PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

MOTOR-VEHICLE BRANCH

FOR THE YEAR

1959

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in right of the Province of British Columbia.
1961

To Major-General the Honourable GEORGE RANDOLPH PEARKES,
V.C., P.C., C.B., D.S.O., M.C.,
Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to present the Annual Report of the Motor-vehicle Branch for the year 1959.

R. W. BONNER,
Attorney-General.

Attorney-General's Department,
Victoria, B.C., December, 1960.

REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1959

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 1959.

This Report contains statistics of licences issued by the Branch in accordance with the *Motor-vehicle Act.* It deals with the various aspects of the work required to be carried on in accordance with the *Motor-vehicle Act.* It does, in short, tell the story of the trend of the motor-vehicle and its use in our society. It indicates some of the problems of the Motor-vehicle Branch in meeting the needs of the public and what has been done during 1959 to meet those requirements.

The Provincial Legislature enacted in 1959 the *Department of Commercial Transport Act,* and that Act made the Superintendent of Motor-vehicles the licensing authority for commercial vehicles with responsibility to the Minister of Commercial Transport.

The *Department of Commercial Transport Act* provided for a new basis for the licensing of commercial vehicles. Prior to its enactment, all commercial vehicles were required to license in accordance with the unladen weight of the vehicle. The *Department of Commercial Transport Act* provides that the basis for licensing be the gross vehicle weight, meaning the maximum weight of vehicle and load which would be carried during a licence-year.

The year 1959 saw the commencement of a conversion programme of record-handling by the Branch to provide for increased mechanical processing by the use of various types of business machines. The conversion involves the driver's licence and motor-vehicle licence aspects of the work, and was the result of a great deal of planning over a period of several years before a decision was made to undertake the change. The end of 1959 saw the Branch in a position to prepare 1960 motor-vehicle licence applications under the new programme. During the year it was also possible to measure work requirements for drivers' examinations by a mechanical process and to select applicants for re-examinations by the same means. It thus became possible to determine the names of persons who had not been examined for many years, in a manner which was not possible under the former method of selection on a manual basis.

Further reference will be made to the mechanical conversion as it arises during the discussions of various aspects of the Branch's work in this Report. This 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 total number of motor-vehicles licensed in the Province in 1959 was 541,363. This represents an increase of 30,160 over the 1958 total of 511,203, or 5.89 per cent. Passenger motor-vehicles in 1959 accounted for 419,422 licences and an increase of 26,085 over the 1958 total of 393,337, or 6.63 per cent. Commercial vehicles amounted to 121,941, compared to 117,866 in 1958, or an increase of 3.45 per cent.

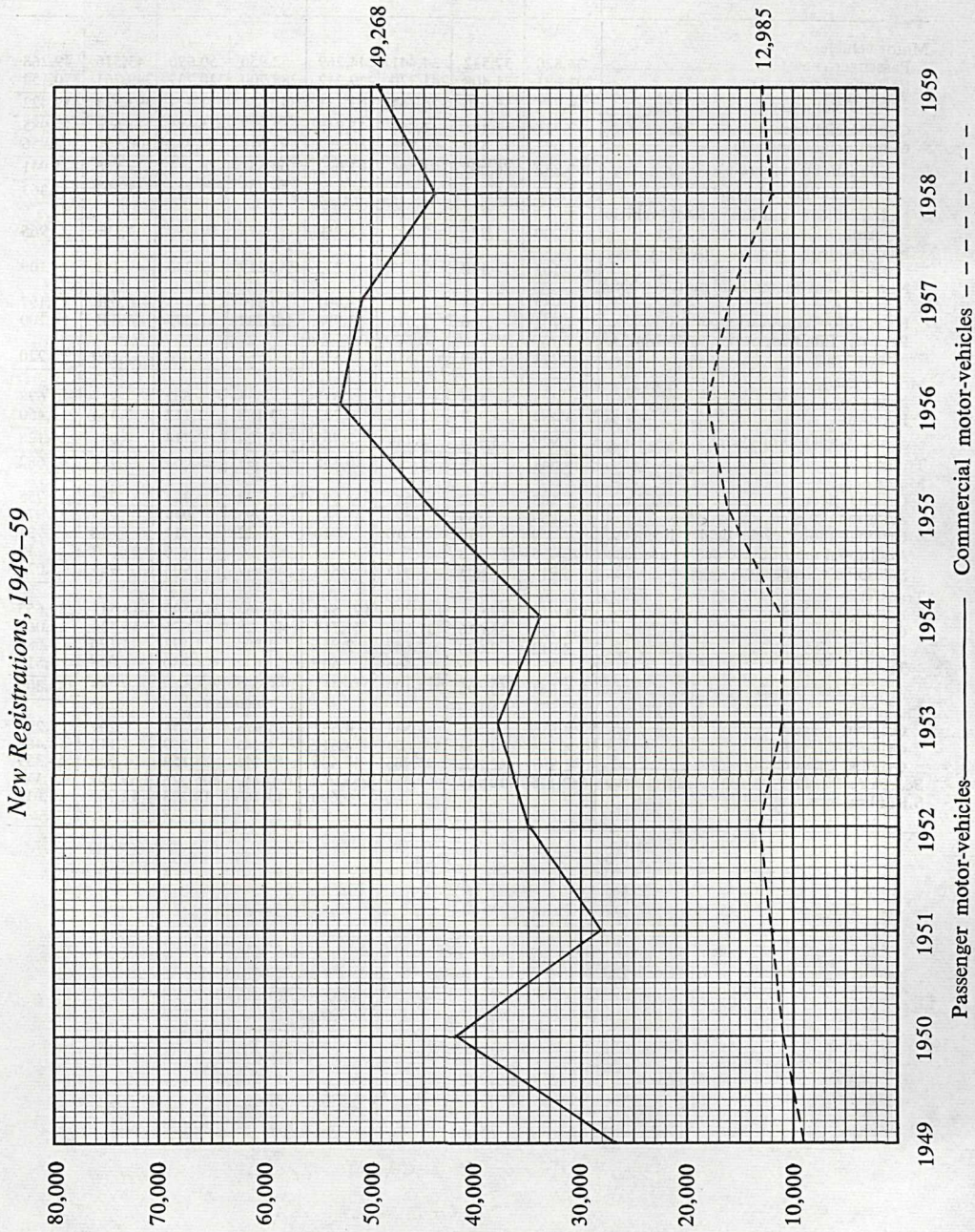
The last few years have shown great increases in the number of licensed trailers, and 1959 was no exception. Trailer licenses issued amounted to 43,682, compared to the 1958 total of 34,928, or an increase of 2.5 per cent. It is interesting to note that the 1952 total of licences issued in this category was 13,543, approximately 30 per cent of the 1959 total, and, further, that the issuance of trailer licences has more than doubled since the 1955 total of 20,855.

An indication of the sudden growth in the volume of work required to be performed by the Branch is noted in the considerable increase in the filing of notices of transfer of motor-vehicles. During 1959, 282,309 transfers were filed, which averages slightly more than 23,500 per month. In 1952 the work requirement in this category amounted to an average of 17,000 transfers per month.

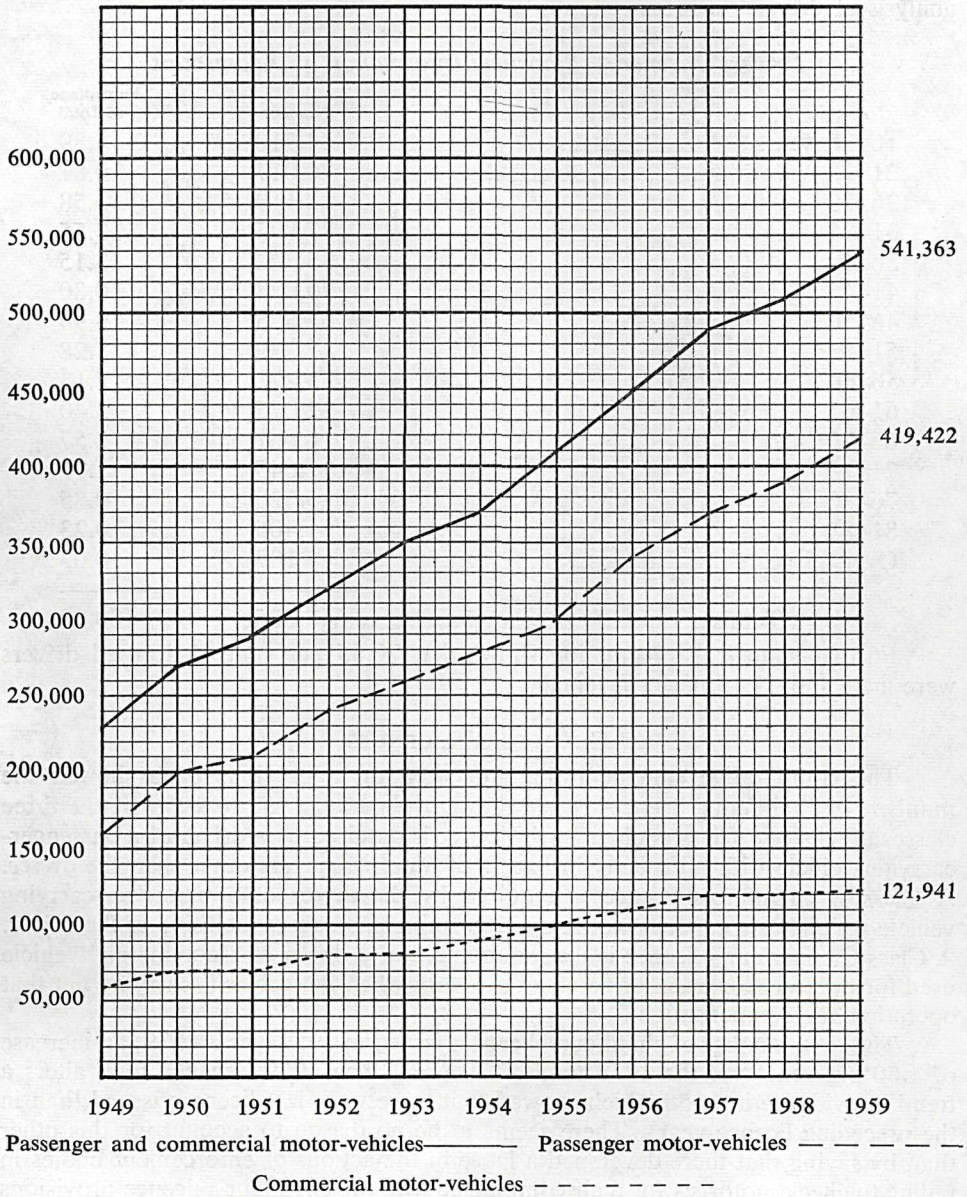
The table which follows is a comparison of licences and permits for motor-vehicles and trailers issued for the licence-years 1952 to 1959, inclusive:—

Comparative Statement of Licences, Permits, etc., Issued during the Licence-years 1952 to 1959, Inclusive

Licences Issued	1952	1953	1954	1955	1956	1957	1958	1959
Motor-vehicles—								
Passenger (new)	34,820	37,532	34,441	44,269	52,950	50,990	43,576	49,268
Passenger (renewal)	201,891	221,408	241,720	259,212	288,700	320,737	349,761	370,154
Total passenger	236,711	258,940	276,161	303,481	341,650	371,727	393,337	419,422
Commercial (new)	12,521	11,485	11,248	15,845	17,827	15,685	11,676	12,985
Commercial (renewal)	68,321	74,580	80,558	86,252	91,016	100,432	106,190	108,956
Total commercial	80,842	86,065	91,806	102,097	108,843	116,117	117,866	121,941
Total motor-vehicles	317,553	345,005	367,967	405,578	450,493	487,844	511,203	541,363
Non-resident touring motor-vehicle permits	1,209	1,371	2,127	1,959	1,673	1,384	1,100	965
Non-resident special motor-vehicle permits	162	130	213	232	219	245	149	109
Non-resident commercial motor-vehicle permits	952	1,555	2,598	3,991	6,519	8,493	10,056	13,197
Permits for temporary operation	1,702	1,806	2,612	3,998	7,787	11,575	13,333	18,100
Permits for temporary operation of farm tractors	711	790	810	829	983	1,070	1,100	1,220
Motor-cycles—								
New	445	508	470	532	536	602	577	678
Renewal	3,484	3,317	3,274	3,233	3,188	3,112	3,464	3,450
Total motor-cycles	3,929	3,825	3,744	3,765	3,724	3,714	4,041	4,128
Trailers	13,543	15,417	18,205	20,855	24,581	29,663	34,928	43,682
Motor-dealers—								
Original licences	688	682	687	691	722	724	730	755
Additional plates	859	889	873	883	995	979	925	970
Original motor-cycle dealer licences	9	10	10	10	12	11	15	31
Additional motor-cycle dealer licences	5	8	9	5	7	6	7	19
Salesmen's licences	914	903	875	843	947	908	919	1,024
Transfers—								
Passenger	171,618	173,954	172,256	191,642	210,463	215,896	218,513	229,655
Commercial	31,756	33,626	37,540	41,718	44,928	45,671	46,536	48,061
Motor-cycle	2,912	2,630	2,847	2,846	2,904	3,173	3,190	3,080
Trailers	358	286	466	505	672	830	1,046	1,513
Total transfers	206,644	210,496	213,109	236,711	258,967	265,570	269,285	282,309
Chauffeurs—								
Original Class A	4,616	4,546	4,541	4,627	4,978	5,251	5,207	5,295
Original Class B	4,275	4,128	4,001	4,011	4,243	4,269	4,112	4,485
Original Class C	42,997	42,862	43,486	48,406	59,443	65,159	61,556	64,359
Search fees	562,175	712,517	668,319	939,920	630,112	805,528	639,269	328,115
S.R. filing fees	.....	.....	.....	9,690	13,166	13,123	12,785	13,018


New Registrations, 1949–59
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
49,268
12,985
1949
1950
1951
1952
1953
1954
1955
1956
1957
1958
1959
Passenger motor-vehicles
Commercial motor-vehicles

Motor-vehicle Licences, 1949–59



Drivers' Licences

The Branch issued drivers' licences to 90,947 applicants during 1959. This figure is very near the 1958 total of 90,908. Of this total, 45,814 were issued to original applicants. Persons under 21 years of age were applicants in 16,198 original licences as compared to 14,548 in 1958, and original adult applicants accounted for 29,616 as compared to 30,759 in 1958.

The number of licensed drivers was determined to be 648,605 at the end of the 1959 licence-year. It was possible to obtain statistical information by the various age-groups of the licensed drivers to show the numbers in the various

groups and the percentage in each group of total licences issued. The statistical analysis of drivers' licences follows:—

Drivers' Licences—Statistical Information by Age-groups

Age	Number	Percentage of Total
16–20 years	44,710	6.89
21–25 ,,	70,017	10.81
26–30 ,,	88,119	13.58
31–35 ,,	87,895	13.55
36–40 ,,	85,322	13.15
41–45 ,,	70,024	10.80
46–50 ,,	64,525	9.94
51–55 ,,	47,229	7.28
56–60 ,,	33,271	5.13
61–65 ,,	22,075	3.40
66–70 ,,	16,661	2.57
71–75 ,,	11,645	1.79
76–80 ,,	5,520	0.85
81–85 ,,	1,405	0.23
Over 85 years	187	0.03
Totals	648,605	100.00

Further statistical information shows that 70.85 per cent of licensed drivers were male and 29.15 per cent female.

Chauffers' Licences

The comparative statement that appeared on a previous page showed the numbers of chauffeurs' licences issued during the period 1952 to 1959 by the three classes of licence. Class A chauffeur's licence is required by a driver of a passenger-carrying vehicle with a capacity in excess of nine passengers other than the driver. A Class B chauffeur's licence is required by the driver of a passenger-carrying vehicle which has a capacity not in execss of nine passengers inclusive of the driver. A Class C chauffeur's licence is the requirement of a driver of a commercial vehicle used for the transportation of personal property when the driver is carrying out that operation for compensation.

The total number of chauffeurs' licences issued in 1959 was 74,139, an increase of 4.60 per cent over the 1958 total of 70,875. The 1959 issuance total alters a trend in evidence in 1958 which showed that there were less licences issued than in the preceding licence-year. There seems to be no reason to account for this other than by saying that there developed a lapse in the actions of enforcement bodies in failing to check motorists for their compliance with the chauffeur's licence provisions of the *Motor-vehicle Act*.

Distribution of Motor-vehicles

Always of interest is the distribution of licensed motor-vehicles in the various communities in the Province, and an appropriate table to indicate the distribution in 1959 follows. It is pointed out these figures show the volumes of licences issued at the various centres. This, of course, does not necessarily mean that every vehicle licensed at a specific centre is operated in that area. However, it is fair to say that it does provide good indication of the distribution of motor-vehicles throughout British Columbia.

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	119	490	4,722	5,331	63	239	2,048	2,350	7,681
Alberni	71	452	5,572	6,095	11	70	1,197	1,278	7,373
Ashcroft	17	27	678	722	5	22	451	478	1,200
Atlin	10	3	21	34	10	4	47	61	95
Burns Lake	41	86	597	724	17	60	625	702	1,426
Chilliwack	260	725	8,503	9,488	43	240	3,155	3,438	12,926
Clinton	19	10	577	606	11	61	580	652	1,258
Cloverdale	296	553	10,779	11,628	97	308	4,079	4,484	16,112
Courtenay	219	530	6,419	7,168	10	94	1,911	2,015	9,183
Cranbrook	249	542	4,060	4,851	171	187	1,806	2,164	7,015
Creston	110	174	1,421	1,705	61	93	1,133	1,287	2,992
Duncan	65	400	5,638	6,103	8	121	1,923	2,052	8,155
Fernie	109	89	1,080	1,278	229	51	584	864	2,142
Fort St. John	408	266	1,733	2,407	249	218	1,597	2,074	4,481
Ganges	9	2	466	477	.....	6	290	296	773
Golden	257	176	1,302	1,735	161	98	1,055	1,314	3,049
Grand Forks	26	58	1,380	1,464	18	44	975	1,037	2,501
Kamloops	186	782	5,945	6,913	49	294	2,892	3,235	10,148
Kaslo	8	1	212	221	4	5	152	161	382
Kelowna	187	478	6,167	6,832	23	153	2,421	2,597	9,429
Kitimat	39	202	1,867	2,108	1	30	475	506	2,614
Lillooet	24	15	845	884	5	6	445	456	1,340
Merritt	22	23	714	759	5	39	473	517	1,276
Mission	57	320	2,628	3,005	15	84	1,091	1,190	4,195
Nanaimo	124	749	8,544	9,417	13	181	2,550	2,744	12,161
Nelson	184	437	5,552	6,173	39	179	2,647	2,865	9,038
New Westminster[1]	843	3,964	45,448	50,255	123	540	8,342	8,905	59,260
North Vancouver[2]	297	1,151	12,388	13,836	8	104	2,570	2,682	16,518
Oliver	47	55	1,629	1,731	33	55	861	949	2,680
Penticton	154	706	5,895	6,755	34	193	2,019	2,246	9,001
Pouce Coupe[3]	639	607	3,425	4,671	708	495	2,898	4,101	8,772
Powell River	25	139	2,655	2,819	2	32	820	852	3,673
Prince George	335	740	5,451	6,526	105	369	3,270	3,744	10,270
Prince Rupert	60	276	2,318	2,654	11	68	791	870	3,524
Princeton	10	25	697	732	.....	12	406	418	1,150
Quesnel	61	163	1,921	2,145	17	126	1,467	1,610	3,755
Revelstoke	43	44	1,066	1,153	12	31	508	551	1,704
Rossland	10	2	767	779	13	2	197	212	991
Salmon Arm	45	117	1,907	2,069	18	76	1,307	1,401	3,470
Smithers	36	133	1,084	1,253	5	83	973	1,061	2,314
Terrace	26	108	1,141	1,275	8	93	764	865	2,140
Trail	79	509	4,850	5,438	12	93	1,185	1,290	6,728
Vancouver[4]	2,121	10,617	63,590	76,328	112	1,509	12,807	14,428	90,756
Vancouver East	722	3,355	32,283	36,360	147	1,151	6,259	7,557	43,917
Vancouver-Point Grey	589	3,947	21,104	25,640	18	287	2,064	2,369	28,009
Vanderhoof	44	68	657	769	16	80	793	889	1,658
Vernon	135	675	5,919	6,729	37	271	3,252	3,560	10,289
Victoria[5]	1,089	3,450	64,736	69,275	73	1,380	17,152	18,605	87,880
Williams Lake	95	206	1,801	2,102	33	175	1,649	1,857	3,959
Totals	10,621	38,647	370,154	419,422	2,863	10,122	108,956	121,941	541,363

[1] New Westminster (includes issuance at Haney, a temporary office at Burnaby during rush period, and mail-order issuance to New Westminster area from Victoria): Passenger, 51,895; commercial, 9,229.

[2] North Vancouver (does not include 943 commercial plates issued for National Defence vehicles that operate throughout British Columbia): Passenger, 13,836; commercial, 1,739.

[3] Pouce Coupe (does not include 256 commercial plates issued for National Defence vehicles that operate throughout British Columbia): Passenger, 4,671; commercial, 3,845.

[4] Vancouver (includes issuance from Motor Licence Office at 1730 West Georgia Street, 2410 Nanaimo Street, and 5986 East Boulevard; also includes mail-order issuance to Vancouver area from Victoria; does not include issuance at North Vancouver; issuance at Sechelt and Squamish, which account through Vancouver, has been deducted): Passenger, 152,828; commercial, 26,218.

[5] Victoria (does not include mail-order issuance to other areas; in addition to these totals, 619 passenger and 3,694 commercial plates were issued for Provincial Government vehicles and 402 commercial plates were issued for National Defence vehicles which operate throughout British Columbia): Passenger, 45,018; commercial, 8,533.

Mail-order Issuance

The experience of the Branch has shown that there is a fairly constant requirement to provide licence-issuance service by mail. The 1959 total of licences issued in this manner was 40,137, fairly close to the 1958 total of 40,180. It is observed that there has not been the increase in licence issuance by this means as there has been in across-the-counter sales at the various Licence Issuing Offices. This fact certainly does not discourage the Branch in that it is a strong feeling faster service can be rendered to the public in the person-to-person issuing-office contact, and that the issuing-office contact is more economical from the point of cost of Government administration. A synopsis of the 1959 mail-order issuance follows and shows the types of licences issued in this manner and some indication of the place of residence of the applicant.

1959 Mail-order Synopsis

	Victoria	Vancouver	New Westminster	Vancouver Island and Islands	Balance of Province	Out of Province	Totals
Passenger plates	4,648	16,051	1,640	1,975	3,889	83	28,286
Provincial Government passenger plates	619	.....	.....	.....	.....	.....	619
Commercial plates	819	1,622	147	470	1,252	121	4,431
Provincial Government commercial plates	3,694	.....	.....	.....	.....	.....	3,694
Motor-cycle plates	29	52	6	20	62	.....	169
Farm tractor plates	1	11	2	8	69	.....	91
National Defence plates	402	.....	.....	.....	.....	.....	402
Section 7 (*a*) ("XH" plates)	23	643	86	61	593	49	1,455
Section 7 (*b*) ("X" plates)	148	415	89	70	263	5	990
Totals	10,383	18,794	1,970	2,604	6,128	258	40,137

Revenue

Revenue collected by the Motor-vehicle Branch, by the issuance of licences, permits, and other related services, in the 1959 licence-year (March 1st, 1959, to February 29th, 1960) totalled $14,659,511.77, as compared to 1958 licence-year revenue collection of $13,659,857.44. The increase of $999,654.33 amounted to 7.3 per cent over the 1958 total. Motor-vehicle Branch offices collected 69.1 per cent of the 1959 total in the amount of $10,128,758.66. The balance of $4,530,-753.11 or 30.9 per cent was collected through the various Government Agencies of the Department of Finance which carry out licence-issuance service in the areas of the Province not served directly by the Motor-vehicle Branch.

The following are the locations of Motor-vehicle Branch offices with the 1959 revenue collection for each office noted:—

Vancouver (Georgia Street)	$2,570,616.22
Victoria	2,171,084.34
New Westminster	1,532,004.41
Vancouver East	1,241,772.54
Vancouver-Point Grey	669,042.63
Cloverdale	425,426.01
North Vancouver	383,455.65
Chilliwack	356,872.69
Kamloops	283,696.26
Abbotsford	207,639.60

Trail	$177,165.91
Mission	109,982.40
Total	$10,128,758.66

2. ACCIDENTS AND CONVICTIONS

Motor-vehicle Accidents

The following table gives a summary of the accident frequency during the period 1952 to 1959:—

	Motor-vehicles Registered	Number of Accidents	Accidents per 1,000 Vehicles Registered	Injuries	Deaths	Deaths per 10,000 Vehicles Registered	Average Property Damage	Deaths per 100 Million Miles	Fatal Accidents	Fatal Accidents per 100 Million Miles
1952	317,553	21,189	66.70	7,197	209	6.5	$304.32	9.44	177	7.99
1953	345,005	22,096	63.05	7,737	208	5.9	322.59	8.49	183	7.47
1954	367,967	22,425	61.05	7,582	211	5.7	325.67	7.38	181	6.33
1955	405,578	22,030	55.10	8,263	225	5.6	392.79	7.51	194	6.47
1956	450,493	24,905	55.34	9,700	316	7.0	437.05	9.03	272	7.77
1957	487,844	25,976	53.24	9,521	252	5.1	482.76	6.70	224	5.96
1958	506,398	24,583	48.54	9,814	282	5.5	480.72	7.01	246	6.12
1959	536,120	25,536	47.63	10,541	309	5.7	478.79	7.55	268	6.55

The total number of accidents increased in 1959 from the 1958 total but remained below the 1957 accident total. Whilst the increase in total accidents was 3.9 per cent, it is noted injuries increased by 7.3 per cent, and deaths, as a result of motor-vehicle accidents, increased by a startling 9.5 per cent.

Accidents—	
1958	24,583
1959	25,536
Increase of 3.8 per cent.	
Injuries—	
1958	9,814
1959	10,541
Increase of 7.4 per cent.	
Deaths—	
1958	282
1959	309
Increase of 9.5 per cent.	
Property damage—	
1958	$11,918,047.48
1959	12,226,545.90
Increase of 2.3 per cent.	

Tables follow which set out accident statistics for the various cities, municipalities, villages, and districts of British Columbia for 1958 and 1959.

Statistical Summary of Motor-vehicle Accidents in

CITIES

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Alberni							23	21	—8.7
Armstrong							3	6	100.0
Chilliwack		2	100.0		2	100.0	33	45	36.4
Courtenay		1	100.0		1	100.0	19	26	36.8
Cranbrook							17	13	—23.5
Dawson Creek							21	25	19.0
Duncan	1		—100.0	1		—100.0	12	18	50.0
Enderby							1	2	100.0
Fernie		1	100.0		1	100.0	12	2	—83.3
Grand Forks							6	4	—33.3
Greenwood							1		—100.0
Kamloops	1	1		1	1		39	55	41.0
Kaslo								1	100.0
Kelowna	2	2		2	2		29	36	24.1
Kimberley							4	19	375.0
Nanaimo	3		—100.0	2		—100.0	66	49	—25.7
Nelson							7	18	157.0
New Westminster	4	4		4	4		359	305	—15.0
North Vancouver		1	100.0		1	100.0	155	120	—22.6
Penticton	3	2	—33.3	3	2	—33.3	47	44	—06.3
Port Alberni							34	47	38.2
Port Coquitlam	1	2	100.0	1	2	100.0	61	37	—39.3
Port Moody	2		—100.0	2		—100.0	33	37	12.1
Prince George	1		—100.0	1		—100.0	47	61	29.7
Prince Rupert	1	1		1	1		33	30	—9.0
Revelstoke							7	10	42.8
Rossland		1	100.0		1	100.0	5	12	140.0
Salmon Arm	1		—100.0	1		—100.0	7	14	100.0
Trail							27	32	18.5
Vancouver	36	30	—16.7	32	30	—6.25	3,284	3,433	43.2
Vernon	1	1		1	1		37	35	—5.4
Victoria	7	5	—28.5	7	5	—28.5	403	358	—11.1
White Rock		1	100.0		1	100.0		19	100.0
Totals	64	55	—14.0	59	55	—67.0	4,832	4,934	21.0

DISTRICT MUNICIPALITIES

			Per Cent			Per Cent			Per Cent
Burnaby	4	11	175.0	4	11	175.0	557	586	52.0
Central Saanich	1	2	100.0	1	2	100.0	18	24	33.3
Chilliwhack	7	7		7	5	—28.5	97	102	51.0
Coquitlam	1	2	100.0	1	2	100.0	87	91	45.0
Delta	8	2	—75.0	5	2	—60.0	59	115	94.9
Esquimalt							32	46	43.7
Fraser Mills							2	1	—100.0
Glenmore							1		—100.0
Kent-Agassiz	1	2	100.0	1	2	100.0	19	33	73.6
Langley		3	100.0		3	100.0	111	131	18.0
Maple Ridge	6	7	16.6	6	6		143	135	—55.0
Matsqui	4	2	—50.0	2	2		67	59	—11.9
Mission		1	100.0		1	100.0	21	27	28.5
North Cowichan	3		—100.0	2		—100.0	4		—100.0
North Vancouver	2		—100.0	2		—100.0	110	105	—45.0
Oak Bay							38	44	15.7
Peachland							2	1	—100.0
Pitt Meadows								1	100.0
Richmond	5	5		4	4		175	214	22.2
Saanich	2	4	100.0	2	4	100.0	134	160	19.4
Salmon Arm		1	100.0		1	100.0	31	15	—51.6
Sumas	7	6	—14.2	6	5	—16.6	39	75	92.3
Summerland							14	21	50.0
Surrey	15	15		11	15	36.3	544	541	—5.0
Tadanac							7		—100.0
West Vancouver	1	1		1	1		105	142	35.2
Kitimat							17	21	23.5
Powell River							5	27	440.0
Totals	67	71	59.0	55	66	20.0	2,439	2,717	11.3

the Province for the Calendar Years 1958 and 1959

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
15	14	—6.6	112	89	—20.5	67	52	—22.3	$34,163.33	$25,809.11	—24.4
1	6	500.0	13	18	38.4	8	12	50.0	2,188.00	4,860.50	122.0
23	34	47.8	157	238	51.5	82	128	56.0	39,020.69	53,591.75	37.3
13	19	46.1	119	102	—14.2	65	62	—46.0	29,982.42	31,009.97	34.0
14	10	—28.5	105	102	—28.0	56	54	—35.0	22,263.05	21,106.29	—51.0
16	17	6.2	173	147	—15.0	93	80	—13.9	32,761.77	29,269.55	—10.6
10	15	50.0	88	88	.....	53	50	—56.0	17,756.50	18,326.50	32.0
1	2	100.0	6	5	—16.6	4	4	.....	1,400.00	24,237.00	173.0
10	2	—80.0	31	21	—32.2	18	12	—33.3	6,567.00	2,945.30	—55.1
3	3	.....	27	24	—11.1	14	14	.....	4,186.00	5,868.34	40.1
1	.....	—100.0	9	5	—44.4	5	2	—60.0	1,223.00	700.00	—42.7
29	40	37.9	329	336	21.0	183	184	5.0	82,032.91	89,421.96	90.0
.....	1	100.0	5	5	.....	3	3	.....	570.00	908.00	59.2
20	23	15.0	183	198	81.0	100	108	8.0	42,535.77	43,179.35	15.0
4	15	275.0	36	70	94.4	21	41	95.2	7,273.50	13,753.46	89.0
44	31	—29.5	376	290	—22.8	201	161	—19.9	82,465.35	68,422.76	—17.0
7	16	128.0	71	99	39.4	39	53	35.8	14,492.45	24,506.00	69.1
243	229	—5.7	1,919	1,820	—51.0	961	935	—27.0	462,688.28	394,396.55	—14.7
103	92	—10.6	641	648	—10.0	331	338	21.0	148,641.94	136,075.45	—84.0
28	32	14.2	219	182	—16.8	125	111	—11.2	47,130.29	35,263.80	—25.1
28	35	25.0	260	286	10.0	135	152	12.5	61,764.16	66,026.70	69.0
35	25	—28.5	195	184	—56.0	112	96	—14.2	57,975.58	43,442.73	—25.0
19	27	42.1	111	107	—36.0	61	60	—16.0	28,942.04	29,481.36	18.0
34	43	26.4	385	474	23.1	205	252	22.9	83,099.85	99,809.50	20.1
28	29	3.5	211	246	16.5	125	141	12.8	47,176.57	48,315.08	24.0
6	7	16.6	75	88	17.3	41	48	17.0	18,020.93	19,404.82	76.0
3	7	133.0	51	58	13.7	27	35	29.6	11,770.44	10,803.69	—82.0
5	9	80.0	37	40	81.0	23	25	86.0	8,823.26	9,228.25	45.0
22	25	13.6	149	164	10.0	82	92	12.1	26,572.35	28,465.18	71.0
2,412	2,539	5.2	16,788	16,711	—4.0	8,693	8,579	—13.0	3,399,957.21	3,429,063.11	8.0
25	25	.....	181	214	18.2	102	114	11.7	41,651.69	41,631.05	—4.0
309	284	—8.0	2,128	1,959	—79.0	1,123	1,032	—81.0	411,185.21	351,036.49	—14.6
.....	13	100.0	.....	72	100.0	.....	41	100.0	.....	15,640.54	100.0
3,511	3,669	45.0	25,190	25,090	—3.0	13,158	13,071	—6.0	$5,276,281.54	$5,216,000.14	—11.0

		Per Cent			Per Cent			Per Cent			Per Cent
361	385	66.0	2,770	2,755	—42.0	1,438	1,423	—3.0	$692,286.91	$666,382.53	—37.0
14	13	—71.0	56	52	—71.0	40	33	—17.5	14,443.53	13,439.69	—69.0
56	69	23.2	362	343	—52.0	230	211	—82.0	124,344.36	116,081.41	—66.0
58	67	15.5	386	403	44.0	217	222	23.0	97,654.41	100,017.37	24.0
39	65	66.6	205	293	42.9	141	189	34.0	69,811.87	116,284.12	66.5
21	33	57.1	173	192	10.9	96	111	15.6	38,961.51	48,228.46	23.7
2	1	—100.0	10	2	—80.0	5	1	—80.0	1,681.86	555.00	—66.9
1	.....	—100.0	3	.....	—100.0	2	.....	—100.0	2,000.00	.....	—100.0
9	20	122.0	47	77	63.8	31	54	74.1	21,175.00	39,505.45	86.5
64	69	78.0	412	437	60.0	236	243	29.0	116,295.87	123,610.71	62.0
87	78	—10.3	491	486	—10.0	266	279	48.0	159,459.56	151,805.23	—47.0
41	36	—12.1	239	264	10.4	142	155	91.0	71,520.87	72,395.88	12.0
14	18	28.5	69	101	46.3	48	64	33.3	21,780.77	30,834.10	41.5
1	.....	—100.0	4	1	—75.0	3	1	—66.6	6,115.00	165.00	—97.3
79	85	75.0	499	549	10.0	276	301	90.0	104,367.43	119,062.05	14.0
27	38	40.7	145	161	11.0	86	93	81.0	40,690.97	36,891.26	—93.0
1	1	.....	4	1	—75.0	3	1	—66.6	2,150.00	150.00	—93.0
.....	1	100.0	.....	3	100.0	.....	2	100.0	.....	529.00	100.0
110	154	40.0	669	884	32.1	376	470	25.0	157,054.33	273,474.97	74.1
100	104	40.0	571	625	94.0	335	352	50.0	127,539.21	146,145.35	14.5
16	9	—43.7	58	56	—34.0	37	39	54.0	19,278.17	20,287.29	52.0
16	31	93.7	101	169	67.3	62	95	53.2	44,965.25	76,668.98	70.5
9	15	66.6	46	81	76.0	31	50	61.2	12,302.00	25,231.14	105.0
337	366	86.0	2,404	2,311	—38.0	1,204	1,186	—14.0	613,713.86	595,764.31	—29.0
2	.....	—100.0	13	7	—46.1	8	6	—25.0	4,872.00	1,560.00	—67.9
78	97	24.3	559	704	25.9	295	364	23.3	131,826.64	168,665.56	27.9
14	10	—28.5	179	112	—37.4	99	59	—40.4	42,842.39	27,256.18	—36.3
4	23	475.0	22	93	322.0	13	64	392.0	6,535.00	21,438.00	228.0
1,561	1,788	14.5	10,496	11,162	63.0	5,720	6,068	60.0	$2,745,668.77	$2,992,429.03	89.0

Statistical Summary of Motor-vehicle Accidents in the

VILLAGES

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Abbotsford							13	17	30.7
Alert Bay							2	4	100.0
Ashcroft									
Burns Lake								6	100.0
Campbell River							9	25	177.0
Castlegar							3	3	
Comox	1		—100.0	1		—100.0	5	1	—80.0
Cranberry Lake									
Creston							5	8	60.0
Cumberland							3	14	366.0
Fort St. John	1		—100.0	1		—100.0	9	7	—22.2
Fruitvale	1		—100.0	1		—100.0	1		—100.0
Gibson							1	7	600.0
Hope	1		—100.0	1		—100.0	9		—100.0
Invermere							4		—100.0
Ladysmith		2	100.0		2	100.0	3	14	366.0
Lake Cowichan	5		—100.0	2		—100.0	8	4	—100.0
Lillooet							9		—100.0
Lytton							7		—100.0
McBride								1	100.0
Merritt		1	100.0		1	100.0	7	4	—42.8
Mission							11	7	—36.3
New Denver									
North Kamloops		1	100.0		1	100.0	7	8	14.2
Oliver		1	100.0		1	100.0	8	7	—12.5
Osoyoos							5	3	—40.0
Parksville	1		—100.0	1		—100.0	1	3	200.0
Pouce Coupe								1	100.0
Princeton		1	100.0		1	100.0	4	2	—50.0
Qualicum							2	7	250.0
Quesnel							5	9	80.0
Salmo								1	100.0
Sidney							4	4	
Silverton									
Smithers							1	3	200.0
Squamish							1	3	200.0
Terrace							19	7	—63.1
Vanderhoof							1	5	400.0
Westview	1		—100.0	1		—100.0	11		—100.0
Williams Lake							6	2	—66.6
Sechelt									
Fort St. James							1		—100.0
Hazelton							1		—100.0
Kinnaird									
Warfield								3	100.0
Golden								2	100.0
Totals	11	6	—45.4	8	6	—25.0	186	192	32.0

Province for the Calendar Years 1958 and 1959—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
11	12	90.0	72	96	33.3	40	51	27.5	$12,636.12	$19,405.34	53.5
2	4	100.0	4	9	125.0	3	7	133.0	250.00	795.00	218.0
.....	.....	.....	7	3	—57.1	4	2	—50.0	1,200.00	699.00	—41.7
.....	2	100.0	15	30	100.0	8	15	87.5	3,955.00	8,263.10	108.0
8	18	125.0	62	106	70.9	36	57	58.3	15,072.75	34,919.25	131.0
2	3	50.0	15	48	220.0	8	24	200.0	3,695.00	10,737.53	190.0
4	1	—75.0	16	9	—43.7	12	6	—50.0	7,260.00	2,033.10	—71.9
.....	.....	.....	5	.....	—100.0	3	.....	—100.0	1,120.00	.....	—100.0
3	3	.....	22	22	.....	12	12	.....	3,523.13	4,217.05	19.6
3	9	200.0	19	35	84.2	13	27	107.0	4,194.70	11,580.00	176.0
7	6	—14.2	81	66	—18.5	43	36	—16.2	14,213.36	13,749.35	—32.0
1	.....	—100.0	10	6	—40.0	6	3	—50.0	1,348.14	1,235.00	—83.0
1	4	300.0	10	8	—20.0	7	7	.....	2,190.07	1,933.36	—11.7
5	.....	—100.0	27	20	—25.9	18	11	—38.8	10,157.50	3,145.00	—69.0
1	.....	—100.0	10	8	—20.0	6	4	—33.3	2,605.00	640.00	—75.4
3	4	33.3	24	24	.....	14	13	—71.0	4,302.00	5,073.00	17.9
5	3	—40.0	20	16	—20.0	14	11	—21.4	19,048.92	4,494.27	—76.4
5	.....	—100.0	24	10	—58.3	14	5	—64.2	4,482.00	1,295.00	—71.1
3	.....	—100.0	6	4	—33.3	3	2	—33.3	3,170.00	750.00	—76.3
.....	1	100.0	8	5	—37.5	4	3	—25.0	1,602.50	347.60	—78.3
4	4	.....	29	49	68.9	17	29	70.5	7,914.00	10,857.00	37.1
8	7	—12.5	68	50	—26.4	36	28	—22.2	11,311.62	12,198.61	78.0
.....	.....	.....	5	3	—40.0	3	2	—33.3	1,250.00	415.00	—66.8
5	6	20.0	57	39	—31.5	32	21	—34.3	12,620.16	7,645.00	—39.4
7	4	—42.8	14	16	14.2	9	11	22.2	3,756.93	6,212.00	65.3
4	3	—25.0	9	27	200.0	8	14	75.0	3,660.00	5,370.00	46.7
1	3	200.0	9	7	—22.2	5	5	.....	1,943.50	1,221.68	—37.1
.....	1	100.0	5	1	—80.0	2	1	—50.0	1,050.00	.....	—100.0
4	2	—50.0	19	19	.....	12	11	—83.0	3,967.50	3,896.50	—17.0
2	4	100.0	19	17	—10.5	12	12	.....	2,565.00	9,955.00	288.0
4	5	25.0	58	94	62.0	33	51	54.5	16,961.43	20,392.76	20.2
.....	1	100.0	16	5	—68.7	8	3	—62.5	3,664.00	1,050.00	—71.3
3	4	33.3	14	22	57.1	7	13	85.7	3,890.37	7,280.00	87.1
.....	.....	.....	.....	1	100.0	.....	.....	.....	.....	1,200.00	100.0
1	3	200.0	26	36	38.4	15	20	33.3	3,611.99	6,442.34	78.3
1	3	200.0	15	11	—26.6	9	7	—22.2	2,672.00	2,360.00	—11.6
12	5	—58.3	67	46	—31.3	41	26	—36.5	14,303.95	12,530.35	—12.3
1	4	300.0	10	14	40.0	6	8	33.3	1,470.00	3,355.00	128.0
8	.....	—100.0	67	.....	—100.0	36	.....	—100.0	17,381.51	.....	—100.0
3	2	—33.3	27	52	92.5	14	30	114.0	5,203.80	13.934.04	167.0
.....	.....	.....	.....	2	100.0	.....	1	100.0	.....	130.00	100.0
1	.....	—100.0	1	.....	—100.0	1	.....	—100.0	.....	.....	.....
1	.....	—100.0	4	6	50.0	3	4	33.3	3,900.00	700.00	—82.0
.....	.....	.....	.....	10	100.0	.....	5	100.0	.....	3,464.00	100.0
.....	2	100.0	3	3	.....	2	2	.....	890.00	600.00	—93.2
.....	2	100.0	.....	6	100.0	.....	4	100.0	.....	1,200.00	100.0
134	135	7.0	999	1,061	62.0	579	604	43.0	$240,013.95	$257,721.23	73.0

Statistical Summary of Motor-vehicle Accidents in the

UNORGANIZED TERRITORY

Detachment	Killed			Fatal Accidents			Injured		
	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Alberni	1	.....	—100.0	1	.....	—100.0	50	25	—50.0
Alert Bay	.....	.....	.....	.....	.....	.....	1	3	200.0
Alexis Creek	2	1	—100.0	1	1	.....	9	5	—44.4
Armstrong	.....	1	100.0	.....	1	100.0	14	14	.....
Ashcroft	3	.....	—100.0	3	.....	—100.0	44	22	—50.0
Atlin	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bella Coola	1	.....	—100.0	1	.....	—100.0	2	6	200.0
Blue River	.....	1	100.0	.....	1	100.0	10	15	50.0
Boston Bar	2	4	100.0	2	4	100.0	19	30	57.8
Bralorne	1	1	.....	1	1	.....	16	24	50.0
Britannia Beach	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burnaby	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burns Lake	.....	1	100.0	.....	1	100.0	28	29	35.0
Campbell River	.....	.....	.....	.....	.....	.....	46	47	21.0
Castlegar	1	1	.....	1	1	.....	20	38	90.0
Chase	.....	1	100.0	.....	1	100.0	15	24	60.0
Chemainus	.....	.....	.....	.....	.....	.....	22	14	—36.3
Chilliwack	.....	.....	.....	.....	.....	.....	6	4	—33.3
Clinton	2	6	200.0	2	4	100.0	48	30	—37.5
Cloverdale	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colwood	2	6	200.0	2	6	200.0	83	122	46.9
Courtenay	2	2	.....	2	2	.....	38	67	76.3
Cranbrook	1	7	600.0	1	4	300.0	51	62	21.5
Crescent Valley	.....	.....	.....	.....	.....	.....	12	10	—16.6
Creston	6	2	—66.6	5	2	—60.0	29	41	41.3
Dawson Creek	4	2	—50.0	4	2	—50.0	65	51	—21.5
Duncan	1	.....	—100.0	1	.....	—100.0	49	73	48.9
Enderby	1	1	.....	1	1	.....	16	21	31.2
Falkland	.....	1	100.0	.....	1	100.0	16	20	25.0
Fernie	3	1	—66.6	3	1	—66.6	24	28	16.6
Field	.....	7	100.0	.....	3	100.0	12	5	—58.3
Fort Nelson	4	4	.....	3	3	.....	40	34	—15.0
Fort St. James	.....	.....	.....	.....	.....	.....	11	7	—36.3
Fort St. John	5	4	—20.0	4	3	—25.0	42	33	—21.4
Fruitvale	.....	1	100.0	.....	1	100.0	8	18	125.0
Ganges	.....	.....	.....	.....	.....	.....	10	7	—30.0
Gibsons Landing	1	.....	—100.0	1	.....	—100.0	11	21	90.9
Golden	1	2	100.0	1	2	100.0	27	27	.....
Grand Forks	.....	2	100.0	.....	2	100.0	27	36	33.3
Greenwood	.....	2	100.0	.....	2	100.0	10	8	—20.0
Hazelton	.....	.....	.....	.....	.....	.....	5	11	120.0
Hope	8	8	.....	7	7	.....	97	97	.....
100 Mile House	3	1	—66.6	2	1	—50.0	34	41	20.5
Invermere	.....	1	100.0	.....	1	100.0	8	31	287.0
Kamloops	6	6	.....	6	6	.....	87	91	45.0
Kaslo	.....	.....	.....	.....	.....	.....	22	1	—95.4
Kelowna	4	7	75.0	3	4	33.3	65	58	—10.7
Keremeos	4	1	—75.0	2	1	—50.0	24	8	—66.6
Kimberley	.....	.....	.....	.....	.....	.....	10	46	360.0
Kitimat	1	2	100.0	1	2	100.0	26	15	—42.3
Ladysmith	3	.....	—100.0	3	.....	—100.0	25	23	—80.0
Lake Cowichan	1	3	200.0	1	1	.....	17	17	.....
Langley	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lillooet	3	2	—33.3	2	2	.....	24	27	12.5
Lumby	.....	.....	.....	.....	.....	.....	10	15	50.0
Lytton	3	.....	—100.0	3	.....	—100.0	9	19	111.0
McBride	1	.....	—100.0	1	.....	—100.0	17	4	—76.4
Masset	.....	1	100.0	.....	1	100.0	3	5	66.6
Merritt	2	.....	—100.0	1	.....	—100.0	28	25	—10.7
Mission	1	.....	—100.0	1	.....	—100.0	8	20	150.0
Nakusp	.....	2	100.0	.....	1	100.0	8	19	137.0
Nanaimo	3	4	33.3	3	3	.....	68	65	—44.0
Natal	1	.....	—100.0	1	.....	—100.0	7	15	114.0
Nelson	2	1	—50.0	2	1	—50.0	32	46	43.7
New Denver	.....	.....	.....	.....	.....	.....	6	4	—33.3
Ocean Falls	.....	1	100.0	.....	1	100.0	3	.....	—100.0
Oliver	3	1	—66.6	1	1	.....	19	23	21.0

Province for the Calendar Years 1958 and 1959—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
24	18	—25.0	117	126	76.0	85	86	11.0	$63,882.43	$50,670.43	—20.6
1	3	200.0	4	11	175.0	3	8	166.0	1,225.00	3,095.40	152.0
3	4	33.3	26	32	23.0	16	22	37.5	11,425.00	11,949.35	45.0
9	9	.....	36	32	—11.1	22	25	13.6	11,954.31	15,087.00	26.2
23	14	—39.1	92	89	—32.0	61	60	—16.0	52,343.00	37,088.00	—29.1
.....	.....	.....	2	.....	—100.0	1	.....	—100.0	900.00	.....	—100.0
2	5	150.0	25	22	—12.0	17	18	58.0	11,017.00	10,200.15	—74.0
6	10	66.6	38	84	121.0	29	57	96.5	17,443.00	30,587.21	75.3
14	14	.....	86	94	93.0	62	64	32.0	38,019.58	51,554.81	35.6
11	12	90.0	55	63	14.5	39	42	76.0	25,145.65	21,290.00	—15.3
.....	.....	.....	.....	3	100.0	.....	2	100.0	.....	1,700.00	100.0
.....	.....	.....	2	.....	—100.0	1	.....	—100.0	395.00	.....	—100.0
16	16	.....	82	81	—12.0	55	63	14.5	29,336.05	44,166.24	50.5
24	28	16.6	92	148	60.8	63	94	49.2	43,378.14	62,009.00	42.9
8	21	162.0	45	84	86.6	33	59	78.7	25,361.81	45,180.45	78.1
8	16	100.0	52	49	—57.0	35	41	17.1	22,005.00	28,623.91	30.0
16	11	—31.2	73	65	—10.9	54	48	—11.1	24,106.56	20,820.00	—13.6
4	3	—25.0	13	19	46.1	9	13	44.4	6,112.00	6,224.00	18.0
23	16	—30.4	106	105	—9.0	77	79	25.0	48,180.72	48,473.00	6.0
.....	.....	.....	2	.....	—100.0	1	.....	—100.0	800.00	.....	—100.0
58	65	12.0	293	365	24.5	187	231	23.5	98,038.28	113,986.29	16.2
28	36	28.5	144	153	62.0	96	107	11.4	53,961.63	57,216.10	60.0
35	26	—25.7	137	164	19.7	100	120	20.0	82,025.00	67,560.33	—17.6
11	8	—27.2	37	28	—24.3	27	21	—22.2	13,154.91	8,503.00	—35.3
19	25	31.5	138	114	—17.3	105	84	—20.0	54,803.13	43,717.94	—20.2
36	37	27.0	178	178	.....	125	125	.....	99,862.73	88,608.10	—11.2
26	41	57.6	147	191	29.9	94	128	36.1	51,308.28	68,418.93	33.3
7	12	71.4	26	50	92.3	20	37	85.0	10,763.00	18,796.80	74.6
9	14	55.5	47	52	10.6	35	38	85.0	21,761.56	40,606.00	86.5
14	19	35.7	77	77	.....	58	59	17.0	34,891.30	42,379.00	21.4
6	2	—66.6	15	21	40.0	10	16	60.0	10,606.00	40,113.00	278.0
20	22	10.0	103	91	—11.6	76	71	—65.0	103,594.32	81,610.68	—21.2
3	4	33.3	15	12	—20.0	10	9	—10.0	5,225.00	4,400.00	—15.7
23	23	.....	166	156	—60.0	111	108	—27.0	120,091.34	74,211.10	—38.2
5	9	80.0	38	42	10.5	24	28	16.6	7,465.00	13,027.00	74.5
7	7	.....	35	38	85.0	24	24	.....	9,246.00	7,422.05	—19.7
6	8	33.3	36	46	27.7	29	34	17.2	9,389.55	17,795.94	89.5
15	15	.....	84	119	41.6	58	81	39.6	44,127.00	75,946.23	72.1
15	19	26.6	74	87	17.5	56	65	16.0	82,356.00	54,907.20	—33.3
6	5	—16.6	54	46	—14.8	39	33	—15.3	31,786.00	14,394.95	—54.7
5	9	80.0	45	54	20.0	35	38	85.0	20,002.45	17,790.80	—11.0
47	50	63.0	198	238	20.2	141	154	92.0	158,080.23	146,076.91	—75.0
19	19	.....	146	110	—24.6	107	81	—24.2	66,753.50	56,832.22	—14.8
6	23	283.0	92	151	64.1	63	106	68.2	28,244.88	59,244.54	109.0
50	56	12.0	273	297	87.0	196	217	10.7	193,046.31	144,777.87	—25.0
12	1	—91.6	33	20	—39.3	24	13	—45.8	15,525.00	6,036.78	—61.1
34	39	14.7	225	177	—21.3	142	124	—12.6	64,858.80	79,583.64	22.7
15	7	—53.3	55	50	—90.0	37	38	27.0	38,357.00	18,490.65	—51.7
9	21	133.0	47	74	57.4	39	48	23.0	17,360.70	29,812.50	71.7
13	8	—38.4	60	26	—56.6	39	19	—51.2	26,145.00	13,465.00	—48.4
11	17	54.5	80	84	50.0	48	56	16.6	27,287.14	40,898.02	49.8
12	14	16.6	42	60	42.8	35	46	31.4	30,082.00	24,737.55	—17.7
.....	.....	.....	9	2	—77.7	5	1	—80.0	1,014.65	300.00	—70.4
10	15	50.0	68	81	19.1	52	56	76.0	29,711.55	56,390.00	89.7
5	7	40.0	34	78	129.0	21	48	128.0	12,590.97	26,296.03	108.0
6	12	100.0	58	42	—27.5	44	33	—25.0	60,124.51	18,759.00	—68.7
7	3	—57.1	30	22	—26.6	19	17	—10.5	13,941.90	6,328.87	—54.6
2	2	.....	5	12	140.0	4	11	175.0	1,280.00	5,270.00	311.0
24	16	—33.3	62	67	80.0	50	48	—40.0	41,092.00	41,981.26	21.0
8	12	50.0	37	51	37.8	26	32	23.0	15,951.80	13,273.13	—16.7
6	8	33.3	56	69	23.2	34	45	32.3	12,687.51	24,685.14	94.5
36	37	27.0	186	194	43.0	114	128	12.2	72,657.24	77,023.65	60.0
6	8	33.3	26	30	15.3	19	23	21.0	16,760.32	21,270.00	26.9
19	21	10.5	88	93	56.0	60	69	15.0	37,185.98	53,677.50	44.3
5	3	—40.0	20	19	—50.0	16	15	—62.0	7,815.00	7,150.00	—85.0
1	.....	—100.0	2	3	50.0	1	2	100.0	500.00	1,150.00	130.0
13	16	23.0	56	56	.....	44	39	—11.3	26,458.05	23,334.32	—11.8

Statistical Summary of Motor-vehicle Accidents in the

UNORGANIZED TERRITORY—*Continued*

Detachment	Killed			Fatal Accidents			Injured		
	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Osoyoos							17	28	64.7
Parksville									
Penticton	1	5	400.0	1	3	200.0	20	46	130.0
Port Alberni	1		—100.0	1		—100.0	1	1	
Port Alice								1	100.0
Port Edward	2		—100.0	1		—100.0	30	25	—16.6
Powell River		2	100.0		2	100.0	4	7	75.0
Port Hardy									
Wells							4	19	375.0
Prince George	10	9	—10.0	9	6	—33.3	99	88	—11.1
Prince Rupert							5	2	—60.0
Princeton	5	9	80.0	5	6	20.0	79	66	—16.4
Qualicum	2	1	—50.0	2	1	—50.0	36	41	13.8
Quesnel		5	100.0		3	100.0	38	68	78.9
Queen Charlotte							3	8	166.0
Red Pass							1	3	200.0
Revelstoke	4	6	50.0	4	5	25.0	45	36	—20.0
Rossland							8	1	—87.5
Salmo	2	2		2	2		32	15	—53.1
Salmon Arm		1	100.0		1	100.0	7	14	100.0
Sechelt		1	100.0		1	100.0	13	6	—53.8
Shawnigan Lake	1	2	100.0	1	1		29	17	—41.3
Sicamous		2	100.0		1	100.0	10	3	—70.0
Sidney	2		—100.0	2		—100.0	20	21	50.0
Smithers	1	2	100.0	1	2	100.0	12	26	116.0
Sooke		1	100.0		1	100.0	7	7	
Spences Bridge							16	5	—68.7
Squamish	2	1	—50.0	1	1		16	32	100.0
Stewart							1		—100.0
Summerland	1		—100.0	1		—100.0	10	3	—70.0
Telegraph Creek							1		—100.0
Terrace	1	8	700.0	1	5	400.0	37	47	27.0
Trail		4	100.0		3	100.0	13	43	230.0
Ucluelet		1	100.0		1	100.0	4	3	—25.0
Union Bay							2		—100.0
University	1		—100.0	1		—100.0	19	19	
Vanderhoof	1	3	200.0	1	3	200.0	10	30	200.0
Vernon	5	4	—20.0	5	4	—20.0	49	50	20.0
Williams Lake	4	5	25.0	4	5	25.0	41	64	56.0
Zeballos									
Bowen Island									
Cumberland	1		—100.0	1		—100.0	17	19	11.7
Lions Gate Bridge							8	1	—87.5
Patullo Bridge		1	100.0		1	100.0		86	100.0
Totals	140	177	26.4	124	141	13.7	2,357	2,698	14.4

Province for the Calendar Years 1958 and 1959—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease	1958	1959	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
13	13	———	54	68	25.9	42	51	21.4	$53,706.32	$31,339.00	—41.6
———	———	———	1	2	100.0	1	1	———	200.00	130.00	—35.0
13	24	84.6	76	103	35.5	51	66	29.4	27,753.05	61,660.06	122.0
1	1	———	2	13	550.0	2	9	350.0	1,600.00	3,235.00	102.0
———	1	100.0	———	4	100.0	———	2	100.0	———	1,220.00	100.0
16	13	—18.7	72	79	97.0	56	60	71.0	38,515.00	35,632.02	—74.0
4	5	25.0	54	20	—62.9	36	15	—58.3	17,661.50	12,635.00	—28.4
———	———	———	———	3	100.0	———	2	100.0	———	380.00	100.0
3	7	133.0	36	36	———	23	21	—86.0	11,477.00	15,616.00	36.0
49	46	—61.0	348	364	45.0	231	230	—4.0	158,134.95	139,576.73	—11.7
3	1	—66.6	11	8	—27.2	9	5	—44.4	4,830.00	2,875.00	—40.4
37	34	—81.0	153	180	17.6	118	136	15.2	115,945.00	97,772.52	—15.6
25	25	———	128	122	—46.0	98	86	—12.2	60,971.86	52,745.00	—13.4
25	43	72.0	171	202	18.1	120	145	20.8	77,920.63	102,766.65	31.8
2	4	100.0	12	22	83.3	9	15	66.6	5,055.00	5,115.00	11.0
1	1	———	2	17	750.0	2	13	550.0	1,200.00	10,100.00	741.0
17	22	29.4	107	94	—12.1	74	71	—40.0	47,781.86	47,917.00	2.0
4	1	—75.0	10	3	—70.0	7	3	—57.1	4,570.00	1,575.00	—65.5
14	12	—14.2	51	55	78.0	36	40	11.1	30,994.87	38,307.93	23.5
5	8	60.0	26	30	15.3	19	24	26.3	6,871.46	12,350.00	79.7
11	4	—63.6	43	42	—23.0	31	31	———	12,678.75	17,544.50	38.3
18	5	—72.2	74	25	—66.2	55	17	—69.0	32,585.50	22,481.00	—31.0
6	1	—83.3	27	27	———	20	20	———	6,989.34	9,301.00	33.0
9	11	22.2	55	40	—27.2	35	28	—20.0	17,855.82	15,214.60	—14.7
10	15	50.0	79	106	34.1	58	72	24.1	32,348.74	48,554.84	50.0
4	6	50.0	26	46	76.9	20	32	60.0	9,000.00	14,730.00	63.6
9	3	—66.6	23	25	86.0	19	19	———	11,580.88	40,978.00	253.0
10	19	90.0	35	83	137.0	26	63	142.0	15,180.00	38,344.39	152.0
1	———	—100.0	8	1	—87.5	7	1	—85.7	18,051.00	1,000.00	—87.5
5	2	—60.0	36	10	—72.2	23	7	—69.5	12,712.88	2,520.00	—80.1
1	———	—100.0	3	———	—100.0	2	———	—100.0	950.00	———	—100.0
24	21	—12.5	134	158	17.9	89	104	16.8	57,764.62	55,233.14	—43.0
11	24	118.0	74	104	40.5	54	74	37.0	31,316.88	47,447.69	51.5
4	3	—25.0	10	25	150.0	7	17	142.0	4,500.00	5,288.00	17.5
2	———	—100.0	3	2	—33.3	3	1	—66.6	1,253.20	250.00	—80.0
15	11	—26.6	98	118	20.4	54	68	25.9	20,405.05	25,856.18	26.7
6	19	216.0	50	92	84.0	34	66	94.1	15,830.81	29,138.03	84.0
32	34	62.0	143	121	—15.3	97	88	—92.0	85,632.82	62,006.20	—27.5
28	36	28.5	189	249	31.7	134	170	26.8	163,375.39	105,715.99	—35.2
———	———	———	1	———	—100.0	1	———	—100.0	200.00	———	—100.0
———	———	———	3	5	66.6	2	3	50.0	644.35	815.00	26.5
8	10	25.0	47	27	—42.5	35	21	—40.0	17,798.92	12,829.00	—27.9
6	1	—83.3	55	22	—60.0	24	9	—62.5	9,239.00	3,857.73	—58.2
———	44	100.0	———	404	100.0	———	180	100.0	———	91,367.33	100.0
1,374	1,551	12.8	7,355	8,454	14.9	5,126	5,793	13.0	$3,656,083.22	$3,760,395.50	28.0

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1959

1. TYPE OF ACCIDENT	Total Accidents Reported	Total for Same Period Last Year	PERSONS INJURED: Total Injured	Male	Female	Age-groups: 0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over	Ages Not Stated	Total Injured for Same Period Last Year
Collision with—															
1. Another motor-vehicle	18,302	17,589	6,153	3,104	3,049	220	418	679	1,506	1,220	927	816	367	----	5,663
2. Non-collision accident	2,610	2,498	1,408	953	455	26	74	328	433	195	165	134	53	----	1,256
3. Fixed object	2,354	2,360	1,045	725	320	17	50	216	338	178	116	97	33	----	1,091
4. Pedestrian	1,309	1,188	1,317	781	536	166	389	74	106	105	119	160	197	1	1,180
5. Bicycle	342	344	333	278	55	6	257	31	11	6	4	7	11	----	349
6. Animal	292	262	46	31	15	1	5	10	11	5	4	5	5	----	20
7. Motor-cycle	180	193	163	150	13	1	2	75	56	16	4	4	5	----	173
8. Street-car	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
9. Railroad train	87	75	45	32	13	----	2	6	11	8	8	9	1	----	30
10. Horse-drawn vehicle	1	----	----	----	----	----	----	----	----	----	----	----	----	----	----
11. Sleigh	7	2	6	3	3	2	4	----	----	----	----	----	----	----	2
12. Miscellaneous	52	72	25	13	12	1	3	6	2	4	2	5	2	----	50
13. Not stated	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
Totals	25,536	24,583	10,541	6,070	4,471	440	1,204	1,425	2,474	1,737	1,349	1,237	674	1	9,814

TYPE OF ACCIDENT	PERSONS KILLED: Total Killed	Male	Female	Age-groups: 0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over	Total Killed for Same Period Last Year	Totals for Year to Date: Accidents	Injured	Killed	Totals for Same Period Last Year: Accidents	Injured	Killed
Collision with—																		
1. Another motor-vehicle	76	50	26	3	4	4	16	12	8	17	12	61	18,302	6,153	76	17,589	5,663	61
2. Non-collision accident	78	64	14	----	1	14	24	20	6	9	4	75	2,610	1,408	78	2,498	1,256	75
3. Fixed object	48	40	8	----	----	10	13	9	8	5	3	50	2,354	1,045	48	2,360	1,091	50
4. Pedestrian	82	55	27	7	9	3	4	2	5	15	37	83	1,309	1,317	82	1,188	1,180	83
5. Bicycle	7	6	1	----	7	----	----	----	----	----	----	5	342	333	7	344	349	5
6. Animal	----	----	----	----	----	----	----	----	----	----	----	----	292	46	----	262	20	----
7. Motor-cycle	4	4	----	----	----	1	3	----	----	----	----	1	180	163	4	193	173	1
8. Street-car	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
9. Railroad train	5	3	2	----	----	----	----	----	2	1	2	6	87	45	5	75	30	6
10. Horse-drawn vehicle	----	----	----	----	----	----	----	----	----	----	----	----	1	----	----	----	----	----
11. Sleigh	2	----	2	1	1	----	----	----	----	----	----	----	7	6	2	2	2	----
12. Miscellaneous	7	3	4	----	2	1	----	----	1	2	1	1	52	25	7	72	50	1
13. Not stated	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
Totals	309	225	84	11	24	33	60	43	30	49	59	282	25,536	10,541	309	24,583	9,814	282

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1959—Continued

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	834	12	252	570
1 to 2 a.m.	765	9	228	528
2 to 3 a.m.	476	10	138	328
3 to 4 a.m.	327	9	93	225
4 to 5 a.m.	242	5	66	171
5 to 6 a.m.	186	4	59	123
6 to 7 a.m.	222	2	73	147
7 to 8 a.m.	918	1	208	709
8 to 9 a.m.	1,199	8	316	875
9 to 10 a.m.	737	6	164	567
10 to 11 a.m.	915	11	220	684
11 to 12 m.	1,072	8	283	781
12 to 1 p.m.	1,026	9	261	756
1 to 2 p.m.	1,118	12	251	855
2 to 3 p.m.	1,443	10	402	1,031
3 to 4 p.m.	1,768	17	505	1,246
4 to 5 p.m.	2,275	18	661	1,596
5 to 6 p.m.	2,438	16	681	1,741
6 to 7 p.m.	1,496	12	460	1,024
7 to 8 p.m.	1,676	23	540	1,113
8 to 9 p.m.	1,277	15	389	873
9 to 10 p.m.	1,013	11	282	720
10 to 11 p.m.	926	20	281	625
11 to 12 p.m.	1,149	20	318	811
Not stated	38	------	12	26
Totals	25,536	268	7,143	18,125

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	3,495	39	1,106	2,350
2. Monday	3,073	30	783	2,260
3. Tuesday	3,017	30	822	2,165
4. Wednesday	3,126	32	821	2,273
5. Thursday	3,525	35	989	2,501
6. Friday	4,312	37	1,203	3,072
7. Saturday	4,987	65	1,419	3,503
8. Not stated	1	------	------	1
Totals	25,536	268	7,143	18,125

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	39,126	240	10,108	28,778
2. Truck	5,842	92	1,354	4,396
3. Bus	333	3	108	222
4. Taxi	206	1	49	156
5. "Drive Yourself"	27	------	17	10
6. Motor-cycle	211	4	169	38
7. School bus	16	1	2	13
8. Not stated	6	------	1	5
Totals	45,767	341	11,808	33,618

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing	80	5	30	45
2. Automatic signal	6	------	2	4
3. Guarded crossing—man on duty	------	------	------	------
4. Gates not down	------	------	------	------
5. Driver disregarded signal	------	------	------	------
6. Signal not given	1	------	1	------
7. Not stated	------	------	------	------
Totals	87	5	33	49

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1959—Continued

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision	9,191	61	2,238	6,892
2. Head-on collision or head-on side-swipe	4,045	72	1,383	2,590
3. Rear-end collision	6,409	8	1,512	4,889
4. Backed into other vehicle	367	-------	22	345
5. Side-swiped other vehicle going same direction	1,198	-------	135	1,063
6. Not stated	4,326	127	1,853	2,346
Totals	25,536	268	7,143	18,125

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	40,120	312	10,161	29,647
2. Female	5,452	26	1,627	3,799
3. Not stated	195	3	20	172
Totals	45,767	341	11,808	33,618

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years	5,511	53	1,528	3,930
2. 21 to 24 ,,	5,361	33	1,384	3,944
3. 25 to 30 ,,	8,156	59	2,091	6,006
4. 31 to 40 ,,	11,060	84	2,825	8,151
5. 41 to 50 ,,	8,281	48	2,100	6,133
6. 51 to 60 ,,	4,510	30	1,151	3,329
7. 61 to 64 ,,	873	8	233	632
8. 65 to 69 ,,	883	12	240	631
9. 70 years and over	913	11	233	669
10. Not stated	219	3	23	193

Driving Experince	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	690	2	211	477
2. 3 to 6 months	328	4	93	231
3. 6 to 12 months	636	2	183	451
4. 1 to 4 years	8,546	68	2,292	6,186
5. 5 years and over	35,068	232	8,948	25,888
6. Not stated	499	33	81	385

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	43,568	270	11,182	32,116
2. Extreme fatigue	329	7	128	194
3. Physical defect	96	6	33	57
4. Confused by traffic	321	1	70	250
5. Ability impaired	1,014	30	291	693
6. Not known	142	25	29	88
7. Not stated	297	2	75	220

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia	44,065	293	11,308	32,464
2. Unlicensed	493	16	172	305
3. Non-resident	944	25	278	641
4. Not stated	265	7	50	208

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1959—Continued

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving	25,724	158	7,012	18,554
2. Driving off roadway	1,503	33	450	1,020
3. Did not have right-of-way	2,906	8	630	2,268
4. Car standing in roadway (not parked)	1,243	4	350	889
5. Following too close	1,944	.....	423	1,521
6. On wrong side of road	924	17	241	666
7. Failing to signal	771	.....	135	636
8. Through street—did not stop	785	4	193	588
9. Passing at intersection	299	2	55	242
10. Exceeding speed-limit	529	59	142	328
11. Careless driving	5,030	40	1,518	3,472
12. Cutting in	368	1	32	335
13. Car ran away	315	3	49	263
14. Passing on curve or hill	105	1	11	93
15. Passing on wrong side	90	.....	8	82
16. Hit and run	435	5	65	365
17. Railroad—did not stop	37	1	15	21
18. Cutting left corner	279	.....	65	214
19. Parked legally	2,125	3	305	1,817
20. Driving through school zone	25	.....	12	13
21. Driving through safety zone	10	.....	6	4
Totals	45,447	339	11,717	33,391

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present	18,934	233	5,229	13,472
2. Police officer	273	.....	78	195
3. Automatic traffic signal	3,104	6	918	2,180
4. Stop-signs	2,159	9	558	1,592
5. Warning-signs, slow-signs, etc.	548	15	192	341
Totals	25,018	263	6,975	17,780

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Crossing at intersection—no signal	61	4	57
2. In street—not at intersection	202	6	196
3. Coming from behind parked or moving vehicle	207	12	195
4. Crossing at intersection with signal	231	7	224
5. Crossing street diagonally—not at intersection	92	4	88
6. Walking on or along highway	118	10	108
7. Playing in street	102	17	85
8. Crossing at intersection against signal	74	6	68
9. Not on roadway	43	1	42
10. Getting on or off another vehicle	15	1	14
11. Riding or hitching on vehicle	10	.....	10
12. Working on car or roadway	6	.....	6
13. Crossing street diagonally	6	.....	6
14. In pedestrian crosswalk	14	1	13
15. Standing on safety isle	78	6	72
16. Not known	114	9	105
Totals	1,373	84	1,289

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Normal	884	55	829
2. Physical defect	9	1	8
3. Confused by traffic	34	4	30
4. Impaired	78	6	72
5. Not known	67	5	62
6. Not stated	301	13	288
Totals	1,373	84	1,289

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1959—Continued

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers	5,276	92	5,184
2. Drivers	3,640	118	3,522
3. Pedestrians	1,373	84	1,289
4. Bicyclists	365	7	358
5. Motor-cycle drivers	146	4	142
6. Others (persons in horse-drawn vehicles, etc.)	11	2	9
7. Motor-cycle passengers	39	2	37
8. Not stated	.....	.....	.....
Totals	10,850	309	10,541

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up	7,243	.....	7,243
2. Fractured skull	178	111	67
3. Fractured spine	65	26	39
4. Other fractures	1,246	56	1,190
5. Other injuries (sprains, dislocations, etc.)	1,694	6	1,688
6. Internal injuries	212	73	139
7. Concussion of brain	150	2	148
8. Severe general shock with bruises and cuts	12	1	11
9. Cuts by glass (only)	15	.....	15
10. Drowned	23	23	.....
11. Burned	8	7	1
12. Asphyxiated	4	4	.....
13. Not stated	.....	.....	.....
Totals	10,850	309	10,541

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	15,324	130	4,142	11,053
2. Darkness	7,330	121	2,173	5,035
3. Artificial light—good	1,197	4	339	854
4. Dusk or semi-darkness	1,263	5	338	920
5. Artificial light—poor	340	8	130	202
6. Not stated	82	.....	21	61
Totals	25,536	268	7,143	18,125

14. PROPERTY DAMAGE.—Amount of property damage for period covered by this report, $12,226,545.90; amount for same period last year, $11,918,047.48.

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good	43,937	321	11,355	32,261
2. No chains (slippery road)	470	.....	81	389
3. Brakes defective	571	8	148	415
4. Steering mechanism defective	157	3	49	105
5. Head-lights dim	33	.....	14	19
6. Puncture or blow-out	155	2	43	110
7. Head-lights out (both)	79	.....	26	53
8. Tail-light out or obscured	97	1	25	71
9. Glaring-head-lights	35	1	9	25
10. Head-light out (one light)	39	1	5	33
11. Other defects	98	2	25	71
12. Not stated	96	2	28	66
Totals	45,767	341	11,808	33,618

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1959—Continued

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	31,950	241	8,640	23,069
2. Turning left	5,648	41	1,371	4,236
3. Turning right	2,844	29	598	2,217
4. Slowing down or stopping	1,668	5	425	1,238
5. Backing (not to or from curb)	475	6	54	415
6. Skidding	747	3	177	567
7. Leaving curb (including backing)	449	.....	44	405
8. Making U-turn	72	.....	11	61
9. Overtaking	301	5	70	226
10. Stopping (not at curb or off paved strip)	793	2	220	571
11. Overtaking on right side	76	.....	11	65
12. Overtaking on left side	230	5	47	178
13. Avoiding object or pedestrian	245	2	84	159
14. Not stated	269	2	56	211
Totals	45,767	341	11,808	33,618

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	13,245	178	4,044	9,024
2. Wet surface	8,437	67	2,311	6,058
3. Icy surface	2,213	13	401	1,799
4. Loose sand or gravel	605	4	169	432
5. Snowy surface	702	2	123	577
6. Muddy surface	90	.....	9	81
7. Not stated	244	4	86	154
Totals	25,536	268	7,143	18,125

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	22,706	257	6,464	15,985
2. Defect in roadway	397	2	99	296
3. Obstruction in road	226	.....	63	163
4. Road under repair	239	1	69	169
5. Obstruction not marked or lighted	111	.....	36	75
6. Other	1,703	7	364	1,332
7. Not stated	154	1	48	105
Totals	25,536	268	7,143	18,125

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Ashphalt	21,685	225	6,217	15,243
2. Gravel	2,307	33	530	1,744
3. Concrete	930	1	267	662
4. Earth	315	4	64	247
5. Brick or cobble	38	.....	8	30
6. Other	180	5	39	136
7. Not stated	81	.....	18	63
Totals	25,536	268	7,143	18,125

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1959—Continued

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear	14,593	182	4,218	10,193
2. Rain	6,065	32	1,633	4,400
3. Cloudy	2,934	40	854	2,040
4. Fog or mist	551	4	166	381
5. Snow	872	3	141	728
6. Smoke or dust	74	1	22	51
7. Not stated	447	6	109	332
Totals	25,536	268	7,143	18,125

CONVICTIONS

The *Motor-vehicle Act* contains the requirement for the reporting to the Superintendent of Motor-vehicles by the Courts of convictions entered against motor-vehicle drivers and owners for infractions of certain sections of the Criminal Code of Canada, the *Motor-vehicle Act,* and the regulations pursuant to the *Motor-vehicle Act.* During 1959 the Superintendent received 87,099 convictions, an increase of 19,024 or 27.9 per cent over the 1958 total of 68,075. It should be noted the number of convictions recorded more than doubles the 1956 total of 40,992, but it is necessary to point out the 1959 amendments to the *Motor-vehicle Act* included in the Act many provisions concerning traffic regulations formerly contained in the *Highway Act Regulations.*

The 1959 conviction total gives evidence of an increased enforcement programme by the various agencies throughout the Province. It is apparent that this increased level of traffic enforcement must continue and be further strengthened if we are to achieve an objective of a high level of traffic safety. The presence of traffic officers on the highway has a tremendous psychological effect on motorists who observe them. The knowledge that there is a determined intention to require motorists to operate vehicles within the limits of the law must be clearly recognized by all drivers. The traffic officer plays a major part in imparting that knowledge.

The table which follows summarizes conviction reports received by the Motor-vehicle Branch from 1956 to 1959.

Convictions under Motor-vehicle Act and Criminal Code of Canada, 1956–59

Offences	1956	1957	1958	1959
Under Criminal Code of Canada—				
Causing death by criminal negligence, sec. 192	------	15	7	------
Causing bodily harm by criminal negligence, sec. 193	------	1	1	8
Criminal negligence in operation of motor-vehicle, sec. 221 (1)	101	119	98	99
Failing to stop after accident, sec. 221 (2)	327	356	404	424
Driving motor-vehicle while intoxicated, sec. 222	46	79	117	98
Driving a motor-vehicle while ability impaired by alcohol or drugs, sec. 223	2.772	3,224	3,622	3,059
Driving while driver's licence under suspension, sec. 225 (3)	580	721	816	792
Unlawfully taking a motor-vehicle without consent of owner, sec. 281	48	24	26	16
Driving to common danger, sec. 285 (6)	------	------	------	------
Personation at examination, sec. 347	------	2	------	------
	3,874	4,541	5,091	4,496
Under *Motor-vehicle Act*—				
Failing to obtain or display motor-vehicle licence or permit as required, secs. 3–10, 59	1,458	1,840	1,433	1,554
Failing to notify *re* change of address, sec. 11, 20 (10)	77	63	167	245
Failing to report change in motor-vehicle, sec. 12	------	6	2	3
Failing to transfer motor-vehicle, etc., sec. 14	3	14	17	19
Failing to notify of removal or destruction of motor-vehicle, sec. 16 (1)	------	2	------	------
Failing to register as a tourist, sec. 17	5	12	2	5
Failure of out-of-Province vehicle to obtain permit to transport goods or passengers, secs. 18, 19	------	25	5	5
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 20 (7)	1,155	1,162	2,008	2,380
Driving without obtaining driver's licence, sec. 20 (1), (2), (3), (4), (5)		3,131	3,952	2,959
Driving without having driver's licence in possession at time, sec. 21	5,270	698	1,613	1,570
Driving while right to obtain licence is under suspension, sec. 22		45	71	40
Driving as a chauffeur without chauffeur's licence or permit, secs. 23–30	374	459	487	457
Operating as dealer without licence, misuse of dealer's plates, etc., secs. 31–36	20	51	43	14
Operating with "D" plates without salesman's licence or permit, etc., secs. 37–40	21	29	29	25
Operating vehicle not properly equipped, sec. 41	------	3	------	------
Failing to obtain replacement of licence or chauffeur's badge if mutilated, secs. 42, 43	------	3	4	6
Liability of parent *re* minor, sec. 47	------	1	------	------
Carrying too many passengers on motor-cycle, sec. 44	------	------	3	1
Improper disposition of licence-plate, dismantled vehicle, sec. 46	------	------	1	1
Licence fees wrongly refunded, sec. 53	------	2	------	------
Failing to report accident, etc., sec. 55	166	145	157	145
Making false statement, permitting another to use licence, etc., sec. 57	58	67	81	80
Using licence belonging to another, refusing to show licence, etc., sec. 58	61	74	118	180
Failing to stop on request of police or state proper name, sec. 60	13	21	30	41
Altering number-plates and using fictitious plates, sec. 61	5	21	9	2
Permitting person not properly licensed to drive motor-vehicle, etc., secs. 62–80	253	250	292	296
Failing to surrender licence on suspension, sec. 100	3	15	2	------
Removing or releasing impounded vehicle without authority, sec. 101	3	1	1	4
Producing invalid financial liability card, etc., sec. 103	3	3	4	8
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	8	11
Failing to obey traffic-control signal legend, secs. 120, 121, 144	------	2,051	9,392	17,214
Defacing traffic control devices by advertising or removal, etc., secs. 122–124, 129	------	3	5	1
Failing to obey special signal signs *re* highway construction, secs. 126–128, 130	------	113	144	61
Careless driving, secs. 131, 132, 152	4,298	4,663	4,675	3,839
Exceeding maximum speed-limit, sec. 133	14,633	15,066	16,415	22,349
Exceeding speed-limit passing schools and playgrounds, sec. 134	4,968	2,586	3,408	3,867
Exceeding speed-limit overtaking stopped school bus, sec. 135	------	------	10	8
Failure to drive on the right, sec. 136	------	------	67	134
Infractions of "lane" driving, secs. 137–139	------	1,415	3,186	2,288
Infractions of "passing," secs. 140–143, 145, 146	------	681	748	1,289

Convictions under Motor-vehicle Act and Criminal Code of Canada, 1956–59—Continued

Offences	1956	1957	1958	1959
Under *Motor-vehicle Act—Continued*				
Infractions of turning, starting, and directional signals, secs. 147–151, 153–155	1,313	1,557	1,737	2,304
Failure to yield right-of-way, secs. 156–160	43	604	1,168	1,382
Not exercising due care *re* pedestrians, secs. 161–165	------	352	272	1,074
Failure by bicycle operators to obey rules, sec. 166	------	5	12	2
Failure to stop at railroad crossing, secs. 167–169	12	508	222	210
Failure to stop at intersections, sec. 170	------	2,315	5,021	6,149
Illegal stopping or parking, secs. 171–174	------	519	1,325	803
Leaving vehicle improperly parked, sec. 175	------	131	293	473
Backing vehicle illegally, sec. 176	------	51	204	321
Operating motor-cycle with more than one person, sec. 177	1	4	7	1
Requirements of safe driving on highway, secs. 178, 179	------	17	10	20
Fire-vehicle safety, secs. 181, 182	------	5	23	21
Driving on sidewalk, sec. 183	------	6	11	16
Horse-racing on highway prohibited, sec. 185	------	1	------	------
Opening door requirements, sec. 186	------	12	22	29
Transporting explosives, sec. 187	------	39	1	1
Failing to carry adequate safety equipment, secs. 188, 189			153	138
Illegal use or defacement of signs, sec. 192	------	1	3	------
	34,216	41,750	58,921	75,599
Regulations under *Motor-vehicle Act*—				
Operating defective vehicle after ordered off road, secs. 2.02, 7.09	1	------	3	4
Number-plates, sec. 3	462	186	77	260
Driving without proper head-lamps, secs. 4.01–4.06	615	674	339	1,775
Driving without tail-lights, reflectors, other required lamps, secs. 4.07–4.10	447	686	222	709
Driving without clearance-lights, lamps on projections, etc., secs. 4.11–4.13	59	34	53	134
Driving without adequate brakes, secs. 5, 6	157	127	96	285
Driving vehicle with defective horn or miscellaneous equipment, secs. 7.01, 7.02	45	36	40	76
Driving vehicle without muffler, sec. 7.03	675	834	1,033	1,097
Driving vehicle without rear-view mirror or unobstructed rear view, sec. 7.04	11	22	14	25
Inadequate windshield-wiper, etc., sec. 7.05	53	76	35	114
Driving vehicle without mud-guards, sec. 7.06	264	179	60	204
Failing to have proper connection between motor-vehicle and trailer, sec. 7.07	2	6	16	52
Sale of unapproved equipment, sec. 8	------	------	2	------
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, sec. 14	------	2	1	------
Failing to sign driver's licence, sec. 15	32	32	3	1
Oversize loads, secs. 19.01, 19.02			184	249
Inadequate tires, insecure loads, excessive speed with unloaded trailer, sec. 19.04	------	301	195	73
Excessive weight, sec. 19.05			234	230
Failure to report for weight inspection, sec. 19.06			6	14
Failure to obtain overweight or oversize permit, sec. 19.07			14	19
Miscellaneous infractions	------	------	39	68
	4,215	4,142	2,396	5,389
Juvenile Delinquents Act	------	1,774	1,396	1,615
Total of all convictions	40,992	50,650	68,075	87,099

3. DRIVING SAFETY

(*a*) Safety Responsibility

The Safety Responsibility Division received from motor-vehicle liability companies 14,738 British Columbia financial responsibility insurance certificates during 1959, compared with 14,168 during the same period in 1958, an increase of 3.91 per cent. These certificates were submitted for filing under Part II of the *Motor-vehicle Act* as proof of financial responsibility on behalf of persons who, by their actions on the highways, were compelled to furnish such proof. Of this number, 13,115 certificates were accepted for filing, which represents a decrease of 0.71 per cent as compared with the figures for 1958, when 13,209 were accepted. This indicates that insurance company personnel were unable to obtain correct information from applicants for insurance in their preparation of 1,623 certificates during 1959, compared with 959 during 1958. During 1959 a total of 13,655 cancellations of certificates were received and processed, as compared with 14,999 in 1958. This decrease of 9.8 per cent would indicate a more stable insurance market with less material changes in the policies held by persons affected by the financial responsibility requirements of the *Motor-vehicle Act*. A table giving full information with regard to the filing and cancellation of British Columbia financial responsibility insurance certificates follows:—

Comparison of Financial Responsibility Certificates Received, Filed, and Cancelled in 1958 and 1959

	1958	1959	Increase	Decrease	Per Cent
Total number of certificates received	14,168	14,738	570	.....	3.87
Total number of certificates filed	13,209	13,115	.....	94	.71
Total number of certificates returned	959	1,623	664	.....	69.45
Owner's policy certificates and garage and sales-agency certificates filed	10,551	10,736	185	.....	1.75
Driver's policy certificates filed	1,247	1,303	56	.....	4.48
Owner's policy certificates filed (public and limited)	1,411	1,076	.....	335	23.75
Certificate cancellations	14,999	13,655	.....	1,344	9.80

Court orders and recommendations by Judges or Magistrates, as a result of convictions for driving offences, resulted in the suspension of 2,553 drivers' licences for definite periods of time. The following table indicates the periods of suspension ordered or recommended by the Judges or Magistrates:—

Suspension of Drivers' Licences by Court Order and Recommendations, 1959

Offence	Months												Years		Other	Total
	Under 1	1	2	3	4	5	6	7	8	9	10	11	1	2		
Driving without due care and attention	50	182	78	69	1	1	48	—	—	3	—	—	21	6	2	461
Criminal negligence	—	1	6	12	2	1	8	—	—	2	—	—	12	5	5	54
Driving while intoxicated	1	10	4	8	—	12	22	—	—	11	—	—	8	6	2	84
Driving while ability impaired	26	194	162	252	48	104	348	—	—	37	—	—	108	19	22	1,320
Failing to remain at scene of accident	4	23	11	26	1	5	28	—	—	4	—	—	10	3	5	120
Driving while under suspension	—	2	3	3	—	1	8	—	—	3	—	—	6	1	2	29
Exceeding speed-limit	29	106	37	36	1	—	21	—	—	—	—	—	3	—	—	233
Adjudged juvenile delinquent	2	15	2	46	2	—	28	—	—	3	—	—	29	5	5	137
Manslaughter	—	—	—	—	—	—	1	—	—	—	—	—	—	3	3	7
Bodily harm by criminal negligence	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Miscellaneous	12	40	17	17	1	—	12	—	—	—	—	—	8	—	1	108
Totals	124	573	320	469	56	124	524	—	—	63	—	—	205	48	47	2,553

Drivers involved in certain forms of convictions are required to file proof of financial responsibility in order to maintain their driving privileges. During 1959, 11,618 drivers were suspended until such time as this form of proof was filed with the Superintendent. Proof of financial responsibility was given by 7,816, which enabled the reinstatement of their driving licences. The following table indicates various causes for this type of suspending and reinstatement action:—

Offence	Drivers' Licences Suspended	Drivers' Licences Reinstated
Accident—careless driving	2,386	1,727
Accident—reckless driving	38	36
No accident—reckless driving	41	39
Accident—drunken driving	27	16
No accident—drunken driving	71	25
Accident—impaired driving	673	776
No accident—impaired driving	2,002	844
Accident—failing to remain at scene of accident	343	140
Accident—driving under suspension	16	16
No accident—driving under suspension	88	27
Accident—suspension due to accident	1,427	794
Accident—speeding	85	29
Accident—unsatisfied judgment	43	7
Conviction and judgment outside Province	164	38
Unsatisfactory driving record	88	39
Suspension by Superintendent	50	44
Death by criminal negligence	19	3
Bodily harm by criminal negligence	1	3
Accidents—manslaughter	---------	---------
Juvenile delinquents	---------	---------
Further or additional financial responsibility	4,057	3,213
Miscellaneous	---------	---------
Totals	11,618	7,816

(*b*) Examination of Drivers

A total of 103,466 persons were examined as to fitness to drive a motor-vehicle in 1959, compared to the 1958 total of 101,227. Examiners of drivers conducted 133,548 individual examinations, which shows that, in 32,321 examinations, failures were recorded in one or more of the several factors given close attention in this process.

Prior to the issuance of original drivers' licences in British Columbia, applicants are required to qualify in appropriate examinations. The extension of examination service on a regular schedule to continually more communities of the Province has made it steadily possible to give complete examinations to greater percentages of these applicants, and to reduce the number of licences endorsed with area restrictions of operation. Whilst the widespread area of the Province makes complete coverage by regular drivers' examination service very difficult, it is the objective of the Motor-vehicle Branch to extend existing coverage as suitable staff is made available and within the bounds of an efficient use of funds made available for the examination service.

The following table is a summary of examinations given to original drivers' licence applicants, totalling 45,446. The table shows the number of applicants who failed to qualify (2 per cent of those examined) and the number of successful applicants whose licences were restricted for one or more of various reasons (26.37 per cent of those examined).

Summary of Drivers' Original Examinations, 1959

MALES (26,805, 58.9 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	10,366	.....	4,667	.....	3,527	.....	4,386	.....	2,188	.....	1,098	.....	213	.....	259	.....	101	.....	26,805	.....
Restrictions																				
Hearing	13	0.12	8	0.17	8	0.23	21	0.48	10	0.46	18	1.64	8	3.75	15	5.79	12	11.88	113	0.42
Vision	178	1.71	91	1.95	67	1.90	128	2.91	73	3.34	43	3.91	10	4.69	17	6.56	8	7.92	615	2.28
Depth perception	207	1.99	118	2.53	85	2.41	145	3.29	86	3.94	50	4.55	9	4.22	15	5.79	6	5.94	721	2.67
Periphery	27	0.26	7	0.15	14	0.40	34	0.77	20	0.91	10	0.91	3	1.41	4	1.54	1	0.99	120	0.44
Diplopia	11	0.11	5	0.11	.....	.....	.....	.....	1	0.05	.....	.....	.....	.....	.....	.....	2	1.98	19	0.07
Physical condition	13	0.12	10	0.21	15	0.42	20	0.45	13	0.59	7	0.64	2	0.94	7	2.70	9	8.91	96	0.36
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road test	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.47	.....	.....	.....	.....	1	0.00
Corrective lenses	1,661	15.95	616	13.18	472	13.36	653	14.82	387	17.69	367	33.40	131	61.44	145	55.97	66	65.34	4,498	16.64
Colour-blindness	90	0.86	35	0.75	43	1.22	48	1.09	20	0.91	8	0.73	2	0.94	4	1.54	.....	.....	250	0.93
Totals	2,200	21.12	890	19.05	704	19.94	1,049	23.81	610	27.89	503	45.78	166	77.86	207	79.89	104	102.96	6,433	23.81
Failures																				
Failed to complete	11	0.11	10	0.21	6	0.17	8	0.18	7	0.32	10	0.91	2	0.94	1	0.39	2	1.98	57	0.21
Vision	35	0.34	25	0.54	14	0.40	14	0.32	12	0.55	7	0.64	3	1.41	5	1.93	1	0.99	116	0.43
Periphery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Diplopia	2	0.02	.....	.....	.....	.....	1	0.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	0.01
Physical condition	7	0.07	3	0.06	3	0.08	4	0.09	.....	.....	2	0.18	.....	.....	.....	.....	6	5.94	25	0.09
Physical E.C.A. not returned	3	0.03	.....	.....	.....	.....	4	0.09	3	0.14	.....	.....	.....	.....	1	0.39	4	3.96	15	0.06
Visual E.C.A. not returned	28	0.27	15	0.32	11	0.31	11	0.25	3	0.14	6	0.55	1	0.47	4	1.54	1	0.99	80	0.30
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road test	56	0.54	41	0.88	30	0.85	51	1.16	39	1.78	30	2.73	9	4.22	12	4.63	12	11.88	280	1.04
Written	5	0.05	2	0.04	4	0.11	3	0.07	1	0.05	.....	.....	.....	.....	.....	.....	.....	.....	15	0.06
Road signs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	147	1.43	96	2.05	68	1.92	96	2.18	65	2.98	55	5.01	15	7.04	23	8.88	26	25.74	591	2.20

FEMALES (18,641, 41.1 PER CENT)

Number examined, by age-group	4,989	.....	3,610	.....	2,679	.....	4,219	.....	2,219	.....	736	.....	121	.....	58	.....	10	.....	18,641	.....
Restrictions																				
Hearing	2	0.04	3	0.08	9	0.33	21	0.50	8	0.36	6	0.81	1	0.83	3	5.17	.....	.....	53	0.28
Vision	51	1.02	44	1.19	43	1.59	65	1.54	38	1.71	16	2.17	7	5.78	3	5.17	1	10.00	268	1.42
Depth perception	64	1.28	64	1.73	56	2.02	75	1.78	48	2.16	12	1.63	7	5.78	3	5.17	.....	.....	329	1.74
Periphery	6	0.12	3	0.08	6	0.22	12	0.28	12	0.54	1	0.14	3	2.48	1	1.72	.....	.....	44	0.23
Diplopia	2	0.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.01
Physical condition	4	0.08	1	0.03	4	0.15	5	0.12	8	0.36	1	0.14	1	0.83	1	1.72	.....	.....	25	0.13
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road test	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Corrective lenses	1,160	23.20	771	20.82	540	19.98	808	19.15	550	24.75	367	49.84	85	70.24	42	72.41	6	60.00	4,329	22.94
Colour-blindness	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	1,289	25.78	886	23.93	658	24.29	986	23.37	664	29.88	403	54.73	104	85.94	53	91.36	7	70.00	5,050	26.75
Failures																				
Failed to complete	5	0.10	2	0.05	4	0.15	13	0.31	7	0.32	11	1.49	2	1.65	2	3.45	.....	.....	46	0.24
Vision	11	0.22	12	0.32	11	0.41	13	0.31	10	0.45	.....	.....	3	2.48	.....	.....	1	10.00	61	0.32
Periphery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Diplopia	1	0.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.01
Physical condition	1	0.02	.....	.....	.....	.....	1	0.02	.....	.....	.....	.....	.....	.....	.....	.....	1	10.00	3	0.02
Physical E.C.A. not returned	.....	.....	2	0.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.01
Visual E.C.A. not returned	9	0.18	10	0.27	11	0.41	5	0.12	10	0.45	.....	.....	1	0.83	.....	.....	.....	.....	46	0.24
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road test	13	0.26	22	0.59	12	0.44	39	0.92	37	1.67	28	3.80	9	7.44	.....	.....	2	20.00	162	0.86
Written	.....	.....	1	0.02	.....	.....	1	0.02	1	0.05	.....	.....	.....	.....	.....	.....	.....	.....	3	0.02
Road signs	.....	.....	.....	.....	.....	.....	2	0.05	.....	.....	.....	.....	.....	.....	.....	.....	1	10.00	1	0.01
Totals	40	0.80	49	1.30	38	1.41	74	1.75	65	2.94	39	5.29	15	12.40	2	3.45	5	50.00	325	1.73

GRAND TOTALS (45,446)

Restrictions	Number	Per Cent
Hearing	166	0.37
Vision	883	1.94
Depth perception	1,050	2.31
Periphery	164	0.36
Diplopia	21	0.05
Physical condition	121	0.27
Reaction	.....	.....
Road tests	1	0.00
Adequate eye-glasses	8,827	19.42
Colour-blindness	750	1.65
Totals	11,983	26.37

Failures	Number	Per Cent
Failed to complete examination	103	0.23
Vision	177	0.39
Periphery	.....	.....
Diplopia	4	0.01
Physical condition	28	0.06
Physical E.C.A. not returned	17	0.04
Visual E.C.A. not returned	126	0.28
Reaction	.....	.....
Road test	442	0.98
Written	18	0.04
Road signs	1	0.00
Totals	916	2.03

Analysis of Restrictions (Originals) 1959

MALES

Age-group	Restricted to—						Certificates of Examination by a Competent Authority				
	Corrective Lenses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Restricted	Failed
16–20 years	1,661	245	191	----	----	980	12	153	7	150	8
21–25 ,,	616	140	103	1	----	431	2	45	2	41	4
26–30 ,,	472	103	84	----	----	331	5	45	6	43	1
31–40 ,,	653	170	164	----	3	566	5	45	4	39	7
41–50 ,,	387	92	85	1	2	356	8	35	6	35	2
51–60 ,,	367	50	67	----	1	216	3	35	4	34	----
61–64 ,,	131	16	18	1	1	57	3	9	2	8	2
65–69 ,,	145	23	35	3	----	78	4	10	4	9	1
70 years and over	66	13	20	1	2	27	111	13	107	14	3
Totals	4,498	852	767	7	9	3,042	153	390	142	373	28

FEMALES

Age-group	Corrective Lenses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Restricted	Failed
16–20 years	1,160	66	50	----	1	1,031	4	70	5	69	----
21–25 ,,	771	71	46	----	----	673	----	24	1	21	2
26–30 ,,	540	70	57	----	----	576	5	25	4	24	2
31–40 ,,	808	92	86	----	----	1,075	1	32	----	33	----
41–50 ,,	550	51	49	3	----	628	2	16	2	16	----
51–60 ,,	367	16	15	----	----	236	2	20	2	20	----
61–64 ,,	85	8	8	----	----	37	----	2	----	2	----
65–69 ,,	42	3	7	----	----	18	7	3	7	3	----
70 years and over	6	1	----	----	7	7	13	1	13	----	1
Totals	4,329	378	318	3	8	4,281	34	193	34	188	5

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

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

Re-examination of Drivers

The re-examination programme of the Motor-vehicle Branch processed 58,020 licensed drivers in periodic re-examinations to determine the continuing fitness of a driver to operate a motor-vehicle. The following table summarizes these examinations and shows that 2.28 per cent failed to requalify and that 34.46 per cent requalified, subject to certain restrictions being placed on their drivers' licences in accordance with deficiencies noted:—

Summary of Drivers' Re-examinations, 1959

MALES (45,137, 77.8 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	2,057	.....	2,646	.....	4,549	.....	11,047	.....	11,303	.....	6,904	.....	1,914	.....	2,438	.....	2,279	.....	45,137	.....
Restrictions																				
Hearing	4	0.19	8	0.30	7	0.15	36	0.32	90	0.79	124	1.79	52	2.71	118	4.84	181	7.93	620	1.36
Vision	41	1.99	50	1.89	103	2.26	262	2.36	295	2.60	247	3.56	100	5.22	146	5.99	157	6.88	1,401	3.08
Depth perception	41	1.99	72	2.71	121	2.65	306	2.75	327	2.88	296	4.26	106	5.53	163	6.68	216	9.46	1,648	3.63
Periphery	12	0.58	17	0.64	20	0.44	71	0.64	124	1.09	117	1.68	37	1.93	53	2.17	70	3.07	521	1.15
Diplopia	.....	.....	1	0.04	4	0.09	5	0.05	4	0.04	3	0.04	1	0.05	.....	.....	5	0.22	23	0.05
Physical condition	6	0.29	11	0.41	31	0.68	88	0.79	83	0.73	38	0.55	24	1.25	44	1.80	79	3.46	404	0.89
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road test	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	0.10	1	0.05	3	0.12	44	1.93	55	0.12
Corrective lenses	248	12.05	332	12.52	523	11.46	1,413	12.72	2,054	18.08	2,451	35.29	937	48.91	1,404	57.56	1,522	66.66	10,884	23.94
Colour-blindness	18	0.87	19	0.72	52	1.14	132	1.19	149	1.31	91	1.31	18	0.94	36	1.48	27	1.18	542	1.19
Totals	370	17.96	510	19.23	861	18.87	2,313	20.82	3,126	27.52	3,374	48.58	1,276	66.59	1,967	80.64	2,301	100.79	16,098	35.41
Failures																				
Failed to complete	8	0.39	12	0.45	7	0.15	31	0.28	29	0.26	22	0.32	12	0.62	16	0.66	10	0.44	147	0.32
Vision	3	0.15	7	0.26	7	0.15	14	0.13	17	0.15	20	0.29	3	0.16	13	0.53	68	2.98	152	0.33
Periphery	.....	.....	.....	.....	.....	.....	.....	.....	1	0.01	1	0.01	.....	.....	1	0.04	.....	.....	3	0.01
Diplopia	.....	.....	2	0.08	2	0.04	.....	.....	1	0.01	.....	.....	2	0.10	1	0.04	.....	.....	8	0.02
Physical condition	4	0.19	6	0.23	16	0.35	19	0.17	27	0.24	21	0.30	3	0.16	13	0.53	92	4.03	201	0.44
Physical E.C.A. not returned	.....	.....	.....	.....	9	0.20	9	0.08	3	0.03	2	0.02	1	0.05	2	0.08	77	3.37	103	0.23
Visual E.C.A. not returned	2	0.10	4	0.15	2	0.04	9	0.08	6	0.05	4	0.06	2	0.10	5	0.21	15	0.66	49	0.11
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.10	1	0.04	.....	.....	3	0.01
Road test	9	0.44	8	0.30	11	0.24	28	0.25	25	0.22	69	0.99	18	0.94	76	3.11	152	6.66	396	0.87
Written	.....	.....	2	0.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.08	.....	.....	4	0.01
Road signs	.....	.....	.....	.....	1	0.02	1	0.01	3	0.03	1	0.01	3	0.16	.....	.....	2	0.09	11	0.02
Totals	26	1.26	41	1.55	55	1.19	111	1.00	112	1.00	140	2.00	46	2.39	130	5.32	416	18.23	1,077	2.37

FEMALES (12,883, 22.2 PER CENT)

Number examined, by age-group	268	.....	686	.....	1,312	.....	4,008	.....	3,733	.....	1,761	.....	442	.....	447	.....	226	.....	12,883	.....
Restrictions																				
Hearing	.....	.....	1	0.15	1	0.08	18	0.45	28	0.75	20	1.13	6	1.36	8	1.79	4	1.77	86	0.66
Vision	7	2.61	16	2.33	16	1.22	50	1.25	60	1.60	25	1.42	13	2.94	12	2.68	14	6.19	213	1.64
Depth perception	8	2.98	21	3.06	21	1.60	61	1.52	77	2.06	34	1.93	21	4.75	16	3.58	17	7.52	276	2.13
Periphery	2	0.75	1	0.15	.....	.....	.....	.....	10	0.27	4	0.23	1	0.23	4	0.89	4	1.77	26	0.20
Diplopia	.....	.....	.....	.....	.....	.....	1	0.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.01
Physical condition	1	0.37	.....	.....	.....	.....	12	0.30	9	0.24	7	0.40	2	0.45	3	0.67	6	2.65	40	0.31
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road test	.....	.....	.....	.....	.....	.....	.....	.....	1	0.03	1	0.06	.....	.....	.....	.....	3	1.32	5	0.04
Corrective lenses	64	23.87	133	19.38	245	18.67	716	17.83	867	23.15	777	44.06	266	60.17	296	66.22	171	75.65	3,535	27.22
Colour-blindness	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	82	30.58	172	25.07	283	21.57	858	21.37	1,052	28.10	868	49.23	309	69.90	339	75.83	219	96.87	4,182	32.21
Failures																				
Failed to complete	2	0.75	3	0.44	6	0.46	20	0.50	20	0.53	13	0.74	4	0.90	6	1.34	.....	.....	74	0.57
Vision	.....	.....	.....	.....	3	0.23	3	0.07	1	0.03	5	0.28	1	0.23	1	0.22	.....	.....	14	0.11
Periphery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Diplopia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Physical condition	.....	.....	1	0.15	2	0.15	4	0.10	3	0.08	3	0.17	.....	.....	4	0.89	8	3.54	25	0.19
Physical E.C.A. not returned	.....	.....	.....	.....	.....	.....	.....	.....	1	0.03	.....	.....	1	0.23	.....	.....	6	2.65	8	0.06
Visual E.C.A. not returned	.....	.....	.....	.....	1	0.08	5	0.12	.....	.....	4	0.23	.....	.....	1	0.22	.....	.....	11	0.08
Reaction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Road test	1	0.37	4	0.58	10	0.76	22	0.55	25	0.67	26	1.47	10	2.26	19	4.25	11	4.87	128	0.99
Written	.....	.....	.....	.....	.....	.....	1	0.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.01
Road signs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	3	1.12	8	1.17	22	1.68	55	1.36	50	1.34	51	2.89	16	3.62	31	6.92	25	11.06	261	2.01

GRAND TOTALS (58,020)

Restrictions	Number	Per Cent
Hearing	706	1.20
Vision	1,614	2.74
Depth perception	1,924	3.27
Periphery	547	0.93
Diplopia	25	0.04
Physical condition	444	0.75
Reaction	.....	.....
Road tests	60	0.10
Adequate eye-glasses	14,419	24.51
Colour-blindness	542	0.92
Totals	20,280	34.46

Failures	Number	Per Cent
Failed to complete examination	221	0.38
Vision	166	0.28
Periphery	3	0.01
Diplopia	8	0.01
Physical condition	226	0.38
Physical E.C.A. not returned	111	0.19
Visual E.C.A. not returned	60	0.10
Reaction	3	0.01
Road test	524	0.89
Written	5	0.01
Road signs	11	0.02
Totals	1,338	2.28

Analysis of Restrictions (Re-examinations) 1959

MALES

Age-group	Restricted to—						Certificates of Examination by Competent Authority				
	Corrective Lenses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Restricted	Failed
16–20 years	248	51	40	----	----	46	9	9	8	9	1
21–25 ,,	332	85	60	----	1	18	30	24	31	18	5
26–30 ,,	523	145	131	----	3	17	78	51	78	49	2
31–40 ,,	1,413	379	377	----	3	61	196	95	197	95	3
41–50 ,,	2,054	415	452	----	2	41	170	133	162	133	8
51–60 ,,	2,451	382	413	2	3	50	81	173	76	168	10
61–64 ,,	937	142	151	2	4	25	42	74	32	72	12
65–69 ,,	1,404	233	276	2	2	45	36	100	33	90	13
70 years and over	1,522	394	354	19	36	47	2,278	174	2,207	155	90
Totals	10,884	2,226	2,254	25	54	350	2,920	833	2,824	789	144

FEMALES

16–20 years	64	8	8	----	----	10	1	3	1	3	----
21–25 ,,	133	22	15	----	----	12	2	12	5	8	1
26–30 ,,	245	26	14	----	----	22	3	9	2	10	----
31–40 ,,	716	78	80	----	----	67	9	17	5	21	----
41–50 ,,	867	80	80	1	----	88	9	36	10	35	----
51–60 ,,	777	45	51	1	----	52	7	23	7	21	2
61–64 ,,	266	25	19	----	----	5	1	6	1	6	----
65–69 ,,	296	24	19	----	1	16	6	11	6	10	1
70 years and over	171	33	16	2	3	13	219	6	219	6	----
Totals	3,535	341	302	4	4	285	257	123	256	120	4

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

The Branch continued to administer the Drivers' Improvement Programme as an instrument in dealing with problem drivers. Basically, the programme follows three steps:—

(1) A continuing review of the driving record of each driver, which is carried out upon the addition of new records of convictions or accidents into the licence file of the driver:

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

(3) Steps to implement the action deemed advisable. Action may be:—

(*a*) Sending the driver a warning letter which discusses his driving record. The driver is advised of the need for more prudent driving, and emphasizes that a continuance of the "poor driving" trend can lead toward suspension of his driver's licence.

(*b*) To require the driver to report for a personal interview to discuss his driving record. The Branch has personnel in twenty-three centres capable of conducting these interviews. Interviews are reported and form the basis of further action in the case.

(*c*) Suspension of driving privileges. In many instances, before licence reinstatement is made, the driver is required to report for an interview so as to clearly indicate to the driver what he may do to prevent a recurrence of the unfortunate suspension action.

A fundamental policy in this programme is that a driver is notified in writing of any intention to suspend a licence, and he is given the opportunity to show cause why his licence should not be suspended. Suspensions are not made until the period set out for such a hearing has expired. As would be expected, many avail themselves of the opportunity to "show cause," and the result is that a good number of intended suspensions are reduced. Others are eliminated by placing the driver on probation in the hope he will take appropriate corrective driving action to reduce the possibility of a recurrence of the poor driving trend.

Statistics follow to indicate volume of cases handled in this programme. It is of interest to note that 76,131 driving records were reviewed in this programme in 1959. Reviews in 1958 totalled 60,211 records.

Warning Letters and Suspensions

Age-group	Warning Letters			Notices of Intent to Suspend				Interviews and Hearings			Suspended as a Result of Notices to Suspend, Interviews, and Submissions					Driver's Licence Placed on Probation		
	Male	Female	Total	Male	Female	Previously Warned	Previously Suspended	Male	Female	Total	Male	Female	Previously Suspended	Previously Warned	Previously on Probation	Male	Female	Total
Under 21 years	1,351	55	1,406	1,102	3	440	253	351	3	354	708	6	194	224	59	389	4	393
21–24 years	1,168	39	1,207	972	83	457	238	290	.....	290	613	4	201	236	52	399	1	400
25–30 ,,	1,386	43	1,429	928	7	416	221	333	1	334	448	3	135	236	40	477	6	483
31–40 ,,	1,466	91	1,557	789	11	270	175	289	5	294	343	11	91	83	27	534	7	541
41–50 ,,	907	56	963	496	8	151	103	156	4	160	205	1	61	44	9	229	3	232
51–60 ,,	393	22	415	161	3	58	42	60	1	61	59	.....	15	17	4	109	.....	109
61–64 ,,	93	8	101	21	1	6	3	36	1	37	12	.....	7	3	.....	24	1	25
65–69 ,,	93	3	96	23	.....	3	3	10	.....	10	8	.....	4	4	.....	10	1	11
70 years and over	55	2	57	5	.....	7	6	7	.....	7	9	.....	.....	.....	.....	8	.....	8
Totals	6,912	319	7,231	4,497	116	1,808	1,044	1,532	15	1,547	2,405	25	708	847	191	2,179	23	2,202

4. ENCUMBRANCE REGISTRY DIVISION

The Superintendent of Motor-vehicles is the registrar under the *Bills of Sale Act, Conditional Sales Act, Mechanics' Lien Act, Companies Act,* and the *Co-operative Associations Act* in the matter of registration of documents created under those Acts which concern motor-vehicles. The Encumbrance Registry Division maintains necessary records to meet the purpose and to be able to advise the public of the state of legal titles of motor-vehicles.

The following table indicates the transactions handled by this Division. It is pointed out a filing fee increase from $2 to $3 under several of the Acts became effective in 1959, reflecting in increased revenues. The table indicates an over-all volume increase of 19.3 per cent.

Statement of Comparison of Transactions under Provisions of Bills of Sale Act, Conditional Sales Act, Mechanics' Lien Act, Companies Act, and Co-operative Associations Act, 1958 and 1959.

	1958	1959	Increase	Decrease	Per Cent Increase	Per Cent Decrease
Item						
Registrations under *Conditional Sales Act*	64,512	67,342	2,830	.....	4.38	.....
Registrations under *Bills of Sale Act*	25,678	37,341	11,663	.....	45.42	.....
Registrations under *Mechanics' Lien Act*	2,418	3,337	919	.....	38.00	.....
Registrations under *Companies Act*	114	226	112	.....	98.00	.....
Registrations under *Co-operative Associations Act*	5	3	.....	2	.....	40.00
Releases filed under *Conditional Sales Act*	891	732	.....	159	.....	17.84
Releases filed under *Bills of Sale Act*	2,143	1,692	.....	451	.....	21.04
Searches under *Conditional Sales Act*	40,987	50,926	9,939	.....	24.24	.....
Searches under *Bills of Sale Act*	39,963	49,206	9,243	.....	23.12	.....
Documents copied, certified, etc.	198	333	135	.....	68.18	.....
Total number of items	176,909	211,138	34,229	.....	19.34	.....
Revenue						
Value of law stamps sold	$107,442.00	$195,525.00	$88,083.00	.....	81.98	.....
Value of law stamps attached to documents when received	77,181.00	104,515.50	27,334.50	.....	35.41	.....
Value of conditional sales and bills of sale search fees	20,237.50	39,141.50	18,904.00	.....	93.41	.....
Fees under *Companies Act*	209.00	127.00	.....	$82.00	.....	39.23
Fees under *Co-operative Associations Act*	9.00	.....	.....	9.00	.....	100.00
Miscellaneous copying and certification fees	198.00	453.00	255.00	.....	128.78	.....
Total revenue	$205,276.50	$339,762.00	$134,485.50	.....	65.51	.....

5. SCHOOL BUSES

Policy in British Columbia is that all vehicles used in arrangements with School Boards for the transportation of students to and from the public schools of the Province must be certified by the Superintendent of Motor-vehicles as to the suitability for the purpose. The Superintendent sets standards for construction and maintenance and arranges for the periodic inspection of school buses by mechanical inspectors of the Royal Canadian Mounted Police and the Motor Carrier Branch of the Public Utilities Commission. The Superintendent requires evidence of satisfactory insurance coverage in accordance with the carrying capacity of each school bus.

In 1959, 610 vehicles were covered by permits for this type of use. The 1958 total was 632.

Sixteen school buses were involved in traffic accidents in 1959. Two of these accidents involved personal injuries. One accident unfortunately involved the loss of the life of a child (a deaf-mute) who had disembarked from a school bus and was in the act of crossing to the other side of the highway. The child walked in front of an on-coming tractor-trailer unit which, although proceeding within the speed-limit of 10 miles per hour, failed to stop in time due to an icy road surface. Notwithstanding these incidents, it is proper to mention here of British Columbia's record of safe school-bus transportation and to give credit for this condition to those who drive, maintain, and inspect the equipment.

6. STAFF

The total of permanent staff positions assigned to the Motor-vehicle Branch at December 31st, 1959, was 253, all of which were filled. Temporary employees numbering thirty-eight were on the staff at that date, making a total staff of 291.

The Branch is continually faced with an expanding work load, and it is a great credit to the staff that they are able to cope with the problem without noticeable staff increases. The initiative displayed in continually improving methods is ever present. The year-end saw the completion of certain phases of method conversion. Other programmes will likewise be mechanized as equipment and facilities become available. Conversion times are always difficult, and its success depends on the work effort the staff is willing to give to achieve the objective. The Motor-vehicle Branch is fortunate in the concerted effort, under many difficulties, which has been given by its staff.

CONCLUSION

The motor-vehicle in our society is very much a part of our way of life. We depend on it to an ever-increasing degree. Its function ranges from the vital one of the supply-line to many of our communities and a necessary item in the earning of a livelihood for so many of our citizens to the ever-desirable use of a vehicle in the search of pleasure and recreation. The use of the motor-vehicle will continue to increase in its ratio of vehicles to population. Greater percentages of our population will drive.

The gradual change will create greater work loads for the Motor-vehicle Branch in its duty to service the public. Progress is reported in converting to work methods which, it is hoped, will simplify processes and enable the Branch to meet the needs of the years ahead. It is inevitable that additional accommodation will soon be required, not only at the headquarters office in Victoria, but in some communities of the Province where the Branch is presently unable to provide suitable service.

Increases in traffic with its ever-present accident problem will continue to receive the earnest attention of the Branch. Firm measures of driver-licence control will be maintained. The Branch will seek to maintain and strengthen the high degree of co-operation it enjoys with the enforcement bodies, the automotive and insurance industries, and the many groups dedicated to traffic safety. There is a great deal to be done, but to succeed it must be done in concert with all other efforts toward the objective of making the highways safer life-ways in our Province.

My gratitude is expressed to all who have assisted this Branch in its many efforts. The assistance of the members of your Department has always been readily given to us, and for that I am grateful. Our work continually involves the need for co-operation from other departments of Government, and I am pleased to report to you that we are very fortunate in the degree of liaison which we enjoy.

Special mention is made of the splendid co-operation enjoyed with the Officer Commanding and the other officers and members of the Royal Canadian Mounted Police, and the chiefs, 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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