,,	924	301	274	—	1	31	23	59	26	54	2
41–50 ,,	1,099	318	274	1	3	35	26	82	31	75	2
51–60 ,,	1,390	261	371	2	7	34	36	161	42	148	7
61–64 ,,	543	88	108	—	4	10	20	48	17	43	8
65–69 ,,	515	104	109	1	4	15	45	50	40	47	8
70 years and over	1,718	571	411	7	32	41	2,989	210	2,933	224	44
Totals	6,877	1,818	1,695	12	54	225	3,160	666	3,115	641	72

FEMALES

16–20 years	22	1	1	—	—	4	1	1	1	1	—
21–25 ,,	54	6	6	—	—	2	—	2	1	—	1
26–30 ,,	130	14	15	—	—	9	—	11	2	9	—
31–40 ,,	437	44	41	—	—	19	3	16	2	15	2
41–50 ,,	470	31	33	—	—	15	7	19	8	18	—
51–60 ,,	422	34	29	—	—	18	2	21	2	21	—
61–64 ,,	113	10	7	—	—	2	2	3	1	3	1
65–69 ,,	83	11	9	—	—	3	5	4	6	2	1
70 years and over	181	35	15	—	7	6	262	25	254	28	5
Totals	1,912	186	156	—	7	78	282	102	277	97	10

NOTE.—(*a*) Non-physical restrictions include: (1) Automatic transmission, when new applicants have test in that type 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-vehicles.

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

(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 to expand in this, its third, year of operation.

Comparative figures show that 2,009 suspensions have been made due to unsatisfactory driving records, an increase of 1,103 or 121.7 per cent over 1955. Of this total, 682 or 34 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 was necessary. Again this year the number of female drivers suspended is far below the total number of male drivers against whom action has been taken. The total number of holders of chauffeurs' licences suspended was 171 or 6 per cent.

Suspensions are made by panel of at least three senior staff members, always including either the Superintendent or the Deputy Superintendent.

Warning letters have again shown a decided increase over the previous year, with a total of 3,007 drivers warned, representing an increase of 805 or 26.5 per cent over 1955. Personal contact by way of interview or conferences was held with 144 drivers.

In determining those drivers against whom action was to be taken, it was necessary to screen the files of 43,733 drivers, which is an increase of 10,286 or 31 per cent over the number screened in 1954.

The Branch also assists in atempting to make the public realize their individual responsibilities in the highway safety programme by having members of the staff visit various service clubs and other interested community groups to explain our drivers' education programme and what they can do to help make the highways a safer place on which to drive. It is also felt that there is a definite need of contacting the youth of our Province, and visits have been made to a number of high schools throughout the Province in an effort to inform the students in the necessity of good driving habits on our highways prior to them encountering driving difficulties. It is of interest to note the Department of Education has placed in the senior high-school curriculum the requirement to give some definite classroom teaching in driver education, to create an awareness in the students of the responsibilities and hazards which arise through the use of the motor-vehicle. The teaching is designed to form the basis for on-the-road driver-training organized as a community enterprise, as is being done in several centres of the Province.

As stated in previous Reports, this programme does not intend in any way to supersede the authority of the Magistrates, 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 1956:—

Warning Letters

Age-group	Male	Female	Total	Chauffeurs		
				Class "A"	Class "B"	Class "C"
Under 21 years	736	9	745	-----	-----	126
21–24 years	686	2	688	4	9	117
25–30 ,,	603	5	608	7	24	88
31–40 ,,	512	21	533	9	18	56
41–50 ,,	272	5	277	4	13	17
51–60 ,,	123	----	123	-----	5	5
61–64 ,,	13	----	13	-----	-----	1
65–69 ,,	12	----	12	-----	-----	-----
70 years and over	8	----	8	-----	-----	-----
Totals	2,965	42	3,007	24	69	410
Same period last year	2,179	23	2,202	13	89	310

Suspensions

Age-group	Male	Female	Total	Already Warned	Chauffeurs		
					Class "A"	Class "B"	Class "C"
Under 21 years	528	4	532	196	-----	-----	53
21–24 years	427	1	428	194	-----	5	34
25–30 ,,	370	-----	370	136	1	12	25
31–40 ,,	380	7	387	96	3	6	21
41–50 ,,	187	5	192	44	1	4	4
51–60 ,,	82	-----	82	14	-----	2	-----
61–64 ,,	8	-----	8	2	-----	-----	-----
65–69 ,,	5	-----	5	-----	-----	-----	-----
70 years and over	5	-----	5	-----	-----	-----	-----
Totals	1,992	17	2,009	682	5	29	137
Same period last year	903	3	906	363	2	18	96

Conferences

Age-group	Number
Under 21 years	34
21–24 years	24
25–30 ,,	38
31–40 ,,	25
41–50 ,,	9
51–60 ,,	7
61–64 ,,	1
65–69 ,,	-----
70 years and over	-----
Total	138
Same period last year	144

4. ENCUMBRANCE REGISTRY DIVISION

British Columbia has maintained since 1932 in the office of the Superintendent of Motor-vehicles a registry for the filing of documents under the "Bills of Sale Act," "Conditional Sales Act," "Mechanics' Lien Act," "Companies Act," and "Co-operative Associations Act." It is the function of the Encumbrance Registry Division to deal with documents submitted and to make searches of records for the advice of the public as required.

The following statement tells of the volume of work handled by the Division in 1956, and compares it with 1955, and it will be noted the use of the filing and searching facilities shows an increase of 30.7 per cent. Method refinements have made it possible to accomplish the task with only a small staff increase and yet maintain the standard of service.

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," 1955 and 1956.

	1955	1956	Increase	Decrease	Per Cent Increase	Per Cent Decrease
Item						
Registrations under "Conditional Sales Act"	58,114	73,843	15,729	----	27.1	----
Registrations under "Bills of Sale Act"	20,381	23,048	2,667	----	13.1	----
Registrations under "Mechanics' Lien Act"	1,108	1,169	61	----	5.5	----
Registrations under "Companies Act"	16	20	4	----	25.0	----
"Co-operative Associations Act"	4	2	----	2	----	50.0
Releases filed under "Conditional Sales Act"	886	934	48	----	5.4	----
Releases filed under "Bills of Sale Act"	1,167	1,261	94	----	8.1	----
Searches under "Conditional Sales Act"	23,072	33,504	10,432	----	45.2	----
Searches under "Bills of Sale Act"	22,804	32,880	10,076	----	44.2	----
Documents copied, certified, etc.	99	141	42	----	42.4	----
Total number of items	127,651	166,802	39,151	----	30.7	----
Revenue						
Value of law stamps sold	$91,739.00	$96,610.50	$4,871.50	----	5.3	----
Value of law stamps attached to documents when received	67,858.00	99,951.00	32,093.00	----	47.3	----
Value of conditional sales and bills of sale search fees	11,469.00	16,596.00	5,127.00	----	44.7	----
Fees under "Companies Act"	16.00	20.00	4.00	----	25.0	----
Fees under "Co-operative Associations Act"	4.00	2.00	----	$2.00	----	50.0
Miscellaneous copying and certification fees	99.00	141.00	42.00	----	42.4	----
Total revenue	$171,185.00	$213,320.50	$42,135.50	----	24.6	----

5. SCHOOL BUSES

The "Motor-vehicle Act" makes provision for the Superintendent of Motor-vehicles to set up standards of construction for school buses and to set forth procedures for the periodic inspection of vehicles used by school boards for the transportation of pupils to and from schools operated under the "Public Schools Act." The regulating of the use of these vehicles is controlled by the issuance of school-bus permits.

Prior to the issuance of a school-bus permit, or the renewing of a school-bus permit, the vehicle is inspected by a mechanical inspector of the Royal Canadian Mounted Police or of the Motor Carrier Branch of the Public Utilities Commission. The procedure allows for the elimination of faulty vehicles and makes it essential that operators only use equipment meeting the minimum standards of construction. An essential requirement before the issuance of a school-bus permit is that the Superintendent have evidence of adequate insurance coverage for the vehicle.

In 1956 school-bus permits were issued for 614 vehicles, which is a reduction of fifty from the 1955 total of 664.

Accidents involving twenty school buses were recorded in 1956, compared to twenty-one in 1955. None of the accidents were fatal, and personal injuries to two pupils were recorded.

6. STAFF

In accordance with the 1956 Estimates, the permanent staff complement was increased from 212 to 217. In addition, as at December 31st, 1956, forty-seven temporary employees were on the staff. The growing nature of our work has made it impossible to provide the service demanded by the public without retaining these temporary employees. The staff total in 1956 was 264, compared to 242 in 1955.

During 1956 the issuance of licences in North Vancouver was taken over by this Branch from the Royal Canadian Mounted Police, and a new office in Vancouver-Point Grey was opened. Staff facilities were heavily taxed in a number of centres, particularly in Greater Vancouver in drivers' examinations, and supplementing by temporary staff was necessary to prevent a complete breakdown in service.

May I take this opportunity to commend the staff in their use of initiative in coping with the expanding work problem. Short cuts in work procedure have been developed, and other method revisions are under study.

CONCLUSION

There is no doubt the increase in the work requirements of the Branch indicated in this Report will continue. More issuing facilities will be required, and drivers' examiners will need to be appointed to a number of areas now receiving only periodic service. We have no option but to expand our facilities if the degree of control in both vehicle registration and driver's licence issuance is to be maintained.

The problem of accommodation in our head office in Victoria grows more acute each year. The space available is so disjointed it does not permit adequate file organization or the planning of efficient work flow. It is to be hoped the problem will be solved soon by the providing of new space. There is no doubt greater work efficiency will accrue.

I wish to mention at this time the fine co-operation this Branch enjoys with the various community organizations with which we so frequently come in contact. Their interests and efforts on behalf of traffic safety and other factors dealing with the use of motor-vehicles are essential if we are to accomplish our purpose.

I also wish to express my appreciation for the assistance so willingly given by the members of your Department, and those of other departments of the Provincial Government. Mention is likewise made of the co-operation we enjoy with the Officer Commanding and other officers and members of the Royal Canadian Mounted Police, and the chief constables and members of the various municipal police departments.

I have the honour to be,
Sir,
Your obedient servant,
GEORGE LINDSAY,
Superintendent of Motor-vehicles.

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in right of the Province of British Columbia.
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