PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

MOTOR-VEHICLE BRANCH

FOR THE YEAR

1967

Printed by A. SUTTON, Printer to the Queen's Most Excellent Majesty
in right of the Province of British Columbia.
1969

To Colonel the Honourable JOHN R. NICHOLSON, P.C., O.B.E., Q.C., LL.D.,
Lieutenant-Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to present the Annual Report of the Motor-vehicle Branch for the year 1967.

LESLIE RAYMOND PETERSON,
Attorney-General.

Attorney-General's Department,
Victoria, British Columbia, December, 1968.

REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1967

The Honourable L. R. Peterson, Q.C., LL.D.,
Attorney-General, Victoria, British Columbia.

SIR,—I have the honour to submit the Annual Report of the Motor-vehicle Branch for 1967. Activities of the Branch during the 1967 licence-year, which ended February 29, 1968, form the subjects of this Report.

It will be noted that the constant growth in the number of vehicle registrations and licensed drivers, which was evident in past years, continued during 1967. The British Columbia rate of growth of vehicle registration continues to exceed the National average, and there is every reason to expect that this trend will continue in the years immediately ahead.

Once again licence-issuing facilities were provided in additional communities during the year; this is the result of the growth in the smaller communities throughout the Province. Drivers' examination services have been expanded to provide the smaller communities of the Province with more frequent service. The expanded drivers' examination programme has almost eliminated the necessity of issuing drivers' licences without first giving the applicant a driver's examination.

We are still faced with an increasing number of motor-vehicle accidents. Traffic fatalities reached a new high of 559 in 1967, an increase of 7 per cent over 1966. Our Driver Improvement Programme is being expanded each year in order to try to contact in some way drivers who appear to be developing a poor driving record. We have been unable to discover any simple solution to the highway accident problem. It appears that we must continue to look for better means of solving this problem. We continue to develop programmes that we hope will make drivers more aware of their responsibilities to other users of the highways.

In an effort to reduce the incidence of hit-and-run accidents, it is now necessary to have a damaged-motor-vehicle clearance sticker placed on any vehicle involved in a reportable motor-vehicle accident before a repair-shop can repair that vehicle.

The new legislation concerning alcohol and driving whereby a driver may have his driver's licence suspended for a period of 24 hours, and which was designed to keep those drivers who would appear to be a hazard to other drivers at that particular time off the road, has resulted in over 3,000 suspensions in the short period it has been in effect this year.

Our programme of committing record-keeping to computer methods has continued to advance. During 1967 the advantages of the driver's licence programme on a tape-oriented computer system, completed in 1966, became apparent. Significant improvements in driver's licence record-keeping was realized, plus machine-generated searches, warning letters, and problem referrals. The motor-vehicle application was resystematized and rewritten to include many advantages not included in the initial system, particularly production of output for microfilm reference files. Also added to the motor-vehicle system was a method to handle record-keeping and production of notices for vehicle inspection, plus faster updating during motor-vehicle licence renewal periods.

Activities of the Branch are dealt with under the following headings:—

1. Licences.
2. Accidents and Convictions.
3. Driving Safety.
   (*a*) Safety Responsibility.
   (*b*) Examination of Drivers.
   (*c*) Driver Improvement Programme.
   (*d*) Motor-vehicle Inspection.
4. Central Registry.
5. School Buses.
6. Permits for Flashing Red and Amber Lights, Sirens, and Theft Alarms.
7. Staff.

1. LICENCES

Motor-vehicles licensed in British Columbia in 1967 reached the total of 865,217, as compared to 818,111 in 1966, an increase of 47,106 or 5.7 per cent.

Passenger-type motor-vehicles licensed in 1967 numbered 702,003, an increase of 37,212 over the 1966 total of 664,791. Commercial-vehicle registrations increased by 9,894. For 1967 the total number of commercial vehicles licensed was 163,214. In comparison, the 1966 total for commercial vehicles was 153,320.

The increase in motor-cycle registrations of 1,842 from the 1966 total of 15,387 to the 1967 total of 17,229 (14.94 per cent) indicates the general motoring public are still continuing to be interested in using the motor-cycle as a means of transportation.

Trailer registrations continue to increase. The 1967 total of 91,627 is an increase of 9,924 over the 81,703 registration total of 1966. The camping and boat-type trailers account for the majority of this increase and would indicate that the residents of British Columbia are continuing to enjoy and spend more of their leisure hours out-of-doors. Consideration is being given to converting trailer records to computer methods.

The comparative statement of licences, permits, etc., for motor-cycles, trailers, and chauffeurs covers the volumes in these categories during the licence-years 1960 to 1967.

Comparative Statement of Licences, Permits, Etc., Issued during the Licence-years 1960 to 1967, Inclusive

Licences Issued	1960	1961	1962	1963	1964	1965	1966	1967
Motor-vehicles—								
Passenger (new)	45,364	48,348	56,822	67,659	76,388	94,190	89,427	89,817
Passenger (renewal)	400,686	419,022	438,486	463,457	495,419	529,552	575,364	612,186
Total passenger	446,050	467,370	495,308	531,116	571,807	623,742	664,791	702,003
Commercial (new)	9,603	10,576	11,886	13,830	16,604	20,367	20,009	20,329
Commercial (renewal)	104,618	106,095	108,843	112,228	116,969	123,560	133,311	142,885
Total commercial	114,221	116,671	120,729	126,058	133,573	143,927	153,320	163,214
Total motor-vehicles	560,271	584,041	616,037	657,174	705,380	767,669	818,111	865,217
Non-resident touring motor-vehicle permits	1,302	1,343	1,551	1,613	1,446	1,212	1,222	1,067
Non-resident special motor-vehicle permits	198	187	157	110	111	86	45	34
Non-resident commercial motor-vehicle permits—								
Single trip	16,525	15,831	12,069	12,478	13,221	14,250	15,260	13,209
Quarterly permits	344	2,471	1,772	2,241	2,746	2,228	1,968	1,912
Totals	16,869	18,302	13,841	14,719	15,967	16,478	17,228	15,121
Extra-Provincial prorated trucks	.....	.....	2,048	1,822	2,203	2,072	2,693	2,775
Temporary operation permits—								
Passenger	7,805	7,719	8,732	10,076	11,237	12,961	14,076	15,717
Commercial	16,273	19,988	20,490	25,429	30,368	36,360	35,995	37,057
Totals	24,078	27,707	29,222	35,505	41,605	49,321	50,071	52,774
Transporter—								
Original	.....	.....	.....	5	9	17	20	26
Additional	.....	.....	.....	63	67	82	88	81
Motor-cycles—								
New	603	652	706	1,342	4,209	5,630	4,263	4,063
Renewal	3,477	3,587	3,683	3,937	4,803	8,016	11,124	13,166
Totals	4,080	4,239	4,389	5,279	9,012	13,376	15,387	17,229
Trailers	48,658	53,109	56,434	62,116	66,725	73,152	81,703	91,627
Extra-Provincial prorated trailers	.....	.....	3,391	3,647	4,042	4,275	5,246	6,743
Motor-dealers—								
Original licences	748	782	885	968	1,057	1,105	1,097	1,086
Additional plates	989	817	866	884	966	1,097	1,238	1,306
Original motor-cycle dealer licences	40	28	44	51	91	124	124	118
Additional motor-cycle dealer licences	16	10	13	16	24	31	84	92
Salesmen's licences	1,008	954	1,044	1,182	1,296	1,404	1,347	1,196
Transfers—								
Passenger	224,037	228,311	256,580	284,641	304,487	337,369	337,860	341,859
Commercial	40,612	41,800	43,610	44,899	47,618	52,423	54,598	57,193
Motor-cycle	2,750	2,726	2,976	3,349	5,312	8,171	9,614	10,872
Trailers	1,318	1,510	2,818	4,069	4,489	5,810	7,225	8,654
Total transfers	268,717	274,347	305,984	336,958	361,906	403,773	409,297	418,578
Chauffeurs—								
Original Class A	5,368	5,518	5,672	5,891	5,910	6,310	7,059	7,605
Original Class B	4,756	4,925	5,010	5,320	5,432	5,785	6,435	6,876
Original Class C	65,209	64,446	63,677	67,781	72,484	80,977	83,853	83,091
Searches	887,170	1,493,937	796,687	641,992	1,619,395	1,145,251	1,659,586	1,692,128
Safety responsibiity insurance certificates filed	12,297	12,523	13,741	14,281	15,563	17,707	13,080	13,459

Drivers' Licences

Original drivers' licences issued during the 1967 licence-year totalled 73,010, an increase of 11.1 per cent over the 1966 total of 65,736. Original licences issued to adult applicants amounted to 43,964, and those issued to applicants under 21 years of age amounted to 29,046.

Licensed drivers in British Columbia at the end of 1967 totalled 1,001,574, an increase of 69,751 or 7.5 per cent over the 1966 total of 931,823. Male drivers comprised 63.9 per cent of the total in the amount of 639,782, leaving the remaining 361,792 to be the number of licensed female drivers.

The following table sets out statistical information on the number of drivers in the various age-groups and provides for the number of male and female drivers in each age-group.

Drivers' Licences—Statistical Information by Age-groups

Age	Year of Birth	Male	Female	Total	Per Cent of Total
16–20 years	1948–1952	56,471	32,253	88,724	8.858
21–24 ,,	1944–1947	63,890	40,300	104,190	10.403
25–30 ,,	1938–1943	92,060	58,954	151,014	15.078
31–35 ,,	1933–1937	68,134	41,728	109,862	10.969
36–40 ,,	1928–1932	69,469	41,337	110,806	11.063
41–45 ,,	1923–1927	63,392	39,697	103,089	10.293
46–50 ,,	1918–1922	57,235	36,049	93,284	9.314
51–55 ,,	1913–1917	50,518	28,650	79,168	7.904
56–60 ,,	1908–1912	42,065	19,784	61,849	6.175
61–65 ,,	1903–1907	31,368	11,613	42,981	4.291
66–69 ,,	1899–1902	17,847	5,492	23,339	2.330
70–75 ,,	1893–1898	15,910	4,336	20,246	2.021
76–80 ,,	1888–1892	7,651	1,239	8,890	0.888
81–85 ,,	1883–1887	3,081	304	3,385	0.338
86–90 ,,	1878–1882	615	46	661	0.066
Over 90 years	1877 and prior	76	10	86	0.009
Totals	.....	639,782	361,792	1,001,574	100.000
Male	.....	639,782	.....	.....	63.878
Female	.....	.....	361,792	.....	36.122

Chauffeurs' Licences

The comparative statement of licences and permits on the previous page shows the number of licensed chauffeurs in 1967 to be 97,572, an increase of 225 over the 1966 total of 97,347. The number of Class A category chauffeurs licensed to drive buses increased to 7,605 from 7,059 in 1966. The Class B category chauffeurs licensed to drive taxis increased to 6,876 from 6,435 in 1966. The Class C category chauffeurs licensed to drive trucks showed a decrease in 1967 to 83,091 from the total of 83,853 in 1966.

Motor-dealers' Licences

Motor-dealers' licences issued by the Branch are required by individuals or firms whose business involves the buying and selling of motor-vehicles, motor-cycles, or trailers. During the 1967 licence-year 1,086 motor-dealers' licences permitting the sale of motor-vehicles and trailers and 118 motor-cycle dealers' licences permitting the sale of motor-cycles and trailers were issued.

A prerequisite for the issuance of a motor-dealers' licence or the retention of such a licence is that an insurance bond be supplied to the Superintendent of Insurance in the amount of $5,000 or security be filed with the Minister of Finance in a similar amount. The insurance bonds are filed with the Branch on behalf of the Superintendent of Insurance, and in 1967, 338 dealers' bonds were filed, of which 170 were original bonds for new motor-dealers and 168 were replacement bonds. There were 324 bonds cancelled during 1967. Security was filed with the Minister of Finance by 10 motor-dealers.

A process of investigation is carried out for each new motor-dealer. Information in connection with the proposed operation, previous businesses, corporate formation, business intentions, premises, and compliance with municipal zoning regulations are considered before a licence is authorized.

Distribution of Motor-vehicles

The distribution of motor-vehicles in the various centres of the Province is always of interest. The following table gives information concerning the numbers of licences issued through the principal licence offices. Since vehicle-owners move frequently from one area to another, and vehicles are often sold to new owners residing in different locations from the previous owners, the table cannot be regarded as an accurate population count of vehicles in the various parts of the Province. However, the table does provide a guide as to the distribution of vehicles throughout the Province, and it is of use to groups concerned with community planning projects and development.

Summary of Passenger Motor-vehicle Licences Issued under Motor-vehicle Act and Commercial Motor-vehicle Licences Issued under Department of Commercial Transport Act, by Issuing Office, during 1967 Licence-year.

Issuing Office	Passenger Motor-vehicles				Commercial Motor-vehicles				Grand Total
	Used Registrations	New Registrations	Renewals	Total	Used Registrations	New Registrations	Renewals	Total	
Abbotsford	313	849	8,340	9,502	54	256	2,504	2,814	12,316
Alberni	176	627	8,128	8,931	26	251	1,786	2,063	10,994
Ashcroft	57	5	1,062	1,124	12	20	530	562	1,686
Atlin	3	8	21	32	15	3	52	70	102
Burns Lake	68	61	1,129	1,258	33	61	797	891	2,149
Chilliwack	487	1,109	12,226	13,822	61	358	3,437	3,856	17,678
Clinton	19	4	421	444	7	7	292	306	750
Cloverdale	983	1,211	23,590	25,784	152	433	5,822	6,407	32,191
Courtenay	642	884	11,829	13,355	81	328	3,157	3,566	16,921
Cranbrook	430	541	6,117	7,088	91	202	2,351	2,644	9,732
Creston	165	240	2,212	2,617	50	110	1,316	1,476	4,093
Dawson Creek	518	713	5,010	6,241	232	404	2,882	3,518	9,759
Duncan	256	571	9,311	10,138	52	229	2,614	2,895	13,033
Fernie	162	130	1,473	1,765	73	56	802	931	2,696
Fort Nelson	125	51	539	715	58	45	443	546	1,261
Fort St. John	513	478	4,277	5,268	236	456	3,054	3,746	9,014
Ganges	25	2	872	899	4	5	310	319	1,218
Golden	221	203	1,583	2,007	111	70	820	1,001	3,008
Grand Forks	31	120	1,976	2,127	6	92	1,026	1,124	3,251
Haney	258	1,121	10,716	12,095	29	320	2,266	2,615	14,710
Invermere	133	75	1,044	1,252	31	45	666	742	1,994
Kamloops	728	1,242	12,694	14,664	118	558	4,874	5,550	20,214
Kaslo	14	3	405	422	5	1	232	238	660
Kelowna	1,022	1,105	11,836	13,963	185	297	3,537	4,019	17,982
Kitimat	121	401	3,066	3,588	10	63	530	603	4,191
Lillooet	20	21	677	718	6	6	392	404	1,122
Merritt	69	108	1,881	2,058	6	58	882	946	3,004
Mission	78	257	3,455	3,790	29	47	1,036	1,112	4,902
Nanaimo	490	1,277	15,216	16,983	66	349	3,459	3,874	20,857
Nelson	381	706	9,773	10,860	60	214	3,496	3,770	14,630
New Westminster[1]	1,969	5,696	68,271	75,936	185	876	8,868	9,929	85,865
North Vancouver	1,145	4,478	26,658	32,281	47	520	2,832	3,399	35,680
Oliver	102	65	2,545	2,712	22	49	1,142	1,213	3,925
Penticton	637	965	9,027	10,629	115	273	2,587	2,975	13,604
Pouce Coupe	90	28	370	488	165	47	297	509	997
Powell River	160	234	5,411	5,805	15	74	1,162	1,251	7,056
Prince George	914	1,619	14,596	17,129	140	760	6,149	7,049	24,178
Prince Rupert	237	406	4,502	5,145	22	153	1,275	1,450	6,595
Princeton	25	36	841	902	3	12	457	472	1,374
Quesnel	123	306	3,460	3,889	40	150	1,959	2,149	6,038
Revelstoke	235	144	2,080	2,459	45	53	844	942	3,401
Rossland	28	19	1,083	1,130	2	11	244	257	1,387
Salmon Arm	268	233	3,430	3,931	83	120	1,579	1,782	5,713
Smithers	68	277	2,397	2,742	32	156	1,428	1,616	4,358
Terrace	118	355	3,052	3,525	23	216	1,589	1,828	5,353
Trail	238	822	7,024	8,084	17	147	1,467	1,631	9,715
Vancouver[2]	4,290	12,821	95,728	112,839	171	1,833	17,171	19,175	132,014
Vancouver East[2]	2,336	8,304	51,410	62,050	190	2,967	7,623	10,780	72,830
Vancouver-Pt. Grey[2]	1,629	5,177	35,896	42,702	45	321	2,493	2,859	45,561
Vanderhoof	81	91	1,532	1,704	55	56	1,125	1,236	2,940
Vernon	449	1,015	9,167	10,631	125	355	3,980	4,460	15,091
Victoria[3]	2,633	5,779	88,602	97,014	183	1,834	18,293	20,310	117,324
Williams Lake	156	384	4,225	4,765	78	300	2,956	3,334	8,099
Totals	26,439	63,377	612,186	702,002	3,698	16,631	142,885	163,214	865,216

[1] New Westminster (includes temporary office at Burnaby during rush period and mail-order issuance to New Westminster area from Victoria): Passenger, 77,413; commercial, 10,193.

[2] Vancouver (includes issuance from Motor Licence offices at 1730 West Georgia Street, 2410 Nanaimo Street, and 6237 West Boulevard and mail-order issuance to Vancouver area from Victoria and includes temporary office at Richmond during rush period; does not include issuance at North Vancouver and does not include 735 commercial plates issued for National Defence vehicles that operate throughout British Columbia; issuance at Sechelt, Squamish, and Pemberton which account through Vancouver has been deducted): Passenger, 226,082; commercial, 31,353.

[3] Victoria (does not include mail-order issuance to other areas; does not include 1,445 passenger and 5,678 commercial plates for Provincial Government vehicles that operate throughout British Columbia and does not include 591 National Defence vehicles that operate throughout British Columbia; issuance of 253 commercial plates to prorated vehicles has been deducted; issuance at Port Hardy, Alert Bay, and Bella Coola, which account through Victoria has been deducted): Passenger, 73,575; commercial, 9,276.

Revenue

Revenue collected by the Motor-vehicle Branch from licences, permits, and other services, and in the payment of social services tax, increased by 5.5 per cent to $31,092,561.10 in the 1967 licence-year. The increase was $1,624,175.56 over the 1966 total of $29,468,385.54. Social services tax collections amounted to $2,929,854.27, as compared to $2,452,210.51 in 1966. These collections cover motor-vehicle and trailer taxes on transactions which do not involve licensed motor-dealers. The motor-dealers make their payment of tax collections directly to the Consumer Taxation Branch of the Department of Finance.

Offices of this Branch collected 67.22 per cent of the total collections, in the amount of $21,049,796.38. Offices of the Department of Finance, which carry out licence-issuing service in areas not served by the Motor-vehicle Branch, collected the balance of 32.78 per cent. These percentages show no appreciable change on the 1966 licence-year figures.

The locations of Motor-vehicle Branch offices are listed below, and the 1967 revenue collection at each office is shown:—

Vancouver	$5,061,614.04
Victoria	3,785,307.18
New Westminster	2,685,609.81
Vancouver East	2,597,591.75
Vancouver-Point Grey	1,302,143.09
Cloverdale	1,088,792.06
North Vancouver	1,064,577.36
Kamloops	789,991.31
Dawson Creek	669,763.66
Chilliwack	667,176.09
Haney	436,882.58
Abbotsford	421,985.99
Trail	309,077.37
Mission	169,284.09
Total	$21,049,796.38

Refunds

Legislation provides for refunding of licence fees in several instances where licences are surrendered to this Branch.

Refunds are made where a vehicle is removed from the Province, and where a vehicle has been burned, junked, or damaged beyond repair.

Refunds are obtainable by the seller on commercial-vehicle licences when vehicles are transferred. In these instances the new owner is required to relicense the vehicle, based on the gross vehicle weight at which he intends to operate the vehicle.

Refunds may be obtained for vehicles located east of the Cascade Mountains which are not operated in winter months (November, December, January). Due to the ability to operate vehicles on an all-year basis in practically all areas of the Province now, the applications for these seasonal refunds are declining each year.

The fee for the unexpired full years of the five-year drivers' licences are refundable under the following circumstances upon surrender of the licence to this Branch:—

(*a*) The licence has been suspended due to the failure of the licensee to qualify in a driver's examination.
(*b*) The licensee has taken up residence outside the Province.
(*c*) The licensee has died.
(*d*) The licensee has voluntarily surrendered his driver's licence.

The following table sets out the number of refunds and the amount of money refunded in the 1967 licence-year:—

Type of Refund	Number		Amount
Drivers' licences		2,069	$6,133.50
Motor-vehicle licences, general refunds—			
Motor-vehicle Act—passenger	1,910	$15,485.96	
Dealers' licences	35	337.65	
Drivers' general	158	742.50	
Chauffeurs' licences	24	66.50	
Department of Commercial Transport Act—commercial	419	26,928.76	
		2,546	43,561.67
Relinquishment refunds—			
Motor-vehicle Act—passenger	6,672	$47,006.10	
Department of Commercial Transport Act—			
Regular commercial	887	32,379.66	
Farm commercial	53	709.53	
		7,612	80,095.29
Seasonal refunds—			
Motor-vehicle Act—passenger	272	$1,553.12	
Department of Commercial Transport Act—			
Regular commercial	299	20,213.79	
Farm commercial	88	1,782.17	
		654	23,549.08
Refunds on transfers—			
Department of Commercial Transport Act—			
Regular commercial	322	$74,307.42	
Farm commercial	41	5,006.50	
		363	79,313.92
Totals		13,274	$232,653.46

2. ACCIDENTS AND CONVICTIONS

Motor-vehicle Accidents

The following table gives a summary of the accident frequency during the period 1958 to 1967:—

Year	Motor-vehicles Registered	Number of Accidents	Accidents per 1,000 Vehicles Registered	Injuries	Deaths	Deaths per 10,000 Vehicles Registered	Average Property Damage	Deaths per 100 Million Miles	Fatal Accidents	Fatal Accidents per 100 Million Miles
1958	506,398	24,583	48.54	9,814	282	5.5	$480.72	7.01	246	6.12
1959	536,120	25,536	47.63	10,541	309	5.7	478.79	7.55	268	6.55
1960	566,144	26,091	46.08	11,311	294	5.2	474.78	6.73	253	5.79
1961	589,917	27,203	46.11	12,101	320	5.4	475.08	7.07	272	6.01
1962	609,215	29,077	44.65	13,382	385	6.3	489.05	7.96	322	6.66
1963	648,303	30,924	47.82	14,585	360	5.6	503.65	7.00	309	6.01
1964	700,048	38,368	54.81	16,911	393	5.6	523.39	6.90	345	6.06
1965	764,353	40,262	52.68	17,574	500	6.5	561.96	8.00	421	6.73
1966	817,348	44,177	54.05	19,449	520	6.4	592.91	7.60	445	6.51
1967	864,348	49,750	57.56	19,500	559	6.5	565.58	7.67	461	6.33

Statistical Summary of Motor-vehicle Accidents in CITIES

	Killed			Fatal Accidents			Injured		
	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Alberni	.....	1	100.0	.....	1	100.0	41	31	—24.0
Armstrong	.....	.....	.....	.....	.....	.....	3	4	33.0
Chilliwack	1	1	.....	1	1	.....	117	140	19.0
Courtenay	1	1	.....	1	1	.....	43	38	—11.0
Cranbrook	1	1	.....	1	1	.....	35	23	—34.0
Dawson Creek	.....	3	100.0	.....	3	100.0	36	40	11.0
Duncan	3	1	—66.0	3	1	—66.0	55	96	74.0
Enderby	.....	.....	.....	.....	.....	.....	7	6	—14.0
Fernie	.....	.....	.....	.....	.....	.....	4	8	100.0
Grand Forks	1	1	.....	1	1	.....	7	9	28.0
Greenwood	.....	3	100.0	.....	3	100.0	19	24	26.0
Kamloops	3	.....	—100.0	3	.....	—100.0	123	116	—5.0
Kaslo	.....	.....	.....	.....	.....	.....	4	3	—25.0
Kelowna	3	4	33.0	3	4	33.0	127	111	—12.0
Kimberley	.....	.....	.....	.....	.....	.....	19	11	—42.0
Nanaimo	.....	2	100.0	.....	2	100.0	125	115	—8.0
Nelson	.....	.....	.....	.....	.....	.....	33	17	—48.0
New Westminster	6	7	16.0	6	7	16.0	483	491	1.0
North Vancouver	6	2	—66.0	4	2	—50.0	258	275	6.0
Penticton	6	4	—33.0	5	4	—20.0	102	90	—11.0
Port Alberni	1	1	.....	1	1	.....	89	93	4.0
Port Coquitlam	1	2	100.0	1	2	100.0	103	119	15.0
Port Moody	.....	1	100.0	.....	1	100.0	37	52	40.0
Prince George	4	2	—50.0	4	2	—50.0	198	225	13.0
Prince Rupert	2	.....	—100.0	2	.....	—100.0	105	74	—29.0
Revelstoke	.....	.....	.....	.....	.....	.....	29	15	—48.0
Rossland	.....	.....	.....	.....	.....	.....	10	8	—20.0
Salmon Arm	.....	.....	.....	.....	.....	.....	4	24	500.0
Slocan	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trail	1	.....	—100.0	1	.....	—100.0	40	35	—12.0
Vancouver	51	57	11.0	48	53	10.0	4,933	5,007	1.0
Vernon	.....	1	100.0	.....	1	100.0	89	79	—11.0
Victoria	4	6	50.0	4	6	50.0	618	746	20.0
White Rock	1	.....	—100.0	1	.....	—100.0	33	30	—9.0
Totals	96	101	5.0	90	97	7.0	7,929	8,155	2.0

The toll of motor-vehicle accidents continues to grow. During 1967 the number of persons killed increased from 520 in 1966 to a new high of 559, an increase of 7.5 per cent.

During 1967 reportable accidents totalled 49,750, an increase of 5,563 or 12.6 per cent over the 1966 total of 44,187. The number of fatal accidents increased from 445 to 461, an increase of 16 or 4 per cent. The increase in the number of persons injured in accidents was very slight, the 1967 total being 19,500, an increase of only 50 over the 1966 total of 19,450.

Accidents resulting in property damage increased from 31,052 in 1966 to 36,595 in 1967, an increase of 5,543 or 18 per cent. The property damage as a result of these accidents amounted to $28,137,657.31, an increase of $1,941,430.31 or 7 per cent over the 1966 total of $26,196,227.

The preceding table again shows an increase in the accidents per 1,000 vehicles registered. A slight increase is also shown in the deaths per 10,000 vehicles registered and also in the deaths per 100 million miles driven, but there is again a decrease in the fatal accidents per 100 million miles driven. The average property damage decreased from last year.

The following tables set out accident statistics of the various cities, municipalities, villages, and districts in British Columbia for 1966 and 1967.

the Province for the Calendar Years 1966 and 1967

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
31	21	—32.0	200	138	—31.0	119	76	—36.0	$61,988.70	$34,216.91	—44.0
2	4	100.0	20	22	10.0	13	15	23.0	6,200.00	5,230.00	—15.0
80	98	22.0	416	522	25.0	237	301	27.0	119,608.06	146,266.55	22.0
27	27	.....	260	260	.....	141	140	—0.7	59,770.91	75,607.86	26.0
24	20	—16.0	188	196	4.0	103	109	5.0	44,864.98	48,636.68	8.0
29	33	13.0	361	394	9.0	191	211	10.0	76,555.64	150,883.12	97.0
37	55	48.0	302	315	4.0	176	188	6.0	83,901.23	105,658.55	25.0
5	3	—40.0	17	26	52.0	11	15	36.0	4,846.45	6,549.45	35.0
4	6	50.0	46	32	—30.0	23	21	—8.0	8,227.50	7,160.85	—12.0
5	6	20.0	39	41	5.0	21	25	19.0	14,085.00	17,766.00	26.0
11	8	—27.0	41	70	70.0	27	57	111.0	20,233.94	37,656.89	86.0
84	83	—1.0	720	783	8.0	385	412	7.0	201,016.76	186,928.44	—7.0
3	2	—33.0	18	4	—77.0	10	4	—60.0	4,931.75	2,410.00	—51.0
92	73	—20.0	599	752	25.0	325	400	23.0	138,202.60	182,363.84	31.0
15	9	—40.0	143	97	—32.0	76	55	—27.0	30,596.54	24,100.32	—21.0
82	76	—7.0	745	738	—0.9	392	392	.....	229,136.88	181,843.88	—20.0
18	11	—38.0	216	135	—37.0	117	75	—35.0	63,111.58	49,076.38	—22.0
333	342	2.0	2,633	2,919	10.0	1,337	1,495	11.0	705,015.44	757,845.19	7.0
165	185	12.0	1,195	1,456	21.0	607	756	24.0	338,181.06	401,885.65	18.0
75	69	—8.0	434	519	19.0	244	289	18.0	111,932.71	162,461.92	45.0
60	65	8.0	571	639	11.0	302	346	14.0	151,543.03	180,034.74	18.0
72	84	16.0	344	472	37.0	198	266	34.0	110,086.37	134,874.74	22.0
25	37	48.0	159	229	44.0	87	123	41.0	46,247.15	64,474.75	39.0
137	155	13.0	1,747	1,645	—5.0	897	874	—2.0	515,096.09	437,831.99	—14.0
69	61	—11.0	566	631	11.0	312	343	9.0	169,411.94	180,396.18	6.0
16	14	—12.0	179	184	2.0	96	102	6.0	48,300.19	36,347.02	—24.0
8	6	—25.0	71	74	4.0	38	45	18.0	32,954.49	14,469.16	—56.0
4	12	200.0	51	88	72.0	32	48	50.0	14,703.79	24,259.41	64.0
.....	.....	.....	3	2	—33.0	2	1	—50.0	1,650.00	377.00	—77.0
28	24	—14.0	277	260	—6.0	152	144	—5.0	80,219.50	64,268.64	—19.0
3,583	3,589	0.1	23,006	26,877	16.0	12,280	14,440	17.0	5,855,279.63	6,436,001.58	9.0
62	59	—4.0	402	551	37.0	224	294	31.0	117,378.13	131,998.64	12.0
460	523	13.0	3,113	3,582	15.0	1,579	1,876	18.0	721,837.18	800,658.57	10.0
27	24	—11.0	190	258	35.0	100	133	33.0	52,973.59	61,581.15	16.0
5,673	5,784	1.0	39,272	44,911	14.0	20,854	24,071	15.0	$10,240,088.81	$11,152,172.05	8.0

Statistical Summary of Motor-vehicle Accidents in the

MUNICIPALITIES

	Killed			Fatal Accidents			Injured		
	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Burnaby	17	17	.....	15	15	.....	1,222	1,204	—1.0
Central Saanich	2	.....	—100.0	2	.....	—100.0	22	41	86.0
Chilliwhack	4	14	250.0	4	8	100.0	116	120	3.0
Coldstream	.....	.....	.....	.....	.....	.....	2	.....	—100.0
Coquitlam	10	8	—20.0	9	8	—11.0	287	308	7.0
Delta	5	10	100.0	4	7	75.0	121	220	81.0
Esquimalt	2	.....	—100.0	2	.....	—100.0	51	65	27.0
Fraser Mills	.....	.....	.....	.....	.....	.....	1	2	100.0
Glenmore	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Kent-Agassiz	1	3	200.0	1	2	100.0	89	58	—34.0
Langley	12	4	—66.0	11	3	—72.0	192	148	—22.0
Maple Ridge	10	10	.....	10	8	—20.0	255	264	3.0
Matsqui	2	3	50.0	2	2	.....	115	131	13.0
Mission	1	1	.....	1	1	.....	54	21	—61.0
North Cowichan	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Vancouver	3	5	66.0	3	5	66.0	276	288	4.0
Oak Bay	.....	.....	.....	.....	.....	.....	50	57	14.0
Peachland	1	.....	—100.0	1	.....	—100.0	2	2	.....
Pitt Meadows	.....	.....	.....	.....	.....	.....	3	2	—33.0
Richmond	10	10	.....	9	9	.....	563	490	—12.0
Saanich	5	5	.....	4	5	25.0	335	343	2.0
Salmon Arm	1	1	.....	1	1	.....	18	15	—16.0
Sumas	5	5	.....	4	4	.....	75	97	29.0
Summerland	1	.....	—100.0	1	.....	—100.0	25	31	24.0
Surrey	21	26	23.0	20	20	.....	865	916	5.0
Tadanac	1	.....	—100.0	1	.....	—100.0	8	10	25.0
West Vancouver	5	2	—60.0	5	2	—60.0	310	300	—3.0
Kitimat	2	1	—50.0	2	1	—50.0	48	55	14.0
Powell River	2	1	—50.0	2	1	—50.0	59	68	15.0
Totals	123	126	2.0	114	102	—10.0	5,165	5,256	1.0

Province for the Calendar Years 1966 and 1967—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
810	796	—1.0	5,392	6,140	13.0	2,804	3,247	15.0	$1,580,595.61	$1,703,919.34	7.0
10	16	60.0	59	86	45.0	40	51	27.0	26,817.49	35,470.94	32.0
60	57	—5.0	255	273	7.0	170	183	7.0	107,550.32	96,641.09	—10.0
1	.....	—100.0	1	.....	—100.0	1	.....	—100.0	300.00	.....	—100.0
201	188	—6.0	957	1,237	29.0	540	675	25.0	363,341.63	357,325.04	—1.0
76	124	63.0	455	595	30.0	284	366	28.0	206,673.53	255,136.03	23.0
36	51	29.0	274	318	16.0	149	176	18.0	58,175.33	84,605.26	45.0
1	2	100.0	5	17	240.0	3	8	166.0	950.00	8,153.00	758.0
1	.....	—100.0	2	.....	—100.0	2	.....	—100.0	966.00	.....	—100.0
47	33	—29.0	162	165	1.0	105	112	6.0	65,639.40	117,093.47	78.0
114	96	—15.0	473	520	9.0	298	325	9.0	200,188.46	195,326.40	—2.0
146	170	16.0	609	825	35.0	361	493	36.0	222,205.01	262,148.10	17.0
66	78	18.0	344	488	41.0	214	284	32.0	111,916.79	159,905.57	42.0
25	13	—48.0	91	68	—25.0	62	49	—20.0	42,464.66	18,867.33	—55.0
186	207	11.0	1,207	1,483	22.0	655	795	21.0	388,327.93	383,594.38	—1.0
39	42	7.0	261	295	13.0	143	165	15.0	61,832.36	75,430.68	21.0
1	2	100.0	19	16	—15.0	12	11	—8.0	6,355.00	4,645.11	—26.0
2	1	—50.0	12	1	—91.0	8	1	—87.0	3,345.00	1,200.00	—64.0
369	334	—9.0	1,785	2,121	18.0	995	1,168	17.0	521,172.92	568,783.07	9.0
232	224	—3.0	1,266	1,450	14.0	713	803	—12.0	348,381.24	392,835.48	12.0
9	10	11.0	85	58	—31.0	53	35	—33.0	29,684.25	17,260.49	—41.0
42	51	21.0	168	259	54.0	118	165	39.0	80,630.89	119,845.73	48.0
16	21	31.0	70	87	24.0	48	57	18.0	25,387.18	32,962.82	29.0
533	547	2.0	2,650	2,970	12.0	1,475	1,689	14.0	881,807.64	1,044,623.20	18.0
6	8	33.0	44	35	—20.0	26	21	—19.0	13,467.70	12,044.52	—10.0
190	188	—1.0	1,264	1,468	16.0	664	793	19.0	368,851.76	415,874.46	12.0
32	37	15.0	288	311	7.0	158	170	7.0	105,120.08	88,038.59	—16.0
43	54	25.0	345	448	29.0	199	254	27.0	92,981.81	127,366.20	36.0
3,294	3,350	1.0	18,543	21,734	17.0	10,300	12,096	17.0	$5,915,129.09	$6,579,096.20	11.0

Statistical Summary of Motor-vehicle Accidents in the

VILLAGES

	Killed			Fatal Accidents			Injured		
	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Abbotsford							52	23	—55.0
Alert Bay							6	4	—33.0
Ashcroft							1		—100.0
Burns Lake							6	9	50.0
Campbell River	1	1		1	1		66	50	—24.0
Castlegar	1		—100.0	1		—100.0	17	16	—5.0
Chapman Camp									
Comox							2	1	—50.0
Cranberry Lake							1	1	
Creston		1	100.0		1	100.0	5	6	20.0
Cumberland							1	2	100.0
Fort St. John		1	100.0		1	100.0	23	9	—60.0
Fruitvale							3		—100.0
Gibsons Landing							8	6	—25.0
Hope	1		—100.0	1		—100.0	17		—100.0
Invermere							6	7	16.0
Ladysmith	1		—100.0	1		—100.0	8	11	37.0
Lake Cowichan							16	8	—50.0
Lillooet							1	5	400.0
Lytton	1		—100.0	1		—100.0	3	1	—66.0
McBride							2	1	—50.0
Marysville									
Merritt							12	9	—25.0
Mission		1	100.0		1	100.0	15	19	26.0
New Denver							4	2	—50.0
North Kamloops	2		—100.0	2		—100.0	40	37	—7.0
Oliver							9	2	—77.0
Osoyoos							3	6	100.0
Parksville							8	4	—50.0
Pouce Coupe								1	100.0
Princeton								4	100.0
Qualicum	2	1	—50.0	1	1		6	1	—83.0
Quesnel	3		—100.0	3		—100.0	37	15	—59.0
Salmo								2	100.0
Sidney							12	14	16.0
Silverton									
Smithers	1		—100.0	1		—100.0	6	9	50.0
Squamish							20	25	25.0
Stewart							1		—100.0
Terrace							52	52	
Tofino							5	8	60.0
Vanderhoof							12	2	—83.0
Westview									
Williams Lake	1		—100.0	1		—100.0	15	29	93.0
Sechelt	1		—100.0	1		—100.0	3	2	—33.0
Fort St. James							6		—100.0
Hazelton							1	2	100.0
Kinnaird							2		—100.0
Lumby	1		—100.0	1		—100.0	2	2	
Montrose									
Pemberton							9	2	—77.0
Warfield									
Golden	2		—100.0	2		—100.0	6	4	—33.0
Totals	18	5	—72.0	17	5	—70.0	530	413	—22.0

Province for the Calendar Years 1966 and 1967—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
35	12	—65.0	222	115	—48.0	133	66	—50.0	$80,230.17	$35,533.26	—125.0
4	3	—25.0	9	14	55.0	7	12	71.0	1,215.00	4,125.00	—239.0
1	.....	—100.0	8	17	112.0	5	11	120.0	3,205.00	4,140.00	29.0
4	8	100.0	45	45	.....	27	24	—11.0	14,033.45	13,856.14	—1.0
49	40	—18.0	389	380	—2.0	216	212	—1.0	103,945.06	133,878.03	28.0
13	10	—23.0	110	87	—20.0	56	45	—19.0	26,724.60	24,730.22	—7.0
.....	.....	.....	2	.....	—100.0	2	.....	—100.0	800.00	.....	—100.0
2	1	—50.0	17	6	—64.0	12	3	—75.0	5,594.30	2,325.00	—58.0
1	1	.....	12	11	—8.0	7	8	14.0	4,575.50	4,660.00	1.0
4	4	.....	61	43	—29.0	34	26	—23.0	9,534.62	9,640.96	1.0
1	1	.....	26	17	—34.0	15	10	—33.0	7,383.97	3,354.52	—54.0
18	7	—61.0	197	188	—4.0	105	96	—8.0	50,505.99	49,077.49	—2.0
3	.....	—100.0	23	7	—69.0	15	4	—73.0	3,755.00	2,090.00	—44.0
3	5	66.0	24	22	—8.0	16	15	—6.0	10,335.00	8,325.87	—19.0
8	.....	—100.0	82	34	—58.0	44	19	—56.0	23,477.28	5,136.18	—78.0
2	2	.....	11	16	45.0	7	10	42.0	2,792.30	65,435.00	2,243.0
7	8	14.0	62	41	—33.0	33	24	—27.0	11,534.17	14,122.87	22.0
8	7	—12.0	43	28	—34.0	28	20	—28.0	17,788.69	9,847.31	—44.0
1	3	200.0	20	17	—15.0	10	12	20.0	3,604.00	7,075.00	96.0
2	1	—50.0	11	5	—54.0	8	3	—62.0	4,775.00	750.00	—84.0
1	1	.....	12	13	8.0	6	8	33.0	1,899.00	2,855.00	50.0
.....	.....	.....	2	.....	—100.0	1	.....	—100.0	160.00	.....	—100.0
9	8	—11.0	50	72	44.0	30	42	40.0	17,875.73	15,824.15	—11.0
11	16	45.0	87	96	10.0	48	57	18.0	20,641.51	27,381.61	32.0
2	1	—50.0	4	5	25.0	3	3	.....	2,200.00	2,572.10	16.0
26	26	.....	161	154	—4.0	89	84	—5.0	45,189.33	60,491.48	33.0
5	2	—60.0	40	26	—35.0	23	15	—34.0	13,050.00	7,252.35	—44.0
2	5	150.0	23	26	11.0	13	15	15.0	5,985.90	8,407.02	40.0
4	4	.....	24	15	—37.0	13	9	—30.0	36,130.00	6,203.00	—82.0
.....	1	100.0	2	2	.....	1	1	.....	456.00	1,300.00	185.0
.....	2	100.0	15	29	93.0	10	17	70.0	3,938.72	9,155.53	132.0
4	1	—75.0	34	17	—50.0	23	9	—60.0	10,409.67	2,690.00	—74.0
18	10	—44.0	178	146	—17.0	94	75	—20.0	47,660.99	35,319.87	—25.0
.....	1	100.0	11	4	—63.0	6	3	—50.0	2,004.75	1,558.51	—22.0
8	7	—12.0	46	29	—36.0	27	18	—33.0	19,870.82	10,864.77	—45.0
.....	.....	.....	.....	1	100.0	.....	1	100.0	.....	700.00	100.0
5	5	.....	82	58	—29.0	46	30	—34.0	19,763.94	16,956.09	—14.0
11	13	18.0	69	121	75.0	43	77	79.0	21,625.00	37,473.21	73.0
1	.....	—100.0	2	3	50.0	1	2	100.0	1,100.00	500.00	—54.0
40	28	—30.0	347	281	—19.0	204	151	—25.0	107,768.19	75,881.34	—29.0
3	5	66.0	29	28	—3.0	19	23	21.0	11,415.00	15,202.82	33.0
4	2	—50.0	51	23	—54.0	27	12	—55.0	15,906.88	3,851.35	—75.0
.....	.....	.....	4	.....	—100.0	2	.....	—100.0	800.00	.....	—100.0
13	12	—7.0	113	65	—42.0	62	39	—37.0	31,843.45	24,941.19	—21.0
3	2	—33.0	18	23	27.0	12	12	.....	3,220.20	7,361.00	128.0
4	.....	—100.0	22	6	—72.0	13	4	—69.0	4,349.44	3,125.00	—28.0
1	2	100.0	20	12	—40.0	13	8	—38.0	6,340.00	4,585.00	—27.0
2	.....	—100.0	8	2	—75.0	5	1	—80.0	1,072.00	250.00	—76.0
2	1	—50.0	12	8	—33.0	7	5	—28.0	4,200.00	1,091.00	—74.0
.....	.....	.....	5	.....	—100.0	3	.....	—100.0	1,828.20	.....	—100.0
5	2	—60.0	38	18	—52.0	30	14	—53.0	13,055.00	7,134.00	—45.0
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	2	—33.0	65	31	—52.0	38	16	—57.0	16,126.27	6,313.50	—60.0
353	272	—22.0	2,948	2,407	—18.0	1,692	1,371	—18.0	$873,695.09	$795,343.74	—8.0

Statistical Summary of Motor-vehicle Accidents in the

UNORGANIZED

	Killed			Fatal Accidents			Injured		
	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Alberni	1	1	.....	1	1	.....	62	63	1.0
Alert Bay	.....	.....	.....	.....	.....	.....	4	7	75.0
Alexis Creek	.....	1	100.0	.....	1	100.0	18	8	—55.0
Armstrong	1	3	200.0	1	3	200.0	24	31	29.0
Ashcroft	12	3	—75.0	10	2	—80.0	65	83	27.0
Atlin	.....	.....	.....	.....	.....	.....	3	.....	—100.0
Barkerville	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bella Coola	.....	.....	.....	.....	.....	.....	5	11	120.0
Blue River	.....	1	100.0	.....	1	100.0	48	38	—20.0
Boston Bar	6	13	116.0	2	7	250.0	58	53	—8.0
Bralorne	.....	.....	.....	.....	.....	.....	1	1	.....
Britannia Beach	.....	.....	.....	.....	.....	.....	2	1	—50.0
Burnaby	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Burns Lake	3	5	66.0	3	4	33.0	59	59	.....
Campbell River	4	7	75.0	4	3	—25.0	114	116	1.0
Castlegar	1	6	500.0	1	5	400.0	76	63	—17.0
Chase	4	1	—75.0	3	1	—66.0	48	39	—18.0
Chemainus	2	2	.....	2	2	.....	73	56	—23.0
Chilliwack	2	1	—50.0	2	1	—50.0	34	43	26.0
Clinton	4	.....	—100.0	3	.....	—100.0	55	43	—21.0
Cloverdale	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colwood	6	9	50.0	6	6	.....	193	179	—7.0
Coquitlam	.....	.....	.....	.....	.....	.....	.....	4	100.0
Courtenay	1	8	700.0	1	5	400.0	99	99	.....
Cranbrook	6	4	—33.0	4	3	—25.0	87	80	—8.0
Crescent Valley	.....	3	100.0	.....	3	100.0	38	50	31.0
Creston	3	8	166.0	3	7	133.0	75	59	—21.0
Dawson Creek	1	9	800.0	1	7	600.0	63	98	55.0
Duncan	.....	4	100.0	.....	3	100.0	70	70	.....
Enderby	1	1	.....	1	1	.....	28	20	—28.0
Falkland	1	2	100.0	1	2	100.0	39	13	—66.0
Fernie	3	7	133.0	2	1	—50.0	36	22	—38.0
Field	.....	1	100.0	.....	1	100.0	21	21	.....
Fort Nelson	2	6	200.0	2	6	200.0	100	84	—16.0
Fort St. James	.....	1	100.0	.....	1	100.0	6	7	16.0
Fort St. John	5	5	.....	4	4	.....	99	85	—14.0
Fruitvale	.....	2	100.0	.....	2	100.0	30	24	—20.0
Ganges	1	.....	—100.0	1	.....	—100.0	29	24	—17.0
Gibsons Landing	1	1	.....	1	1	.....	31	36	16.0
Golden	5	7	40.0	3	5	66.0	78	64	—17.0
Grand Forks	4	2	—50.0	4	2	—50.0	47	36	—23.0
Greenwood	4	.....	—100.0	1	.....	—100.0	12	15	25.0
Hazelton	2	2	.....	2	2	.....	18	47	161.0
Hope	10	9	—10.0	6	8	33.0	207	178	—14.0
100 Mile House	2	8	300.0	2	8	300.0	72	124	72.0
Invermere	2	4	100.0	2	4	100.0	44	48	9.0
Kamloops	18	6	—66.0	12	4	—66.0	239	155	—35.0
Kaslo	2	.....	—100.0	1	.....	—100.0	33	11	—66.0
Kelowna	3	4	33.0	3	3	.....	132	140	6.0
Keremeos	1	7	600.0	1	6	500.0	33	56	69.0
Kimberley	1	.....	—100.0	1	.....	—100.0	41	44	7.0
Kitimat	.....	1	100.0	.....	1	100.0	20	37	85.0
Ladysmith	2	1	—50.0	2	1	—50.0	49	51	4.0
Lake Cowichan	1	.....	—100.0	1	.....	—100.0	29	54	86.0
Langley	.....	.....	.....	.....	.....	.....	36	49	36.0
Lillooet	1	.....	—100.0	1	.....	—100.0	43	35	—18.0
Lumby	.....	1	100.0	.....	1	100.0	9	13	44.0
Lytton	7	4	—42.0	5	1	—80.0	55	66	20.0
McBride	.....	.....	.....	.....	.....	.....	4	3	—25.0
Masset	.....	1	100.0	.....	1	100.0	2	6	200.0
Merritt	3	1	—66.0	2	1	—50.0	60	45	—25.0
Mission	1	2	100.0	1	1	.....	14	30	114.0
Nakusp	1	1	.....	1	1	.....	41	35	—14.0
Nanaimo	11	7	—36.0	6	6	.....	151	147	—2.0
Natal	1	.....	—100.0	1	.....	—100.0	15	8	—46.0
Nelson	1	4	300.0	1	4	300.0	54	64	18.0
New Denver	.....	2	100.0	.....	1	100.0	8	10	25.0

Province for the Calendar Years 1966 and 1967—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
36	35	—2.0	225	160	—28.0	160	116	—27.0	$105,176.76	$86,952.90	—17.0
2	4	100.0	15	20	33.0	11	14	27.0	6,016.00	4,500.00	25.0
7	6	—14.0	51	41	—19.0	35	33	—5.0	21,871.00	19,080.00	—12.0
11	15	36.0	64	82	28.0	40	58	45.0	32,555.10	56,085.05	72.0
34	45	32.0	164	212	29.0	118	157	33.0	145,213.59	139,403.82	—4.0
2	.....	—100.0	10	5	—50.0	6	4	—33.0	14,900.00	1,590.00	—89.0
4	8	100.0	38	41	7.0	24	29	20.0	10,721.10	17,185.00	60.0
33	26	21.0	152	149	—1.0	112	115	2.0	78,258.20	72,545.12	—7.0
28	26	—7.0	155	187	20.0	99	126	27.0	115,581.57	142,487.12	23.0
1	1	.....	2	1	—50.0	1	1	.....	300.00	.....	—100.0
1	1	.....	3	1	—66.0	2	1	—50.0	1,150.00	400.00	—65.0
1	.....	—100.0	6	13	116.0	3	7	133.0	2,490.00	3,860.00	55.0
34	36	5.0	154	180	16.0	106	124	16.0	99,705.74	97,082.83	2.0
66	71	7.0	344	380	10.0	230	264	14.0	180,948.25	179,602.64	—0.7
47	45	—4.0	221	254	14.0	152	176	15.0	118,756.70	112,210.07	—5.0
21	17	—19.0	104	106	1.0	74	75	1.0	71,593.79	61,095.36	—14.0
43	32	—25.0	168	184	9.0	109	121	11.0	70,377.46	76,560.26	8.0
21	26	23.0	97	115	18.0	58	81	39.0	48,548.70	44,835.14	—7.0
28	23	—17.0	175	131	—25.0	123	100	—18.0	110,829.63	70,471.92	—36.0
.....	.....	.....	1	.....	—100.0	1	.....	—100.0	474.00	.....	—100.0
110	115	4.0	508	580	14.0	320	352	10.0	230,270.62	238,123.07	3.0
.....	4	100.0	7	17	142.0	4	10	150.0	2,030.00	6,894.81	239.0
66	59	—10.0	317	322	1.0	210	231	10.0	141,247.89	151,807.77	7.0
39	43	10.0	170	174	2.0	134	141	5.0	92,872.87	104,687.37	12.0
27	30	11.0	130	114	—12.0	88	86	—2.0	59,426.20	58,933.52	—0.8
44	36	—18.0	189	193	2.0	147	147	.....	82,165.39	92,458.38	12.0
32	47	46.0	166	233	40.0	111	146	31.0	82,998.89	132,451.33	59.0
44	40	—9.0	270	243	—10.0	169	161	—4.0	105,578.02	110,990.97	5.0
13	15	15.0	63	85	34.0	45	62	37.0	34,002.07	41,211.39	21.0
19	9	—52.0	92	65	—29.0	67	48	—28.0	48,110.00	26,758.08	—46.0
21	16	—23.0	67	71	5.0	52	53	1.0	37,541.57	29,984.00	—20.0
14	11	—21.0	35	64	82.0	24	51	112.0	23,955.00	32,495.17	35.0
61	48	—21.0	281	328	16.0	214	232	8.0	291,338.50	316,564.30	8.0
5	4	—20.0	25	34	36.0	19	23	21.0	10,990.00	9,095.00	—17.0
63	55	—12.0	362	384	6.0	227	244	7.0	236,926.70	222,360.78	—6.0
18	16	—11.0	76	71	—6.0	50	48	—4.0	30,897.61	30,585.29	—1.0
16	15	—6.0	61	56	—8.0	47	43	—8.0	23,590.08	19,754.71	—16.0
19	20	5.0	124	141	13.0	79	89	12.0	33,636.45	66,634.95	98.0
49	41	—16.0	221	257	16.0	156	189	21.0	120,412.41	220,953.75	83.0
31	24	—22.0	130	120	—7.0	104	96	—7.0	84,470.55	73,243.35	—13.0
10	6	—40.0	50	20	—60.0	40	17	—57.0	23,407.00	11,303.00	—51.0
13	28	115.0	109	132	21.0	78	94	14.0	64,906.45	80,633.82	24.0
95	88	—7.0	447	477	6.0	278	310	11.0	233,817.69	250,102.79	6.0
46	70	52.0	264	369	39.0	205	263	28.0	207,631.16	218,409.00	5.0
20	27	35.0	134	149	11.0	98	121	23.0	53,227.00	132,025.65	148.0
139	99	—28.0	573	563	—1.0	382	379	—0.7	330,567.76	286,997.88	—13.0
20	8	—60.0	64	39	—39.0	52	27	—48.0	36,689.19	17,590.00	—52.0
82	91	10.0	377	435	15.0	244	272	11.0	153,422.09	150,421.16	—1.0
17	32	88.0	90	134	48.0	66	101	53.0	42,995.51	75,018.82	74.0
21	22	4.0	104	126	21.0	74	96	29.0	41,051.62	58,187.60	41.0
13	18	38.0	61	93	52.0	45	64	42.0	27,366.00	52,344.55	91.0
25	31	24.0	156	164	5.0	95	102	7.0	61,156.89	67,171.21	9.0
20	31	55.0	104	107	2.0	77	77	.....	49,016.85	64,125.33	30.0
28	33	17.0	121	146	20.0	86	99	15.0	41,587.14	70,105.45	68.0
22	19	—13.0	87	66	—24.0	64	47	—26.0	38,257.00	35,305.00	—7.0
6	7	16.0	33	76	130.0	25	54	116.0	16,956.80	38,381.00	126.0
31	36	16.0	117	135	15.0	88	100	13.0	87,455.46	122,371.52	39.0
3	3	.....	29	22	—24.0	21	17	—19.0	13,350.50	13,185.00	—1.0
1	3	200.0	14	21	50.0	11	17	54.0	5,170.00	8,463.82	63.0
35	26	—25.0	160	163	1.0	115	127	10.0	86,830.67	95,899.69	10.0
11	22	100.0	76	111	46.0	54	75	38.0	31,469.60	51,192.75	62.0
28	22	—21.0	128	130	1.0	88	95	7.0	54,117.98	61,691.61	13.0
81	76	—6.0	356	355	—0.2	215	218	1.0	170,141.24	159,555.14	—6.0
10	6	—40.0	49	39	—20.0	34	29	—14.0	18,044.50	8,723.85	—51.0
33	35	6.0	147	168	14.0	109	122	11.0	84,445.80	97,699.28	15.0
8	5	—37.0	33	18	—45.0	26	16	—38.0	16,785.00	12,395.00	—26.0

Statistical Summary of Motor-vehicle Accidents in the UNORGANIZED

	Killed			Fatal Accidents			Injured		
	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Ocean Falls							9	5	—44.0
Oliver		1	100.0		1	100.0	35	24	—31.0
Osoyoos	1	1		1	1		38	37	—2.0
Parksville	3	2	—33.0	3	2	—33.0	9	17	88.0
Penticton	2	2		2	2		49	68	38.0
Port Alberni		2	100.0		2	100.0	10	14	40.0
Port Alice		3	100.0		3	100.0	14	17	21.0
Port Edward	3	5	66.0	2	3	50.0	38	55	44.0
Powell River	3		—100.0	3		—100.0	39	65	66.0
Prince George	21	30	42.0	17	25	47.0	425	412	—3.0
Prince Rupert	2	1	—50.0	2	1	—50.0	13	13	
Princeton	7	6	—14.0	7	5	—28.0	127	98	—22.0
Qualicum		2	100.0		2	100.0	96	69	—28.0
Quesnel	4	2	—50.0	4	2	—50.0	148	143	—3.0
Queen Charlotte		2	100.0		2	100.0	3	16	433.0
Red Pass	1	1		1	1		16	16	
Revelstoke	13	19	46.0	11	12	11.0	120	129	7.0
Rossland	3	1	—66.0	3	1	—66.0	1	1	
Salmo		5	100.0		5	100.0	54	30	—44.0
Salmon Arm	2	1	—50.0	1	1		31	49	58.0
Sechelt							46	46	
Shawnigan Lake	7	3	—57.0	3	2	—33.0	36	38	5.0
Sicamous	1	7	600.0	1	4	300.0	44	52	18.0
Sidney							25	33	32.0
Smithers	6	4	—33.0	5	3	—40.0	102	82	—19.0
Sooke	1		—100.0	1		—100.0	51	52	1.0
Spences Bridge	2	6	200.0	2	5	150.0	46	26	—43.0
Squamish		6	100.0		4	100.0	126	96	—23.0
Stewart							2	7	250.0
Summerland	4	1	—75.0	3	1	—66.0	33	24	—27.0
Telegraph Creek							1	1	
Terrace	7	3	—57.0	4	2	—50.0	63	66	4.0
Trail	4	3	—25.0	4	3	—25.0	47	38	—19.0
Ucluelet	4	2	—50.0	2	1	—50.0	13	21	61.0
University	3	1	—66.0	2	1	—50.0	66	52	—21.0
Vanderhoof	7	6	—14.0	5	6	20.0	70	93	32.0
Vernon	4	7	75.0	4	6	50.0	103	91	—11.0
Williams Lake	9	2	—77.0	9	2	—77.0	122	109	—10.0
Zeballos								13	100.0
Port Hardy		1	100.0		1	100.0	24	49	104.0
Wells	1		—100.0	1		—100.0	7	6	—14.0
Bowen Island							2	1	—50.0
Cumberland	3		—100.0	2		—100.0	22	36	63.0
Lions Gate							98	59	—39.0
Pattullo Bridge Patrol	1		—100.0	1		—100.0	62	46	—25.0
Totals	283	327	15.0	224	257	14.0	5,826	5,676	—2.0

Province for the Calendar Years 1966 and 1967—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease	1966	1967	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
9	4	—55.0	24	13	—45.0	18	9	—50.0	7,860.00	4,255.00	—45.0
25	17	—32.0	103	129	25.0	69	87	26.0	53,007.23	45,395.21	—14.0
21	21	.....	106	99	—6.0	72	71	—1.0	53,257.43	74,645.95	40.0
4	12	200.0	19	58	205.0	14	40	185.0	10,680.00	29,366.97	174.0
33	33	.....	135	121	—10.0	92	80	—13.0	66,037.49	60,556.28	—8.0
5	9	80.0	35	76	117.0	22	52	136.0	11,025.00	35,039.75	217.0
12	12	.....	59	66	11.0	42	50	19.0	23,705.00	32,874.00	38.0
21	21	.....	168	125	—25.0	121	82	—32.0	105,729.43	72,550.00	—31.0
26	40	53.0	122	162	32.0	90	118	31.0	53,144.00	71,934.03	35.0
252	239	—5.0	1,513	1,367	—9.0	943	927	—1.0	752,669.53	791,892.41	5.0
9	6	—33.0	47	53	12.0	37	34	—8.0	24,564.00	23,405.50	—4.0
64	52	—18.0	261	266	5.0	194	203	4.0	265,791.86	214,272.28	—19.0
65	43	—33.0	267	221	—17.0	183	158	—13.0	175,726.08	100,483.78	—42.0
87	79	—9.0	431	442	2.0	278	297	6.0	262,565.95	221,462.22	—15.0
2	9	350.0	24	41	70.0	15	29	93.0	8,298.14	25,250.00	204.0
10	6	—40.0	42	34	—19.0	30	24	—20.0	17,190.00	21,258.71	23.0
64	60	—6.0	354	330	—6.0	242	239	—1.0	401,807.97	407,445.98	1.0
1	.....	—100.0	30	25	—16.0	19	17	—10.0	10,338.35	8,715.70	—15.0
31	19	—38.0	93	89	—4.0	72	66	—8.0	56,294.86	36,528.28	—35.0
18	25	38.0	125	134	7.0	81	91	12.0	50,772.11	56,789.28	11.0
26	34	30.0	107	149	39.0	77	111	44.0	49,648.92	70,510.40	42.0
23	23	.....	100	128	28.0	70	96	37.0	47,435.61	63,869.88	34.0
24	24	.....	73	95	30.0	53	59	11.0	94,677.00	60,376.98	—36.0
18	22	22.0	93	110	18.0	57	65	14.0	31,239.00	49,932.41	59.0
48	46	—4.0	224	264	17.0	160	182	13.0	135,936.58	119,794.17	—11.0
27	28	3.0	115	133	15.0	84	94	1.0	45,033.59	59,008.34	31.0
23	14	—39.0	70	63	—10.0	47	46	—2.0	80,816.00	86,054.75	6.0
77	54	—29.0	337	325	—3.0	229	237	3.0	159,513.03	146,361.66	—8.0
2	3	50.0	4	10	150.0	4	8	100.0	900.00	9,850.00	994.0
15	15	.....	71	102	43.0	49	74	51.0	47,976.00	54,047.75	12.0
1	1	.....	2	2	.....	2	2	.....	1,555.00	700.00	—54.0
38	44	15.0	195	228	16.0	143	162	13.0	144,813.16	147,123.79	1.0
19	21	10.0	137	118	—13.0	87	79	—9.0	71,066.69	51,919.09	—26.0
7	9	28.0	62	55	—11.0	44	42	—4.0	27,408.07	41,463.40	51.0
49	40	—18.0	357	376	2.0	187	211	12.0	95,622.30	96,579.08	1.0
41	47	14.0	173	231	33.0	119	150	26.0	96,168.39	165,478.62	72.0
51	47	—7.0	273	247	—9.0	182	167	—8.0	131,429.69	122,509.36	—6.0
68	63	—7.0	379	382	0.7	257	261	1.0	205,333.92	191,083.24	—6.0
.....	12	100.0	.....	72	100.0	.....	47	100.0	.....	37,887.62	100.0
14	27	92.0	92	150	63.0	67	102	52.0	49,748.57	81,722.51	64.0
3	5	66.0	26	41	57.0	18	26	44.0	12,243.42	26,323.22	114.0
2	1	—50.0	8	9	12.0	6	4	—33.0	2,212.00	1,853.00	—16.0
16	27	68.0	116	146	25.0	83	105	26.0	63,884.21	65,994.24	3.0
60	41	—31.0	377	257	—31.0	165	111	—32.0	102,572.66	66,996.95	—34.0
30	24	—20.0	247	221	—10.0	116	104	—10.0	61,820.46	48,248.39	—21.0
3,370	3,288	—2.0	16,922	17,837	5.0	11,341	12,212	7.0	$9,167,314.01	$9,611,035.32	4.0

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1967

1. TYPE OF ACCIDENT	Total Accidents Reported	Total for Same Period Last Year	PERSONS INJURED												
			Total Injured	Male	Female	Age-groups								Ages Not Stated	Total Injured for Same Period Last Year
						0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over		
Collision with—															
1. Another vehicle	35,558	31,553	12,154	6,210	5,944	343	761	1,782	3,182	1,981	1,765	1,674	666	.....	12,163
2. Non-collision accident	5,304	4,822	2,841	1,903	938	53	151	822	864	360	279	228	84	.....	2,741
3. Fixed object	5,460	4,573	1,942	1,314	628	32	85	546	652	218	162	173	74	.....	1,998
4. Pedestrian	1,516	1,496	1,504	838	666	156	465	152	134	95	125	184	193	.....	1,502
5. Bicycle	355	365	352	289	63	7	292	26	8	5	2	6	6	.....	360
6. Animal	824	662	111	71	40	2	6	30	34	12	11	13	3	.....	105
7. Motor-cycle	621	578	567	511	56	2	7	386	139	15	3	9	6	.....	520
8. Railroad train	90	114	13	7	6	.....	.....	1	5	3	3	.....	1	.....	44
9. Horse-drawn vehicle	5	1	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
10. Sleigh	3	.....	1	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
11. Miscellaneous	12	22	13	6	7	1	4	3	3	1	.....	1	.....	.....	16
12. Not stated	2	1	1	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Totals	49,750	44,187	19,500	11,151	8,349	596	1,773	3,749	5,021	2,690	2,350	2,288	1,033	.....	19,451

TYPE OF ACCIDENT	PERSONS KILLED											Totals for Year to Date			Totals for Same Period Last Year		
	Total Killed	Male	Female	Age-groups								Total Killed for Same Period Last Year	Accidents	Injured	Killed	Accidents	Injured	Killed
				0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over							
Collision with—																		
1. Another vehicle	186	115	71	3	7	15	37	26	27	31	40	186	35,558	12,154	186	31,553	12,163	186
2. Non-collision accident	128	100	28	....	6	21	40	25	10	19	7	118	5,304	2,841	128	4,822	2,741	118
3. Fixed object	93	71	22	2	2	28	31	11	7	9	3	68	5,460	1,942	93	4,573	1,998	68
4. Pedestrian	114	61	53	10	26	9	3	4	11	10	41	118	1,516	1,504	114	1,496	1,502	118
5. Bicycle	14	12	2	2	11	....	....	....	....	....	1	8	355	352	14	365	360	8
6. Animal	1	1	.....	....	....	....	....	....	....	1	....	2	824	111	1	662	105	2
7. Motor-cycle	9	8	1	....	....	4	3	....	1	....	1	15	621	567	9	578	520	15
8. Railroad train	10	7	3	....	3	2	....	4	....	1	....	4	90	13	10	114	44	4
9. Horse-drawn vehicle	3	1	2	....	3	....	....	....	....	....	....	.....	5	1	3	1	.....	.....
10. Sleigh	.....	.....	.....	....	....	....	....	....	....	....	....	.....	3	1	.....	.....	16	.....
11. Miscellaneous	1	1	.....	....	1	....	....	....	....	....	....	1	12	13	1	22	2	1
12. Not stated	.....	.....	.....	....	....	....	....	....	....	....	....	.....	2	1	.....	1	.....	.....
Totals	559	377	182	17	59	79	114	70	56	71	93	520	49,750	19,500	559	44,187	19,451	520

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1967—Continued

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	2,159	47	597	1,515
1 to 2 a.m.	1,470	23	399	1,048
2 to 3 a.m.	967	13	241	713
3 to 4 a.m.	575	13	145	417
4 to 5 a.m.	366	8	94	264
5 to 6 a.m.	324	3	85	236
6 to 7 a.m.	494	8	116	370
7 to 8 a.m.	1,734	6	374	1,354
8 to 9 a.m.	2,137	9	521	1,607
9 to 10 a.m.	1,505	9	309	1,187
10 to 11 a.m.	1,749	18	364	1,367
11 to 12 m.	1,893	16	407	1,470
12 to 1 p.m.	2,259	18	520	1,721
1 to 2 p.m.	2,474	16	610	1,848
2 to 3 p.m.	2,941	21	726	2,194
3 to 4 p.m.	3,527	29	974	2,524
4 to 5 p.m.	4,628	31	1,183	3,414
5 to 6 p.m.	4,244	29	1,134	3,081
6 to 7 p.m.	2,465	17	690	1,758
7 to 8 p.m.	2,843	39	846	1,958
8 to 9 p.m.	2,453	18	690	1,745
9 to 10 p.m.	2,313	25	586	1,702
10 to 11 p.m.	2,108	24	517	1,567
11 to 12 p.m.	2,122	21	566	1,535
Not stated	-----	-----	-----	-----
Totals	49,750	461	12,694	36,595

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	6,469	68	1,872	4,529
2. Monday	5,584	40	1,365	4,179
3. Tuesday	5,988	56	1,505	4,427
4. Wednesday	6,228	44	1,479	4,705
5. Thursday	6,622	58	1,598	4,966
6. Friday	9,424	84	2,332	7,008
7. Saturday	9,433	111	2,543	6,779
8. Not stated	2	-----	-----	2
Totals	49,750	461	12,694	36,595

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	76,137	482	18,734	56,921
2. Truck	8,573	119	1,928	6,526
3. Bus	451	6	147	298
4. Taxi	588	1	151	436
5. "Drive Yourself"	240	2	45	193
6. Motor-cycle	808	14	641	153
7. School bus	30	1	6	23
8. Ambulance	21	-----	8	13
9. Not stated	41	-----	6	35
Totals	86,889	625	21,666	64,598

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing	37	3	5	29
2. Automatic signal	1	-----	-----	1
3. Guarded crossing—man on duty	4	-----	1	3
4. Gates not down	-----	-----	-----	-----
5. Driver disregarded signal	4	3	-----	1
6. Signal not given	11	-----	1	10
7. Not stated	29	1	3	25
Totals	86	7	10	69

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1967—Continued

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision	20,270	172	5,222	14,876
2. Head-on collision or head-on side-swipe	6,853	156	1,961	4,736
3. Rear-end collision	11,962	16	3,362	8,584
4. Backed into other vehicle	2,429	4	89	2,336
5. Side-swiped other vehicle going same direction	2,900	5	258	2,637
6. Not stated	5,336	108	1,802	3,426
Totals	49,750	461	12,694	36,595

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	65,190	546	17,159	47,485
2. Female	13,685	63	3,866	9,756
3. Not stated	8,014	16	641	7,357
Totals	86,889	625	21,666	64,598

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years	14,309	109	4,212	9,988
2. 21 to 24 years	11,296	89	3,014	8,193
3. 25 to 30 years	11,077	84	2,955	8,038
4. 31 to 40 years	15,285	117	3,932	11,236
5. 41 to 50 years	12,752	88	3,259	9,405
6. 51 to 60 years	8,844	64	2,277	6,503
7. 61 to 64 years	2,047	14	527	1,506
8. 65 to 69 years	1,564	22	405	1,137
9. 70 years and over	1,714	22	448	1,244

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	1,873	21	529	1,323
2. 3 to 6 months	1,355	10	397	948
3. 6 to 12 months	1,931	11	582	1,338
4. 1 to 4 years	15,953	107	4,493	11,353
5. 5 years and over	57,763	459	15,026	42,278
6. Not stated	7,613	16	639	6,958

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	78,280	543	20,379	57,358
2. Extreme fatigue	677	9	253	415
3. Physical defect	190	2	85	103
4. Confused by traffic	281	2	69	210
5. Ability impaired	1,333	44	414	875
6. Not known	1,589	16	99	1,474
7. Not stated	4,539	9	367	4,163

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in British Columbia	74,216	527	19,724	53,965
2. Unlicensed	1,106	18	328	760
3. Non-resident	3,474	64	970	2,440
4. Not stated	8,093	16	644	7,433

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1967—Continued

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving	36,908	237	9,960	26,711
2. Driving off roadway	7,471	126	1,824	5,521
3. Did not have right of way	11,031	32	2,535	8,464
4. Car standing in roadway (not parked)	2,635	4	739	1,892
5. Following too close	6,152	2	1,764	4,386
6. On wrong side of road	1,953	72	528	1,353
7. Failing to signal	290	2	45	243
8. Through street—did not stop	1,303	5	416	882
9. Passing at intersection	297	2	75	220
10. Exceeding speed limit	348	35	93	220
11. Careless driving	7,003	72	2,468	4,463
12. Cutting in	2,143	2	255	1,886
13. Car ran away	618	.....	33	585
14. Passing on curve or hill	66	.....	15	51
15. Passing on wrong side	126	.....	22	104
16. Hit and run	2,245	14	180	2,051
17. Railroad—did not stop	46	6	4	36
18. Cutting left corner	238	1	23	214
19. Parked legally	5,819	11	517	5,291
20. Driving through school zone	7	.....	7	.....
21. Driving through safety zone	165	1	160	4
Totals	86,864	624	21,663	64,577

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present	36,092	373	8,967	26,752
2. Police officer	77	.....	12	65
3. Automatic traffic signal	6,536	18	1,882	4,636
4. Stop signs	5,271	26	1,305	3,940
5. Warning signs, slow signs, etc.	1,741	40	524	1,177
Totals	49,717	457	12,690	36,570

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Not known	203	9	194
2. Crossing at intersection—no signal	190	14	176
3. In street, not at intersection	162	15	147
4. Coming from behind parked or moving vehicle	269	18	251
5. Crossing at intersection with signal	110	.....	110
6. Crossing street diagonally, not at intersection	165	16	149
7. Walking on or along highway	95	16	79
8. Playing in street	61	5	56
9. Crossing at intersection against signal	49	3	46
10. Not on roadway	47	2	45
11. Getting on or off another vehicle	7	1	6
12. Riding or hitching on vehicle	8	1	7
13. Working on car or roadway	10	1	9
14. Crossing intersection diagonally	9	4	5
15. In pedestrian crosswalk	182	6	176
16. Standing on safety isle	5	.....	5
Totals	1,572	111	1,461

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Apparently normal	1,317	91	1,226
2. Extreme fatigue	1	.....	1
3. Had physical defect	4	1	3
4. Confused by traffic	25	4	21
5. Ability impaired	59	9	50
6. Not known	5	1	4
7. Not stated	161	5	156
Totals	1,572	111	1,461

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1967—Continued

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers	9,211	194	9,017
2. Drivers	8,169	226	7,943
3. Pedestrians	1,572[1]	111	1,461
4. Bicyclists	361[2]	15	346
5. Motor-cycle drivers	587[3]	7	580
6. Others (persons in horse-drawn vehicles, etc.)	15	4	11
7. Motor-cycle passengers	143[3]	2	141
8. Not stated	1	.....	1
Totals	20,059	559	19,500

[1] Forty-three persons other than pedestrians injured in pedestrian accidents.
[2] Six persons other than bicyclists injured in bicycle accidents.
[3] One hundred and fifty-four motor-cyclists injured in other than motor-cycle accidents.

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up	2,766	.....	2,766
2. Fractured skull	311	183	128
3. Fractured spine	139	42	97
4. Other fractures	1,835	19	1,816
5. Other injuries (sprains, dislocations, etc.)	10,195	9	10,186
6. Internal injuries	594	260	334
7. Concussion of brain	2,033	4	2,029
8. Severe general shock with bruises and cuts	1,990	7	1,983
9. Cuts by glass (only)	137	1	136
10. Drowned	22	22	.....
11. Burned	32	9	23
12. Asphyxiated	3	3	.....
13. Not stated	2	.....	2
Totals	20,059	559	19,500

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	28,980	216	7,302	21,462
2. Darkness	13,865	197	3,558	10,110
3. Artificial light—good	3,317	19	888	2,410
4. Dusk or semi-darkness	2,840	19	735	2,086
5. Artificial light—poor	716	10	204	502
6. Not stated	32	.....	7	25
Totals	49,750	461	12,694	36,595

14. PROPERTY DAMAGE.—Amount of property damage for period covered by this report, $28,137,657.31; amount for same period last year, $26,196,227.

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good	83,969	598	20,935	62,436
2. No chains (slippery road)	638	.....	101	537
3. Brakes defective	906	9	230	667
4. Steering mechanism defective	256	4	77	175
5. Headlights dim	60	3	21	36
6. Puncture or blow-out	462	3	140	319
7. Headlights out (both)	71	1	29	41
8. Tail-light out or obscured	63	.....	19	44
9. Glaring headlights	3	.....	2	1
10. Headlight out (one light)	37	2	7	28
11. Other defects	399	5	104	290
12. Not stated	25	.....	1	24
Totals	86,889	625	21,666	64,598

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1967—Continued

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	44,861	426	12,162	32,273
2. Turning left	9,727	55	2,291	7,381
3. Turning right	4,470	31	859	3,580
4. Slowing down or stopping	4,978	7	1,432	3,539
5. Backing (not to or from curb)	2,365	5	119	2,241
6. Skidding	5,091	55	1,269	3,767
7. Leaving curb (including backing)	915	1	56	858
8. Making U-turn	160	.....	23	137
9. Overtaking	287	6	68	213
10. Stopping (not at curb or off paved strip)	6,840	5	2,333	4,502
11. Overtaking on right side	250	2	45	203
12. Overtaking on left side	1,124	18	262	844
13. Avoiding object or pedestrian	1,573	5	389	1,179
14. Not stated	4,248	9	358	3,881
Totals	86,889	625	21,666	64,598

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	26,947	285	7,196	19,466
2. Wet surface	16,047	125	4,200	11,722
3. Icy surface	3,382	30	595	2,757
4. Loose sand or gravel	1,239	13	338	888
5. Snowy surface	1,958	8	333	1,617
6. Muddy surface	166	.....	27	139
7. Not stated	11	.....	5	6
Totals	49,750	461	12,694	36,595

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	48,065	449	12,330	35,286
2. Defect in roadway	408	4	112	292
3. Obstruction in road	380	1	82	297
4. Road under repair	405	5	95	305
5. Obstruction not marked or lighted	111	.....	23	88
6. Other	373	2	52	319
7. Not stated	8	.....	.....	8
Totals	49,750	461	12,694	36,595

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Asphalt	45,232	418	11,801	33,013
2. Gravel	3,141	36	593	2,512
3. Concrete	722	2	175	545
4. Earth	364	3	59	302
5. Brick or cobble	44	.....	8	36
6. Other	239	2	56	181
7. Not stated	8	.....	2	6
Totals	49,750	461	12,694	36,595

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1967—Continued

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear	28,801	278	7,447	21,076
2. Rain	11,934	78	3,114	8,742
3. Cloudy	5,820	83	1,503	4,234
4. Fog or mist	706	6	170	530
5. Snow	2,327	12	410	1,905
6. Smoke or dust	152	4	49	99
7. Not stated	10	.....	1	9
Totals	49,750	461	12,694	36,595

Motor-vehicle and motor-cycle licences issued for year 1967—864,348; motor-vehicle and motor-cycle licences issued for year 1966—817,348.

Convictions

The driving records of the Motor-vehicle Branch include an individual record on computer tape of every driver licensed to operate a motor-vehicle in the Province. Access to these records is available by means of the driver's licence number or by means of the name of the driver. The record on computer tape includes all pertinent information regarding the issuance of a driver's licence and any further action which is relevant to a driving history. Forming an important part of this driving record is the record of convictions for driving infractions under the Criminal Code of Canada, the *Motor-vehicle Act,* and the Motor-vehicle Act Regulations. In our efforts to reduce the accident picture on the highways of this Province, we operate a Driver Improvement Programme based on the information in these driving records.

I would like to take this opportunity to express my appreciation for the high degree of co-operation by the Courts in the providing of conviction reports and related information necessary to deal with the driving records of persons subsequent to Court action.

The following table summarizes the conviction reports under various Statutes dealing with highway traffic from 1964 to 1967, inclusive. There is a noticeable increase in convictions for the offence of speeding, and I feel this represents a stepped-up programme of traffic surveillance by the enforcement agencies throughout the Province.

Convictions under Motor-vehicle Act and Criminal Code of Canada, 1964–67

Offences	1964	1965	1966	1967
Under Criminal Code of Canada—				
Causing death by criminal negligence, sec. 192	14	12	3	6
Causing bodily harm by criminal negligence, sec. 193	----	----	----	----
Criminal negligence in operation of motor-vehicle, sec. 221 (1)	38	33	27	50
Failing to stop after accident, sec. 221 (2)	786	876	1,011	1,009
Dangerous driving, sec. 221 (4)	388	450	479	543
Driving motor-vehicle while intoxicated, sec. 222	112	131	178	161
Driving motor-vehicle while ability impaired by alcohol or drugs, sec. 223	4,373	4,635	5,119	5,230
Driving motor-vehicle while driver's licence under suspension, sec. 225 (3)	920	918	999	1,193
Motor-vehicle equipped with apparatus for making smoke screen, sec. 226	----	----	----	----
Unlawfully taking a motor-vehicle without consent of owner, sec. 281	7	6	2	3
	6,638	7,061	7,818	8,195
Under *Motor-vehicle Act*—				
Failing to obtain or display motor-vehicle licence or permit as required, secs. 3–10, 57	2,443	2,962	2,805	2,485
Failing to notify *re* change of address, secs. 11, 18 (11)	24	78	101	134
Failing to report change in motor-vehicle, sec. 12	----	4	2	1
Failing to transfer motor-vehicle, etc., sec. 14	133	124	165	143
Failing to notify of removal or destruction of motor-vehicle, sec. 16 (1)	----	----	----	----
Failing to register as a tourist, sec. 17	16	24	34	31
Driving without obtaining driver's licence, sec. 18 (1), (2)	3,777	4,439	4,666	4,526
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6), (7), (8)	3,629	4,914	6,688	5,654
Driving without having driver's licence in possession at time, sec. 19	934	1,142	1,033	1,061
Driving while right to obtain licence is under suspension, sec. 20	167	175	244	256
Driving as a chauffeur without chauffeur's licence or permit, secs. 21, 22, 23, 25, 27, 28	384	463	361	334
Operating as dealer without licence, misuse of dealer's plates, etc., secs. 29, 33, 34	59	48	31	32
Operating with " D " plates without salesman's licence or permit, secs. 36–39	51	50	34	24
Operating vehicle not properly equipped, sec. 40 (refer sec. 205)	105	342	300	----
Failing to obtain replacement of licence or chauffeur's badge if mutilated, secs. 41, 42	----	----	----	----
Improper disposition of licence-plate, dismantled vehicle, sec. 45	1	----	----	----
Failing to report accident, etc., sec. 54	291	443	551	552
Making false statement, permitting another to use licence, etc., sec. 55	98	93	79	79
Using licence belonging to another, refusing to show licence, etc., sec. 56	141	256	252	341
Failing to stop on request of police or state proper name, sec. 58	50	63	68	65
Altering number-plates and using fictitious plates, sec. 59	8	10	18	17
Responsibility of owner when not driver, sec. 67	15	8	----	5
Permitting person not properly licensed to drive motor-vehicle, etc., sec. 69	357	393	338	322
Failing to surrender licence on suspension, sec. 99	7	----	----	10
Producing invalid financial liability card, etc., sec. 102	6	6	9	6
Improper operation of emergency vehicle, sec. 123	----	----	----	----
Failing to obey emergency instructions of a peace officer, sec. 124	49	14	21	28
Failing to obey traffic-control signal legend, secs. 127, 128, 152	16,298	19,973	16,705	16,625
Defacing traffic-control devices by advertising or removal, etc., secs. 129, 131, 136	----	15	9	12
Failing to obey special signal signs *re* highway construction, secs. 134, 135, 137	127	137	96	119
Careless driving, secs. 138, 139	4,138	5,536	6,344	6,293
Exceeding maximum speed limit, sec. 140	36,069	44,678	53,568	70,450
Exceeding speed limit passing schools and playgrounds, sec. 141	2,648	2,549	3,043	4,542
Exceeding speed limit overtaking stopped school bus, sec. 142	120	106	111	183
Failure to drive on the right, sec. 143	307	458	408	458
Infractions of " lane " driving, secs. 144–146	4,387	2,754	4,447	5,327
Leaving highway other than at intersections, sec. 147	12	7	7	3
Infractions of " passing," secs. 148–151, 153, 154	1,866	2,472	3,188	2,929
Infractions of turning, starting, and directional signals, secs. 155–159, 160–162	3,162	4,386	3,934	3,168
Failure to yield right of way, secs. 163–167	3,019	3,448	3,952	4,103
Not exercising due care *re* pedestrians, secs. 168–172	2,018	2,526	887	1,787
Failure by bicycle operators to obey rules, sec. 173	----	----	----	----
Failure to stop at railroad crossing, secs. 174–176	270	141	289	215
Failure to stop at intersections, sec. 177	6,947	7,301	6,605	6,979
Illegal stopping or parking, secs. 178–181	1,799	2,264	2,016	2,411
Leaving vehicle improperly parked, sec. 182	893	1,144	1,422	1,128

Convictions under Motor-vehicle Act and Criminal Code of Canada, 1964–67—Continued

Offences	1964	1965	1966	1967
Under *Motor-vehicle Act—Continued*				
Illegal parking on private property, sec. 183	.....	4	3	1
Backing vehicle illegally, sec. 184	580	889	935	1,016
Operating motor-cycle with more than one person, sec. 185	.....	126	316	78
Requirements of safe driving on highway, secs. 186, 187	71	54	69	54
Fire-vehicle safety, secs. 189, 190	23	30	50	37
Driving on sidewalk, sec. 191	40	76	87	65
Opening door requirements, sec. 194	.....	34	52	.....
Illegal depositing of articles on highway, sec. 195	250	221	262	225
Transporting explosives, sec. 196	.....	.....	2	7
Failing to carry adequate safety equipment, secs. 197, 198	246	260	241	248
Illegal use or defacement of signs, sec. 201	.....	2	5	6
Motor-vehicle not properly equipped, sec. 205	.....	.....	211	901
Motor-vehicle not equipped with safety belts, sec. 206	.....	.....	7	6
Riding motor-cycle without wearing safety helmet, sec. 207	.....	.....	251	417
Motor-vehicle Act miscellaneous	9	1	.....	.....
	98,044	117,643	127,322	145,899
Under Motor-vehicle Act Regulations—				
Operating defective vehicle after ordered off road, secs. 2.02, 7.09	16	20	.....	25
Number-plates, secs. 3.01–3.03	172	321	367	383
Driving without proper head-lamps, secs. 4.01–4.06	1,080	1,518	1,345	1,214
Driving without tail-lamps, reflectors, other required lamps, secs. 4.07–4.10	803	1,127	1,069	1,189
Driving without clearance-lamps, lamps on projections, etc., secs. 4.11–4.13	129	151	145	142
Driving without proper parking-lamps, spot-lamps, turn-signal devices, etc., secs. 4.14–4.22	19	48	42	35
Driving without adequate brakes, secs. 5.01–5.09, 6.01–6.14	947	1,266	1,358	1,098
Driving vehicle with defective horn or miscellaneous equipment, secs. 7.01, 7.02	159	193	187	192
Driving vehicle without muffler, sec. 7.03	2,154	3,128	3,379	3,485
Driving vehicle without rear-view mirror or unobstructed rear view, sec. 7.04	93	177	275	198
Inadequate windshield-wiper, etc., sec. 7.05	393	543	484	347
Driving without mudguards, etc., sec. 7.06	163	205	119	85
Failing to have proper connection between motor-vehicle and trailer, sec. 7.07	204	295	308	211
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, sec. 14	.....	.....	13	7
Failing to sign driver's licence, sec. 15.01	8	9	3	9
Parking prohibited at yellow curb, sec. 18.01	64	68	97	36
Oversize loads, secs. 19.01, 19.02 (19.03 repealed)	650	779	577	315
Inadequate tires, insecure loads, excessive speed with unloaded trailer, sec. 19.04	141	202	371	513
Excessive weight, sec. 19.05	326	481	413	127
Failure to report for weight inspection, sec. 19.06	39	66	78	43
Failure to obtain overweight or oversize permits, sec. 19.07	292	296	291	96
Failure of a dealer to maintain security while carrying on a business, secs. 20.01, 20.14	.....	.....	.....	.....
Miscellaneous infractions	4	15	13	.....
	7,856	10,908	10,934	9,750
Summary—				
Criminal Code of Canada	6,638	7,061	7,818	8,195
Motor-vehicle Act	98,044	117,643	127,322	145,899
Motor-vehicle Act Regulations	7,856	10,908	10,934	9,750
Vancouver City by-laws	972	1,609	1,709	2,469
Juvenile Delinquents Act	2,622	3,543	3,812	3,831
Total of all convictions in British Columbia	116,132	140,764	151,595	170,144
Convictions from out of Province	2,934	3,284	3,454	4,672
Grand totals	119,116	144,048	155,049	174,816

3. DRIVING SAFETY

(*a*) Safety Responsibility

Present legislation requires proof of financial responsibility to be submitted by owners and drivers of motor-vehicles if, as a result of the operation of a motor-vehicle, a judgment is rendered and remains unsatisfied, upon conviction for an infraction of the Criminal Code of Canada, or because of an unsatisfactory driving record.

In all cases where proof of financial responsibility was required to be submitted by private individuals, a certificate of a duly authorized automobile insurance company was obtained. As a result, the Safety Responsibility Division received 13,166 certificates from the insurance companies and 3,667 interim certificates from the British Columbia Assigned Risk Plan. A total of 12,764 certificates was accepted as proof of the policyholder's financial responsibility. A table with full information concerning the filing and cancellation of certificates is shown hereunder.

Comparisons of Financial Responsibility Certificates Received, Filed, and Cancelled in 1966 and 1967

	1966	1967	Increase	Decrease	Per Cent
Total number of certificates received	14,415	13,166	.....	1,249	8.66
Total number of certificates filed	13,703	12,764	.....	939	6.85
Total number of certificates returned	712	402	.....	310	43.53
Owners' policy certificates and sales agency certificates filed	11,163	10,677	.....	486	4.35
Drivers' policy certificates filed	1,435	1,088	.....	347	24.18
Owners' policy certificates filed (public and limited)	1,085	999	.....	86	7.92
Certificate cancellations	16,547	13,763	.....	2,784	16.82
Filing fees	$27,406	$25,528	.....	$1,878	6.85

An alternative method of submitting proof of financial responsibility, by way of a bond of a guarantee or surety company, by a deposit of security with the Minister of Finance, or by satisfying the Superintendent of Insurance that they could be classified as self-insurers, was taken advantage of by some of the larger corporations in this Province. Upon receipt of appropriate certificates and bonds, 105 financial responsibility cards were issued by this Division.

During 1967, 4,037 owners involved in accidents were unable to prove that the operation of their motor-vehicle was insured or were in a position to respond in damages. As a result, the uninsured drivers or owners had their licences placed under suspension until they submitted proof of satisfaction of claims or deposited security sufficient in the opinion of the Superintendent to satisfy any judgment that could be made as a result of the accident. This is an increase of 8.49 per cent, when 3,721 owners were affected. A total of 4,433 licences was reinstated upon compliance with the requirements, as shown below:—

Revocation of Suspensions

Proof of satisfaction of claims	2,228
Expiration of one year from date of accident	1,561
Security deposit	272
Produced a valid policy	251
Miscellaneous (legally parked, damage under $250)	121
Total	4,433

Suspensions made as a result of unsatisfied judgments arising from motor-vehicle accidents rose to 396 in 1967, compared to 173 in 1966, an increase of 128.9 per cent. This reflects in part the increasing amount of settlement agreements concluded between the uninsured motorist and the Traffic Victims Indemnity Fund.

Suspension of Drivers' Licences by Court Orders and Recommendations, 1967

	Months								Years		Other	Total
	Under 1	1	2	3	4	5	6	9	1	2		
Death by criminal negligence—Accident	-----	-----	-----	-----	-----	-----	-----	-----	1	-----	4	5
Criminal negligence—												
Accident	-----	-----	-----	-----	-----	-----	-----	-----	-----	2	3	5
No accident	-----	-----	-----	2	1	-----	2	1	5	-----	1	12
Failing to remain at scene of accident—Accident	7	37	23	68	18	1	101	6	50	26	26	363
Dangerous driving—												
Accident	-----	2	4	14	3	-----	13	3	20	15	9	83
No accident	3	11	13	27	6	-----	43	3	58	23	19	206
Driving while intoxicated—												
Accident	-----	-----	-----	6	-----	-----	2	2	7	4	3	24
No accident	-----	3	-----	6	2	-----	17	1	24	13	10	76
Driving while ability impaired—												
Accident	11	34	45	102	67	11	120	18	76	32	26	542
No accident	45	186	151	334	216	31	489	70	247	86	102	1,957
Driving while under suspension—												
Accident	-----	1	-----	2	-----	-----	4	1	2	-----	-----	10
No accident	-----	6	7	18	3	-----	25	1	13	14	9	96
Conviction and judgment outside the Province	-----	9	5	12	1	3	19	1	8	1	2	61
Suspension by Superintendent	20	49	29	68	5	1	45	6	12	-----	7	242
Driving without due care and attention—Accident	48	202	118	171	24	2	134	20	35	10	9	773
Exceeding speed limit—Accident	61	179	105	107	14	1	44	2	10	1	5	529
Adjudged juvenile delinquent	10	76	37	55	12	4	53	3	21	2	20	293
Miscellaneous	8	23	9	8	1	-----	19	4	4	-----	3	79
Totals	213	818	546	1,000	373	54	1,130	142	593	229	258	5,356

Suspension by Superintendent under Financial Responsibility Requirements

Offence	Drivers' Licences Suspended	Drivers' Licences Reinstated
Careless driving—Accident	-----	157
Dangerous driving—		
Accident	101	17
No accident	304	274
Criminal negligence—		
Accident	6	-----
No accident	19	18
Drunken driving—		
Accident	27	2
No accident	84	77
Impaired driving—		
Accident	677	40
No accident	3,889	3,823
Failing to remain at scene of accident	846	502
Driving under suspension—		
Accident	9	7
No accident	229	105
Suspension due to accident	4,161	3,276
Speeding—Accident	-----	50
Unsatisfied judgment—Accident	396	91

Suspension by Superintendent under Financial Responsibility Requirements—Continued

Offence	Drivers' Licences Suspended	Drivers' Licences Reinstated
Conviction and judgment outside Province	258	57
Unsatisfactory driving record	47	301
Suspension by Superintendent	614	317
Death by criminal negligence	11	5
Bodily harm by criminal negligence	----	----
Further or additional proof of financial responsibility	3,193	3,554
Adjudged juvenile delinquent	66	----
Totals	16,261	16,361

Release due to strike-off, 6,970.
Release due to section 92, *Motor-vehicle Act*, 4,230.

(*b*) Examination of Drivers

A total of 114,624 persons was examined by our Drivers' Examination Division during 1967, compared with the 1966 total of 100,290. Original licence examinations amounted to 85,844, compared with 75,055 in 1966.

The Branch is conducting examinations in the major centres of the Province on a daily basis, and smaller communities are being serviced by travelling units, some on a weekly basis and some on a monthly basis, depending on the demand for examinations. We are servicing more small centres every year as the population expands in the smaller communities throughout the Province.

The examiners in charge of our drivers' examination units also spend a considerable amount of their time conducting interviews with persons called in under our Driver Improvement Programme.

Original Drivers' Examinations

Of the 85,844 applicants examined for an original British Columbia driver's licence, 49,825 were male and 36,019 female. The results of the examinations showed that 6,357 or 12.76 per cent of the male applicants and 5,213 or 14.47 per cent of the female applicants failed the examination.

Of the successful male applicants, 419 or 0.96 per cent were given unrestricted licences, while 43,049 or 99.04 per cent had one or more restrictions. There were 26 or 0.8 per cent female examinees who had no restrictions, while 30,780 or 99.2 per cent had one or more restrictions.

Certificates of competency for physical condition were issued to 643 male examinees, 291 of them being in the 70-years-or-over group. Certificates of competency for physical condition were also issued to 341 female examinees, 59 of them being in the 70-year-or-over group.

Failure in one or more of the examinations caused this department to suspend the right to obtain a licence of 117 male and 77 female applicants. There was a total of 194 suspensions, and of these, 53 were suspended for physical conditions.

In the road-test portion of the examination, 20,718 male examinees and 17,919 female examinees were given the passing grade of 70 to 79 per cent, 8,693 male and 6,064 female examinees had between 80 and 84 per cent, 7,779 male and 4,020 female examinees had between 85 and 89 per cent, 3,653 male and 1,420 female examinees attained 90 per cent or over, and 3,065 male and 1,383 female examinees had the road-test portions waived as they surrendered valid out-of-Province drivers' licences.

In 1967, 584 applicants failed one or more written examinations.

Summary of Drivers' Original Examinations, 1967

MALES

	Number Examined, by Age-group																			
	16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 and Over		Total	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Applicants Passed																				
Unrestricted	317	1.73	47	0.77	27	0.51	20	0.32	8	0.22									419	0.96
Restricted	18,038	98.27	6,998	99.33	5,295	99.49	6,171	99.68	3,595	99.78	1,750	100.00	454	100.00	461	100.00	287	100.00	43,049	99.04
Restricted to motor-cycles	1,363		63		13		4		10		4		4		3		1		1,465	
Total passed	18,355		7,045		5,322		6,191		3,603		1,750		454		461		287		43,468	
Failed Examinations																				
Reasons—																				
Road test	3,293		617		506		697		318		185		66		55		50		5,787	
Written test	82		87		91		99		51		19		8		4		8		449	
Failed to complete	87		7		4		4				4		3				3		112	
Vision	4		1		1														6	
Physical condition					1		2												3	
Total failed	3,466		712		603		802		369		208		77		59		61		6,357	
Applicants Suspended																				
Reasons—																				
Road test	10		3		3		5										1		22	
Vision	26		11		6		6		1		2				1				53	
Physical condition	17		6		1		2		2		2				1		1		32	
Reaction																				
Written	1																		1	
Road signs	2																		2	
Failed to complete	2		1				2										1		6	
Did not attend when notified			1																1	
Total suspended	58		22		10		15		3		4				2		3		117	
Total examinations conducted	21,821		7,757		5,925		6,993		3,972		1,958		531		520		348		49,825	
Passed	18,355	84.12	7,045	90.82	5,322	89.82	6,191	88.53	3,603	90.71	1,750	89.38	454	85.50	461	88.65	287	82.47	43,468	87.24
Failed	3,466	15.88	712	9.18	603	10.18	802	11.47	369	9.29	208	10.62	77	14.50	59	11.35	61	17.53	6,357	12.76

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Motor-cycles	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only			Vision	Physical Condition
16–20 years	4,494	325	15	12	1	5	325	1,363	445	105
21–25 ,,	1,503	132	3	3	----	----	83	63	91	24
26–30 ,,	1,086	111	5	2	----	2	55	13	75	14
31–40 ,,	1,012	140	1	5	1	1	90	4	69	24
41–50 ,,	716	98	2	8	----	1	57	10	43	39
51–60 ,,	604	94	3	4	----	----	43	4	44	53
61–64 ,,	206	39	1	2	1	----	9	4	16	20
65–69 ,,	244	49	1	2	----	----	7	3	11	73
70 years and over	177	51	1	2	3	1	7	1	13	291
Totals	10,042	1,039	32	40	6	10	676	1,465	807	643

Summary of Drivers' Original Examinations, 1967—Continued

FEMALES

	Number Examined, by Age-group																	
	16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 and Over		Total	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Applicants Passed																				
Unrestricted	18	0.16	6	0.10			2	0.04											26	0.80
Restricted	11.425	99.84	5,914	99.90	3,991	100.00	4,665	99.96	2,919	100.00	1,433	100.00	248	100.00	140	100.00	45	100.00	30,780	99.20
Restricted to motor-cycles	64		9		1		3		3		2								82	
Total passed	11,443		5,920		3,991		4,667		2,919		1,433		248		140		45		30,806	
Failed Examinations																				
Reasons—																				
Road test	1,796		693		500		823		634		400		83		57		26		5,012	
Written test	42		30		15		18		18		8		2		2				135	
Failed to complete	27		4		10		3		6		8				2		1		61	
Vision	1																		1	
Physical condition			2		1		1												4	
Total failed	1,866		729		526		845		658		416		85		61		27		5,213	
Applicants Suspended																				
Reasons—																				
Road test	4		1		1		1		1		2				1				11	
Vision	23		4		5		7		1				2						42	
Physical condition	11		4		1		2		1		1		1						21	
Reaction																				
Written							1												1	
Road signs																				
Failed to complete	2																		2	
Did not attend when notified																				
Total suspended	40		9		7		11		3		3		3		1				77	
Total examinations conducted	13,309		6,649		4,517		5,512		3,577		1,849		333		201		72		36,019	
Passed	11,443	99.98	5,920	89.50	3,991	88.40	4,667	84.70	2,919	81.60	1,433	77.50	248	74.47	140	69.70	45	62.50	30,806	85.53
Failed	1,866	0.02	693	10.50	526	11.60	845	15.30	658	18.40	416	22.50	85	25.53	61	30.30	27	37.50	5,213	14.47

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Motor-cycles	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only			Vision	Physical Condition
16–20 years	3,757	149	8	6	----	2	285	64	200	67
21–25 ,,	1,710	106	4	5	----	3	152	9	67	81
26–30 ,,	1,030	69	2	3	----	3	87	1	55	18
31–40 ,,	1,105	85	3	6	----	1	144	3	55	30
41–50 ,,	757	66	2	8	----	----	104	3	46	37
51–60 ,,	637	58	1	3	----	1	48	2	28	26
61–64 ,,	155	9	----	----	1	----	15	----	1	7
65–69 ,,	90	4	----	----	----	----	6	----	2	16
70 years and over	37	6	----	----	----	----	1	----	3	59
Totals	9,278	552	20	31	1	10	842	82	457	341

Summary of Drivers' Re-examinations, 1967

MALES

	Number Examined, by Age-group																			
	16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 and Over		Total	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Applicants Passed																				
Unrestricted	1,665	47.40	318	14.40	138	7.76	162	4.30	90	2.98	40	1.86	2	0.43	2	0.46	1	0.01	2,418	9.83
Restricted	1,851	52.60	1,892	85.60	1,640	92.24	3,627	95.70	2,926	97.02	2,110	98.14	464	99.57	432	99.54	7,233	99.99	22,175	90.17
Restricted to motor-cycles	15		2		2		1		3		3				2		9		37	
Total passed	3,516		2,210		1,778		3,789		3,016		2,150		466		434		7,234		24,593	
Failed Examinations																				
Reasons—																				
Road test	237		36		21		54		44		57		34		20		498		1,001	
Written test			1														6		7	
Failed to complete	45		9		4		7		7		2		1		3		30		108	
Vision	2																36		38	
Physical condition																	1		1	
Total failed	284		46		25		61		51		59		35		23		571		1,155	
Applicants Suspended																				
Reasons—																				
Road test	4		1		1		2		5		9		2				11		35	
Vision			2		3		2		2		2		1		5		8		25	
Physical condition	7		15		12		24		18		16		5		7		71		175	
Reaction																				
Written																				
Road signs							1						1				1		3	
Failed to complete	1				1		3				1				1		2		9	
Did not attend when notified	7		7				9		5		2				2		24		56	
Total suspended	19		25		17		41		30		30		9		15		117		303	
Total examinations conducted	3,800		2,257		1,803		3,850		3,067		2,209		501		457		7,805		25,749	
Passed	3,516	92.50	2,210	97.92	1,778	98.61	3,789	98.42	3,016	98.34	2,150	97.33	466	93.01	434	94.97	7,234	92.68	24,593	95.51
Failed	284	7.50	47	2.08	25	1.39	61	1.58	51	1.66	59	2.67	35	6.99	23	5.03	571	7.32	1,156	4.49

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Motor-cycles	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only			Vision	Physical Condition
16–20 years	710	69	4	5	----	----	42	15	20	40
21–25 ,,	463	57	7	12	----	----	12	2	64	1,031
26–30 ,,	289	42	9	9	----	1	16	2	61	777
31–40 ,,	543	92	11	12	----	1	24	1	90	1,261
41–50 ,,	574	141	9	17	----	2	24	3	71	897
51–60 ,,	788	134	11	23	1	1	38	3	58	584
61–64 ,,	217	49	5	5	----	----	6	----	15	113
65–69 ,,	240	46	3	5	2	----	11	2	17	163
70 years and over	4,470	1,500	1,323	71	145	108	224	9	404	6,831
Totals	8,294	2,130	1,382	159	148	113	397	37	800	11,697

Summary of Drivers' Re-examinations, 1967—Continued

FEMALES

	Number Examined, by Age-group																			
	16–20 Years		21–25 Years		26–30 Years		31–40 Years		41–50 Years		51–60 Years		61–64 Years		65–69 Years		70 and Over		Total	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
Applicants Passed																				
Unrestricted	50	16.13	13	4.92	5	1.90	8	1.06	1	0.13									77	1.84
Restricted	260	83.87	251	95.08	263	98.10	745	98.94	793	99.87	511	100.00	110	100.00	92	100.00	1,085	100.00	4,110	98.16
Restricted to motor-cycles					1				1										2	
Total passed	310		264		268		753		794		511		110		92		1,085		4,187	
Failed Examinations																				
Reasons—																				
Road test	16		14		12		21		27		18		7		17		110		242	
Written test							2												2	
Failed to complete	12		13		4		9		9		5		1				3		56	
Vision																	6		6	
Physical condition																				
Total failed	28		27		16		32		36		23		8		17		119		306	
Applicants Suspended																				
Reasons—																				
Road test	5		2		4		1		5		2		3		2				24	
Vision					1				1								3		5	
Physical condition	1		2		3		4		3		3		4		3		8		31	
Reaction																	2		2	
Written																				
Road signs																				
Failed to complete	3								1		2								6	
Did not attend when notified	4				1		1				1						8		15	
Total suspended	13		4		9		6		10		8		7		5		21		83	
Total examinations conducted	338		291		284		785		830		534		118		109		1,204		4,493	
Passed	310	91.70	264	90.72	268	94.37	753	95.92	794	95.66	511	95.69	110	93.22	92	84.40	1,085	90.12	4,187	93.19
Failed	28	8.30	27	9.28	16	5.63	32	4.08	36	4.34	23	4.31	8	6.78	17	15.60	119	9.88	306	6.81

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Motor-cycles	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only			Vision	Physical Condition
16–20 years	71	2	....	....	....	....	2	....	3	5
21–25 ,,	72	4	....	1	....	....	3	....	2	20
26–30 ,,	63	8	....	1	....	....	2	1	4	21
31–40 ,,	163	17	1	4	....	1	11	....	10	57
41–50 ,,	183	29	2	5	....	1	8	1	11	86
51–60 ,,	204	16	1	2	....	....	6	....	10	43
61–64 ,,	65	9	2	2	....	....	3	....	5	22
65–69 ,,	57	9	1	....	1	....	2	....	....	18
70 years and over	795	139	27	3	15	15	73	....	42	1,085
Totals	1,673	233	34	18	16	17	110	2	87	1,357

Re-examination of Drivers

During 1967 the total number of drivers re-examined as to their ability to safely operate a motor-vehicle amounted to 28,780.

Of the male examinees, 24,593 or 95.51 per cent qualified and 1,156 or 4.4 per cent failed the examination. Female drivers had 306 or 6.81 per cent failures, while 4,187 or 93.19 per cent qualified.

Of the qualified male drivers, 2,418 or 9.83 per cent had unrestricted licences, while 22,175 or 90.17 per cent have licences with one or more restrictions. There are 77 or 1.84 per cent of the female examinees unrestricted, while 4,110 or 98.16 per cent have one or more restrictions.

Certificates of competency for physical condition were issued to 11,697 male drivers, 6,831 of these being 70 years of age or older. These certificates were also issued to 1,357 female drivers, of whom 1,085 were 70 years or older.

Failure in one or more portions of the examination resulted in the suspension of drivers' licences for 303 male drivers and 83 female drivers. Of these, 175 male and 31 female drivers were suspended for physical conditions.

In the road-test portion of the examination, 10,390 male examinees and 2,397 female examinees had the passing grade of 70 to 79 per cent, 4,379 male and 858 female examinees had 80 to 84 per cent, 5,415 male and 684 female examinees had 85 to 89 per cent, 4,345 male and 228 female examinees had 90 per cent or over, and 64 male and 20 female examinees had the road portion waived as they surrendered valid out-of-Province driver's licences.

During 1967, 1,274 drivers voluntarily surrendered their drivers' licences.

Summary of Drivers' Examinations

SUMMARY OF ORIGINAL EXAMINATIONS, 1967 (GRAND TOTAL, 85,844)

Applicants Passed

	Number	Per Cent
Total	74,274	86.52
Unrestricted	445	0.60
Restricted	73,829	99.40

Failed Examinations

Reason	Number	Per Cent
Total	11,570	13.48
Failed road test	10,799	-------
Failed written test	584	-------
Failed to complete	173	-------
Failed vision	7	-------
Physical condition	7	-------

Males

	Number
Road test waived due to applicant being holder of a driver's licence from another Province or State of the United States	3,065
Qualified with 70 to 79 per cent	20,718
Qualified with 80 to 84 per cent	8,693
Qualified with 85 to 89 per cent	7,339
Qualified with 90 per cent and over	3,653
Qualified after second road test	4,100
Qualified after third road test	607
Qualified after fourth road test	121
Qualified after five or more road tests	24
Qualified after second written test	387
Qualified after third written test	32
Qualified after fourth written test	1
Qualified after five or more written tests	-------

Females

	Number
Road test waived due to applicant being holder of a driver's licence from another Province or State of the United States	1,383
Qualified with 70 to 79 per cent	17,919
Qualified with 80 to 84 per cent	6,064
Qualified with 85 to 89 per cent	4,020
Qualified with 90 per cent and over	1,420
Qualified after second road test	3,261
Qualified after third road test	530
Qualified after fourth road test	82
Qualified after five or more road tests	25
Qualified after second written test	115
Qualified after third written test	5
Qualified after fourth written test	2
Qualified after five or more written tests	-------

SUMMARY OF RE-EXAMINATIONS, 1967 (GRAND TOTAL, 30,241)

Applicants Passed

	Number	Per Cent
Total	28,780	95.17
Unrestricted	2,495	8.67
Restricted	26,285	91.33

Failed Examinations

Reason	Number	Per Cent
Total	1,461	4.83
Failed road test	1,243	-------
Failed written test	9	-------
Failed to complete	164	-------
Failed vision	44	-------
Physical condition	1	-------

Males

	Number
Road test waived on surrender of a driver's licence from another Province or State of the United States or certification by an authorized company	64
Qualified with 70 to 79 per cent	10,390
Qualified with 80 to 84 per cent	4,379
Qualified with 85 to 89 per cent	5,415
Qualified with 90 per cent and over	4,345
Qualified after second road test	527
Qualified after third road test	47
Qualified after fourth road test	13
Qualified after five or more road tests	5

Females

	Number
Road test waived on surrender of a driver's licence from another Province or State of the United States or certification by an authorized company	20
Qualified with 70 to 79 per cent	2,397
Qualified with 80 to 84 per cent	858
Qualified with 85 to 89 per cent	684
Qualified with 90 per cent and over	228
Qualified after second road test	105
Qualified after third road test	18
Qualified after fourth road test	1
Qualified after five or more road tests	1

Examination of Chauffeurs

In 1967 this department conducted 1,697 Class A examinations. Of these, 1,380 or 81.32 per cent were satisfactory, while 317 or 18.68 per cent resulted in failure in one or more portions of the examination.

There were 3,962 Class B examinations conducted, of which 2,883 or 72.77 per cent were satisfactory and 1,079 or 27.23 per cent resulted in failure.

There were 51 Class A and 110 Class B chauffeurs suspended for one or more reasons. There were 15 Class A and 12 Class B chauffeurs suspended for physical condition.

CLASS A CHAUFFEURS		CLASS B CHAUFFEURS	
Passed (81.32 per cent)	1,380	Passed (72.77 per cent)	2,883
Failed (18.68 per cent)	317	Failed (27.23 per cent)	1,079
Failed—		Failed—	
Hearing	—	Hearing	4
Vision	20	Vision	38
Colourblind	8	Colourblind	19
Road test	215	Road test	604
Physical condition	15	Physical condition	12
Written	59	Written	351
To complete	—	To complete	49
To attend	—	To attend	2
Total	1,697	Total	3,962

(*c*) Driver Improvement Programme

The Driver Improvement Programme, which had its inception in 1953, is a flexible programme and is designed primarily to improve the driving habits of those persons who come to the attention of this Branch as a result of their unsatisfactory driving record. Copies of driving records produced from data stored in our computer system are scanned continuously, and action is taken commensurate with the record. Warning letters are being addressed directly from information compiled within the Data Processing Centre, and 18,118 were mailed from this Branch in 1967. Drivers' examiners stationed at various centres of the Province are trained to conduct driver-improvement interviews, and, therefore, we are able to interview drivers in the areas in which they reside.

In keeping with the primary concern of the Driver Improvement Programme to reduce motor-vehicle accidents, continued expansion of the Division's activities during 1967 included increased involvement in promoting defensive driving courses. Several staff members have been trained as instructors and have conducted classes for Motor-vehicle Branch staff and other departments. Letters recommending the course are being forwarded to persons in some 20 areas of the Province whose driving records indicate that further instruction in safe driving practices is essential.

The Juvenile Offence Programme came into being late in 1967 and is proving successful. Upon receipt of a Notice of Juvenile Offence issued by a peace officer, a letter is forwarded to the parents or guardians of the juveniles concerned, pointing out the offence and recommending participation by the juvenile in high-school driver-training or defensive driving. This programme endeavours to place the responsibility for a juvenile's actions on the highway in the hands of the parents or guardians, and enthusiastic response from the parents or guardians is being experienced. Statistics from the start of the programme for the months of November and December, 1967, are quoted hereunder:—

Notices of Juvenile Offences (N.O.J.O. Programme)
November 15 to December 31, 1967

Total number of offences committed to date (includes Court actions)	1,343
Total number of Notices of Juvenile Offence (N.O.J.O.)	806

Total number of advisory letters forwarded to parents	486
Notices of Intent to Suspend	95
Notices of Intent to Suspend not yet in effect	18
Notices to attend for interview	31
Suspensions under N.O.J.O. (section 86)	43
Suspensions by Juvenile Courts	32
Appeals (resolved and placed on probation)	46

An accelerated programme of public contact through schools and various organizations was also conducted by the Driver Improvement Programme reviewing staff, who were also assisted in the outside areas of the Province by members of the Drivers' Examination Division staff.

Searches of driving records and the preparation of abstracts of driving records under section 116 (*b*) of the *Motor-vehicle Act* have greatly increased within the past years, which indicates that many firms employing personnel responsible for the operation of motor-vehicles are now becoming more interested in the driving records of their staff. This increase also reflects the attitude of the insurance industry, which requires knowledge of updated driving records before issuing motor-vehicle liability insurance policies to an ever-increasing number of applicants.

Statistics of driving-record searches for the past three years are as follows:—
1965..... 72,844 1966..... 79,738 1967..... 101,410

The 1967 statistics of the Driver Improvement Programme are as follows:—

Warning Letters, Etc., January to December, 1967

Warning letters	18,118
Notices of intent to suspend	9,739
Interviews and hearings	4,361
Results of notices to suspend, interviews, and submissions—	
Licences suspended	5,641
Licences placed on probation	4,043

	Age									Total
	16–20 Years	21–24 Years	25–30 Years	31–40 Years	41–50 Years	51–60 Years	61–64 Years	65–69 Years	70 and Over	
Warning letters	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,118
Notices of intent to suspend	2,286	2,429	1,741	1,601	980	540	107	36	19	9,739
Male	2,266	2,411	1,719	1,569	950	531	103	35	19	9,603
Female	20	18	22	32	30	9	4	1	.....	136
Previously warned	20	36	15	13	7	3	.....	1	.....	95
Previously suspended	167	239	97	87	50	21	4	.....	.....	665
Interviews and hearings	1,148	1,001	807	661	459	223	46	10	6	4,361
Male	1,139	995	800	653	453	220	46	10	6	4,322
Female	9	6	7	8	6	3	.....	.....	.....	39
Result of notices to suspend, interviews, and submissions—										
Licences suspended	1,562	1,736	984	661	471	173	34	16	4	5,641
Male	1,557	1,730	982	653	468	172	34	16	4	5,616
Female	5	6	2	8	3	1	.....	.....	.....	25
Previously suspended	178	267	138	90	59	15	6	2	.....	755
Previously warned	41	47	22	19	10	2	.....	.....	.....	141
Previously on probation	47	62	39	21	15	10	1	.....	.....	195
Driver's licence placed on probation	860	977	742	712	462	235	34	15	6	4,043
Male	849	965	730	691	452	232	31	15	5	3,970
Female	11	12	12	21	10	3	3	.....	1	73

Impaired, 6,032; records adjudicated, 168,635; special restrictions, 1,009; juvenile offences, 332.

(*d*) Motor-vehicle Inspection

The programme of motor-vehicle inspection, through the use of a mobile inspection unit, was continued during 1967. This marks the third full year of operation of this programme which started in 1964.

The mobile inspection unit consists of a panel truck and trailer which is outfitted with equipment to check front-end assemblies, wheel alignment, and brake and head-lamp adjustments. In addition, checks are made by the inspection unit staff of other vehicle lamps, mufflers and exhaust systems, the condition of window glass, windshield-wipers, tires, and other items that poor condition could prove dangerous.

The mobile unit visited 35 communities in the Province during 1967. A total of 17,203 vehicles was inspected. Of that number, 72 per cent were rejected on the first inspection. The following table shows the number of rejected vehicles on which defects were corrected and subsequently passed on reinspection. In addition, it was reported that many had their vehicle defects corrected after the inspection unit had left the community.

Causes of rejection at 35 different locations throughout the Province are one or more of the following:—

	Model Year				Total
	1951 and Prior	1952–56	1957–62	1963–67	
Presented for inspection during this period	317	1,001	4,319	11,566	17,203
Passed on original inspection	56	195	760	3,795	4,806
Percentage rejected on original inspection	82.4	80.6	82.5	67.2	72.1
Passed on reinspection	107	329	1,423	3,717	5,585
Causes of Rejection					
1. Motor-vehicle licence	9	30	102	247	388
2. Number-plates	3	4	15	31	53
3. Plate-light	42	196	796	1,377	2,411
4. Tail or stop light	53	107	372	439	971
5. Clearance-lights	1	7	31	20	59
6. Turn signals	29	79	210	211	529
7. Reflectors	-----	-----	3	3	6
8. Horn	7	14	79	96	196
9. Windshield-wipers	22	38	145	225	430
10. Left window-raiser	5	5	13	1	24
11. Doors, body, hood	8	23	18	7	56
12. Bumper, mudflaps	2	16	15	6	39
13. Headlights	166	514	2,568	6,097	9,345
14. Identification lights	1	1	7	24	33
15. Spot-lights	-----	-----	-----	-----	-----
16. Fog-lights	-----	-----	1	-----	1
17. Auxiliary lights	1	1	11	48	61
18. Wheel alignment	65	175	728	1,241	2,209
19. Steering mechanism	75	184	560	459	1,278
20. Tires, wheels	21	75	223	259	578
21. Fuel system	4	1	6	7	18
22. Exhaust, muffler	61	192	656	874	1,783
23. Service brakes	29	72	248	227	576
24. Pedal reserve	25	93	249	108	475
25. Brake connections	20	65	77	120	282
26. Air or vacuum	-----	-----	-----	-----	-----
27. Tell-tale	-----	6	5	2	13
28. Parking brake	33	122	340	277	772
29. Visibility and mirror	33	60	168	270	531
30. Driver seat-belts	6	-----	11	11	28
31. Trailers	-----	-----	-----	-----	-----

The vehicle inspection programme is operated on a voluntary basis. Its success depends on community support and sponsorship, so that the maximum number of interested motorists may be encouraged to subject their vehicles to the critical inspection routine. We enjoyed enthusiastic community support during 1967, with the result that it was often not possible to inspect all the vehicles which were brought to the testing locations.

Prior to the visit of the inspection unit to a community, groups of citizens who are interested in traffic safety are approached to sponsor the visit. Sponsorship involves the development of a publicity campaign, usually as public service announcements in the local newspaper and by radio and television stations, arranging for a suitable testing-site, and recruiting and organizing voluntary help to assist the two qualified mechanics who are assigned to the programme by the Branch. We have also been assisted by the municipal governments of the communities to a great extent.

The aims of the programme are (*a*) the examination of vehicles and (*b*) the development of public interest in the need to maintain vehicles in a safe mechanical condition. The percentage of vehicles rejected is still high, particularly when it is considered that these vehicles were voluntarily submitted. The percentage would be much higher if it were possible to examine the many vehicles in doubtful mechanical condition on the highways whose owners have no intention of submitting them to a voluntary inspection.

Public interest in the programme is still high. We are usually requested to provide the inspection service more frequently. The need for additional facilities, equipment, and personnel to bring the programme to a stage where it can offer routine inspection to a larger percentage of motorists is evident.

4. CENTRAL REGISTRY

Since 1932 there has been a central housing station for encumbrances affecting motor-vehicles, headed by the Superintendent of Motor-vehicles, with the Motor-vehicle Branch in Victoria. In 1961 the Central Registry was formed to record encumbrances on all vehicles and all other chattels that were not owned by a corporation. Documents previously recorded in the various Court Registries throughout the Province are now centralized under the jurisdiction of the Registrar-General, also known as the Superintendent of Motor-vehicles.

Large volumes of legal documents required more storage space than was available and, consequently, thought was given to other means of storage. The year 1962 saw the implementation of a microfilming operation, and now all documents filed under the *Bills of Sale Act* or the *Conditional Sales Act* are microfilmed for future use, and the original documents are returned to the submitter.

The changes in the method of recording documents necessitated changes in the method of searching documents. The microfilm reading equipment enabled faster service to be given when searching and giving information in respect to liens recorded. Such changes have enabled the staff of the Central Registry to stay abreast of the ever-increasing demand for service.

Methods of financing by private enterprise have altered over the last few years, causing a decided increase in documents filed under the *Bills of Sale Act* and, therefore, a levelling-off or decline in documents filed under the *Conditional Sales Act*. But again the year 1967 saw an over-all increase in the number of documents registered and the number of chattels searched as indicated in the statistical comparison following.

STATISTICAL COMPARISONS WITH YEAR ENDED DECEMBER 31, 1967, TO YEAR 1966

January 1 to December 31, 1966

Documents filed under *Conditional Sales Act*	82,228
Documents filed under *Bills of Sale Act*	107,159
Documents filed under *Mechanics' Lien Act*	12,713

STATISTICAL COMPARISONS WITH YEAR ENDED DECEMBER 31, 1967, TO YEAR 1966—*Continued*

January 1 to December 31, 1966—Continued

Documents filed under *Assignment of Book Accounts Act*	311
Documents filed under *Companies Act*	200
Documents discharged under *Conditional Sales Act*	1,348
Documents discharged under *Bills of Sale Act*	1,911
Documents discharged under *Mechanics' Lien Act*	940
Documents discharged under *Assignment of Book Accounts Act*	25
Documents discharged under *Companies Act*	44
Total documents accepted	206,879
Total value of documents accepted	$591,659.00
Total value of searches	114,374.85
Total value of certifications and photographic copies	1,506.20
Total revenue	$707,540.05

January 1 to December 31, 1967

Documents filed under *Conditional Sales Act*	69,975
Documents filed under *Bills of Sale Act*	119,208
Documents filed under *Mechanics' Lien Act*	15,462
Documents filed under *Assignment of Book Accounts Act*	366
Documents filed under *Companies Act*	160
Documents discharged under *Conditional Sales Act*	1,352
Documents discharged under *Bills of Sale Act*	2,153
Documents discharged under *Mechanics' Lien Act*	923
Documents discharged under *Assignment of Book Accounts Act*	30
Documents discharged under *Companies Act*	59
Total documents accepted	209,688
Total value of documents accepted	$594,773.00
Total value of searches	120,778.00
Total value of certifications and photographic copies	1,885.50
Total revenue	$717,436.50

5. SCHOOL BUSES

Control over the use and operation of school buses engaged in the transportation of students to and from the public schools in the Province is the responsibility of the Superintendent of Motor-vehicles. The control extends to the setting of minimum standards for the construction and maintenance of school buses and provides for periodic inspection of school buses. This inspection is carried out on behalf of the Superintendent by mechanical inspectors of the Royal Canadian Mounted Police and by the Motor Carrier Branch of the Public Utilities Commission. It is also necessary that evidence of satisfactory insurance coverage, in accordance with the carrying capacity of each school bus, be supplied to the Superintendent.

In 1967 the number of permits issued for vehicles to be used as school buses were 898 renewal permits and 134 permits for new vehicles, for a total of 1,032, as compared to the 1966 figure of 873. Of these permits issued, 52 were cancelled as the result of the lapse of insurance coverage or of poor mechanical condition.

School buses were involved in 30 accidents in 1967, of which 21 were property damage accidents. Five accidents involved the death of one person and the injuring of seven persons other than students. Four other accidents resulted in injury to seven students.

6. PERMITS FOR FLASHING RED AND AMBER LIGHTS, SIRENS, AND THEFT ALARMS

The Superintendent may, under the provisions of the Motor-vehicle Act Regulations, issue permits to allow a vehicle to be equipped with a flashing red or amber light. The regulations specify that certain emergency vehicles and tow-cars may be equipped without obtaining a permit. The permits are required for vehicles such as pilot cars escorting oversize vehicles or public utility vehicles which must stop on a highway to repair power or telephone lines. In each case the permit is issued where a hazard exists and only with the approval of the local enforcement agency.

In 1967, 171 permits for flashing amber lamps and 11 permits for flashing red lamps were issued. In addition, nine permits were issued to allow the installation of sirens on vehicles. These vehicles were usually ambulances or the personal vehicle of the chief of a volunteer fire department in a small community.

No permits were issued for the installation of theft alarms in vehicles.

7. STAFF

The staff of the Motor-vehicle Branch at December 31, 1967, totalled 349, compared to 345 at the same time in 1966. Permanent staff employees totalled 277, which is three below the authorized complement of 280; however, replacement requisitions for these positions were in the hands of the Civil Service Commission. Temporary employees at the end of 1967 totalled 72, which is an increase of one over the same date in 1966.

We were once again very ably assisted during our licence-renewal period through the co-operation of the Chairman of the Liquor Control Board, who provided up to 55 clerks for periods ranging from a few days to two months. With this assistance we were able to provide adequate service to the public during the renewal period, with the necessity of hiring only a minimum of temporary assistance.

The work requirements of the Branch are still increasing. Electric data processing and microfilm processing is helping us cope with the increased work load, but much of the credit for the handling of this heavy work load without additional help must be given to the staff of the Branch.

I am sincerely grateful for the initiative and loyalty displayed by the staff in providing us with the ability to cope with the rapidly expanding work situation. The many Branch licence and examining offices continue to process ever-increasing work loads, generally without the benefit of additional staff. We have been able to provide them with some relief in their work detail, but this does not compensate for the large increase in the number of persons applying at these offices for motor-vehicle and drivers' licences.

CONCLUSION

This Report shows a continuing growth in the activities of the Motor-vehicle Branch. Increase in vehicle registrations and in the issuance of drivers' licences,

together with the provision of motor-vehicle issuance services to more communities throughout the Province, are examples of this growth.

The Branch faces the challenge of coping with the ever-increasing highway traffic problems resulting from the increase in the number of motor-vehicles and drivers. Highway safety depends greatly on the vehicles being maintained in safe mechanical condition. Operators of these motor-vehicles must continually be aware of their responsibilities as drivers on the highways of this Province. These two aspects of highway safety have received special attention.

The compulsory vehicle inspection programme, commencing in Greater Victoria in 1968, will help keep vehicles in better mechanical condition from a safety point of view. This will greatly augment the long existing compulsory programme in Vancouver and the voluntary programme available in some other centres.

Efforts to have safer drivers on the road involves not only control of the driver once he has a driver's licence, but also requires better training of persons who wish to apply for a driver's licence. There is an increase in the number of persons receiving training in the Driver Education Programme in effect in a large number of the secondary schools throughout the Province, but the importance of having more and more of the young applicants receive such training before receiving a driver's licence cannot be emphasized too strongly. Commercial driving schools continue to expand their efforts, and it is gratifying to note that large numbers of new drivers are using their services.

Among drivers who are already licensed there has been considerable interest in a defensive driving course sponsored by the British Columbia Safety Council and available in a number of areas of the Province through adult education programmes. It is hoped that this course will be expanded to all areas in the Province.

The Driver Improvement Programme of the Branch is being continually expanded. Each year we are dealing with more drivers who are developing a poor driving record.

I am grateful to all those who have assisted this Branch in its efforts. Members of your Department always give freely of their assistance and advice. We continue to have excellent liaison with the Courts and enforcement agencies throughout the Province, which is invaluable to us in the meeting of our obligations. We are also most fortunate in the degree of co-operation we receive from many business and community groups whose continued interest and support of programmes dedicated to highway safety is indeed commendable.

I have the honour to be,
Sir,
Your obedient servant,

RAYMOND A. HADFIELD,
Superintendent of Motor-vehicles.

Printed by A. SUTTON, Printer to the Queen's Most Excellent Majesty
in right of the Province of British Columbia.
1969

500-968-6919