PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

---

# ANNUAL REPORT

*of the*

# MOTOR-VEHICLE BRANCH

FOR THE YEAR

1961

Printed by A. SUTTON, Printer to the Queen's Most Excellent Majesty
in right of the Province of British Columbia.
1963

*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 1961.

R. W. BONNER,
*Attorney-General.*

*Attorney-General's Department,*
*Victoria, B.C., December, 1962.*

# REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1961

*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 1961.

The Motor-vehicle Branch is charged with the administration of the *Motor-vehicle Act*. It encompasses the issuance of licences for motor-vehicles and drivers, and the control of those licensed to drive. This Report tells of the growth and activity in both of these spheres of work.

The Superintendent of Motor-vehicles is the licensing authority under the *Department of Commercial Transport Act* for the licensing of commercial vehicles, with the responsibility to see that commercial vehicles are properly licensed in accordance with their gross vehicle weights, and that the vehicles meet the requirements of the *Department of Commercial Transport Act*. An additional function in this sphere of work is the responsibility in connection with Uniform Vehicle Registration Proration and Reciprocity Agreement entered into between the Government of this Province and the States of California, Colorado, Idaho, Iowa, Kansas, Missouri, Montana, Nebraska, Nevada, New Mexico, Oregon, South Dakota, North Dakota, and Washington. The purpose of the proration agreement is to provide for the licensing of commercial vehicles carrying on commerce between two or more jurisdictions which are members of the agreement by obtaining from each jurisdiction a licence to operate on payment of a percentage of full licence fees in relation to the percentage of mileage travelled in each jurisdiction. This agreement comes into effect with the 1962 licence-year.

The Branch is continually faced with expanding demands for service. The northern areas of our Province are attracting greater numbers of citizens, which has resulted in the Branch allocating more time to servicing drivers' examinations in those areas. It is inevitable that further changes will have to be made to again increase service, but, unless additional staff is provided for this work, it can only be done at the expense of driver-examination service in other parts of the Province, notably in the Lower Mainland and the Vancouver Island areas.

The problem of inadequate facilities for this Branch in Victoria, which I mentioned in my 1960 Report, still exists. The time lapse of one year has only increased the problem. I am particularly concerned about the inadequate storage facilities for vital records. We are now at the stage where 50 per cent of motor-vehicle and driver licence records are in office space which would quickly be destroyed should we be so unfortunate as to have a fire. These records are not duplicated elsewhere, and establishment of such vital things as vehicle ownership would present a very great problem. A similar situation continues to exist with documents on deposit in the Central Registry. There are thousands of chattel mortgages and conditional sales contracts which are stored on open shelves. Great inconvenience to the public would be encountered if these documents were destroyed. A microfilming programme is now under way in Central Registry, but this only covers newly filed documents, and it will be ten years at least before this programme is far enough advanced to provide adequate security.

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

Licensed motor-vehicles in British Columbia in 1961 totalled 584,041, which is an increase of 23,770 over the total of 560,271 in 1960, showing an increase of 4.2 per cent. Of this total, passenger motor-vehicles amounted to 467,370, an increase of 4.8 per cent over the 1960 total of 446,050. Licensed commercial motor-vehicles increased by 2.2 per cent from the 1960 total of 114,221 to 116,671.

The commercial-vehicle increase reverses a reduction encountered in 1960, which was the first year of licensing commercial vehicles under the *Department of Commercial Transport Act*. The new programme removed station wagons from the commercial-vehicle category and classified them as passenger-vehicles. It is apparent also that the trucking industry has again commenced a programme of expansion, which was momentarily stopped by the new licensing structure with higher licence fees. This caused the curtailing of use of vehicles that were of marginal economic value.

The number of trailers licensed in this Province continues to increase at a rapid rate. The 1961 total was 53,109, which is 9 per cent above the 1960 total of 48,658. It is significant to point out that in 1953 there were 18,205 licensed trailers. The 1961 total is 192 per cent over the 1953 volume. Undoubtedly the expansion in trailer licensing and use will continue, with most of the impact being felt in the increase in the house- and boat-trailer categories.

The table which follows is a comparison of licences and permits for motor-vehicles, trailers, and chauffeurs issued by this Branch during the licence-years 1954 to 1961, inclusive:—

*Comparative Statement of Licences, Permits, etc., Issued during the Licence-years 1954 to 1961, Inclusive*

| Licences Issued | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 |
|---|---|---|---|---|---|---|---|---|
| Motor-vehicles— | | | | | | | | |
| Passenger (new) | 34,441 | 44,269 | 52,950 | 50,990 | 43,576 | 49,268 | 45,364 | 48,348 |
| Passenger (renewal) | 241,720 | 259,212 | 288,700 | 320,737 | 349,761 | 370,154 | 400,686 | 419,022 |
| Total passenger | 276,161 | 303,481 | 341,650 | 371,727 | 393,337 | 419,422 | 446,050 | 467,370 |
| Commercial (new) | 11,248 | 15,845 | 17,827 | 15,685 | 11,676 | 12,985 | 9,603 | 10,576 |
| Commercial (renewal) | 80,558 | 86,252 | 91,016 | 100,432 | 106,190 | 108,956 | 104,618 | 106,095 |
| Total commercial | 91,806 | 102,097 | 108,843 | 116,117 | 117,866 | 121,941 | 114,221 | 116,671 |
| Total motor-vehicles | 367,967 | 405,578 | 450,493 | 487,844 | 511,203 | 541,363 | 560,271 | 584,041 |
| Non-resident touring motor-vehicle permits | 2,127 | 1,959 | 1,673 | 1,384 | 1,100 | 965 | 1,302 | 1,343 |
| Non-resident special motor-vehicle permits | 213 | 232 | 219 | 245 | 149 | 109 | 198 | 187 |
| Non-resident commercial motor-vehicle permits | 2,598 | 3,991 | 6,519 | 8,493 | 10,056 | 13,197 | ..... | ..... |
| Monthly permits | ..... | ..... | ..... | ..... | ..... | ..... | 16,525 | 15,831 |
| Quarterly permits | ..... | ..... | ..... | ..... | ..... | ..... | 344 | 2,471 |
| Totals | 2,598 | 3,991 | 6,519 | 8,493 | 10,056 | 13,197 | 16,869 | 18,302 |
| Permits for temporary operation | 2,612 | 3,998 | 7,787 | 11,575 | 13,333 | 18,100 | ..... | ..... |
| Passenger | ..... | ..... | ..... | ..... | ..... | ..... | 7,805 | 7,719 |
| Commercial | ..... | ..... | ..... | ..... | ..... | ..... | 16,273 | 19,988 |
| Totals | 2,612 | 3,998 | 7,787 | 11,575 | 13,333 | 18,100 | 24,078 | 27,707 |
| Permits for temporary operation of farm tractors | 810 | 829 | 983 | 1,070 | 1,100 | 1,220 | 1,425 | 1,394 |
| Motor-cycles— | | | | | | | | |
| New | 470 | 532 | 536 | 602 | 577 | 678 | 603 | 652 |
| Renewal | 3,274 | 3,233 | 3,188 | 3,112 | 3,464 | 3,450 | 3,477 | 3,587 |
| Total motor-cycles | 3,744 | 3,765 | 3,724 | 3,714 | 4,041 | 4,128 | 4,080 | 4,239 |
| Trailers | 18,205 | 20,855 | 24,581 | 29,663 | 34,928 | 43,682 | 48,658 | 53,109 |
| Motor-dealers— | | | | | | | | |
| Original licences | 687 | 691 | 722 | 724 | 730 | 755 | 748 | 782 |
| Additional plates | 873 | 883 | 995 | 979 | 925 | 970 | 989 | 817 |
| Original motor-cycle dealer licences | 10 | 10 | 12 | 11 | 15 | 31 | 40 | 28 |
| Additional motor-cycle dealer licences | 9 | 5 | 7 | 6 | 7 | 19 | 16 | 10 |
| Salesmen's licences | 875 | 843 | 947 | 908 | 919 | 1,024 | 1,008 | 954 |
| Transfers— | | | | | | | | |
| Passenger | 172,256 | 191,642 | 210,463 | 215,896 | 218,513 | 229,655 | 224,037 | 228,311 |
| Commercial | 37,540 | 41,718 | 44,928 | 45,671 | 46,536 | 48,061 | 40,612 | 41,800 |
| Motor-cycle | 2,847 | 2,846 | 2,904 | 3,173 | 3,190 | 3,080 | 2,750 | 2,726 |
| Trailers | 466 | 505 | 672 | 830 | 1,046 | 1,513 | 1,318 | 1,510 |
| Total transfers | 213,109 | 236,711 | 258,967 | 265,570 | 269,285 | 282,309 | 268,717 | 274,347 |
| Chauffeurs— | | | | | | | | |
| Original Class A | 4,541 | 4,627 | 4,978 | 5,251 | 5,207 | 5,295 | 5,368 | 5,518 |
| Original Class B | 4,001 | 4,011 | 4,243 | 4,269 | 4,112 | 4,485 | 4,756 | 4,925 |
| Original Class C | 43,486 | 48,406 | 59,443 | 65,159 | 61,556 | 64,359 | 65,209 | 64,446 |
| Search fees | 668,319 | 939,920 | 630,112 | 805,528 | 639,269 | 328,115 | 887,170 | 1,493,937 |
| Safety responsibility insurance certificate filing fees | ..... | 9,690 | 13,166 | 13,123 | 12,785 | 13,018 | 12,297 | 12,523 |

## Drivers' Licences

The rate of issuance of licences to new drivers continues at a steady pace. During 1961 original licences were issued to 43,387 applicants, compared to the 1960 total of 43,878. Adult applicants amounted to 26,608, compared to 27,379 in 1960, and applicants under the age of 21 years totalled 16,779, compared to 16,499 in 1960.

The total number of licensed drivers in 1961 amounted to 689,077. Male drivers comprised 69.7 per cent of the total in the amount of 480,265, leaving the remaining 208,812 to be the number of licensed female drivers. The Branch handles the issuance of drivers' licences on a mechanical basis, which allows for the programme of advising licensees of the expiration of their five-year licences. Another

by-product is the ability to determine the number of licensed drivers in the various age categories. The following table sets out the number of drivers in the several age-groups and the percentage of drivers in each age-group compared to the total number of licensed drivers:—

*Drivers' Licences—Statistical Information by Age-groups*

| Age | Year of Birth | Number | Per Cent of Total |
|---|---|---|---|
| 16–20 years | 1941–1945 | 50,203 | 7.29 |
| 21–25 ,, | 1936–1940 | 73,592 | 10.68 |
| 26–30 ,, | 1931–1935 | 89,171 | 12.94 |
| 31–35 ,, | 1926–1930 | 92,312 | 13.40 |
| 36–40 ,, | 1921–1925 | 88,369 | 12.82 |
| 41–45 ,, | 1916–1920 | 75,798 | 11.00 |
| 46–50 ,, | 1911–1915 | 69,245 | 10.05 |
| 51–55 ,, | 1906–1910 | 52,441 | 7.61 |
| 56–60 ,, | 1901–1905 | 36,048 | 5.23 |
| 61–65 ,, | 1896–1900 | 24,896 | 3.61 |
| 66–70 ,, | 1891–1895 | 17,134 | 2.49 |
| 71–75 ,, | 1886–1890 | 12,245 | 1.78 |
| 76–80 ,, | 1881–1885 | 5,948 | 0.86 |
| 81–85 ,, | 1876–1880 | 1,480 | 0.21 |
| Over 85 years | 1875 and prior | 195 | 0.03 |
| Totals | ..... | 689,077 | 100.00 |

## Chauffeurs' Licences

The comparative statement printed on the previous page shows the number of licensed chauffeurs. Licensed chauffeurs in 1960 amounted to 74,889, which is a decrease of 444 from the 1960 total of 75,333. The decrease is entirely due to the licensing of less chauffeurs in the Class C category. When it is considered that there were more licensed commercial vehicles in 1961 than in 1960, it seems only reasonable that there should be more licensed drivers in the Class C category, which is the one assigned to drivers of vehicles which carry goods. It is apparent that the enforcement agencies need to keep a closer surveillance on the matter of chauffeurs being properly licensed. Obviously there are many persons in this category who are not complying with the law.

The Class A chauffeur is the operator of a vehicle which carries passengers for hire with a passenger capacity of over nine passengers. The Class B chauffeur's licence allows the holder to operate a passenger-carrying vehicle which does not exceed nine passengers. A very large percentage of Class B licence-holders are taxi-drivers. The holder of a Class A or a Class B licence can operate without additional licences as an operator of a truck transporting goods.

## Distribution of Motor-vehicles

The distribution of motor-vehicles in British Columbia by the areas in which they were licensed is set out in the following table. It is pointed out that this distribution does not indicate that the figure is an accurate total of the number of vehicles in any given area because it frequently occurs that a vehicle licensed in one licence area moves to another during the course of a licence-year. The table does provide a reasonable guide as to the distribution generally throughout the Province. This type of information has been sought for a number of years by those charged with community planning projects.

*Distribution of Motor-vehicles*

The following table shows a summary of motor-vehicle licences issued during the 1961 licence-year by centre:—

| Issuing Office | Passenger Motor-vehicles | | | | Commercial Motor-vehicles | | | | Grand Total |
|---|---|---|---|---|---|---|---|---|---|
| | Used | New | Renewals | Total | Used | New | Renewals | Total | |
| Abbotsford | 102 | 444 | 5,454 | 6,000 | 34 | 225 | 2,102 | 2,361 | 8,361 |
| Alberni | 72 | 413 | 5,859 | 6,344 | 4 | 90 | 1,212 | 1,306 | 7,650 |
| Ashcroft | 16 | 26 | 819 | 861 | 4 | 29 | 460 | 493 | 1,354 |
| Atlin | 2 | ..... | 27 | 29 | 7 | 7 | 48 | 62 | 91 |
| Burns Lake | 27 | 71 | 700 | 798 | 23 | 37 | 587 | 647 | 1,445 |
| Chilliwack | 246 | 520 | 9,270 | 10,036 | 17 | 215 | 3,169 | 3,401 | 13,437 |
| Clinton | 17 | 8 | 660 | 685 | 8 | 24 | 544 | 576 | 1,261 |
| Cloverdale | 297 | 500 | 13,686 | 14,483 | 52 | 269 | 4,264 | 4,585 | 19,068 |
| Courtenay | 296 | 396 | 7,228 | 7,920 | 9 | 112 | 1,855 | 1,976 | 9,896 |
| Cranbrook | 445 | 349 | 4,668 | 5,462 | 129 | 131 | 1,950 | 2,210 | 7,672 |
| Creston | 128 | 96 | 1,720 | 1,944 | 32 | 70 | 1,150 | 1,252 | 3,196 |
| Dawson Creek | 436 | 412 | 3,459 | 4,307 | 280 | 277 | 2,075 | 2,632 | 6,939 |
| Duncan | 62 | 400 | 6,381 | 6,843 | 6 | 110 | 1,833 | 1,949 | 8,792 |
| Fernie | 117 | 152 | 1,129 | 1,398 | 102 | 67 | 632 | 801 | 2,199 |
| Fort St. John | 645 | 298 | 2,812 | 3,755 | 405 | 301 | 2,172 | 2,878 | 6,633 |
| Ganges | 9 | 2 | 574 | 585 | ..... | 4 | 266 | 270 | 855 |
| Golden | 367 | 185 | 1,716 | 2,268 | 159 | 116 | 1,151 | 1,426 | 3,694 |
| Grand Forks | 40 | 94 | 1,590 | 1,724 | 14 | 61 | 1,022 | 1,097 | 2,821 |
| Kamloops | 250 | 688 | 7,084 | 8,022 | 75 | 311 | 3,074 | 3,460 | 11,482 |
| Kaslo | 18 | 2 | 231 | 251 | 4 | 3 | 154 | 161 | 412 |
| Kelowna | 203 | 591 | 7,185 | 7,979 | 30 | 128 | 2,356 | 2,514 | 10,493 |
| Kitimat | 38 | 249 | 2,083 | 2,370 | 2 | 32 | 351 | 385 | 2,755 |
| Lillooet | 19 | 25 | 753 | 797 | 2 | 12 | 447 | 461 | 1,258 |
| Merritt | 49 | 37 | 1,161 | 1,247 | 14 | 44 | 610 | 668 | 1,915 |
| Mission | 42 | 313 | 3,026 | 3,381 | 4 | 84 | 1,059 | 1,147 | 4,528 |
| Nanaimo | 113 | 716 | 9,896 | 10,725 | 10 | 150 | 2,616 | 2,776 | 13,501 |
| Nelson | 210 | 425 | 6,693 | 7,328 | 43 | 144 | 2,813 | 3,000 | 10,328 |
| New Westminster[1] | 1,003 | 3,450 | 52,526 | 56,979 | 77 | 379 | 7,753 | 8,209 | 65,188 |
| North Vancouver[2] | 320 | 1,947 | 15,695 | 17,962 | 5 | 98 | 2,543 | 2,646 | 20,608 |
| Oliver | 52 | 56 | 1,837 | 1,945 | 11 | 55 | 887 | 953 | 2,898 |
| Penticton | 186 | 621 | 6,595 | 7,402 | 24 | 168 | 2,013 | 2,205 | 9,607 |
| Pouce Coupe[3] | 74 | 55 | 514 | 643 | 160 | 45 | 721 | 926 | 1,569 |
| Powell River | 30 | 143 | 3,041 | 3,214 | 4 | 18 | 787 | 809 | 4,023 |
| Prince George | 367 | 793 | 6,838 | 7,998 | 109 | 342 | 3,319 | 3,770 | 11,768 |
| Prince Rupert | 65 | 321 | 2,639 | 3,025 | 5 | 51 | 858 | 914 | 3,939 |
| Princeton | 21 | 23 | 736 | 780 | ..... | 17 | 399 | 416 | 1,196 |
| Quesnel | 84 | 124 | 2,242 | 2,450 | 41 | 82 | 1,411 | 1,534 | 3,984 |
| Revelstoke | 33 | 56 | 1,207 | 1,296 | 18 | 80 | 491 | 589 | 1,885 |
| Rossland | 26 | 9 | 850 | 885 | 4 | 6 | 184 | 194 | 1,079 |
| Salmon Arm | 52 | 139 | 2,305 | 2,496 | 13 | 64 | 1,313 | 1,390 | 3,886 |
| Smithers | 39 | 143 | 1,420 | 1,602 | 11 | 84 | 1,053 | 1,148 | 2,750 |
| Terrace | 23 | 160 | 1,510 | 1,693 | 8 | 93 | 885 | 986 | 2,679 |
| Trail | 119 | 501 | 5,311 | 5,931 | 5 | 91 | 1,140 | 1,236 | 7,167 |
| Vancouver[4] | 1,937 | 8,104 | 64,451 | 74,492 | 72 | 997 | 10,871 | 11,940 | 86,432 |
| Vancouver East[4] | 937 | 3,528 | 38,018 | 42,483 | 65 | 1,003 | 6,762 | 7,830 | 50,313 |
| Vancouver-Pt. Grey[4] | 671 | 4,837 | 28,381 | 33,889 | 12 | 256 | 2,381 | 2,649 | 36,538 |
| Vanderhoof | 22 | 42 | 849 | 913 | 21 | 36 | 807 | 864 | 1,777 |
| Vernon | 139 | 507 | 6,815 | 7,461 | 25 | 220 | 3,223 | 3,468 | 10,929 |
| Victoria[5] | 1,161 | 3,420 | 67,121 | 71,702 | 44 | 959 | 14,627 | 15,630 | 87,332 |
| Williams Lake | 79 | 251 | 2,257 | 2,587 | 37 | 139 | 1,695 | 1,871 | 4,458 |
| Totals | 11,706 | 36,642 | 419,022 | 467,370 | 2,240 | 8,336 | 106,095 | 116,671 | 584,041 |

[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, 57,613; commercial, 8,366.

[2] North Vancouver (does not include 967 commercial plates issued for National Defence vehicles that operate throughout British Columbia): Passenger, 17,962; commercial, 1,679.

[3] Pouce Coupe (does not include 232 commercial plates issued for National Defence vehicles that operate throughout British Columbia): Passenger, 643; commercial, 694.

[4] Vancouver, Vancouver East, and Vancouver-Point Grey (includes issuance from Motor Licence Offices at 1730 West Georgia Street, 2410 Nanaimo Street, and 6237 West Boulevard, and 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, 162,719; commercial, 23,285.

[5] Victoria (does not include mail-order issuance to other areas; in addition to these totals, 1,054 passenger and 3,721 commercial plates were issued for Provincial Government vehicles and 372 commercial plates were issued for National Defence vehicles which operate throughout British Columbia): Passenger, 50,196; commercial, 7,667.

## Mail-order Issuance

The Motor-vehicle Branch office in Victoria has a section which handles the mail-order issuance of licences. A considerable number of citizens throughout the Province use this service in preference to going to the local motor-vehicle office. It is of interest to note that the use of mail-order service has dropped slightly over the last few years, which is a change the Branch hoped to achieve in the establishment of more licence offices throughout the Province. However, it is inevitable that there will always be those who will desire to use this form of service. There follows a synopsis of the mail-order issuance for the 1961 licence-year:—

*Mail-order Synopsis, January 1, 1961, to February 28, 1962*

| | Victoria | Vancouver | New Westminster | Vancouver Island and Islands | Balance of Province | Out of Province | Totals |
|---|---|---|---|---|---|---|---|
| Passenger plates | 4,603 | 13,865 | 634 | 1,485 | 4,355 | 113 | 25,055 |
| Provincial Government passenger plates | 1,054 | ------ | ------ | ------ | ------ | ------ | 1,054 |
| Commercial plates | 298 | 1,079 | 33 | 396 | 807 | 205 | 2,818 |
| Provincial Government commercial plates | 3,721 | ------ | ------ | ------ | ------ | ------ | 3,721 |
| Farm vehicle "A" plates | 6 | 1 | ------ | 5 | 27 | ------ | 39 |
| Farm tractor " F " plates | 2 | 6 | 1 | 7 | 43 | ------ | 59 |
| Quarterly " T " plates | 3 | ------ | ------ | 6 | 1 | 1 | 11 |
| Motor-cycle plates | 26 | 29 | 2 | 22 | 30 | ------ | 109 |
| National Defence " N " plates | 372 | ------ | ------ | ------ | ------ | ------ | 372 |
| Section 7 " X " plates | 187 | 566 | 123 | 117 | 444 | 2 | 1,439 |
| Totals | 10,272 | 15,546 | 793 | 2,038 | 5,707 | 321 | 34,677 |

## Revenue

The Motor-vehicle Branch, through the issuance of licences, permits, and other services during the 1961 licence-year (March 1, 1961, to February 28, 1962), collected a total of $20,281,425.05, which is an increase of $1,506,291.77 over the revenue collected during the 1960 licence-year, which amounted to $18,755,-133.28 or 8.3 per cent. The actual increase in motor-vehicle revenue was $766,103.37, which is 4.1 per cent. The remainder of $780,188.40 was the amount of *Social Services Tax Act* collections made by this Branch on the sale of motor-vehicles. This programme of social services tax collection commenced July 1, 1961, and it is now required that this Branch be satisfied the appropriate 5-per-cent tax is paid prior to the acceptance of a licence transfer. The Branch does not collect tax on sales made by licensed dealers, who continue to make their remittances of tax collections directly to the Department of Finance.

Motor-vehicle Branch licence offices collected revenue in the amount of $13,740,560.58, which amounts to 67.75 per cent of the total revenue collected from motor-vehicle licences and other services. The remainder of the revenue, 32.25 per cent of total collections, was made by the various government agencies of the Department of Finance which carry out licensing service in areas of the Province not served directly by offices of this Branch.

The following are the locations of Motor-vehicle Branch offices, with the 1961 revenue collection for each noted:—

| | |
|---|---|
| Vancouver (Georgia Street) | $3,119,153.75 |
| Victoria | 2,693,041.46 |
| New Westminster | 1,995,878.84 |
| Vancouver East | 1,800,425.65 |

| | |
|---|---|
| Vancouver-Point Grey | $972,594.21 |
| Cloverdale | 657,890.06 |
| North Vancouver | 535,768.11 |
| Chilliwack | 495,221.18 |
| Kamloops | 436,635.95 |
| Dawson Creek | 342,500.43 |
| Abbotsford | 308,183.16 |
| Trail | 220,057.73 |
| Mission | 163,210.05 |
| Total | $13,740,560.58 |

## Refunds

The number of licences in various forms which are not further required by the licensee, and which are surrendered to this Branch, continues to grow. During 1961, 11,096 refunds were made, causing payments of $180,399.44. This compares to the 1960 figure of 10,084 refunds for a total of $153,240.10.

Refunds are divided into various categories, as follows:—

(1) *Drivers' Licences.*—It was the policy, when the five-year licence programme was developed in 1951, that licensees could obtain refunds of the unused portions of their licences if they left the Province or ceased driving. In the case of the deceased, licence refunds were available to the estates.

(2) *General Refunds.*—This category concerns cases where licence fees are collected in error in excess of the proper fee. It also covers instances where, through some error, two licences are obtained for a vehicle. In other instances, improper fees are collected on driver's licence issuance, particularly in the under-21 category where the fee varies according to the age of the applicant.

(3) *Relinquishments.*—This category covers motor-vehicle licences which are surrendered as a result of the vehicles being burned, damaged beyond repair, or removed from the Province.

(4) *Seasonal Refunds.*—For many years the *Motor-vehicle Act* has provided for the refunding of licence fees for vehicles of owners who lived east of the Cascades, provided the owners surrendered their licences in October, November, or December. This policy goes back to the time when winter conditions restricted the use of vehicles in that part of the Province east of the Cascades. The provision has not been removed from the *Motor-vehicle Act* despite the fact that better vehicle and highway engineering reduces the validity of it.

(5) *Refunds on Transfers.*—This is a new provision as a result of the *Department of Commercial Transport Act.* It provides that when a vehicle with an annual licence fee in excess of $50 is transferred, the transferor is entitled, providing the licence-plates are surrendered, to a fee return of the unexpired quarters of his licence. There is good reason for this type of a refund in that when the subsequent owner purchases a vehicle in this category, he may have a different type of use than the original owner, resulting in a different gross vehicle weight and a different rate for the licence fee.

The following table sets out the number of refunds and the amounts of money refunded for the 1961/62 fiscal year:—

| Type of Refund | | Number | | Amount |
|---|---|---|---|---|
| Driver's | | 2,053 | | $7,149.00 |
| General— | | | | |
| *Motor-vehicle Act*—passenger | 1,015 | | $9,405.41 | |
| *Department of Commercial Transport Act*—commercial | 436 | | 21,164.84 | |
| | | 1,451 | | 30,570.26 |
| Relinquishments— | | | | |
| *Motor-vehicle Act*—passenger | 5,194 | | $30,712.54 | |
| *Department of Commercial Transport Act*— | | | | |
| Regular commercial | 1,046 | | 38,124.52 | |
| Farm commercial | 44 | | 528.74 | |
| | | 6,284 | | 69,365.80 |
| Seasonals— | | | | |
| *Motor-vehicle Act*—passenger | 414 | | $2,373.76 | |
| *Department of Commercial Transport Act*— | | | | |
| Regular commercial | 470 | | 20,567.54 | |
| Farm commercial | 72 | | 1,182.26 | |
| | | 956 | | 24,123.56 |
| Transfers, *Department of Commercial Transport Act*— | | | | |
| Regular commercial | 250 | | $47,497.75 | |
| Farm commercial | 94 | | 1,653.50 | |
| | | 344 | | 49,151.25 |
| Dealers | | 8 | | 39.57 |
| Totals | | 11,096 | | $180,399.44 |
| Total under *Motor-vehicle Act* | | 8,684 | | $49,680.28 |
| Total under *Department of Commercial Transport Act* | | 2,412 | | 130,719.16 |
| Totals | | 11,096 | | $180,399.44 |

## 2. ACCIDENTS AND CONVICTIONS

### Motor-vehicle Accidents

The following table gives a summary of the accident frequency during the period 1953 to 1961:—

| | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| 1960 | 566,144 | 26,091 | 46.08 | 11,311 | 294 | 5.2 | 474.78 | 6.73 | 253 | 5.79 |
| 1961 | 589,917 | 27,203 | 46.11 | 12,101 | 320 | 5.4 | 475.08 | 7.07 | 272 | 6.01 |

The toll of motor-vehicle accidents continues to grow. During 1961 reportable accidents totalled 27,203, which is a 4-per-cent increase from the 1960 total of 26,091. Increases were also noted in the number of fatal accidents and the number of persons killed. Fatal accidents totalled 272, which is an 8-per-cent increase from the 1960 total of 253. The number of persons killed during 1961 reached a higher total than in any previous year, amounting to 320 deaths, compared to 294 in 1960, or a rate of increase of 9 per cent.

The preceding table provides figures to show the number of deaths per 100 million miles travelled and the number of fatal accidents per 100 million miles travelled. Both of these rates are righer than the rate in 1960. It altered a trend of lowering rates noted in 1960, hopefully thought to be the result of better driving, better vehicles, better highway conditions, and other factors. It is apparent that it is not the condition of the vehicle or the highway which is at the root of our problem. No one will say that there has not been a considerable improvement in these factors. It is apparent from the record that the difficulty lies in the driving habits of the motorist, which showed a deterioration during 1961. It is the group of drivers who contribute to motor-vehicle accidents that the Motor-vehicle Branch attempts to deal with in its driver-licence control programme. Information about this programme is contained in a later section of this Report.

Accidents—
- 1960 ..... 26,091
- 1961 ..... 27,203

Increase of 4 per cent.

Injuries—
- 1960 ..... 11,311
- 1961 ..... 12,101

Increase of 7 per cent.

Deaths—
- 1960 ..... 294
- 1961 ..... 320

Increase of 9 per cent.

Property damage—
- 1960 ..... $12,387,591.72
- 1961 ..... 12,923,663.97

Increase of 4 per cent.

The tables following set out accident statistics for the various cities, municipalities, villages, and districts of British Columbia for 1960 and 1961.

*Statistical Summary of Motor-vehicle Accidents in*

CITIES

| Place of Occurrence | Killed | | | Fatal Accidents | | | Injured | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease |
| | | | Per Cent | | | Per Cent | | | Per Cent |
| Alberni | 1 | | —100.0 | 1 | | —100.0 | 18 | 29 | 61.1 |
| Armstrong | | | | | | | | 5 | |
| Chilliwack | | 1 | | | 1 | | 36 | 49 | 36.1 |
| Courtenay | | | | | | | 29 | 16 | —44.8 |
| Cranbrook | | 1 | | | 1 | | 21 | 22 | 4.8 |
| Dawson Creek | | 2 | | | 1 | | 20 | 34 | 70.0 |
| Duncan | | 1 | | | 1 | | 26 | 12 | —53.8 |
| Enderby | | | | | | | | 1 | |
| Fernie | | | | | | | 1 | 1 | |
| Grand Forks | | | | | | | 6 | 3 | —50.0 |
| Greenwood | | | | | | | | | |
| Kamloops | | 1 | | | 1 | | 44 | 70 | 59.1 |
| Kaslo | | | | | | | 2 | | —100.0 |
| Kelowna | 1 | | —100.0 | 1 | | —100.0 | 51 | 39 | —23.5 |
| Kimberley | 1 | | —100.0 | 1 | | —100.0 | 15 | 10 | —33.3 |
| Nanaimo | 5 | 2 | —60.0 | 4 | 2 | —50.0 | 78 | 61 | —21.8 |
| Nelson | 2 | | —100.0 | 2 | | —100.0 | 19 | 14 | —26.3 |
| New Westminster | | 3 | | | 3 | | 334 | 388 | 16.7 |
| North Vancouver | | 1 | | | 1 | | 156 | 134 | —14.1 |
| Penticton | 3 | 2 | —33.3 | 3 | 2 | —33.3 | 38 | 58 | 52.6 |
| Port Alberni | 3 | 1 | —66.7 | 3 | 1 | —66.7 | 49 | 58 | 18.4 |
| Port Coquitlam | | 2 | | | 2 | | 55 | 81 | 47.3 |
| Port Moody | | 2 | | | 2 | | 45 | 31 | —31.1 |
| Prince George | 2 | 2 | | 2 | 1 | —50.0 | 56 | 81 | 44.6 |
| Prince Rupert | | 1 | | | 1 | | 44 | 48 | 9.1 |
| Revelstoke | | | | | | | 15 | 2 | —86.7 |
| Rossland | 1 | | —100.0 | 1 | | —100.0 | 13 | 3 | —76.9 |
| Salmon Arm | | 1 | | | 1 | | 2 | 3 | 50.0 |
| Trail | | | | | | | 48 | 32 | —33.3 |
| Vancouver | 31 | 41 | 32.0 | 31 | 39 | 25.8 | 3,467 | 3,634 | 4.9 |
| Vernon | | | | | | | 26 | 26 | |
| Victoria | 4 | 6 | 50.0 | 4 | 6 | 50.0 | 418 | 457 | 9.3 |
| White Rock | | 1 | | | 1 | | 24 | 24 | |
| Totals | 54 | 71 | 31.5 | 53 | 67 | 26.4 | 5,156 | 5,426 | 34.1 |

MUNICIPALITIES

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Per Cent | | | Per Cent | | | Per Cent |
| Burnaby | 14 | 12 | —14.3 | 13 | 12 | —7.7 | 677 | 910 | 34.4 |
| Central Saanich | 1 | | —100.0 | 1 | | —100.0 | 14 | 22 | 57.1 |
| Chilliwhack | 13 | 4 | —69.2 | 9 | 4 | —55.6 | 130 | 104 | —20.0 |
| Coldstream | | | | | | | 6 | 2 | —66.7 |
| Coquitlam | 1 | 2 | 100.0 | 1 | 2 | 100.0 | 127 | 140 | 10.2 |
| Delta | 2 | 1 | —50.0 | 2 | 1 | —50.0 | 106 | 96 | —9.4 |
| Esquimalt | 1 | 2 | 100.0 | 1 | 2 | 100.0 | 36 | 38 | 5.6 |
| Fraser Mills | | | | | | | | 5 | |
| Kent-Agassiz | 1 | 3 | 200.0 | 1 | 2 | 100.0 | 53 | 33 | —37.7 |
| Kitimat | 1 | 2 | 100.0 | 1 | 1 | | 37 | 27 | —27.0 |
| Langley | 2 | 5 | 150.0 | 2 | 5 | 150.0 | 131 | 106 | —19.1 |
| Maple Ridge | 4 | 3 | —25.0 | 4 | 2 | —50.0 | 137 | 131 | —4.4 |
| Matsqui | 2 | 5 | 150.0 | 1 | 4 | 300.0 | 81 | 95 | 17.3 |
| Mission | 1 | 1 | | 1 | 1 | | 31 | 26 | —16.1 |
| North Cowichan | | | | | | | | 2 | |
| North Vancouver | | 1 | | | 1 | | 154 | 145 | —5.8 |
| Oak Bay | 1 | 1 | | 1 | 1 | | 33 | 23 | —30.3 |
| Peachland | 1 | | —100.0 | 1 | | —100.0 | 1 | 2 | 100.0 |
| Pitt Meadows | | | | | | | | 8 | |
| Powell River | | 1 | | | 1 | | 30 | 26 | —13.3 |
| Richmond | 6 | 9 | 50.0 | 6 | 6 | | 245 | 301 | 22.9 |
| Saanich | 2 | 2 | | 2 | 2 | | 167 | 191 | 14.4 |
| Salmon Arm | 1 | | —100.0 | 1 | | —100.0 | 21 | 20 | —4.8 |
| Sumas | 6 | 3 | —50.0 | 5 | 3 | —40.0 | 73 | 78 | 6.8 |
| Summerland | | | | | | | 17 | 34 | 100.0 |
| Surrey | 13 | 21 | 61.5 | 13 | 17 | 30.8 | 581 | 650 | 11.9 |
| Tadanac | | | | | | | 1 | 6 | 500.0 |
| West Vancouver | | 1 | | | 1 | | 124 | 145 | 16.9 |
| Totals | 73 | 79 | 8.2 | 66 | 68 | 3.0 | 3,013 | 3,366 | 11.7 |

*the Province for the Calendar Years 1960 and 1961*

| Injury Accidents | | | Vehicles Involved | | | Accidents Reported | | | Property Damage | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease |
| | | Per Cent | | | Per Cent | | | Per Cent | | | Per Cent |
| 12 | 22 | 83.3 | 107 | 126 | 17.8 | 67 | 77 | 14.9 | $32,532.34 | $31,522.22 | —3.1 |
| ..... | 2 | ..... | 10 | 14 | 40.0 | 7 | 9 | 28.6 | 2,329.35 | 4,879.17 | 109.0 |
| 26 | 34 | 30.8 | 195 | 181 | —7.2 | 105 | 105 | ..... | 41,703.96 | 42,944.77 | 2.9 |
| 19 | 13 | —31.6 | 100 | 96 | —4.0 | 61 | 54 | —11.5 | 24,266.29 | 20,247.08 | —16.6 |
| 17 | 10 | —41.2 | 109 | 131 | 33.3 | 61 | 69 | 13.1 | 24,623.16 | 30,073.43 | 22.1 |
| 14 | 22 | 57.1 | 171 | 228 | 33.3 | 88 | 122 | 38.6 | 35,931.77 | 52,653.21 | 46.5 |
| 19 | 11 | —42.1 | 84 | 100 | 19.0 | 51 | 53 | 3.9 | 16,941.31 | 19,312.10 | 13.9 |
| ..... | 1 | ..... | 2 | 10 | 400.0 | 1 | 5 | 400.0 | 350.00 | 2,435.00 | 596.0 |
| 1 | 1 | ..... | 12 | 41 | 242.0 | 6 | 21 | 250.0 | 1,467.00 | 5,815.00 | 296.0 |
| 5 | 2 | —60.0 | 32 | 27 | —15.6 | 20 | 15 | —25.0 | 6,503.11 | 6,005.00 | —7.7 |
| ..... | ..... | ..... | 7 | 4 | —42.9 | 4 | 2 | —50.0 | 1,890.00 | 400.00 | —78.8 |
| 33 | 44 | 33.3 | 349 | 397 | 13.8 | 182 | 216 | 18.7 | 85,259.24 | 109,491.45 | 28.4 |
| 2 | ..... | —100.0 | 8 | 3 | —62.5 | 6 | 2 | —66.7 | 1,964.00 | 580.00 | —70.5 |
| 37 | 28 | —24.3 | 240 | 193 | —19.6 | 135 | 108 | —20.0 | 48,563.30 | 39,722.98 | —18.2 |
| 10 | 8 | —20.0 | 82 | 86 | 4.9 | 46 | 50 | 8.7 | 13,858.46 | 17,982.50 | 29.8 |
| 49 | 44 | —10.2 | 360 | 366 | 1.7 | 201 | 195 | —3.0 | 83,158.36 | 71,724.80 | —13.7 |
| 10 | 10 | ..... | 82 | 76 | —7.3 | 44 | 42 | —4.5 | 19,647.39 | 18,392.96 | —6.4 |
| 224 | 278 | 24.1 | 1,840 | 1,891 | 2.8 | 927 | 962 | 3.8 | 407,406.80 | 417,578.00 | 2.5 |
| 116 | 99 | —14.7 | 687 | 647 | —5.8 | 366 | 334 | —8.7 | 140,639.72 | 131,230.72 | —6.7 |
| 31 | 41 | 32.3 | 229 | 228 | —0.4 | 123 | 129 | 4.9 | 44,125.85 | 49,877.19 | 13.0 |
| 35 | 42 | 20.0 | 281 | 297 | 5.7 | 153 | 164 | 7.2 | 57,907.61 | 71,681.65 | 23.8 |
| 39 | 48 | 23.1 | 212 | 242 | 14.2 | 112 | 134 | 19.6 | 57,763.95 | 57,383.23 | —0.7 |
| 33 | 21 | —36.4 | 157 | 127 | —19.1 | 89 | 72 | —19.1 | 44,177.45 | 32,325.42 | —26.8 |
| 44 | 56 | 27.3 | 400 | 538 | 34.5 | 214 | 280 | 30.8 | 87,807.50 | 119,741.50 | 36.4 |
| 36 | 42 | 16.7 | 298 | 304 | 2.0 | 175 | 182 | 4.0 | 62,272.67 | 69,524.58 | 11.6 |
| 12 | 2 | —83.3 | 52 | 40 | —23.1 | 29 | 20 | —31.0 | 11,475.00 | 7,061.00 | —38.5 |
| 8 | 3 | —62.5 | 40 | 42 | 5.0 | 23 | 25 | 8.7 | 10,298.90 | 8,588.00 | —16.6 |
| 2 | 2 | ..... | 20 | 30 | 50.0 | 12 | 16 | 33.3 | 4,000.17 | 6,561.68 | 64.0 |
| 26 | 25 | —3.8 | 172 | 146 | —15.1 | 97 | 85 | —12.4 | 44,059.81 | 31,685.35 | —28.1 |
| 2,519 | 2,654 | 5.4 | 15,615 | 15,927 | 2.0 | 8,389 | 8,689 | 3.6 | 3,316,038.80 | 3,255,391.51 | —1.8 |
| 17 | 25 | —47.1 | 159 | 198 | 24.5 | 85 | 111 | 30.6 | 35,859.66 | 44,773.52 | 24.9 |
| 319 | 352 | 10.3 | 2,026 | 2,264 | 11.7 | 1,070 | 1,200 | 12.1 | 366,634.83 | 411,534.78 | 12.2 |
| 17 | 12 | —29.4 | 64 | 93 | 45.3 | 40 | 52 | 30.0 | 14,394.20 | 21,327.49 | 48.2 |
| 3,732 | 3,954 | 5.9 | 24,202 | 25,093 | 3.7 | 12,989 | 13,600 | 4.7 | $5,145,851.96 | $5,210,447.29 | 1.3 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Per Cent | | | Per Cent | | | Per Cent | | | Per Cent |
| 438 | 568 | 29.7 | 3,134 | 3,498 | 11.6 | 1,652 | 1,825 | 10.5 | $781,836.19 | $855,176.76 | 9.4 |
| 11 | 15 | 36.4 | 53 | 79 | 49.1 | 37 | 49 | 32.4 | 17,117.78 | 17,976.31 | 5.0 |
| 65 | 56 | —13.8 | 335 | 281 | —16.1 | 215 | 182 | —15.3 | 108,415.94 | 129,263.12 | 19.2 |
| 1 | 2 | 100.0 | 2 | 7 | 250.0 | 1 | 3 | 200.0 | 2,100.00 | 2,225.00 | 6.0 |
| 94 | 86 | —8.5 | 490 | 449 | —8.4 | 278 | 251 | —9.7 | 114,559.80 | 147,159.96 | 28.5 |
| 55 | 60 | 9.1 | 225 | 270 | 20.0 | 158 | 181 | 14.6 | 96,841.58 | 168,860.44 | 74.4 |
| 28 | 29 | 3.6 | 169 | 244 | 44.4 | 99 | 135 | 36.4 | 46,284.63 | 50,574.46 | 9.3 |
| ..... | 4 | ..... | 7 | 16 | 128.0 | 4 | 8 | 100.0 | 1,081.00 | 12,942.00 | 1,097.0 |
| 20 | 16 | —20.0 | 72 | 87 | 20.8 | 52 | 60 | 15.4 | 28,147.22 | 40,523.56 | 44.0 |
| 20 | 21 | 5.0 | 116 | 172 | 48.3 | 64 | 90 | 40.6 | 34,570.63 | 45,996.12 | 33.1 |
| 77 | 74 | —3.9 | 404 | 361 | —10.6 | 230 | 215 | —6.5 | 108,379.16 | 112,142.20 | 3.5 |
| 90 | 74 | —17.8 | 439 | 415 | —5.5 | 254 | 237 | —6.7 | 136,788.09 | 119,021.97 | —13.0 |
| 45 | 60 | 33.3 | 261 | 307 | 17.6 | 147 | 179 | 21.8 | 66,355.55 | 84,643.48 | 27.6 |
| 15 | 17 | 13.3 | 101 | 63 | —37.6 | 67 | 42 | —37.3 | 38,633.92 | 19,017.73 | —50.8 |
| ..... | 2 | ..... | ..... | 6 | ..... | ..... | 5 | ..... | ..... | 1,925.00 | ..... |
| 110 | 92 | —16.4 | 621 | 571 | —8.1 | 338 | 321 | —5.0 | 138,516.70 | 141,236.29 | 2.0 |
| 22 | 22 | ..... | 159 | 146 | —8.2 | 89 | 85 | —4.5 | 34,042.83 | 28,204.87 | —17.1 |
| ..... | 2 | ..... | 3 | 7 | 133.0 | 2 | 5 | 150.0 | 1,700.00 | 2,410.00 | 41.8 |
| ..... | 5 | ..... | 9 | 32 | 255.0 | 5 | 18 | 260.0 | 1,567.87 | 8,493.28 | 442.0 |
| 24 | 18 | —25.0 | 148 | 132 | —10.8 | 92 | 84 | —8.7 | 36,840.44 | 35,836.97 | —2.7 |
| 180 | 188 | 4.4 | 982 | 893 | —9.1 | 538 | 501 | —6.9 | 236,169.35 | 234,352.76 | —0.8 |
| 121 | 138 | 14.0 | 630 | 738 | 17.1 | 377 | 426 | 13.0 | 157,479.73 | 166,899.21 | 6.0 |
| 13 | 12 | —7.7 | 76 | 58 | —23.7 | 48 | 39 | —18.8 | 20,858.90 | 21,095.81 | 1.1 |
| 40 | 36 | —10.0 | 189 | 156 | —17.5 | 115 | 102 | —11.3 | 72,241.31 | 61,963.77 | —14.2 |
| 10 | 21 | 110.0 | 53 | 62 | 16.9 | 33 | 41 | 24.2 | 11,958.05 | 16,682.37 | 39.5 |
| 372 | 393 | 5.6 | 2,184 | 2,187 | 0.1 | 1,172 | 1,202 | 2.6 | 558,960.91 | 564,896.97 | 1.1 |
| 1 | 3 | 200.0 | 7 | 21 | 200.0 | 6 | 13 | 117.0 | 1,710.00 | 5,588.69 | 227.0 |
| 83 | 94 | 13.3 | 649 | 671 | 3.4 | 352 | 354 | 0.6 | 170,746.84 | 164,956.46 | —3.4 |
| 1,935 | 2,108 | 8.9 | 11,518 | 11,929 | 3.6 | 6,425 | 6,653 | 3.5 | $3,023,904.42 | $3,260,065.56 | 7.8 |

*Statistical Summary of Motor-vehicle Accidents in the*

**VILLAGES**

| Place of Occurrence | Killed | | | Fatal Accidents | | | Injured | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease |
| | | | Per Cent | | | Per Cent | | | Per Cent |
| Abbotsford | | 1 | | | 1 | | 9 | 24 | 167.0 |
| Alert Bay | | 1 | | | 1 | | 3 | 1 | —66.7 |
| Ashcroft | | | | | | | 1 | | —100.0 |
| Burns Lake | | | | | | | | 2 | |
| Campbell River | | | | | | | 9 | 18 | 100.0 |
| Castlegar | 1 | | —100.0 | 1 | | —100.0 | 4 | 4 | |
| Chapman Camp | | | | | | | | | |
| Comox | | 1 | | | 1 | | 2 | 6 | 200.0 |
| Creston | | | | | | | 1 | 1 | |
| Cumberland | | 1 | | | 1 | | 4 | 3 | —25.0 |
| Fort St. John | | 1 | | | 1 | | 8 | 6 | —25.0 |
| Fruitvale | | | | | | | 2 | 2 | |
| Gibson | | | | | | | 2 | 5 | 150.0 |
| Golden | | | | | | | 3 | | —100.0 |
| Hazelton | | 1 | | | 1 | | | 1 | |
| Hope | 1 | | —100.0 | 1 | | —100.0 | 8 | 5 | —37.5 |
| Invermere | | | | | | | | 1 | |
| Kinnaird | | | | | | | 4 | | —100.0 |
| Ladysmith | | 1 | | | 1 | | 10 | 4 | —60.0 |
| Lake Cowichan | | | | | | | 1 | 2 | 100.0 |
| Lillooet | | | | | | | 8 | 1 | —87.5 |
| Lumby | | | | | | | | | |
| Lytton | | | | | | | 1 | 4 | 300.0 |
| McBride | | | | | | | | | |
| Merritt | | | | | | | 6 | 5 | —16.7 |
| Mission | 1 | | —100.0 | 1 | | —100.0 | 9 | 17 | 88.9 |
| New Denver | | | | | | | | | |
| North Kamloops | 1 | 1 | | 1 | 1 | | 8 | 12 | 50.0 |
| Oliver | | | | | | | 4 | | —100.0 |
| Osoyoos | | | | | | | 2 | 4 | 100.0 |
| Parksville | | | | | | | 9 | 3 | —66.7 |
| Pemberton | | | | | | | 4 | 1 | —75.0 |
| Pouce Coupe | | | | | | | 1 | | —100.0 |
| Princeton | | 1 | | | 1 | | 1 | 3 | 200.0 |
| Qualicum | | | | | | | 3 | 11 | 267.0 |
| Quesnel | | | | | | | 12 | 14 | 16.7 |
| Salmo | | | | | | | | | |
| Sechelt | | | | | | | 1 | | —100.0 |
| Sidney | | 1 | | | 1 | | 8 | 12 | 50.0 |
| Smithers | | | | | | | 1 | 2 | 100.0 |
| Squamish | | | | | | | 3 | 1 | —66.7 |
| Stewart | | | | | | | | | |
| Terrace | 1 | | —100.0 | 1 | | —100.0 | 11 | 28 | 154.0 |
| Vanderhoof | | 1 | | | 1 | | 2 | 5 | 150.0 |
| Warfield | | | | | | | 4 | | —100.0 |
| Williams Lake | | | | | | | 15 | 6 | —60.0 |
| Totals | 5 | 11 | 120.0 | 5 | 11 | 120.0 | 184 | 214 | 16.3 |

*Province for the Calendar Years 1960 and 1961*—Continued

| Injury Accidents | | | Vehicles Involved | | | Accidents Reported | | | Property Damage | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease |
| | | Per Cent | | | Per Cent | | | Per Cent | | | Per Cent |
| 7 | 17 | 143.0 | 97 | 126 | 29.9 | 50 | 67 | 34.0 | $15,308.47 | $27,048.39 | 76.7 |
| 3 | 1 | —66.7 | 17 | 8 | —52.9 | 10 | 6 | —40.0 | 2,662.00 | 1,235.00 | —53.6 |
| 1 | ..... | —100.0 | 5 | 5 | ..... | 3 | 3 | ..... | 420.00 | 925.00 | 120.0 |
| ..... | 2 | ..... | 19 | 6 | —68.4 | 10 | 3 | —70.0 | 5,312.21 | 1,218.77 | —77.1 |
| ..... | 11 | ..... | ..... | 4 | ..... | 42 | 55 | 30.9 | ..... | 28,505.08 | ..... |
| 3 | 4 | 33.3 | 27 | 32 | 18.5 | 17 | 18 | 5.9 | 5,696.18 | 9,401.31 | 65.0 |
| ..... | ..... | ..... | 2 | 2 | ..... | 1 | 1 | ..... | 450.00 | 500.00 | 11.1 |
| 2 | 5 | 150.0 | 24 | 23 | —4.2 | 14 | 13 | —7.1 | 3,997.62 | 9,005.00 | 125.0 |
| 1 | 1 | ..... | 13 | 26 | 100.0 | 8 | 13 | 62.5 | 2,530.00 | 4,029.00 | 59.2 |
| 2 | 2 | ..... | 11 | 18 | 63.6 | 9 | 13 | 44.4 | 3,702.50 | 4,366.00 | 17.9 |
| 8 | 6 | —25.0 | 92 | 89 | —3.3 | 46 | 46 | ..... | 17,560.69 | 70,297.07 | 300.0 |
| 1 | 2 | 100.0 | 2 | 15 | 650.0 | 1 | 9 | 800.0 | 1,425.00 | 2,447.50 | 71.7 |
| 2 | 4 | 100.0 | 17 | 15 | —11.8 | 11 | 10 | —9.1 | 2,665.08 | 4,531.00 | 70.0 |
| 2 | ..... | —100.0 | 21 | 33 | 57.1 | 12 | 16 | 33.3 | 5,857.13 | 5,308.76 | —9.4 |
| ..... | 1 | ..... | ..... | 12 | ..... | ..... | 8 | ..... | ..... | 3,104.00 | ..... |
| 8 | 5 | —37.5 | 45 | 32 | —28.9 | 26 | 18 | —30.8 | 17,863.00 | 7,639.48 | —57.2 |
| ..... | 1 | ..... | 22 | 11 | —50.0 | 12 | 8 | —33.3 | 3,535.00 | 1,793.82 | —49.3 |
| 3 | ..... | —100.0 | 6 | 6 | ..... | 4 | 4 | ..... | 1,540.00 | 1,257.00 | —18.4 |
| 4 | 4 | ..... | 26 | 32 | 23.1 | 15 | 21 | 40.0 | 9,658.00 | 12,542.50 | 29.9 |
| 1 | 2 | 100.0 | 21 | 25 | 19.0 | 13 | 15 | 15.4 | 6,099.56 | 5,534.00 | —9.3 |
| 5 | 1 | —80.0 | 12 | 11 | —8.3 | 10 | 7 | —30.0 | 2,516.00 | 3,735.00 | 48.4 |
| ..... | ..... | ..... | 2 | ..... | —100.0 | 1 | ..... | —100.0 | 200.00 | ..... | —100.0 |
| 1 | 3 | 200.0 | 3 | 10 | 233.0 | 2 | 6 | 200.0 | 290.00 | 1,245.00 | 329.0 |
| ..... | ..... | ..... | 10 | 8 | —20.0 | 5 | 4 | —20.0 | 1,720.48 | 1,412.76 | —17.9 |
| 5 | 5 | ..... | 50 | 50 | ..... | 28 | 29 | 3.6 | 9,435.00 | 10,521.95 | 11.5 |
| 8 | 11 | 37.5 | 47 | 38 | —19.1 | 27 | 25 | —7.4 | 10,801.41 | 11,040.60 | 2.2 |
| ..... | ..... | ..... | 1 | 3 | 200.0 | 1 | 2 | 100.0 | 200.00 | 607.00 | 203.0 |
| 7 | 7 | ..... | 57 | 61 | 7.0 | 33 | 30 | —9.1 | 14,402.86 | 22,692.21 | 57.6 |
| 3 | ..... | —100.0 | 22 | 18 | —18.2 | 13 | 10 | —23.1 | 4,283.70 | 5,755.75 | 34.4 |
| 2 | 4 | 100.0 | 8 | 18 | 125.0 | 4 | 11 | 175.0 | 1,225.00 | 4,460.00 | 264.0 |
| 3 | 2 | —33.3 | 9 | 7 | —22.2 | 5 | 4 | —20.0 | 4,175.00 | 2,240.00 | —46.3 |
| 2 | 1 | —50.0 | 2 | 10 | 400.0 | 2 | 9 | 350.0 | 1,400.00 | 3,022.00 | 115.0 |
| 1 | ..... | —100.0 | 8 | ..... | —100.0 | 4 | ..... | —100.0 | 959.16 | ..... | —100.0 |
| 1 | 3 | 200.0 | 20 | 23 | 15.0 | 12 | 13 | 8.3 | 3,030.60 | 3,945.00 | 30.2 |
| 2 | 5 | 150.0 | 15 | 19 | 26.7 | 9 | 12 | 33.3 | 7,195.00 | 8,300.00 | 15.4 |
| 10 | 12 | 20.0 | 67 | 84 | 25.4 | 39 | 48 | 23.1 | 16,282.75 | 16,130.91 | —0.9 |
| ..... | ..... | ..... | 2 | 3 | 50.0 | 1 | 2 | 100.0 | 150.00 | 325.00 | 11.7 |
| 1 | ..... | —100.0 | 8 | 4 | —50.0 | 5 | 3 | —40.0 | 2,049.00 | 1,521.00 | —25.8 |
| 3 | 10 | 233.0 | 25 | 32 | 28.0 | 14 | 22 | 57.1 | 4,334.50 | 8,372.68 | 93.2 |
| 1 | 2 | 100.0 | 27 | 22 | —18.5 | 15 | 13 | —13.3 | 5,207.87 | 14,582.50 | 180.0 |
| 3 | 1 | —66.7 | 22 | 17 | —22.7 | 13 | 10 | —23.1 | 4,468.00 | 4,428.00 | —0.9 |
| ..... | ..... | ..... | 2 | ..... | —100.0 | 1 | ..... | —100.0 | 245.00 | ..... | —100.0 |
| 8 | 13 | 62.5 | 92 | 145 | 57.6 | 53 | 80 | 50.9 | 30,471.45 | 37,878.47 | 24.3 |
| 2 | 4 | 100.0 | 17 | 16 | —5.9 | 9 | 10 | 11.1 | 1,881.11 | 2,505.00 | 33.2 |
| 3 | ..... | —100.0 | 10 | 4 | —60.0 | 7 | 2 | —71.4 | 1,492.50 | 1,198.54 | —19.7 |
| 11 | 4 | —63.6 | 58 | 47 | —18.9 | 37 | 26 | —29.7 | 15,521.85 | 12,349.97 | —20.4 |
| 139 | 156 | 12.2 | 1,133 | 1,260 | 11.2 | 654 | 725 | 10.9 | $270,664.66 | $378,958.02 | 40.0 |

*Statistical Summary of Motor-vehicle Accidents in the*

UNORGANIZED

| Detachment | Killed | | | Fatal Accidents | | | Injured | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease |
| | | | Per Cent | | | Per Cent | | | Per Cent |
| Alberni | 2 | 4 | 100.0 | 2 | 3 | 50.0 | 64 | 65 | 1.6 |
| Alert Bay | | | | | | | 4 | 1 | —75.0 |
| Alexis Creek | | | | | | | 7 | 13 | 85.7 |
| Armstrong | 1 | 1 | | 1 | 1 | | 9 | 19 | 111.0 |
| Ashcroft | 2 | 3 | 50.0 | 1 | 3 | 200.0 | 24 | 46 | 91.7 |
| Atlin | | | | | | | | 1 | |
| Bella Coola | | | | | | | 1 | 9 | 800.0 |
| Blue River | 2 | 1 | —50.0 | 1 | 1 | | 18 | 26 | 44.4 |
| Boston Bar | | 1 | | | 1 | | 27 | 41 | 51.9 |
| Bowen Island | | | | | | | 3 | 3 | |
| Bralorne | | 2 | | | 2 | | 13 | 12 | —7.7 |
| Britannia Beach | | | | | | | | 2 | |
| Burnaby | | | | | | | | 5 | |
| Burns Lake | 3 | | —100.0 | 3 | | —100.0 | 26 | 46 | 76.9 |
| Campbell River | 3 | 1 | —66.7 | 3 | 1 | —66.7 | 36 | 46 | 27.8 |
| Castlegar | 2 | | —100.0 | 2 | | —100.0 | 30 | 19 | —36.7 |
| Chase | | | | | | | 21 | 15 | —28.6 |
| Chemainus | 3 | 1 | —66.7 | 3 | 1 | —66.7 | 21 | 18 | —14.3 |
| Chilliwack | | | | | | | 13 | 11 | —15.4 |
| Clinton | 5 | 2 | —60.0 | 3 | 2 | —33.3 | 26 | 22 | —15.4 |
| Colwood | 6 | 4 | —33.3 | 4 | 2 | —50.0 | 96 | 104 | 8.3 |
| Coquitlam | | | | | | | 1 | 2 | 100.0 |
| Courtenay | | 1 | | | 1 | | 67 | 63 | —6.0 |
| Cranbrook | 1 | 4 | 300.0 | 1 | 4 | 300.0 | 51 | 69 | 35.3 |
| Crescent Valley | | | | | | | 12 | 15 | 25.0 |
| Creston | 2 | 5 | 150.0 | 1 | 5 | 400.0 | 56 | 79 | 41.1 |
| Cumberland | | 1 | | | 1 | | 30 | 33 | 10.0 |
| Dawson Creek | 3 | 1 | —66.7 | 2 | 1 | —50.0 | 55 | 62 | 12.7 |
| Duncan | 2 | 1 | —50.0 | 2 | 1 | —50.0 | 85 | 72 | —15.3 |
| Enderby | | 1 | | | 1 | | 14 | 21 | 50.0 |
| Falkland | 2 | 1 | —50.0 | 2 | 1 | —50.0 | 19 | 11 | —42.1 |
| Fernie | 7 | | —100.0 | 2 | | —100.0 | 28 | 27 | —3.6 |
| Field | | | | | | | 5 | | —100.0 |
| Fort Nelson | 2 | 4 | 100.0 | 2 | 4 | 100.0 | 29 | 62 | 113.0 |
| Fort St. James | | | | | | | 11 | 16 | 45.5 |
| Fort St. John | 4 | 4 | | 2 | 4 | 100.0 | 63 | 64 | 1.6 |
| Fruitvale | 2 | | —100.0 | 2 | | —100.0 | 15 | 18 | 20.0 |
| Ganges | | | | | | | 15 | 9 | —40.0 |
| Gibsons Landing | 1 | | —100.0 | 1 | | —100.0 | 10 | 9 | —10.0 |
| Golden | 1 | 3 | 200.0 | 1 | 3 | 200.0 | 48 | 22 | —54.7 |
| Grand Forks | 2 | 6 | 200.0 | 2 | 4 | 200.0 | 30 | 37 | 23.3 |
| Greenwood | | 1 | | | 1 | | 9 | 8 | —11.1 |
| Hazelton | 2 | | —100.0 | 1 | | —100.0 | 16 | 18 | 12.5 |
| Hope | 6 | 6 | | 4 | 6 | 50.0 | 92 | 96 | 4.3 |
| 100 Mile House | 6 | 4 | —33.3 | 6 | 2 | —66.7 | 41 | 73 | 78.0 |
| Invermere | 2 | | —100.0 | 2 | | —100.0 | 44 | 44 | |
| Kamloops | 6 | 8 | 33.3 | 6 | 7 | 16.7 | 105 | 98 | —6.7 |
| Kaslo | | | | | | | 3 | 15 | 400.0 |
| Kelowna | 2 | 3 | 50.0 | 2 | 2 | | 85 | 45 | —47.1 |
| Keremeos | 1 | 1 | | 1 | 1 | | 26 | 13 | —50.0 |
| Kimberley | 2 | 2 | | 2 | 2 | | 24 | 24 | |
| Kitimat | | | | | | | 7 | 7 | |
| Ladysmith | 3 | | —100.0 | 3 | | —100.0 | 29 | 34 | 17.2 |
| Lake Cowichan | | | | | | | 37 | 9 | —75.7 |
| Langley | | | | | | | | | |
| Lillooet | 1 | | —100.0 | 1 | | —100.0 | 17 | 11 | —35.3 |
| Lions Gate Bridge | | | | | | | 8 | 22 | 175.0 |
| Lumby | | 4 | | | 1 | | 7 | 11 | 57.1 |
| Lytton | | 1 | | | 1 | | 30 | 15 | —50.0 |
| McBride | | | | | | | 11 | 9 | —18.2 |
| Masset | | | | | | | 1 | 2 | 100.0 |
| Merritt | 1 | 6 | 500.0 | 1 | 3 | 200.0 | 26 | 26 | |
| Mission | 1 | | —100.0 | 1 | | —100.0 | 7 | 15 | 114.0 |
| Nakusp | | | | | | | 15 | 16 | 6.7 |
| Nanaimo | | 2 | | | 2 | | 69 | 74 | 7.2 |
| Natal | | 1 | | | 1 | | 26 | 14 | —46.6 |

*Province for the Calendar Years 1960 and 1961*—Continued

| Injury Accidents | | | Vehicles Involved | | | Accidents Reported | | | Property Damage | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease |
| | | Per Cent | | | Per Cent | | | Per Cent | | | Per Cent |
| 34 | 37 | 8.8 | 149 | 180 | 20.8 | 111 | 130 | 17.1 | $62,226.45 | $109,158.99 | 75.3 |
| 3 | 1 | —66.7 | 4 | 7 | 75.0 | 4 | 6 | 50.0 | 1,325.00 | 3,005.00 | 127.0 |
| 4 | 8 | 100.0 | 40 | 28 | —30.0 | 27 | 21 | —22.2 | 20,505.00 | 11,534.00 | —43.8 |
| 9 | 10 | 11.1 | 35 | 33 | —5.7 | 24 | 25 | 4.2 | 15,031.62 | 18,703.00 | 24.4 |
| 12 | 22 | 83.3 | 73 | 94 | 28.8 | 60 | 67 | 11.7 | 43,440.00 | 46,255.68 | 6.5 |
| ..... | 1 | ..... | 6 | 6 | 100.0 | 3 | 5 | 66.7 | 1,175.00 | 2,200.00 | 87.2 |
| 1 | 4 | 300.0 | 24 | 37 | 54.2 | 16 | 26 | 62.5 | 7,892.24 | 20,191.53 | 156.0 |
| 12 | 14 | 16.7 | 89 | 94 | 5.6 | 60 | 61 | 1.7 | 29,512.55 | 34,705.08 | 17.6 |
| 15 | 27 | 80.0 | 71 | 90 | 26.8 | 52 | 66 | 26.9 | 34,414.10 | 37,022.75 | 7.6 |
| 2 | 1 | —50.0 | 6 | 7 | 16.7 | 4 | 4 | ..... | 3,547.50 | 997.37 | —71.9 |
| 9 | 8 | —11.1 | 79 | 38 | —51.9 | 49 | 24 | —51.0 | 23,110.85 | 16,311.00 | —29.4 |
| ..... | 2 | ..... | ..... | 4 | ..... | ..... | 4 | ..... | ..... | 1,200.00 | ..... |
| ..... | 3 | ..... | 2 | 13 | 550.0 | 1 | 6 | 500.0 | 333.00 | 3,752.50 | 1,026.0 |
| 15 | 27 | 80.0 | 84 | 94 | 11.9 | 60 | 66 | 10.0 | 43,025.00 | 59,024.92 | 37.2 |
| 22 | 31 | 40.9 | 104 | 138 | 32.7 | 73 | 98 | 34.2 | 49,251.82 | 52,190.10 | 6.0 |
| 17 | 13 | —23.5 | 99 | 75 | —24.2 | 67 | 54 | —19.4 | 34,353.50 | 29,601.18 | —13.8 |
| 14 | 11 | —21.4 | 50 | 51 | 2.0 | 39 | 40 | 2.6 | 19,710.73 | 19,287.50 | —2.1 |
| 10 | 15 | 50.0 | 55 | 79 | 43.6 | 35 | 56 | 60.0 | 23,009.83 | 27,206.40 | 18.2 |
| 7 | 5 | —28.6 | 31 | 25 | —19.4 | 20 | 16 | —20.0 | 16,676.02 | 10,434.96 | —37.4 |
| 13 | 15 | 15.4 | 107 | 118 | 10.3 | 70 | 84 | 20.0 | 48,405.80 | 46,723.79 | —3.5 |
| 64 | 64 | ..... | 288 | 344 | 19.4 | 197 | 204 | 3.6 | 84,255.03 | 126,797.71 | 50.5 |
| 1 | 2 | 100.0 | 11 | 3 | —72.7 | 6 | 2 | —66.7 | 1,327.00 | 850.00 | —35.9 |
| 44 | 42 | —4.5 | 161 | 178 | 10.6 | 111 | 115 | 3.6 | 67,158.55 | 65,744.13 | —2.1 |
| 34 | 37 | 8.8 | 146 | 165 | 13.0 | 113 | 121 | 7.1 | 74,872.36 | 118,388.95 | 58.1 |
| 9 | 12 | 33.3 | 61 | 61 | ..... | 37 | 42 | 13.5 | 16,964.33 | 24,825.22 | 46.3 |
| 29 | 44 | 51.7 | 129 | 149 | 15.5 | 95 | 114 | 20.0 | 73,352.57 | 84,260.00 | 14.9 |
| 22 | 19 | —13.6 | 74 | 64 | —13.5 | 52 | 50 | —3.8 | 28,004.55 | 30,249.09 | 8.0 |
| 29 | 32 | 10.3 | 146 | 160 | 9.6 | 102 | 112 | 9.8 | 97,167.60 | 77,124.40 | —20.6 |
| 50 | 48 | —4.0 | 178 | 177 | —0.6 | 129 | 124 | —3.9 | 68,390.52 | 56,860.07 | —16.9 |
| 8 | 15 | 87.5 | 27 | 50 | 85.2 | 20 | 37 | 85.0 | 12,390.00 | 17,101.50 | 38.0 |
| 11 | 8 | —27.3 | 40 | 34 | —15.0 | 30 | 26 | —13.3 | 20,307.86 | 16,437.00 | —19.1 |
| 15 | 17 | 13.3 | 75 | 67 | —10.7 | 56 | 54 | —3.6 | 39,972.00 | 47,678.00 | 19.3 |
| 3 | ..... | —100.0 | 11 | 1 | —90.9 | 9 | 1 | —88.9 | 7,805.00 | 300.00 | —96.2 |
| 22 | 35 | 59.1 | 112 | 141 | 25.9 | 86 | 99 | 15.1 | 82,481.90 | 175,432.97 | 113.0 |
| 10 | 9 | —10.0 | 31 | 28 | —9.7 | 22 | 20 | —9.1 | 11,541.00 | 10,556.60 | —8.5 |
| 33 | 37 | 12.1 | 190 | 189 | —0.5 | 128 | 125 | —2.3 | 116,273.57 | 118,473.84 | 1.9 |
| 6 | 10 | 66.7 | 34 | 44 | 29.4 | 22 | 31 | 40.9 | 29,061.00 | 14,000.00 | —51.8 |
| 10 | 7 | —30.0 | 29 | 27 | —6.9 | 22 | 20 | —9.1 | 6,917.53 | 5,645.00 | —18.4 |
| 8 | 8 | ..... | 47 | 59 | 25.5 | 38 | 41 | 7.9 | 16,855.91 | 17,615.67 | 4.5 |
| 23 | 14 | —39.1 | 108 | 111 | 2.8 | 77 | 78 | 1.3 | 48,673.00 | 55,743.58 | 14.5 |
| 22 | 24 | 9.1 | 100 | 92 | —8.0 | 78 | 68 | —12.8 | 40,998.94 | 52,673.60 | 28.5 |
| 5 | 6 | 20.0 | 30 | 48 | 60.0 | 22 | 36 | 63.6 | 21,115.00 | 20,388.00 | —3.4 |
| 6 | 11 | 83.3 | 71 | 53 | —25.4 | 48 | 44 | —8.3 | 35,410.00 | 25,954.00 | —26.7 |
| 52 | 55 | 5.8 | 283 | 216 | —23.7 | 183 | 152 | —16.9 | 123,810.85 | 97,278.07 | —21.4 |
| 29 | 43 | 48.3 | 154 | 178 | 15.6 | 110 | 132 | 20.0 | 128,087.53 | 94,170.50 | —26.5 |
| 22 | 27 | 22.7 | 167 | 142 | —15.0 | 116 | 102 | —12.1 | 66,609.33 | 70,028.88 | 5.1 |
| 60 | 53 | —11.7 | 259 | 284 | 9.7 | 196 | 208 | 6.1 | 146,299.11 | 127,133.55 | —13.1 |
| 3 | 8 | 167.0 | 22 | 26 | 18.2 | 13 | 20 | 53.8 | 6,575.00 | 18,237.50 | 177.0 |
| 50 | 28 | —44.0 | 196 | 174 | —11.2 | 134 | 114 | —14.9 | 68,552.69 | 54,404.93 | —20.6 |
| 12 | 6 | —50.0 | 61 | 37 | —39.3 | 46 | 32 | —30.4 | 29,823.00 | 18,845.00 | —36.8 |
| 12 | 16 | 33.3 | 92 | 84 | —8.7 | 58 | 58 | ..... | 28,755.06 | 33,612.42 | 16.9 |
| 5 | 4 | —20.0 | 19 | 10 | —47.4 | 13 | 8 | —38.5 | 8,315.00 | 3,800.00 | —54.3 |
| 20 | 20 | ..... | 96 | 103 | 7.3 | 66 | 69 | 4.5 | 36,619.61 | 47,028.65 | 28.4 |
| 17 | 9 | —47.1 | 49 | 62 | 26.5 | 37 | 46 | 24.3 | 18,256.79 | 21,742.73 | 19.1 |
| ..... | ..... | ..... | 2 | 1 | —50.0 | 1 | 1 | ..... | 500.00 | 130.00 | —74.0 |
| 10 | 10 | ..... | 53 | 37 | —30.2 | 40 | 30 | —25.0 | 22,316.00 | 25,185.75 | 12.9 |
| 5 | 14 | 279.0 | 19 | 122 | 542.0 | 9 | 53 | 489.0 | 6,820.00 | 25,919.53 | 280.0 |
| 4 | 7 | 75.0 | 46 | 34 | —26.1 | 28 | 26 | —7.1 | 19,952.09 | 12,834.00 | —35.7 |
| 13 | 11 | —15.4 | 48 | 35 | —27.1 | 39 | 29 | —25.6 | 20,049.00 | 16,841.00 | —16.0 |
| 8 | 8 | ..... | 53 | 26 | —50.9 | 38 | 20 | —47.4 | 17,135.00 | 15,214.75 | —11.2 |
| 1 | 2 | 100.0 | 13 | 14 | 7.7 | 8 | 8 | ..... | 2,567.90 | 4,196.67 | 63.5 |
| 12 | 20 | 66.7 | 72 | 113 | 56.9 | 54 | 81 | 50.0 | 42,153.00 | 50,707.40 | 20.3 |
| 6 | 9 | 50.0 | 48 | 32 | —33.3 | 37 | 24 | —35.1 | 20,433.17 | 11,865.48 | —41.9 |
| 11 | 8 | —27.3 | 54 | 69 | 27.8 | 37 | 45 | 21.6 | 16,913.78 | 26,415.32 | 56.2 |
| 38 | 40 | 5.3 | 202 | 203 | 0.5 | 130 | 125 | —3.8 | 76,869.86 | 68,510.56 | —10.9 |
| 14 | 7 | —50.0 | 44 | 37 | —15.9 | 33 | 29 | —12.1 | 126,178.00 | 16,383.36 | —87.0 |

*Statistical Summary of Motor-vehicle Accidents in the*

UNORGANIZED—*Continued*

| Detachment | Killed | | | Fatal Accidents | | | Injured | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease |
| | | | Per Cent | | | Per Cent | | | Per Cent |
| Nelson | | 1 | | | 1 | | 44 | 40 | —9.1 |
| New Denver | 1 | 1 | | 1 | 1 | | 8 | 4 | —50.0 |
| Ocean Falls | | | | | | | 3 | 1 | —66.7 |
| Oliver | 1 | | —100.0 | 1 | | —100.0 | 35 | 21 | —40.0 |
| Osoyoos | 2 | 3 | 50.0 | 2 | 2 | | 13 | 34 | 161.0 |
| Pattullo Bridge | | 5 | | | 3 | | 68 | 80 | 17.6 |
| Penticton | 3 | 3 | | 1 | 1 | | 34 | 31 | —8.8 |
| Port Alberni | | | | | | | 6 | 2 | —66.7 |
| Port Alice | | | | | | | 1 | 1 | |
| Port Edward | 2 | 3 | 50.0 | 2 | 3 | 50.0 | 20 | 24 | 20.0 |
| Port Hardy | | | | | | | 4 | 2 | —50.0 |
| Powell River | 6 | | —100.0 | 2 | | —100.0 | 19 | 17 | —10.5 |
| Prince George | 13 | 3 | —76.9 | 12 | 3 | —75.0 | 117 | 140 | 19.7 |
| Prince Rupert | 3 | | —100.0 | 2 | | —100.0 | 8 | 1 | —87.5 |
| Princeton | 6 | 6 | | 5 | 3 | —40.0 | 88 | 84 | —4.5 |
| Qualicum | 1 | 1 | | 1 | 1 | | 54 | 66 | 22.2 |
| Quesnel | 3 | 3 | | 3 | 3 | | 100 | 64 | —36.0 |
| Queen Charlotte | | 4 | | | 1 | | 13 | 5 | —61.5 |
| Red Pass | | | | | | | | | |
| Revelstoke | 1 | 7 | 600.0 | 1 | 5 | 400.0 | 38 | 18 | —52.6 |
| Rossland | | | | | | | 2 | 1 | —50.0 |
| Salmo | | 3 | | | 3 | | 21 | 33 | 57.1 |
| Salmon Arm | 2 | 1 | —50.0 | 2 | 1 | —50.0 | 7 | 9 | 28.6 |
| Sechelt | 1 | | —100.0 | 1 | | —100.0 | 22 | 18 | —18.2 |
| Shawnigan Lake | 2 | | —100.0 | 2 | | —100.0 | 11 | 23 | 109.0 |
| Sicamous | 1 | | —100.0 | 1 | | —100.0 | 11 | 14 | 27.3 |
| Sidney | | | | | | | 29 | 32 | 10.3 |
| Smithers | 1 | 3 | 200.0 | 1 | 3 | 200.0 | 31 | 29 | —6.5 |
| Sooke | 1 | 1 | | 1 | 1 | | 14 | 20 | 42.9 |
| Spences Bridge | 3 | 2 | —33.3 | 2 | 2 | | 8 | 12 | 50.0 |
| Squamish | 2 | | —100.0 | 1 | | —100.0 | 38 | 29 | —23.7 |
| Stewart | | | | | | | | | |
| Summerland | 1 | | —100.0 | 1 | | —100.0 | 16 | 18 | 12.5 |
| Telegraph Creek | | | | | | | | | |
| Terrace | 2 | 10 | 499.0 | 1 | 5 | 400.0 | 54 | 43 | —20.4 |
| Trail | 1 | | —100.0 | 1 | | —100.0 | 21 | 42 | 100.0 |
| Ucluelet | 3 | | —100.0 | 1 | | —100.0 | 18 | 13 | —27.8 |
| University | | | | | | | 30 | 47 | 56.7 |
| Vanderhoof | 2 | 2 | | 2 | 2 | | 24 | 21 | —12.5 |
| Vernon | 3 | 2 | —33.3 | 1 | 2 | 100.0 | 58 | 46 | —20.7 |
| Wells | 1 | | —100.0 | 1 | | —100.0 | 5 | 5 | |
| Williams Lake | 3 | 4 | 33.3 | 3 | 4 | 33.3 | 47 | 90 | 91.5 |
| Zeballos | | | | | | | | 1 | |
| Totals | 162 | 159 | —1.9 | 128 | 126 | —1.6 | 2,958 | 3,095 | 4.6 |

*Province for the Calendar Years 1960 and 1961*—Continued

| Injury Accidents | | | Vehicles Involved | | | Accidents Reported | | | Property Damage | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease | 1960 | 1961 | Increase or (—) Decrease |
| | | Per Cent | | | Per Cent | | | Per Cent | | | Per Cent |
| 24 | 23 | —4.2 | 123 | 98 | —20.3 | 88 | 75 | —14.8 | $62,613.97 | $52,739.05 | —15.8 |
| 5 | 4 | —20.0 | 36 | 30 | —16.7 | 23 | 21 | —8.7 | 22,030.00 | 9,991.38 | —54.6 |
| 2 | 1 | —50.0 | 6 | 1 | —83.3 | 5 | 1 | —80.0 | 2,575.00 | 300.00 | —88.3 |
| 16 | 12 | —25.0 | 56 | 75 | 33.9 | 44 | 52 | 18.2 | 22,494.52 | 25,119.07 | 11.7 |
| 10 | 19 | 90.0 | 40 | 66 | 65.0 | 32 | 48 | 50.0 | 18,649.00 | 36,579.22 | 96.1 |
| 45 | 50 | 11.1 | 337 | 320 | —5.0 | 152 | 148 | —2.6 | 66,017.81 | 69,871.30 | 5.8 |
| 25 | 19 | —24.0 | 82 | 94 | 14.6 | 58 | 66 | 13.8 | 36,309.99 | 42,005.21 | 15.7 |
| 5 | 2 | —60.0 | 21 | 7 | —66.7 | 14 | 5 | —64.3 | 6,155.00 | 3,850.00 | —37.4 |
| 1 | 1 | ..... | 1 | 1 | ..... | 1 | 1 | ..... | 30.00 | 1,000.00 | 233.0 |
| 14 | 14 | ..... | 86 | 95 | 10.5 | 64 | 66 | 3.1 | 43,483.41 | 46,034.01 | 5.9 |
| 3 | 2 | —33.3 | 11 | 9 | —18.2 | 7 | 6 | —14.3 | 2,405.00 | 1,875.00 | —22.0 |
| 10 | 12 | 20.0 | 34 | 57 | 67.6 | 25 | 42 | 68.0 | 13,680.00 | 17,180.00 | 25.6 |
| 60 | 86 | 43.3 | 380 | 478 | 25.8 | 255 | 303 | 18.8 | 133,600.16 | 177,564.17 | 32.9 |
| 2 | 1 | —50.0 | 21 | 4 | —81.0 | 16 | 3 | —81.3 | 10,320.00 | 520.00 | —95.0 |
| 48 | 44 | —8.3 | 180 | 180 | ..... | 124 | 133 | 7.3 | 95,763.19 | 126,583.15 | 32.2 |
| 31 | 33 | 6.5 | 134 | 147 | 9.7 | 103 | 103 | ..... | 55,249.16 | 48,809.76 | —11.7 |
| 58 | 47 | —19.0 | 230 | 235 | 2.2 | 174 | 160 | —8.0 | 105,947.00 | 101,302.57 | —4.4 |
| 8 | 1 | —87.5 | 19 | 21 | 10.5 | 14 | 15 | 7.1 | 7,160.00 | 7,760.00 | 8.4 |
| ..... | ..... | ..... | 4 | ..... | —100.0 | 3 | ..... | —100.0 | 3,400.00 | ..... | —100.0 |
| 19 | 12 | —36.8 | 82 | 91 | 11.0 | 62 | 65 | 4.8 | 43,096.75 | 42,738.44 | —0.8 |
| 2 | 1 | —50.0 | 6 | 5 | —16.7 | 5 | 3 | —40.0 | 3,495.00 | 560.00 | —84.0 |
| 10 | 15 | 50.0 | 61 | 54 | —11.5 | 42 | 42 | ..... | 28,393.50 | 22,328.00 | —21.4 |
| 4 | 8 | 100.0 | 41 | 26 | —36.6 | 30 | 19 | —36.7 | 20,691.23 | 12,311.65 | —40.5 |
| 14 | 8 | —42.9 | 42 | 56 | 33.3 | 33 | 42 | 27.3 | 18,584.76 | 21,517.65 | 15.8 |
| 8 | 9 | 12.5 | 32 | 37 | 15.6 | 20 | 27 | 35.0 | 14,726.00 | 17,992.12 | 22.2 |
| 7 | 9 | 28.6 | 29 | 35 | 20.7 | 23 | 27 | 17.4 | 15,440.00 | 23,666.27 | 53.3 |
| 17 | 17 | ..... | 74 | 98 | 32.4 | 45 | 61 | 35.6 | 22,475.33 | 30,759.03 | 36.9 |
| 19 | 18 | —5.3 | 99 | 127 | 28.3 | 67 | 85 | 26.9 | 36,833.35 | 44,020.13 | 19.5 |
| 8 | 12 | 50.0 | 60 | 64 | 6.7 | 44 | 49 | 11.4 | 19,046.29 | 23,962.42 | 25.8 |
| 6 | 10 | 66.7 | 28 | 48 | 71.4 | 21 | 37 | 76.2 | 11,132.00 | 20,458.95 | 83.8 |
| 18 | 20 | 11.1 | 91 | 76 | —16.5 | 60 | 60 | ..... | 34,019.88 | 34,150.12 | 0.4 |
| ..... | ..... | ..... | 5 | 2 | —60.0 | 3 | 2 | —33.3 | 1,900.00 | 875.00 | —53.9 |
| 7 | 11 | 57.1 | 57 | 48 | —15.8 | 37 | 31 | —16.2 | 42,780.73 | 15,268.26 | —64.3 |
| ..... | ..... | ..... | 2 | ..... | —100.0 | 1 | ..... | —100.0 | 174.00 | ..... | —100.0 |
| 35 | 23 | —34.3 | 172 | 137 | —20.3 | 119 | 98 | —17.6 | 84,647.83 | 76,032.72 | —10.2 |
| 16 | 23 | 43.8 | 115 | 108 | —6.1 | 73 | 72 | —1.4 | 35,956.87 | 46,348.10 | 28.9 |
| 8 | 11 | 37.5 | 27 | 35 | 29.6 | 19 | 27 | 42.1 | 13,590.00 | 13,640.00 | 0.4 |
| 21 | 33 | 57.1 | 138 | 162 | 17.4 | 80 | 91 | 13.8 | 27,791.23 | 39,903.40 | 43.6 |
| 14 | 12 | —14.3 | 66 | 54 | —18.2 | 48 | 37 | —22.9 | 34,270.99 | 53,261.00 | 55.4 |
| 37 | 25 | —32.4 | 161 | 120 | —25.5 | 113 | 80 | —29.2 | 82,957.15 | 45,386.38 | —45.3 |
| 5 | 2 | —60.0 | 29 | 31 | 6.9 | 21 | 19 | —9.5 | 12,304.24 | 7,402.03 | —39.8 |
| 29 | 46 | 58.6 | 225 | 245 | 8.9 | 154 | 167 | 8.4 | 123,147.34 | 138,836.41 | 12.7 |
| ..... | 1 | ..... | ..... | 2 | ..... | ..... | 1 | ..... | ..... | 600.00 | ..... |
| 1,738 | 1,858 | 6.9 | 8,702 | 9,074 | 4.3 | 6,023 | 6,225 | 3.4 | $3,947,170.68 | $4,074,193.10 | 3.2 |

## *Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1961*

| 1. TYPE OF ACCIDENT | Total Accidents Reported | Total for Same Period Last Year | PERSONS INJURED | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total Injured | Male | Female | Age-groups | | | | | | | | Ages Not Stated | Total Injured for Same Period Last Year |
| | | | | | | 0–4 | 5–14 | 15–19 | 20–29 | 30–39 | 40–49 | 50–64 | 65 and Over | | |
| Collision with— | | | | | | | | | | | | | | | |
| 1. Another vehicle | 19,597 | 18,745 | 7,557 | 3,778 | 3,779 | 252 | 500 | 891 | 1,754 | 1,425 | 1,277 | 957 | 479 | 22 | 6,852 |
| 2. Non-collision accident | 2,827 | 2,703 | 1,552 | 1,057 | 495 | 33 | 68 | 313 | 467 | 246 | 194 | 147 | 79 | 5 | 1,535 |
| 3. Fixed object | 2,716 | 2,528 | 1,291 | 876 | 415 | 27 | 49 | 282 | 436 | 201 | 133 | 101 | 59 | 3 | 1,166 |
| 4. Pedestrian | 1,181 | 1,166 | 1,173 | 688 | 485 | 154 | 314 | 88 | 84 | 94 | 89 | 157 | 187 | 6 | 1,146 |
| 5. Bicycle | 336 | 322 | 330 | 267 | 63 | 9 | 247 | 36 | 10 | 3 | 5 | 11 | 9 | ..... | 321 |
| 6. Animal | 336 | 331 | 41 | 28 | 13 | 3 | 5 | 7 | 11 | 4 | 4 | 4 | 3 | ..... | 48 |
| 7. Motor-cycle | 120 | 153 | 103 | 97 | 6 | ..... | 2 | 47 | 39 | 3 | 4 | 5 | 3 | ..... | 148 |
| 8. Railroad train | 65 | 83 | 36 | 23 | 13 | 5 | 4 | 1 | 15 | 4 | 5 | 1 | 1 | ..... | 39 |
| 9. Horse-drawn vehicle | 3 | ..... | 4 | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... | 11 |
| 10. Sleigh | 1 | 4 | 1 | 1 | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 |
| 11. Miscellaneous | 21 | 56 | 13 | 7 | 6 | ..... | 3 | 3 | 1 | 1 | 2 | 1 | 2 | ..... | 40 |
| 12. Not stated | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals | 27,203 | 26,091 | 12,101 | 6,822 | 5,279 | 483 | 1,193 | 1,668 | 2,817 | 1,981 | 1,713 | 1,384 | 826 | 36 | 11,311 |

| TYPE OF ACCIDENT | PERSONS KILLED | | | | | | | | | | | | Totals for Year to Date | | | Totals for Same Period Last Year | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total Killed | Male | Female | Age-groups | | | | | | | | Total Killed for Same Period Last Year | | | | | | |
| | | | | 0–4 | 5–14 | 15–19 | 20–29 | 30–39 | 40–49 | 50–64 | 65 and Over | | Accidents | Injured | Killed | Accidents | Injured | Killed |
| Collision with— | | | | | | | | | | | | | | | | | | |
| 1. Another vehicle | 86 | 58 | 28 | ..... | 2 | 8 | 24 | 8 | 19 | 15 | 10 | 75 | 19,597 | 7,557 | 86 | 18,745 | 6,852 | 75 |
| 2. Non-collision accident | 80 | 56 | 24 | 1 | 4 | 12 | 26 | 16 | 5 | 12 | 4 | 70 | 2,827 | 1,552 | 80 | 2,703 | 1,535 | 70 |
| 3. Fixed object | 58 | 47 | 11 | 1 | ..... | 11 | 24 | 6 | 8 | 4 | 4 | 57 | 2,716 | 1,291 | 58 | 2,528 | 1,166 | 57 |
| 4. Pedestrian | 79 | 50 | 29 | 5 | 12 | 2 | 6 | 8 | 2 | 11 | 33 | 75 | 1,181 | 1,173 | 79 | 1,166 | 1,146 | 75 |
| 5. Bicycle | 6 | 5 | 1 | ..... | 5 | ..... | ..... | ..... | ..... | ..... | 1 | 6 | 336 | 330 | 6 | 322 | 321 | 6 |
| 6. Animal | 2 | 2 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | 1 | 336 | 41 | 2 | 331 | 48 | 1 |
| 7. Motor-cycle | 2 | 2 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | 2 | 120 | 103 | ..... | 153 | 148 | 2 |
| 8. Railroad train | 6 | 4 | 2 | 2 | ..... | 1 | 1 | ..... | 1 | 1 | ..... | 3 | 65 | 35 | 8 | 83 | 50 | 3 |
| 9. Horse-drawn vehicle | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 5 | ..... | ..... | ..... | ..... |
| 10. Sleigh | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 1 | 1 | ..... | 7 | 7 | 3 |
| 11. Miscellaneous | 1 | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 2 | 21 | 13 | 1 | 53 | 38 | 2 |
| 12. Not stated | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals | 320 | 225 | 95 | 9 | 23 | 35 | 81 | 40 | 35 | 45 | 52 | 294 | 27,203 | 12,101 | 320 | 26,091 | 11,311 | 294 |

*Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1961*—Continued

| 2. HOUR OF OCCURRENCE | Number of Accidents | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 12 to 1 a.m. | 1,020 | 14 | 302 | 704 |
| 1 to 2 a.m. | 750 | 19 | 245 | 486 |
| 2 to 3 a.m. | 604 | 15 | 202 | 387 |
| 3 to 4 a.m. | 335 | 3 | 91 | 241 |
| 4 to 5 a.m. | 274 | 5 | 92 | 177 |
| 5 to 6 a.m. | 176 | 5 | 38 | 133 |
| 6 to 7 a.m. | 247 | 3 | 69 | 175 |
| 7 to 8 a.m. | 862 | 1 | 227 | 634 |
| 8 to 9 a.m. | 1,290 | 11 | 364 | 915 |
| 9 to 10 a.m. | 841 | 8 | 216 | 617 |
| 10 to 11 a.m. | 1,020 | 16 | 266 | 738 |
| 11 to 12 m. | 1,160 | 6 | 291 | 863 |
| 12 to 1 p.m. | 1,067 | 5 | 321 | 741 |
| 1 to 2 p.m. | 1,241 | 6 | 318 | 917 |
| 2 to 3 p.m. | 1,431 | 3 | 423 | 1,005 |
| 3 to 4 p.m. | 1,810 | 15 | 542 | 1,253 |
| 4 to 5 p.m. | 2,497 | 13 | 782 | 1,702 |
| 5 to 6 p.m. | 2,544 | 22 | 762 | 1,760 |
| 6 to 7 p.m. | 1,516 | 21 | 489 | 1,006 |
| 7 to 8 p.m. | 1,805 | 21 | 587 | 1,197 |
| 8 to 9 p.m. | 1,341 | 20 | 407 | 914 |
| 9 to 10 p.m. | 1,066 | 19 | 321 | 726 |
| 10 to 11 p.m. | 1,018 | 13 | 333 | 672 |
| 11 to 12 p.m. | 1,273 | 8 | 385 | 880 |
| Not stated | 15 | ------ | 3 | 12 |
| Totals | 27,203 | 272 | 8,076 | 18,855 |

| 3. DAY OF OCCURRENCE | Number of Accidents | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Sunday | 3,680 | 58 | 1,160 | 2,462 |
| 2. Monday | 3,077 | 23 | 857 | 2,197 |
| 3. Tuesday | 3,247 | 28 | 930 | 2,289 |
| 4. Wednesday | 3,368 | 36 | 982 | 2,350 |
| 5. Thursday | 3,696 | 28 | 1,081 | 2,587 |
| 6. Friday | 4,691 | 42 | 1,389 | 3,260 |
| 7. Saturday | 5,442 | 57 | 1,677 | 3,708 |
| 8. Not stated | 2 | ------ | ------ | 2 |
| Totals | 27,203 | 272 | 8,076 | 18,855 |

| 4. TYPE OF VEHICLES INVOLVED | Number of Vehicles Involved | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Private passenger | 40,760 | 271 | 11,652 | 28,837 |
| 2. Truck | 5,674 | 78 | 1,500 | 4,096 |
| 3. Bus | 298 | 2 | 139 | 157 |
| 4. Taxi | 324 | 1 | 111 | 212 |
| 5. "Drive Yourself" | 73 | 3 | 20 | 50 |
| 6. Motor-cycle | 185 | 2 | 149 | 34 |
| 7. School bus | 28 | ------ | 6 | 22 |
| 8. Ambulance | 10 | ------ | 1 | 9 |
| 9. Not stated | 4 | 2 | ------ | 2 |
| Totals | 47,356 | 359 | 13,578 | 33,419 |

| 5. RAILROAD CROSSINGS | Number of Accidents | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Unguarded crossing | 52 | 3 | 18 | 31 |
| 2. Automatic signal | 3 | ------ | ------ | 3 |
| 3. Guarded crossing—man on duty | 6 | ------ | 1 | 5 |
| 4. Gates not down | 1 | ------ | 1 | ------ |
| 5. Driver disregarded signal | 5 | ------ | 2 | 3 |
| 6. Signal not given | ------ | ------ | ------ | ------ |
| 7. Not stated | ------ | ------ | ------ | ------ |
| Totals | 67 | 3 | 22 | 42 |

## *Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1961*—Continued

| 6. MANNER OF COLLISION | Number of Accidents | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Angle collision | 9,836 | 66 | 2,513 | 7,257 |
| 2. Head-on collision or head-on side-swipe | 4,188 | 76 | 1,425 | 2,687 |
| 3. Rear-end collision | 7,276 | 8 | 2,163 | 5,105 |
| 4. Backed into other vehicle | 404 | 1 | 23 | 380 |
| 5. Side-swiped other vehicle going same direction | 1,161 | 5 | 152 | 1,004 |
| 6. Not stated | 4,338 | 116 | 1,800 | 2,422 |
| Totals | 27,203 | 272 | 8,076 | 18,855 |

| 7. DRIVERS INVOLVED, DESCRIPTION OF | Number of Drivers | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Male | 40,523 | 326 | 11,454 | 28,743 |
| 2. Female | 6,590 | 30 | 2,096 | 4,464 |
| 3. Not stated | 243 | 3 | 28 | 212 |
| Totals | 47,356 | 359 | 13,578 | 33,419 |

| Age of Driver | Total | Fatal | Personal Injury | Property Damage Only |
|---|---|---|---|---|
| 1. 16 to 20 years | 5,436 | 58 | 1,633 | 3,745 |
| 2. 21 to 24 years | 5,497 | 47 | 1,626 | 3,824 |
| 3. 25 to 30 years | 7,495 | 58 | 2,074 | 5,363 |
| 4. 31 to 40 years | 11,130 | 67 | 3,235 | 7,828 |
| 5. 41 to 50 years | 9,023 | 64 | 2,567 | 6,392 |
| 6. 51 to 60 years | 5,319 | 39 | 1,464 | 3,816 |
| 7. 61 to 64 years | 1,504 | 11 | 431 | 1,062 |
| 8. 65 to 69 years | 728 | 4 | 235 | 489 |
| 9. 70 years and over | 934 | 8 | 279 | 647 |

| Driving Experince | Total | Fatal | Personal Injury | Property Damage Only |
|---|---|---|---|---|
| 1. Less than 3 months | 874 | 9 | 296 | 569 |
| 2. 3 to 6 months | 582 | 4 | 178 | 400 |
| 3. 6 to 12 months | 396 | 1 | 124 | 271 |
| 4. 1 to 4 years | 8,929 | 64 | 2,578 | 6,287 |
| 5. 5 years and over | 36,290 | 275 | 10,368 | 25,647 |
| 6. Not stated | 285 | 6 | 34 | 245 |

| Condition of Driver | Total | Fatal | Personal Injury | Property Damage Only |
|---|---|---|---|---|
| 1. Normal | 44,924 | 292 | 12,882 | 31,750 |
| 2. Extreme fatigue | 463 | 10 | 139 | 314 |
| 3. Physical defect | 156 | 2 | 56 | 98 |
| 4. Confused by traffic | 398 | 1 | 93 | 304 |
| 5. Ability impaired | 1,094 | 30 | 336 | 728 |
| 6. Not known | 151 | 24 | 27 | 100 |
| 7. Not stated | 170 | ..... | 45 | 125 |

| Licence of Driver | Total | Fatal | Personal Injury | Property Damage Only |
|---|---|---|---|---|
| 1. Licensed in British Columbia | 45,607 | 325 | 13,068 | 32,214 |
| 2. Unlicensed | 410 | 9 | 137 | 264 |
| 3. Non-resident | 1,088 | 22 | 344 | 722 |
| 4. Not stated | 251 | 3 | 29 | 219 |

*Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1961*—Continued

| 8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT | Number of Drivers | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. No improper driving | 24,795 | 163 | 7,460 | 17,172 |
| 2. Driving off roadway | 1,759 | 33 | 567 | 1,159 |
| 3. Did not have right-of-way | 3,169 | 5 | 737 | 2,427 |
| 4. Car standing in roadway (not parked) | 1,955 | 6 | 695 | 1,254 |
| 5. Following too close | 2,330 | ..... | 715 | 1,615 |
| 6. On wrong side of road | 1,045 | 19 | 253 | 773 |
| 7. Failing to signal | 727 | ..... | 164 | 563 |
| 8. Through street—did not stop | 990 | 6 | 281 | 703 |
| 9. Passing at intersection | 291 | 1 | 69 | 221 |
| 10. Exceeding speed-limit | 740 | 45 | 222 | 473 |
| 11. Careless driving | 5,168 | 62 | 1,671 | 3,435 |
| 12. Cutting in | 382 | ..... | 64 | 318 |
| 13. Car ran away | 398 | 3 | 82 | 313 |
| 14. Passing on curve or hill | 101 | ..... | 26 | 75 |
| 15. Passing on wrong side | 86 | 1 | 13 | 72 |
| 16. Hit and run | 547 | 4 | 69 | 474 |
| 17. Railroad—did not stop | 33 | 2 | 13 | 18 |
| 18. Cutting left corner | 283 | ..... | 53 | 230 |
| 19. Parked legally | 2,348 | 6 | 341 | 2,001 |
| 20. Driving through school zone | 32 | 2 | 15 | 15 |
| 21. Driving through safety zone | 20 | 1 | 6 | 13 |
| Totals | 47,199 | 359 | 13,516 | 33,324 |

| 9. TRAFFIC CONTROL | Number of Accidents | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. No control present | 19,857 | 227 | 5,750 | 13,880 |
| 2. Police officer | 286 | 1 | 78 | 207 |
| 3. Automatic traffic signal | 3,713 | 16 | 1,226 | 2,471 |
| 4. Stop-signs | 2,432 | 11 | 704 | 1,717 |
| 5. Warning-signs, slow-signs, etc. | 760 | 17 | 252 | 491 |
| Totals | 27,048 | 272 | 8,010 | 18,766 |

| 10. PEDESTRIANS INVOLVED, ACTIONS OF | Number of Pedestrians | | |
|---|---|---|---|
| | Total | Fatal | Personal Injury |
| 1. Not known | 90 | 1 | 89 |
| 2. Crossing at intersection—no signal | 184 | 13 | 171 |
| 3. In street, not at intersection | 174 | 11 | 163 |
| 4. Coming from behind parked or moving vehicle | 201 | 10 | 191 |
| 5. Crossing at intersection with signal | 95 | 5 | 90 |
| 6. Crossing street diagonally, not at intersection | 98 | 5 | 93 |
| 7. Walking on or along highway | 100 | 17 | 83 |
| 8. Playing in street | 93 | 5 | 88 |
| 9. Crossing at intersection against signal | 41 | ..... | 41 |
| 10. Not on roadway | 24 | 2 | 22 |
| 11. Getting on or off another vehicle | 7 | ..... | 7 |
| 12. Riding or hitching on vehicle | 8 | 2 | 6 |
| 13. Working on car or roadway | 14 | 4 | 10 |
| 14. Crossing intersection diagonally | 12 | ..... | 12 |
| 15. In pedestrian crosswalk | 84 | 3 | 81 |
| 16. Standing on safety isle | 10 | ..... | 10 |
| Totals | 1,235 | 78 | 1,157 |

| Condition of Pedestrian | Number of Pedestrians | | |
|---|---|---|---|
| | Total | Fatal | Personal Injury |
| 1. Apparently normal | 879 | 51 | 828 |
| 2. Extreme fatigue | 4 | 2 | 2 |
| 3. Had physical defect | 18 | 1 | 17 |
| 4. Confused by traffic | 100 | 11 | 89 |
| 5. Ability impaired | 60 | 9 | 51 |
| 6. Not known | 30 | 2 | 28 |
| 7. Not stated | 144 | 2 | 142 |
| Totals | 1,235 | 78 | 1,157 |

*Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1961*—Continued

| 11. CLASSIFICATION OF VICTIMS | Number of Victims | | |
|---|---|---|---|
| | Total | Fatal | Personal Injury |
| 1. Passengers | 6,093 | 125 | 5,968 |
| 2. Drivers | 4,587 | 108 | 4,479 |
| 3. Pedestrians | 1,235 | 78 | 1,157 |
| 4. Bicyclists | 331 | 6 | 325 |
| 5. Motor-cycle drivers | 131 | 3 | 128 |
| 6. Others (persons in horse-drawn vehicles, etc.) | 11 | ------- | 11 |
| 7. Motor-cycle passengers | 33 | ------- | 33 |
| 8. Not stated | ------- | ------- | ------- |
| Totals | 12,421 | 320 | 12,101 |

| 12. NATURE OF INJURIES | Number of Victims | | |
|---|---|---|---|
| | Total | Fatal | Personal Injury |
| 1. Slight shock and shake-up | 3,636 | 1 | 3,635 |
| 2. Fractured skull | 207 | 89 | 118 |
| 3. Fractured spine | 56 | 19 | 37 |
| 4. Other fractures | 1,277 | 68 | 1,209 |
| 5. Other injuries (sprains, dislocations, etc.) | 6,617 | ------- | 6,617 |
| 6. Internal injuries | 298 | 111 | 187 |
| 7. Concussion of brain | 187 | 1 | 186 |
| 8. Severe general shock with bruises and cuts | 68 | 3 | 65 |
| 9. Cuts by glass (only) | 42 | ------- | 42 |
| 10. Drowned | 22 | 22 | ------- |
| 11. Burned | 7 | 2 | 5 |
| 12. Asphyxiated | 4 | 4 | ------- |
| 13. Not stated | ------- | ------- | ------- |
| Totals | 12,421 | 320 | 12,101 |

| 13. LIGHT CONDITIONS | Number of Accidents | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Daylight | 15,761 | 111 | 4,562 | 11,088 |
| 2. Darkness | 8,224 | 127 | 2,496 | 5,601 |
| 3. Artificial light—good | 1,493 | 13 | 476 | 1,004 |
| 4. Dusk or semi-darkness | 1,337 | 12 | 392 | 933 |
| 5. Artificial light—poor | 331 | 9 | 130 | 192 |
| 6. Not stated | 57 | ------- | 20 | 37 |
| Totals | 27,203 | 272 | 8,076 | 18,855 |

14. PROPERTY DAMAGE.—Amount of property damage for period covered by this report, $12,923,663.97; amount for same period last year, $12,387,591.72.

| 15. CONDITION OF VEHICLES INVOLVED | Number of Vehicles | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Apparently good | 44,731 | 329 | 12,860 | 31,542 |
| 2. No chains (slippery road) | 808 | 6 | 154 | 648 |
| 3. Brakes defective | 636 | 8 | 163 | 465 |
| 4. Steering mechanism defective | 197 | 2 | 80 | 115 |
| 5. Head-lights dim | 86 | 4 | 32 | 50 |
| 6. Puncture or blow-out | 260 | 1 | 83 | 176 |
| 7. Head-lights out (both) | 120 | 2 | 39 | 79 |
| 8. Tail-light out or obscured | 172 | 2 | 59 | 111 |
| 9. Glaring head-lights | 39 | ------- | 16 | 23 |
| 10. Head-light out (one light) | 50 | 1 | 11 | 38 |
| 11. Other defects | 203 | 2 | 61 | 140 |
| 12. Not stated | 54 | 2 | 20 | 32 |
| Totals | 47,356 | 359 | 13,578 | 33,419 |

*Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1961*—Continued

| 16. DIRECTION OF TRAVEL | Number of Vehicles | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Going straight | 31,124 | 237 | 9,269 | 21,618 |
| 2. Turning left | 5,843 | 49 | 1,572 | 4,222 |
| 3. Turning right | 2,661 | 26 | 663 | 1,972 |
| 4. Slowing down or stopping | 2,099 | 6 | 653 | 1,440 |
| 5. Backing (not to or from curb) | 565 | 5 | 67 | 493 |
| 6. Skidding | 1,565 | 17 | 379 | 1,169 |
| 7. Leaving curb (including backing) | 464 | 1 | 56 | 407 |
| 8. Making U-turn | 107 | 1 | 28 | 78 |
| 9. Overtaking | 347 | 6 | 112 | 229 |
| 10. Stopping (not at curb or off paved strip) | 1,527 | 2 | 518 | 1,007 |
| 11. Overtaking on right side | 108 | 1 | 18 | 89 |
| 12. Overtaking on left side | 367 | 1 | 84 | 282 |
| 13. Avoiding object or pedestrian | 420 | 6 | 118 | 296 |
| 14. Not stated | 159 | 1 | 41 | 117 |
| Totals | 47,356 | 359 | 13,578 | 33,419 |

| 17. ROAD SURFACE | Number of Accidents | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Dry surface | 13,337 | 157 | 4,222 | 8,958 |
| 2. Wet surface | 9,752 | 76 | 2,899 | 6,777 |
| 3. Icy surface | 2,402 | 22 | 499 | 1,881 |
| 4. Loose sand or gravel | 625 | 9 | 188 | 428 |
| 5. Snowy surface | 845 | 5 | 178 | 662 |
| 6. Muddy surface | 77 | ..... | 17 | 60 |
| 7. Not stated | 165 | 3 | 73 | 89 |
| Totals | 27,203 | 272 | 8,076 | 18,855 |

| 18. ROAD CONDITION | Number of Accidents | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Normal | 24,265 | 234 | 7,276 | 16,755 |
| 2. Defect in roadway | 360 | 6 | 101 | 253 |
| 3. Obstruction in road | 234 | 1 | 59 | 174 |
| 4. Road under repair | 219 | 6 | 69 | 144 |
| 5. Obstruction not marked or lighted | 120 | 1 | 44 | 75 |
| 6. Other | 1,890 | 23 | 488 | 1,379 |
| 7. Not stated | 115 | 1 | 39 | 75 |
| Totals | 27,203 | 272 | 8,076 | 18,855 |

| 19. TYPE OF ROAD | Number of Accidents | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Asphalt | 23,717 | 230 | 7,161 | 16,326 |
| 2. Gravel | 2,140 | 26 | 539 | 1,575 |
| 3. Concrete | 829 | 8 | 255 | 566 |
| 4. Earth | 273 | 5 | 55 | 213 |
| 5. Brick or cobble | 28 | ..... | 4 | 24 |
| 6. Other | 176 | 2 | 46 | 128 |
| 7. Not stated | 40 | 1 | 16 | 23 |
| Totals | 27,203 | 272 | 8,076 | 18,855 |

*Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1961*—Continued

| 20. WEATHER CONDITIONS | Number of Accidents | | | |
|---|---|---|---|---|
| | Total | Fatal | Personal Injury | Property Damage Only |
| 1. Clear | 15,539 | 171 | 4,697 | 10,671 |
| 2. Rain | 6,513 | 47 | 1,925 | 4,541 |
| 3. Cloudy | 2,725 | 29 | 827 | 1,869 |
| 4. Fog or mist | 880 | 9 | 255 | 616 |
| 5. Snow | 1,116 | 10 | 231 | 875 |
| 6. Smoke or dust | 88 | 2 | 36 | 50 |
| 7. Not stated | 342 | 4 | 105 | 233 |
| Totals | 27,203 | 272 | 8,076 | 18,855 |

Motor-vehicle and motor-cycle licences issued to December 31, 1960—557,262; to December 31, 1961—577,844.

## Convictions

An integral part of driving records in British Columbia is information about convictions for driving offences, which convictions are recorded against the records of the drivers involved. The *Motor-vehicle Act* requires that the Courts submit to the Superintendent appropriate notices of all convictions of driving infractions under the Criminal Code of Canada, the *Motor-vehicle Act,* and the Motor-vehicle Act Regulations. The Courts are very conscientious in seeing that this information is forthcoming, and I want to express my appreciation for this high degree of co-operation. This information plays a large part in the dealing with driving records and assists in arriving at reasonable courses of action to take in controlling our problem drivers.

Convictions for driving offences in 1961 totalled 85,159, which is a 10-per-cent decrease from the 1960 total of 94,978. My last Report spoke of an increase in convictions noted in 1960 as compared to 1959, and caused the comment the increase was in direct relation to the stepped-up enforcement programmes of the various police departments. Similarly, I cannot help but feel the decrease in convictions in 1961 is a direct result of a lessening rate of enforcement. It may be that here lies the reason for the increase in rates of accidents with subsequently more fatalities and injuries. It does seem significant that when enforcement decreases, the rate of offences increases.

The table which follows summarizes conviction reports received by the Motor-vehicle Branch from 1958 to 1961.

*Convictions under Motor-vehicle Act and Criminal Code of Canada, 1958–61*

| Offences | 1958 | 1959 | 1960 | 1961 |
|---|---|---|---|---|
| Under Criminal Code of Canada— | | | | |
| Causing death by criminal negligence, sec. 192 | 7 | ..... | ..... | 7 |
| Causing bodily harm by criminal negligence, sec. 193 | 1 | 8 | ..... | 2 |
| Criminal negligence in operation of motor-vehicle, sec. 221 (1) | 98 | 99 | 71 | 72 |
| Failing to stop after accident, sec. 221 (2) | 404 | 424 | 513 | 610 |
| Dangerous driving, sec. 221 (4) | ..... | ..... | ..... | 32 |
| Driving motor-vehicle while intoxicated, sec. 222 | 117 | 98 | 98 | 79 |
| Driving motor-vehicle while ability impaired by alcohol or drugs, sec. 223 | 3,622 | 3,059 | 2,936 | 2,840 |
| Driving motor-vehicle while driver's licence under suspension, sec. 225 (3) | 816 | 792 | 920 | 862 |
| Unlawfully taking a motor-vehicle without consent of owner, sec. 281 | 26 | 16 | 20 | 14 |
| | 5,091 | 4,496 | 4,558 | 4,518 |
| Under *Motor-vehicle Act*— | | | | |
| Failing to obtain or display motor-vehicle licence or permit as required, secs. 3–10, 57 | 1,433 | 1,554 | 1,604 | 1,475 |
| Failing to notify *re* change of address, secs. 11, 18 (11) | 167 | 245 | 272 | 108 |
| Failing to report change in motor-vehicle, sec. 12 | 2 | 3 | 2 | 2 |
| Failing to transfer motor-vehicle, etc., sec. 14 | 17 | 19 | 26 | 29 |
| Failing to notify of removal or destruction of motor-vehicle, sec. 16 (1) | ..... | ..... | 1 | 1 |
| Failing to register as a tourist, sec. 17 | 2 | 5 | 8 | 8 |
| Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (8), (7) | 2,008 | 2,380 | 3,044 | 2,991 |
| Driving without obtaining driver's licence, sec. 18 (1), (2) | 3,952 | 2,959 | 2,884 | 4,807 |
| Driving without having driver's licence in possession at time, sec. 19 | 1,613 | 1,570 | 1,305 | 1,259 |
| Driving while right to obtain licence is under suspension, sec. 20 | 71 | 40 | 46 | 93 |
| Driving as a chauffeur without chauffeur's licence or permit, secs. 21, 23, 27, 28 | 487 | 457 | 398 | 359 |
| Operating as dealer without licence, misuse of dealer's plates, etc., secs. 29, 33, 34 | 43 | 14 | 19 | 54 |
| Operating with "D" plates without salesman's licence or permit, etc., secs. 36–39 | 29 | 25 | 20 | 24 |
| Operating vehicle not properly equipped, sec. 40 | ..... | ..... | 8 | ..... |
| Failing to obtain replacement of licence or chauffeur's badge if mutilated, secs. 41, 42 | 4 | 6 | 2 | ..... |
| Carrying too many passengers on motor-cycle, sec. 43 | 3 | 1 | ..... | ..... |
| Improper disposition of licence-plate, dismantled vehicle, sec. 45 | 1 | 1 | ..... | ..... |
| Failing to report accident, etc., sec. 54 | 157 | 145 | 195 | 158 |
| Making false statement, permitting another to use licence, etc., sec. 55 | 81 | 80 | 79 | 55 |
| Using licence belonging to another, refusing to show licence, etc., sec. 56 | 118 | 180 | 177 | 132 |
| Failing to stop on request of police or state proper name, sec. 58 | 30 | 41 | 26 | 29 |
| Altering number-plates and using fictitious plates, sec. 59 | 9 | 2 | 9 | 9 |
| Permitting person not properly licensed to drive motor-vehicle, etc., sec. 69 | 292 | 296 | 250 | 262 |
| Failing to surrender licence on suspension, sec. 99 | 2 | ..... | 2 | 3 |
| Removing or releasing impounded vehicle without authority, sec. 100 | 1 | 4 | ..... | 3 |
| Producing invalid financial liability card, etc., sec. 102 | 4 | 8 | 7 | 6 |
| Failing to obey emergency instructions of a peace officer, secs. 122, 124 | 8 | 11 | 26 | 22 |
| Failing to obey traffic-control signal legend, secs. 127, 128, 152 | 9,392 | 17,214 | 21,130 | 15,192 |
| Defacing traffic-control devices by advertising or removal, etc., secs. 129, 131, 136 | 5 | 1 | 2 | 2 |
| Failing to obey special signal signs *re* highway construction, secs. 133, 135, 137 | 144 | 61 | 31 | 55 |
| Careless driving, secs. 138, 139 | 4,675 | 3,839 | 3,661 | 3,287 |
| Exceeding maximum speed-limit, sec. 140 | 16,415 | 22,349 | 23,686 | 23,522 |
| Exceeding speed-limit passing schools and playgrounds, sec. 141 | 3,408 | 3,867 | 2,503 | 1,710 |
| Exceeding speed-limit overtaking stopped school bus, sec. 142 | 10 | 8 | 32 | 72 |
| Failure to drive on the right, sec. 143 | 67 | 134 | 113 | 145 |
| Infractions of "lane" driving, secs. 144–146 | 3,186 | 2,288 | 3,154 | 3,023 |
| Infractions of "passing," secs. 148–151, 153, 154 | 748 | 1,289 | 1,300 | 1,157 |
| Infractions of turning, starting, and directional signals, secs. 155–159, 160–162 | 1,737 | 2,304 | 2,369 | 2,359 |
| Failure to yield right-of-way, secs. 163–167 | 1,168 | 1,382 | 1,461 | 1,556 |
| Not exercising due care *re* pedestrians, secs. 168–172 | 272 | 1,074 | 1,142 | 1,320 |
| Failure by bicycle operators to obey rules, sec. 173 | 12 | 2 | ..... | 5 |
| Failure to stop at railroad crossing, secs. 174–176 | 222 | 210 | 234 | 198 |
| Failure to stop at intersections, sec. 177 | 5,021 | 6,149 | 6,158 | 4,821 |
| Illegal stopping or parking, secs. 178–181 | 1,325 | 803 | 1,014 | 959 |

## *Convictions under Motor-vehicle Act and Criminal Code of Canada, 1958–61*—Continued

| Offences | 1958 | 1959 | 1960 | 1961 |
|---|---|---|---|---|
| Under *Motor-vehicle Act—Continued* | | | | |
| Leaving vehicle improperly parked, sec. 182 | 293 | 473 | 868 | 482 |
| Backing vehicle illegally, sec. 184 | 204 | 321 | 415 | 368 |
| Operating motor-cycle with more than one person, sec. 185 | 7 | 1 | ..... | 12 |
| Requirements of safe driving on highway, secs. 186, 187 | 10 | 20 | 29 | 32 |
| Fire-vehicle safety, secs. 189, 190 | 23 | 21 | 25 | 20 |
| Driving on sidewalk, sec. 191 | 11 | 16 | 10 | 16 |
| Horse-racing on highway prohibited, sec. 193 | ..... | ..... | ..... | ..... |
| Opening door requirements, sec. 194 | 22 | 29 | 55 | 31 |
| Transporting explosives, sec. 196 | 1 | 1 | ..... | 3 |
| Failing to carry adequate safety equipment, secs. 197, 198 | 153 | 138 | 184 | 172 |
| Illegal use or defacement of signs, sec. 201 | 3 | ..... | 7 | ..... |
| *Motor-vehicle Act* miscellaneous | ..... | ..... | 136 | 90 |
| | 58,921 | 75,599 | 79,993 | 72,498 |
| Under Motor-vehicle Act Regulations— | | | | |
| Operating defective vehicle after ordered off road, secs. 2.02, 7.09 | 3 | 4 | 14 | 18 |
| Number-plates, sec. 3 | 77 | 260 | 203 | 111 |
| Driving without proper head-lamps, secs. 4.01–4.06 | 339 | 1,775 | 954 | 793 |
| Driving without clearance-lamps, lamps on projections, etc., secs. 4.11–4.13 | 53 | 134 | 206 | 128 |
| Driving without tail-lamps, reflectors, other required lamps, secs. 4.07–4.10 | 222 | 709 | 1,072 | 605 |
| Driving without adequate brakes, secs. 5, 6 | 96 | 285 | 565 | 751 |
| Driving vehicle with defective horn or miscellaneous equipment, secs. 7.01, 7.02 | 40 | 76 | 84 | 87 |
| Driving vehicle without muffler, sec. 7.03 | 1,033 | 1,097 | 1,400 | 1,144 |
| Driving vehicle without rear-view mirror or unobstructed rear view, sec. 7.04 | 14 | 25 | 38 | 45 |
| Inadequate windshield-wiper, etc., sec. 7.05 | 35 | 114 | 278 | 238 |
| Driving vehicle without mud-guards, sec. 7.06 | 60 | 204 | 204 | 193 |
| Failing to have proper connection between motor-vehicle and trailer, sec. 7.07 | 16 | 52 | 79 | 110 |
| Sale of unapproved equipment, sec. 8 | 2 | ..... | ..... | ..... |
| Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, sec. 14 | 1 | ..... | 1 | 2 |
| Faiilng to sign driver's licence, sec. 15 | 3 | 1 | 5 | 4 |
| Oversize loads, secs. 19.01–19.03 | 184 | 249 | 233 | 337 |
| Inadequate tires, insecure loads, excessive speed with unloaded trailer, sec. 19.04 | 195 | 73 | 120 | 111 |
| Excessive weight, sec. 19.05 | 234 | 230 | 99 | 270 |
| Failure to report for weight inspection, sec. 19.06 | 6 | 14 | 34 | 24 |
| Failure to obtain overweight or oversize permits, sec. 19.07 | 14 | 19 | 41 | 139 |
| Failure of a dealer to maintain security while carrying on a business, sec. 20.14 | ..... | ..... | ..... | 2 |
| Miscellaneous infractions | 39 | 68 | 57 | 42 |
| | 2,396 | 5,389 | 5,687 | 5,153 |
| Vancouver City by-laws | ..... | ..... | 2,236 | 943 |
| *Juvenile Delinquents Act* | 1,396 | 1,615 | 2,368 | 2,047 |
| Total of all convictions | 67,804 | 87,099 | 94,842 | 85,159 |

## 3. DRIVING SAFETY

### (*a*) Safety Responsibility

The *Motor-vehicle Act* provides for the Superintendent to suspend the licences of drivers who are involved in certain serious driving infractions and those who fail to satisfy Court judgments arising from actions involving motor-vehicle accidents. Drivers suspended under these provisions cannot regain their driver's licence until they file proof of financial responsibility. During 1961, drivers suspended under these provisions totalled 11,286, which is 5 per cent less than the 1960 total of 11,871. It will be noted that the decrease in this requirement is again in reverse to the increased accident trend, but this is felt to be a direct result of a lower level of highway traffic enforcement. Proof of financial responsibility was given by 9,377 drivers suspended in this manner, which is an increase of 13 per cent over the 8,288 drivers who filed proof in 1960.

The *Motor-vehicle Act* provides that drivers who come within the financial responsibility section have a continuing obligation to file suitable proof of financial responsibility with the Superintendent. The policy is that if a person has maintained a clear driving record for a period of at least three years from the date of the last conviction which would require the invoking of financial responsibility provisions, the Superintendent may release him of the filing requirement. The following table gives full information with regard to the filing and cancellation of British Columbia financial responsibility insurance certificates:—

*Comparison of Financial Responsibility Certificates Received, Filed, and Cancelled in 1960 and 1961*

| | 1960 | 1961 | Increase | Decrease | Per Cent |
|---|---|---|---|---|---|
| Total number of certificates received | 13,849 | 13,477 | ..... | 372 | 2.69 |
| Total number of certificates filed | 12,213 | 12,544 | 331 | ..... | 2.71 |
| Total number of certificates returned | 1,636 | 933 | ..... | 703 | 42.97 |
| Owner's policy certificates and garage and sales agency certificates filed | 10,207 | 10,379 | 172 | ..... | 1.68 |
| Driver's policy certificates filed | 1,162 | 1,261 | 99 | ..... | 8.52 |
| Owner's policy certificates filed (public and limited) | 844 | 904 | 60 | ..... | 7.11 |
| Certificate cancellations | 12,835 | 12,914 | 79 | ..... | .61 |
| Filing fees | $24,426 | $25,088 | 662 | ..... | 2.71 |

It is the responsibility of the Safety Responsibility Division to ensure that all drivers who come within the provisions of the safety responsibility sections of the *Motor-vehicle Act* continue to meet those requirements for all licences issued to them. This requires a continual check of new vehicle registrations, transfers of motor-vehicle licences, and all original driver's licence applications. There are 60,000 drivers who come within these provisions, and in the continuing programme of watching for the evaders, a total of 500,000 item checks were made in 1961 with the card-index wheel which records the names of all drivers required to show financial responsibility.

This branch produces a monthly suspension list giving the names of all persons whose licences are under suspension at the date of publication. This list goes to all licence issuing offices to assist issuing clerks in determining what licence applications should be rejected. The list goes to the various police departments for their use in dealing with the difficult problem of drivers who will continue to operate a motor-vehicle while under suspension. The Branch also co-operates with other motor-vehicle administrators in Canada in an endeavour to cope with the driver

who, even though suspended in one Province, which suspension prohibits him under the Criminal Code of Canada from driving anywhere in Canada, tries to obtain a licence in another Province. There have been numerous instances where drivers have done just this, and then they have come back into British Columbia with an out-of-Province driver's licence, very often operating a motor-vehicle registered elsewhere.

The following table indicates the various causes for this type of suspension and reinstatement action:—

| Offence | Drivers' Licences Suspended | Drivers' Licences Reinstated |
|---|---|---|
| Accident—careless driving | 2,055 | 1,762 |
| Accident—dangerous driving | 11 | ------ |
| No accident—dangerous driving | 9 | ------ |
| Accident—criminal negligence | 25 | 130 |
| No accident—criminal negligence | 33 | 34 |
| Accident—drunken driving | 25 | 9 |
| No accident—drunken driving | 38 | 26 |
| Accident—impaired driving | 579 | 449 |
| No accident—impaired driving | 1,796 | 1,527 |
| Accident—failing to remain at scene of accident | 458 | 224 |
| Accident—driving under suspension | 15 | 12 |
| No accident—driving under suspension | 95 | 47 |
| Accident—suspension due to accident | 1,528 | 1,187 |
| Accident—speeding | 22 | 152 |
| Accident—unsatisfied judgment | 103 | 15 |
| Conviction and judgment outside Province | 197 | 65 |
| Unsatisfactory driving record | 102 | 137 |
| Suspension by Superintendent | 177 | 74 |
| Proof of financial responsibility requested by Superintendent | ------ | 2 |
| Death by criminal negligence | 21 | 10 |
| Bodily harm by criminal negligence | 3 | ------ |
| Further or additional proof of financial responsibility | 3,994 | 3,515 |
| Totals | 11,286 | 9,377 |

*Suspension of Drivers' Licences by Court Order and Recommendations, 1961*

| | Months | | | | | | | | Years | | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Under 1 | 1 | 2 | 3 | 4 | 5 | 6 | 9 | 1 | 2 | | |
| Death by criminal negligence | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | 4 | 5 |
| Bodily harm by criminal negligence | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1 | ----- | 2 | 3 |
| Criminal negligence | 1 | 1 | 3 | 5 | 3 | ----- | 3 | 3 | 8 | 4 | 8 | 39 |
| Failing to remain at scene of accident | 5 | 30 | 29 | 45 | 2 | 5 | 43 | 8 | 12 | 5 | 3 | 187 |
| Dangerous driving | 2 | 1 | ----- | 3 | ----- | ----- | 1 | ----- | 2 | 1 | ----- | 10 |
| Driving while intoxicated | ----- | 4 | 5 | 9 | 2 | 3 | 16 | ----- | 6 | 4 | ----- | 49 |
| Driving while ability impaired | 33 | 198 | 128 | 295 | 97 | 40 | 316 | 18 | 91 | 18 | 24 | 1,258 |
| Driving while under suspension | 1 | 1 | 2 | 11 | 1 | 1 | 16 | 2 | 11 | 10 | 8 | 64 |
| Conviction and judgment outside the Province | 1 | 28 | 5 | 3 | ----- | ----- | 22 | 1 | 11 | 1 | 2 | 74 |
| Driving without due care and attention | 48 | 198 | 79 | 78 | 9 | ----- | 55 | 5 | 30 | 5 | 10 | 517 |
| Exceeding speed-limit | 39 | 109 | 30 | 39 | 4 | ----- | 15 | 2 | 7 | 1 | ----- | 246 |
| Adjudged juvenile delinquent | 1 | 1 | 3 | 24 | 3 | 3 | 24 | 1 | 5 | ----- | 4 | 69 |
| Miscellaneous | 28 | 57 | 16 | 32 | 1 | ----- | 15 | 1 | 9 | ----- | ----- | 159 |
| Totals | 159 | 628 | 300 | 544 | 122 | 52 | 526 | 41 | 193 | 50 | 65 | 2,680 |

### (*b*) Examination of Drivers

The Drivers' Examination Division conducted examinations of 113,808 persons during 1961, compared to the 1960 total of 104,613. Drivers' examinations are required of all original applicants for drivers' licences in British Columbia. The examination consists of a test of knowledge of the rules of the road, a vision and reaction test, the report of a medical practitioner when deemed advisable, and a demonstration of on-the-road driving. Due to the geographic location of some communities, it has at times been difficult to insist upon a full examination for some applicants for original drivers' licences, which has necessitated the issuance of licences restricted to limited areas of driving. The 1961 drivers' examination programme practically eliminated the situation of the issuing of licences without a complete examination. Examiners go into most communities on a regular schedule to provide a complete examination service and to minimize the delay in applicants obtaining drivers' licences.

The Motor-vehicle Branch has an objective of re-examining every driver on a five-year basis. In some communities the Branch is fairly close to that objective, but in the larger centres the spread between examinations is at least seven years. It is simply a matter of work requirements and staff available. If the Branch is going to improve this situation, it will be necessary that additional examiners be provided. The number of drivers increases annually, with its inevitable increase in work load in drivers' examinations. The re-examination programme for the over-70 drivers is in a satisfactory condition, and most drivers in this category were either re-examined in 1961 or had received attention during 1960. The Motor-vehicle Branch receives criticism from some drivers in the over-70 group because of the requirement for medical examination at the time of each driver's re-examination. They feel that if the physical examination is necessary for them, then certainly at least a good percentage of drivers of younger age should be faced with the same requirement. It is proper to point out that the Branch does require periodic medical examination of a considerably greater number of drivers under the age of 70 than of the number of drivers over that age. Examiners are trained to observe any physical difficulties. They ask certain questions of the driver, and there are numerous other ways by which this Branch learns of persons with physical problems.

The following table is a summary of the examinations given to 55,645 applicants for original drivers' licences. The table shows that 12,153 applicants failed some part of the driver's examination, but a large percentage of these did subsequently qualify by taking additional examinations. The failure rate is not high in comparison of other years, which indicates that drivers are more adequately preparing themselves for the examinations:—

## *Summary of Drivers' Original Examinations, 1961*

MALES

| | Number Examined, by Age-group | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 |
| *Applicants Passed* | | | | | | | | | | | | | | | | | | | | |
| Unrestricted | 7,487 | 73.0 | 2,740 | 75.3 | 2,130 | 77.3 | 2,591 | 73.5 | 1,220 | 66.2 | 505 | 53.1 | 82 | 31.4 | 88 | 34.8 | 41 | 27.0 | 16,884 | 71.4 |
| Restricted | 2,772 | 27.0 | 899 | 24.7 | 624 | 22.7 | 934 | 26.5 | 619 | 33.8 | 447 | 46.9 | 179 | 68.6 | 165 | 65.2 | 111 | 73.0 | 6,750 | 28.6 |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Hearing | 23 | ..... | 3 | ..... | 7 | ..... | 8 | ..... | 9 | ..... | 10 | ..... | 9 | ..... | 11 | ..... | 11 | ..... | 91 | ..... |
| Vision | 181 | ..... | 51 | ..... | 52 | ..... | 73 | ..... | 38 | ..... | 31 | ..... | 7 | ..... | 19 | ..... | 13 | ..... | 465 | ..... |
| Depth | 236 | ..... | 81 | ..... | 73 | ..... | 95 | ..... | 51 | ..... | 38 | ..... | 11 | ..... | 21 | ..... | 16 | ..... | 622 | ..... |
| Physical condition | 14 | ..... | 10 | ..... | 6 | ..... | 10 | ..... | 14 | ..... | 10 | ..... | 1 | ..... | ..... | ..... | 1 | ..... | 66 | ..... |
| Restricted to corrective lenses | 1,880 | ..... | 525 | ..... | 340 | ..... | 432 | ..... | 302 | ..... | 296 | ..... | 126 | ..... | 125 | ..... | 90 | ..... | 4,116 | ..... |
| Special restrictions | 1,274 | ..... | 375 | ..... | 280 | ..... | 472 | ..... | 319 | ..... | 185 | ..... | 66 | ..... | 59 | ..... | 50 | ..... | 5,414 | ..... |
| Total passed | 10,259 | ..... | 3,639 | ..... | 2,754 | ..... | 3,525 | ..... | 1,839 | ..... | 952 | ..... | 261 | ..... | 253 | ..... | 152 | ..... | 23,634 | ..... |
| *Failed Examinations* | | | | | | | | | | | | | | | | | | | | |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Road test | 1,961 | ..... | 513 | ..... | 368 | ..... | 504 | ..... | 343 | ..... | 267 | ..... | 47 | ..... | 69 | ..... | 34 | ..... | 4,105 | ..... |
| Written | 60 | ..... | 52 | ..... | 59 | ..... | 66 | ..... | 23 | ..... | 16 | ..... | 2 | ..... | 2 | ..... | ..... | ..... | 279 | ..... |
| Failed to complete | 465 | ..... | 179 | ..... | 104 | ..... | 111 | ..... | 82 | ..... | 58 | ..... | 8 | ..... | 5 | ..... | 6 | ..... | 1,023 | ..... |
| Vision | 13 | ..... | 4 | ..... | 7 | ..... | 4 | ..... | 8 | ..... | 3 | ..... | 1 | ..... | 1 | ..... | 3 | ..... | 42 | ..... |
| Physical condition | 6 | ..... | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 1 | ..... | 3 | ..... | 7 | ..... | 21 | ..... |
| Total failed | 2,505 | ..... | 750 | ..... | 539 | ..... | 685 | ..... | 456 | ..... | 346 | ..... | 59 | ..... | 80 | ..... | 50 | ..... | 5,470 | ..... |
| *Applicants Suspended* | | | | | | | | | | | | | | | | | | | | |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Road test | 14 | ..... | 12 | ..... | 4 | ..... | 8 | ..... | 13 | ..... | 6 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | 59 | ..... |
| Vision | 13 | ..... | 4 | ..... | 7 | ..... | 4 | ..... | 8 | ..... | 3 | ..... | 1 | ..... | 1 | ..... | 3 | ..... | 44 | ..... |
| Physical condition | 6 | ..... | 2 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 | ..... | 1 | ..... | 3 | ..... | 7 | ..... | 21 | ..... |
| Reaction | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Written | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 4 | ..... |
| Road signs | ..... | ..... | ..... | ..... | 2 | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | ..... |
| Failed to complete | 5 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 | ..... |
| Did not attend | 5 | ..... | 7 | ..... | 5 | ..... | 2 | ..... | 3 | ..... | 3 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 27 | ..... |
| Age | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Total suspended | 45 | ..... | 26 | ..... | 20 | ..... | 15 | ..... | 27 | ..... | 14 | ..... | 4 | ..... | 6 | ..... | 10 | ..... | 167 | ..... |
| Total examinations conducted | 12,764 | ..... | 4,389 | ..... | 3,293 | ..... | 4,210 | ..... | 2,295 | ..... | 1,298 | ..... | 320 | ..... | 333 | ..... | 202 | ..... | 29,104 | ..... |
| Passed | 10,259 | 80.3 | 3,639 | 82.9 | 2,754 | 83.6 | 3,525 | 83.7 | 1,839 | 80.1 | 952 | 73.3 | 261 | 81.6 | 253 | 76.0 | 152 | 75.2 | 23,634 | 81.2 |
| Failed | 2,505 | 19.7 | 750 | 17.1 | 539 | 16.4 | 685 | 16.3 | 456 | 19.9 | 346 | 26.7 | 59 | 18.4 | 80 | 24.0 | 50 | 24.8 | 5,470 | 18.8 |

ANALYSIS OF RESTRICTIONS

| Age-group | Restricted to— | | | | | | Special Restrictions | Certificate of Examination by Competent Authority | |
|---|---|---|---|---|---|---|---|---|---|
| | Corrective Lenses | Outside Rear-view Mirror | Speed | Applicable Mechanical Devices | Certain Areas | Daylight Hours Only | | Vision | Physical Condition |
| 16–20 years | 1,880 | 187 | 253 | 8 | 1 | 1 | 1,274 | 167 | 23 |
| 21–25 ,, | 525 | 56 | 90 | 2 | — | 1 | 375 | 30 | 13 |
| 26–30 ,, | 340 | 60 | 76 | 2 | 2 | 1 | 280 | 24 | 13 |
| 31–40 ,, | 432 | 93 | 96 | 7 | 1 | — | 472 | 28 | 12 |
| 41–50 ,, | 302 | 51 | 62 | 10 | — | — | 319 | 24 | 14 |
| 51–60 ,, | 296 | 39 | 44 | 8 | 2 | — | 185 | 23 | 5 |
| 61–64 ,, | 126 | 16 | 12 | — | 1 | — | 66 | 10 | 4 |
| 65–69 ,, | 125 | 30 | 23 | — | 2 | — | 59 | 5 | 6 |
| 70 years and over | 90 | 22 | 17 | 3 | 2 | — | 50 | 8 | 157 |
| Totals | 4,116 | 554 | 673 | 40 | 11 | 3 | 3,080 | 319 | 247 |

## *Summary of Drivers' Original Examinations, 1961*—Continued

FEMALES

| | Number Examined, by Age-group | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 |
| *Applicants Passed* | | | | | | | | | | | | | | | | | | | | |
| Unrestricted | 3,152 | 54.4 | 2,191 | 60.3 | 1,653 | 58.1 | 2,435 | 58.1 | 1,130 | 51.4 | 373 | 39.2 | 31 | 22.5 | 11 | 15.7 | 3 | 13.6 | 10,979 | 55.3 |
| Restricted | 2,641 | 45.6 | 1,444 | 39.7 | 1,184 | 41.9 | 1,753 | 41.9 | 1,069 | 48.6 | 603 | 61.8 | 107 | 77.5 | 59 | 84.3 | 19 | 86.4 | 8,879 | 44.7 |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Hearing | 9 | ..... | 6 | ..... | 7 | ..... | 18 | ..... | 11 | ..... | 7 | ..... | 5 | ..... | 1 | ..... | ..... | ..... | 64 | ..... |
| Vision | 63 | ..... | 43 | ..... | 48 | ..... | 51 | ..... | 30 | ..... | 11 | ..... | 3 | ..... | 2 | ..... | 1 | ..... | 252 | ..... |
| Depth | 84 | ..... | 51 | ..... | 53 | ..... | 70 | ..... | 49 | ..... | 21 | ..... | 6 | ..... | 3 | ..... | 1 | ..... | 338 | ..... |
| Physical condition | 2 | ..... | 5 | ..... | 5 | ..... | 10 | ..... | 7 | ..... | 5 | ..... | 2 | ..... | ..... | ..... | 1 | ..... | 37 | ..... |
| Restricted to corrective lenses | 1,579 | ..... | 710 | ..... | 559 | ..... | 688 | ..... | 550 | ..... | 415 | ..... | 87 | ..... | 42 | ..... | 16 | ..... | 4,646 | ..... |
| Special restrictions | 1,408 | ..... | 779 | ..... | 710 | ..... | 1,179 | ..... | 657 | ..... | 349 | ..... | 57 | ..... | 41 | ..... | 8 | ..... | 5,188 | ..... |
| Total passed | 5,793 | ..... | 3,635 | ..... | 2,837 | ..... | 4,188 | ..... | 2,199 | ..... | 976 | ..... | 138 | ..... | 70 | ..... | 22 | ..... | 19,858 | ..... |
| *Failed Examinations* | | | | | | | | | | | | | | | | | | | | |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Road test | 999 | ..... | 580 | ..... | 573 | ..... | 1,035 | ..... | 880 | ..... | 470 | ..... | 93 | ..... | 52 | ..... | 15 | ..... | 4,697 | ..... |
| Written | 12 | ..... | 16 | ..... | 11 | ..... | 10 | ..... | 9 | ..... | 8 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 67 | ..... |
| Failed to complete | 645 | ..... | 308 | ..... | 253 | ..... | 350 | ..... | 184 | ..... | 113 | ..... | 21 | ..... | 8 | ..... | 5 | ..... | 1,887 | ..... |
| Vision | 4 | ..... | 3 | ..... | 2 | ..... | 6 | ..... | 5 | ..... | 3 | ..... | ..... | ..... | 1 | ..... | 1 | ..... | 25 | ..... |
| Physical condition | 4 | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | ..... |
| Total failed | 1,664 | ..... | 908 | ..... | 841 | ..... | 1,401 | ..... | 1,078 | ..... | 594 | ..... | 114 | ..... | 62 | ..... | 21 | ..... | 6,683 | ..... |
| *Applicants Suspended* | | | | | | | | | | | | | | | | | | | | |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Road test | 5 | ..... | 10 | ..... | 4 | ..... | 13 | ..... | 7 | ..... | 5 | ..... | 4 | ..... | 3 | ..... | 1 | ..... | 52 | ..... |
| Vision | 4 | ..... | 2 | ..... | 4 | ..... | 3 | ..... | 6 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... | 21 | ..... |
| Physical condition | 3 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | ..... |
| Reaction | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Written | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Road signs | ..... | ..... | 2 | ..... | 1 | ..... | 1 | ..... | 1 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 | ..... |
| Failed to complete | 8 | ..... | 4 | ..... | ..... | ..... | 5 | ..... | ..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 21 | ..... |
| Did not attend | 6 | ..... | 3 | ..... | 2 | ..... | 3 | ..... | 2 | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 20 | ..... |
| Total suspended | 26 | ..... | 22 | ..... | 12 | ..... | 25 | ..... | 17 | ..... | 14 | ..... | 4 | ..... | 4 | ..... | 2 | ..... | 126 | ..... |
| Total examinations conducted | 7,457 | ..... | 4,543 | ..... | 3,678 | ..... | 5,589 | ..... | 3,277 | ..... | 1,570 | ..... | 252 | ..... | 132 | ..... | 43 | ..... | 26,541 | ..... |
| Passed | 5,793 | 77.7 | 3,635 | 80.0 | 2,837 | 77.1 | 4,188 | 74.9 | 2,199 | 67.1 | 976 | 62.2 | 138 | 54.8 | 70 | 53.0 | 22 | 51.0 | 19,858 | 74.8 |
| Failed | 1,664 | 22.3 | 908 | 20.0 | 841 | 22.9 | 1,401 | 25.1 | 1,078 | 32.9 | 594 | 37.8 | 114 | 45.2 | 62 | 47.0 | 21 | 49.0 | 6,683 | 25.2 |

ANALYSIS OF RESTRICTIONS

| Age-group | Restricted to— | | | | | | Special Restrictions | Certificate of Examination by Competent Authority | |
|---|---|---|---|---|---|---|---|---|---|
| | Corrective Lenses | Outside Rear-view Mirror | Speed | Applicable Mechanical Devices | Certain Areas | Daylight Hours Only | | Vision | Physical Condition |
| 16–20 years | 1,579 | 67 | 90 | 1 | — | — | 1,408 | 74 | 6 |
| 21–25 ,, | 710 | 50 | 59 | 2 | — | — | 779 | 23 | 6 |
| 26–30 ,, | 559 | 55 | 56 | 2 | — | — | 710 | 25 | 2 |
| 31–40 ,, | 688 | 73 | 79 | 8 | 1 | — | 1,179 | 21 | 8 |
| 41–50 ,, | 550 | 44 | 53 | 5 | 1 | — | 657 | 17 | 7 |
| 51–60 ,, | 415 | 19 | 21 | 3 | — | — | 349 | 22 | 3 |
| 61–64 ,, | 87 | 6 | 7 | 1 | — | — | 57 | 2 | 4 |
| 65–69 ,, | 42 | 3 | 3 | — | — | — | 41 | 3 | — |
| 70 years and over | 16 | — | 2 | — | — | — | 8 | 2 | 24 |
| Totals | 4,646 | 317 | 370 | 22 | 2 | — | 5,188 | 189 | 60 |

SUMMARY (GRAND TOTAL, 55,645)

*Passed*

| Reason | Number | Per Cent |
|---|---|---|
| Total | 43,492 | 78.2 |
| Unrestricted | 27,863 | 64.1 |
| Restricted | 15,629 | 35.9 |
| Hearing | 155 | — |
| Vision | 717 | — |
| Depth | 960 | — |
| Physical condition | 103 | — |
| Corrective lenses | 8,762 | — |
| Special restrictions | 10,602 | — |

*Applicants Suspended*

| Reason | Number | Per Cent |
|---|---|---|
| Total | 293 | — |
| Failed road test | 111 | — |
| Failed vision | 65 | — |
| Physical condition | 26 | — |
| Failed written | 5 | — |
| Failed road signs | 11 | — |
| Failed to complete | 27 | — |
| Failed to attend | 47 | — |
| Age | 1 | — |

*Failed Examinations*

| Reason | Number | Per Cent |
|---|---|---|
| Total | 12,153 | 21.8 |
| Failed road test | 8,802 | — |
| Failed written | 346 | — |
| Failed to complete | 2,910 | — |
| Failed vision | 67 | — |
| Physical condition | 28 | — |

*Re-examination of Drivers*

The following tables summarize the re-examinations conducted for 58,163 drivers in 1961. Examination failures totalled 1,793, or 3.1 per cent. Licences restricted as a result of re-examinations were 29.8 per cent of those examined. It is this aspect of the re-examination programme which is so important. Drivers, unless required to appear for re-examination, may go on for years with undetected physical deficiencies which affect driving ability and health generally. As an example, the obtaining of suitable corrective lenses for vision not only improves the person's ability to cope with the hazards of driving, but also provides a better physical condition for the driver in all his other activities. Drivers need to be continually concerned of maintaining good physical standards, and the drivers' examination programme has an important part to play in achieving this condition of awareness.

## *Summary of Drivers' Re-examinations, 1961*

MALES

| | Number Examined, by Age-group | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 |
| *Applicants Passed* | | | | | | | | | | | | | | | | | | | | |
| Unrestricted | 1,221 | 80.8 | 2,335 | 82.0 | 3,683 | 84.0 | 8,390 | 84.9 | 7,253 | 80.4 | 4,072 | 64.9 | 696 | 50.5 | 503 | 40.5 | 1,751 | 29.4 | 29,904 | 70.4 |
| Restricted | 291 | 19.2 | 514 | 18.0 | 702 | 16.0 | 1,486 | 14.0 | 1,771 | 19.6 | 2,205 | 35.1 | 681 | 49.5 | 740 | 59.5 | 4,201 | 70.6 | 12,591 | 29.6 |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Hearing | 5 | — | 3 | — | 3 | — | 38 | — | 72 | — | 96 | — | 44 | — | 54 | — | 446 | — | 761 | — |
| Vision | 25 | — | 51 | — | 78 | — | 195 | — | 250 | — | 206 | — | 59 | — | 64 | — | 404 | — | 1,332 | — |
| Depth | 33 | — | 67 | — | 102 | — | 288 | — | 273 | — | 251 | — | 72 | — | 80 | — | 566 | — | 1,732 | — |
| Physical condition | 5 | — | 8 | — | 24 | — | 50 | — | 67 | — | 48 | — | 10 | — | 13 | — | 122 | — | 347 | — |
| Restricted to corrective lenses | 224 | — | 411 | — | 560 | — | 1,148 | — | 1,369 | — | 1,860 | — | 604 | — | 639 | — | 3,033 | — | 9,848 | — |
| Special restrictions | 49 | — | 22 | — | 22 | — | 87 | — | 101 | — | 97 | — | 29 | — | 33 | — | 156 | — | 596 | — |
| Total passed | 1,512 | — | 2,849 | — | 4,385 | — | 9,876 | — | 9,024 | — | 6,277 | — | 1,377 | — | 1,243 | — | 5,952 | — | 42,495 | — |
| *Failed Examinations* | | | | | | | | | | | | | | | | | | | | |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Road test | 95 | — | 56 | — | 37 | — | 86 | — | 76 | — | 117 | — | 51 | — | 50 | — | 364 | — | 932 | — |
| Written | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Failed to complete | 46 | — | 18 | — | 13 | — | 17 | — | 8 | — | 14 | — | 3 | — | 3 | — | 20 | — | 142 | — |
| Vision | 1 | — | — | — | 3 | — | 3 | — | 7 | — | 5 | — | 5 | — | 4 | — | 37 | — | 65 | — |
| Physical condition | 6 | — | 8 | — | 5 | — | 21 | — | 15 | — | 26 | — | 6 | — | 5 | — | 88 | — | 180 | — |
| Total failed | 148 | — | 82 | — | 58 | — | 127 | — | 106 | — | 162 | — | 65 | — | 62 | — | 509 | — | 1,319 | — |
| *Applicants Suspended* | | | | | | | | | | | | | | | | | | | | |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Road test | 7 | — | 2 | — | 4 | — | 11 | — | 18 | — | 32 | — | 26 | — | 9 | — | 88 | — | 197 | — |
| Vision | 2 | — | — | — | 3 | — | 3 | — | 7 | — | 5 | — | 5 | — | 4 | — | 36 | — | 65 | — |
| Physical condition | 6 | — | 8 | — | 5 | — | 21 | — | 15 | — | 22 | — | 6 | — | 5 | — | 73 | — | 161 | — |
| Reaction | — | — | — | — | — | — | 1 | — | — | — | 1 | — | 2 | — | — | — | 8 | — | 12 | — |
| Written | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Road signs | 1 | — | — | — | — | — | 1 | — | 2 | — | 1 | — | 2 | — | — | — | 7 | — | 14 | — |
| Failed to complete | — | — | 8 | — | 4 | — | 6 | — | 4 | — | 7 | — | 3 | — | — | — | 19 | — | 51 | — |
| Did not attend | 5 | — | 48 | — | 76 | — | 137 | — | 99 | — | 83 | — | 67 | — | 27 | — | 132 | — | 674 | — |
| Total suspended | 21 | — | 66 | — | 92 | — | 180 | — | 145 | — | 151 | — | 111 | — | 45 | — | 363 | — | 1,174 | — |
| Total examinations conducted | 1,660 | — | 2,931 | — | 4,443 | — | 10,003 | — | 9,130 | — | 6,439 | — | 1,442 | — | 1,305 | — | 6,461 | — | 43,814 | — |
| Passed | 1,512 | 91.1 | 2,849 | 97.2 | 4,385 | 98.7 | 9,876 | 98.7 | 9,024 | 98.9 | 6,277 | 97.5 | 1,377 | 95.5 | 1,243 | 95.2 | 5,952 | 92.1 | 42,495 | 97.0 |
| Failed | 148 | 8.9 | 82 | 2.8 | 58 | 1.3 | 127 | 1.3 | 106 | 1.1 | 162 | 2.5 | 65 | 4.5 | 62 | 4.8 | 509 | 7.9 | 1,319 | 3.0 |

ANALYSIS OF RESTRICTIONS

| Age-group | Restricted to— | | | | | | Special Restrictions | Certificate of Examination by Competent Authority | |
|---|---|---|---|---|---|---|---|---|---|
| | Corrective Lenses | Outside Rear-view Mirror | Speed | Applicable Mechanical Devices | Certain Areas | Daylight Hours Only | | Vision | Physical Condition |
| 16–20 years | 224 | 34 | 39 | 4 | ---- | ---- | 49 | 13 | 14 |
| 21–25 ,, | 411 | 79 | 73 | 11 | ---- | ---- | 22 | 43 | 388 |
| 26–30 ,, | 560 | 81 | 121 | 16 | ---- | 1 | 22 | 41 | 60 |
| 31–40 ,, | 1,148 | 274 | 299 | 46 | 4 | 3 | 87 | 68 | 883 |
| 41–50 ,, | 1,369 | 334 | 318 | 59 | 2 | 2 | 101 | 101 | 713 |
| 51–60 ,, | 1,860 | 318 | 276 | 38 | 1 | 5 | 97 | 144 | 435 |
| 61–64 ,, | 604 | 108 | 85 | 7 | 3 | 2 | 29 | 34 | 73 |
| 65–69 ,, | 639 | 125 | 97 | 10 | 4 | 6 | 33 | 50 | 68 |
| 70 years and over | 3,033 | 1,487 | 772 | 44 | 62 | 56 | 156 | 344 | 5,680 |
| Totals | 9,848 | 2,840 | 2,080 | 235 | 76 | 75 | 596 | 838 | 8,314 |

## *Summary of Drivers' Re-examinations, 1961*—Continued

### FEMALES

| | Number Examined, by Age-group | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 |
| *Applicants Passed* | | | | | | | | | | | | | | | | | | | | |
| Unrestricted | 257 | 72.6 | 663 | 76.8 | 1,077 | 77.8 | 3,513 | 79.8 | 2,780 | 73.2 | 983 | 56.4 | 131 | 36.9 | 84 | 27.6 | 156 | 23.6 | 9,644 | 69.5 |
| Restricted | 97 | 27.4 | 200 | 23.2 | 308 | 22.2 | 890 | 20.2 | 1,020 | 26.8 | 761 | 43.6 | 224 | 63.0 | 220 | 72.4 | 506 | 76.4 | 4,226 | 30.5 |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Hearing | ..... | ..... | ..... | ..... | 1 | ..... | 16 | ..... | 21 | ..... | 16 | ..... | 8 | ..... | 14 | ..... | 30 | ..... | 106 | ..... |
| Vision | 1 | ..... | 8 | ..... | 12 | ..... | 50 | ..... | 63 | ..... | 32 | ..... | 7 | ..... | 12 | ..... | 20 | ..... | 205 | ..... |
| Depth | 3 | ..... | 9 | ..... | 14 | ..... | 66 | ..... | 70 | ..... | 31 | ..... | 11 | ..... | 14 | ..... | 31 | ..... | 249 | ..... |
| Physical condition | 4 | ..... | 4 | ..... | 6 | ..... | 12 | ..... | 8 | ..... | 5 | ..... | 1 | ..... | 3 | ..... | 12 | ..... | 59 | ..... |
| Restricted to corrective lenses | 91 | ..... | 187 | ..... | 229 | ..... | 713 | ..... | 844 | ..... | 699 | ..... | 209 | ..... | 207 | ..... | 460 | ..... | 3,639 | ..... |
| Special restrictions | 8 | ..... | 13 | ..... | 52 | ..... | 149 | ..... | 153 | ..... | 79 | ..... | 20 | ..... | 21 | ..... | 41 | ..... | 536 | ..... |
| Total passed | 354 | ..... | 863 | ..... | 1,385 | ..... | 4,403 | ..... | 3,800 | ..... | 1,744 | ..... | 355 | ..... | 304 | ..... | 662 | ..... | 13,870 | ..... |
| *Failed Examinations* | | | | | | | | | | | | | | | | | | | | |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Road test | 17 | ..... | 16 | ..... | 15 | ..... | 72 | ..... | 85 | ..... | 45 | ..... | 17 | ..... | 23 | ..... | 47 | ..... | 337 | ..... |
| Written | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Failed to complete | 18 | ..... | 19 | ..... | 13 | ..... | 25 | ..... | 20 | ..... | 11 | ..... | 4 | ..... | ..... | ..... | 1 | ..... | 111 | ..... |
| Vision | 1 | ..... | ..... | ..... | 1 | ..... | 2 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | ..... | 11 | ..... |
| Physical condition | 1 | ..... | 2 | ..... | ..... | ..... | 5 | ..... | 3 | ..... | 1 | ..... | 2 | ..... | ..... | ..... | 6 | ..... | 20 | ..... |
| Total failed | 37 | ..... | 37 | ..... | 29 | ..... | 104 | ..... | 110 | ..... | 57 | ..... | 23 | ..... | 23 | ..... | 59 | ..... | 479 | ..... |
| *Applicants Suspended* | | | | | | | | | | | | | | | | | | | | |
| Reasons— | | | | | | | | | | | | | | | | | | | | |
| Road test | 2 | ..... | 2 | ..... | 4 | ..... | 12 | ..... | 15 | ..... | 11 | ..... | 3 | ..... | 3 | ..... | 17 | ..... | 69 | ..... |
| Vision | 1 | ..... | ..... | ..... | 1 | ..... | 2 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | ..... | 11 | ..... |
| Physical condition | 1 | ..... | 2 | ..... | ..... | ..... | 5 | ..... | 3 | ..... | 1 | ..... | 2 | ..... | ..... | ..... | 6 | ..... | 20 | ..... |
| Reaction | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Written | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Road signs | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| Failed to complete | ..... | ..... | 2 | ..... | ..... | ..... | 6 | ..... | 6 | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 17 | ..... |
| Did not attend | 5 | ..... | 22 | ..... | 26 | ..... | 52 | ..... | 58 | ..... | 23 | ..... | 9 | ..... | 3 | ..... | 17 | ..... | 215 | ..... |
| Total suspended | 9 | ..... | 28 | ..... | 31 | ..... | 78 | ..... | 84 | ..... | 38 | ..... | 16 | ..... | 6 | ..... | 45 | ..... | 335 | ..... |
| Total examinations conducted | 391 | ..... | 900 | ..... | 1,414 | | 4,507 | ..... | 3,910 | ..... | 1,801 | ..... | 378 | ..... | 327 | ..... | 721 | ..... | 14,349 | ..... |
| Passed | 354 | 90.5 | 863 | 95.9 | 1,385 | 98.0 | 4,403 | 97.7 | 3,800 | 97.2 | 1,744 | 96.8 | 355 | 93.9 | 304 | 93.0 | 662 | 91.8 | 13,870 | 96.6 |
| Failed | 37 | 9.5 | 37 | 4.1 | 29 | 2.0 | 104 | 2.3 | 110 | 2.8 | 57 | 3.2 | 23 | 6.1 | 23 | 7.0 | 59 | 8.2 | 479 | 3.4 |

ANALYSIS OF RESTRICTIONS

| Age-group | Restricted to— | | | | | | Special Restrictions | Certificate of Examination by Competent Authority | |
|---|---|---|---|---|---|---|---|---|---|
| | Corrective Lenses | Outside Rear-view Mirror | Speed | Applicable Mechanical Devices | Certain Areas | Daylight Hours Only | | Vision | Physical Condition |
| 16–20 years | 91 | 1 | 5 | 2 | ---- | ---- | 8 | 2 | 2 |
| 21–25 ,, | 187 | 8 | 11 | ---- | ---- | ---- | 13 | 2 | 9 |
| 26–30 ,, | 229 | 11 | 17 | 4 | ---- | ---- | 52 | 8 | 16 |
| 31–40 ,, | 713 | 65 | 73 | 6 | ---- | ---- | 149 | 13 | 26 |
| 41–50 ,, | 844 | 85 | 88 | 5 | ---- | ---- | 153 | 24 | 30 |
| 51–60 ,, | 699 | 41 | 35 | 3 | 1 | ---- | 79 | 16 | 15 |
| 61–64 ,, | 209 | 16 | 14 | ---- | ---- | ---- | 20 | 4 | 3 |
| 65–69 ,, | 207 | 24 | 16 | 1 | 1 | ---- | 21 | 3 | 5 |
| 70 years and over | 460 | 52 | 61 | 1 | 2 | 3 | 41 | 29 | 644 |
| Totals | 3,639 | 303 | 336 | 22 | 4 | 3 | 536 | 101 | 746 |

SUMMARY (GRAND TOTAL, 58,163)

*Passed*

| Reason | Number | Per Cent |
|---|---|---|
| Total | 56,365 | 96.9 |
| Unrestricted | 39,548 | 70.2 |
| Restricted | 16,817 | 29.8 |
| Hearing | 867 | ---- |
| Vision | 1,537 | ---- |
| Depth | 1,981 | ---- |
| Physical condition | 406 | ---- |
| Corrective lenses | 13,487 | ---- |
| Special restrictions | 1,132 | ---- |

*Applicants Suspended*

| Reason | Number | Per Cent |
|---|---|---|
| Total | 1,509 | ---- |
| Failed road test | 266 | ---- |
| Failed vision | 76 | ---- |
| Physical condition | 181 | ---- |
| Failed reaction | 13 | ---- |
| Failed road signs | 16 | ---- |
| Failed to complete | 68 | ---- |
| Failed to attend | 889 | ---- |

*Failed Examinations*

| Reason | Number | Per Cent |
|---|---|---|
| Total | 1,798 | 3.1 |
| Failed road test | 1,269 | ---- |
| Failed to complete | 253 | ---- |
| Failed vision | 76 | ---- |
| Physical condition | 200 | ---- |

### (*c*) Drivers' Improvement Programme

An important step in the British Columbia system of driver's licence control is the Drivers' Improvement Programme. This programme was started in 1953 and was developed as a means of dealing with drivers who had the unfortunate habit of being continually involved in motor-vehicle accidents, or traffic offences which result in Court convictions. The Branch follows these basic steps in dealing with drivers in this category:—

(1) The record of each driver is reviewed when a report of an accident or conviction is added to the file of the driver. This involved reviewing 132,515 files during 1961. In this process a reviewing clerk notes when a record shows an accumulation of accidents or convictions, and when a certain level has been reached the clerk refers the file for adjudication. The referral to adjudication follows the first conviction in many instances if the conviction is one of a serious nature.

(2) The adjudication step is to determine what appropriate action should be taken with the erring motorist. At this step a committee of several senior employees goes over the driving records. The action decided upon may be:—

(*a*) To send a warning letter to the driver, in which he is reminded of his driving record and is informed that unless his driving habits improve he faces prospects of a driving suspension.

(*b*) The driver may be required to report for a personal interview with a member of this Branch for the purpose of a frank discussion of his driving record. The interview in many instances involves a complete re-examination of the driver.

(*c*) As a result of the adjudication, suspension notices are sent to many drivers when it is felt that this course of action is essential. It is the policy of the Branch not to suspend a licence until the licensee has had an opportunity to show cause why this should not be done. The driver may endeavour to show cause by a personal appearance, or by making a written submission, or, as frequently happens, by being represented by legal counsel.

During 1961, 2,123 interviews were conducted in our Drivers' Improvement Programme. This is a time-consuming effort, but I am satisfied it is an essential step in any programme to successfully deal with the hard core of the problem drivers. All too often these persons come for the interview with the attitude that their driving problems are not really of their own making, but rather that they are the victims of unfortunate circumstances. In most instances the complete opposite is the case, and I am satisfied our staff is making some progress in pointing it out to this group of drivers. The following table provides a brief summary of the work handled by the Drivers' Improvement Programme during 1961:—

*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 | 1,073 | 64 | 1,137 | 1,007 | 11 | 372 | 143 | 613 | 14 | 627 | 828 | 15 | 192 | 204 | 101 | 436 | 4 | 440 |
| 21–24 years | 634 | 35 | 669 | 1,113 | 6 | 375 | 197 | 380 | 10 | 390 | 787 | 6 | 253 | 223 | 130 | 417 | ---- | 417 |
| 25–30 ,, | 688 | 45 | 733 | 947 | 7 | 319 | 145 | 383 | 11 | 394 | 640 | 7 | 185 | 170 | 104 | 405 | 2 | 407 |
| 31–40 ,, | 782 | 46 | 828 | 1,003 | 11 | 251 | 126 | 346 | 13 | 359 | 605 | 8 | 158 | 121 | 75 | 480 | 8 | 488 |
| 41–50 ,, | 452 | 38 | 490 | 561 | 11 | 132 | 56 | 205 | 9 | 214 | 333 | 9 | 74 | 58 | 30 | 250 | 4 | 254 |
| 51–60 ,, | 220 | 29 | 249 | 258 | 9 | 55 | 20 | 86 | 5 | 91 | 156 | 5 | 32 | 32 | 11 | 123 | 1 | 124 |
| 61–64 ,, | 45 | 6 | 51 | 63 | ---- | 12 | 2 | 27 | ---- | 27 | 22 | ---- | 3 | 3 | 3 | 34 | ---- | 34 |
| 65–69 ,, | 37 | 3 | 40 | 20 | ---- | 3 | ---- | 9 | ---- | 9 | 13 | ---- | 1 | 4 | ---- | 14 | ---- | 14 |
| 70 years and over | 40 | 1 | 41 | 14 | 1 | 4 | 1 | 12 | ---- | 12 | 7 | ---- | ---- | 2 | 1 | 8 | ---- | 8 |
| Totals | 3,971 | 267 | 4,238 | 4,986 | 56 | 1,523 | 690 | 2,061 | 62 | 2,123 | 3,391 | 50 | 898 | 817 | 455 | 2,167 | 19 | 2,186 |

## 4. CENTRAL REGISTRY

On January 1, 1961, amendments to the *Bills of Sale Act, Conditional Sales Act,* and *Assignment of Book Accounts Act* became effective so as to provide for filing with the Registrar-General all documents created under those Acts which were given by individuals or partnerships, and all documents which concerned motor-vehicles regardless of who gave the document. This caused a change from the previous requirement of filing with the various County Court Registrars throughout the Province those documents which concerned any type of personal chattel other than motor-vehicles. The change centralized the filing of documents and eliminated the problem which previously existed of determining what registry or registries needed to be searched to learn if documents had been filed against certain chattels.

The office of the Registrar-General is called the Central Registry. An Order in Council named the Superintendent of Motor-vehicles to be the Registrar-General.

The task of placing existing documents located in the various registries into the Central Registry was handled during 1961, and by November all documents filed within the preceding three years in the various registries were taken over by the Registrar-General. This involved developing a suitable registration index to replace the handwritten ledger-type indexes used by the County Court Registrars. The punch-card equipment of the Motor-vehicle Branch was used, with the result that there is now a punch-card index record for every bill of sale, conditional sale, and assignment of book account. This method allows for speedy reference and has permitted the development of an effective programme for handling the work.

Bills of sale, conditional sales, and assignments of book accounts which are given by limited companies incorporated under the *Companies Act* are filed with the Registrar of Companies.

The Central Registry programme is the first of its type developed in Canada. It is a departure from the previous system of County Court Registries, which seemed to be very much in keeping with the methods of transportation and communications of years gone by. The fact that it is so easy now to move a chattel from one county to another complicated the problem of the determination of the legal ownership of chattels in County Court system. This was a principal reason for the establishing of a Central Registry.

The programme has attracted a great deal of interest from the registration authorities of other Provinces. It is regarded as a pilot plan and may well set the pattern for the development of more adequate registry systems for other forms of legal documents. The motor-vehicle aspect of the programme offers an effective alternate to the title-deed system used in a number of American jurisdictions. Our method offers a simple registry system with the advantage of one location to check for records of filed liens.

The following table shows the volume of business transacted in the Central Registry during 1960 and 1961. It will be noted that there has been a substantial increase. It will be also noted that the statement speaks of documents filed under the *Mechanics' Lien Act,* the *Companies Act,* and the *Co-operative Associations Act,* which for years have used the central registry principle.

*Statement of Comparison of Transactions under Provisions of Bills of Sale Act, Conditional Sales Act, Mechanics' Lien Act, Assignment of Book Accounts Act, Companies Act, and Co-operative Associations Act, 1960 and 1961.*

| | 1960 | 1961 | Increase | Decrease | Per Cent Increase | Per Cent Decrease |
|---|---|---|---|---|---|---|
| *Item* | | | | | | |
| Registrations under *Conditional Sales Act* | 54,035 | 59,690 | 5,655 | ..... | 10.46 | ..... |
| Registrations under *Bills of Sale Act* | 39,815 | 63,483 | 23,668 | ..... | 59.44 | ..... |
| Registrations under *Mechanics' Lien Act* | 4,936 | 4,399 | ..... | 537 | ..... | 1.60 |
| Registrations under *Assignment of Book Accounts Act* | ..... | 414 | 414 | ..... | 100.00 | ..... |
| Registrations under *Companies Act* | 135 | 77 | ..... | 58 | ..... | 42.96 |
| Registrations under *Co-operative Associations Act* | 2 | 1 | ..... | 1 | ..... | 50.00 |
| Releases under *Conditional Sales Act* | 554 | 584 | 30 | ..... | 5.41 | ..... |
| Releases under *Bills of Sale Act* | 1,551 | 1,701 | 150 | ..... | 9.67 | ..... |
| Documents copied, certified, etc. | 323 | 537 | 214 | ..... | 66.25 | ..... |
| Total number of items | 101,351 | 130,886 | 29,535 | ..... | 29.14 | ..... |
| *Revenue* | | | | | | |
| Value of law stamps sold | $188,438.00 | $281,798.00 | $93,360.00 | ..... | 49.54 | ..... |
| Value of law stamps attached to documents | 104,363.00 | 120,847.00 | 16,484.00 | ..... | 15.79 | ..... |
| Value of conditional sales and bills of sale search fees | 46,856.00 | 62,481.00 | 15,625.00 | ..... | 33.34 | ..... |
| Value of assignment of book account search fees | ..... | 151.00 | 151.00 | ..... | 100.00 | ..... |
| Fees under *Companies Act* | ..... | ..... | ..... | ..... | ..... | ..... |
| Fees under *Co-operative Associations Act* | ..... | ..... | ..... | ..... | ..... | ..... |
| Miscellaneous copying and certification fees | 646.00 | 1,074.00 | 428.00 | ..... | 66.25 | ..... |
| Total revenue | $340,303.00 | $466,351.00 | $162,048.00 | ..... | 53.25 | ..... |

## 5. SCHOOL BUSES

The Motor-vehicle Branch continued to exercise control over the use and operation of school buses engaged in the transportation of students to and from the public schools in the Province. The mechanical inspectors of the Royal Canadian Mounted Police and of the Motor Carrier Branch of the Public Utilities Commission continued their programme of inspection of school buses to ensure that the buses are maintained to the level of standards set by the Superintendent. Buses which do not meet the minimum standards are ruled off the road until such time as satisfactory reconditioning can be carried out. The School Boards rely upon this inspection programme to guide them in the matter of the replacement of school buses and to assist them in maintaining their fleets in good condition. The Department of Education also relies upon the inspection programme in determining that replacements are justified.

British Columbia continues to maintain a programme of strict control over school-bus drivers by insisting that they be holders of Class A chauffeurs' licences. A requisite to holding this form of licence is that the licensee must submit to frequent medical re-examinations. From time to time, holders of these licences are denied the privilege of further carrying out this type of work because of medical reasons. This is unfortunate for the driver in that it often disrupts his method of earning his livelihood, but there is no alternative when consideration is given to the responsibility which rests with these drivers in transporting our youth to and from school. The number of school buses for which permits were issued during 1961 totalled 660, compared to the 1960 total of 586.

Accident statistics for 1961 showed that there were twenty-eight accidents which involved school buses. None of these accidents resulted in loss of life. Six

of the accidents involved personal injury. It is interesting to note that the last fatal accident which involved a school bus in British Columbia was in 1959, resulting in death to one student who was crossing the highway after leaving the bus. It is very commendable and a credit to the School Boards which operate this form of transportation, and especially to the school-bus drivers, that British Columbia can speak of such a good record of school-bus transportation.

## 6. STAFF

The total staff of the Motor-vehicle Branch as of December 31, 1961, totalled 294 employees, as compared to a total staff of 293 at the same date in 1960. The permanent staff establishment was increased during 1961 from 253 to 260. The additions were approved to provide two additional employees in Central Registry and five additional employees to take care of increased work in several of the licence issuing offices and Victoria headquarters as a result of assuming functions in the collection of social services tax revenue on motor-vehicle transactions. The number of temporary employees during 1961 was reduced from forty to thirty-four.

The staff is to be highly commended in that they have been able to handle the increased volume of work without commensurate increases in staff. Again, it shows signs of initiative on their part in developing better work methods, with the resulting higher level of efficiency.

My sincere appreciation is expressed to all the staff members for their continuing loyalty to their work.

## CONCLUSION

Each year tells a story of greater use of our highways by ever-increasing numbers of drivers and motor-vehicles. The tremendous development in the highway system of our Province, which has opened up vast new areas to business and recreation, has caused a large increase in total vehicle miles travelled. All of these factors result in a greater degree of exposure to accidents for all highway-users. A major problem of the future is to provide measures which will counteract the increased exposure factor, or the alternative is to expect a rapidly increasing accident rate with its untold human suffering and enormous financial loss to our society.

The Motor-vehicle Branch will have an increasingly important part to play in developing progressive measures of driver's licence control. If we are to maintain our favoured position in the field of drivers' examinations, additional staff must be assigned to this work. The only alternative is a reduction of existing services, which are even now spread rather thinly in some areas of the Province.

The level of law enforcement on our highways must be stepped up. The conspicuous appearance of the enforcement officer is an essential deterrent to the would-be traffic violator. There is no substitute.

The many other aspects of the work of the Branch will continue to expand. I assure you every effort will be exerted to developing efficient procedures. However, our success in coping with future growth will be dependent to a very large degree on the development of new office accommodation for the Branch headquarters in Victoria. I strongly urge that an early start be made in providing a new building designed so as to enable an integrated operation of all aspects of administration of highway transportation.

My gratitude is expressed to the many persons who have assisted this Branch in its efforts. I am grateful for the assistance and advice given so readily by members of your Department. The Branch continues to enjoy a high level of liaison with the judicial and magisterial benches of the Province, and with the Crown prosecutors

and the members of the law society. The splendid co-operation of the Officer Commanding and other officers and members of the Royal Canadian Mounted Police and the chiefs, officers, and constables of the municipal police departments continues to be an important factor, without which we would have great difficulty in meeting our obligation. A special thanks to them. My sincere appreciation goes to the many organizations, at the community level and in the business field, which have continued their support of programmes dedicated to highway safety.

I have the honour to be,

Sir,

Your obedient servant,

GEORGE LINDSAY,
*Superintendent of Motor-vehicles.*

Printed by A. SUTTON, Printer to the Queen's Most Excellent Majesty
in right of the Province of British Columbia.
1963

410-962-2506