PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

MOTOR-VEHICLE BRANCH

FOR THE YEAR

1957

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1959

To His Honour FRANK MACKENZIE ROSS, C.M.G., M.C., LL.D.,
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 1957.

R. W. BONNER,
Attorney-General.

Attorney-General's Department,
Victoria, B.C., December, 1958.

REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1957

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 1957.

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' Improvement Programme.
4. Encumbrance Registry Division.
5. School Buses.
6. Staff.

1. LICENCES

The growth in the number of motor-vehicles, so evident in recent years, steadily continued in 1957. Total motor-vehicles licensed in 1957 amounted to 487,844, an increase of 37,351, or 8.3 per cent over the 1956 total of 450,493. The 1957 total is comprised of 371,727 passenger-type vehicles, an increase of 8.8 per cent, and 116,117 commercial vehicles, an increase of 8.0 per cent.

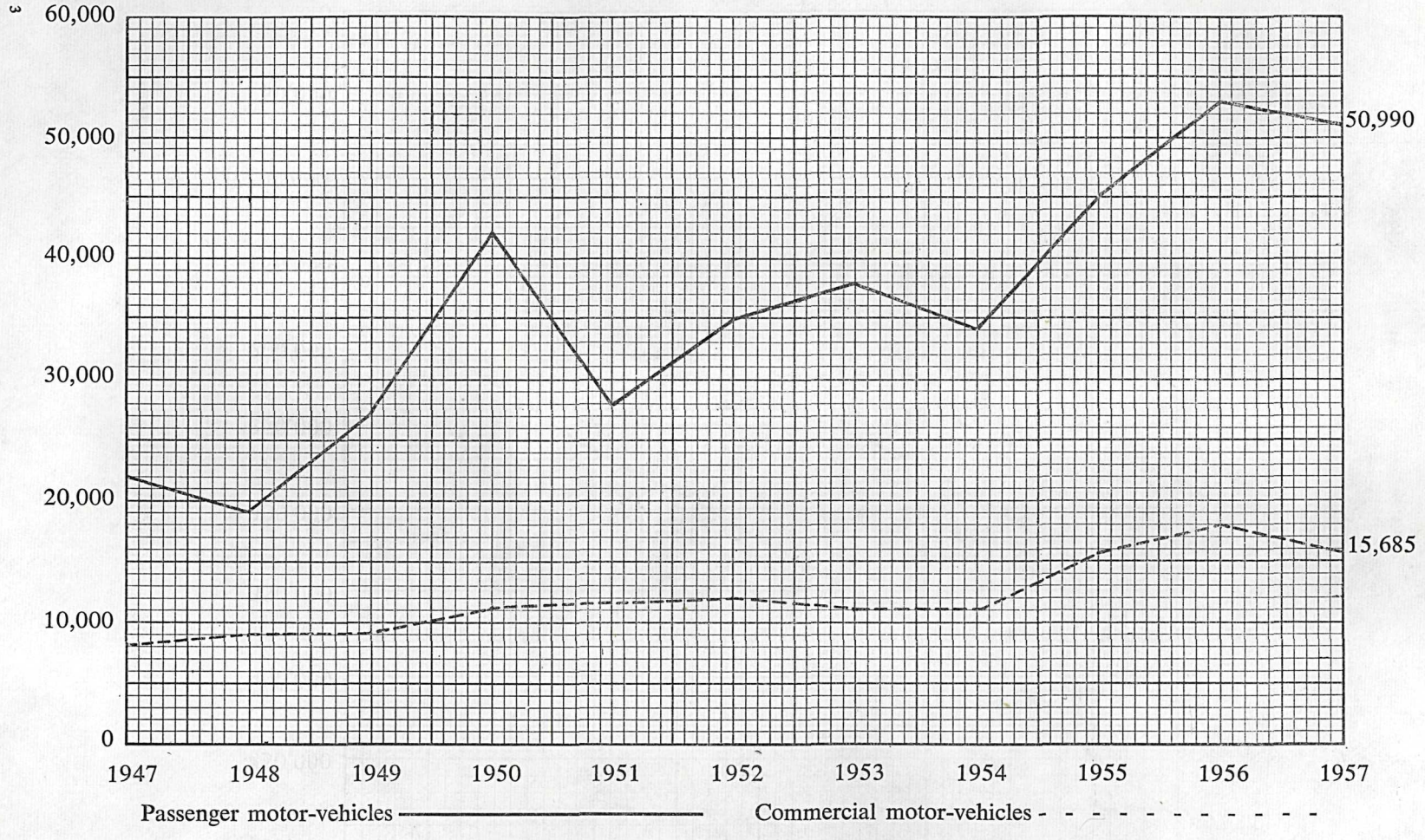
Trailers licensed increased from 24,581 in 1956 to 29,663 in 1957, an increase of 20.6 per cent. Utility trailers, the type so prevalent on our highways these days, often used in moving pleasure-boats, number 21,469, or 72 per cent of licensed trailers.

The table which follows is a comparison of licences and permits for motor-vehicles and trailers issued for the licence-years 1950 to 1957, inclusive:—

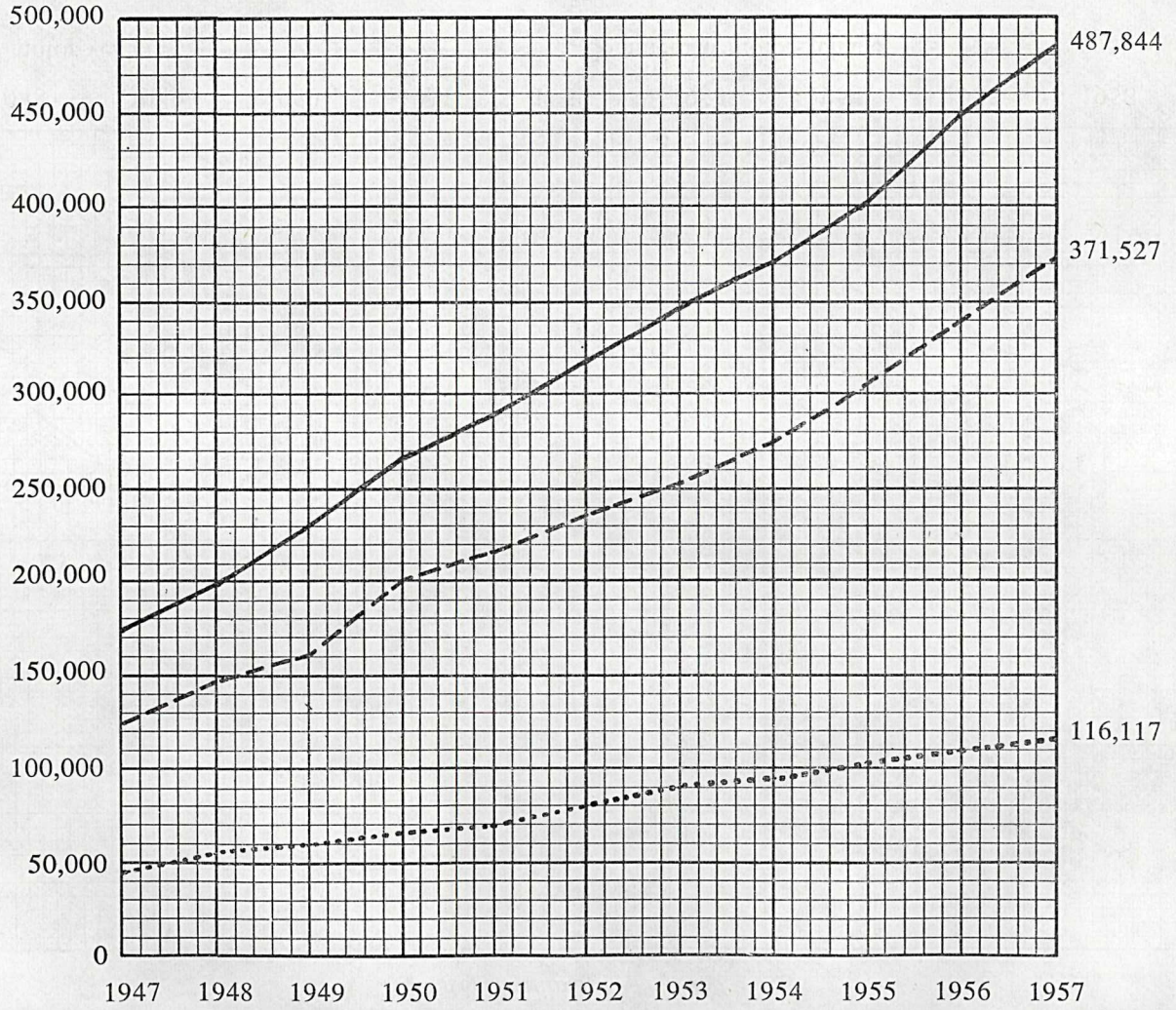
Comparative Statement of Licences, Permits, etc., Issued during the Licence-years 1950 to 1957, Inclusive

Licences Issued	1950	1951	1952	1953	1954	1955	1956	1957
Motor-vehicles—								
Passenger (new)	42,025	27,616	34,820	37,532	34,441	44,269	52,950	50,990
Passenger (renewal)	156,372	186,154	201,891	221,408	241,720	259,212	288,700	320,737
Total passenger	198,397	213,770	236,711	258,940	276,161	303,481	341,630	371,527
Commercial (new)	11,496	11,733	12,521	11,485	11,248	15,845	17,827	15,685
Commercial (renewal)	55,810	61,770	68,321	74,580	80,558	86,252	91,016	100,432
Total commercial	67,306	73,503	80,842	86,065	91,806	102,097	108,843	116,117
Total motor-vehicles	265,703	287,273	317,553	345,005	367,967	405,578	450,493	487,844
Non-resident touring motor-vehicle permits	2,207	1,630	1,209	1,371	2,127	1,959	1,673	1,384
Non-resident special motor-vehicle permits	383	216	162	130	213	232	219	245
Non-resident commercial motor-vehicle permits	803	719	952	1,555	2,598	3,991	6,519	8,493
Permits for temporary operation	1,215	1,475	1,702	1,806	2,612	3,998	7,787	11,575
Permits for temporary operation of farm tractors	559	665	711	790	810	829	983	1,070
Motor-cycles—								
New	743	423	445	508	470	532	536	602
Renewal	3,866	3,721	3,484	3,317	3,274	3,233	3,188	3,112
Total motor-cycles	4,609	4,144	3,929	3,825	3,744	3,765	3,724	3,714
Trailers	11,032	11,707	13,543	15,417	18,205	20,855	24,581	29,663
Motor-dealers—								
Original licences	718	713	688	682	687	691	722	724
Additional plates	800	876	859	889	873	883	995	979
Original motor-cycle dealer licences	16	13	9	10	10	10	12	11
Additional motor-cycle dealer licences	4	5	5	8	9	5	7	6
Salesmen's licences	1,245	1,091	914	903	875	843	947	908
Transfers—								
Passenger	131,763	136,258	171,618	173,954	172,256	191,642	210,463	215,896
Commercial	25,538	28,378	31,756	33,626	37,540	41,718	44,928	45,671
Motor-cycle	2,904	2,862	2,912	2,630	2,847	2,846	2,904	3,173
Trailers	307	474	358	286	466	505	672	830
Total transfers	160,512	167,972	206,644	210,496	213,109	236,711	258,967	265,570
Chauffeurs—								
Original Class "A"	5,048	5,062	4,616	4,546	4,541	4,627	4,978	5,251
Original Class "B"	4,654	4,594	4,275	4,128	4,001	4,011	4,243	4,269
Original Class "C"	53,560	49,598	42,997	42,862	43,486	48,406	59,443	65,159
Search fees	377,466	480,131	562,175	712,517	668,319	939,920	630,112	805,528
S.R. filing fees	.....	.....	.....	.....	.....	9,690	13,166	13,123

New Registrations, 1947–1957



Motor-vehicle Licences, 1947–1957



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

Drivers' Licences

Drivers' licences issued in 1957 totalled 107,594, a decrease of 47 per cent from 205,199 licences issued in 1956. The decrease is entirely due to 1957 being an off-year in British Columbia's programme of issuing five-year drivers' licences. The next peak year will be 1960.

The issuance of original drivers' licences for adults increased from 36,850 in 1956 to 41,047 in 1957, or 11.4 per cent. The number of licensed drivers is difficult to determine with accuracy under our present system, but it is known that it closely approximated 600,000 at the end of the 1957 licence-year. Minors' drivers' licences increased from 14,197 to 15,180, or 7 per cent. Persons under 21 years of age who wish to drive are issued a minors' drivers' licence and a requisition to the issuance of the licence is an undertaking of responsibility by the parent or guardian.

Chauffeurs' Licences

The comparative statement of licences issued includes chauffeurs' licences. Total issuance increased from 68,664 in 1956 to 74,679 in 1957, or 9 per cent. Most of the increase was in the Class " C " category, required by drivers employed to operate vehicles which carry goods. An increased issuance in this category of 34.5 per cent from 1955 to 1957 is attributed to better enforcement by police agencies of this requirement of the " Motor-vehicle Act."

Distribution of Motor-vehicles

The table which follows shows the volume of passenger and commercial motor-vehicle licences issued in the various centres of the Province. The table is read with the adjustments which follow in order to learn the vehicle population in the major centres. The necessity for this adjustment is due to the issuance of licences by mail in Victoria for owners anywhere in the Province.

Distribution of Motor-vehicles

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

Place	Passenger Motor-vehicles				Commercial Motor-vehicles				Grand Total
	Used	New	Renewals	Total	Used	New	Renewals	Total	
Abbotsford	141	446	4,148	4,735	23	271	1,818	2,112	6,847
Alberni	273	583	5,162	6,018	30	103	1,148	1,281	7,299
Ashcroft	41	37	639	717	17	29	474	520	1,237
Atlin	8	1	26	35	10	4	44	58	93
Burns Lake	36	53	605	694	14	48	642	704	1,398
Chilliwack	338	698	7,514	8,550	39	281	2,778	3,098	11,648
Clinton	40	1	527	568	18	28	514	560	1,128
Cloverdale	311	455	7,869	8,635	70	307	3,153	3,530	12,165
Courtenay	372	528	5,995	6,895	21	164	1,871	2,056	8,951
Cranbrook	236	363	3,550	4,149	76	153	1,696	1,925	6,074
Creston	106	109	1,226	1,441	40	94	1,051	1,185	2,626
Duncan	197	312	5,213	5,722	25	137	1,823	1,985	7,707
Fernie	156	123	1,091	1,370	89	60	553	702	2,072
Fort St. John	605	290	1,017	1,912	295	253	1,134	1,682	3,594
Ganges	11	.....	424	435	.....	3	238	241	676
Golden	281	150	1,118	1,549	175	104	986	1,265	2,814
Grand Forks	50	82	1,227	1,359	17	55	895	967	2,326
Kamloops	198	589	5,231	6,018	52	301	2,659	3,012	9,030
Kaslo	13	2	185	200	1	2	139	142	342
Kelowna	257	501	5,410	6,168	65	205	2,236	2,506	8,674
Kitimat	244	316	1,737	2,297	25	82	616	723	3,020
Lillooet	49	18	666	733	12	8	375	395	1,128
Merritt	31	11	561	603	8	20	390	418	1,021
Mission	58	234	2,477	2,769	9	100	1,031	1,140	3,909
Nanaimo	189	658	7,855	8,702	24	218	2,457	2,699	11,401
Nelson	224	499	4,425	5,148	35	206	2,050	2,291	7,439
New Denver[1]	22	3	665	690	7	9	533	549	1,239
New Westminster[2]	1,473	3,105	36,306	40,884	178	727	7,115	8,020	48,904
North Vancouver[3]	406	844	9,980	11,230	21	108	2,400	2,529	13,759
Oliver	57	57	1,397	1,511	17	59	803	879	2,390
Penticton	269	623	5,091	5,983	86	277	1,922	2,285	8,268
Pouce Coupe	1,022	577	2,797	4,396	649	495	2,356	3,500	7,896
Powell River	51	184	2,508	2,743	5	43	778	826	3,569
Prince George	391	496	4,615	5,502	149	381	3,191	3,721	9,223
Prince Rupert	93	239	1,804	2,136	7	73	598	678	2,814
Princeton	14	26	917	957	7	17	462	486	1,443
Quesnel	70	147	1,783	2,000	17	117	1,414	1,548	3,548
Revelstoke	44	52	813	909	9	24	398	431	1,340
Rossland	13	2	729	744	5	1	190	196	940
Salmon Arm	56	108	1,667	1,831	12	96	1,206	1,314	3,145
Smithers	48	110	893	1,051	14	89	935	1,038	2,089
Terrace	39	138	980	1,157	11	96	696	803	1,960
Trail	130	480	4,558	5,168	29	118	1,112	1,259	6,427
Vancouver[4]	2,934	12,967	69,022	84,923	186	2,822	15,391	18,399	103,322
Vancouver East[4]	874	1,841	18,830	21,545	93	984	3,177	4,254	25,799
Vancouver-Point Grey[4]	583	3,064	14,089	17,736	28	231	1,315	1,574	19,310
Vanderhoof	31	45	544	620	19	73	667	759	1,379
Vernon	191	472	5,293	5,956	47	265	3,051	3,363	9,319
Victoria[5]	1,482	3,390	58,082	62,954	107	2,306	16,543	18,956	81,910
Williams Lake	90	113	1,476	1,679	47	98	1,408	1,553	3,232
Totals	14,848	36,142	320,737	371,727	2,940	12,745	100,432	116,117	487,844

[1] Agency closed December 31st, 1957; now accounting through Nelson.

Adjustment of Motor-vehicle Population for Certain Areas Listed Above

[2] New Westminster (includes issuance at Haney, and mail-order issuance to New Westminster from Victoria): Passenger, 42,162; commercial, 8,269.

[3] North Vancouver (does not include 976 commercial plates that were issued for National Defence vehicles that operate throughout the Province): Passenger, 11,230; commercial, 1,553.

[4] Vancouver (includes issuance from three offices in Vancouver area but does not include issuance at North Vancouver; includes mail-order issuance from Victoria to Vancouver area): Passenger, 139,273; commercial, 27,221.

[5] Victoria (does not include mail-order issuance to other areas; in addition to these totals, 702 passenger plates and 3,515 commercial plates were issued for Provincial Government vehicles and 651 commercial plates were issued for National Defence vehicles which operate throughout the Province): Passenger, 40,456; commercial, 7,977.

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 1957 increased by 7.3 per cent over similar issuance in 1956. 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.

1957 Mail-order Synopsis

	Vancouver	Victoria	New Westminster	Vancouver Island and Islands	Balance of Province	Out of Province	Total
Passenger plates	15,069	3,583	1,279	1,754	3,634	60	25,379
Provincial Government passenger plates	.....	702	.....	.....	.....	.....	702
Commercial plates	1,895	357	140	585	1,495	191	4,663
Provincial Government commercial plates	.....	3,515	.....	.....	.....	.....	3,515
Motor-cycle plates	81	38	5	19	42	2	187
Farm tractor plates	6	3	1	12	96	.....	118
National Defence plates	.....	651	.....	.....	.....	.....	651
"X" plates (sec. 7)	1,093	138	108	115	997	79	2,530
Totals	18,144	8,987	1,533	2,485	6,264	332	37,745

Revenue

Revenue collection in the 1957 licence-year (March 1st, 1957, to February 28th, 1958) for licences, permits, and other fees amounted to $13,170,361.16, an increase of $621,347.29 or 4.7 per cent over the 1956 licence-year total.

Collections through motor licence offices of the Branch amounted to $9,052,980.13 or 68.7 per cent of total collections. The balance of $4,117,381.03 was collected through the various Government Agencies.

Motor-vehicle Branch licence offices are listed with the revenue collection of each:—

Vancouver (Georgia Street)	$2,924,946.65
Victoria	2,023,400.89
New Westminster	1,284,783.89
Vancouver East	713,379.95
Vancouver-Point Grey	454,244.10
North Vancouver	322,028.35
Chilliwack	312,370.61
Cloverdale	305,411.48
Kamloops	258,192.54
Abbotsford	179,739.67
Trail	171,394.40
Mission	103,087.60
Total	$9,052,980.13

2. ACCIDENTS AND CONVICTIONS

Motor-vehicle Accidents

The following table gives a summary of the accident frequency during the period 1951 to 1957:—

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
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
1957	487,844	25,976	53.24	252	5.1	482.76	6.70

The number of accidents increased in 1957 as compared with 1956. However, an average decline is shown in traffic fatalities. The average property damage for the number of reported accidents amounted to $482.76. This shows an increase of 10 per cent over the previous year. The following tables summarize the changes in several aspects:—

Accidents—

1956	24,905
1957	25,976

Increase of 4.3 per cent.

Injuries—

1956	9,700
1957	9,522

Decrease of 1.8 per cent.

Deaths—

1956	316
1957	252

Decrease of 20.3 per cent.

Property damage—

1956	$10,901,681.21
1957	12,540,310.74

Increase of 10.6 per cent.

The following tables give the accident statistics for the various cities, municipalities, villages, and districts for the years 1956 and 1957. There also follows a statistical summary of accidents for the Province for 1957.

Statistical Summary of Motor-vehicle Accidents in

CITIES

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Alberni	.....	.....	.....	.....	.....	.....	14	10	—28.57
Armstrong	1	.....	—100.0	1	.....	—100.0	6	2	—66.66
Chilliwack	.....	1	100.0	.....	1	100.0	36	33	—8.33
Courtenay	2	.....	—100.0	2	.....	—100.0	10	21	110.00
Cranbrook	.....	.....	.....	.....	.....	.....	12	22	83.33
Duncan	.....	.....	.....	.....	.....	.....	23	16	—30.43
Enderby	.....	1	100.0	.....	1	100.0	2	9	350.00
Fernie	3	.....	—100.0	1	.....	—100.0	10	11	10.00
Grand Forks	.....	.....	.....	.....	.....	.....	7	4	—42.86
Greenwood	.....	.....	.....	.....	.....	.....	1	1	.....
Kamloops	1	.....	—100.0	1	.....	—100.0	46	66	43.48
Kaslo	.....	.....	.....	.....	.....	.....	1	3	200.00
Kelowna	2	1	—50.0	1	1	.....	48	49	2.08
Kimberley	.....	1	100.0	.....	1	100.0	13	9	—30.77
Merritt	.....	1	100.0	.....	1	100.0	11	4	—63.64
Nanaimo	1	.....	—100.0	1	.....	—100.0	43	58	34.88
Nelson	.....	.....	.....	.....	.....	.....	16	16	.....
New Westminster	3	1	—66.7	3	1	—66.67	329	325	—1.20
North Vancouver	1	2	100.0	1	2	100.0	107	129	38.76
Port Alberni	2	1	—50.0	2	1	—50.0	33	36	9.09
Port Coquitlam	.....	.....	.....	.....	.....	.....	58	35	—11.43
Port Moody	2	2	.....	1	2	100.0	40	26	—35.00
Prince George	2	1	—50.0	2	1	—50.0	69	68	—1.45
Prince Rupert	4	.....	—100.0	4	.....	—100.0	23	23	.....
Revelstoke	.....	.....	.....	.....	.....	.....	4	6	50.00
Rossland	.....	.....	.....	.....	.....	.....	6	7	16.66
Salmon Arm	.....	.....	.....	.....	.....	.....	4	1	—75.00
Trail	.....	.....	.....	.....	.....	.....	23	20	—13.04
Vancouver	44	39	—11.36	44	37	—15.91	3,017	2,794	—21.26
Vernon	.....	2	100.0	.....	2	100.0	32	24	—25.00
Victoria	7	8	14.28	6	8	33.33	384	361	—6.37
Totals	75	61	—18.66	70	59	—15.71	4,428	4,189	—5.40

DISTRICT MUNICIPALITIES

			Per Cent			Per Cent			Per Cent
Burnaby	15	14	—6.7	11	13	18.2	567	567	.....
Central Saanich	.....	1	100.0	.....	1	100.0	12	16	33.3
Chilliwack	6	3	—50.0	4	3	—25.0	106	139	31.1
Coquitlam	.....	2	100.0	.....	2	100.0	74	96	29.7
Delta	1	1	.....	1	1	.....	63	66	4.8
Esquimalt	.....	.....	.....	.....	.....	.....	22	36	63.6
Fraser Mills	.....	.....	.....	.....	.....	.....	1	1	.....
Kent-Agassiz	3	.....	—100.0	3	.....	—100.0	22	20	—9.0
Langley	5	4	—20.0	5	4	—20.0	111	114	2.7
Maple Ridge	8	10	25.0	8	8	.....	106	109	2.8
Matsqui	.....	3	100.0	.....	2	100.0	64	77	20.3
Mission	1	1	.....	1	1	.....	32	30	—6.25
North Cowichan	.....	1	100.0	.....	1	100.0	2	2	.....
North Vancouver	1	1	.....	1	1	.....	61	88	44.3
Oak Bay	.....	.....	.....	.....	.....	.....	28	31	10.7
Peachland	.....	.....	.....	.....	.....	.....	4	.....	—100.0
Penticton	1	.....	—100.0	1	.....	—100.0	63	35	—44.4
Pitt Meadows	.....	.....	.....	.....	.....	.....	4	.....	—100.0
Richmond	4	3	—25.0	4	3	—25.0	138	151	9.4
Saanich	9	3	—66.7	8	3	—62.5	126	145	15.1
Salmon Arm	.....	.....	.....	.....	.....	.....	9	20	122.2
Sumas	3	2	—33.3	2	2	.....	68	85	25.0
Summerland	1	.....	—100.0	1	.....	—100.0	11	17	54.5
Surrey	17	14	—17.6	13	12	—7.7	520	578	11.1
Tadanac	.....	.....	.....	.....	.....	.....	1	3	200.0
West Vancouver	3	1	—66.7	3	1	—66.7	93	123	32.2
Totals	78	64	—17.9	66	58	—12.1	2,308	2,549	10.4

the Province for the Calendar Years 1956 and 1957

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
12	9	—25.0	146	98	—32.8	83	54	—34.9	$33,904.77	$28,319.20	—16.5
4	2	—50.0	27	16	—40.7	17	9	—47.1	7,585.70	3,604.93	—52.5
25	24	—4.0	181	162	—10.5	99	88	—11.1	32,554.68	31,507.44	—3.2
9	20	122.2	105	129	22.8	61	70	13.8	24,779.38	21,697.73	—12.5
10	15	50.0	103	95	—7.8	58	53	—8.6	21,656.50	18,149.21	—16.2
17	14	—17.6	102	138	35.3	61	79	29.5	20,591.40	27,206.07	32.1
2	5	150.0	11	17	54.5	7	11	57.2	1,475.00	4,780.00	223.4
7	5	—28.6	38	30	—21.1	22	16	—27.3	10,847.25	5,452.50	—201.1
7	4	—42.9	29	32	10.3	19	18	—5.3	5,174.00	9,790.00	89.2
1	1	.....	9	13	44.4	5	8	60.0	2,610.00	3,710.00	42.14
37	43	16.2	355	399	12.3	186	210	12.97	78,639.06	85,863.26	9.6
1	3	200.0	4	12	200.0	3	7	133.3	1,290.00	3,055.00	136.8
31	25	—19.4	159	164	3.1	92	89	—3.3	37,742.45	39,554.03	4.8
10	8	—20.0	83	48	—42.2	47	27	—42.6	14,892.50	10,033.20	—32.6
4	3	—25.0	31	29	—9.4	17	17	.....	9,482.00	6,730.00	—29.02
33	44	33.3	359	383	6.7	194	207	6.7	83,376.55	87,216.65	4.5
13	13	.....	98	76	—22.4	52	41	—21.2	22,447.57	17,287.50	—22.9
239	224	—6.3	1,652	1,716	3.8	852	870	2.1	370,128.59	425,739.55	15.03
79	91	15.2	539	681	26.3	291	357	22.7	112,485.33	150,877.69	34.1
23	28	21.7	283	353	24.7	150	184	22.7	68,978.55	85,468.99	19.3
31	26	—16.1	124	170	37.1	71	96	35.2	39,485.01	44,547.85	12.8
18	20	11.1	101	112	10.9	59	65	10.2	28,974.35	57,731.74	99.3
52	47	—9.0	499	427	—14.4	267	235	—12.0	91,040.57	90,072.79	—1.1
19	21	10.5	213	227	6.6	121	126	4.1	41,208.95	45,382.67	10.1
4	5	25.0	47	64	24.7	27	34	25.9	8,825.00	12,096.03	37.1
5	5	.....	52	35	—32.7	28	22	—21.4	8,830.30	8,772.53	—0.7
4	1	—75.0	44	24	—45.4	24	13	—45.8	10,356.84	4,517.14	—56.4
20	17	—15.0	174	179	2.9	102	93	—8.8	31,683.29	29,183.84	—7.9
2,200	2,161	—1.8	16,249	16,842	3.6	8,454	8,749	3.5	3,068,100.54	3,311,590.54	7.9
26	22	—15.4	186	218	17.2	104	123	18.3	48,934.95	45,590.08	—6.8
298	263	—11.7	1,884	1,981	5.2	1,012	1,058	4.5	331,953.26	381,125.77	14.8
3,241	3,169	—2.2	23,887	24,870	4.1	12,585	13,029	3.5	$4,670,034.34	$5,096,653.93	9.1

		Per Cent			Per Cent			Per Cent			Per Cent
362	381	5.2	2,840	2,980	4.9	1,439	1,517	5.4	$630,408.61	$652,921.14	3.6
10	14	40.0	54	54	.....	35	40	14.3	10,719.61	15,167.66	41.5
70	86	22.9	412	519	26.0	264	311	17.8	120,655.44	151,610.72	25.6
45	56	24.4	335	388	15.5	186	211	13.4	73,530.61	102,006.65	38.7
36	39	8.3	154	201	30.5	103	140	35.9	40,937.00	64,247.60	56.9
18	26	44.4	166	170	2.4	87	95	9.2	41,224.02	39,298.50	—4.7
1	1	.....	3	6	100.0	2	4	100.0	182.00	2,446.00	92.6
11	13	18.2	57	65	14.0	45	47	4.42	27,816.10	23,767.24	—14.6
66	74	12.1	371	384	3.5	211	218	3.3	98,230.49	102,936.39	4.8
67	76	13.4	365	432	18.4	219	250	14.2	112,962.76	120,710.47	6.9
36	43	19.2	254	287	12.9	147	166	12.9	71,647.54	94,024.72	31.2
19	14	—26.3	68	106	55.8	45	65	44.4	29,074.00	27,578.94	—5.1
2	.....	—100.0	7	2	—71.3	4	2	—50.0	3,540.00	910.00	—74.3
40	61	52.5	341	404	18.5	184	220	19.6	68,044.62	127,676.77	87.6
22	26	18.2	123	158	28.5	73	92	26.02	29,884.47	31,784.63	6.4
2	.....	—100.0	8	.....	—100.0	5	.....	—100.0	1,772.50	.....	—100.0
40	27	—32.5	223	220	—1.3	129	124	—3.9	47,566.90	47,751.76	0.4
1	.....	—100.0	2	.....	—100.0	1	.....	—100.0	850.00	.....	—100.0
105	99	—5.7	567	740	30.5	322	415	28.9	128,062.31	185,132.14	44.6
81	103	27.03	461	575	24.7	272	337	23.9	91,369.12	122,238.73	33.8
7	13	85.7	45	50	11.1	26	33	26.9	14,322.99	17,806.00	24.3
28	37	32.1	126	153	21.4	75	98	30.7	46,017.84	59,940.86	30.3
9	12	33.3	84	48	—42.9	52	37	—28.8	16,764.55	17,872.97	6.6
320	368	15.0	2,286	2,544	11.2	1,162	1,274	9.6	511,016.13	591,571.45	15.8
1	3	200.0	11	21	90.9	8	13	55.6	2,406.00	5,807.69	141.4
60	87	45.0	587	542	—7.7	309	293	—5.2	125,740.33	124,504.16	0.98
1,459	1,659	13.7	9,950	11,049	11.1	5,405	6,002	11.04	$2,344,745.94	$2,729,713.19	16.4

Statistical Summary of Motor-vehicle Accidents in the

VILLAGE MUNICIPALITIES

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Abbotsford	.....	1	100.0	.....	1	100.0	11	9	—18.2
Alert Bay	.....	.....	.....	.....	.....	.....	3	2	—33.3
Ashcroft	.....	.....	.....	.....	.....	.....	3	1	—66.6
Burns Lake	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Campbell River	.....	.....	.....	.....	.....	.....	14	10	—28.6
Castlegar	.....	.....	.....	.....	.....	.....	.....	1	100.0
Chapman Camp	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Comox	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coquitlam	.....	.....	.....	.....	.....	.....	.....	1	100.0
Creston	.....	.....	.....	.....	.....	.....	4	10	150.0
Dawson Creek	1	1	.....	1	1	.....	18	16	—11.1
Fort St. John	.....	.....	.....	.....	.....	.....	3	8	166.6
Fruitvale	.....	.....	.....	.....	.....	.....	1	2	100.0
Gibson	.....	.....	.....	.....	.....	.....	.....	1	100.0
Hope	1	.....	—100.0	1	.....	—100.0	15	1	—93.3
Invermere	.....	.....	.....	.....	.....	.....	1	3	200.0
Ladysmith	.....	.....	.....	.....	.....	.....	4	.....	—100.0
Lake Cowichan	.....	.....	.....	.....	.....	.....	12	3	—75.0
Lillooet	.....	.....	.....	.....	.....	.....	1	4	300.0
Lytton	.....	.....	.....	.....	.....	.....	1	.....	—100.0
McBride	.....	.....	.....	.....	.....	.....	1	3	200.0
Marysville	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mission	.....	.....	.....	.....	.....	.....	14	5	—64.3
New Denver	.....	.....	.....	.....	.....	.....	.....	1	100.0
North Kamloops	.....	.....	.....	.....	.....	.....	5	13	160.0
Oliver	.....	.....	.....	.....	.....	.....	1	1	.....
Osoyoos	.....	.....	.....	.....	.....	.....	1	6	500.0
Parksville	.....	.....	.....	.....	.....	.....	5	2	—60.0
Pouce Coupe	.....	.....	.....	.....	.....	.....	.....	.....	.....
Princeton	.....	.....	.....	.....	.....	.....	4	.....	—100.0
Qualicum	.....	.....	.....	.....	.....	.....	6	7	16.6
Quesnel	.....	.....	.....	.....	.....	.....	16	7	—56.3
Salmo	.....	.....	.....	.....	.....	.....	5	2	—60.0
Sidney	.....	.....	.....	.....	.....	.....	.....	5	100.0
Silverton	.....	.....	.....	.....	.....	.....	.....	.....	.....
Smithers	1	.....	—100.0	1	.....	—100.0	1	1	.....
Squamish	.....	.....	.....	.....	.....	.....	4	3	—25.0
Stewart	.....	.....	.....	.....	.....	.....	.....	.....	.....
Terrace	.....	.....	.....	.....	.....	.....	6	4	—33.3
Vanderhoof	.....	.....	.....	.....	.....	.....	4	.....	—100.0
Westview	.....	.....	.....	.....	.....	.....	1	8	700.0
Williams Lake	.....	.....	.....	.....	.....	.....	4	4	.....
Sechelt	.....	.....	.....	.....	.....	.....	.....	1	100.0
Totals	3	2	—33.3	3	2	—33.3	171	145	—15.2

Province for the Calendar Years 1956 and 1957—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
9	6	—33.3	61	61	.....	32	32	.....	$12,319.99	$12,037.46	—2.24
3	2	—33.3	5	8	60.0	4	5	25.0	625.00	800.00	20.8
3	1	—66.6	14	7	—50.0	9	4	—55.6	4,155.00	945.00	—77.3
1	.....	—100.0	9	16	76.6	6	9	50.0	1,482.00	4,575.00	208.1
14	9	—35.7	97	91	—6.2	58	52	—10.4	24,590.60	20,093.92	—18.7
.....	1	100.0	8	14	75.0	4	8	100.0	1,105.00	4,205.00	280.5
1	.....	—100.0	1	.....	—100.0	1	.....	—100.0	.....	.....	.....
.....	.....	.....	1	.....	—100.0	1	.....	—100.0	650.00	.....	—100.0
.....	1	100.0	11	15	36.3	6	7	16.6	2,080.00	2,387.00	14.8
4	8	100.0	41	48	17.1	25	27	8.0	7,335.35	12,337.72	68.2
16	15	—6.25	166	211	27.1	90	109	21.13	31,502.35	38,607.09	22.5
2	7	233.3	25	94	276.0	14	51	264.3	3,939.00	22,005.50	458.6
1	2	100.0	2	9	350.0	2	6	200.0	400.00	1,900.00	375.0
.....	1	100.0	9	3	—66.6	5	3	—40.0	950.00	1,050.00	10.5
4	1	—75.0	29	26	—10.4	18	14	—22.3	9,481.10	6,273.00	—33.8
1	1	.....	5	14	180.0	3	7	133.3	900.00	2,257.92	150.9
3	.....	—100.0	30	20	—33.3	17	11	—35.3	7,423.91	4,444.00	—40.2
7	3	—57.2	25	33	32.0	18	20	11.1	7,347.20	9,021.42	22.8
1	3	200.0	11	12	9.0	6	8	33.3	2,430.00	3,209.45	32.1
1	.....	—100.0	5	4	—20.0	3	2	—33.3	1,800.00	285.00	—84.2
1	2	100.0	3	9	200.0	2	5	150.0	165.00	1,991.09	1,106.7
.....	.....	.....	4	.....	—100.0	1	.....	—100.0	625.00	.....	—100.0
9	4	—55.6	83	56	—32.5	44	28	—36.4	14,663.47	7,453.61	—49.1
.....	1	100.0	9	9	.....	4	5	25.0	2,060.50	768.20	—62.7
3	10	233.3	36	61	69.4	20	33	65.0	7,637.11	20,067.00	162.8
1	1	.....	19	8	—57.9	11	4	—63.7	4,181.67	1,434.00	—65.7
1	4	300.0	9	14	55.5	5	8	60.0	1,074.87	3,785.00	—64.8
4	1	—75.0	12	14	6.2	8	8	.....	4,450.00	5,360.00	20.5
.....	.....	.....	.....	2	100.0	.....	1	100.0	.....	150.00	100.0
4	.....	—100.0	24	27	12.6	14	14	.....	3,181.75	5,782.92	81.7
2	3	50.0	25	12	—52.0	14	8	—42.9	6,613.41	2,910.00	—56.0
10	7	—30.0	145	96	—33.8	75	50	—33.3	30,782.22	18,068.89	—41.4
2	1	—50.0	6	3	—50.0	4	2	—50.0	1,310.00	1,110.00	—15.3
.....	4	100.0	6	13	116.6	5	9	80.0	2,365.00	3,620.00	53.1
.....	.....	.....	2	.....	—100.0	1	.....	—100.0	235.00	.....	—100.0
1	1	.....	15	19	26.6	8	9	12.5	1,518.58	9,118.09	500.4
1	3	200.0	9	12	33.3	6	8	33.3	4,196.00	2,800.00	—33.3
.....	.....	.....	2	.....	—100.0	2	.....	—100.0	700.00	.....	—100.0
4	3	—25.0	42	45	7.1	23	24	4.3	9,444.87	7,538.08	—20.2
3	.....	—100.0	15	19	26.6	7	10	42.8	3,145.00	3,440.05	9.4
1	5	400.0	63	53	—15.9	33	32	—3.1	13,891.06	12,609.45	—9.2
3	2	—33.3	46	54	17.4	23	28	21.7	11,630.00	10,945.08	—5.9
.....	1	100.0	.....	4	100.0	.....	2	100.0	.....	1,633.00	100.0
121	114	—5.8	1,130	1,216	7.6	632	663	4.9	$244,387.01	$267,018.94	9.2

Statistical Summary of Motor-vehicle Accidents in the

UNORGANIZED TERRITORY

Detachment	Killed			Fatal Accidents			Injured		
	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Alberni	.....	2	100.0	.....	2	100.0	53	52	—1.9
Alert Bay	.....	.....	.....	.....	.....	.....	.....	5	100.0
Alexis Creek	.....	.....	.....	.....	.....	.....	3	2	—33.3
Armstrong	.....	.....	.....	.....	.....	.....	17	25	47.1
Ashcroft	2	5	150.0	2	1	—50.0	39	48	23.1
Atlin	.....	.....	.....	.....	.....	.....	.....	.....	.....
Barkerville	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bella Coola	.....	.....	.....	.....	.....	.....	7	8	14.3
Blue River	.....	.....	.....	.....	.....	.....	11	7	—36.4
Boston Bar	1	.....	—100.0	1	.....	—100.0	20	31	55.0
Bralorne	.....	3	100.0	.....	3	100.0	10	11	10.0
Burnaby	.....	.....	.....	.....	.....	.....	.....	2	100.0
Burns Lake	.....	.....	.....	.....	.....	.....	18	26	44.4
Campbell River	2	.....	—100.0	2	.....	—100.0	35	34	—2.9
Castlegar	4	.....	—100.0	3	.....	—100.0	32	17	—46.9
Chase	.....	.....	.....	.....	.....	.....	9	13	44.4
Chemainus	1	.....	—100.0	1	.....	—100.0	23	27	17.4
Chilliwack	.....	.....	.....	.....	.....	.....	1	4	300.0
Clinton	.....	1	100.0	.....	1	100.0	58	31	—46.5
Colwood	5	3	—40.0	5	3	—40.0	88	86	—2.3
Copper Mountain	.....	.....	.....	.....	.....	.....	.....	.....	.....
Courtenay	.....	7	100.0	.....	5	100.0	85	82	—3.5
Cranbrook	2	4	100.0	2	4	100.0	85	54	—36.5
Crescent Valley	.....	.....	.....	.....	.....	.....	13	9	—30.8
Creston	2	1	—50.0	2	1	—50.0	55	35	—36.4
Cumberland City	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dawson Creek	9	5	—44.4	7	3	—57.1	116	67	—42.2
Duncan	1	2	100.0	1	2	100.0	60	71	18.3
Enderby	.....	.....	.....	.....	.....	.....	18	20	11.1
Falkland	.....	.....	.....	.....	.....	.....	4	13	225.0
Fernie	2	1	—50.0	2	1	—50.0	36	28	—42.8
Field	.....	.....	.....	.....	.....	.....	5	10	100.0
Fort Nelson	1	2	100.0	1	1	.....	23	20	—13.0
Fort St. James	.....	.....	.....	.....	.....	.....	2	2	.....
Fort St. John	3	6	100.0	3	5	66.7	37	57	54.1
Fruitvale	2	.....	—100.0	2	.....	—100.0	13	10	—23.1
Ganges	.....	1	100.0	.....	1	100.0	14	15	7.15
Gibsons Landing	2	.....	—100.0	1	.....	—100.0	11	10	—9.1
Golden	1	1	.....	1	1	.....	14	18	28.6
Grand Forks	3	4	33.3	3	4	33.3	35	47	34.3
Greenwood	.....	.....	.....	.....	.....	.....	17	5	—70.6
Hazelton	2	.....	—100.0	2	.....	—100.0	9	23	155.6
Hope	4	1	—25.0	3	1	—33.3	90	97	7.8
100 Mile House	4	3	—25.0	4	3	—25.0	27	30	11.1
Invermere	3	1	—66.7	2	1	—50.0	35	37	5.7
Kamloops	2	2	.....	2	1	—50.0	89	64	—16.9
Kaslo	1	.....	—100.0	1	.....	—100.0	5	8	60.0
Kelowna	2	3	50.0	2	3	50.0	65	76	16.9
Keremeos	1	1	.....	1	1	.....	22	19	—16.6
Kimberley	6	.....	—100.0	6	.....	—100.0	30	15	—50.0
Kitimat	.....	.....	.....	.....	.....	.....	1	1	.....
Ladysmith	5	4	—20.0	3	4	33.3	44	36	—18.2
Lake Cowichan	.....	1	100.0	.....	1	100.0	27	24	—11.1
Langley	.....	.....	.....	.....	.....	.....	2	.....	—100.0
Lillooet	.....	3	100.0	.....	3	100.0	5	24	380.0
Lumby	1	.....	—100.0	1	.....	—100.0	6	6	.....
Lytton	2	1	—50.0	2	1	—50.0	16	22	37.5
McBride	.....	1	100.0	.....	1	100.0	29	22	—24.1
Masset	.....	1	100.0	.....	1	100.0	2	.....	—100.0
Merritt	5	4	—20.0	4	4	.....	16	29	81.25
Mission	.....	1	100.0	.....	1	100.0	19	8	—57.9
Nakusp	.....	.....	.....	.....	.....	.....	7	9	28.6
Nanaimo	4	6	50.0	4	5	20.0	74	99	33.8
Natal	1	1	.....	1	1	.....	16	18	12.5
Nelson	3	2	—33.33	3	1	—66.7	45	29	—35.6
New Denver	.....	.....	.....	.....	.....	.....	1	14	1,300.0
Ocean Falls	.....	.....	.....	.....	.....	.....	1	3	200.0
Oliver	4	.....	—100.0	3	.....	—100.0	25	18	—28.0

Province for the Calendar Years 1956 and 1957—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
30	33	10.0	160	203	26.9	112	142	26.7	$70,479.65	$99,620.00	41.3
.....	2	100.0	.....	8	100.0	.....	5	100.0	.....	1,775.00	100.0
3	1	—66.6	24	14	—41.6	15	9	—40.0	6,145.00	2,500.00	—59.3
12	12	.....	36	39	8.3	22	27	22.7	15,887.40	17,293.40	8.8
24	26	8.3	135	75	—44.4	99	59	—60.6	66,296.81	59,840.60	—9.7
.....	.....	.....	4	2	—50.0	3	1	—66.6	1,690.00	750.00	—55.6
.....	.....	.....	5	.....	—100.0	3	.....	—100.0	1,488.00	.....	—100.0
4	6	50.0	27	18	—33.3	20	13	—35.0	17,413.00	12,975.15	—25.5
6	6	.....	48	56	16.7	31	39	25.8	12,935.67	19,940.95	59.2
15	21	40.0	165	129	—21.8	101	88	—12.9	50,780.16	75,292.00	48.3
8	4	—50.0	46	63	36.9	31	43	38.7	17,452.50	26,808.09	53.6
.....	1	100.0	.....	2	100.0	.....	1	100.0	.....	1,900.00	100.0
9	16	77.7	99	102	3.0	67	72	7.5	46,289.43	37,559.15	—18.8
22	24	9.1	120	145	20.8	85	95	11.8	53,009.00	59,845.92	12.9
12	13	8.3	100	85	—15.0	68	56	—17.6	36,466.14	26,772.79	—26.6
5	9	80.0	40	58	45.0	27	40	48.1	15,330.50	18,512.24	20.7
15	22	46.6	95	124	30.9	64	87	35.9	26,477.11	39,197.00	48.0
1	3	200.0	11	10	—9.1	6	8	33.3	5,975.00	4,925.00	—17.6
35	21	—40.0	126	111	—11.9	95	82	—13.7	89,461.82	54,106.91	—39.4
49	59	20.4	268	302	12.7	171	195	14.0	77,729.30	116,111.26	49.4
.....	.....	.....	2	.....	—100.0	1	.....	—100.0	800.00	.....	—100.0
49	43	—12.2	261	228	—12.6	177	150	—15.3	97,213.39	95,868.58	—1.4
29	33	13.8	167	149	—10.8	116	107	—7.8	71,204.34	92,414.33	29.8
10	6	—40.0	45	43	—4.4	32	26	—18.7	13,890.00	17,691.64	27.4
35	21	—40.0	159	137	—13.8	121	101	—16.5	57,699.74	64,300.24	11.5
.....	.....	.....	13	4	—69.2	7	2	—71.4	1,809.00	1,250.00	—30.9
55	38	—30.9	246	248	—0.8	164	171	4.3	95,409.50	123,729.00	29.7
36	35	—2.8	249	220	—11.6	153	140	—8.5	69,211.36	80,040.76	15.6
16	11	—31.2	60	42	—30.0	39	30	—23.1	13,675.65	13,975.87	2.2
4	9	125.0	45	42	—6.6	32	32	.....	17,775.00	18,884.00	6.2
16	15	—6.2	81	67	—17.3	57	49	—14.03	33,453.50	18,482.71	—41.8
3	7	133.3	41	26	—36.6	26	20	—23.1	16,775.00	10,408.50	—37.9
16	15	—6.25	78	90	15.4	59	68	15.2	53,599.00	54,250.00	1.2
2	2	.....	14	17	21.4	8	12	50.0	3,050.00	4,405.00	44.4
22	27	22.7	114	191	67.5	77	125	62.3	66,505.56	118,743.10	78.6
7	6	—14.3	52	42	—19.2	32	27	—15.6	16,978.50	15,543.71	—8.5
7	9	28.6	44	48	9.1	29	33	13.8	10,395.00	14,684.00	41.4
7	7	.....	50	54	8.0	38	44	15.8	16,576.00	17,531.00	5.8
11	12	9.1	144	136	—30.6	92	93	1.1	38,146.50	49,257.87	29.2
20	22	10.0	89	117	31.5	64	78	21.9	50,422.74	50,320.30	—0.23
14	4	—64.3	61	45	—26.2	41	32	—22.0	18,556.00	18,569.50	0.07
5	11	120.0	46	61	32.6	33	44	36.7	17,733.00	21,728.96	230.6
50	49	—2.0	210	228	8.6	141	159	12.1	109,581.06	128,226.70	17.01
16	17	—6.25	192	158	—17.7	134	110	—17.9	80,946.95	75,043.89	—7.3
16	23	43.7	116	147	26.7	80	102	27.5	49,236.10	85,979.23	74.99
57	45	—21.1	311	251	—1.9	205	183	—10.7	104,668.83	115,760.88	10.6
1	6	500.0	33	36	9.1	21	23	9.5	11,536.07	14,563.00	26.2
37	45	21.6	207	219	5.8	133	150	12.8	69,029.97	74,767.29	8.3
13	13	.....	79	74	—6.3	60	53	11.7	30,704.00	32,754.00	6.7
11	8	—27.3	72	47	—34.7	51	35	31.4	27,530.00	18,327.85	33.4
1	1	.....	6	6	.....	3	4	33.3	950.00	1,450.00	52.6
22	19	13.6	112	111	—0.8	69	69	.....	36,781.21	49,517.50	34.1
15	11	—26.7	80	68	—15.0	55	48	12.8	27,180.00	30,524.99	12.3
1	.....	—100.0	1	2	100.0	1	1	.....	200.00	125.00	37.5
5	10	100.0	35	71	102.9	26	54	107.8	13,550.00	38,569.00	184.6
4	2	—50.0	31	15	51.6	21	10	—52.9	10,259.00	5,268.48	—48.6
11	14	27.3	65	52	—20.0	44	39	—11.4	34,451.21	31,864.50	7.5
11	11	.....	36	58	61.1	23	39	69.6	20,126.03	21,336.00	6.0
2	.....	—100.0	6	10	66.7	5	6	20.0	565.45	2,275.00	302.3
9	20	122.2	69	69	.....	42	55	31.0	39,225.96	42,112.00	7.4
10	4	—60.0	35	28	—20.0	26	21	—19.3	13,308.21	10,684.72	—19.7
7	7	.....	90	85	—5.6	58	50	—13.8	26,844.00	18,792.94	—30.0
37	48	29.7	195	244	25.1	129	145	13.2	96,694.54	95,746.74	—0.98
7	6	—14.3	33	37	12.1	24	25	4.2	22,149.27	11,572.50	—47.8
23	18	—21.7	105	87	—17.1	77	64	—16.9	47,582.50	44,373.25	—6.7
1	8	700.0	52	34	—34.6	35	23	—34.3	14,426.00	11,957.50	—17.1
1	1	.....	7	5	—28.9	5	3	—40.0	1,755.00	705.00	—59.8
13	12	—7.7	61	62	1.6	47	42	—10.6	27,337.73	21,297.00	—22.1

Statistical Summary of Motor-vehicle Accidents in the

UNORGANIZED TERRITORY—*Continued*

Detachment	Killed			Fatal Accidents			Injured		
	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Osoyoos	1	.....	—100.0	1	.....	—100.0	25	20	—20.0
Parksville	2	1	—50.0	2	1	—50.0	23	17	—26.1
Penticton	.....	2	100.0	.....	2	100.0	34	35	2.9
Port Alberni	.....	.....	.....	.....	.....	.....	6	4	—33.3
Port Edward	4	.....	—100.0	1	.....	—100.0	32	17	—46.9
Powell River	6	1	83.3	3	1	—66.7	41	69	68.3
Prince George	14	8	—4.29	9	6	—33.3	144	112	—22.2
Prince Rupert	.....	.....	.....	.....	.....	.....	3	.....	—100.0
Princeton	7	10	42.9	6	7	16.7	74	77	4.0
Qualicum	5	.....	—100.0	4	.....	—100.0	46	28	—39.1
Quesnel	1	.....	—100.0	1	.....	—100.0	63	53	—15.9
Queen Charlotte	.....	1	100.0	.....	1	100.0	4	1	—75.0
Red Pass	.....	.....	.....	.....	.....	.....	.....	6	100.0
Revelstoke	2	1	—50.0	1	1	.....	9	23	155.6
Rossland	.....	.....	.....	.....	.....	.....	10	3	—70.0
Salmo	2	1	—50.0	2	1	—50.0	40	19	—52.5
Salmon Arm	.....	1	100.0	.....	1	100.0	4	6	50.0
Sechelt	3	2	—33.3	2	2	.....	30	13	—56.6
Shawnigan Lake	.....	.....	.....	.....	.....	.....	25	21	—16.0
Sicamous	.....	.....	.....	.....	.....	.....	12	18	50.0
Sidney	.....	.....	.....	.....	.....	.....	19	24	26.4
Smithers	5	1	—80.0	4	1	—75.0	51	24	—53.0
Sooke	.....	.....	.....	.....	.....	.....	14	5	—64.3
Spences Bridge	.....	2	100.0	.....	2	100.0	11	14	27.3
Squamish	.....	2	100.0	.....	2	100.0	8	11	37.5
Stewart	.....	.....	.....	.....	.....	.....	.....	.....	.....
Summerland	4	.....	—100.0	3	.....	—100.0	4	7	75.0
Telegraph Creek	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Terrace	1	.....	—100.0	1	.....	—100.0	22	35	59.1
Trail	.....	.....	.....	.....	.....	.....	42	40	—4.8
Ucluelet	.....	.....	.....	.....	.....	.....	5	4	—20.0
Union Bay	1	.....	—100.0	1	.....	—100.0	23	15	—34.7
University	1	.....	—100.0	1	.....	—100.0	20	18	—10.0
Vanderhoof	1	1	.....	1	1	.....	23	26	13.1
Vernon	2	2	.....	2	2	.....	45	51	13.4
Westview	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Williams Lake	5	4	—20.0	5	2	—60.0	73	47	—35.6
Kitimat	.....	1	100.0	.....	1	100.0	27	35	29.6
Port Hardy	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wells	.....	.....	.....	.....	.....	.....	4	7	75.0
Bowen Island	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	160	125	21.9	133	105	—21.1	2,793	2,638	—5.6

Province for the Calendar Years 1956 and 1957—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease	1956	1957	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
15	10	—33.3	47	43	—8.5	35	33	—5.7	$21,025.00	$23,022.45	9.5
10	10	.....	59	59	.....	36	41	13.9	21,207.26	24,115.77	13.7
16	27	68.75	84	115	27.0	59	83	40.7	28,081.76	41,890.56	49.2
2	2	.....	16	15	—6.25	10	9	—10.0	4,738.00	7,735.00	63.3
16	11	—31.2	87	90	3.4	61	62	1.6	37,878.10	39,287.25	3.7
29	33	13.8	178	209	17.4	114	135	18.4	66,136.99	65,856.40	—0.4
73	66	—9.6	506	455	—10.1	331	303	—8.5	207,530.12	237,144.28	0.14
3	.....	—100.0	13	1	—1,200.0	8	1	—700.0	4,670.00	150.00	—96.7
35	44	25.7	217	239	10.1	155	181	16.8	89,923.64	135,316.61	50.5
28	17	—39.3	126	90	—28.6	101	67	—33.6	58,346.25	36,592.00	—37.2
40	29	—27.5	325	219	—32.6	209	150	—28.2	108,231.04	80,323.33	—25.7
4	1	—75.0	13	18	—38.4	8	12	50.0	2,670.50	3,447.60	29.1
.....	4	100.0	4	12	200.0	3	10	23.0	805.00	6,690.00	731.0
7	10	42.9	83	87	4.8	59	65	10.1	31,989.80	46,924.99	46.6
4	3	—25.0	20	13	—35.0	13	9	—30.7	5,830.00	4,485.00	—23.0
18	16	—11.1	97	60	—38.1	70	44	—37.1	35,460.33	25,357.00	—28.4
4	3	—25.0	62	35	—43.5	38	24	—36.8	16,089.95	12,683.40	—21.1
13	10	—23.1	88	71	—19.3	66	51	—22.7	39,687.70	26,436.50	—33.3
17	13	—23.5	90	91	1.1	60	58	—3.3	44,480.84	34,100.50	—23.3
8	9	16.5	44	30	—31.8	29	24	—7.2	13,135.50	22,605.00	72.0
14	13	—7.1	49	51	4.0	33	31	—6.0	18,260.90	17,301.57	—5.2
21	15	—28.9	105	119	33.3	73	77	5.4	39,460.78	38,962.29	—1.2
10	3	—70.0	37	17	—54.0	25	12	—52.0	12,955.44	5,605.00	—56.7
6	7	66.7	54	42	—22.2	39	28	—28.2	22,945.05	19,258.00	—16.0
6	7	66.7	34	26	—23.5	23	17	—26.0	13,628.00	9,720.00	—28.6
.....	.....	.....	4	.....	—100.0	3	.....	—100.0	1,025.00	.....	—100.0
3	4	33.3	40	26	—35.0	24	15	—37.6	7,238.16	7,933.50	9.6
1	.....	—100.0	1	.....	—100.0	1	.....	—100.0	400.00	.....	—100.0
12	13	8.3	115	120	43.4	79	89	12.6	49,309.58	62,469.89	26.7
23	29	30.4	112	154	37.5	72	99	37.6	38,548.06	41,513.90	7.7
3	4	33.3	23	19	—17.3	16	14	—12.5	7,900.00	7,822.50	—0.9
14	9	—21.4	50	81	62.0	37	53	70.2	25,875.57	24,706.95	—4.5
13	12	—7.7	83	97	16.8	50	57	14.0	19,477.77	19,511.57	0.2
13	9	—30.8	79	55	—30.3	50	35	—30.0	28,698.89	26,988.07	—5.9
27	24	—11.1	121	136	12.4	86	97	12.7	48,088.87	62,339.60	29.6
1	.....	—100.0	13	.....	—100.0	8	.....	—100.0	3,275.00	.....	—100.0
40	23	—42.5	242	226	—45.13	164	157	42.6	104,978.31	91,701.64	—12.6
19	27	42.1	175	305	74.3	92	159	72.8	47,576.40	78,377.07	64.7
.....	.....	.....	1	1	.....	1	1	.....	450.00	1,000.00	122.2
2	4	100.0	12	27	125.0	8	17	112.5	5,100.00	10,000.00	96.1
.....	.....	.....	1	2	50.0	1	1	.....	600.00	150.00	—75.0
1,565	1,531	—2.2	9,319	9,213	—1.1	6,283	6,280	—0.05	$3,642,513.92	$3,960,924.68	8.7

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1957

1. TYPE OF ACCIDENT	Total Accidents Reported	Total for Same Period Last Year	PERSONS INJURED												
			Total Injured	Male	Female	Age-groups								Ages Not Stated	Total Injured for Same Period Last Year
						0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over		
Collision with—															
1. Another motor-vehicle	18,350	17,384	5,191	2,691	2,500	191	356	617	1,295	1,047	820	611	252	2	5,271
2. Non-collision accident	2,728	2,593	1,329	912	417	28	64	291	415	243	129	119	39	1	1,343
3. Fixed object	2,648	2,694	1,202	832	370	17	65	262	403	198	122	94	41	.....	1,279
4. Pedestrian	1,189	1,144	1,175[1]	705	470	109	346	59	94	102	86	187	191	1	1,118
5. Bicycle	350	334	347	301	46	11	271	37	9	5	5	7	2	.....	326
6. Animal	294	308	20	12	8	.....	1	1	5	6	2	3	2	.....	32
7. Motor-cycle	184	189	152[2]	144	8	.....	1	61	63	13	6	8	.....	.....	198
8. Street-car	2	2	4	4	.....	.....	1	.....	3	.....	.....	.....	.....	.....	1
9. Railroad train	88	102	41	27	14	.....	4	5	13	2	8	8	1	.....	57
10. Horse-drawn vehicle	1	2	1	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
11. Sleigh	8	11	9	6	3	1	8	.....	.....	.....	.....	.....	.....	.....	10
12. Miscellaneous	132	142	50	33	17	4	10	5	8	7	9	5	2	.....	64
13. Not stated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	25,974	24,905	9,521	5,668	3,853	361	1,127	1,338	2,308	1,623	1,187	1,042	531	4	9,700

TYPE OF ACCIDENT	PERSONS KILLED											Totals for Year to Date			Totals for Same Period Last Year		
	Total Killed	Male	Female	Age-groups								Total Killed for Same Period Last Year							
				0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over		Accidents	Injured	Killed	Accidents	Injured	Killed
Collision with—																		
1. Another motor-vehicle	67	49	18	1	....	4	11	19	8	16	8	66	18,350	5,191	67	17,384	5,271	66
2. Non-collision accident	51	42	9	....	6	7	11	4	6	12	5	74	2,728	1,329	51	2,593	1,343	74
3. Fixed object	28	23	5	....	1	6	7	7	4	3	....	62	2,648	1,202	28	2,694	1,279	62
4. Pedestrian	90[1]	71	19	11	7	1	5	6	1	17	42	89	1,189	1,175	90	1,144	1,118	89
5. Bicycle	5	4	1	....	3	2	....	....	....	....	....	6	350	347	5	334	326	6
6. Animal	.....	.....	.....	....	....	....	....	....	....	....	....	.....	294	20	.....	308	32	.....
7. Motor-cycle	1[2]	1	.....	....	....	....	....	....	....	....	1	4	184	152	1	189	198	4
8. Street-car	.....	.....	.....	....	....	....	....	....	....	....	....	.....	2	4	.....	2	1	.....
9. Railroad train	1	1	.....	....	....	....	....	....	....	1	....	9	88	41	1	102	57	9
10. Horse-drawn vehicle	.....	.....	.....	....	....	....	....	....	....	....	....	.....	1	1	.....	2	1	.....
11. Sleigh	1	1	.....	....	1	....	....	....	....	....	....	1	8	9	1	11	10	1
12. Miscellaneous	8	6	2	1	2	....	....	1	....	2	2	5	132	50	8	142	64	5
13. Not stated	.....	.....	.....	....	....	....	....	....	....	....	....	.....	.....	.....	.....	.....	.....	.....
Totals	252	198	54	13	20	20	34	37	19	51	58	316	25,974	9,521	252	24,905	9,700	316

[1] Two pedestrians killed and nine pedestrians injured in other than pedestrian accidents.
[2] Two motor-cyclists killed and twenty-three motor-cyclists injured in other than motor-cycle accidents.

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1957—Continued

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	896	14	267	615
1 to 2 a.m.	813	11	215	587
2 to 3 a.m.	569	5	141	423
3 to 4 a.m.	347	4	98	245
4 to 5 a.m.	270	6	68	196
5 to 6 a.m.	183	2	62	119
6 to 7 a.m.	249	2	62	185
7 to 8 a.m.	1,066	5	197	864
8 to 9 a.m.	1,151	2	243	906
9 to 10 a.m.	707	3	137	567
10 to 11 a.m.	855	1	167	687
11 to 12 m.	1,059	3	264	792
12 to 1 p.m.	1,084	5	238	841
1 to 2 p.m.	1,155	4	266	885
2 to 3 p.m.	1,383	7	327	1,049
3 to 4 p.m.	1,694	13	446	1,235
4 to 5 p.m.	2,393	17	558	1,818
5 to 6 p.m.	2,351	15	599	1,737
6 to 7 p.m.	1,434	14	425	995
7 to 8 p.m.	1,563	26	456	1,081
8 to 9 p.m.	1,308	15	332	961
9 to 10 p.m.	995	13	243	739
10 to 11 p.m.	1,029	16	276	737
11 to 12 p.m.	1,264	12	348	904
Not stated	156	9	38	109
Totals	25,974	224	6,473	19,277

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	3,793	27	1,076	2,690
2. Monday	3,124	23	761	2,340
3. Tuesday	3,143	29	770	2,344
4. Wednesday	3,095	29	690	2,376
5. Thursday	3,101	26	760	2,315
6. Friday	4,527	34	1,049	3,444
7. Saturday	5,184	55	1,365	3,764
8. Not stated	7	1	2	4
Totals	25,974	224	6,473	19,277

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	39,074	211	8,817	30,046
2. Truck	6,303	68	1,335	4,900
3. Bus	385	3	101	281
4. Taxi	289	1	73	215
5. "Drive Yourself"	38	.....	9	29
6. Motor-cycle	229	5	166	58
7. School bus	26	.....	7	19
8. Not stated	4	.....	1	3
Totals	46,348	288	10,509	35,551

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing	79	1	24	54
2. Automatic signal	5	.....	3	2
3. Guarded crossing—man on duty	1	.....	.....	1
4. Gates not down	3	.....	1	2
5. Driver disregarded signal	1	.....	.....	1
6. Signal not given	1	.....	.....	1
7. Not stated	.....	.....	.....	.....
Totals	90	1	28	61

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1957—Continued

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision	8,840	30	1,895	6,915
2. Head-on collision or head-on side-swipe	4,411	68	1,346	2,997
3. Rear-end collision	6,622	10	1,335	5,277
4. Backed into other vehicle	358	------	19	339
5. Side-swiped other vehicle going same direction	1,344	4	145	1,195
6. Not stated	4,399	112	1,733	2,554
Totals	25,974	224	6,473	19,277

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	41,677	269	9,389	32,019
2. Female	4,473	13	1,098	3,362
3. Not stated	198	6	22	170
Totals	46,348	288	10,509	35,551

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years	6,043	41	1,453	4,549
2. 21 to 24 ,,	6,137	36	1,375	4,726
3. 25 to 30 ,,	8,528	56	1,898	6,574
4. 31 to 40 ,,	10,897	65	2,430	8,402
5. 41 to 50 ,,	8,070	42	1,806	6,222
6. 51 to 60 ,,	4,039	22	924	3,093
7. 61 to 64 ,,	923	9	221	693
8. 65 to 69 ,,	785	6	188	591
9. 70 years and over	709	6	190	513

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	463	4	116	343
2. 3 to 6 months	405	3	90	312
3. 6 to 12 months	782	5	205	572
4. 1 to 4 years	9,256	66	2,099	7,091
5. 5 years and over	34,727	173	7,864	26,690
6. Not stated	715	37	135	543

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	43,588	237	9,839	33,512
2. Extreme fatigue	408	1	137	270
3. Physical defect	80	2	30	48
4. Confused by traffic	203	2	47	154
5. Ability impaired	787	15	230	542
6. Not known	208	25	45	138
7. Not stated	1,074	6	181	887

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia	43,935	235	9,880	33,820
2. Unlicensed	780	29	224	527
3. Non-resident	1,421	17	380	1,024
4. Not stated	212	7	25	180

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1957—Continued

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving	29,617	163	6,764	22,690
2. Driving off roadway	1,733	44	500	1,189
3. Did not have right of way	1,265	2	244	1,019
4. Car standing in roadway (not parked)	1,602	6	358	1,238
5. Following too close	1,297	1	261	1,035
6. On wrong side of road	482	15	99	368
7. Failing to signal	383	3	54	326
8. Through street—did not stop	573	4	157	412
9. Passing at intersection	276	1	60	215
10. Exceeding speed-limit	239	16	70	153
11. Careless driving	3,431	19	1,090	2,322
12. Cutting in	214	------	18	196
13. Car ran away	306	2	39	265
14. Passing on curve or hill	121	------	21	100
15. Passing on wrong side	39	1	7	31
16. Hit and run	238	7	26	205
17. Railroad—did not stop	23	1	3	19
18. Cutting left corner	145	------	23	122
19. Parked legally	2,092	------	254	1,838
20. Driving through school zone	4	------	2	2
21. Driving through safety zone	12	------	9	3
Totals	44,092	285	10,059	33,748

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present	19,689	201	4,859	14,629
2. Police officer	302	1	82	219
3. Automatic traffic signal	2,690	5	680	2,005
4. Stop-signs	1,833	4	454	1,375
5. Warning-signs, slow-signs, etc.	557	8	167	382
Totals	25,071	219	6,242	18,610

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Crossing at intersection—no signal	99	13	86
2. In street—not at intersection	200	7	193
3. Coming from behind parked or moving vehicle	187	17	170
4. Crossing at intersection with signal	204	8	196
5. Crossing street diagonally—not at intersection	77	1	76
6. Walking on or along highway	98	6	92
7. Playing in street	103	19	84
8. Crossing at intersection against signal	67	6	61
9. Not on roadway	26	------	26
10. Getting on or off another vehicle	17	3	14
11. Riding or hitching on vehicle	13	1	12
12. Working on car or roadway	7	1	6
13. Crossing street diagonally	13	2	11
14. In pedestrian crosswalk	14	------	14
15. Standing on safety isle	69	5	64
16. Not known	82	3	79
Totals	1,276	92	1,184

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Normal	753	53	700
2. Physical defect	1	------	1
3. Confused by traffic	23	1	22
4. Impaired	127	14	113
5. Not known	61	8	53
6. Not stated	311	16	295
Totals	1,276	92	1,184

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1957—Continued

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers	5,015	74	4,941
2. Drivers	2,930	75	2,855
3. Pedestrians	1,276[1]	92	1,184
4. Bicyclists	352	5	347
5. Motor-cycle drivers	151[2]	3	148
6. Others (persons in horse-drawn vehicles, etc.)	22	3	19
7. Motor-cycle passengers	27[2]	.....	27
8. Not stated	.....	.....	.....
Totals	9,773	252	9,521

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up	6,363	.....	6,363
2. Fractured skull	164	90	74
3. Fractured spine	71	16	55
4. Other fractures	1,192	78	1,114
5. Other injuries (sprains, dislocations, etc.)	1,606	11	1,595
6. Internal injuries	126	41	85
7. Concussion of brain	122	5	117
8. Severe general shock with bruises and cuts	100	2	98
9. Cuts by glass (only)	15	.....	15
10. Drowned	7	7	.....
11. Burned	5	.....	5
12. Asphyxiated	2	2	.....
13. Not stated	.....	.....	.....
Totals	9,773	252	9,521

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	15,215	81	3,621	11,513
2. Darkness	7,682	114	2,060	5,508
3. Artificial light—good	1,305	12	325	968
4. Dusk or semi-darkness	1,266	9	310	947
5. Artificial light—poor	336	6	111	219
6. Not stated	170	2	46	122
Totals	25,974	224	6,473	19,277

14. PROPERTY DAMAGE.—Amount of property damage for period covered by this report, $12,054,310.74; amount for same period last year, $10,901,681.21.

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good	44,048	273	10,000	33,775
2. No chains (slippery road)	782	.....	120	662
3. Brakes defective	537	6	143	388
4. Steering mechanism defective	188	3	65	120
5. Head-lights dim	50	.....	12	38
6. Puncture or blow-out	115	1	37	77
7. Head-lights out (both)	39	1	6	32
8. Tail-light out or obscured	22	1	6	15
9. Glaring head-lights	15	.....	5	10
10. Head-light out (one light)	15	.....	3	12
11. Other defects	103	1	23	79
12. Not stated	434	2	89	343
Totals	46,348	288	10,509	35,551

[1] Two pedestrians killed and nine pedestrians injured in other than pedestrian accidents.
[2] Two motor-cyclists killed and twenty-three motor-cyclists injured in other than motor-cycle accidents.

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1957—Continued

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	31,575	214	7,572	23,789
2. Turning left	5,590	34	1,228	4,328
3. Turning right	2,832	16	557	2,259
4. Slowing down or stopping	1,845	4	384	1,457
5. Backing (not to or from curb)	484	5	51	428
6. Skidding	613	2	121	490
7. Leaving curb (including backing)	446	1	38	407
8. Making U-turn	47	.....	7	40
9. Overtaking	226	3	54	169
10. Stopping (not at curb or off paved strip)	925	1	209	715
11. Overtaking on right side	61	1	10	50
12. Overtaking on left side	235	2	47	186
13. Avoiding object or pedestrian	249	.....	69	180
14. Not stated	1,220	5	162	1,053
Totals	46,348	288	10,509	35,551

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	13,787	151	3,831	9,805
2. Wet surface	6,817	43	1,641	5,133
3. Icy surface	3,097	24	512	2,561
4. Loose sand or gravel	618	2	179	437
5. Snowy surface	986	3	144	839
6. Muddy surface	67	.....	10	57
7. Not stated	602	1	156	445
Totals	25,974	224	6,473	19,277

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	22,127	207	5,607	16,313
2. Defect in roadway	447	1	112	334
3. Obstruction in road	234	1	60	173
4. Road under repair	390	2	114	274
5. Obstruction not marked or lighted	109	1	26	82
6. Other	2,239	9	436	1,794
7. Not stated	428	3	118	307
Totals	25,974	224	6,473	19,277

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Asphalt	21,447	186	5,485	15,776
2. Gravel	2,674	27	579	2,068
3. Concrete	1,095	4	264	827
4. Earth	314	4	55	255
5. Brick or cobble	52	.....	8	44
6. Other	209	2	40	167
7. Not stated	183	1	42	140
Totals	25,974	224	6,473	19,277

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1957—Continued

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear	15,519	152	4,056	11,311
2. Rain	4,677	24	1,120	3,533
3. Cloudy	2,837	31	710	2,096
4. Fog or mist	705	7	151	547
5. Snow	1,303	6	209	1,088
6. Smoke or dust	96	.....	29	67
7. Not stated	837	4	198	635
Totals	25,974	224	6,473	19,277

Motor-vehicle and motor-cycle licences issued to December 31st, 1956	448,376
Motor-vehicle and motor-cycle licences issued to December 31st, 1957	483,011
Increase	34,635 (7.72%)

CONVICTIONS

The number of registered convictions increased by 25 per cent in 1957 over the number for 1956. This increase is mainly attributable to the determination of the police forces in the various parts of the Province to deal effectively with the violators of driving laws.

Credit is possibly due to these enforcement bodies that the increase in accidents does not equal the increase in the number of vehicles licensed in British Columbia and that a substantial reduction was recorded in traffic deaths.

Convictions under "Motor-vehicle Act" and Criminal Code of Canada, 1954–57

Offences	1954	1955	1956	1957
Under Criminal Code of Canada—				
Causing death by criminal negligence, sec. 192	.....	.....	.....	15
Causing bodily harm by criminal negligence, sec. 193	.....	.....	.....	1
Criminal negligence in operation of motor-vehicle, sec. 221 (1)	.....	97	101	119
Failing to stop after accident, sec. 221 (2)	225	226	327	356
Driving motor-vehicle while intoxicated, sec. 222	43	32	46	79
Driving a motor-vehicle while ability impaired by alcohol or drugs, sec. 223	2,276	2,308	2,772	3,224
Driving while driver's licence under suspension, sec. 225 (3)	420	509	580	721
Unlawfully taking a motor-vehicle without consent of owner, sec. 281	90	48	48	24
Driving to common danger, sec. 285 (6)	429	83	.....	.....
Personation at examination, sec. 347	.....	.....	.....	2
	3,483	3,303	3,874	4,541
Under "Motor-vehicle Act"—				
Failing to obtain or display motor-vehicle licence or permit as required, secs. 3–10, 59	932	982	1,458	1,840
Failing to notify *re* change of address, secs. 11, 20 (10)	31	40	77	63
Failing to report change in motor-vehicle, sec. 12	.....	1	.....	6
Failing to transfer motor-vehicle, etc., sec. 14	20	13	3	14
Failing to notify of removal or destruction of motor-vehicle, sec. 16 (1)	.....	.....	.....	2
Failing to register as a tourist, sec. 17	2	4	5	12
Failure of out-of-Province vehicle to obtain permit to transport goods or passengers, secs. 18, 19	.....	.....	.....	25
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 20 (7)	913	1,044	1,155	1,162
Driving without obtaining driver's licence, sec. 20 (1), (2), (3), (4), (5)	2,270	3,222	5,270	3,131
Driving while licence is under suspension, sec. 20 (8)				373
Driving without having driver's licence in possession at time, sec. 21				325
Driving while licence is under suspension, sec. 22				45
Driving as a chauffeur without chauffeur's licence or permit, secs. 23–30	183	266	374	459
Operating as dealer without licence, misuse of dealer's plates, etc., secs. 31–36	19	26	20	51
Operating with "D" plates without salesman's licence or permit, etc., secs. 37–40	10	23	21	29
Operating vehicle not properly equipped, sec. 41	.....	.....	.....	3
Failing to obtain replacement of licence or chauffeur's badge if mutilated, secs. 42, 43	.....	.....	.....	3
Liability of parent *re* minor, sec. 47	.....	.....	.....	1
Licence fees wrongly refunded, sec. 53	.....	.....	.....	2
Failing to report accident, etc., sec. 55	136	121	166	145
Making false statement, permitting another to use licence, etc., sec. 57	27	33	58	67
Using licence belonging to another, refusing to show licence, etc., sec. 58	42	44	61	74
Failing to stop on request of police or state proper name, sec. 60	14	15	13	21
Altering number-plates and using fictitious plates, sec. 61	5	6	5	21
Permitting person not properly licensed to drive motor-vehicle, etc., secs. 62–80	116	220	253	250
Failing to surrender licence on suspension, sec. 100	2	4	3	15
Removing or releasing impounded vehicle without authority, sec. 101	10	4	3	1
Producing invalid financial liability card, etc., sec. 103	2	5	3	3
Failing to give proof of financial responsibility for certain ages, sec. 110	.....	.....	.....	1
Failing to obey emergency instructions of a peace officer, secs. 117, 119	.....	.....	.....	4
Failing to obey traffic-control signal legend, secs. 120, 121, 144	.....	.....	.....	2,051
Defacing traffic-control devices by advertising or removal, etc., secs. 123, 124	.....	.....	.....	3
Failing to obey special signal signs *re* highway construction, secs. 126–128, 130	.....	.....	.....	113
Careless driving, secs. 131, 132	2,900	3,276	4,298	4,663
Exceeding maximum speed-limit, sec. 134	10,377	12,618	14,633	15,066
Exceeding speed-limit passing schools and playgrounds, sec. 134	2,820	4,758	4,968	2,586
Infractions of "lane" driving, secs. 137–139	.....	.....	.....	1,415
Infractions of "passing," secs. 140–143, 145, 146	.....	.....	.....	681
Infractions of turning, starting, and directional signals, secs. 148–151, 153–155	.....	.....	.....	897
Failure to yield right-of-way, secs. 156–160	32	33	43	604
Not exercising due care *re* pedestrians, secs. 161–165	.....	.....	.....	352
Failure to obey rules by bicycle operators, sec. 166	.....	.....	.....	5
Failure to stop at railroad crossing, secs. 167–169	8	8	12	508
Failure to stop at intersections, sec. 170	.....	.....	.....	2,315
Illegal stopping or parking, secs. 171–174	.....	.....	.....	519
Leaving vehicle improperly parked, sec. 175	.....	.....	.....	131
Backing vehicle illegally, sec. 176	.....	.....	.....	51
Operating motor-cycle with more than one person, sec. 177	3	.....	1	4
Requirements of safe driving on highway, secs. 178, 179	.....	.....	.....	17
Fire vehicle safety, secs. 181, 182	.....	.....	.....	5

Convictions under "Motor-vehicle Act" and Criminal Code of Canada, 1954–57—Continued

Offences	1954	1955	1956	1957
Under "Motor-vehicle Act"—*Continued*				
Driving on sidewalk, sec. 183	------	------	------	6
Horse-racing on highway prohibited, sec. 185	------	------	------	1
Opening door requirements, sec. 186	------	------	------	12
Transporting explosives, secs. 187–189	------	------	------	39
Illegal use or defacement of signs, sec. 192	------	------	------	1
	20,874	26,766	32,903	40,193
Regulations under "Motor-vehicle Act"—				
Number-plates, Div. 3	129	130	462	186
Driving without proper head-lamps, Divs. 4.01–4.06	225	308	615	674
Driving without tail-lights, Divs. 4.07–4.10	315	276	447	686
Driving without clearance-lights when required, Divs. 4.10–4.16	48	29	59	34
Driving without adequate brakes, Divs. 5, 6	87	127	157	127
Driving vehicle with defective horn, Div. 7.02	13	24	45	36
Driving vehicle without muffler, Div. 7.03	246	207	675	834
Driving vehicle without proper signal lights, Divs. 4.20–4.22	885	1,179	1,313	860
Driving vehicle with windshield obstructed, Div. 7.05 (*a*), (*b*)	6	11	32	60
Driving vehicle without windshield-wiper, Div. 7.05 (*c*)	3	5	18	15
Driving vehicle without safety glass, Div. 7.05 (*d*)	1	------	3	1
Driving vehicle without rear-view mirror or unobstructed rear view, Div. 7.04	4	4	11	22
Driving vehicle without flag or light at end of a load, Div. 4.13	14	33	73	86
Operating vehicle with improperly mounted or unauthorized fog, spot, or auxiliary lights, Divs. 4.17, 4.18	4	2	6	1
Failing to have proper connection between motor-vehicle and trailer, Div. 7.07 (*a*),(*d*)	2	4	2	6
Driving vehicle without mud-guards, Div. 7.06	------	97	264	179
Operating defective vehicle after ordered off road, Div. 7.09	------	------	1	------
Failing to sign driver's licence, Div. 15	------	1	32	32
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, Div. 14	3	------	------	2
Letting of vehicle without approved and properly adjusted governors, old Reg. 20	1	------	------	------
Operating overweight and oversize vehicles without permit, Div. 19	------	------	------	301
	1,986	2,437	4,215	4,142
"Juvenile Delinquents Act"	------	------	------	1,774
Total of all convictions	26,343	32,506	40,992	50,650

3. DRIVING SAFETY

(*a*) Safety Responsibility

Motor-vehicle liability insurance companies licensed in British Columbia under the "Insurance Act" forwarded for filing 14,066 British Columbia financial responsibility insurance certificates in 1957, compared with 14,067 certificates in 1956. The number of certificates that could not be accepted from the insurance companies due to error or omission of vital information were 1,083, or 7.7 per cent of the total number received. This is a marked improvement over 1956, when 9.3 per cent of the total were unacceptable. Certificates cancelled in 1957 at the request of insurance companies totalled 12,745, which represents an increase of 8.8 per cent over the 1956 total of 11,705. A table giving full information in this regard is quoted hereunder.

Comparison of Financial Responsibility Certificates Received, Filed, and Cancelled in 1956 and 1957

	1956	1957	Increase	Decrease	Per Cent
Total number of certificates received	14,067	14,066	.....	1	0.01
Total number of certificates filed	12,754	12,983	299	.....	1.79
Total number of certificates returned	1,313	1,083	.....	230	17.52
Owner's policy certificates and garage and sales-agency certificates filed	10,023	10,447	424	.....	4.23
Driver's policy certificates filed	1,131	1,194	63	.....	5.57
Owner's policy certificates filed (public and limited)	1,600	1,342	.....	258	15.63
Certificate cancellations	11,705	12,745	1,040	.....	8.88

Fees collected under the "Motor-vehicle Act" for the filing of these certificates in 1957 amounted to $25,966, an increase of 1.8 per cent over the amount of $25,508 collected in 1956.

During 1957, 484 financial responsibility cards were issued for motor-vehicles, the owners of which had given proof of their financial responsibility by establishing themselves with the Superintendent of Insurance as self-insurers, by a bond of a guarantee or surety company, or by depositing an amount of money or security for money with the Minister of Finance in a sum required under the "Motor-vehicle Act." This is an increase of 63.5 per cent over 1956, when 296 financial responsibility cards were issued.

An increase of 41.2 per cent in the number of persons released from the obligation of maintaining proof of financial responsibility was experienced in 1957 over the total for 1956. Applications were received from 3,468 persons in 1957, as compared with 2,457 in 1956.

A total of 1,671 motor-vehicles were impounded under the safety responsibility laws during 1957, as compared with 1,626 in 1956. This slight increase as compared with the increase in the number of motor-vehicles licensed in this Province tends to indicate that the percentage of owners covered by third-party liability insurance is climbing steadily. Releases were ordered in 1,494 cases, leaving a balance of 1,007 motor-vehicles still impounded as at December 31st, 1957.

Suspensions of drivers' licences due to Court orders and recommendations of the convicting Magistrates increased by 61.6 per cent in 1957 over 1956. The number amounted to 2,809, whereas in 1956 the total was 1,738. The following table indicates the periods of suspension ordered or recommended by Magistrates after convictions for the various offences:—

Suspension of Drivers' Licences by Court Order and Recommendations, 1957

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	63	268	85	119	8	4	65	....	....	7	....	....	24	10	1	....	5	659
Criminal negligence	1	3	7	8	....	3	19	....	....	2	....	....	13	4	9	....	....	69
Driving while intoxicated	....	4	3	8	....	6	17	....	....	2	....	....	15	3	2	....	....	60
Driving while ability impaired	12	259	115	338	25	152	230	....	....	18	....	....	145	11	5	1	10	1,321
Failing to remain at scene of accident	1	9	6	15	2	9	13	....	....	....	....	....	13	2	3	....	....	73
Driving while under suspension	....	2	....	5	1	1	6	....	....	1	....	....	5	4	2	....	1	28
Exceeding speed-limit	72	126	39	49	2	....	25	....	....	....	....	....	8	....	....	....	....	321
Adjudged juvenile delinquent	6	53	18	47	2	....	31	1	....	1	....	....	23	6	4	2	6	200
Manslaughter	....	....	....	1	....	....	1	....	....	....	....	....	....	2	2	4	....	10
Miscellaneous	2	26	11	13	1	....	12	....	....	1	....	....	2	....	....	....	....	68
Totals	157	750	284	603	41	175	419	1	....	32	....	....	248	42	28	7	22	2,809

During 1957, suspensions of licences pending the filing of proof of financial responsibility for various reasons indicated on the table hereunder increased 18 per cent over that of 1956. A total of 11,673 suspensions were made in 1957, as compared with 9,896 in 1956.

Proof of financial responsibility was given in 8,432 instances in 1957, as compared with 8,162 in 1956. This shows an increase of 3.2 per cent in the number of licence reinstatements in 1957, and is also shown in detail in the following table:—

Offence	Drivers' Licences Suspended	Reinstated
Accident—careless driving	3,052	2,267
Accident—reckless driving	25	37
No accident—reckless driving	65	98
Accident—drunken driving	18	10
No accident—drunken driving	43	31
Accident—impaired driving	311	249
No accident—impaired driving	2,271	1,327
Accident—failing to remain at scene of accident	269	175
Accident—driving under suspension	11	9
No accident—driving under suspension	97	32
Accident—suspension due to accident	1,200	960
Accident—speeding	86	21
Accident—no driver's licence	49	90
Accident—no chauffeur's licence	1	4
Accident—no accident report	48	59
Accident—unsatisfied judgment	35	12
Conviction and judgment outside Province	146	67
Unsatisfactory driving record	58	87
Suspension by Superintendent	96	40
Death by criminal negligence	20	5
Bodily harm by criminal negligence	2	1
Accidents—manslaughter	----	----
Juvenile delinquents	----	6
Further or additional financial responsibility	3,768	2,833
Miscellaneous	2	3
Totals	11,673	8,423

(*b*) Examination of Drivers

In 1957 a total of 103,264 persons were examined to determine their fitness to drive a motor-vehicle, an increase of 20 per cent over the 1956 total of 86,346. The increase is directly attributable to the increased use of the motor-vehicle in our way of life, and it is also of interest to note the continued increase in the percentage of female applicants for original drivers' licences. In 1957 that percentage was 32.7 per cent, compared with 25.3 per cent in 1956. A total of 141,056 examinations were conducted in 1957, which is considerably more than the number of persons examined. This fact is due to the considerable number of persons who required more than one examination to qualify.

The following table is a summary of examinations for original licence applicants. It shows a total of 52,396 applicants, as compared with 47,354 in 1956, an increase of 11 per cent. Reasons for licence restriction and failures are shown.

Summary of Drivers' Original Examinations, 1957

MALES (35,261, 67.30 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	10,119	100.00	6,948	100.00	6,059	100.00	6,920	100.00	3,321	100.00	1,241	100.00	255	100.00	288	100.00	110	100.00	35,261	100.00
Restrictions																				
Hearing	20	0.20	26	0.37	10	0.16	33	0.48	13	0.39	23	1.85	11	4.31	6	2.08	7	6.36	149	0.42
Vision	145	1.43	125	1.80	110	1.81	141	2.04	94	2.83	42	3.38	11	4.31	15	5.21	8	7.27	691	1.96
Depth perception	208	2.06	189	2.72	152	2.51	171	2.47	120	3.61	48	3.87	14	5.49	18	6.25	10	9.09	930	2.64
Periphery	19	0.19	17	0.24	27	0.45	39	0.56	24	0.72	15	1.21	4	1.57	5	1.74	2	1.82	152	0.43
Diplopia	4	0.04	4	0.06	4	0.07	3	0.04	3	0.09	.....	.....	.....	.....	.....	.....	.....	.....	18	0.05
Physical condition	5	0.05	3	0.04	12	0.20	17	0.25	17	0.51	6	0.48	1	0.39	1	0.35	6	5.45	68	0.19
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road tests	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1.82	2	0.01
Adequate eye-glasses	1,365	13.49	1,464	21.07	677	11.17	825	11.92	585	17.62	411	33.12	133	52.16	155	53.81	69	62.73	5,684	16.12
Colour-blindness	56	0.55	50	0.72	38	0.63	42	0.61	24	0.72	13	1.05	1	0.39	1	0.35	3	2.73	228	0.65
Totals	1,822	18.01	1,878	27.02	1,030	17.00	1,271	18.37	880	26.49	558	44.96	175	68.62	201	69.79	107	97.27	7,922	22.47
Failures																				
Written test	3	0.03	2	0.03	2	0.03	1	0.01	5	0.15	1	0.08	1	0.39	.....	.....	.....	.....	15	0.043
Failed to complete examination	15	0.15	11	0.16	5	0.08	13	0.19	8	0.24	10	0.81	1	0.39	7	2.43	1	0.91	71	0.201
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.91	1	0.003
Vision	37	0.36	22	0.32	18	0.30	13	0.19	9	0.27	7	0.56	.....	.....	4	1.39	19	17.27	129	0.36
Depth perception	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Periphery	1	0.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.003
Road signs	.....	.....	1	0.01	.....	.....	3	0.04	1	0.03	.....	.....	.....	.....	.....	.....	.....	.....	5	0.01
Physical condition	5	0.05	4	0.06	2	0.03	4	0.06	2	0.06	5	0.40	.....	.....	.....	.....	6	5.46	28	0.08
Physical E.C.A. not returned	1	0.01	.....	.....	2	0.03	.....	.....	1	0.03	2	0.16	.....	.....	2	0.69	7	6.36	15	0.04
Visual E.C.A. not returned	19	0.19	11	0.16	7	0.12	10	0.14	5	0.15	5	0.40	1	0.39	1	0.35	.....	.....	59	0.17
Road tests	89	0.88	118	1.69	72	1.19	86	1.24	56	1.69	54	4.35	7	2.75	16	5.56	17	15.45	515	1.46
Totals	170	1.68	169	2.43	108	1.78	130	1.87	87	2.62	84	6.76	10	3.92	30	10.42	51	46.36	839	2.37

FEMALES (17,135, 32.70 PER CENT)

Number examined, by age-group	3,822	100.00	3,237	100.00	2,762	100.00	4,529	100.00	2,019	100.00	646	100.00	60	100.00	46	100.00	14	100.00	17,135	100.00
Restrictions																				
Hearing	5	0.13	7	0.22	7	0.25	26	0.57	10	0.495	4	0.62	.....	.....	.....	.....	.....	.....	59	0.34
Vision	38	0.99	35	1.08	33	1.19	98	2.16	42	2.08	18	2.79	.....	.....	1	2.17	1	7.14	266	1.55
Depth perception	55	1.44	51	1.57	48	1.74	128	2.83	43	2.13	27	4.18	2	3.33	2	4.35	1	7.14	357	2.08
Periphery	2	0.05	6	0.19	7	0.25	20	0.44	11	0.545	.....	.....	.....	.....	1	2.17	.....	.....	47	0.27
Diplopia	2	0.05	.....	.....	.....	.....	4	0.09	1	0.05	.....	.....	.....	.....	.....	.....	.....	.....	7	0.04
Physical condition	5	0.13	1	0.03	6	0.22	11	0.24	5	0.25	2	0.31	.....	.....	.....	.....	.....	.....	30	0.18
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road test	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.15	.....	.....	.....	.....	.....	.....	1	0.01
Adequate eye-glasses	807	21.12	687	21.22	532	19.26	878	19.39	511	25.31	331	51.24	36	60.00	36	78.26	13	92.86	3,831	22.36
Colour-blindness	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	914	23.91	787	24.31	633	22.91	1,165	25.72	623	30.86	383	59.29	38	63.33	40	86.95	15	107.14	4,598	26.83
Failures																				
Written test	1	0.02	1	0.03	.....	.....	1	0.02	1	0.05	9	1.393	.....	.....	.....	.....	.....	.....	13	0.08
Failed to complete examination	4	0.10	4	0.12	3	0.10	4	0.09	13	0.64	11	1.703	1	1.67	.....	.....	.....	.....	40	0.23
Vision	6	0.16	12	0.37	13	0.47	5	0.11	4	0.20	1	0.155	.....	.....	.....	.....	.....	.....	41	0.24
Depth perception	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Periphery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road signs	.....	.....	.....	.....	.....	.....	1	0.02	1	0.05	.....	.....	.....	.....	.....	.....	.....	.....	2	0.01
Physical condition	.....	.....	.....	.....	1	0.04	.....	.....	.....	.....	1	0.155	.....	.....	.....	.....	1	7.14	3	0.02
Physical E.C.A. not returned	.....	.....	.....	.....	.....	.....	2	0.04	.....	.....	1	0.155	.....	.....	.....	.....	.....	.....	3	0.02
Visual E.C.A. not returned	6	0.16	3	0.09	8	0.29	1	0.02	2	0.10	2	0.309	.....	.....	.....	.....	.....	.....	22	0.13
Reaction	.....	.....	.....	.....	1	0.04	3	0.07	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	0.02
Road test	16	0.42	21	0.65	18	0.65	52	1.15	53	2.63	15	2.322	5	8.33	5	10.87	6	42.86	191	1.11
Totals	33	0.86	41	1.26	44	1.59	69	1.52	74	3.67	40	6.192	6	10.00	5	10.87	7	50.00	319	1.86

GRAND TOTALS (52,396)

Restrictions	Number	Per Cent
Hearing	208	0.397
Vision	957	1.82
Depth perception	1,287	2.45
Periphery	199	0.38
Diplopia	25	0.05
Physical condition	98	0.187
Reaction	.....	.....
Road tests	3	0.006
Adequate eye-glasses	9,515	18.16
Colour-blindness	228	0.44
Totals	12,520	23.89

Failures	Number	Per Cent
Written test	28	0.05
Failed to complete examination	111	0.21
Vision	170	0.33
Depth perception	.....	.....
Periphery	1	0.002
Road signs	7	0.013
Physical condition	31	0.06
Physical E.C.A. not returned	18	0.03
Visual E.C.A. not returned	81	0.155
Reaction	5	0.01
Road test	706	1.35
Totals	1,158	2.21

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	1,365	241	177	----	----	776	4	139	6	128	9
21–25 ,,	860	228	153	----	----	483	3	79	5	67	10
26–30 ,,	677	195	135	----	2	395	1	76	5	64	8
31–40 ,,	825	209	186	----	----	608	9	42	7	37	7
41–50 ,,	585	149	117	----	----	352	6	64	8	58	4
51–60 ,,	411	64	66	----	2	197	6	54	6	53	1
61–64 ,,	133	17	21	----	----	55	1	7	1	7	----
65–69 ,,	155	22	18	----	----	75	6	10	7	9	----
70 years and over	69	21	15	----	1	28	133	21	118	28	8
Totals	5,080	1,146	888	----	5	2,969	169	492	163	451	47

FEMALES

16–20 years	807	72	49	----	1	666	-----	48	-----	47	1
21–25 ,,	687	57	47	----	----	534	-----	27	-----	25	2
26–30 ,,	532	62	49	----	----	530	1	25	1	23	2
31–40 ,,	878	100	79	----	----	1,059	2	30	3	29	----
41–50 ,,	511	56	46	----	1	560	1	21	1	20	1
51–60 ,,	331	18	13	----	----	205	2	21	1	22	----
61–64 ,,	36	2	2	----	----	15	-----	-----	-----	-----	----
65–69 ,,	36	2	1	----	----	14	1	5	1	5	----
70 years and over	13	1	1	----	----	3	14	2	14	2	----
Totals	3,831	370	287	----	2	3,586	21	179	21	173	6

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 imposed upon them.

Re-examination of Drivers

The total of licensed drivers who were re-examined in 1957 was 50,898, an increase from 38,992 on 1956 or 23 per cent. The next table summarizes these examinations, showing the volumes of restrictions and failures:—

Summary of Drivers' Re-examinations, 1957

MALES (41,001, 80.56 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	1,970	100.00	2,600	100.00	4,356	100.00	9,731	100.00	10,134	100.00	6,391	100.00	1,726	100.00	1,644	100.00	2,449	100.00	41,001	100.00
Restrictions																				
Hearing	5	0.25	5	0.19	14	0.32	51	0.52	66	0.65	113	1.77	48	2.78	73	4.44	211	8.61	586	1.43
Vision	15	0.76	48	1.85	69	1.58	254	2.61	264	2.60	208	3.25	74	4.29	62	3.77	177	7.23	1,171	2.86
Depth perception	27	1.37	74	2.85	118	2.71	313	3.22	323	3.19	290	4.54	93	5.39	100	6.08	153	6.25	1,491	3.64
Periphery	5	0.25	3	0.12	19	0.44	83	0.85	113	1.12	82	1.28	31	1.80	30	1.83	60	2.45	426	1.04
Diplopia	1	0.05	3	0.12	1	0.02	4	0.04	4	0.04	2	0.03	———	———	3	0.18	2	0.08	20	0.05
Physical condition	1	0.05	6	0.23	16	0.37	60	0.62	63	0.62	43	0.67	20	1.16	20	1.22	83	3.39	312	0.76
Reaction	———	———	———	———	———	———	———	———	———	———	1	0.02	———	———	———	———	9	0.37	10	0.03
Road test	———	———	———	———	———	———	1	0.01	———	———	1	0.02	2	0.11	———	———	9	0.37	13	0.03
Adequate eye-glasses	205	10.41	294	11.30	483	11.09	1,229	12.63	1,553	15.33	2,191	34.28	837	48.49	864	52.56	1,527	62.35	9,183	22.39
Colour-blindness	13	0.66	23	0.88	42	0.96	104	1.07	118	1.16	76	1.19	26	1.51	28	1.70	17	0.69	447	1.09
Totals	272	13.80	456	17.54	762	17.49	2,099	21.57	2,504	24.71	3,007	47.05	1,131	65.53	1,180	71.78	2,248	91.79	13,659	33.31
Failures																				
Failed to complete examination	9	0.46	2	0.08	5	0.11	14	0.14	18	0.18	16	0.25	5	0.29	5	0.31	11	0.45	85	0.21
Reaction	———	———	1	0.04	———	———	———	———	———	———	———	———	———	———	1	0.06	———	———	2	0.005
Vision	1	0.05	4	0.16	3	0.07	5	0.05	9	0.09	13	0.20	5	0.29	13	0.79	51	2.08	104	0.25
Depth perception	———	———	———	———	———	———	———	———	———	———	———	———	———	———	———	———	———	———	———	———
Periphery	———	———	———	———	———	———	———	———	1	0.01	———	———	———	———	———	———	———	———	1	0.002
Road signs	———	———	———	———	———	———	———	———	———	———	———	———	———	———	———	———	1	0.04	1	0.002
Physical condition	3	0.15	1	0.04	5	0.11	8	0.08	8	0.08	7	0.11	6	0.35	5	0.31	61	2.49	104	0.25
Physical E.C.A. not returned	———	———	2	0.08	———	———	———	———	2	0.02	1	0.02	———	———	2	0.12	40	1.63	47	0.11
Visual E.C.A. not returned	4	0.20	2	0.08	4	0.09	1	0.01	3	0.03	8	0.13	2	0.12	4	0.24	9	0.37	37	0.09
Road test	25	1.27	18	0.69	25	0.58	38	0.58	43	0.42	54	0.84	22	1.27	26	1.58	96	3.92	347	0.85
Totals	42	2.13	30	1.16	42	0.96	66	0.67	84	0.83	99	1.55	40	2.32	56	3.41	269	10.98	728	1.77

FEMALES (9,897, 19.44 PER CENT)

Number examined, by age-group	109	100.00	512	100.00	1,032	100.00	3,029	100.00	2,928	100.00	1,453	100.00	371	100.00	256	100.00	207	100.00	9,897	100.00
Restrictions																				
Hearing	.....	.....	.....	.....	1	0.10	13	0.43	18	0.61	11	0.76	7	1.89	6	2.34	8	3.87	64	0.65
Vision	3	2.75	5	0.98	11	1.07	34	1.12	41	1.40	20	1.38	12	3.23	10	3.91	9	4.35	145	1.47
Depth perception	4	3.67	8	1.56	13	1.26	54	1.78	48	1.64	36	2.48	15	4.04	13	5.08	11	5.31	202	2.04
Periphery	.....	.....	.....	.....	3	0.29	8	0.27	7	0.24	5	0.34	5	1.35	2	0.78	2	0.97	32	0.32
Diplopia	.....	.....	.....	.....	.....	.....	2	0.07	1	0.03	1	0.07	.....	.....	.....	.....	.....	.....	4	0.04
Physical condition	1	0.92	.....	.....	6	0.58	4	0.13	7	0.24	4	0.26	2	0.54	1	0.39	9	4.35	34	0.34
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	1.93	4	0.04
Road test	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.07	.....	.....	.....	.....	1	0.48	2	0.02
Adequate eye-glasses	26	23.85	85	16.60	170	16.47	538	17.76	635	21.69	666	45.84	201	54.18	165	66.45	153	73.91	2,639	26.67
Colour-blindness	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	34	31.19	98	19.14	204	19.77	653	21.56	757	25.85	744	51.20	242	65.23	197	76.95	197	95.16	3,126	31.59
Failures																				
Failed to complete examination	1	0.92	3	0.59	4	0.39	8	0.26	13	0.45	11	0.76	.....	.....	1	0.39	.....	.....	41	0.42
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	1	0.03	.....	.....	2	0.54	.....	.....	.....	.....	3	0.03
Vision	.....	.....	.....	.....	.....	.....	5	0.17	3	0.07	.....	.....	.....	.....	.....	.....	3	1.45	10	0.10
Depth perception	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Periphery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road signs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Physical condition	1	0.92	.....	.....	.....	.....	2	0.06	1	0.03	.....	.....	1	0.27	1	0.39	1	0.48	7	0.07
Physical E.C.A. not returned	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.27	.....	.....	5	2.42	6	0.06
Visual E.C.A. not returned	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.07	.....	.....	.....	.....	.....	.....	1	0.01
Road tests	.....	.....	2	0.39	7	0.68	15	0.50	24	0.82	16	1.10	5	1.35	7	2.74	10	4.83	86	0.87
Totals	2	1.84	5	0.98	11	1.07	30	0.99	41	1.40	28	1.93	9	2.43	9	3.52	19	9.18	154	1.56

GRAND TOTALS (50,898)

Restrictions

	Number	Per Cent
Hearing	650	1.277
Vision	1,316	2.586
Depth perception	1,693	3.326
Periphery	458	0.900
Diplopia	24	0.047
Physical condition	346	0.680
Reaction	14	0.028
Road test	15	0.029
Adequate eyeglasses	11,822	23.227
Colour-blindness	447	0.878
Totals	16,785	32.978

Failures

	Number	Per Cent
Failed to complete examination	126	0.247
Reaction	5	0.010
Vision	114	0.224
Depth perception	.....	.....
Periphery	1	0.002
Road signs	1	0.002
Physical condition	111	0.218
Physical E.C.A. not returned	53	0.104
Visual E.C.A. not returned	38	0.075
Road test	433	0.851
Totals	882	1.733

Analysis of Restrictions (Re-examinations)

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	205	32	26	....	....	147	13	8	8	11	2
21–25 ,,	294	86	57	....	....	19	9	33	11	29	2
26–30 ,,	483	141	103	....	....	26	27	33	33	25	2
31–40 ,,	1,229	390	364	....	4	38	56	50	56	45	5
41–50 ,,	1,553	408	380	6	4	40	46	90	45	86	5
51–60 ,,	2,191	393	344	2	6	50	52	141	51	134	8
61–64 ,,	837	138	142	....	1	20	16	48	15	46	3
65–69 ,,	864	150	159	....	....	21	28	76	29	66	9
70 years and over	1,527	428	358	6	21	44	2,568	183	2,488	175	88
Totals	9,183	2,166	1,933	14	36	405	2,815	662	2,736	617	124

FEMALES

16–20 years	26	3	2	....	....	7	.....	3	.....	3	.....
21–25 ,,	85	9	5	....	....	7	.....	2	.....	2	.....
26–30 ,,	170	18	17	....	1	11	4	7	4	7	.....
31–40 ,,	538	72	54	....	....	39	8	14	8	13	1
41–50 ,,	635	70	60	....	....	27	6	26	8	23	1
51–60 ,,	666	48	33	....	1	19	7	26	8	25	.....
61–64 ,,	201	24	19	....	....	8	3	6	2	5	2
65–69 ,,	165	19	17	....	....	6	5	4	3	5	1
70 years and over	153	34	18	....	1	15	206	9	190	21	4
Totals	2,639	297	225	....	3	139	239	97	223	104	9

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 imposed upon them.

(*c*) Drivers' Improvement Programme

Since 1953 this Branch has continued to develop a programme to deal with the problem of the driver who is able to qualify in the skill tests in the examination of drivers but who displays a poor attitude or poor manners in the operation of a motor-vehicle.

The programme is basically one of:—

(1) The review of a driving record upon adding new records of conviction or accidents:

(2) Adjudication of records to determine appropriate action; and

(3) Steps to implement the action deemed necessary. In step (3) the action may be:—

(*a*) A warning letter to the driver, which discusses the record and emphasizes the need for more prudent driving in the future to retain the privilege of driving:

(*b*) An interview to discuss driving habits, including, when necessary, an actual driving test; and

(*c*) The suspension of driving privileges for a definite period of time. Often, prior to the reinstatement of a licence, the licensee is interviewed to review the problems which caused the Branch's action and to emphasize the need for care in the future.

Prior to the suspension of a driver's licence for an unsatisfactory driving record, the licensee receives a " hearing " notice, which lists his driving record and advises him that unless he can show cause before a given date why his licence should not be suspended, his driving privilege will be suspended for the length of time indicated in the notice.

Suspension under this programme increased in 1957 to 3,735 from 2,009 in 1956, or 81 per cent.

Warning letters amounted to 5,279 in 1957, as compared with 3,007 in 1956, an increase of 75 per cent.

Driving records reviewed in the programme totalled 57,789 in 1957, compared with 43,733 in 1956, an increase of 32 per cent.

Personal interviews amounted to 1,024 in 1957, an increase of 986 over the 1956 total of 138. In the future this method of approach will receive increasing attention. It is felt to be a very valuable part of the programme. An " across the desk " talk with a driver who encounters trouble in remaining within the law is an essential if there is ever to be an understanding by them of what they must do to retain their driving privileges.

A valuable part of the programme is in the public contacts made with safety-minded community groups throughout the Province. The Motor-vehicle Branch played an active part in the B.C. Safety Council, and worked with other traffic and safety councils. High schools come in for a lot of attention in the programme through the visiting of schools to explain to the students the problems of driver's licence control and the encouragement of high-school driver-training programmes, thirty-eight of which were under way by the end of 1957.

The following are statistics for the drivers' improvement programme of 1957:—

Warning Letters and Suspensions

Age-group	Warning Letters			Suspensions			Already Warned
	Male	Female	Total	Male	Female	Total	
Under 21 years	1,319	6	1,325	925	3	928	199
21–24 years	1,048	7	1,055	832	5	837	214
25–30 ,,	1,033	15	1,048	670	6	676	164
31–40 ,,	914	10	924	655	12	667	97
41–50 ,,	563	7	570	408	4	412	59
51–60 ,,	240	1	241	158	1	159	23
61–64 ,,	61	1	62	26	....	26	3
65–69 ,,	26	....	26	21	....	21	2
70 years and over	28	....	28	9	....	9	.....
Totals	5,232	47	5,279	3,704	31	3,735	761
Same period last year	2,965	42	3,007	1,992	17	2,009	682

4. ENCUMBRANCE REGISTRY DIVISION

In British Columbia the location for filing of documents under the " Bills of Sale Act," " Conditional Sales Act," " Mechanics' Lien Act," " Companies Act," and the " Co-operative Associations Act " which concern motor-vehicles is in the office of the Superintendent of Motor-vehicles. The Encumbrance Registry Division is the part of the Motor-vehicle Branch which maintains these records in a manner so as to be able to advise the public of the state of legal title of a motor-vehicle.

It is significant of the economic trend of 1957 that less document filings were made under the " Conditional Sales Act " and the " Bills of Sale Act " than in 1956. On the other hand, searches of title increased, indicating more concern by vehicle-purchasers and those loaning money with motor-vehicle security that they were in fact dealing with a good title.

The following table indicates the volume of transactions handled by this Division:—

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," 1956 and 1957.

	1956	1957	Increase	Decrease	Per Cent Increase	Per Cent Decrease
Item						
Registrations under " Conditional Sales Act "	73,843	72,115	.....	1,728	.....	2.34
Registrations under " Bills of Sale Act "	23,048	20,626	.....	2,422	.....	10.51
Registrations under " Mechanics' Lien Act "	1,169	1,558	389	.....	33.28	.....
Registrations under " Companies Act "	20	44	24	.....	120.00	.....
Registrations under " Co-operative Associations Act "	2	3	1	.....	50.00	.....
Releases filed under " Conditional Sales Act "	934	829	.....	105	.....	11.24
Releases filed under " Bills of Sale Act "	1,261	1,681	420	.....	33.31	.....
Searches under " Conditional Sales Act "	33,504	35,889	2,385	.....	7.12	.....
Searches under " Bills of Sale Act "	32,880	34,275	1,395	.....	4.24	.....
Documents copied, certified, etc.	141	144	3	.....	2.13	.....
Total number of items	166,802	167,164	362	.....	0.22	.....
Revenue						
Value of law stamps sold	$96,610.50	$91,347.50	.....	$5,263.00	.....	5.45
Value of law stamps attached to documents when received	99,951.00	94,913.50	.....	5,037.50	.....	5.04
Value of conditional sales and bills of sale search fees	16,596.00	17,541.00	$945.00	.....	5.69	.....
Fees under " Companies Act "	20.00	44.00	24.00	.....	120.00	.....
Fees under "Co-operative Associations Act"	2.00	3.00	1.00	.....	50.00	.....
Miscellaneous copying and certification fees	141.00	144.00	3.00	.....	2.13	.....
Total revenue	$213,320.50	$203,993.00	.....	$9,327.50	.....	4.37

5. SCHOOL BUSES

In 1957 school-bus permits were issued for 587 vehicles, which is a reduction of 27 from the 1956 total of 614.

Accidents involving twenty-six school buses were recorded in 1957, compared with twenty in 1956. None of the accidents were fatal, and personal injuries to seven pupils were recorded.

6. STAFF

The 1957/58 Estimates provided for a permanent staff complement of 217, all of which positions were used. An additional 56 temporary employees were on the staff at December 31st, 1957, making a total of 273 employees, compared with 264 in 1956, an increase of 3.4 per cent.

A new office was opened in Vancouver East in January, 1957, and further spread the Branch services in the Greater Vancouver area. A permanent drivers' examination unit was located at Pouce Coupe.

It is commendable that the staff, with so very few additions, was able to meet a substantially increased work load.

CONCLUSION

The demands by the public for increased facilities and service from the Branch continued in 1957. This is only logical and will continue in future years. The safety of human life depends upon the manner of operation of the motor-vehicle on our highways. This involves the adequacy of drivers to deal with the complexities of modern traffic, and the adequacy of the vehicles they operate. Pressure continues on the Branch to deal more critically with these factors. A drivers' examination programme of considerable value now exists, and, within the limitations of staff, performs a very useful service. Increasing attention is focused on the problem driver who has the unhappy faculty of violating our driving laws to the menace of life and limb of other highway-users. The programme of driver's licence control must be expended if we are to properly serve the purpose.

It will be necessary within the next few years to develop some form of a programme of motor-vehicle inspection. It is carried out very efficiently in the City of Vancouver by a branch of that city's government. For lack of volume of vehicles concentrated in a compact area, this type of programme is not practical for development in more than one or two other communities. A motor-vehicle inspection programme to serve all British Columbia properly, as undoubtedly it must in time, will require regulation and supervision by this Branch.

Pedestrian fatalities are in very high proportion in British Columbia, possibly because of the concentration of senior citizens in the milder climate of the Lower Mainland and Vancouver Island. An information programme of pedestrian education is a need, but this form of programme must have whole-hearted public support to succeed. It must be accepted by pedestrians, and they must be made to realize its need to protect their lives.

Again mention must be made of the inadequate accommodation of our head office in Victoria. A desired high level of efficiency in certain parts of our work simply is not possible under existing circumstances. As the work continues to grow, this situation becomes more acute.

I am very grateful for the splendid co-operation this Branch enjoys with various community groups and business organizations dedicated to the cause of safety. Without their help, we could not succeed.

I am also grateful for the continued assistance of the members of your Department and other Provincial Government departments. Splendid co-operation is enjoyed with the Officer Commanding and other officers and members of the Royal Canadian Mounted Police, and the chief constables, officers, 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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