PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

MOTOR-VEHICLE BRANCH

FOR THE YEAR

1953

VICTORIA, B.C.
Printed by DON MCDIARMID, Printer to the Queen's Most Excellent Majesty
1954

To His Honour CLARENCE WALLACE, C.B.E.,
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 1953.

R. W. BONNER,
Attorney-General.

Attorney-General's Department,
Victoria, B.C., December, 1954.

Report of the Superintendent of Motor-vehicles, 1953

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 1953.

Comparative figures between the years 1952 and 1953 again show a steady increase of 8.6 per cent in the total number of motor-vehicle licenses. This increased the work volume for all departments and phases of the work in relation to the total registrations, as indicated under the following sections of this Report. This is dealt with in detail under the following headings:—

1. Licences.
2. Accidents and Convictions.
3. Driving Safety—
   (*a*) Safety Responsibility.
   (*b*) Examination of Drivers.
   (*c*) Drivers' Education.
4. Encumbrance Registry Division.
5. School Bus Regulations.
6. Staff.

1. LICENCES

During the 1953 licence-year, increases were recorded in passenger new registrations, passenger renewals, and commercial renewal licences issued. One decrease in motor-vehicle licences was recorded in commercial new registrations, being 1,036 under the 1952 total or a decrease of 8.27 per cent. Other increases and decreases in connection with the issuance of licences and permits during the 1953 licence-year, as compared to similar issuance during the 1952 licence-year, were as follows:—

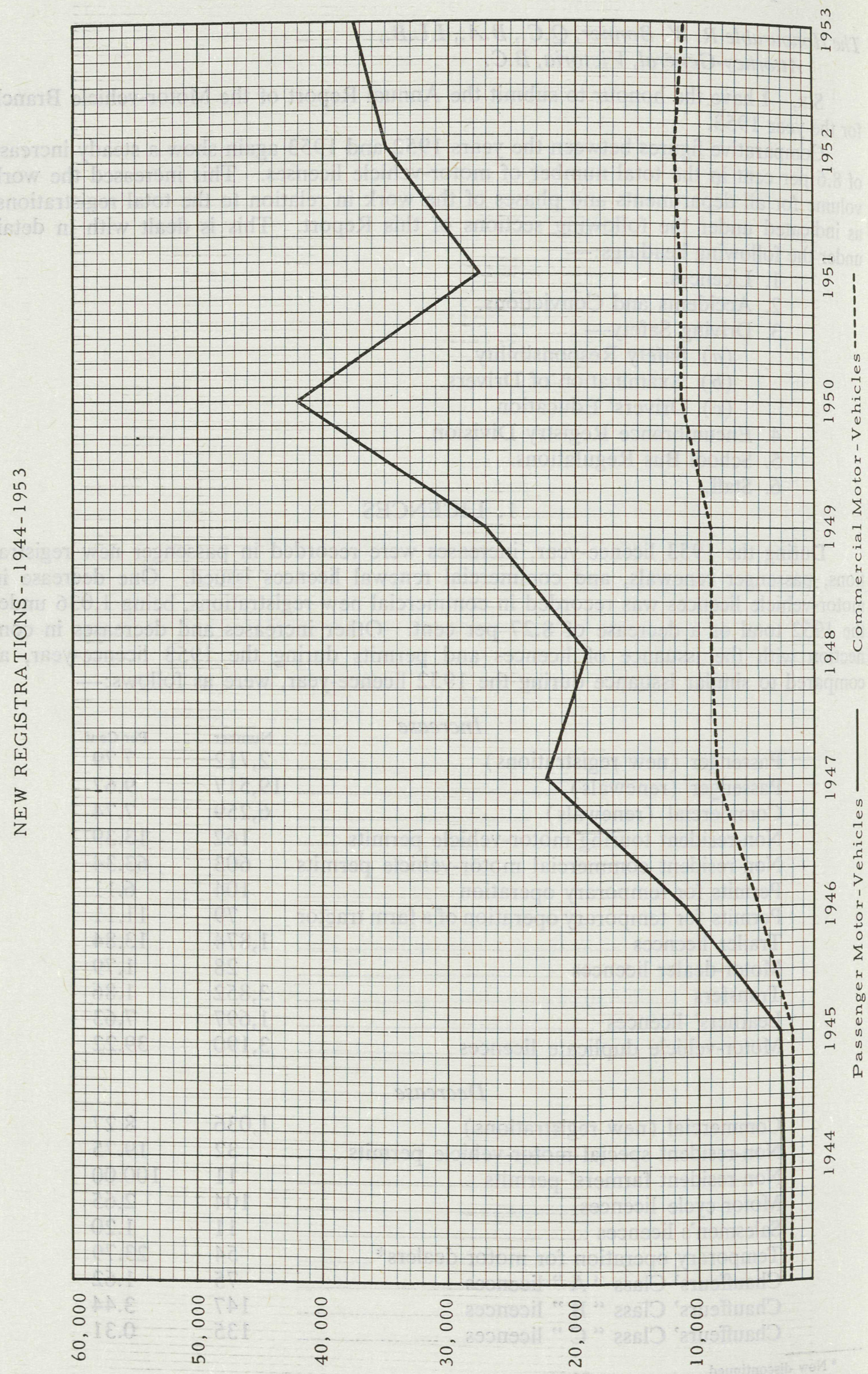
Increase

	Number	Per Cent
Passenger (new registrations)	2,712	7.79
Passenger (renewals)	19,517	9.67
Commercial (renewals)	6,259	7.74
Non-resident touring motor-vehicle permits	162	13.39
Non-resident commercial motor-vehicle permits	603	63.34
Permits for temporary operation	104	6.11
Permits for temporary operation of a farm tractor	79	11.11
Trailer licences	1,874	13.84
Motor-dealer licences	28	1.79
Transfers	3,852	1.86
Learners' licences	1,697	7.63
Motor-vehicle duplicate licences	3,190	39.22

Decrease

Commercial (new registrations)	1,036	8.27
Non-resident special motor-vehicle permits	32	19.75
Non-resident farmers' permits	11	100.00
Motor-cycle licences	104	2.65
Salesmen's licences	11	1.20
Temporary operation for motor-dealers*	54	23.79
Chauffeurs' Class " A " licences	75	1.62
Chauffeurs' Class " B " licences	147	3.44
Chauffeurs' Class " C " licences	135	0.31

* Now discontinued.


NEW REGISTRATIONS--1944-1953
60,000
50,000
40,000
30,000
20,000
10,000
1944
1945
1946
1947
1948
1949
1950
1951
1952
1953
Passenger Motor-Vehicles
Commercial Motor-Vehicles

Motor-vehicles which have been previously registered and licensed elsewhere, and brought into the Province for use here came from the following places:—

Place	Passenger		Commercial	
Alberta	2,652		908	
Saskatchewan	944		188	
Manitoba	675		94	
Ontario	2,219		285	
Quebec	289		27	
New Brunswick	53		5	
Nova Scotia	189		7	
Prince Edward Island	8		1	
Newfoundland	------		2	
Yukon	88		63	
Northwest Territories	5		1	
Total used-car registrations (Canadian)		7,122		1,581
Arizona	7		2	
Arkansas	1		4	
California	181		30	
Colorado	5		2	
Connecticut	3		------	
Delaware	1		------	
District of Columbia	3		------	
Florida	3		1	
Georgia	1		------	
Idaho	10		15	
Illinois	13		3	
Indiana	4		11	
Iowa	5		------	
Kansas	2		1	
Kentucky	3		------	
Louisiana	1		2	
Maryland	2		------	
Massachusetts	6		------	
Michigan	6		3	
Minnesota	9		2	
Missouri	6		1	
Montana	6		5	
Nebraska	2		------	
Nevada	4		3	
New Hampshire	1		------	
New Jersey	4		------	
New Mexico	1		------	
New York	24		2	
North Carolina	------		1	
North Dakota	5		------	
Ohio	4		3	
Oklahoma	3		1	
Oregon	59		24	
Pennsylvania	8		1	
South Dakota	------		1	
Tennessee	3		2	
Carried forward	396	7,122	120	1,581

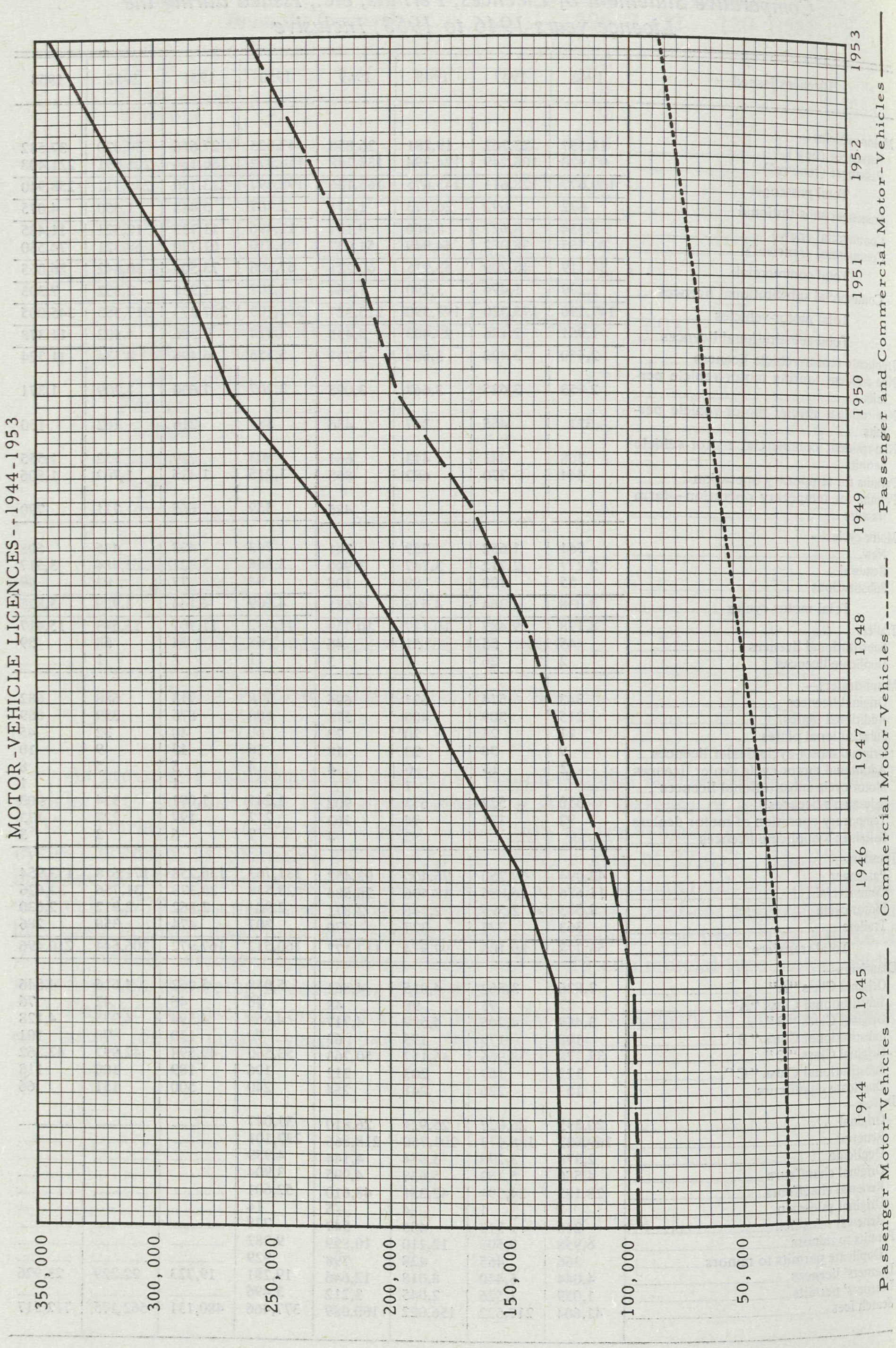
Place	Passenger		Commercial	
Brought forward	396	7,122	120	1,581
Texas	20		3	
Utah	4		----	
Virginia	2		----	
Washington	168		55	
West Virginia	2		----	
Wisconsin	3		----	
Wyoming	------		1	
Alaska	4		1	
Hawaii	4		----	
Total used-car registrations (United States)		603		180
Mexico	1		1	
Great Britain	42		1	
France	1		----	
Holland	2		1	
Germany	3		----	
Japan	1		----	
Venezuela	1		----	
Salvador	1		----	
Panama	1		----	
South Africa	1		----	
Total used-car registrations (all others)		54		3
Total used-car registrations, 1953 licence-year		7,779		1,764

As previously mentioned, the number of motor-vehicles licensed under the "Motor-vehicle Act" for the year 1953 again showed a steady increase of 8.6 per cent over 1952. During 1953 there was a total of 345,005 motor-vehicles (other than motor-cycles) licensed, as compared to 317,553 for 1952, a gain of 27,452. The 1953 total includes 37,532 passenger new registrations and 11,485 commercial new registrations, of which 7,779 passenger and 1,764 commercial type were used-car registrations which had been licensed elsewhere and brought into this Province for use. The balance of 29,753 private passenger-type motor-vehicles and 9,721 commercial-type motor-vehicles were new vehicles being licensed for the first time.

For the purpose of comparison, the following is a statement of licences, permits, etc., issued for the licence-years 1946 to 1953, inclusive:—

Comparative Statement of Licences, Permits, etc., Issued during the Licence-years 1946 to 1953, Inclusive

Licences Issued	1946	1947	1948	1949	1950	1951	1952	1953
Motor-vehicles—								
Passenger (new)	11,157	22,362	19,281	26,858	42,025	27,616	34,820	37,532
Passenger (renewal)	97,920	106,249	124,394	138,248	156,372	186,154	201,891	221,408
Total passenger	109,077	128,611	143,675	165,106	198,397	213,770	236,711	258,940
Passenger substitutional	672	692	26,113	1,471	2,707	5,448	1,650	4,075
Commercial (new)	5,334	8,627	8,966	9,184	11,496	11,733	12,521	11,485
Commercial (renewal)	32,785	38,082	44,949	51,037	55,810	61,770	68,321	74,580
Total commercial	38,119	46,709	53,915	60,221	67,306	73,503	80,842	86,065
Commercial substitutional licences	1,279	1,494	3,290	1,964	2,207	1,938	2,852	7,303
Total motor-vehicles	147,196	175,320	197,590	225,327	265,703	287,273	317,553	345,005
Total substitutional licences	1,951	2,186	29,403	3,435	4,914	7,386	4,502	11,378
Duplicate motor-vehicle licences	2,450	3,422	3,604	3,737	5,355	6,496	8,134	11,324
Non-resident touring motor-vehicle permits	2,853	3,625	3,667	3,095	2,207	1,630	1,209	1,371
Non-resident special motor-vehicle permits	321	455	347	436	383	216	162	130
Non-resident commercial motor-vehicle permits	308	441	413	661	803	719	952	1,555
Permits for temporary operation	444	770	692	855	1,215	1,475	1,702	1,806
Permits for temporary operation—farm tractors	----------	----------	----------	485	559	665	711	790
Motor-cycles—								
New	761	1,652	789	741	743	423	445	508
Renewal	2,277	2,712	3,747	3,940	3,866	3,721	3,484	3,317
Substitutions	55	100	89	108	94	77	93	49
Total motor-cycles	3,038	4,364	4,536	4,681	4,609	4,144	3,929	3,825
Trailers	8,178	9,487	10,117	10,739	11,032	11,707	13,543	15,417
Substitutional licences	45	55	51	46	68	54	58	59
Duplicate licences	2	26	7	3	11	8	1	----------
Motor-dealers—								
Original licences	343	514	621	696	718	713	688	682
Additional plates	215	309	400	578	800	876	859	889
Substitutional plates	11	25	20	22	60	40	32	45
Original motor-cycle dealer licences	9	38	23	18	16	13	9	10
Additional motor-cycle dealer licences	2	13	6	4	4	5	5	8
Motor-cycle substitutional licences	----------	----------	1	----------	----------	1	----------	1
Salesmen's licences	350	522	653	902	1,245	1,091	914	903
Temporary operation of motor-dealers	92	131	94	162	212	197	227	173
Salesmen's duplicate licences	----------	----------	2	4	7	6	2	3
Transfers—								
Passenger	42,094	69,250	76,405	93,452	131,763	136,258	171,618	173,954
Commercial	11,686	16,886	18,496	20,584	25,538	28,378	31,756	33,626
Motor-cycle	2,585	2,595	2,746	2,871	2,904	2,862	2,912	2,630
Trailers	363	375	327	270	307	474	358	286
Total transfers	56,728	89,106	97,974	117,177	160,512	167,972	206,644	210,496
Chauffeurs—								
Original Class "A"	2,826	3,562	4,015	4,861	5,048	5,062	4,616	4,546
Substitutional Class "A"	57	95	98	48	46	46	42	76
Original Class "B"	3,469	4,205	4,599	4,717	4,654	4,594	4,275	4,128
Substitutional Class "B"	108	179	175	63	70	130	78	101
Original Class "C"	32,728	38,966	46,157	50,763	53,560	49,598	42,997	42,862
Substitutional Class "C"	123	169	203	212	196	189	100	118
Duplicate chauffeurs	153	226	241	254	240	500	151	66
Drivers—								
Original	20,395	26,027	25,921	26,810	31,047	----------	----------	----------
Renewal	169,922	185,673	201,750	218,866	237,101	----------	----------	----------
Duplicate	2,378	3,299	3,654	4,144	4,939	----------	----------	----------
Original chauffeurs	4,580	5,183	5,638	4,995	3,904	----------	----------	----------
Renewal chauffeurs	28,185	34,591	42,331	48,610	52,601	----------	----------	----------
Original salesmen	3	1	4	5	14	----------	----------	----------
Renewal salesmen	215	313	408	547	778	----------	----------	----------
Permits to minors	6,958	9,503	12,210	10,829	9,282	----------	----------	----------
Duplicate permits to minors	366	465	428	798	929	----------	----------	----------
Learners' licences	4,044	6,440	8,018	12,646	19,281	19,723	22,229	23,926
Learners' permits	1,059	1,526	2,045	3,212	3,496	----------	----------	----------
Search fees	41,604	217,522	156,022	160,089	377,466	480,131	562,175	712,517


MOTOR-VEHICLE LICENCES--1944-1953
350,000
300,000
250,000
200,000
150,000
100,000
50,000
1944
1945
1946
1947
1948
1949
1950
1951
1952
1953
Passenger Motor-Vehicles
Commercial Motor-Vehicles
Passenger and Commercial Motor-Vehicles

The number of drivers' licences issued during the 1953 licence-year is not included in the aforementioned statement, due to the issuance of the five-year driver's licence, commencing on January 2nd, 1951. During 1953, however, there were 27,327 original, 14,284 renewal, and 6,992 duplicate drivers' licences issued. In addition, there were 8,612 originals, 84 renewals, and 1,395 duplicate drivers' licences issued to minors, which would expire on the applicant's twenty-first birthday. During the 1951 licence-year, licences were issued to 335,378 drivers. Original and renewal drivers' licences issued in 1952 amounted to 56,368, and in 1953 there were 50,307, making a total of 442,053 drivers' licences issued since commencement of the five-year period.

Distribution of Motor-vehicles

The following table shows a breakdown of motor-vehicle licence issuance by centres. Government offices at Terrace and Vanderhoof issued licences, etc., during the 1953 licence-year and are therefore shown for the first time. This issuance was previously included under Prince Rupert and Burns Lake respectively. The Government Agency at Greenwood was closed, and issuing at that point was taken over by the City Clerk, as a sub-office of the Grand Forks Government Agency.

The first ten offices by volume remain unchanged as compared to 1952 issuance, with the exception of Penticton and Kamloops, these two switching places. Duncan dropped to fourteenth place from eleventh, and the issuance at Prince George increased from sixteenth to thirteenth place.

Place	Passenger Motor-vehicles				Commercial Motor-vehicles				Grand Total
	Used	New	Renewal	Total	Used	New	Renewal	Total	
Vancouver	3,100	14,169	77,412	94,681	347	2,899	16,048	19,294	113,975
Victoria	960	3,022	40,980	44,962	98	1,091	12,932	14,121	59,083
New Westminster	909	3,051	29,378	33,338	209	948	7,301	8,458	41,796
Nanaimo	88	577	5,813	6,478	20	182	1,955	2,157	8,635
Chilliwack	220	677	5,352	6,249	38	301	1,958	2,297	8,546
Vernon	87	541	3,997	4,625	30	318	2,447	2,795	7,420
Kelowna	130	422	3,984	4,536	30	196	1,795	2,021	6,557
Courtenay	126	536	4,134	4,796	16	176	1,502	1,694	6,490
Kamloops	171	560	3,314	4,045	56	321	1,945	2,322	6,367
Penticton	109	601	3,744	4,454	30	226	1,538	1,794	6,248
Trail	108	602	3,979	4,689	26	166	1,236	1,428	6,117
Nelson	128	514	3,399	4,041	26	170	1,719	1,915	5,956
Prince George	181	540	2,631	3,352	82	330	2,067	2,479	5,831
Duncan	60	366	3,805	4,231	8	153	1,387	1,548	5,779
Abbotsford	103	485	3,259	3,847	35	246	1,352	1,633	5,480
Cranbrook	147	356	2,843	3,346	91	187	1,520	1,798	5,144
Pouce Coupe	326	383	1,537	2,246	276	422	1,999	2,697	4,943
Alberni	46	433	2,971	3,450	6	86	793	885	4,335
Mission	62	263	2,338	2,663	7	99	1,081	1,187	3,850
Salmon Arm	36	98	1,167	1,301	9	69	947	1,025	2,326
Quesnel	29	131	987	1,147	14	134	972	1,120	2,267
Powell River	20	121	1,446	1,587	4	42	506	552	2,139
Creston	76	123	942	1,141	26	90	797	913	2,054
Prince Rupert	36	144	1,215	1,395	14	66	576	656	2,051
Oliver	32	104	1,148	1,284	7	69	663	739	2,023
Fernie	137	124	902	1,163	66	67	491	624	1,787
Golden	88	122	662	872	48	90	714	852	1,724
Grand Forks	17	51	839	907	7	36	676	719	1,626
Smithers	28	88	657	773	13	82	680	775	1,548
Williams Lake	17	75	558	650	23	73	725	821	1,471
Burns Lake	33	83	553	669	41	88	631	760	1,429
Princeton	8	64	891	963	------	26	389	415	1,378
New Denver	14	28	556	598	2	27	433	462	1,060
Revelstoke	23	58	600	681	2	35	329	366	1,047
Terrace	19	85	375	479	6	69	391	466	945
Lillooet	18	24	482	524	6	16	300	322	846
Rossland	21	8	624	653	3	5	165	173	826
Vanderhoof	16	39	319	374	10	45	336	391	765
Ashcroft	17	32	392	441	1	25	295	321	762
Merritt	7	28	393	428	8	28	290	326	754
Clinton	10	13	222	245	4	7	276	287	532
Ganges	4	------	307	311	2	2	175	179	490
Kaslo	7	1	172	180	6	3	145	154	334
Barkerville	2	10	110	122	1	4	65	70	192
Atlin	3	1	19	23	10	6	38	54	77
Totals	7,779	29,753	221,408	258,940	1,764	9,721	74,580	86,065	345,005

Mail-order Issuance

A decrease of 4,706 or 18.9 per cent was recorded in mail-order issuance and licences at headquarters in Victoria under the 1952 issuance, no doubt due to the fact that passenger and commercial tabs were issued in place of licence plates. From the following synopsis it will also be noted that there were 13,886 passenger licences and 3,003 commercial licences issued to residents outside the Victoria area. If these were deducted from the Victoria issuance, together with Provincial Government and Department of National Defence licences, the balance of 30,003 passenger and 6,721 commercial licences would be the approximate motor-vehicle population of the Victoria area.

The following is a summary of mail-order issuance during 1953:—

1953 Mail-order Synopsis

	Vancouver	Victoria	New Westminster	Vancouver Island and Islands	Balance of Province	Out of Province	Total
Passenger plates	9,270	1,729	285	1,286	2,987	58	15,615
Provincial Government passenger plates	------	761	------	------	------	------	761
Commercial plates	1,414	262	89	498	874	128	3,265
Provincial Government commercial plates	------	2,126	------	------	------	------	2,126
Motor-cycle plates	66	39	5	35	73	1	219
Farm-tractor plates	------	1	------	9	97	------	107
Class "A" chauffeurs' licences	9	1	1	12	35	2	60
Class "B" chauffeurs' licences	2	2	------	6	17	------	27
Class "C" chauffeurs' licences	42	3	7	54	233	7	346
Drivers' licences and minors' drivers' licences	27	33	1	82	215	8	366
National Defence licences	------	1,583	------	------	------	------	1,583
National Defence motor-cycle plates	------	60	------	------	------	------	60
Trailer plates	33	23	1	18	40	15	130
Provincial Government trailer plates	------	221	------	------	------	------	221
Totals	10,863	6,844	389	2,000	4,571	219	24,886

Revenue

A total of $9,666,389.95 was collected during the 1953 licence-year for licences, permits, and fees under the " Motor-vehicle Act," excluding drivers' examinations (which is used to defray the cost of these examinations). This is an increase over 1952 collections of $824,034.14 or 9.32 per cent.

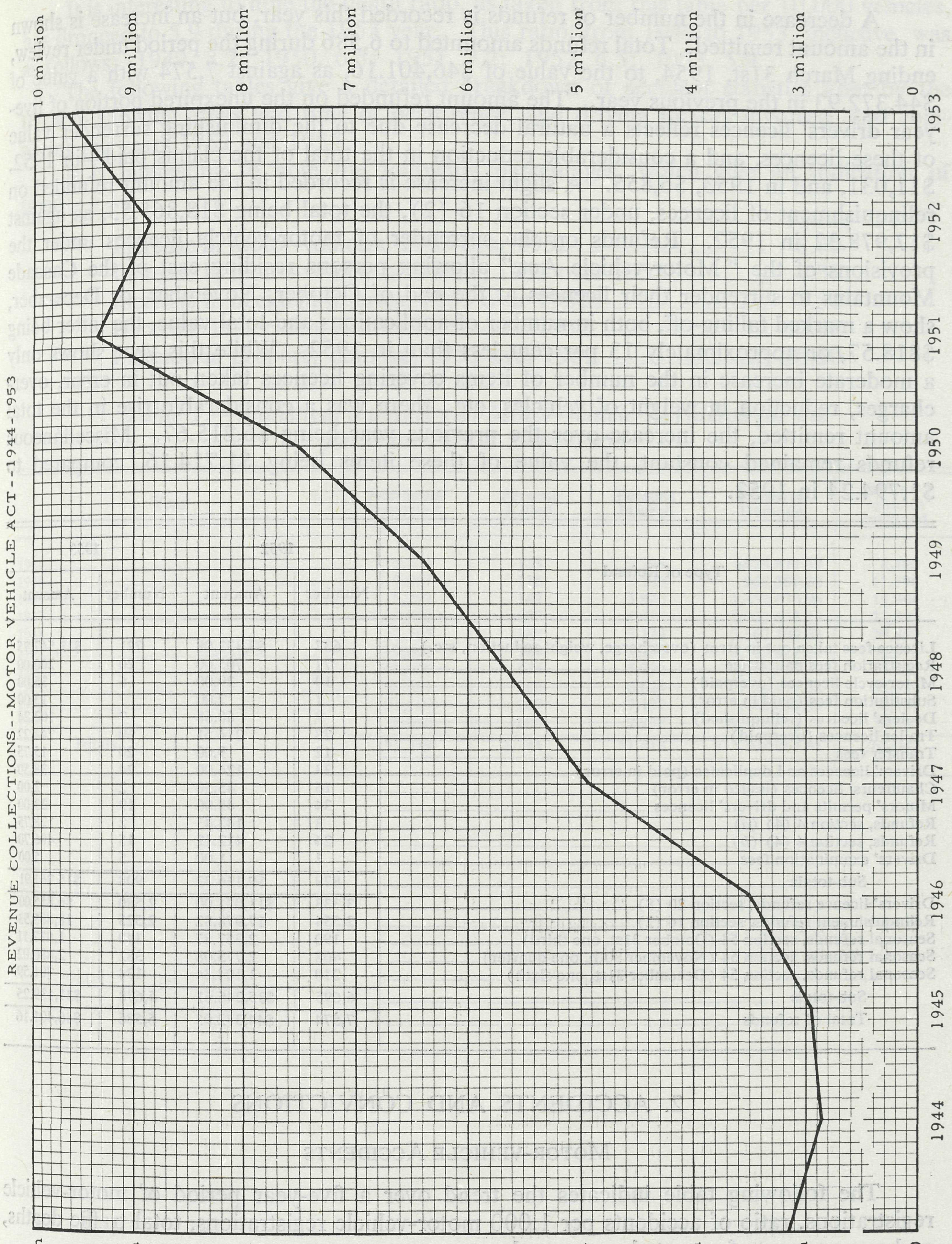
Collections through offices of this Branch amounted to 70.09 per cent of the total for an amount of $6,774,838.70. This is an increase of $458,259.60; however, there was a percentage drop of 0.5 per cent due to the taking over of the Nelson Motor Licence Office by the Government Agent at Nelson.

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

Vancouver Motor Licence Office	$3,289,903.66
Victoria Motor Licence Office	1,521,385.66
New Westminster Motor Licence Office	1,106,196.54
Chilliwack Motor Licence Office	233,094.57
Kamloops Motor Licence Office	190,342.62
Trail Motor Licence Office	176,211.33
Abbotsford Motor Licence Office	150,808.66
Mission Motor Licence Office	106,885.66
Total	$6,774,828.70

The balance of $2,891,561.25 was collected through the various Government Agencies, by their staffs, police detachments and Municipal Issuing Offices reporting through Government Agencies.

Drivers' examination fees in 1953 amounted to $82,162, which was a decrease of $11,072 under 1952.


REVENUE COLLECTIONS--MOTOR VEHICLE ACT--1944-1953
10 million
9 million
8 million
7 million
6 million
5 million
4 million
3 million
0
1944
1945
1946
1947
1948
1949
1950
1951
1952
1953

A decrease in the number of refunds is recorded this year, but an increase is shown in the amount remitted. Total refunds amounted to 6,586 during the period under review, ending March 31st, 1954, to the value of $46,401.16, as against 7,574 with a value of $44,372.93 in the previous year. The amount refunded on the unexpired portion of five-year drivers' licences reflects a natural decrease due to the diminishing surrender value of these licences, and a considerable reduction in the total of the claims paid—in 1952, $11,031, and in 1953, $6,855. A slight increase is recorded in the amount refunded on relinquishment of licences, under section 16 (2), the total being $18,865.53, as against $17,978.32 in 1952. Refunds on the surrender of motor-vehicle licences under the provisions of the "Motor-vehicle Act" allowing persons residing east of the Cascade Mountains to surrender their licences at the end of October, November, or December, show a marked falling-off, both in number of applications and total value, the latter being $818.57, or approximately 13 per cent less than in 1952. While this year shows only a moderate increase in the number of items covering licences taken out in error, over-charges, reduction in weight of vehicles, etc., there was a considerable rise in the total amount remitted, the increase over the previous year being $6,215.67. Miscellaneous refunds remained constant, the value of these items being $1,714.16, compared to $1,794.24 in 1952.

Type of Refund	1952		1953	
	Number	Amount	Number	Amount
Licence fees taken out in error (overcharge, weight reduction, etc.)	637	$7,332.08	721	$13,547.75
Registration fees paid twice	71	705.00	20	200.00
Motor-cycle licences (overpaid)	10	29.00	6	35.00
Substitution fees (paid in error)	1	2.00	7	13.00
Dealers' licences (relinquished)	9	60.68	7	102.24
Trailer licences (overpaid)	28	214.51	60	744.22
Transfer fees	12	9.00	20	15.75
Drivers' licences and duplicates (paid in error)	33	124.00	24	38.50
Chauffeurs' licences (issued in error)	16	45.50	2	2.00
Minors' permits and drivers' licences	34	48.00	19	23.00
Refunds, section 4 (4) (*a*)	3	143.43	2	128.75
Refunds, section 4 (4) (*b*)	24	412.12	15	406.70
Drivers' examination fees	1	1.00	5	5.00
Sub-totals	879	$9,126.32	908	$15,261.91
Drivers' licence refunds, section 20 (8)	3,333	$11,031.00	2,580	$6,855.00
Relinquishment refunds, section 16 (2)	2,554	17,978.32	2,525	18,865.53
Seasonal refunds, section 54 (October 31st, one-third)	190	2,357.87	149	1,837.11
Seasonal refunds, section 54 (November 30th, one-quarter)	408	2,775.08	382	2,880.02
Seasonal refunds, section 54 (December 31st, one-sixth)	210	1,104.34	134	701.59
Sub-totals	6,695	$35,246.61	5,678	$31,139.25
Total of refunds	7,574	$44,372.93	6,586	$46,401.16

2. ACCIDENTS AND CONVICTIONS

Motor-vehicle Accidents

The following table indicates the trend over a five-year period of motor-vehicle registrations, ratio of accidents per 1,000 motor-vehicle registrations, total traffic deaths, and average cost of reported property damage.

Year	Motor-vehicles Registered	Accidents per 1,000 Registered	Deaths	Average Property Damage
1949	225,327	84.60	184	$197.73
1950	265,703	67.80	175	236.66
1951	287,273	68.10	208	283.79
1952	317,553	66.70	209	304.32
1953	350,419	63.05	208	322.59

It is interesting to note the death ratio, as taken from this table per 10,000 vehicles, has dropped to 5.9 during the 1953 year. This ratio, from 1949 to 1953, inclusive, was as follows: 1949, 8.2; 1950, 6.5; 1951, 7.2; 1952, 6.5; 1953, 5.9.

The following tables give a detailed breakdown of accident statistics kept by the Branch, showing areas and time of occurrence, and driving factors involved, and comparing the years 1952 and 1953.

It is interesting to note the following percentages, which give an indication of trend:—

	Per Cent
Increase in motor-vehicles, 1953 over 1952	8.60
Increase in motor-vehicle accidents, 1953 over 1952	4.30
Increase in accident injuries, 1953 over 1952	7.50
Decrease in accident deaths, 1953 over 1952	0.48
Increase in property damage, 1953 over 1952	10.50

Table 1.—Statistical Summary of Motor-vehicle Accidents for the Ten-year Period 1944–1953

Year	Accidents Reported	Persons Killed	Persons Injured	Property Damage	Motor-vehicles Involved
1944	5,203	115	2,296	$626,474.37	8,400
1945	7,067	116	3,108	960,367.22	11,598
1946	9,792	147	3,920	1,352,670.96	15,964
1947	13,056	197	4,489	2,002,855.18	21,381
1948	17,565	182	5,133	3,167,109.53	29,852
1949	19,061	184	5,194	3,769,821.29	32,970
1950	18,029	175	5,720	4,266,784.40	31,223
1951	20,381	208	6,624	5,784,077.02	35,331
1952	21,189	209	7,197	6,448,892.19	36,757
1953	22,096	208	7,737	7,128,012.75	38,566
Totals	153,439	1,741	51,418	$35,504,064.91	262,042

Table 2.—Statistical Summary of Motor-vehicle Accidents in the Cities of the Province for the Calendar Years 1952 and 1953

Place of Occurrence	Killed			Fatal Accidents			Injured			Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Alberni	.....	1	.....	.....	1	.....	6	17	+183.30	5	10	+100.0	98	125	+27.6	58	67	+15.5	$15,628.76	$21,980.85	+27.9
Armstrong	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	.....	6	25	+316.7	3	15	+400.0	435.67	3,885.00	+791.7
Chilliwack	1	.....	—100.0	1	.....	—100.0	17	24	+41.20	12	15	+25.0	127	144	+13.4	69	77	+11.6	18,974.03	21,149.76	+11.5
Courtenay	.....	.....	.....	.....	.....	.....	20	17	—15.00	14	15	+7.1	102	112	+9.9	56	63	+12.5	13,161.72	16,344.61	+24.2
Cranbrook	.....	.....	.....	.....	.....	.....	5	4	—20.00	5	4	—20.0	64	98	+53.1	36	51	+41.7	9,067.42	16,317.17	+80.0
Cumberland	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	13	11	—15.4	8	7	—12.5	1,446.25	2,588.50	+81.7
Duncan	.....	.....	.....	.....	.....	.....	11	27	+145.40	9	20	+122.2	75	109	+45.3	45	65	+44.4	12,021.55	17,220.21	+43.2
Enderby	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	3	+100.0	8	16	+100.0	6	9	+50.0	3,474.75	2,231.95	—35.8
Fernie	.....	.....	.....	.....	.....	.....	3	7	+133.30	3	5	+66.6	28	57	+103.6	15	30	+100.0	2,873.59	7,112.64	+147.5
Grand Forks	.....	.....	.....	.....	.....	.....	3	1	—66.70	2	1	—50.0	25	17	+32.0	13	11	—15.4	2,858.00	3,763.00	+31.7
Greenwood	1	.....	—100.0	1	.....	—100.0	.....	.....	.....	.....	.....	.....	5	8	+60.0	3	4	+33.3	1,975.00	1,209.00	—38.8
Kamloops	2	1	—50.0	1	1	.....	19	23	+21.10	16	18	+12.5	219	267	+21.9	115	151	+31.3	32,622.89	37,363.90	+10.5
Kaslo	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	4	5	+25.0	2	3	+50.0	1,437.50	1,201.91	—16.4
Kelowna	.....	.....	.....	.....	.....	.....	17	41	+141.20	14	30	+114.3	133	191	+43.6	74	108	+45.9	17,081.42	27,556.74	+61.3
Kimberley	.....	1	.....	.....	1	.....	13	21	+61.50	11	17	+54.5	62	87	+40.3	36	52	+44.4	9,480.53	13,853.28	+46.1
Ladysmith	.....	.....	.....	.....	.....	.....	1	12	+1100.00	1	8	+700.0	33	42	+27.3	18	23	+27.8	4,489.72	5,905.23	+35.1
Merritt	.....	.....	.....	.....	.....	.....	.....	7	.....	.....	4	.....	12	11	—8.3	7	7	.....	1,570.00	3,400.00	+116.6
Nanaimo	1	1	.....	1	1	.....	49	48	—2.04	39	38	—2.6	456	389	—14.7	248	218	—12.1	63,848.06	61,662.06	—3.4
Nelson	1	.....	—100.0	1	.....	—100.0	9	11	+22.20	8	8	.....	59	46	+22.0	34	27	—20.6	8,955.13	7,902.50	—11.8
New Westminster	3	6	+100.0	2	5	+150.0	223	297	+33.20	175	210	+20.0	1,519	1,715	+12.9	825	913	+10.7	201,308.21	261,656.36	+30.0
North Vancouver	.....	2	.....	.....	2	.....	91	88	—3.30	66	63	—4.5	345	453	+31.3	196	246	+25.5	56,513.98	81,157.89	+43.6
Port Alberni	1	.....	—100.0	1	.....	—100.0	34	13	—61.80	23	11	—52.2	194	212	+9.3	101	115	+13.9	28,838.95	32,689.00	+13.4
Port Coquitlam	1	.....	—100.0	1	.....	—100.0	34	23	—32.40	19	15	—21.1	116	128	+10.3	70	71	+1.4	22,739.85	21,060.61	—7.4
Port Moody	2	1	—50.0	1	1	.....	29	21	—27.60	18	14	—22.2	76	78	+2.6	49	49	.....	11,992.02	15,216.17	+26.9
Prince George	3	2	—33.3	3	2	—33.3	47	58	+23.40	34	37	+8.8	310	464	+43.2	179	256	+43.0	56,814.74	86,376.53	+52.0
Prince Rupert	1	.....	—100.0	1	.....	—100.0	15	12	—20.00	13	12	—7.7	206	174	—10.7	126	98	—22.2	33,289.05	24,754.76	—25.6
Revelstoke	.....	.....	.....	.....	.....	.....	3	2	—33.30	3	2	—33.3	24	32	+33.3	14	18	+28.4	3,015.00	4,122.00	+36.7
Rossland	1	.....	—100.0	1	.....	—100.0	14	9	—35.70	10	8	—20.0	44	53	+20.5	28	32	+14.3	6,900.25	8,947.00	+29.7
Salmon Arm	.....	1	.....	.....	1	.....	7	6	—14.30	6	5	—16.6	22	26	+18.2	15	17	+13.3	2,799.50	4,213.91	+50.5
Slocan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2	.....	1	1	.....	450.00	198.00	—56.0
Trail	.....	1	.....	.....	1	.....	30	43	+43.30	25	30	+20.0	289	286	—1.0	158	157	—0.6	37,050.39	46,381.91	+25.2
Vancouver	32	43	+34.4	31	42	+35.5	2,289	2,411	+5.30	1,747	1,842	+5.4	14,905	15,383	+3.2	8,008	8,206	+2.5	1,865,926.63	2,034,716.89	+9.0
Vernon	2	1	—50.0	1	1	.....	28	39	+39.30	21	27	+28.6	232	170	—26.7	130	97	—25.4	38,866.50	26,949.26	—30.7
Victoria	5	5	.....	5	5	.....	333	346	+3.90	258	260	+0.8	1,761	2,061	+17.0	965	1,109	+14.9	206,440.17	279,655.78	+35.5
Totals	57	66	+15.8	52	64	+23.1	3,350	3,635	+8.50	2,557	2,735	+7.0	21,574	22,997	+6.6	11,711	12,373	+5.7	$2,794,347.23	$3,200,744.38	+14.5

Table 3.—Statistical Summary of Motor-vehicle Accidents in the District Municipalities of the Province for the Calendar Years 1952 and 1953

Place of Occurrence	Killed			Fatal Accidents			Injured			Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Burnaby	5	13	+160.0	5	11	+120.0	348	423	+21.6	214	280	—30.8	1,585	1,865	+17.7	859	1,005	+17.0	$265,463.36	$313,205.18	+18.0
Chilliwhack	13	.....	—100.0	8	.....	—100.0	87	85	—2.3	50	52	+4.0	264	240	—9.1	160	163	+1.9	72,094.85	53,845.80	—25.3
Coldstream	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	.....	3	5	+66.7	2	4	.....	300.00	2,575.18	+758.4
Coquitlam	2	.....	—100.0	2	.....	—100.0	34	38	+11.8	20	23	+15.0	137	231	+68.6	80	133	+66.3	22,859.54	39,712.33	+73.7
Delta	2	1	—50.0	1	1	.....	67	44	—34.3	36	25	—30.6	138	107	—22.5	93	73	—21.5	28,919.50	34,106.08	+17.9
Esquimalt	1	.....	—100.0	1	.....	—100.0	26	44	+69.2	23	28	+21.7	146	181	+24.0	83	100	+20.5	22,138.34	27,957.00	+26.3
Fraser Mills	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	10	9	—10.0	5	6	+20.0	508.00	2,700.75	+431.6
Kent	.....	.....	.....	.....	.....	.....	1	8	+700.0	1	5	+400.0	5	24	+380.0	4	17	+425.0	1,619.00	7,688.50	+374.9
Langley	2	3	+50.0	2	3	+50.0	84	72	—14.3	43	46	+7.0	306	282	—7.8	174	173	—0.6	66,131.51	68,698.46	+3.9
Maple Ridge	4	5	+25.0	3	5	+66.7	66	77	+16.7	40	49	+22.5	238	254	+6.7	153	154	+0.7	51,804.66	52,455.54	+1.3
Matsqui	1	2	+100.0	1	1	.....	66	74	+12.1	40	43	+7.5	223	263	+17.9	126	149	+18.3	46,996.34	63,532.03	+35.2
Mission	3	1	—66.7	3	1	—66.7	19	41	+115.8	10	18	+80.0	95	69	—27.4	63	42	—33.3	17,598.16	20,018.64	+13.5
North Cowichan	1	2	+100.0	1	2	+100.0	25	37	+48.0	14	20	+42.9	90	115	+27.8	59	82	+39.0	22,898.00	27,616.87	+20.6
North Vancouver	.....	1	.....	.....	1	.....	47	42	—10.6	39	30	—23.1	251	259	—3.2	144	145	+0.7	36,248.23	35,553.51	—1.9
Oak Bay	2	1	—50.0	2	1	—50.0	15	14	—6.7	9	11	+22.2	77	84	+9.1	42	47	+11.9	9,237.14	14,388.13	+55.8
Peachland	.....	.....	.....	.....	.....	.....	1	4	+300.0	1	2	+100.0	3	10	+233.3	2	8	+300.0	100.00	2,535.00	+2435.0
Penticton	2	.....	—100.0	2	.....	—100.0	39	50	+28.2	26	29	+11.6	194	192	—1.0	116	106	—8.6	32,780.21	31,854.38	—2.8
Pitt Meadows	.....	.....	.....	.....	.....	.....	10	6	—40.0	7	3	—57.1	40	21	—47.5	21	13	—38.2	9,895.45	4,385.74	—55.7
Richmond	6	2	—66.7	5	2	—60.0	96	115	+19.8	70	82	+17.1	511	501	—2.0	296	289	—2.4	82,527.79	87,014.32	+5.4
Saanich	.....	5	.....	.....	5	.....	97	106	+9.1	71	74	+4.2	364	375	+3.0	226	230	+1.8	63,442.57	72,718.86	+14.6
Salmon Arm	.....	.....	.....	.....	.....	.....	7	14	+100.0	5	9	+80.0	34	48	+41.2	21	31	+47.6	6,304.71	11,062.12	+75.5
Spallumcheen	2	2	.....	2	1	—50.0	4	7	+75.0	3	6	+100.0	28	31	+10.7	16	22	+37.5	5,018.80	10,015.00	+99.5
Surrey	1	.....	—100.0	1	.....	—100.0	40	49	+22.5	22	25	+13.6	110	129	+18.2	66	73	+10.6	27,107.39	41,674.98	+53.7
Summerland	.....	.....	.....	.....	.....	.....	12	13	+8.3	8	7	—12.5	35	45	+28.6	23	28	+21.7	8,030.28	8,527.58	+6.2
Tofino	8	11	+37.5	8	10	+25.0	356	465	+2.5	208	264	+26.9	1,451	1,929	+32.9	791	1,012	+27.9	253,914.92	354,024.81	+39.4
Tofino	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	18	16	—11.1	10	10	.....	2,381.30	3,596.56	+51.0
West Vancouver	1	3	+200.0	1	3	+200.0	49	67	+36.7	38	47	+23.7	362	370	+2.2	197	201	+2.0	49,638.22	61,411.53	+23.7
Central Saanich	.....	1	.....	.....	1	.....	8	14	+75.0	6	7	+16.6	42	27	—35.7	24	17	—29.2	6,874.15	6,796.19	—1.1
Totals	56	53	—5.4	48	48	.....	1,604	1,913	+19.3	1,004	1,188	+18.3	6,760	7,682	+13.7	3,856	4,333	+12.3	$1,212,832.42	$1,459,671.07	+20.3

Table 4.—Statistical Summary of Motor-vehicle Accidents in Village Municipalities of the Province for the Calendar Years 1952 and 1953

Place of Occurrence	Killed			Fatal Accidents			Injured			Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Abbotsford	.....	.....	.....	.....	.....	.....	2	3	+50.0	2	3	+50.0	39	36	—7.7	21	19	—9.5	$5,366.26	$4,065.14	—24.20
Alert Bay	.....	.....	.....	.....	.....	.....	5	5	.....	5	4	—20.0	17	11	—35.3	12	9	—47.1	3,015.40	803.00	—73.40
Burns Lake	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....	23	13	—43.5	14	9	—35.7	2,440.00	1,618.00	—34.50
Campbell River	.....	1	.....	.....	1	.....	15	12	—20.0	10	9	—10.0	80	73	—8.8	47	44	—6.4	18,191.20	11,758.89	—35.30
Castlegar	3	.....	—100.0	1	.....	—100.0	3	8	+166.7	2	6	+200.0	12	17	+41.7	7	13	+85.7	2,173.70	2,222.86	+2.30
Chapman Camp	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	+100.0	1	1	.....	.....	100.00	.....
Comox	.....	.....	.....	.....	.....	.....	3	.....	—100.0	3	.....	—100.0	11	7	—36.4	7	4	—42.9	2,664.00	717.00	—73.10
Cranberry Lake	.....	.....	.....	.....	.....	.....	.....	5	.....	.....	5	.....	8	11	+37.5	4	8	+100.0	665.40	715.00	+7.50
Creston	.....	.....	.....	.....	.....	.....	4	1	—75.0	3	1	—66.7	23	17	—26.1	14	10	—28.6	3,756.00	2,060.00	—45.10
Dawson Creek	.....	1	.....	.....	1	.....	5	6	+20.0	4	5	+20.0	71	72	+1.4	40	39	—2.5	9,756.50	9,125.11	—6.50
Fort St. John	.....	1	.....	.....	1	.....	1	1	.....	1	.....	—100.0	16	26	+62.5	9	14	+55.6	3,150.00	3,220.00	+2.20
Gibson	.....	.....	.....	.....	.....	.....	1	.....	—100.0	1	.....	—100.0	6	1	—83.3	4	1	—75.0	1,650.00	100.00	—93.90
Hope	.....	1	.....	.....	1	.....	.....	8	.....	.....	3	.....	17	38	+123.5	8	22	+175.0	2,479.25	4,746.00	+11.20
Lake Cowichan	.....	.....	.....	.....	.....	.....	1	3	+200.0	1	2	+100.0	9	9	.....	5	7	+40.0	1,040.00	938.00	—8.90
Lillooet	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....	8	2	—75.0	5	1	—80.0	1,780.00	557.05	—68.70
Lytton	.....	1	.....	.....	1	.....	1	.....	—100.0	1	.....	—100.0	4	1	—75.0	3	1	—66.7	1,250.00	.....	—100.00
McBride	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	.....	.....	5	.....	.....	1,302.00	.....
Mission	.....	.....	.....	.....	.....	.....	17	14	—17.6	11	10	—9.1	92	84	—8.7	52	49	—5.8	11,352.46	10,214.42	—10.02
New Denver	.....	.....	.....	.....	.....	.....	2	1	—50.0	1	1	.....	2	1	—50.0	2	1	—50.0	890.00	100.00	—88.80
North Kamloops	.....	.....	.....	.....	.....	.....	2	6	+200.0	2	5	+150.0	8	26	+225.0	5	16	+220.0	993.00	4,390.23	+342.20
Oliver	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	11	+83.3	4	6	+50.0	676.65	884.00	+30.60
Osoyoos	.....	.....	.....	.....	.....	.....	2	3	+50.0	1	3	+200.0	3	20	+566.6	2	12	+500.0	590.00	2,855.00	+383.80
Parksville	.....	.....	.....	.....	.....	.....	4	.....	+100.0	4	.....	—100.0	6	10	+66.7	5	5	.....	2,199.00	837.50	—61.90
Pouce Coupe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	5	+150.0	1	2	+100.0	225.00	300.00	+33.30
Qualicum Beach	.....	.....	.....	.....	.....	.....	4	4	.....	2	3	+50.0	23	10	—56.5	13	8	—38.5	4,693.52	2,740.56	—41.60
Quesnel	.....	.....	.....	.....	.....	.....	18	5	—72.2	11	5	—54.5	79	109	+37.97	44	60	+36.4	14,256.79	16,569.00	+16.20
Salmo	.....	.....	.....	.....	.....	.....	1	.....	—100.0	1	.....	—100.0	3	6	+100.0	2	3	+50.0	60.00	1,030.00	+1,616.60
Silverton	1	.....	—100.0	1	.....	—100.0	.....	.....	.....	.....	.....	.....	1	.....	—100.0	1	.....	—100.0	250.00	.....	—100.00
Smithers	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	.....	6	30	+400.0	3	16	+433.3	220.00	3,249.27	+1,376.90
Stewart	4	.....	—100.0	1	.....	—100.0	1	.....	—100.0	1	.....	—100.0	1	2	+100.0	1	1	.....	1,500.00	600.00	—60.00
Terrace	.....	.....	.....	.....	.....	.....	2	3	+50.0	2	2	.....	30	40	+33.3	17	22	+29.4	3,588.10	4,647.18	+29.50
Tofino	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	—100.0	2	.....	—100.0	185.00	.....	—100.00
Vanderhoof	.....	.....	.....	.....	.....	.....	1	6	+500.0	1	3	+200.0	20	25	+25.0	10	14	+40.0	2,135.00	3,078.14	+44.20
Westview	.....	.....	.....	.....	.....	.....	11	9	—18.2	7	9	+28.6	54	36	—33.3	32	22	—31.2	5,846.90	3,375.00	—42.30
Williams Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33	13	—60.6	19	7	—63.2	5,322.50	1,500.00	—71.80
Kinnaird	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	.....	2	.....	.....	210.00	.....
Marysville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	.....	.....	104.00	.....
Squamish	.....	.....	.....	.....	.....	.....	1	.....	—100.0	1	.....	—100.0	4	5	+25.0	3	3	.....	777.50	560.00	—27.97
Sidney	.....	.....	.....	.....	.....	.....	.....	7	.....	.....	4	.....	.....	36	.....	.....	21	.....	.....	5,928.44	.....
Totals	8	5	—37.5	3	5	—66.7	109	114	+4.6	80	86	+7.5	720	819	+13.8	419	478	+14.1	$115,139.13	$107,220.79	—6.90

Table 5.—Statistical Summary of Motor-vehicle Accidents in Unorganized Territory of the Province for the Calendar Years 1952 and 1953

Place of Occurrence	Killed			Fatal Accidents			Injured			Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease	1952	1953	(+) Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent			Per Cent
Ashcroft District	6	6	.....	5	4	—20.0	80	85	+6.30	45	52	+15.60	262	249	—4.9	190	178	—6.3	$90,111.26	$110,370.31	+22.50
Cariboo-Fort George District	15	8	—46.7	12	8	—33.3	198	212	+7.10	124	127	+2.40	1,031	879	—14.7	689	587	—14.8	333,051.75	295,773.83	—11.20
Chilliwack District	3	15	+400.0	3	9	+100.0	110	149	+35.50	57	70	+22.50	320	384	+20.0	214	255	+19.2	114,464.40	125,448.17	+9.60
Cranbrook District	4	7	+75.0	4	6	+50.0	129	154	+19.40	83	87	+2.40	499	525	+5.2	342	391	+7.6	133,265.14	188,270.21	+41.30
Kamloops District	11	12	+9.1	9	11	+22.2	320	308	+3.75	165	173	+4.80	1,042	1,027	—1.4	703	728	+3.6	313,111.18	348,723.98	+11.40
Nanaimo District	11	12	+9.1	9	7	—22.2	274	245	—10.60	169	157	—7.10	1,043	783	—24.9	720	560	—22.2	287,114.38	264,290.44	—7.90
Nelson District	16	7	—56.3	14	6	—57.1	362	296	—18.20	200	183	—8.50	1,175	1,071	—8.9	790	767	—2.9	373,369.22	335,309.32	—10.20
Peace River District	5	3	—40.0	5	3	—40.0	95	85	—10.50	53	42	—20.80	295	281	—4.7	208	197	—5.3	142,331.48	145,811.96	+2.40
Penticton District	8	6	—25.0	6	6	.....	230	214	—6.95	118	130	+10.20	571	561	—1.8	390	407	+4.4	167,217.78	202,381.61	+21.02
Prince Rupert District	4	1	—75.0	2	1	—50.0	70	71	+1.40	38	36	—5.30	312	293	—6.1	207	204	—1.5	99,185.35	108,242.12	+8.50
Vancouver District	.....	1	.....	.....	1	.....	74	44	+40.50	45	33	—26.70	355	274	—22.8	223	173	—22.4	63,950.45	49,892.37	—21.98
Victoria District	5	6	+20.0	5	4	—20.0	192	212	+10.40	126	125	—0.80	798	741	—7.1	527	465	—11.8	209,401.02	185,862.19	—11.24
Totals	88	84	—4.5	74	66	—10.8	2,134	2,075	—2.80	1,223	1,215	—0.65	7,703	7,068	—8.2	5,203	4,912	—5.6	$2,326,573.41	$2,360,376.51	+1.50

TABLE 6

TOTAL NUMBER OF ACCIDENTS--BY HOURS OF OCCURRENCE

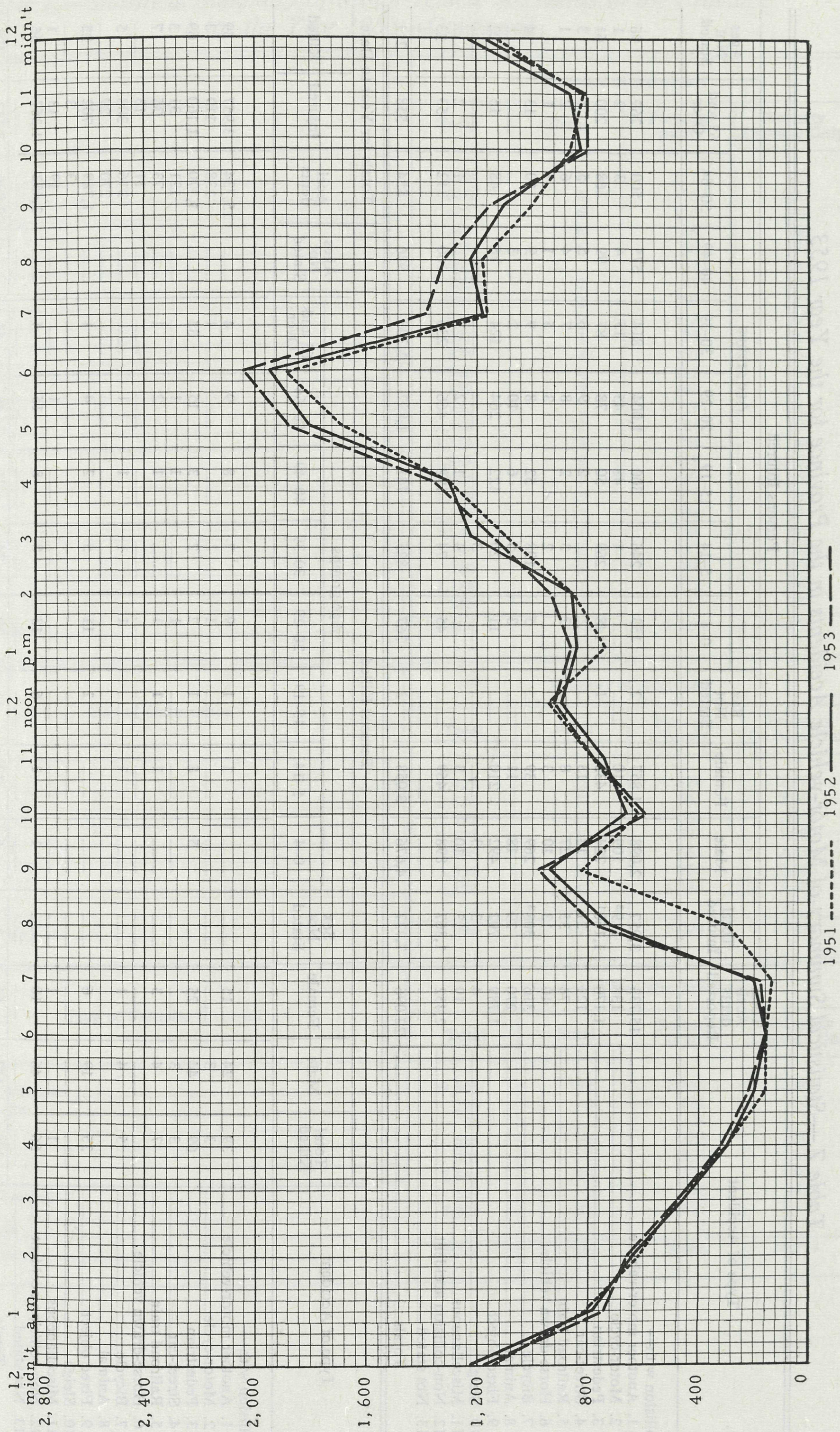


Table 7.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1953

1. Type of Accident	Total Accidents Reported	Persons Injured												
		Total Injured	Male	Female	Sex Not Stated	Age-groups								Ages Not Stated
						0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over	
Collision with—														
1. Another motor-vehicle	15,733	3,957	2,098	1,857	2	153	246	300	1,004	814	575	500	269	96
2. Motor-cycle	138	119[2]	109	10	------	------	1	48	45	15	4	3	2	1
3. Pedestrian	1,170	1,160[1]	724	435	1	148	269	50	78	87	99	168	200	61
4. Street-car	121	31	18	13	------	------	------	2	9	6	5	5	1	3
5. Railroad train	74	35	27	8	------	2	3	2	8	7	4	6	2	1
6. Horse-drawn vehicle	10	13	10	3	------	------	2	------	3	5	1	1	1	------
7. Bicycle	316	308[3]	269	39	------	5	198	52	8	9	9	10	13	4
8. Animal	270	29	18	11	------	3	5	6	10	2	3	------	------	------
9. Fixed object	1,789	702	492	210	------	11	20	122	264	124	76	48	15	22
10. Sleigh	4	3	3	------	------	------	3	------	------	------	------	------	------	------
11. Miscellaneous	19	13	10	3	------	------	4	1	2	3	------	1	2	------
12. Non-collision accident	2,452	1,367	898	469	------	45	74	198	466	236	160	112	53	23
13. Not stated	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Totals	22,096	7,737	4,676	3,058	3	367	825	781	1,897	1,308	936	854	558	211

Type of Accident	Persons Killed													Totals for Year to Date		
	Total Killed	Male	Female	Sex Not Stated	Age-groups								Ages Not Stated	Accidents	Injured	Killed
					0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over				
Collision with—																
1. Another motor-vehicle	39	24	15	------	------	1	1	9	7	8	9	4	------	15,734	3,957	39
2. Motor-cycle	3	3	------	------	------	------	------	1	1	------	------	1	------	138	119	3
3. Pedestrian	69	44	25	------	5	8	1	2	2	3	15	33	------	1,170	1,160	69
4. Street-car	3	3	------	------	------	------	------	1	------	1	1	------	------	121	31	3
5. Railroad train	7	4	3	------	------	1	1	1	------	1	2	1	------	73	35	7
6. Horse-drawn vehicle	------	------	------	------	------	------	------	------	------	------	------	------	------	11	13	------
7. Bicycle	5	4	1	------	------	1	------	1	1	1	1	------	------	316	308	5
8. Animal	------	------	------	------	------	------	------	------	------	------	------	------	------	270	29	------
9. Fixed object	25	19	6	------	------	------	2	11	5	2	4	1	------	1,789	702	25
10. Sleigh	------	------	------	------	------	------	------	------	------	------	------	------	------	3	3	------
11. Miscellaneous	1	------	1	------	------	------	------	------	------	------	1	------	------	19	13	1
12. Non-collision accident	56	46	10	------	1	1	6	13	8	8	15	4	------	2,452	1,367	56
13. Not stated	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Totals	208	147	61	------	6	12	11	39	24	24	48	44	------	22,096	7,737	208

[1] Seventy pedestrians injured and two pedestrians killed in other than pedestrian accidents.
[2] Twenty-five motor-cyclists injured and one motor-cyclist killed in other than motor-cycle accidents.
[3] Three persons not bicyclists injured in bicycle accidents. One bicyclist killed in other than a bicycle accident.

Table 7.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1953—Continued

2. Hour of Occurrence	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	742	8	211	523
1 to 2 a.m.	645	8	156	481
2 to 3 a.m.	472	6	126	340
3 to 4 a.m.	340	6	88	246
4 to 5 a.m.	235	6	66	163
5 to 6 a.m.	162	------	37	125
6 to 7 a.m.	182	2	47	133
7 to 8 a.m.	784	2	157	625
8 to 9 a.m.	971	2	172	797
9 to 10 a.m.	597	1	79	517
10 to 11 a.m.	825	4	157	664
11 to 12 m.	946	6	182	758
12 to 1 p.m.	858	7	190	661
1 to 2 p.m.	932	2	219	711
2 to 3 p.m.	1,130	12	224	894
3 to 4 p.m.	1,354	14	294	1,046
4 to 5 p.m.	1,889	9	419	1,461
5 to 6 p.m.	2,064	5	497	1,562
6 to 7 p.m.	1,374	19	375	980
7 to 8 p.m.	1,325	13	394	918
8 to 9 p.m.	1,143	10	288	845
9 to 10 p.m.	799	10	217	572
10 to 11 p.m.	884	10	254	620
11 to 12 p.m.	1,188	15	312	861
Not stated	255	6	63	186
Totals	22,096	183	5,224	16,689

3. Day of Occurrence	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	3,427	28	924	2,475
2. Monday	2,638	17	565	2,056
3. Tuesday	2,597	25	558	2,014
4. Wednesday	2,573	20	571	1,982
5. Thursday	2,906	14	662	2,230
6. Friday	3,354	36	758	2,560
7. Saturday	4,599	43	1,185	3,371
8. Not stated	2	------	1	1
Totals	22,096	183	5,224	16,689

4. Type of Vehicles Involved	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	29,801	157	6,183	23,461
2. Motor-cycle	224	5	181	38
3. Stage	96	------	24	72
4. Taxi	636	1	128	507
5. Bus	803	5	216	582
6. Delivery	2,664	16	578	2,070
7. " Drive Yourself "	527	2	96	429
8. Truck	3,809	38	658	3,113
9. Not stated	6	1	2	3
Totals	38,566	225	8,066	30,275

Table 7.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1953—Continued

5. Railroad Crossings	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Gates not down	6	------	3	3
2. Guarded crossing—man on duty	4	------	2	2
3. Automatic signal	33	2	8	23
4. Unguarded crossing	55	5	18	32
5. Driver disregarded signal	1	------	------	1
6. Signal not given	6	1	------	5
7. Not stated	------	------	------	------
Totals	105	8	31	66

6. Drivers Involved, Description of	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	35,496	207	7,438	27,851
2. Female	2,948	14	618	2,316
3. Not stated	122	4	10	108
Totals	38,566	225	8,066	30,275

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years	3,839	24	859	2,956
2. 21 to 30 years	12,326	67	2,639	9,620
3. 31 to 40 years	9,985	53	2,091	7,841
4. 41 to 50 years	6,570	29	1,299	5,242
5. 51 to 60 years	3,369	22	693	2,654
6. 61 to 64 years	918	9	180	729
7. 65 years and over	1,457	18	296	1,143

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	436	3	101	332
2. 3 to 6 months	222	1	42	179
3. 6 to 12 months	532	4	110	418
4. 1 to 4 years	6,672	28	1,504	5,140
5. 5 years and over	29,849	139	6,116	23,594
6. Not stated	855	50	193	612

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Intoxicated	368	2	102	264
2. Physical defect	91	1	24	66
3. Extreme fatigue	372	5	127	240
4. Normal	35,438	164	7,320	27,954
5. Other	11	------	3	8
6. Not stated	2,286	53	490	1,743

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia	36,623	188	7,579	28,856
2. Unlicensed	336	10	97	229
3. Non-resident	1,309	15	328	966
4. Not stated	298	12	62	224

Table 7.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1953—Continued

7. Action of Driver Contributing to Accident	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Reckless driving	590	5	142	443
2. Exceeding speed-limit	629	5	153	471
3. On wrong side of road	989	10	210	769
4. Did not have right-of-way	1,803	2	373	1,428
5. Cutting in	469	------	36	433
6. Passing standing street-car	73	------	18	55
7. Passing on curve or hill	388	3	63	322
8. Passing on wrong side	127	1	7	119
9. Failing to signal	762	3	86	673
10. Cutting left corner	354	------	79	275
11. Car ran away	466	5	105	356
12. Through street—did not stop	687	1	189	497
13. Driving off roadway	1,882	27	574	1,281
14. Driving through safety-zone	27	------	10	17
15. Car standing in roadway	1,827	1	309	1,517
16. Hit and run	145	------	19	126
17. Passing at intersection	622	1	142	479
18. Following too close	1,680	2	215	1,463
19. Railroad—did not stop	71	4	19	48
20. Pulling out from curb	737	------	50	687
Totals	14,328	70	2,799	11,459

8. Amount of property damage for period covered by this report, $7,128,012.75.

9. Pedestrians Involved, Actions of	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Getting on or off a street-car	9	------	9
2. Getting on or off another vehicle	14	------	14
3. Crossing at intersection with signal	104	1	103
4. Crossing at intersection against signal	49	2	47
5. Crossing at intersection—no signal	236	7	229
6. Standing on safety-isle	3	------	3
7. In street—not at intersection	167	13	154
8. Working on car or roadway	10	------	10
9. Riding or hitching on vehicle	13	------	13
10. Not on roadway	15	1	14
11. Walking on or along highway	73	7	66
12. Playing in street	62	1	61
13. Crossing street diagonally	83	5	78
14. Coming from behind vehicle	138	3	135
15. Not known	325	31	294
Totals	1,301	71	1,230

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Intoxicated	87	4	83
2. Physical defect	19	4	15
3. Confused by traffic	36	3	33
4. View obstructed	47	------	47
5. Careless	343	13	330
6. Normal	291	3	288
7. Not stated	478	44	434
Totals	1,301	71	1,230

Table 7.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1953—Continued

10. Classification of Victims	Number of Victims		
	Total	Fatal	Personal Injury
1. Drivers	2,257	55	2,202
2. Passengers	3,908	69	3,839
3. Pedestrians	1,301[1]	71	1,230
4. Others (persons in horse-drawn vehicles, etc.)	14	------	14
5. Bicyclists	311[3]	6	305
6. Motor-cycle drivers	126[2]	4	122
7. Motor-cycle passengers	24	------	24
8. Not stated	4	3	1
Totals	7,945	208	7,737

[1] Seventy pedestrians injured and two pedestrians killed in other than pedestrian accidents.
[2] Twenty-five motor-cyclists injured and one motor-cyclist killed in other than motor-cycle accidents.
[3] Three persons not bicyclists injured in bicycle accidents. One bicyclist killed in other than a bicycle accident.

11. Nature of Injuries	Number of Victims		
	Total	Fatal	Personal Injury
1. Fractured skull	122	63	59
2. Fractured spine	26	1	25
3. Other fractures	950	55	895
4. Concussion of brain	74	1	73
5. Severe general shock with bruises and cuts	44	27	17
6. Slight shock and shake-up	6,232	5	6,227
7. Internal injuries	75	39	36
8. Other injuries (sprains, dislocations, etc.)	381	------	381
9. Cuts by glass (only)	11	------	11
10. Drowned	11	11	------
11. Burned	5	1	4
12. Asphyxiated	4	4	------
13. Not stated	10	1	9
Totals	7,945	208	7,737

12. Light Conditions	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	12,070	74	2,625	9,371
2. Dusk	1,648	8	377	1,263
3. Artificial light—good	2,052	9	485	1,558
4. Artificial light—poor	894	20	292	582
5. Darkness	4,897	63	1,328	3,506
6. Not stated	535	9	117	409
Totals	22,096	183	5,224	16,689

13. Condition of Vehicles Involved	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Brakes defective	597	6	128	463
2. Steering-gear defective	207	------	73	134
3. Other defects	117	1	21	95
4. Glaring head-lights	46	1	13	32
5. Head-light out (one light)	34	------	10	24
6. Head-lights out (both)	99	------	24	75
7. Head-lights dim	205	5	59	141
8. Tail-light out or obscured	57	------	15	42
9. No chains (slippery road)	853	1	123	729
10. Puncture or blow-out	197	1	41	155
11. Apparently good	32,560	183	6,769	25,608
12. Not stated	3,594	27	790	2,777
Totals	38,566	225	8,066	30,275

Table 7.—Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1953—Continued

14. Direction of Travel	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	22,512	154	5,154	–17,204
2. Turning right	2,700	17	532	2,151
3. Turning left	4,707	22	1,039	3,646
4. Backing	922	3	74	845
5. Parked or standing still	4,589	10	639	3,940
6. Slowing down or stopping	1,223	1	200	1,022
7. Skidding	731	5	137	589
8. Not stated	1,182	13	291	878
Totals	38,566	225	8,066	30,275

15. Road Surface	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	11,145	100	2,814	8,231
2. Wet surface	7,460	56	1,722	5,682
3. Muddy surface	209	-------	33	176
4. Snowy surface	775	4	116	655
5. Icy surface	1,083	8	176	899
6. Loose sand or gravel	813	5	201	607
7. Not stated	611	10	162	439
Totals	22,096	183	5,224	16,689

16. Road Condition	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Defect in roadway	296	4	68	224
2. Road under repair	235	1	53	181
3. Obstruction in road	287	1	64	222
4. Normal	18,420	152	4,397	13,871
5. Other	628	3	140	485
6. Not stated	2,230	22	502	1,706
Totals	22,096	183	5,224	16,689

17. Type of Road	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Concrete	1,900	12	399	1,489
2. Asphalt	16,421	127	4,067	12,227
3. Gravel	2,463	28	509	1,926
4. Earth	479	4	85	390
5. Brick or cobble	196	1	41	154
6. Not stated	637	11	123	503
Totals	22,096	183	5,224	16,689

18. Weather Conditions	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear	11,174	90	2,710	8,374
2. Cloudy	3,863	31	928	2,904
3. Fog or mist	617	8	148	461
4. Rain	5,293	39	1,191	4,063
5. Snow	510	2	89	419
6. Smoke or dust	70	1	21	48
7. Not stated	569	12	137	420
Totals	22,096	183	5,224	16,689

Convictions

The number of convictions reported under the provisions of the "Motor-vehicle Act" and regulations, and under section 285 of the Criminal Code of Canada, totalled 26,909, an increase of 1,097 or 4.24 per cent over 1952.

Of these convictions, 3,735 or 13.88 per cent were for violations under the Criminal Code of Canada; 20,926 or 77.76 per cent were for violations of the "Motor-vehicle Act"; and 2,248 or 8.35 per cent for infractions of the regulations pursuant to the "Motor-vehicle Act."

It is interesting to note that since the 1951 amendment to the Criminal Code, section 285 (*a*), there has been a steady increase under this section to 2,490 convictions for the year 1953. On the other hand, convictions under section 285 (4) have decreased to 85, and driving to the common danger, section 285 (6), shows a decrease from 1,445 in 1950 to 531 in 1953.

A comparative table showing the various types of convictions under the "Motor-vehicle Act" and regulations and the Criminal Code of Canada during the years 1950 to 1953 is set forth hereunder:—

Convictions under "Motor-vehicle Act" and Section 285, Criminal Code, 1950–53

Offences	1950	1951	1952	1953
Under Criminal Code of Canada—				
Driving a motor-vehicle while ability impaired by alcohol, sec. 285 (4*a*)	------	155	1,748	2,490
Driving while driver's licence under suspension, sec. 285 (8)	134	163	224	297
Failing to stop after accident, sec. 285 (2)	203	240	264	246
Unlawfully taking a motor-vehicle without consent of owner, sec. 285 (3)	123	97	103	86
Driving motor-vehicle while intoxicated, sec. 285 (4)	265	509	136	85
Driving to common danger, sec. 285 (6)	1,445	1,310	801	531
Operating a motor-vehicle with apparatus for making a smoke-screen, sec. 285 (5)	------	------	------	------
Under "Motor-vehicle Act"—				
Careless driving, sec. 57	746	1,539	2,077	2,770
Exceeding maximum speed-limit, sec. 58	5,354	6,159	7,639	7,776
Exceeding speed-limit indicated by "speed" signs, sec. 63	2,093	2,013	2,319	2,889
Failing to obtain, or to display, motor-vehicle licence or permit as required, secs. 69, 10, 8, 9, 4	482	368	876	986
Exceeding speed-limit passing schools and playgrounds, sec. 62	3,781	1,748	3,241	2,522
Operating without driver's licence or failing to produce same, secs. 20, 21, 85, 23	1,610	2,241	2,716	2,536
Operating motor-vehicle without minor's permit, sec. 22	27	4	2	1
Using licence belonging to another, refusing to show licence, etc., sec. 68	15	35	32	45
Making false statement, permitting another to use licence, etc., sec. 67	19	19	35	46
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 20 (6)	153	309	644	813
Driving motor-vehicle as chauffeur without chauffeur's licence or permit, secs. 24, 26, 31	67	95	132	143
Misuse of dealer's plates, etc., sec. 35	41	29	20	18
Operating with "D" plates without salesman's licence or permit, etc., secs. 38, 39, 40, 41	35	22	16	22
Operating as dealer without licence, sec. 32	------	------	1	4
Permitting person not properly licensed to drive motor-vehicle, etc., secs. 35, 80, 84, 79	8	14	15	33
Letting motor-vehicles for hire without complying with requirements, sec. 46	------	1	2	------
Employing unlicensed chauffeur, sec. 30	43	53	48	85
Failing to transfer motor-vehicle, etc., sec. 14	9	13	4	4
Failing to report change in motor-vehicle, sec. 12	2	------	1	2
Failing to notify *re* change of address, secs. 11, 20 (9)	6	3	17	33
Altering number-plates and using fictitious plates, sec. 71	2	------	2	1
Failing to report an accident, etc., sec. 65	151	136	136	131
Failing to register as a tourist, sec. 17	2	2	------	1
Failing to stop at railroad crossing, sec. 60 (2)	35	7	22	16
Failing to stop on approach of fire and police patrol, sec. 61	26	21	37	27
Failing to take necessary precautions *re* street-cars, sec. 60	35	2	------	------
Failing to notify of removal or destruction of motor-vehicle, sec. 16 (1)	------	------	------	------
Operating motor-cycle with person in front of driver, sec. 45	------	------	1	------
Transporting animals unprotected, sec. 69 (*b*)	4	------	------	------
Failing to stop on request of police or state proper name, sec. 70	11	9	5	8
Failing to surrender licence on suspension, sec. 109	1	1	1	4
Removing or releasing impounded vehicle without authority, sec. 110	------	2	3	9
Producing invalid financial-liability card, etc., sec. 112	2	------	4	1
Regulations under "Motor-vehicle Act"—				
Failing to display number-plates unobstructed, clean, etc., Reg. 3 (*a*)	23	53	124	245
Driving without head-lights or improper head-lights, Reg. 3 (*b*), 3 (*c*)	206	202	281	320
Driving without tail-light, Reg. 3 (*d*)	286	227	361	342
Driving over-width motor-vehicle without clearance-lights, Reg. 3 (*e*)	18	42	64	35
Driving motor-vehicle with defective brakes, Reg. 3 (*g*)	71	68	77	145
Driving motor-vehicle with defective horn, Reg. 3 (*h*)	27	28	13	24
Driving motor-vehicle without muffler, Reg. 3 (*i*)	108	186	274	229
Failing to give required signals on turning or stopping, Reg. 3 (*j*)	1,246	850	1,225	846
Driving with windshield obstructed, Reg. 3 (*l*), 3 (*k*)	3	17	26	9
Driving motor-vehicle without windshield wiper, Reg. 3 (*m*)	4	8	3	7
Driving motor-vehicle without rear-view mirror, Reg. 3 (*p*)	15	22	6	14
Driving motor-vehicle without flag or light at end of load, Reg. 3 (*q*)	16	7	26	14
Replacing glass other than with safety glass, Reg. 3 (*n*)	16	3	1	1
Operating motor-vehicle with improperly mounted or unauthorized fog, spot, or auxiliary lights, Reg. 3 (*f*)	3	2	1	2
Failing to have proper connection between motor-vehicle and trailer, Reg. 3 (*r*)	3	4	2	9
Operating defective motor-vehicle after ordered off road, Reg. 13	------	1	------	------
Failing to sign driver's licence, Reg. 6	------	2	1	6
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, Reg. 9	------	1	3	------
Letting of motor-vehicles without approved and properly adjusted governors, Reg. 20	------	2	------	------
Failing to submit motor-vehicle for inspection and testing, Reg. 12	------	1	------	------
Driving motor-vehicle with fixture or load which obscures view of highway, Reg. 3 (*o*)	------	1	------	------
Totals	18,975	19,046	25,812	26,909

3. DRIVING SAFETY

(*a*) Safety Responsibility

A decrease in the total number of British Columbia financial-responsibility insurance certificates filed by the Safety Responsibility Division during 1953 is indicative of the more stringent requirements demanded by insurance companies of clients before automobile insurance policies are issued. Also indicated is the fact that insurance companies are not cancelling present filings but are permitting certificates to remain on file, providing the assureds renew their policies each year or retain in their possession the motor-vehicles for which the certificates were filed, and that they do not become involved in further motor-vehicle accidents or convictions for driving infractions.

A total of 16,247 certificates were received in 1953, as compared with 20,186 certificates in 1952, this being a decrease of 19.51 per cent. Of this total, 14,868 certificates were accepted and filed, and, in comparison with 1952 when 17,497 certificates were filed, shows a decrease of 15.02 per cent.

Out of the total number of certificates received, 1,379 were rejected and returned to insurance companies concerned as incorrect. This represents 8.48 per cent of the total, which, in itself, is 48.43 per cent lower than the number of certificates returned in 1952, when 2,690 were found unacceptable. During 1952, 13.32 per cent of the total number of certificates were rejected and therefore the decrease in this phase of the work reflects favourably upon insurance companies who are taking greater care to ascertain that their information is correct before forwarding the certificates to the Motor-vehicle Branch.

An increase in the number of cancellations was experienced in 1953 when some 16,015 requests for cancellations were received, in comparison with 15,767 in 1952. This increase of 1.57 per cent is, no doubt, a result of the increased number of persons who were released from the obligation of filing proof of financial responsibility and to the wealth of information made available from the records of the Motor-vehicle Branch of those persons known as "accident and infraction repeaters."

A summary of the certificates filed and cancelled is shown hereunder:—

Comparison of Financial-responsibility Certificates Received, Filed, and Cancelled in 1952 and 1953

	1952	1953	Increase	Decrease	Per Cent
Total number of certificates received	20,186	16,247	----	3,939	19.51
Total number of certificates filed	17,497	14,868	----	2,629	15.02
Total number of certificates returned	2,690	1,379	----	1,311	48.43
Owner's policy certificates and garage and sales-agency certificates filed	11,643	11,177	----	466	4.00
Driver's policy certificates filed	3,187	1,475	----	1,712	53.71
Owner's policy certificates filed (public and limited)	2,667	2,216	----	451	16.91
Certificate cancellations	15,767	16,015	248	----	1.57

During 1953, 165 financial-responsibility cards were issued to corporations who had filed a bond or who had been issued certificates by the Superintendent of Insurance that such a corporation maintained sufficient funds to satisfy third-party liability claims. This figure represents an increase of 15.38 per cent over that of 1952 when 143 cards were applied for and were issued by this Division.

The ever-increasing number of licence suspensions in this Province has made it necessary to add two more card-index wheels to make available pertinent information relating to persons whose licences are under suspension or who are required to give proof of financial responsibility. Ten card-index wheels, with a capacity of 4,500 cards per unit, are now in operation and are constantly referred to for the checking of all new registrations for motor-vehicle licences, notices of transfer of motor-vehicles, original drivers' licences, and general correspondence. Approximately 750,000 individual checks were made during 1953.

During 1953, 8,645 drivers' licences were suspended under the financial-responsibility sections of the "Motor-vehicle Act." This figure is 8.14 per cent higher than that of 1952, when 7,994 drivers' licences were suspended. The increase of drivers' licences reinstated due to the giving of proof of financial responsibility was 3.66 per cent higher than in 1952. A total of 6,464 drivers' licences were reinstated, as compared with 6,236 in 1952. The suspension of motor-vehicle licences increased 28.78 per cent in 1953 over 1952 to 9,927, and reinstatements showed an increase of 13.64 per cent over 1952, when a total of 6,563 motor-vehicle licences were returned.

A total of 314 drivers satisfied the requirements of Part II of the "Motor-vehicle Act" before suspensions became effective, after they had been convicted of a driving offence or involved in motor-vehicle accidents. This total is not included in the number of licences suspended.

The following tables given full information in this regard:—

Drivers' Licences Suspended and Reinstated under the Safety Responsibility Sections of the "Motor-vehicle Act" during 1952 and 1953

Reason	Suspended				Reinstated			
	1952	1953	Increase	Decrease	1952	1953	Increase	Decrease
			Per Cent	Per Cent			Per Cent	Per Cent
Driving to common danger or reckless driving—								
Accident resulting	311	72	------	76.85	422	108	------	74.40
Without accident	699	390	------	44.20	622	520	------	16.39
Taking motor-vehicle without owner's consent—								
Accident resulting	5	------	------	------	2	------	------	------
Without accident	76	58	------	23.68	24	41	70.83	------
Driving or in charge of a motor-vehicle while intoxicated or impaired—								
Accident resulting	289	184	------	36.33	137	150	9.49	------
Without accident	992	1,548	57.05	------	592	1,029	73.81	------
Driving while driver's licence under suspension—								
Accident resulting	------	------	------	------	------	1	------	------
Without accident	17	20	------	17.65	5	13	160.00	------
Involved in reportable accident and having no financial-responsibility coverage	1,157	1,640	41.75	------	796	1,022	28.39	------
Involved in reportable accident and having no financial-responsibility coverage (owner not driver)	515	570	10.68	------	325	370	13.84	------
Failing to remain at or return to the scene of accident	161	152	------	5.53	125	133	6.40	------
Exceeding the speed-limit	9	7	------	22.22	11	6	------	45.45
Involved in reportable motor-vehicle accident while driving without driver's licence	156	129	------	17.31	70	68	------	2.85
Involved in reportable motor-vehicle accident while driving without chauffeur's licence	7	12	71.43	------	4	9	125.00	------
Involved in reportable motor-vehicle accident and failing to submit accident report	97	51	------	47.42	90	45	------	50.00
Unsatisfactory driving record	------	6	------	------	------	1	------	------
Failing to pay judgment	8	19	137.50	------	14	6	------	57.14
Judgment and conviction outside Province	67	59	------	11.94	28	34	21.43	------
Manslaughter	3	2	------	33.33	2	1	------	50.00
No further proof of financial responsibility given upon expiration of proof previously given	3,349	3,673	9.67	------	2,931	2,918	------	0.44
Adjudged juvenile delinquent	77	53	------	31.17	36	30	------	16.66
Totals	7,994	8,645	8.14	------	6,236	6,464	3.66	------

Motor-vehicle Licences Suspended and Reinstated under the Safety Responsibility Sections of the "Motor-vehicle Act" during 1952 and 1953

Reason	Suspended				Reinstated			
	1952	1953	Increase	Decrease	1952	1953	Increase	Decrease
			Per Cent	Per Cent			Per Cent	Per Cent
Driving to common danger or reckless driving—								
Accident resulting	280	54	------	80.71	332	102	------	69.27
Without accident	525	236	------	55.04	421	312	------	25.89
Taking motor-vehicle without owner's consent—								
Accident resulting	------	------	------	------	2	------	------	------
Without accident	7	13	85.71	------	8	9	12.50	------
Driving or in charge of a motor-vehicle while intoxicated or impaired—								
Accident resulting	217	152	------	29.99	144	135	------	6.25
Without accident	741	1,250	68.69	------	507	897	76.92	------
Driving while driver's licence under suspension—								
Accident resulting	------	------	------	------	------	------	------	------
Without accident	18	10	------	44.44	4	11	175.00	------
Involved in reportable accident and having no financial-responsibility coverage	1,155	1,655	43.29	------	794	1,068	34.50	------
Involved in reportable accident and having no financial-responsibility coverage (owner not driver)	515	570	10.68	------	338	370	9.47	------
Failing to remain at or return to the scene of accident	115	107	------	6.96	104	96	------	7.69
Exceeding the speed-limit	5	4	------	20.00	8	2	------	75.00
Involved in reportable motor-vehicle accident while driving without driver's licence	45	33	------	26.66	37	38	2.70	------
Involved in reportable motor-vehicle accident while driving without chauffeur's licence	2	10	400.00	------	1	7	600.00	------
Involved in reportable motor-vehicle accident and failing to submit accident report	63	42	------	33.33	65	34	------	47.69
Unsatisfactory driving record	------	5	------	------	------	2	------	------
Failing to pay judgment	2	16	700.00	------	8	7	------	12.50
Judgment and conviction outside Province	36	26	------	27.77	19	20	5.26	------
Manslaughter	------	------	------	------	------	1	------	------
No further proof of financial responsibility given upon expiration of proof previously given	3,970	5,737	44.50	------	3,008	3,443	14.46	------
Adjudged juvenile delinquent	12	7	------	41.66	5	9	80.00	------
Totals	7,708	9,927	28.78	------	5,775	6,563	13.64	------

A total of 1,111 drivers' licences were suspended through the Safety Responsibility Division during 1953 as a result of Court orders and recommendations of Magistrates, and particulars as to the reasons for these suspensions, together with the length of time each suspension was in effect, are shown in the following table. This figure does not include the suspension of drivers' licences made by the Drivers' Examination Division and the Drivers' Education Division.

Drivers' Licences Suspended during 1953

Reason	One Month	Two Months	Three Months	Four Months	Five Months	Six Months	Nine Months	Ten Months	One Year	Two Years	Three Years	Indefinite	Total
Driving to common danger and reckless driving	15	18	51	5	—	51	—	—	51	9	13	—	213
Driving a motor-vehicle while intoxicated	16	31	54	—	1	64	3	—	93	8	2	5	277
Manslaughter, charged with	—	—	—	—	—	—	—	—	—	—	—	26	26
Manslaughter, guilty of	—	—	—	—	—	—	—	—	—	—	1	—	1
Exceeding speed-limits and careless driving	97	43	45	5	—	38	—	—	12	—	—	—	240
Accidents—failing to return to, report, etc.	10	6	21	1	—	15	—	—	9	4	4	—	70
Not in possession of driver's licence	—	—	2	2	—	4	—	—	—	—	—	—	8
Adjudged juvenile delinquent	3	5	7	2	—	14	1	1	4	—	—	1	38
Driving while under suspension	—	—	1	—	—	1	—	—	2	—	1	—	5
Taking motor-vehicle without consent of owner	—	—	—	—	—	—	—	—	1	—	—	—	1
Failing to appear for driver's examination or driver's re-examination	—	—	—	—	—	—	—	—	—	—	—	228	228
Unsatisfactory driving record	1	1	—	—	—	2	—	—	—	—	—	—	4
Totals	142	104	181	15	1	189	4	1	172	21	21	260	1,111

During 1953, 3,320 persons were released from the obligation of having to maintain proof of financial responsibility. This figure represents a 106.21 per cent increase over 1952, when 1,610 persons were released. Of this total, 933 releases were made as one year had elapsed from the date of the motor-vehicle accident as a result of which they were required to give such proof, and they were able to prove they had not been named as a defendant in an action for damages in connection with such accident and that they had neither paid nor agreed to pay any sum for injuries or for damages in excess of $100. A total of 2,380 persons were able to submit statutory declarations proving that during a period of at least three years immediately preceding their application for release, they had not been convicted of any offence which would bring them within the financial-responsibility sections of the "Motor-vehicle Act," and that no judgment in an action for damages as a result of a motor-vehicle accident was outstanding against them. Seven persons were released from the obligation of maintaining proof of financial responsibility, as a result of judgment in an action for damages having been given in their favour.

During 1953, 2,426 motor-vehicles were impounded as a result of being involved in a motor-vehicle accident, and 2,226 were released. The reasons for the release of these motor-vehicles is shown hereunder:—

(*a*) By the owners giving security sufficient to satisfy any judgment that might thereafter be recovered against them as a result of the accident, and filing proof of financial responsibility for future operation, 55.

(*b*) By the owners producing satisfactory proof that all claims for damages resulting from the accident had been satisfied and filing proof of financial responsibility for future operation, 833.

(*c*) By the production of a motor-vehicle liability insurance card or a financial-responsibility card in respect to the motor-vehicle which was in full force at the time of the accident, 167.

(*d*) By satisfactory proof being given that the only damage resulting from the accident was to the person or property of the owner or the driver, 81.

(*e*) By satisfactory proof being given that, at the time of the accident, the motor-vehicle was a stolen motor-vehicle, 3.

(*f*) By satisfactory proof being given that the motor-vehicle impounded was so damaged that it would be impractical to repair it so that it could be driven on a highway, 81.

(*g*) By satisfactory proof being given that the driver, owner, or other person in charge of the motor-vehicle was the holder of a valid existing motor-vehicle liability policy in full force at the time of the accident, 139.

(*h*) By the owner or driver of the motor-vehicle producing satisfactory proof of satisfaction of claims for damages (non-residents), 92.

(*i*) By warrant of execution, 5.

(*j*) By judgment in action for damages having been given in favour of the owner of the impounded motor-vehicle, 5.

(*k*) By satisfactory proof being given that, at the time of the accident, the motor-vehicle was properly parked, 17.

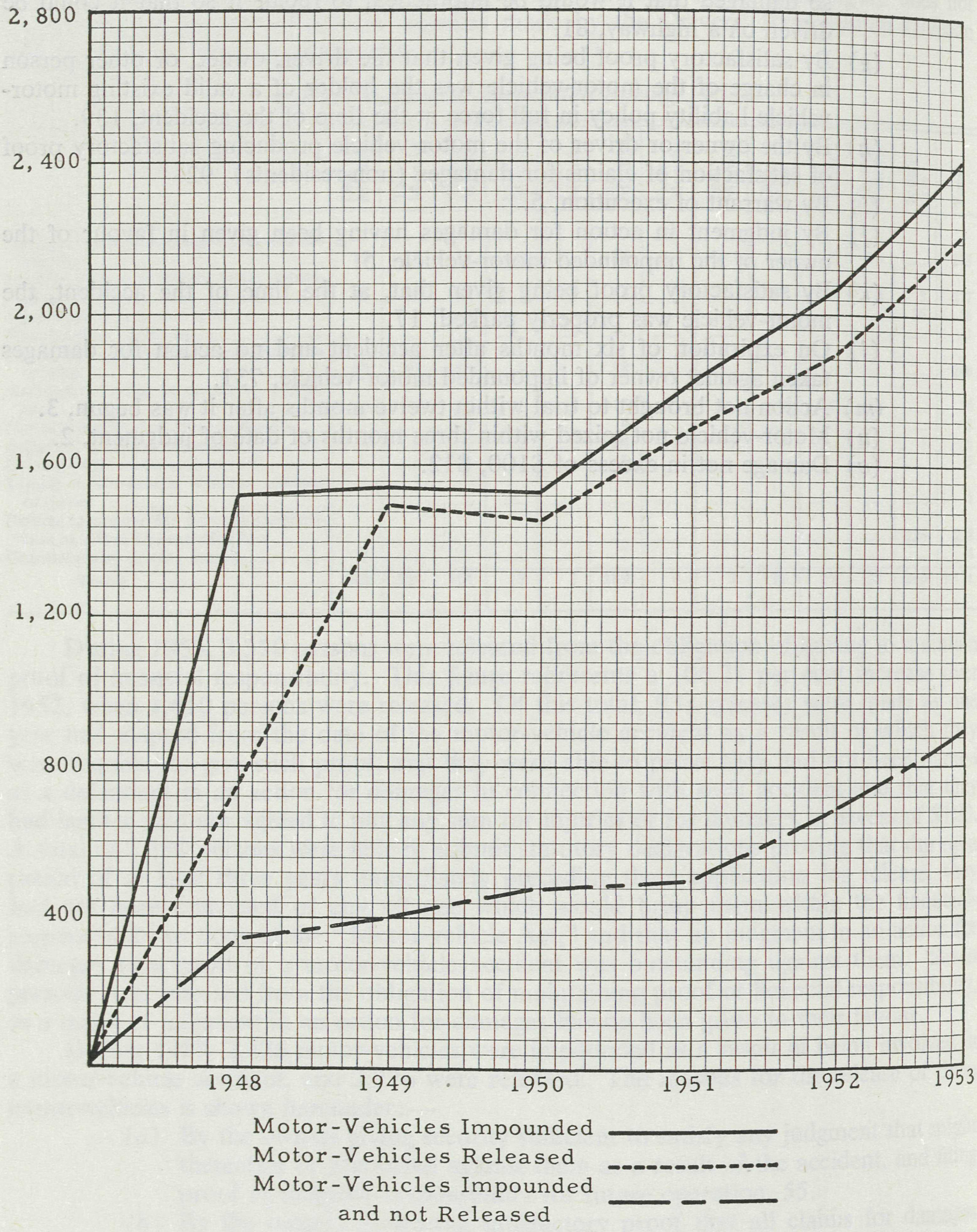
(*l*) On expiration of six months after accident and no action for damages taken against owner of impounded motor-vehicle, 731.

(*m*) Action not brought to trial within twelve months after it was begun, 3.

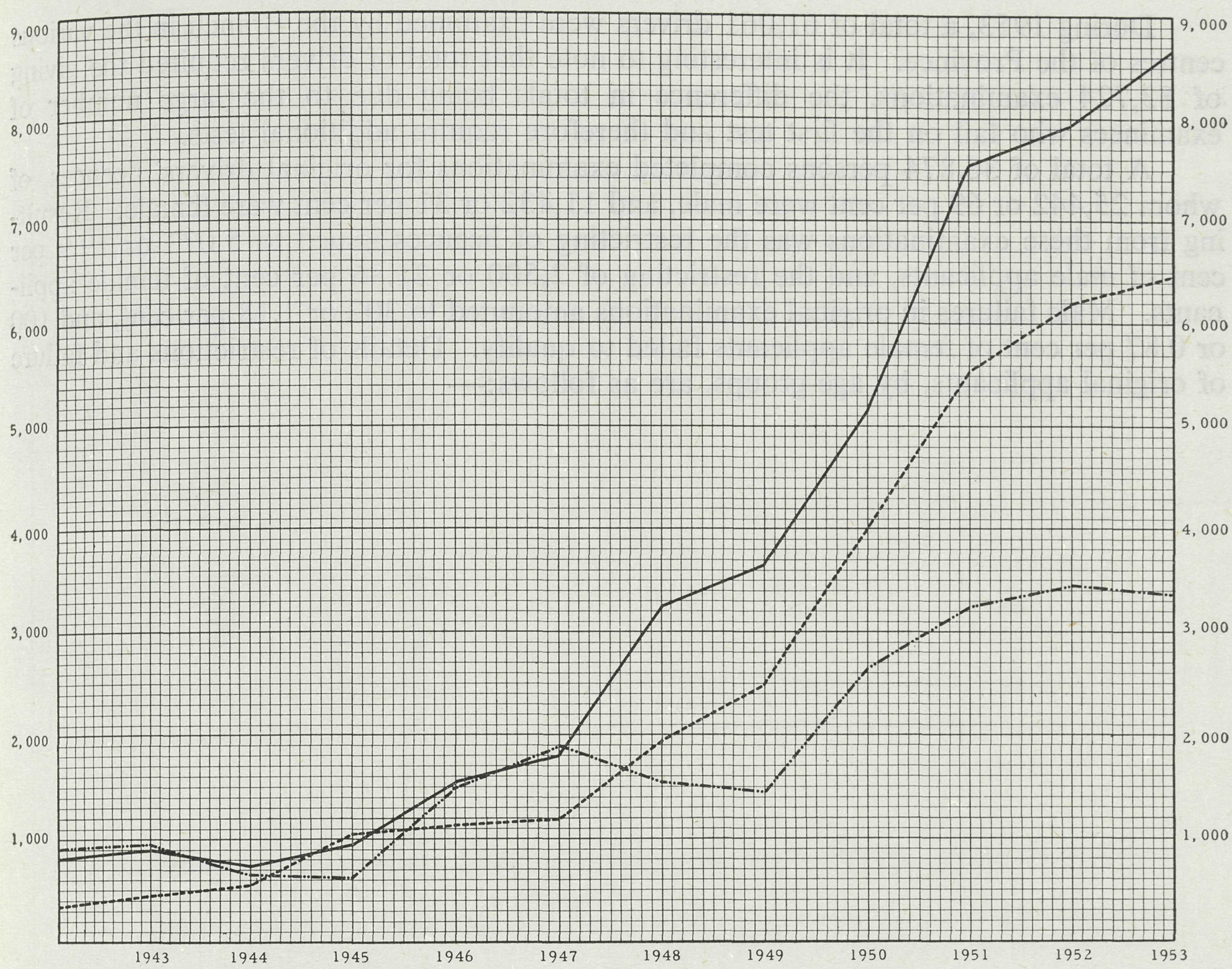
(*n*) Motor-vehicle not seized within three months of date of judgment, 2.

(*o*) Damage not in excess of $100, $12.

MOTOR-VEHICLES IMPOUNDED AND RELEASED--1948-1953
(LAW BECAME EFFECTIVE JAN. 1/48)



DRIVER'S LICENCE SUSPENSIONS
AND REINSTATEMENTS--1943-1953



D. L. Suspended--Failure to File Proof Financial Responsibility ————
D. L. Reinstated by Filing Proof of Financial Responsibility - - - - - - - -
D. L. Suspended by Court Order, Magistrate's Recommendation, Fail to Pass Test ..—..—..—..—..

Examination of Drivers

During 1953, a total of 61,061 drivers were examined by the Branch in the various centres of the Province. It is interesting to note that total of drivers required the giving of 83,724 examinations, the difference in totals being due to the large number of examinees who fail on the first test and therefore require additional tests.

A total of 36,874 persons completed examinations for original drivers' licences, of whom 25,442 or 69 per cent were male, and 11,432 or 31 per cent were female. Resulting from these examinations was the restricting of licences issued to 5,073 or 19.9 per cent of male applicants, and the restricting of 2,500 or 21.86 per cent of female applicants. Male failures in original examinations amounted to 302 or 1.18 per cent, and 100 or 0.87 per cent of female applicants failed to qualify. Details of restrictions and failure of original applicants, by age-groups, are as follows:—

Summary of Drivers' Original Examinations, 1953

	Males (69 per Cent)																		Females (31 per Cent)																		Grand Total	
	16–21 Years		22–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 Years and Over		Total		16–21 Years		22–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 Years and Over		Total			
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Number examined, by age-group	7,672	100.00	7,951	100.00	5,047	100.00	2,714	100.00	1,249	100.00	317	100.00	358	100.00	134	100.00	25,442	100.00	1,900	100.00	4,272	100.00	3,465	100.00	1,283	100.00	431	100.00	48	100.00	23	100.00	10	100.00	11,432	100.00	36,874	100.00
Restrictions																																						
Hearing	16	0.21	10	0.13	17	0.34	29	1.07	26	2.08	10	3.16	15	4.19	12	8.95	135	0.54	1	0.05	7	0.16	6	0.17	7	0.55	9	2.09	1	2.08	1	4.35	1	10.00	33	0.29	168	0.45
Vision	80	1.04	132	1.66	103	2.04	69	2.54	45	3.60	13	4.10	15	4.19	9	6.72	466	1.83	13	0.69	24	0.56	31	0.89	12	0.93	2	0.47	.....	.....	1	4.35	.....	.....	83	0.73	549	1.49
Depth perception	113	1.47	201	2.53	130	2.57	84	3.09	55	4.40	13	4.10	16	4.47	8	5.97	620	2.44	33	1.74	40	0.94	44	1.27	14	1.09	5	1.16	1	2.08	1	4.35	.....	.....	138	1.21	758	2.06
Periphery	16	0.21	43	0.54	31	0.61	26	0.96	27	2.16	5	1.58	2	0.56	3	2.24	153	0.60	4	0.21	4	0.09	8	0.23	2	0.16	1	0.23	.....	.....	1	4.35	.....	.....	20	0.17	173	0.47
Diplopia	3	0.04	5	0.06	1	0.02	1	0.04	2	0.16	.....	.....	.....	.....	.....	.....	12	0.04	1	0.05	.....	.....	1	0.03	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	0.02	14	0.04
Colour blindness	21	0.27	25	0.31	18	0.36	10	0.37	9	0.72	2	0.63	3	0.84	.....	.....	88	0.34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	88	0.24
Physical condition	8	0.10	26	0.33	21	0.42	13	0.48	14	1.12	2	0.63	4	1.12	3	2.24	91	0.36	.....	.....	3	0.07	2	0.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	0.04	96	0.26
Reaction time	4	0.05	.....	.....	.....	.....	.....	.....	1	0.08	.....	.....	.....	.....	.....	.....	5	0.02	.....	.....	1	0.02	2	0.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	0.03	8	0.02
Road test	.....	.....	2	0.03	.....	.....	.....	.....	.....	.....	2	0.63	2	0.56	5	3.73	11	0.04	.....	.....	.....	.....	.....	.....	1	0.08	.....	.....	.....	.....	.....	.....	.....	.....	1	0.01	12	0.03
To adequate eye-glasses	874	11.39	777	9.77	572	11.33	439	16.17	445	35.63	130	41.01	197	55.02	58	43.28	3,492	13.73	294	15.47	738	17.28	595	17.17	350	27.28	179	41.53	32	66.67	20	86.95	7	70.00	2,215	19.37	5,707	15.48
Totals	1,135	14.78	1,221	15.36	893	17.69	671	24.72	624	49.95	177	55.84	254	70.95	98	73.13	5,073	19.94	346	18.21	817	19.12	689	19.88	386	30.09	196	45.48	34	70.83	24	104.35	8	80.00	2,500	21.87	7,573	20.54
Failures																																						
Failed to complete examination	8	0.10	7	0.09	4	0.08	5	0.18	4	0.32	4	1.26	2	0.56	4	2.99	38	0.15	3	0.16	2	0.05	3	0.09	3	0.23	4	0.93	1	2.08	2	8.70	1	10.00	19	0.17	57	0.16
Vision	24	0.31	32	0.40	13	0.26	20	0.74	6	0.48	6	1.89	.....	.....	4	2.99	105	0.41	4	0.21	8	0.19	6	0.17	2	0.16	1	0.23	.....	.....	.....	.....	.....	.....	21	0.18	126	0.34
Physical condition	.....	.....	2	0.03	.....	.....	1	0.04	1	0.08	.....	.....	1	0.28	4	2.99	9	0.04	.....	.....	1	0.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	10.00	2	0.02	11	0.03
Road test	14	0.18	30	0.38	13	0.26	27	0.99	18	1.44	12	3.79	14	3.91	12	8.95	140	0.55	3	0.16	7	0.16	20	0.58	15	1.17	7	1.62	2	4.17	2	8.70	1	10.00	57	0.50	197	0.53
Written test	.....	.....	5	0.06	2	0.04	.....	.....	3	0.24	.....	.....	.....	.....	.....	.....	10	0.04	.....	.....	.....	.....	1	0.03	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.01	11	0.03
Totals	46	0.59	76	0.96	32	0.64	53	1.95	32	2.56	22	6.94	17	4.75	24	17.92	302	1.19	10	0.53	18	0.42	30	0.87	20	1.56	12	2.78	3	6.25	4	17.40	3	30.00	100	0.88	402	1.09

Analysis of Restrictions (Original Applicants)

Age-group	Males											Females										
	Restricted to—						Certificates of Examination by Competent Authority					Restricted to—						Certificates of Examination by Competent Authority				
							Referrals		Results									Referrals		Results		
	Adequate Eye-glasses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Re-stricted	Failed	Adequate Eye-glasses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Re-stricted	Failed
16–21	874	171	95	2	2	6,543	4	113	7	105	5	294	33	13	.....	.....	1,519	.....	18	.....	18	.....
22–30	777	242	155	1	2	246	7	100	9	94	4	738	60	38	.....	.....	208	1	42	2	39	2
31–40	572	162	132	2	1	154	3	62	4	59	2	595	61	40	.....	1	219	.....	26	.....	26	.....
41–50	431	136	107	1	2	118	4	55	3	51	5	350	24	36	.....	.....	125	1	16	1	16	.....
51–60	445	94	77	1	.....	59	7	50	4	51	2	179	14	10	.....	.....	67	.....	10	2	8	.....
61–64	130	27	22	1	1	20	2	17	2	16	1	32	2	1	.....	.....	7	.....	.....	.....	.....	.....
65–69	197	34	29	1	1	31	27	13	24	16	.....	20	2	2	.....	.....	4	3	1	3	1	.....
70 and over	58	25	20	.....	.....	9	81	20	78	20	3	7	.....	1	.....	.....	5	6	.....	6	.....	.....
Totals	3,484	891	637	9	9	7,180	135	430	131	412	22	2,215	196	141	.....	1	2,154	11	113	14	108	2

NOTE.—(*a*) Non-physical restrictions include: (1) All licences issued to minors; (2) safety responsibility requirements for certain applicants; (3) automatic transmission, when new applicants have test in that type vehicle—removable on passing test in conventional transmission vehicle; (4) tractor-type vehicle, if that type vehicle used in original test—removable by further test in conventional motor-vehicle; (5) motor-cycle only, if that type vehicle used in original test—removable by further test in conventional motor-vehicle.

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

Re-examination of Motor-vehicle Drivers

A total of 24,187 drivers attended and completed drivers' re-examinations, of whom 20,792 or 86 per cent were males, and 3,395 or 14 per cent were females. Results of these examinations gave cause to restrict licences of 7,188 or 34.57 per cent of male examinees, and 999 or 29.42 per cent of female examinees. Failure to qualify caused the suspending of 323 or 1.55 per cent of male, and 66 or 1.64 per cent of female examinees. Failing to appear for re-examination when required so to do accounted for an additional 1,279 licence suspensions.

The summary of drivers' re-examination applicants follows, showing age-groups, restrictions, and suspensions:—

Summary of Drivers' Re-examinations, 1953

	Males (85.96 per Cent)																		Females (14.03 per Cent)																		Grand Total	
	16–21 Years		22–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 Years and Over		Total		16–21 Years		22–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 Years and Over		Total			
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Number examined, by age-group	1,178	100.00	3,967	100.00	5,055	100.00	3,524	100.00	1,881	100.00	720	100.00	2,347	100.00	2,120	100.00	20,792	100.00	38	100.00	594	100.00	1,262	100.00	788	100.00	343	100.00	71	100.00	166	100.00	133	100.00	3,395	100.00	24,187	100.00
Restrictions																																						
Hearing	2	0.17	10	0.25	24	0.48	39	1.11	40	2.13	22	3.05	100	4.27	143	6.75	380	1.83	.....	.....	.....	.....	3	0.24	2	0.25	6	1.75	.....	.....	2	1.20	4	3.01	17	0.50	397	1.64
Vision	15	1.28	54	1.36	80	1.58	96	2.72	67	3.56	29	4.03	91	3.88	144	6.79	576	2.77	1	2.63	5	0.84	9	0.71	6	0.76	1	0.29	.....	.....	4	2.41	10	7.52	36	1.06	612	2.53
Depth perception	22	1.87	77	1.94	106	2.10	103	2.92	83	4.41	38	5.28	143	6.09	147	6.93	719	3.46	1	2.63	9	1.52	14	1.11	8	1.02	8	2.33	.....	.....	5	3.02	10	7.52	55	1.62	774	3.20
Periphery	1	0.08	21	0.53	29	0.57	32	0.91	25	1.33	13	1.80	40	1.70	30	1.42	191	0.92	.....	.....	1	0.17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.03	192	0.79
Diplopia	1	0.08	.....	.....	1	0.02	1	0.03	.....	.....	.....	.....	5	0.21	2	0.09	10	0.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	0.60	.....	.....	1	0.03	11	0.04
Color blindness	2	0.17	24	0.60	27	0.53	18	0.51	10	0.53	3	0.42	18	0.77	16	0.75	118	0.57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	118	0.49
Physical condition	4	0.34	17	0.43	41	0.81	43	1.22	34	1.81	11	1.53	35	1.49	43	2.03	228	1.09	.....	.....	3	0.51	1	0.08	.....	.....	3	0.88	1	1.41	.....	.....	5	3.76	13	0.38	241	1.00
Reaction time	.....	.....	.....	.....	2	0.04	1	0.03	.....	.....	.....	.....	8	0.34	23	1.09	34	0.16	.....	.....	.....	.....	.....	.....	.....	.....	1	0.29	.....	.....	2	1.20	1	0.75	4	0.18	38	0.16
Road test	1	0.08	1	0.03	3	0.06	3	0.09	1	0.05	1	0.14	20	0.85	138	6.51	168	0.81	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1.41	1	0.60	4	3.01	6	0.18	174	0.72
To adequate eye-glasses	102	8.66	418	10.54	601	11.89	517	14.67	677	35.99	314	42.61	1,058	45.08	1,077	50.80	4,764	22.91	6	15.79	111	18.67	190	15.05	165	20.94	157	45.77	43	60.56	98	59.04	96	72.16	866	25.51	5.630	23.28
Totals	150	12.73	622	15.68	914	18.07	853	24.21	937	49.81	431	59.86	1,518	64.68	1,763	83.16	7,188	34.57	8	21.05	129	21.71	217	17.19	181	22.97	176	51.31	45	63.38	113	68.07	130	97.73	999	29.43	8,187	33.85
Failures																																						
Failed to complete examination	1	0.08	5	0.13	5	0.10	7	0.20	4	0.21	3	0.42	4	0.17	8	0.38	37	0.18	.....	.....	.....	.....	7	0.55	2	0.25	.....	.....	.....	.....	1	0.60	.....	.....	10	0.29	47	0.19
Vision	3	0.26	3	0.07	2	0.04	11	0.31	13	0.69	3	0.42	14	0.60	31	1.46	80	0.38	.....	.....	2	0.34	2	0.16	2	0.25	.....	.....	1	1.41	2	1.20	2	1.50	11	0.32	91	0.38
Physical condition	1	0.08	.....	.....	.....	.....	1	0.03	5	0.27	1	0.14	3	0.13	50	2.36	61	0.29	.....	.....	.....	.....	1	0.08	.....	.....	.....	.....	.....	.....	.....	.....	2	1.50	3	0.09	64	0.27
Road test	2	0.17	6	0.15	9	0.18	19	0.54	17	0.90	13	1.80	18	0.76	61	2.88	145	0.70	.....	.....	4	0.67	11	0.87	9	1.14	5	1.46	2	2.82	2	1.20	9	6.77	42	1.24	187	0.77
Totals	7	0.59	14	0.35	16	0.32	38	1.08	39	2.07	20	2.78	39	1.66	150	7.08	323	1.55	.....	.....	6	1.01	21	1.66	13	1.64	5	1.46	3	4.23	5	3.00	13	9.77	66	1.94	389	1.61

Analysis of Restrictions (Re-examinees)

Age-group	Males											Females										
	Restricted to—						Certificates of Examination by Competent Authority					Restricted to—						Certificates of Examination by Competent Authority				
							Referrals		Results									Referrals		Results		
	Adequate Eye-glasses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Re-stricted	Failed	Adequate Eye-glasses	Speed	Motor-vehicles with Special Devices	Certain Districts	Daylight Hours Only	Non-physical Restrictions	Physical Condition	Vision	Passed	Re-stricted	Failed
16–21	102	36	17	.....	1	985	.....	7	.....	6	1	6	1	1	.....	.....	20	.....	.....	.....	.....	.....
22–30	418	130	72	1	5	39	10	44	10	41	3	111	12	6	.....	.....	2	2	4	1	5	.....
31–40	601	204	135	3	4	51	11	61	14	56	2	190	29	12	.....	.....	13	.....	5	.....	5	.....
41–50	517	167	145	.....	2	52	24	55	30	47	2	165	9	7	.....	.....	8	1	9	1	9	.....
51–60	677	161	126	1	6	63	12	80	10	78	4	157	17	11	.....	.....	9	2	5	2	5	.....
61–64	314	73	59	.....	2	11	9	31	8	32	.....	43	2	.....	.....	.....	4	1	.....	1	.....	.....
65–69	1,058	281	213	3	7	50	54	108	56	99	7	98	12	5	.....	.....	4	1	6	1	5	1
70 and over	1,077	550	260	1	11	40	1,500	184	1,450	200	34	96	30	11	.....	.....	5	85	10	85	11	.....
Totals	4,764	1,602	1,027	9	38	1,291	1,620	570	1,578	559	53	866	112	53	.....	.....	65	92	39	91	40	1

NOTE.—(*a*) Non-physical restrictions include: (1) All licences issued to minors; (2) safety responsibility requirements for certain applicants; (3) automatic transmission, when new applicants have test in that type vehicle—removable on passing test in conventional transmission vehicle; (4) tractor-type vehicle, if that type vehicle used in original test—removable by further test in conventional motor-vehicle; (5) motor-cycle only, if that type vehicle used in original test—removable by further test in conventional motor-vehicle.

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

Synopsis of Examinations, etc., during 1953, at Drivers' Examination Offices and Travelling Units in British Columbia

Place	New Applicants for Drivers' Examinations						Road Tests		Original Chauffeurs' Examinations				Drivers' Re-examinations		
	Civilian		Motor Transport Examinations						Class "A"		Class "B"				
	New Applications	Held-over Papers Completed	Army	Navy	Air Force	Certificates Endorsed	Drivers' Examinations	Minors	Written	Road Tests	Written	Road Tests	Re-examination Applications	Held-over Papers Completed	Road Tests
Unit No. 1 at Mission, stationary	937	240	----	----	----	----	559	241	16	43	13	37	666	49	607
Unit No. 2 at Courtenay, travelling	1,237	315	----	----	----	----	1,373	2	12	14	3	4	352	----	352
Unit No. 3 at Chilliwack, stationary	1,285	370	6	----	----	----	1,120	38	15	38	8	16	1,111	138	1,085
Unit No. 4 at Kamloops, stationary	1,013	226	----	----	----	----	939	----	12	11	13	10	513	13	518
Unit No. 5 at Vernon, travelling	611	643	----	----	----	----	1,152	----	19	50	4	24	498	15	455
Unit No. 6 at Nelson, stationary	636	175	----	----	----	----	666	6	20	65	9	36	460	19	405
Unit No. 7 at Nelson, travelling	111	321	----	----	----	----	453	1	2	14	2	10	128	3	118
Unit No. 9 at O.K. Valley, travelling	277	266	----	----	----	----	505	3	8	16	3	7	232	1	233
Unit No. 10 at Victoria, travelling	716	164	----	----	----	----	694	----	1	11	3	9	72	3	71
Unit No. 12 at Victoria, stationary	5,879	1,973	20	30	6	29	4,945	----	61	60	167	164	4,687	667	4,549
Unit No. 13 at Vancouver, stationary	21,403	8,654	----	----	----	----	17,356	----	118	156	618	941	7,739	754	7,028
Unit No. 14 at Prince Rupert, travelling	234	274	----	----	----	----	433	----	3	12	5	26	293	23	263
Unit No. 15 at Pouce Coupe, travelling	898	203	----	----	----	----	1,031	----	----	19	2	16	51	----	28
Unit No. 16 at Trail, stationary	1,475	703	----	----	----	----	1,339	----	21	82	39	65	157	33	141
Unit No. 17 at New Westminster, stationary	4,880	1,932	----	----	----	----	4,094	119	32	34	82	58	2,493	251	2,445
Unit No. 19 at Fraser Valley, travelling	187	55	----	----	----	----	144	32	----	----	----	----	968	125	984
Unit No. 20 at Fraser Valley, travelling	362	642	----	----	----	----	979	2	6	28	2	13	747	26	715
Unit No. 21 at Vernon, stationary	694	198	----	----	----	----	645	----	12	16	1	2	592	36	600
Unit No. 22 at Kelowna, stationary	506	106	----	----	----	----	517	----	1	10	1	6	406	10	398
Unit No. 23 at Prince George, travelling	539	535	----	----	----	----	1,002	----	1	5	4	11	48	----	48
Unit No. 25 at Nanaimo, stationary	1,184	323	----	----	----	----	1,023	85	39	44	72	73	1,213	145	1,210
Unit No. 27 at Vancouver, travelling	113	201	----	----	----	----	298	----	----	5	3	15	103	----	102
Unit No. 28 at Abbotsford, stationary	818	245	----	----	----	----	773	2	6	28	----	10	827	89	782
Unit No. 29 at Victoria, travelling	728	616	----	----	----	----	1,296	----	----	70	----	72	995	7	930
Unit No. 30 at Courtenay, stationary	858	299	----	----	----	----	1,009	----	13	12	6	4	692	----	692
Totals	47,581	19,679	26	30	6	29	44,345	531	418	843	1,060	1,629	26,043	2,407	24,759

Chauffeur's Licence Examinations

During 1953, the Drivers' Examination Division supplied written examinations to 1,478 applicants in Class "A" and Class "B" chauffeur's licence categories, and sub-offices supplied these papers to 658, so that in all, 2,136 examination papers required marking by the Division.

In the re-examination programme, 1,180 Class "A" and Class "B" chauffeurs were called. Of this number, 177 were unable to attend for reasons considered satisfactory by this Department, leaving 1,003 who actually attended. Of those who attended, 280 did not requalify, and of this total, 214 did not wish to retain their chauffeurs' licences, leaving a total of 66 who failed to meet the required standard.

Some statistics of chauffeurs' re-examinations are given:—

	Class "A" Chauffeurs		Class "B" Chauffeurs	
Number re-examined	382		621	
Number suspended	171	(44.76%)	109	(17.55%)
Reasons for suspension—				
Vision	3		10	
Depth	1		-----	
Colours	-----		2	
Hearing	1		1	
Physical condition	7		2	
Road tests	15		24	
Did not wish to retain	144	(37.70%)	70	(11.27%)

Number of Class "A" and Class "B" chauffeurs' papers marked for applicants (original) for both Class "A" and Class "B" chauffeurs' licences during the year 1953:—

January	166	August	167
February	165	September	182
March	247	October	168
April	166	November	174
May	195	December	138
June	194		
July	174	Total	2,136

(*c*) Drivers' Education

This section is an addition to previous Annual Reports, and tells of an interesting development in the efforts of the Branch to deal with the very serious problem of the careless and irresponsible drivers on our highways.

Through drivers' examinations, the physically unfit driver and the poor driver have been removed from the road, or, in many cases, their disabilities compensated for by way of restriction. Through financial responsibility, the serious offender has been made to offer security and protection for his future conduct. Unfortunately, although serving a very definite and useful purpose, neither takes care of the driver who is fit and capable, who is able to obtain financial responsibility, and yet is an habitual offender or is accident-prone. For the purpose of curtailing this type of driver, on instruction of the Honourable Attorney-General, the Drivers' Education Division was set up within the Branch and commenced operation on May 1st, 1953.

The Magistrate's report of every conviction under the "Motor-vehicle Act," the "Motor-vehicle Act" regulations, and the Criminal Code of Canada is forwarded to the Superintendent, who has it placed in the master file of the driver, whereupon this file is drawn and the complete record of the driver is reviewed. If a warning letter is indicated, such a letter is written in a friendly, personal manner, drawing the attention of the driver to his unsatisfactory driving record and the need for his improvement in order to avoid

the suspension of his driver's licence. Of course, in some cases the record indicates that, for the protection of all concerned, immediate suspension is necessary, and in that case the formality of the warning letter is dispensed with. Where a warning letter or a suspension letter is written to a minor, a copy of such letter, together with a covering letter, is also sent to the parent.

Suspensions are made by a panel consisting of at least three members of the Department, with the Superintendent or the Deputy Superintendent always a member, and at such time the complete record of the driver is reviewed and adjudication made. Attending these panels, too, have been representatives of various police departments, insurance companies, and other interested organizations, and for their co-operation, constructive criticism, and suggestions we are most grateful.

It seemed desirable in many instances, and where location made it practical, to interview the holders of the suspended licences before the licence was reinstated. Consequently, in pursuit of this policy, some fifty conferences were held in 1953, when the driving records and habits were discussed with the licensees by our drivers' examiners. After the discussion, the licences were returned to the drivers with the distinct hope that an improvement in their driving records would be the result.

In addition, in 1953 talks were given before service clubs, and two radio broadcasts were made on the subject of traffic safety by the personnel of the Motor-vehicle Branch. Twenty-five Royal Canadian Mounted Police detachments and municipal police offices have been visited, and support from these bodies, together with that from insurance companies, service clubs, and safety councils, has been most helpful and encouraging. The need for co-operation between the many interested agencies and the great part it plays in the over-all picture of traffic safety is fully realized and appreciated by this Branch.

The following statistics cover the operation of the Drivers' Education Division from May 1st, 1953, to December 31st, 1953, inclusive:—

Warning Letters

Age-group	Male	Female	Total	Per Cent	Chauffeurs[1]		
					Class "A"	Class "B"	Class "C"
Under 21	217	1	218	27.9	---	---	19
21–30	340	6	346	44.3	3	12	50
31–40	136	3	139	17.8	---	3	3
41–50	54	1	55	7.0	---	1	1
51–60	21	---	21	2.7	1	---	---
61–70	1	1	2	0.3	---	---	---
Over 70	---	---	---	---	---	---	---
Totals	769	12	781	100.0	4	16	73

[1] Statistics on chauffeurs only kept since September 1st, 1953.

Suspensions

Age-group	Male	Female	Total	Per Cent	Previously Warned	Chauffeurs[1]		
						Class "A"	Class "B"	Class "C"
Under 21	48	---	48	22.2	18	---	---	4
21–30	86	1	87	40.0	17	---	3	15
31–40	44	---	44	20.2	9	1	1	6
41–50	20	2	22	10.1	3	---	---	2
51–60	13	---	13	6.0	1	---	---	---
61–70	2	---	2	1.0	---	---	---	---
Over 70	1	---	1	0.5	---	---	---	---
Totals	214	3	217	100.0	48	1	4	27

[1] Statistics on chauffeurs only kept since September 1st, 1953.
Total records adjudicated, 18,164.

Conferences

Age-group	Number
Under 21	14
21–30	25
31–40	7
41–50	2
51–60	2
61–70	----
Over 70	----
Total	50

Driving Record Searches

In the course of the years, the Branch, through its system of records, has built up a very valuable history-file of every driver in the Province. These records are of great assistance to police departments and insurance companies in their efforts to deal fairly with drivers who come to their attention through accidents and offences.

An idea of the use of the records for such purposes is conveyed by telling that 286 record-searches were made for police departments and 6,908 were made for insurance companies in 1953, making a total of 7,194 searches, an increase of 567 searches over 1952.

Sometimes the attitude is taken that these records serve as a history of the grief a driver falls into, but they also serve to confirm the good record of a very large majority of the drivers. It is a known fact it is the minority of drivers who fall into the category of " problem drivers."

4. ENCUMBRANCE REGISTRY DIVISION

This Division showed a considerable increase in activity during 1953, as indicated in the following table. The increases are slightly higher in percentage than those shown for motor-vehicle licence registration, indicating a trend in the purchasing of vehicles on credit.

It will be noted that registrations under the " Conditional Sales Act " increased by 6,212 (15.0 per cent), and registrations under the " Bills of Sale Act " increased by 541 (4.1 per cent), while registrations under the " Mechanics' Lien Act " decreased by 141 (12.2 per cent). Searches under the " Conditional Sales Act " and " Bills of Sale Act " also showed considerable increase.

The revenue of the Division showed an increase of $12,901.65 (10.9 per cent), to the sum of $131,662.75.

The Encumbrance Registry Division was faced with the task of coping with the volume increase in document filings, provide an adequate search service which increased by approximately 16 per cent, and at the same time hold the line in staff volume. By a new method of recording put into effect on October 1st, 1953, not only was it possible to meet the increased work volume, but a staff reduction was possible, and problem of backlogs which plagued the Division was entirely overcome.

The following table summarizes the work volume of the Division for the years 1952 and 1953 under provisions of the " Bills of Sale Act," " Conditional Sales Act," " Mechanics' Lien Act," " Companies Act," and " Co-operative Associations Act ":—

Item	1952	1953	Increase	Decrease	Per Cent Increase	Per Cent Decrease
Registrations under "Conditional Sales Act"	41,339	47,551	6,212	------	15.0	------
Registrations under "Bills of Sale Act"	13,111	13,652	541	------	4.1	------
Registrations under "Mechanics' Lien Act"	1,158	1,017	------	141	------	12.2
Registrations under "Companies Act"	11	9	------	2	------	18.2
Registrations under "Co-operative Associations Act"	1	1	------	------	------	------
Releases filed under "Conditional Sales Act"	790	658	------	132	------	16.7
Releases filed under "Bills of Sale Act"	935	890	------	45	------	4.8
Searches under "Conditional Sales Act"	14,955	17,376	2,421	------	16.2	------
Searches under "Bills of Sale Act"	14,780	17,059	2,279	------	15.4	------
Documents copied, certified, etc.	96	129	33	------	34.4	------
Total number of items	87,174	98,342	11,168	------	12.8	------
Revenue						
Value of law stamps sold	$67,119.00	$76,015.50	$8,896.50	------	13.3	------
Value of law stamps attached to documents when received	40,084.00	46,899.00	6,815.00	------	17.0	------
Value of conditional-sale and bills-of-sale search fees	7,433.75	8,608.75	1,175.00	------	15.8	------
Fees under "Companies Act"	11.00	9.00	------	$2.00	------	18.2
Fees under "Co-operative Associations Act"	1.00	1.00	------	------	------	------
Miscellaneous fees, copying, certifications, etc.	112.35	129.50	17.15	------	15.3	------
Total revenue	$118,761.10	$131,662.75	$12,901.65	------	10.9	------

5. SCHOOL BUS REGULATIONS

The issuance of permits for the operation of buses in the transportation of children to the public schools of the Province comes within the jurisdiction of the Superintendent of Motor-vehicles. Valuable assistance in the enforcing of standards laid down for school-bus operation is received from the Officer Commanding the Royal Canadian Mounted Police and the Superintendent of Motor Carriers, through the good services of their Inspectors. Regular inspections are carried out on all buses covered by these permits.

During 1953, permits issued totalled 585. One permit was revoked for failure to meet standards and provide adequate equipment. Permits in effect on December 31st, 1953, were 509, an increase of 37 permits over the previous year.

There were 19 reportable accidents involving school buses, causing minor injuries to 12 pupils, and fortunately there were no serious injuries or fatalities. Property damage in these accidents amounted to $8,872.66.

6. STAFF

Through method changes during 1953, it was possible to meet the increased volume of work without any staff increase. The following is a table which shows staff disposition on December 31st. It will be noted temporary assistance at that date totalled 42. December 31st comes within a period when preparatory work for the coming licence-year is in full swing, and hence the high temporary total at that date. To overcome this problem, new methods have since been developed which should reflect in less requirement for temporary help in future years.

	Victoria	Vancouver	New Westminster	Abbotsford	Chilliwack	Mission	Trail	Kamloops	Nelson	Nanaimo	Vernon	Courtenay	Kelowna	Total
Superintendent	1	----	----	----	----	----	----	----	----	----	----	----	----	1
Deputy Superintendent	1	----	----	----	----	----	----	----	----	----	----	----	----	1
Chief Clerk	4	1	----	----	----	----	----	----	----	----	----	----	----	5
Senior clerk (Grade 2)	1	----	1	----	----	----	----	----	----	----	----	----	----	2
Senior clerk (Grade 1)	5	2	----	1	1	1	----	1	----	----	----	----	----	11
Intermediate clerk (Grade 2)	4	2	----	----	----	----	1	----	----	----	----	----	----	7
Intermediate clerk (Grade 1)	6	3	2	----	----	----	----	----	----	----	----	----	----	11
Examiner of Drivers	7	10	2	----	1	----	----	----	1	1	2	1	1	26
Clerk (Grade 2)	12	2	1	----	----	----	----	----	----	----	----	----	----	15
Clerk (Grade 1)	16	7	1	1	1	1	----	1	----	----	----	----	----	28
Senior secretarial stenographer	1	----	----	----	----	----	----	----	----	----	----	----	----	1
Clerk-stenographer	4	----	----	----	----	----	----	----	----	----	----	----	----	4
Stenographer (Grade 2)	5	----	1	----	----	----	----	----	----	----	----	----	----	6
Stenographer (Grade 1)	3	----	----	----	----	----	----	----	----	----	----	----	----	3
Stenographer (Grade 1A)	5	----	----	----	----	----	----	----	----	----	----	----	----	5
Graphotype operator (Grade 1A)	5	----	----	----	----	----	----	----	----	----	----	----	----	5
Typist	1	----	----	----	----	----	----	----	----	----	----	----	----	1
Junior clerk	16	1	----	----	----	----	----	----	----	----	----	----	----	17
Junior clerk (Grade A)	10	----	----	----	----	----	----	----	----	----	----	----	----	10
Clerk-typist	41	1	----	----	----	----	1	----	----	----	----	----	----	43
Stockman (Grade 2)	1	----	----	----	----	----	----	----	----	----	----	----	----	1
Totals	149	29	8	2	3	2	2	2	1	1	2	1	1	203
Temporary Assistance														
Clerk-typist	8	1	----	----	----	----	----	----	----	----	----	----	----	9
Junior clerk	32	----	----	----	----	----	----	----	----	----	----	----	----	32
Cashier	1	----	----	----	----	----	----	----	----	----	----	----	----	1
Totals	41	1	----	----	----		----	----	----	----	----	----	----	42
Grand totals	190	30	8	2	3	2	2	2	1	1	2	1	1	245

Number of permanent employees, 203; vacant permanent positions in process of being filled, 10; employees on leave for armed forces, 2; making a total of 215 permanent positions.

CONCLUSION

During 1953, a great deal of effort was expended in a programme of public relations, to find out what the motoring public and the automobile industry in all its aspects wanted, and to discuss mutual problems with interested individuals and organizations.

These efforts resulted in a heavy programme of legislation, and a start on a programme of simplification of forms and methods. The views of those vitally interested has been of invaluable assistance in the formation of policy in our drivers' education programme in dealing with the offenders among drivers.

Generally, it is found, there is an increasing awareness on the part of the public of the Motor-vehicle Branch and a realization that its responsibilities lie considerably beyond the role of a collector of licences.

The Branch continued to enjoy excellent relations with other Branches of Government, and bodies outside the Provincial service.

Sincere appreciation is expressed to the members of your Department, and to those of other Government Departments, to the officers and members of the Royal Canadian Mounted Police and the various municipal police departments in the Province, and to the personnel of this Branch, for their co-operation and the manner in which their many and varied duties were performed throughout the year.

I have the honour to be,

Sir,

Your obedient servant,

GEORGE LINDSAY,

Superintendent of Motor-vehicles.

VICTORIA, B.C.
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