PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT

of the

MOTOR-VEHICLE BRANCH

FOR THE YEAR

1965

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1967

To Major-General the Honourable GEORGE RANDOLPH PEARKES,
V.C., P.C., C.B., D.S.O., M.C., C.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 1965.

R. W. BONNER,
Attorney-General.

Attorney-General's Department,
Victoria, B.C., December, 1966.

REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1965

The Honourable R. W. Bonner, Q.C., B.A., LL.B.,
Attorney-General, Victoria, B.C.

SIR,—I have the honour to submit the Annual Report of the Motor-vehicle Branch for 1965. Activities of the Branch during the 1965 licence-year, which ended February 28, 1966, 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 unabated during 1965. The British Columbia rate of growth of vehicle registrations continues to exceed the national average, and there is good reason to expect that this trend will continue in the years immediately ahead.

The Branch was again faced with the necessity of providing increased service in the fast-growing smaller centres of the Province. Areas which could formerly be serviced sufficiently on, for example, a once-weekly basis, have suddenly outgrown this service and additional staff time has been necessary to meet the increasing demands. This type of problem will have to be faced continually as our Provincial economy expands. The public has come to expect that Motor-vehicle Branch service will be provided on a convenient basis in all communities where substantial numbers of vehicles are located. Additional licence-issuing facilities were provided in 1965 through arrangements with Municipal Councils in several communities, where this service is provided for the Branch on a commission basis. In December of 1965 the Haney Motor Licence Office was opened to provide that fast-growing community with a full range of services of the Branch.

It is with regret that this Report must deal with an unfavourable accident trend during 1965. The most unfortunate and dramatic aspect of this trend was the increase in highway deaths from 394 to 500. This is a shocking statistic. It is certainly to be hoped that the very great rate of increase will not continue. It may be that the abnormal increase will sufficiently emphasize the gravity of the problem which faces us in highway safety. There is obviously no simple solution, yet somehow highway users must be persuaded and trained to change their highway habits. All too often there is evidence of the lack of a sense of responsibility toward others who drive. All signs again point to what has been said before, that engineering, enforcement, and, above all, education need to be stepped up to come to grips with what is often called a major illness of our society—the traffic accident.

The 1964 Report told of steps being developed at that time to place the records of the Branch into a computer. The first stage of this ambitious programme was completed in 1965 by storing all motor-vehicle licence records on magnetic tape. Method conversions of this nature are very complex; however, by the year-end some of the benefits were becoming evident. The next stage of development will see driver licence records placed on magnetic tape. After this has been completed, the level of service to the public will be substantially improved, and we anticipate considerable savings in the expensive item of space for vast record files.

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. Staff.

1. LICENCES

Motor-vehicles licensed in British Columbia in 1965 reached the total of 767,669, as compared to 705,380 in 1964, an increase of 62,289 or 8.8 per cent.

Passenger-type motor-vehicles licensed in 1965 numbered 623,742, an increase of 51,935 over the 1964 total of 571,807. Commercial-vehicle registration increased by 10,354. For 1964 the total number of commercial vehicles licensed was 143,927. In comparison, the 1963 total for commercial vehicles was 133,573.

The increase in motor-cycle registration of 4,364 from the 1964 total of 9,012 to the 1965 total of 13,376 (48.4 per cent) indicates the general motoring public are continuing to become interested in using the motor-cycle as a means of transportation.

Trailer registrations continue to increase. The 1965 total of 73,152 is an increase of 6,427 over the 66,725 registration total of 1964. The largest increase is in the camping or boat-type trailer, since the people of British Columbia are spending more of their leisure hours out-of-doors.

The comparative statement of licences, permits, etc., for motor-vehicles, trailers, and chauffeurs covers the volumes in these categories during the licence-years 1958 to 1965.

Comparative Statement of Licences, Permits, Etc., Issued during the Licence-years 1958 to 1965, Inclusive

Licences Issued	1958	1959	1960	1961	1962	1963	1964	1965
Motor-vehicles—								
Passenger (new)	43,576	49,268	45,364	48,348	56,822	67,659	76,388	94,190
Passenger (renewal)	349,761	370,154	400,686	419,022	438,486	463,457	495,419	529,552
Total passenger	393,337	419,422	446,050	467,370	495,308	531,116	571,807	623,742
Commercial (new)	11,676	12,985	9,603	10,576	11,886	13,830	16,604	20,367
Commercial (renewal)	106,190	108,956	104,618	106,095	108,843	112,228	116,969	123,560
Total commercial	117,866	121,941	114,221	116,671	120,729	126,058	133,573	143,927
Total motor-vehicles	511,203	541,363	560,271	584,041	616,037	657,174	705,380	767,669
Non-resident touring motor-vehicle permits	1,100	965	1,302	1,343	1,551	1,613	1,446	1,212
Non-resident special motor-vehicle permits	149	109	198	187	157	110	111	86
Non-resident commercial motor-vehicle permits	10,056	13,197						
Single trip			16,525	15,831	12,069	12,478	13,221	14,250
Quarterly permits			344	2,471	1,772	2,241	2,746	2,228
Totals	10,056	13,197	16,869	18,302	13,841	14,719	15,967	16,478
Extra-Provincial prorated trucks					2,048	1,822	2,203	2,072
Temporary operation permits	13,333	18,100						
Passenger			7,805	7,719	8,732	10,076	11,237	12,961
Commercial			16,273	19,988	20,490	25,429	30,368	36,360
Totals	13,333	18,100	24,078	27,707	29,222	35,505	41,605	49,321
Transporter—								
Original						5	9	17
Additional						63	67	82
Motor-cycles—								
New	577	678	603	652	706	1,342	4,209	5,630
Renewal	3,464	3,450	3,477	3,587	3,683	3,937	4,803	8,016
Totals	4,041	4,128	4,080	4,239	4,389	5,279	9,012	13,376
Trailers	34,928	43,682	48,658	53,109	56,434	62,116	66,725	73,152
Extra-Provincial prorated trailers					3,391	3,647	4,042	4,275
Motor-dealers—								
Original licences	730	755	748	782	885	968	1,057	1,105
Additional plates	925	970	989	817	866	884	966	1,097
Original motor-cycle dealer licences	15	31	40	28	44	51	91	124
Additional motor-cycle dealer licences	7	19	16	10	13	16	24	31
Salesmen's licences	919	1,024	1,008	954	1,044	1,182	1,296	1,404
Transfers—								
Passenger	218,513	229,655	224,037	228,311	256,580	284,641	304,487	337,369
Commercial	46,536	48,061	40,612	41,800	43,610	44,899	47,618	52,423
Motor-cycle	3,190	3,080	2,750	2,726	2,976	3,349	5,312	8,171
Trailers	1,046	1,513	1,318	1,510	2,818	4,069	4,489	5,810
Total transfers	269,285	282,309	268,717	274,347	305,984	336,958	361,906	403,773
Chauffeurs—								
Original Class A	5,207	5,295	5,368	5,518	5,672	5,891	5,910	6,310
Original Class B	4,112	4,485	4,756	4,925	5,010	5,320	5,432	5,785
Original Class C	61,556	64,359	65,209	64,446	63,677	67,781	72,484	80,977
Searches	639,269	328,115	887,170	1,493,937	796,687	641,992	1,619,395	1,145,251
Safety responsibility insurance certificates filed	12,785	13,018	12,297	12,523	13,741	14,281	15,563	17,707

Driver Licences

Original driver licences issued by the Motor-vehicle Branch during 1965 to applicants not previously licensed to drive in British Columbia totalled 64,967, an increase of 9,646 or 17.4 per cent over the 1964 total of 55,321. Original licences issued to adult applicants amounted to 38,633, and those issued to applicants under 21 years of age amounted to 26,334.

The total number of licensed drivers in 1965 amounted to 867,835, an increase of 53,352 or 6.6 per cent over the 1964 total of 814,483. Male drivers comprised 65.2 per cent of the total in the amount of 565,480, leaving the remaining 302,355 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. It will be noted that this table now provides for the number of male and female drivers in each age-group. An interesting point brought out by this table shows the total of drivers in the age-groups " 70 years of age and over " amounts to 28,875, of this total only 4,528 or 15.7 per cent are female drivers, which is far below the percentage of female drivers in the over-all total of licensed drivers.

Driver Licences—Statistical Information by Age-groups

Age	Year of Birth	Male	Female	Total	Per Cent of Total
16–20 years	1946–1950	52,465	28,345	80,810	9.312
21–24 ,,	1942–1945	52,766	31,025	83,791	9.655
25–30 ,,	1936–1941	76,114	46,453	122,567	14.123
31–35 ,,	1931–1935	62,676	36,038	98,714	11.375
36–40 ,,	1926–1930	62,733	36,542	99,275	11.439
41–45 ,,	1921–1925	58,375	36,334	94,709	10.913
46–50 ,,	1916–1920	50,067	30,140	80,207	9.242
51–55 ,,	1911–1915	47,655	24,272	71,927	8.290
56–60 ,,	1906–1910	37,166	15,535	52,701	6.072
61–65 ,,	1901–1905	26,412	8,625	35,037	4.040
66–69 ,,	1897–1900	14,704	4,518	19,222	2.214
70–75 ,,	1891–1896	14,262	3,374	17,636	2.032
76–80 ,,	1886–1890	7,001	921	7,922	0.912
81–85 ,,	1881–1885	2,600	206	2,806	0.323
86–90 ,,	1876–1880	434	24	458	0.052
Over 90 years	1875 and prior	50	3	53	0.006
Totals	.....	565,480 (65.160%)	302,355 (34.840%)	867,835	100.000

Chauffeurs' Licences

The comparative statement of licences and permits shows the number of licensed chauffeurs in 1965 was 93,072, which is an increase of 9,146 over the 1964 total of 83,926. The major increase in chauffeurs' licence issuance was for the Class C licence required for truck-drivers. The 1965 total was 80,977, compared to 72,484 in 1964. The number of Class A chauffeurs licensed to drive buses increased slightly, from 5,910 in 1964 to 6,310 in 1965. Class B licences issued to taxi-drivers increased from 5,432 in 1964 to 5,785 in 1965.

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 1965 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	205	769	6,774	7,748	32	214	2,172	2,418	10,166
Alberni	196	740	7,289	8,225	23	207	1,504	1,734	9,959
Ashcroft	44	8	948	1,000	8	16	539	563	1,563
Atlin	3	3	29	35	5	.....	49	54	89
Burns Lake	74	108	970	1,152	21	112	716	849	2,001
Chilliwack	433	1,075	11,125	12,633	46	278	3,230	3,554	16,187
Clinton	35	62	797	894	9	53	613	675	1,569
Cloverdale	697	1,055	18,743	20,495	86	361	4,760	5,207	25,702
Courtenay	638	960	9,727	11,325	49	321	2,339	2,709	14,034
Cranbrook	535	641	5,763	6,939	91	214	2,206	2,511	9,450
Creston	174	227	1,974	2,375	44	89	1,243	1,376	3,751
Dawson Creek	582	739	4,505	5,826	256	416	2,566	3,238	9,064
Duncan	253	610	8,224	9,087	36	227	2,229	2,492	11,579
Fernie	222	119	1,381	1,722	88	76	760	924	2,646
Fort Nelson	108	38	497	643	58	44	331	433	1,076
Fort St. John	545	530	3,523	4,598	195	446	2,447	3,088	7,686
Ganges	14	5	793	812	3	9	310	322	1,134
Golden	501	245	2,421	3,167	162	138	1,434	1,734	4,901
Grand Forks	52	168	1,825	2,045	14	51	1,052	1,117	3,162
Kamloops	1,013	1,529	10,751	13,293	207	589	4,310	5,106	18,399
Kaslo	68	1	348	417	11	9	231	251	668
Kelowna	688	948	10,145	11,781	123	198	2,921	3,242	15,023
Kitimat	83	455	2,559	3,097	9	111	389	509	3,606
Lillooet	18	24	758	800	6	15	455	476	1,276
Merritt	55	150	1,832	2,037	9	73	904	986	3,023
Mission	61	388	3,159	3,608	12	73	956	1,041	4,649
Nanaimo	404	1,346	12,852	14,602	50	343	3,065	3,458	18,060
Nelson	473	909	8,275	9,657	76	238	3,146	3,460	13,117
New Westminster[1]*	2,220	6,648	63,889	72,757	188	974	8,916	10,078	82,835
North Vancouver	826	4,741	21,709	27,276	26	517	2,247	2,790	30,066
Oliver	86	67	2,292	2,445	11	54	1,042	1,107	3,552
Penticton	447	1,002	8,185	9,634	44	257	2,289	2,590	12,224
Pouce Coupe	56	50	370	476	125	73	358	556	1,032
Powell River	121	260	3,994	4,375	15	53	909	977	5,352
Prince George	1,423	1,764	11,166	14,353	289	1,014	4,688	5,991	20,344
Prince Rupert	233	466	3,586	4,285	35	142	1,056	1,233	5,518
Princeton	16	25	800	841	3	13	415	431	1,272
Quesnel	181	316	3,082	3,579	48	176	1,692	1,916	5,495
Revelstoke	212	112	1,624	1,948	56	88	658	802	2,750
Rossland	39	14	977	1,030	3	9	227	239	1,269
Salmon Arm	242	252	3,026	3,520	63	95	1,484	1,642	5,162
Smithers	83	327	1,996	2,406	23	190	1,265	1,478	3,884
Terrace	120	436	2,447	3,003	28	291	1,217	1,536	4,539
Trail	402	1,073	6,205	7,680	35	184	1,261	1,480	9,160
Vancouver[2]*	3,901	15,258	82,377	101,536	124	2,259	14,703	17,086	118,622
Vancouver East[2]*	2,100	8,929	48,022	59,051	163	2,871	6,806	9,840	68,891
Vancouver-Pt. Grey[2]*	1,323	5,567	30,227	37,117	41	240	1,971	2,252	39,369
Vanderhoof	122	113	1,196	1,431	36	97	981	1,114	2,545
Vernon	394	1,000	8,207	9,601	70	412	3,663	4,145	13,746
Victoria[3]*	2,228	6,211	82,965	91,404	137	1,724	16,544	18,405	109,809
Williams Lake	206	346	3,221	3,773	87	290	2,287	2,664	6,437
Haney	44	141	.....	185	2	37	1	40	225
Invermere	12	9	2	23	2	3	3	8	31
Totals	25,211	68,979	529,552	623,742	3,383	16,984	123,560	143,927	767,669

* Correct motor-vehicle population for these areas is as follows:—

[1] New Westminster (includes issuance at Haney until December 31, 1965, and temporary office at Burnaby during rush period, and mail-order issuance to New Westminster area from Victoria): Passenger, 74,021; commercial, 10,325.

[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; does not include issuance at North Vancouver and does not include 713 commercial plates issued for National Defence vehicles that operate throughout British Columbia; issuance at Sechelt and Squamish, which account through Vancouver, has been deducted): Passenger, 208,503; commercial, 27,315.

[3] Victoria (does not include mail-order issuance to other areas; does not include 1,428 passenger and 4,263 commercial plates issued for Provincial Government vehicles that operate throughout British Columbia; and does not include 449 commercial plates issued for National Defence vehicles that operate throughout British Columbia; issuance of 267 commercial plates to prorated vehicles has been deducted): Passenger, 67,470; commercial, 9,566.

Revenue

Revenue collected by the Motor-vehicle Branch from licences, permits, and other services, and in the payment of social services tax, increased by 12.3 per cent to $27,516,297.24 in the 1965 licence-year. The increase was $3,016,324.93 over the 1964 total of $24,499,972.31. Social services tax collections amounted to $2,351,436.65, as compared to $1,858,056.04 in 1964. 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 67.38 per cent of total collections, in the amount of $18,474,085.26. 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 32.62 per cent. These percentages show no appreciable change of the 1964 licence-year figures.

The locations of Motor-vehicle Branch offices are listed below, and the 1965 revenue collection at each office is shown:—

Vancouver	$4,418,680.17
Victoria	3,538,859.07
New Westminster	2,550,097.42
Vancouver East	2,485,784.37
Vancouver-Point Grey	1,102,550.31
Cloverdale	842,432.93
North Vancouver	841,051.98
Kamloops	736,816.53
Chilliwack	628,540.45
Dawson Creek	516,640.02
Abbotsford	355,539.97
Trail	292,733.55
Mission	156,859.04
Haney[1]	7,499.45
Total	$18,474,085.26

[1] The Haney office commenced issuance on January 3, 1966.

REFUNDS

The *Motor-vehicle Act* provides for refunds of licence fees in some instances where licences are surrendered to a motor licence office, as follows:—

Driver licences: Upon surrender and request, the fee for the unexpired full years is refundable.

Owners of vehicles (1) who leave the Province and take their motor-vehicle with them, (2) who declare their motor-vehicle burned, junked, or damaged beyond repair, may obtain a proportionate refund upon request.

Refunds are obtainable by the seller on commercial-vehicle licences when vehicles are transferred. The new owners then are required to relicence for the gross vehicle weight at which they intend to operate the vehicle.

Another statutory refund is made for vehicles located east of the Cascade Mountains which are not operated in winter months (November, December, January). In the past there has been a continuous decline in the number of passenger motor-vehicle seasonal refunds. This reflects on the ability to operate vehicles on an all-year-round basis in practically every area of the Province.

The following table sets out the number of refunds and the amounts of money refunded in the 1965 licence-year:—

Type of Refund		Number		Amount
Driver licences		935		$2,479.50
Motor-vehicle licences, general refunds—				
Motor-vehicle Act—passenger	1,692		$13,150.76	
Dealers' licences	43		331.88	
Drivers' general	325		1,466.00	
Chauffeurs' licences	10		16.25	
Department of Commercial Transport Act—commercial	409		23,449.02	
		2,479		38,413.91
Relinquishment refunds—				
Motor-vehicle Act—passenger	6,920		$42,669.72	
Department of Commercial Transport Act—				
Regular commercial	908		31,195.26	
Farm commercial	46		709.42	
		7,874		74,574.40
Seasonal refunds—				
Motor-vehicle Act—passenger	302		$1,735.59	
Department of Commercial Transport Act—				
Regular commercial	354		18,386.58	
Farm commercial	63		1,350.06	
		719		21,472.23
Refunds on transfers—				
Department of Commercial Transport Act—				
Regular commercial	413		$80,953.25	
Farm commercial	38		1,084.70	
		451		82,037.95
Totals		12,458		$218,977.99

2. ACCIDENTS AND CONVICTIONS

MOTOR-VEHICLE ACCIDENTS

The following table gives a summary of the accident frequency during the period 1954 to 1965:—

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
1954	367,967	22,425	61.05	7,582	211	5.7	$325.67	7.38	181	6.33
1955	405,578	22,030	55.10	8,263	225	5.6	392.79	7.51	194	6.47
1956	450,493	24,905	55.34	9,700	316	7.0	437.05	9.03	272	7.77
1957	487,844	25,976	53.24	9,521	252	5.1	482.76	6.70	224	5.96
1958	506,398	24,583	48.54	9,814	282	5.5	480.72	7.01	246	6.12
1959	536,120	25,536	47.63	10,541	309	5.7	478.79	7.55	268	6.55
1960	566,144	26,091	46.08	11,311	294	5.2	474.78	6.73	253	5.79
1961	589,917	27,203	46.11	12,101	320	5.4	475.08	7.07	272	6.01
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

Statistical Summary of Motor-vehicle Accidents in

CITIES

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Alberni							34	71	108.0
Armstrong		4	100.0		1	100.0	2	15	650.0
Chilliwack		4	100.0		3	100.0	75	106	41.0
Courtenay		2	100.0		2	100.0	30	22	—26.0
Cranbrook		1	100.0		1	100.0	45	34	—24.0
Dawson Creek							57	39	—31.0
Duncan	1	3	200.0	1	3	200.0	58	68	17.0
Enderby							12	11	—8.0
Fernie	1		—100.0	1		—100.0	4	3	—25.0
Grand Forks		1	100.0		1	100.0	6	7	16.0
Greenwood	1		—100.0	1		—100.0	3	1	—66.0
Kamloops		3	100.0		3	100.0	109	115	6.0
Kaslo							1	1	
Kelowna	1	4	300.0	1	4	300.0	111	120	8.0
Kimberley	1		—100.0	1		—100.0	16	11	—31.0
Nanaimo	4	3	—25.0	4	3	—25.0	121	125	3.0
Nelson							13	19	46.0
New Westminster	3	3		3	3		415	412	—0.5
North Vancouver	1	1		1	1		208	210	0.2
Penticton	1	3	200.0	1	3	200.0	87	92	6.0
Port Alberni	4	2	—50.0	4	2	—50.0	74	57	—23.0
Port Coquitlam	2	2		2	2		107	88	—17.0
Port Moody	1	3	200.0	1	2	100.0	40	46	15.0
Prince George	4	7	75.0	4	6	50.0	195	204	4.0
Prince Rupert	1		—100.0	1		—100.0	52	55	5.0
Revelstoke							30	28	—7.0
Rossland		1	100.0		1	100.0	14	14	
Salmon Arm		2	100.0		2	100.0	8	37	362.0
Trail							43	56	30.0
Vancouver	44	40	—10.0	43	40	—7.0	4,777	4,769	—0.8
Vernon	1	2	100.0	1	2	100.0	80	74	—7.0
Victoria	3	10	233.0	3	10	233.0	659	600	—9.0
White Rock		1	100.0		1	100.0	26	31	20.0
Totals	74	102	38.0	73	96	31.0	7,512	7,541	0.4

The upward trend of motor-vehicle accidents continued in 1965. The number of persons killed amounted to 500, which far exceeded the 1964 total of 393; this is a 27.2-per-cent increase. Fatal accidents totalled 421, which is a 22-per-cent increase over the 1964 total of 345.

Reportable motor-vehicle accidents totalled 40,262, an increase of 1,894 or 4.9 per cent over the 1964 total of 38,368. Accidents resulted in 17,574 personal injuries, an increase of 663 or 3.9 per cent over the 1964 total of 16,911.

The number of accidents resulting in property damage amounted to 30,997, an increase of 4,084 or 15.2 per cent over the 1964 total of 26,913. The property damage as a result of these accidents amounted to $22,625,696.03, an increase of $2,544,207.18 or 12.7 per cent over the 1964 total of $20,081,488.85.

The preceding table shows a decrease in the accidents per 1,000 vehicles registered, but shows substantial increases in deaths per 10,000 vehicles registered, deaths per 100 million miles driven, and fatal accidents per 100 million miles driven. The average property damage was also considerably higher than in previous years.

The following tables set out accident statistics of the various cities, municipalities, villages, and districts in British Columbia for 1964 and 1965:—

the Province for the Calendar Years 1964 and 1965

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
28	47	67.0	171	214	25.0	104	123	18.0	$52,575.51	$65,470.43	25.0
2	6	200.0	22	42	90.0	14	25	78.0	5,250.40	19,104.12	264.0
50	73	46.0	288	386	39.0	168	235	39.0	66,044.03	110,551.05	68.0
23	15	—34.0	174	208	20.0	98	117	19.0	51,377.84	56,258.20	9.0
30	26	—13.0	182	172	—5.0	103	96	—7.0	46,504.85	40,906.71	—12.0
43	28	—34.0	306	244	—21.0	169	134	—20.0	76,113.16	63,486.97	—16.0
35	45	28.0	205	281	37.0	118	166	41.0	48,997.14	89,387.93	82.0
8	9	12.0	28	24	—15.0	18	17	—5.0	9,517.50	11,425.00	20.0
4	2	—50.0	60	51	—15.0	37	27	—27.0	14,540.00	11,590.72	—20.0
3	5	66.0	48	42	—12.0	27	26	—3.0	10,991.77	15,017.85	37.0
3	1	—66.0	15	12	—20.0	11	8	—27.0	4,095.00	4,375.00	6.0
79	82	6.0	763	762	—1.0	393	401	2.0	195,907.56	189,801.30	—3.0
1	1	——	12	15	25.0	7	10	42.0	3,810.00	7,870.00	106.0
71	84	18.0	492	477	—3.0	262	266	1.0	121,598.77	116,269.68	—5.0
10	9	—10.0	115	109	—5.0	63	60	—5.0	29,360.91	21,364.87	—28.0
90	87	—3.0	648	680	5.0	360	363	1.0	154,424.78	175,888.35	13.0
11	16	46.0	144	170	18.0	82	94	15.0	37,862.03	41,704.73	11.0
293	313	6.0	2,171	2,363	8.0	1,117	1,211	9.0	519,182.03	584,737.35	12.0
152	161	5.0	1,023	1,022	—0.1	525	529	0.4	246,720.90	257,143.19	5.0
58	60	3.0	377	419	12.0	205	228	12.0	89,535.95	110,263.63	22.0
53	47	—11.0	357	467	30.0	198	252	28.0	97,092.66	126,365.47	30.0
59	48	—18.0	287	306	6.0	161	167	3.0	90,893.56	92,580.70	2.0
28	26	—7.0	136	126	—8.0	78	75	—4.0	35,177.04	36,653.18	5.0
139	144	4.0	1,160	1,428	23.0	613	754	23.0	300,105.53	404,518.34	34.0
35	46	31.0	366	484	33.0	201	266	33.0	78,550.47	132,426.67	69.0
22	23	4.0	179	179	——	103	98	—5.0	39,678.51	38,924.71	—1.0
10	10	——	85	63	—35.0	46	43	—6.0	13,697.59	22,350.92	63.0
8	18	125.0	57	117	105.0	36	65	80.0	17,114.94	44,968.00	162.0
26	29	11.0	256	310	21.0	143	166	16.0	59,763.74	72,548.71	21.0
3,455	3,439	—0.2	20,501	20,654	——	11,327	11,248	——	4,860,521.83	5,001,896.48	3.0
57	45	—21.0	378	348	—7.0	212	195	—8.0	92,509.62	95,444.18	3.0
467	453	—3.0	3,180	3,208	0.1	1,642	1,661	1.0	656,631.36	680,696.46	3.0
24	20	—16.0	164	160	—2.0	92	88	—4.0	41,550.23	41,505.93	—0.1
5,377	5,418	1.0	34,350	35,543	3.0	18,733	19,214	2.0	$8,167,697.21	$8,783,496.83	7.0

Statistical Summary of Motor-vehicle Accidents in the

MUNICIPALITIES

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Burnaby	7	7	—	6	7	16.0	1,048	1,038	—0.1
Central Saanich	1	—	—100.0	1	—	—100.0	34	27	—20.0
Chilliwhack	8	6	—25.0	6	6	—	159	110	—30.0
Coldstream	—	—	—	—	—	—	3	—	—100.0
Coquitlam	2	1	—50.0	2	1	—50.0	210	308	46.0
Delta	4	11	175.0	4	10	150.0	173	190	9.0
Esquimalt	1	—	—100.0	1	—	—100.0	35	43	22.0
Fraser Mills	—	—	—	—	—	—	1	—	—100.0
Glenmore	—	—	—	—	—	—	—	—	—
Kent-Agassiz	3	3	—	3	3	—	86	81	—6.0
Langley	6	8	33.0	5	8	60.0	138	164	18.0
Maple Ridge	6	5	—16.0	6	5	—16.0	196	208	6.0
Matsqui	—	7	100.0	—	7	100.0	97	127	31.0
Mission	—	2	100.0	—	2	100.0	18	33	84.0
North Cowichan	—	—	—	—	—	—	—	—	—
North Vancouver	3	3	—	3	2	—33.0	293	252	—13.0
Oak Bay	1	—	—100.0	1	—	—100.0	64	76	19.0
Peachland	—	1	100.0	—	1	100.0	1	1	—
Pitt Meadows	5	6	20.0	2	2	—	24	5	—79.0
Richmond	8	9	12.0	8	9	12.0	371	382	2.0
Saanich	4	6	50.0	3	6	100.0	294	288	—2.0
Salmon Arm	3	—	—100.0	3	—	—100.0	15	21	40.0
Sumas	5	2	—60.0	5	2	—60.0	52	83	59.0
Summerland	—	—	—	—	—	—	16	6	—63.0
Surrey	19	24	27.0	18	21	16.0	774	759	—2.0
Tadanac	—	—	—	—	—	—	12	4	—67.0
West Vancouver	6	9	50.0	6	8	33.0	240	284	19.0
Kitimat	1	—	—100.0	1	—	—100.0	19	33	73.0
Powell River	1	1	—	1	1	—	59	37	—37.0
Totals	94	111	19.0	85	101	19.0	4,432	4,560	2.0

Province for the Calendar Years 1964 and 1965—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
709	697	—2.0	4,730	4,545	—4.0	2,516	2,425	—3.0	$1,252,671.31	$1,203,873.60	—3.0
23	15	—34.0	113	57	—49.0	71	35	—50.0	38,903.68	24,726.89	—36.0
86	62	—28.0	456	327	—28.0	277	211	—23.0	145,077.87	188,746.92	30.0
2	——	—100.0	5	——	—100.0	4	——	—100.0	1,450.00	——	—100.0
141	201	43.0	844	1,057	25.0	466	558	19.0	207,027.43	345,746.85	67.0
91	104	14.0	385	472	22.0	237	292	24.0	142,443.43	195,583.18	37.0
29	31	6.0	252	294	16.0	140	160	14.0	57,880.47	55,225.17	—4.0
1	——	—100.0	10	4	—60.0	5	2	—60.0	2,049.89	809.54	—60.0
——	——	——	1	——	—100.0	1	——	—100.0	750.00	——	—100.0
38	43	14.0	167	145	—13.0	117	99	—16.0	73,523.05	69,034.36	—7.0
92	87	—5.0	433	362	—6.0	265	230	—14.0	153,468.56	145,154.52	—6.0
122	128	4.0	533	605	13.0	325	360	10.0	168,508.88	174,936.61	3.0
55	78	42.0	300	315	5.0	187	198	5.0	94,712.42	133,749.79	21.0
9	25	177.0	55	107	94.0	37	70	90.0	19,565.98	35,170.91	79.0
——	——	——	2	——	—100.0	1	——	—100.0	1,100.00	——	—100.0
184	169	—8.0	1,147	1,133	—1.0	609	603	—0.6	309,289.58	317,088.01	2.0
53	53	——	289	294	1.0	162	164	1.0	105,307.56	64,529.77	—39.0
1	——	—100.0	2	3	50.0	1	2	100.0	650.00	2,400.00	265.0
14	2	—85.0	45	11	—75.0	31	8	—75.0	24,970.00	6,340.00	—74.0
245	264	7.0	1,419	1,492	5.0	787	828	5.0	383,459.87	403,387.49	6.0
201	214	3.0	1,178	1,240	5.0	676	710	5.0	308,019.66	385,464.29	25.0
12	12	——	77	77	——	50	46	—8.0	42,434.33	25,915.93	—36.0
30	46	53.0	110	177	60.0	83	120	45.0	54,414.38	82,526.94	51.0
11	5	—55.0	64	54	—15.0	43	36	—16.0	14,595.50	19,123.98	31.0
443	423	—4.0	2,388	2,307	—4.0	1,377	1,301	—6.0	720,875.07	758,668.02	5.0
2	4	100.0	8	15	87.0	5	9	80.0	3,975.00	5,055.00	28.0
159	173	8.0	1,071	1,122	5.0	563	605	7.0	278,225.18	302,070.22	8.0
11	24	118.0	186	216	16.0	103	121	18.0	54,646.26	57,627.88	5.0
38	32	—15.0	244	258	5.0	142	146	2.0	61,509.58	64,318.73	4.0
2,802	2,892	4.0	16,514	16,689	2.0	9,281	9,339	1.0	$4,721,504.94	$5,067,274.60	7.0

Statistical Summary of Motor-vehicle Accidents in the

VILLAGES

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Abbotsford	—	1	100.0	—	1	100.0	16	26	63.0
Alert Bay	—	—	—	—	—	—	6	8	33.0
Ashcroft	—	—	—	—	—	—	6	—	—100.0
Burns Lake	—	—	—	—	—	—	21	3	—85.0
Campbell River	5	2	—60.0	3	2	—33.0	38	54	42.0
Castlegar	—	1	100.0	—	1	100.0	30	14	—53.0
Chapman Camp	—	—	—	—	—	—	—	—	—
Comox	—	—	—	—	—	—	2	2	—
Creston	1	—	—100.0	1	—	—100.0	12	8	—33.0
Cumberland	1	—	—100.0	1	—	—100.0	14	6	—57.0
Fort St. John	—	1	100.0	—	1	100.0	33	15	—54.0
Fruitvale	—	—	—	—	—	—	3	7	133.0
Gibsons	—	—	—	—	—	—	8	6	—25.0
Harrison Hot Springs	—	—	—	—	—	—	—	4	100.0
Hope	—	1	100.0	—	1	100.0	15	6	—60.0
Invermere	—	—	—	—	—	—	4	8	100.0
Ladysmith	—	1	100.0	—	1	100.0	11	8	—27.0
Lake Cowichan	—	1	100.0	—	1	100.0	11	17	55.0
Lillooet	—	—	—	—	—	—	—	1	100.0
Lytton	—	—	—	—	—	—	5	5	—
McBride	—	—	—	—	—	—	3	1	—60.0
Marysville	—	—	—	—	—	—	—	—	—
Merritt	1	—	—100.0	1	—	—100.0	17	2	—88.0
Mission	—	—	—	—	—	—	15	10	—33.0
New Denver	—	—	—	—	—	—	2	1	—50.0
North Kamloops	2	1	—50.0	2	1	—50.0	32	44	37.0
Oliver	—	1	100.0	—	1	100.0	2	6	200.0
Osoyoos	—	1	100.0	—	1	100.0	14	9	—35.0
Parksville	—	1	100.0	—	1	100.0	3	—	—100.0
Pouce Coupe	—	—	—	—	—	—	—	—	—
Princeton	—	1	100.0	—	1	100.0	6	4	—33.0
Qualicum	—	1	100.0	—	1	100.0	15	12	—20.0
Quesnel	—	—	—	—	—	—	42	18	—58.0
Salmo	—	—	—	—	—	—	4	4	—
Sidney	—	—	—	—	—	—	17	9	—47.0
Smithers	—	—	—	—	—	—	9	9	—
Squamish	1	—	—100.0	1	—	—100.0	14	37	164.0
Stewart	—	—	—	—	—	—	—	1	100.0
Terrace	1	—	—100.0	1	—	—100.0	41	33	—19.0
Tofino	—	—	—	—	—	—	7	11	57.0
Vanderhoof	—	1	100.0	—	1	100.0	6	8	33.0
Williams Lake	2	1	—50.0	1	1	—	17	29	70.0
Sechelt	—	—	—	—	—	—	—	8	100.0
Fort St. James	—	—	—	—	—	—	3	2	—33.0
Hazelton	—	—	—	—	—	—	3	2	—33.0
Kinnaird	—	—	—	—	—	—	2	1	—50.0
Lumby	—	—	—	—	—	—	5	3	—40.0
Montrose	—	—	—	—	—	—	1	—	—100.0
Pemberton	—	—	—	—	—	—	5	16	220.0
Warfield	—	—	—	—	—	—	—	—	—
Golden	—	1	100.0	—	1	100.0	6	5	—16.0
Totals	14	17	22.0	11	17	22.0	526	483	—9.0

Province for the Calendar Years 1964 and 1965—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
12	14	17.0	115	146	26.0	66	83	26.0	$28,903.25	$37,522.09	29.0
5	6	20.0	16	20	13.0	12	14	17.0	2,342.55	3,898.00	0.2
5	—	—100.0	33	24	—27.0	23	13	—43.0	11,023.00	4,163.00	—62.0
10	3	—70.0	46	21	—54.0	32	13	—59.0	16,547.33	6,142.07	—62.0
25	39	56.0	232	290	25.0	134	162	20.0	68,616.72	96,823.17	42.0
14	8	—42.0	74	97	32.0	39	53	35.0	31,256.29	18,650.52	—40.0
—	—	—	—	—	—	—	—	—	—	—	—
2	2	—	26	10	—61.0	18	8	—55.0	9,783.78	3,510.00	—64.0
8	6	—25.0	59	49	—16.0	37	30	—18.0	16,566.12	12,683.51	—24.0
8	5	—37.0	39	28	—29.0	22	20	—9.0	19,844.25	28,110.00	41.0
24	13	—45.0	217	153	—29.0	117	85	—27.0	61,545.24	37,464.20	—40.0
3	4	33.0	20	24	20.0	14	17	22.0	5,035.81	9,039.30	79.0
7	5	—28.0	16	29	81.0	10	19	90.0	5,603.68	6,856.35	24.0
—	1	100.0	—	6	100.0	—	3	100.0	—	3,785.00	100.0
13	5	—62.0	66	63	—4.0	42	34	—19.0	25,439.15	25,256.70	—0.1
4	4	—	32	33	3.0	24	21	—12.0	11,231.75	9,255.00	—18.0
7	3	—57.0	62	39	—38.0	34	23	—32.0	14,984.66	14,729.00	—7.0
6	10	66.0	43	39	—9.0	25	25	—	10,550.00	14,393.19	37.0
—	1	100.0	17	13	—24.0	12	9	—25.0	6,096.55	1,720.00	—72.0
4	4	—	13	12	—8.0	10	10	—	4,775.00	23,485.00	391.0
1	1	—	7	7	—	4	4	—	1,850.00	1,650.50	—10.0
—	—	—	—	3	100.0	—	1	100.0	—	307.00	100.0
13	2	—85.0	95	32	—66.0	52	18	—65.0	24,117.70	7,584.00	—68.0
12	9	—25.0	94	62	—34.0	58	35	—39.0	23,213..90	12,091.67	—47.0
2	1	—50.0	20	12	—40.0	10	7	—30.0	3,490.00	2,902.00	—16.0
24	31	29.0	180	183	1.0	99	95	—4.0	38,139.38	49,260.56	30.0
2	6	200.0	13	22	69.0	9	15	67.0	2,016.00	6,861.21	241.0
7	6	—14.0	39	30	—23.0	26	20	—23.0	14,065.00	11,225.44	—20.0
2	—	—100.0	15	2	—86.0	9	1	—89.0	5,125.00	—	—100.0
—	—	—	2	2	—	1	1	—	150.00	335.00	126.0
6	5	—16.0	54	27	—50.0	33	18	—45.0	9,792.29	8,408.39	—14.0
9	8	—11.0	41	36	—13.0	26	22	—15.0	13,485.00	10,190.00	—25.0
23	13	—43.0	202	176	—12.0	114	96	—16.0	62,304.92	46,289.82	—25.0
2	3	50.0	17	17	—	11	9	—18.0	5,443.92	5,044.00	—8.0
12	5	—58.0	51	34	—33.0	31	21	—33.0	13,795.37	11,295.00	—18.0
6	8	33.0	66	51	—23.0	39	27	—30.0	14,816.27	12,416.33	—16.0
11	20	82.0	91	105	15.0	59	64	8.0	19,545.59	50,260.00	157.0
—	1	100.0	2	3	50.0	1	2	100.0	350.00	770.00	120.0
22	28	22.0	272	270	—0.7	151	154	1.0	88,032.47	92,384.99	5.0
2	6	200.0	8	17	87.0	6	15	150.0	2,410.00	9,500.00	295.0
6	7	16.0	36	36	—	20	21	5.0	19,043.17	9,246.68	—51.0
15	16	6.0	115	138	20.0	70	75	7.0	52,146.22	50.756.64	—3.0
—	5	100.0	4	17	325.0	4	11	175.00	950.00	6,430.20	577.0
1	2	100.0	3	11	266.0	2	6	200.0	1,900.00	4,410.00	132.0
4	2	—50.0	20	15	—25.0	10	10	—	6,145.00	5,031.00	—19.0
2	1	—50.0	25	15	—40.0	14	9	—35.0	3,962.00	3,570.00	—9.0
4	3	—25.0	10	9	—10.0	8	8	—	5,802.00	3,273.00	—43.0
1	—	—100.0	4	—	—100.0	2	—	—100.0	230.00	—	—100.0
5	11	120.0	30	29	—13.0	23	23	—	7,910.66	14,479.13	83.0
—	—	—	1	—	—100.0	1	—	—100.0	600.00	—	—100.0
6	5	—16.0	74	41	—45.0	45	24	—46.0	19,024.21	19,696.52	3.0
357	338	—5.0	2,717	2,498	—9.0	1,609	1,454	—9.0	$810,001.20	$813,155.18	0.4

Statistical Summary of Motor-vehicle Accidents in the

UNORGANIZED

R.C.M.P. Detachment	Killed			Fatal Accidents			Injured		
	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Alberni	2	.....	—100.0	2	.....	—100.0	88	63	—28.0
Alert Bay	.....	1	100.0	.....	1	100.0	.....	5	100.0
Alexis Creek	1	.....	—100.0	1	.....	—100.0	8	9	12.0
Armstrong	1	.....	—100.0	1	.....	—100.0	13	14	16.0
Ashcroft	8	9	12.0	6	7	16.0	66	61	—7.0
Atlin	.....	.....	.....	.....	.....	.....	1	1	.....
Barkerville	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Bella Coola	1	1	.....	1	1	.....	18	5	—72.0
Blue River	2	5	150.0	1	1	.....	25	22	—12.0
Boston Bar	3	5	66.0	3	5	66.0	45	39	—13.0
Bralorne	.....	.....	.....	.....	.....	.....	.....	1	100.0
Britannia Beach	.....	.....	.....	.....	.....	.....	.....	1	100.0
Burnaby	1	.....	—100.0	1	.....	—100.0	10	.....	—100.0
Burns Lake	2	5	150.0	1	2	100.0	45	69	53.0
Campbell River	4	2	—50.0	2	2	.....	55	85	54.0
Castlegar	3	6	100.0	2	4	100.0	42	65	54.0
Chase	6	3	—50.0	3	2	—33.0	26	39	50.0
Chemainus	1	2	100.0	1	2	100.0	36	31	—13.0
Chilliwack	1	1	.....	1	1	.....	11	37	236.0
Clinton	5	10	100.0	5	7	40.0	38	40	5.0
Cloverdale	.....	.....	.....	.....	.....	.....	.....	1	100.0
Colwood	5	1	—80.0	4	1	—75.0	185	156	—15.0
Coquitlam	.....	.....	.....	.....	.....	.....	2	14	600.0
Courtenay	4	7	75.0	4	5	25.0	64	57	—11.0
Cranbrook	3	5	66.0	3	5	66.0	53	70	32.0
Crescent Valley	1	.....	—100.0	1	.....	—100.0	19	31	63.0
Creston	2	3	50.0	1	3	200.0	48	75	56.0
Dawson Creek	3	4	33.0	3	3	.....	41	68	65.0
Duncan	1	3	200.0	1	3	200.0	115	92	—20.0
Enderby	2	1	—50.0	2	1	—50.0	45	28	—37.0
Falkland	3	1	—66.0	2	1	—50.0	17	21	24.0
Fernie	.....	.....	.....	.....	.....	.....	17	21	24.0
Field	.....	5	100.0	.....	1	100.0	26	17	—34.0
Fort Nelson	4	3	—25.0	4	3	—25.0	77	121	57.0
Fort St. James	.....	2	100.0	.....	1	100.0	7	16	128.0
Fort St. John	3	3	.....	3	3	.....	37	78	110.0
Fruitvale	.....	3	100.0	.....	2	100.0	17	24	41.0
Ganges	1	.....	—100.0	1	.....	—100.0	18	19	5.0
Gibsons Landing	1	.....	—100.0	1	.....	—100.0	30	31	3.0
Golden	3	6	100.0	3	3	.....	64	53	—17.0
Grand Forks	.....	2	100.0	.....	2	100.0	31	34	9.0
Greenwood	1	.....	—100.0	1	.....	—100.0	31	28	—9.0
Hazelton	.....	4	100.0	.....	4	100.0	31	34	9.0
Hope	13	4	—69.0	10	4	—60.0	158	139	—12.0
100 Mile House	1	5	400.0	1	4	300.0	74	64	—13.0
Invermere	2	11	450.0	1	3	200.0	55	64	16.0
Kamloops	5	8	60.0	5	8	60.0	126	192	53.0
Kaslo	.....	3	100.0	.....	2	100.0	10	18	80.0
Kelowna	4	4	.....	4	4	.....	136	109	—19.0
Keremeos	4	1	—75.0	4	1	—75.0	19	26	—36.0
Kimberley	1	1	.....	1	1	.....	30	49	63.0
Kitimat	4	2	—50.0	3	1	—66.0	17	19	11.0
Ladysmith	1	1	.....	1	1	.....	37	49	32.0
Lake Cowichan	3	.....	—100.0	3	.....	—100.0	24	24	.....
Langley	.....	.....	.....	.....	.....	.....	14	40	185.0
Lillooet	2	3	50.0	2	2	.....	18	40	122.0
Lumby	.....	.....	.....	.....	.....	.....	11	26	136.0
Lytton	6	3	—50.0	3	2	—33.0	50	44	—12.0
McBride	.....	1	100.0	.....	1	100.0	14	7	—50.0
Masset	1	.....	—100.0	1	.....	—100.0	4	10	150.0
Merritt	2	4	100.0	2	4	100.0	42	33	—21.0
Mission	1	1	.....	1	1	.....	12	15	25.0
Nakusp	1	.....	—100.0	1	.....	—100.0	30	31	3.0
Nanaimo	3	9	200.0	3	8	166.0	141	187	33.0
Natal	1	1	.....	1	1	.....	13	9	—30.0

Province for the Calendar Years 1964 and 1965—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
56	38	—33.0	210	169	—19.0	146	125	—15.0	$93,839.66	$84,018.00	—11.0
.....	3	100.0	7	13	86.0	6	8	33.0	3,120.00	6,800.00	117.0
5	7	40.0	38	38	.....	28	29	3.0	16,421.25	14,139.16	—13.0
6	6	.....	48	50	5.0	34	34	.....	25,732.00	24,148.50	—6.0
32	31	—3.0	121	152	26.0	95	107	13.0	82,297.68	99,223.99	21.0
1	1	.....	4	5	25.0	4	3	—25.0	1,325.00	2,050.00	55.0
1	.....	—100.0	2	1	—50.0	2	1	—50.0	900.00	300.00	—67.0
13	5	—62.0	47	35	—25.0	34	23	—32.0	17,486.00	11,977.00	—32.0
12	19	58.0	132	113	—15.0	91	82	—10.0	54,489.55	41,540.15	—23.0
22	26	18.0	106	146	38.0	72	99	37.0	57,849.77	134,673.28	332.0
.....	1	100.0	5	4	—20.0	2	2	.....	1,170.00	630.00	—46.0
.....	1	100.0	1	1	.....	1	1	.....	500.00	800.00	60.0
2	.....	—100.0	22	.....	—100.0	11	.....	—100.0	5,027.50	.....	—100.0
28	44	57.0	103	178	73.0	74	126	70.0	54,263.18	91,216.05	69.0
36	49	36.0	238	224	—5.0	149	151	2.0	84,902.01	218,348.23	157.0
28	37	32.0	116	198	71.0	77	130	69.0	54,561.78	97,810.66	79.0
17	27	58.0	69	93	35.0	51	68	33.0	117,349.00	100,872.37	—15.0
20	24	20.0	106	148	40.0	78	96	24.0	48,171.88	49,448.97	2.0
7	23	228.0	33	82	148.0	22	57	159.0	9,612.30	34,504.52	260.0
26	17	—34.0	137	132	—4.0	100	99	—1.0	87,448.00	88,510.94	1.0
.....	1	100.0	5	5	.....	3	3	.....	1,488.22	1,410.00	5.0
100	106	6.0	481	512	6.0	307	316	2.0	236,392.94	189,884.97	—19.0
2	10	400.0	12	31	158.0	7	19	171.0	2,321.50	11,913.25	413.0
42	37	—11.0	260	284	10.0	165	184	12.0	102,212.88	115,456.98	13.0
32	39	21.0	137	150	10.0	111	114	3.0	76,049.60	76,684.08	1.0
12	16	33.0	88	81	—8.0	65	54	—17.0	36,502.91	30,626.82	—16.0
26	45	73.0	151	216	44.0	106	161	52.0	50,278.35	86,590.62	72.0
31	34	9.0	131	154	18.0	97	107	10.0	104,052.78	164,716.62	58.0
69	52	—25.0	332	261	—21.0	215	161	—25.0	132,769.77	96,517.92	—27.0
21	17	—19.0	79	70	—11.0	53	46	13.0	30,869.32	24,728.80	—19.0
10	13	30.0	62	69	11.0	43	50	16.0	49,120.00	33,498.00	—31.0
11	13	18.0	66	62	—6.0	50	48	—4.0	22,668.50	18,103.50	—20.0
11	8	—27.0	62	58	—6.0	46	38	—17.0	34,100.00	38,326.00	12.0
47	58	23.0	192	276	43.0	151	198	31.0	295,749.71	322,846.21	10.0
6	4	—33.0	27	34	25.0	17	24	41.0	10,784.87	19,013.00	76.0
27	53	97.0	198	358	80.0	132	225	71.0	98,310.59	273,179.85	178.0
14	16	14.0	55	88	60.0	35	56	60.0	24,076.25	35,283.62	46.0
10	14	40.0	59	49	—17.0	40	39	—3.0	17,995.00	13,649.00	—24.0
18	19	5.0	70	94	34.0	50	65	30.0	32,307.46	27,707.21	—15.0
42	35	—16.0	199	232	16.0	143	166	16.0	137,463.98	154,454.24	13.0
20	24	20.0	113	115	2.0	85	88	4.0	43,239.45	83,090.00	93.0
20	20	.....	79	90	14.0	58	71	22.0	37,316.43	47,345.55	26.0
22	19	—13.0	96	105	9.0	64	73	14.0	36,655.42	46,217.82	26.0
76	73	—4.0	317	364	14.0	206	236	14.0	245,792.44	245,950.86	0.2
41	40	—2.0	247	237	—4.0	168	166	—1.0	98,490.00	127,970.92	30.0
32	32	.....	124	157	27.0	98	113	15.0	66,077.95	87,724.00	33.0
75	112	49.0	349	615	87.0	245	400	64.0	194,245.70	278,685.28	44.0
7	13	86.0	44	72	63.0	30	52	73.0	25,758.00	47,848.00	85.0
84	65	—23.0	367	350	—4.0	235	226	—3.0	127,301.60	125,644.40	—1.0
10	15	50.0	57	72	26.0	41	52	26.0	25,552.50	46,953.29	83.0
17	27	58.0	108	115	7.0	76	85	12.0	42,411.86	83,232.72	96.0
8	11	37.0	41	97	136.0	28	58	107.0	21,258.05	30,725.08	44.0
24	28	16.0	105	108	3.0	76	72	—5.0	46,419.04	50,435.12	8.0
15	15	.....	67	87	30.0	50	61	22.0	62,343.41	36,686.73	—42.0
8	16	100.0	36	101	180.0	24	66	175.0	17,771.15	31,879.64	80.0
12	22	83.0	72	97	35.0	54	69	27.0	36,456.21	39,690.89	8.0
8	17	112.0	67	58	—13.0	44	44	.....	40,889.25	29,090.00	—28.0
29	25	—13.0	94	101	7.0	71	79	11.0	49,038.45	65,486.82	33.0
6	2	—66.0	26	22	—15.0	19	15	—21.0	10,681.00	15,865.00	49.0
2	4	100.0	16	17	6.0	10	12	20.0	4,955.00	5,115.86	3.0
21	23	9.0	115	150	31.0	80	105	31.0	53,160.30	59,327.93	11.0
9	7	—22.0	43	67	55.0	30	46	53.0	19,150.10	24,248.66	26.0
14	23	64.0	106	119	12.0	69	80	16.0	38,025.24	34,146.63	—36.0
77	113	47.0	360	447	25.0	217	264	21.0	142,049.86	179,875.70	27.0
5	5	.....	36	41	13.0	23	28	21.0	23,953.00	22,637.00	—5.0

Statistical Summary of Motor-vehicle Accidents in the

UNORGANIZED—*Continued*

R.C.M.P. Detachment	Killed			Fatal Accidents			Injured		
	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Nelson	4	5	25.0	2	4	100.0	33	49	48.0
New Denver	1	2	100.0	1	2	100.0	13	18	39.0
Ocean Falls	1	.....	—100.0	1	.....	—100.0	3	6	100.0
Oliver	.....	.....	.....	.....	.....	.....	19	34	78.0
Osoyoos	.....	2	100.0	.....	2	100.0	21	31	47.0
Parksville	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Penticton	1	1	.....	1	1	.....	61	37	—39.0
Port Alberni	.....	.....	.....	.....	.....	.....	20	11	—45.0
Port Alice	.....	.....	.....	.....	.....	.....	4	4	.....
Port Edward	2	3	50.0	1	3	200.0	38	48	26.0
Powell River	1	.....	—100.0	1	.....	—100.0	63	26	—59.0
Prince George	11	19	73.0	10	19	90.0	280	324	15.0
Prince Rupert	.....	.....	.....	.....	.....	.....	6	11	83.0
Princeton	9	4	—55.0	6	2	—66.0	100	57	—43.0
Qualicum	1	6	500.0	1	3	200.0	84	79	—6.0
Quesnel	3	7	133.0	3	5	66.0	91	164	80.0
Queen Charlotte	.....	.....	.....	.....	.....	.....	10	8	—20.0
Red Pass	.....	.....	.....	.....	.....	.....	7	18	157.0
Revelstoke	6	1	—83.0	5	1	—80.0	95	83	—13.0
Rossland	.....	.....	.....	.....	.....	.....	7	5	—28.0
Salmo	4	2	—50.0	3	2	—33.0	28	36	28.0
Salmon Arm	2	1	—50.0	2	1	—50.0	36	17	—52.0
Sechelt	1	.....	—100.0	1	.....	—100.0	37	13	—64.0
Shawnigan Lake	.....	4	100.0	.....	4	100.0	19	84	342.0
Sicamous	4	1	—75.0	3	1	—67.0	26	50	93.0
Sidney	3	.....	—100.0	3	.....	—100.0	24	36	50.0
Smithers	4	.....	—100.0	2	.....	—100.0	59	81	37.0
Sooke	1	1	.....	1	1	.....	41	42	2.0
Spences Bridge	1	1	.....	1	1	.....	27	27	.....
Squamish	1	3	200.0	1	3	200.0	44	89	102.0
Stewart	.....	.....	.....	.....	.....	.....	.....	3	100.0
Summerland	3	.....	—100.0	3	.....	—100.0	41	19	—53.0
Telegraph Creek	.....	.....	.....	.....	.....	.....	.....	2	100.0
Terrace	2	18	800.0	2	7	250.0	65	84	29.0
Trail	1	3	200.0	1	3	200.0	48	45	—6.0
Ucluelet	2	1	—50.0	2	1	—50.0	22	19	—13.0
Union Bay	.....	.....	.....	.....	.....	.....	.....	1	100.0
University	.....	.....	.....	.....	.....	.....	44	63	44.0
Vanderhoof	3	6	100.0	2	5	150.0	30	50	66.0
Vernon	1	8	700.0	1	6	500.0	103	63	—39.0
Williams Lake	2	4	100.0	2	4	100.0	66	137	107.0
Zeballos	.....	.....	.....	.....	.....	.....	1	.....	—100.0
Port Hardy	1	.....	—100.0	1	.....	—100.0	10	18	80.0
Wells	.....	1	100.0	.....	1	100.0	16	7	—56.0
Bowen Island	.....	.....	.....	.....	.....	.....	6	.....	—100.0
Cumberland	2	1	—50.0	1	1	.....	25	32	28.0
Lions Gate Bridge	.....	.....	.....	.....	.....	.....	43	42	—2.0
Pattullo Bridge	.....	.....	.....	.....	.....	.....	86	46	—46.0
Totals	211	270	27.0	176	207	17.0	4,441	4,990	12.0

Province for the Calendar Years 1964 and 1965—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease	1964	1965	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
18	29	61.0	108	118	9.0	75	90	20.0	46,756.24	65,475.00	40.0
7	12	71.0	39	45	15.0	25	35	40.0	13,420.00	17,825.00	32.0
3	4	33.0	23	16	—30.0	16	12	—25.0	4,065.00	4,085.00	0.2
14	25	79.0	79	81	2.0	53	61	16.0	30,139.00	42,740.93	41.0
16	16	.....	58	96	65.0	47	68	44.0	29,696.00	43,897.60	47.0
1	.....	—100.0	11	2	82.0	6	1	—83.0	4,278.25	425.00	—90.0
34	21	—39.0	129	95	—27.0	86	65	—24.0	54,506.25	46,434.00	—14.0
7	5	—28.0	45	32	—28.0	23	19	—17.0	17,726.16	12,118.70	—31.0
2	4	100.0	27	42	55.0	16	29	81.0	12,225.00	15,195.00	24.0
20	33	65.0	140	194	39.0	105	133	27.0	81,377.14	81,129.09	—0.3
40	19	—52.0	163	107	—35.0	108	73	—32.0	56,724.38	29,845.78	—49.0
157	176	12.0	863	1,216	41.0	574	748	30.0	459,965.93	605,227.00	31.0
2	7	250.0	22	59	168.0	13	35	169.0	6,129.65	29,705.00	384.0
42	34	—19.0	184	198	7.0	130	146	12.0	102,845.82	117,668.68	14.0
43	44	2.0	168	194	16.0	114	134	18.0	93,876.83	81,253.30	—13.0
59	95	61.0	272	447	49.0	195	295	52.0	124,681.41	308,827.91	148.0
8	7	—12.0	42	30	—24.0	29	21	—27.0	6,457.00	6,855.00	6.0
6	8	33.0	35	35	.....	23	26	13.0	11,730.00	17,253.00	48.0
51	56	9.0	230	281	22.0	165	193	16.0	139,991.78	192,921.51	37.0
2	3	50.0	6	15	150.0	3	10	233.0	2,534.00	6,550.00	158.0
17	17	.....	71	92	29.0	52	69	32.0	61,532.00	47,012.60	23.0
23	10	—56.0	106	83	—22.0	69	53	—23.0	40,576.34	37,998.26	—6.0
19	11	—42.0	97	83	—14.0	69	56	—19.0	50,117.21	36,545.83	—27.0
13	35	169.0	68	126	85.0	42	89	111.0	28,874.04	88,402.88	207.0
11	26	136.0	62	98	58.0	46	70	53.0	39,339.00	67,639.00	71.0
17	23	17.0	88	110	25.0	55	66	20.0	28,944.72	32,903.65	13.0
29	45	56.0	166	179	7.0	111	125	13.0	75,965.60	119,214.41	57.0
23	23	.....	103	109	6.0	75	78	4.0	36,373.00	37,730.85	3.0
16	18	13.0	55	67	22.0	42	53	27.0	85,014.00	58,583.00	—32.0
31	48	54.0	186	220	19.0	131	151	15.0	64,809.06	90,195.00	39.0
.....	3	100.0	3	7	133.0	2	7	250.0	2,000.00	11,100.00	455.0
19	15	—21.0	87	51	—41.0	58	38	—71.0	50,741.85	25,239.66	—50.0
.....	2	100.0	.....	5	100.0	.....	5	100.0	.....	1,880.00	100.0
30	31	3.0	185	190	2.0	130	135	3.0	90,288.11	121,932.42	35.0
22	23	4.0	121	143	18.0	74	89	20.0	41,198.61	48,115.91	16.0
15	9	—40.0	64	62	—4.0	50	44	—12.0	26,285.35	22,158.06	—15.0
.....	1	100.0	.....	1	100.0	.....	1	100.0	.....	.....	.....
30	42	40.0	228	282	23.0	129	151	18.0	58,360.15	75,737.86	30.0
19	32	69.0	104	165	59.0	67	120	80.0	41,454.09	95,866.32	131.0
55	37	—32.0	208	240	64.0	148	161	8.0	97,568.51	103,210.24	6.0
39	76	94.0	275	416	52.0	193	281	45.0	125,668.66	215,062.70	71.0
1	.....	—100.0	1	.....	—100.0	1	.....	—100.0	100.00	.....	—100.0
7	9	28.0	49	86	75.0	35	55	58.0	24,115.68	37,257.73	54.0
10	3	—70.0	59	37	37.0	40	25	37.0	19,026.22	18,837.00	—0.2
3	.....	—100.0	10	4	—60.0	8	2	—75.0	3,640.00	840.00	—76.0
16	19	18.0	74	71	—4.0	51	55	7.0	36,806.00	47,380.60	28.0
24	22	—9.0	166	231	39.0	72	106	47.0	40,435.45	63,549.05	58.0
68	31	—54.0	410	212	—48.0	175	100	—42.0	92,953.41	50,467.90	—46.0
2,574	2,909	13.0	12,986	15,343	18.0	8,745	10,255	17.0	$6,382,285.50	$7,961,769.84	25.0

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1965

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	28,610	27,984	10,797	5,518	5,279	325	670	1,519	2,601	1,813	1,679	1,559	622	9	10,793
2. Non-collision accident	4,415	3,954	2,468	1,653	815	57	127	722	705	311	269	185	90	2	2,252
3. Fixed object	4,003	3,659	1,764	1,182	582	30	60	418	601	264	190	147	54	—	1,678
4. Pedestrian	1,509	1,345	1,501	892	609	152	438	165	128	109	125	177	202	5	1,361
5. Bicycle	411	368	412	362	50	7	325	53	4	6	3	6	8	—	383
6. Animal	651	632	88	54	34	2	10	23	16	12	16	8	1	—	88
7. Motor-cycle	529	306	487	437	50	2	11	316	113	22	10	7	6	—	297
8. Railroad train	101	93	22	19	3	—	—	6	7	6	1	2	—	—	33
9. Horse-drawn vehicle	4	—	4	2	2	—	2	1	—	—	—	1	—	—	—
10. Sleigh	4	8	7	4	3	1	6	—	—	—	—	—	—	—	8
11. Miscellaneous	24	18	24	16	8	4	9	6	3	1	—	—	1	—	18
12. Not stated	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Totals	40,262	38,368	17,574	10,139	7,435	580	1,658	3,229	4,178	2,544	2,293	2,092	984	16	16,911

TYPE OF ACCIDENT	PERSONS KILLED												Totals for Year to Date			Totals for Same Period Last Year		
	Total Killed	Male	Female	Age-groups								Total Killed for Same Period Last Year						
				0–4	5–14	15–19	20–29	30–39	40–49	50–64	65 and Over		Accidents	Injured	Killed	Accidents	Injured	Killed
Collision with—																		
1. Another vehicle	166	111	55	4	3	16	33	24	30	33	23	121	28,610	10,797	166	27,984	10,793	121
2. Non-collision accident	126	96	30	6	7	25	28	17	19	18	6	93	4,415	2,468	126	3,954	2,252	93
3. Fixed object	71	58	13	1	—	12	28	11	6	10	3	70	4,003	1,764	71	3,659	1,678	70
4. Pedestrian	100	56	44	8	18	4	2	4	10	17	37	94	1,509	1,501	100	1,345	1,361	94
5. Bicycle	10	7	3	1	7	—	—	—	—	1	1	4	411	412	10	368	383	4
6. Animal	1	1	—	—	—	—	—	—	1	—	—	—	651	88	1	632	88	—
7. Motor-cycle	17	16	1	—	—	13	4	—	—	—	—	2	529	487	17	306	297	2
8. Railroad train	7	5	2	—	—	1	3	1	1	—	1	7	101	22	7	93	33	7
9. Horse-drawn vehicle	1	—	1	—	—	—	—	—	—	—	—	—	4	4	1	—	—	—
10. Sleigh	—	—	—	—	—	—	—	—	—	—	—	—	4	7	—	8	8	—
11. Miscellaneous	1	1	—	—	1	—	—	—	—	—	1	2	24	24	1	18	18	2
12. Not stated	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1	—	—
Totals	500	351	149	20	36	71	98	57	67	79	72	393	40,262	17,574	500	38,368	16,911	393

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1965—Continued

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	1,649	25	504	1,120
1 to 2 a.m.	1,129	22	322	785
2 to 3 a.m.	734	9	214	511
3 to 4 a.m.	490	13	139	338
4 to 5 a.m.	316	7	100	209
5 to 6 a.m.	276	6	82	188
6 to 7 a.m.	409	7	120	282
7 to 8 a.m.	1,333	3	334	996
8 to 9 a.m.	1,901	7	510	1,384
9 to 10 a.m.	1,000	9	235	756
10 to 11 a.m.	1,511	9	364	1,138
11 to 12 m	1,640	8	439	1,193
12 to 1 p.m.	1,683	12	461	1,210
1 to 2 p.m.	1,916	15	525	1,376
2 to 3 p.m.	2,248	18	668	1,562
3 to 4 p.m.	2,878	26	892	1,960
4 to 5 p.m.	3,842	22	1,110	2,710
5 to 6 p.m.	3,435	36	1,043	2,356
6 to 7 p.m.	2,102	28	665	1,409
7 to 8 p.m.	2,417	32	757	1,628
8 to 9 p.m.	2,068	26	602	1,440
9 to 10 p.m.	1,887	23	515	1,349
10 to 11 p.m.	1,661	24	470	1,167
11 to 12 p.m.	1,732	34	485	1,213
Not stated	5	.....	1	4
Totals	40,262	421	11,557	28,284

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	5,379	60	1,709	3,610
2. Monday	5,053	46	1,369	3,638
3. Tuesday	4,685	47	1,280	3,358
4. Wednesday	4,850	41	1,396	3,413
5. Thursday	5,116	56	1,464	3,596
6. Friday	7,108	69	1,962	5,077
7. Saturday	8,068	102	2,376	5,590
8. Not stated	3	.....	1	2
Totals	40,262	421	11,557	28,284

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	60,036	435	16,676	42,925
2. Truck	7,828	109	1,909	5,810
3. Bus	446	.....	147	299
4. Taxi	526	5	151	370
5. " Drive Yourself "	435	11	113	311
6. Motor-cycle	729	25	578	126
7. School bus	40	.....	14	26
8. Ambulance	19	.....	5	14
9. Not stated	14	1	3	10
Totals	70,073	586	19,596	49,891

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing	61	6	14	41
2. Automatic signal	8	.....	1	7
3. Guarded crossing—man on duty	3	.....	.....	3
4. Gates not down	2	.....	.....	2
5. Driver disregarded signal	5	1	1	3
6. Signal not given	3	.....	.....	3
7. Not stated	19	.....	3	16
Totals	101	7	19	75

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1965—Continued

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision	15,902	128	4,234	11,540
2. Head-on collision or head-on side-swipe	6,347	147	2,121	4,079
3. Rear-end collision	10,006	18	3,055	6,933
4. Backed into other vehicle	1,237	——	63	1,174
5. Side-swiped other vehicle going same diretcion	1,862	3	206	1,653
6. Not stated	4,908	125	1,878	2,905
Totals	40,262	421	11,557	28,284

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	57,193	524	15,982	40,687
2. Female	10,445	47	3,344	7,054
3. Not stated	2,435	15	270	2,150
Totals	70,073	586	19,596	49,891

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years	10,450	101	3,136	7,213
2. 21 to 24 years	10,685	94	3,143	7,448
3. 25 to 30 years	9,120	83	2,502	6,535
4. 31 to 40 years	14,041	109	3,908	10,024
5. 41 to 50 years	11,650	90	3,275	8,285
6. 51 to 60 years	7,513	51	2,138	5,324
7. 61 to 64 years	1,736	16	493	1,227
8. 65 to 69 years	1,172	7	357	808
9. 70 years and over	1,287	20	380	887

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	1,653	25	485	1,143
2. 3 to 6 months	1,075	10	330	735
3. 6 to 12 months	620	3	181	436
4. 1 to 4 years	13,951	109	4,192	9,650
5. 5 years and over	50,338	423	14,137	35,778
6. Not stated	2,436	16	271	2,149

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	66,791	457	18,509	47,825
2. Extreme fatigue	693	9	269	415
3. Physical defect	198	2	86	110
4. Confused by traffic	405	3	118	284
5. Ability impaired	1,200	60	391	749
6. Not known	224	49	56	119
7. Not stated	562	6	167	389

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in B.C.	64,303	504	18,293	45,506
2. Unlicensed	777	24	253	500
3. Non-resident	2,575	43	785	1,747
4. Not stated	2,418	15	265	2,138

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1965—Continued

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving	28,452	245	8,736	19,471
2. Driving off roadway	5,765	89	1,465	4,211
3. Did not have right of way	8,654	20	2,069	6,565
4. Car standing in roadway (not parked)	2,559	10	802	1,747
5. Following too close	5,418	1	1,764	3,653
6. On wrong side of road	2,538	52	608	1,878
7. Failing to signal	457	2	78	377
8. Through street—did not stop	1,265	7	377	881
9. Passing at intersection	311	1	59	251
10. Exceeding speed limit	456	22	134	300
11. Careless driving	6,146	93	2,281	3,772
12. Cutting in	1,503	3	217	1,283
13. Car ran away	447	2	36	409
14. Passing on curve or hill	100	1	30	69
15. Passing on wrong side	121	—	17	104
16. Hit and run	731	7	110	614
17. Railroad—did not stop	65	5	13	47
18. Cutting left corner	381	1	69	311
19. Parked legally	4,257	14	461	3,782
20. Driving through school zone	21	1	9	11
21. Driving through safety zone	161	5	140	16
Totals	69,808	581	19,475	49,752

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present	28,787	350	8,066	20,371
2. Police officer	324	3	101	220
3. Automatic traffic signal	4,939	8	1,592	3,339
4. Stop signs	4,185	24	1,130	3,031
5. Warning signs, slow signs, etc.	1,458	29	453	976
Totals	39,693	414	11,342	27,937

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Not known	210	10	200
2. Crossing at intersection—no signal	222	13	209
3. In street, not at intersection	173	15	158
4. Coming from behind parked or moving vehicle	235	11	224
5. Crossing at intersection with signal	95	2	93
6. Crossing street diagonally, not at intersection	120	6	114
7. Walking on or along highway	116	22	94
8. Playing in street	105	4	101
9. Crossing at intersection against signal	43	—	43
10. Not on roadway	19	3	16
11. Getting on or off another vehicle	17	2	15
12. Riding or hitching on vehicle	4	—	4
13. Working on car or roadway	28	2	26
14. Crossing intersection diagonally	8	1	7
15. In pedestrian crosswalk	153	11	142
16. Standing on safety isle	3	—	3
Totals	1,551	102	1,449

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Apparently normal	922	55	867
2. Extreme fatigue	—	—	—
3. Had physical defect	24	1	23
4. Confused by traffic	36	1	35
5. Ability impaired	58	9	49
6. Not known	102	9	93
7. Not stated	409	27	382
Totals	1,551	102	1,449

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1965—Continued

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers	8,261	173	8,088
2. Drivers	7,129	189	6,940
3. Pedestrians	1,551	102	1,449
4. Bicyclists	428	10	418
5. Motor-cycle drivers	544	21	523
6. Others (persons in horse-drawn vehicles, etc.)	32	1	31
7. Motor-cycle passengers	129	4	125
8. Not stated	.....	.....	.....
Totals	18,074	500	17,574

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up	3,030	.....	3,030
2. Fractured skull	277	150	127
3. Fractured spine	106	47	59
4. Other fractures	1,797	33	1,764
5. Other injuries (sprains, dislocations, etc.)	9,977	.....	9,977
6. Internal injuries	709	208	501
7. Concussion of brain	509	7	502
8. Severe general shock with bruises and cuts	1,514	12	1,502
9. Cuts by glass (only)	108	1	107
10. Drowned	35	35	.....
11. Burned	8	3	5
12. Asphyxiated	4	4	.....
13. Not stated	.....	.....	.....
Totals	18,074	500	17,574

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	23,280	179	6,635	16,466
2. Darkness	10,935	191	3,149	7,595
3. Artificial-light—good	2,783	20	790	1,973
4. Dusk or semi-darkness	2,518	16	742	1,760
5. Artificial light—poor	559	11	184	364
6. Not stated	187	4	57	126
Totals	40,262	421	11,557	28,284

14. PROPERTY DAMAGE.—Amount of property damage for period covered by this report, $22,625,696.45; amount for same period last year, $20,081,488.85.

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good	64,869	545	18,317	46,007
2. No chains (slippery road)	2,216	6	357	1,853
3. Brakes defective	1,044	8	311	725
4. Steering mechanism defective	316	2	113	201
5. Head-lights dim	176	2	66	108
6. Puncture or blow-out	493	5	150	338
7. Head-lights out (both)	100	2	38	60
8. Tail-light out or obscured	126	1	29	96
9. Glaring head-lights	24	.....	7	17
10. Head-lights out (one light)	55	.....	17	38
11. Other defects	464	10	133	321
12. Not stated	190	5	58	127
Totals	70,073	586	19,596	49,891

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1965—Continued

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight	40,470	420	11,636	28,414
2. Turning left	8,463	58	2,218	6,187
3. Turning right	3,917	29	866	3,022
4. Slowing down or stopping	4,874	6	1,727	3,141
5. Backing (not to or from curb)	1,299	6	130	1,163
6. Skidding	4,132	32	1,013	3,087
7. Leaving curb (including backing)	721	2	66	653
8. Making U-turn	136	.....	31	105
9. Overtaking	473	13	152	308
10. Stopping (not at curb or off paved strip)	3,086	5	1,080	2,001
11. Overtaking on right side	220	1	46	173
12. Overtaking on left side	664	9	159	496
13. Avoiding object or pedestrian	1,224	5	369	850
14. Not stated	394	.....	103	291
Totals	70,073	586	19,596	49,891

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface	20,698	273	6,418	14,007
2. Wet surface	11,926	95	3,472	8,359
3. Icy surface	4,059	22	805	3,232
4. Loose sand or gravel	1,008	6	299	703
5. Snowy surface	1,891	22	345	1,524
6. Muddy surface	122	2	28	92
7. Not stated	558	1	190	367
Totals	40,262	421	11,557	28,284

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	37,220	395	10,722	26,103
2. Defect in roadway	514	8	120	386
3. Obstruction in road	440	3	112	325
4. Road under repair	520	6	143	371
5. Obstruction not marked or lighted	127	1	34	92
6. Other	1,043	5	281	757
7. Not stated	398	3	145	250
Totals	40,262	421	11,557	28,284

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Asphalt	35,848	372	10,477	24,999
2. Gravel	2,860	34	672	2,154
3. Concrete	801	4	239	558
4. Earth	340	8	66	266
5. Brick or cobble	35	.....	13	22
6. Other	221	3	41	177
7. Not stated	157	.....	49	108
Totals	40,262	421	11,557	28,284

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1965—Continued

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear	21,851	247	6,526	15,078
2. Rain	8,271	51	2,424	5,796
3. Cloudy	5,070	70	1,410	3,590
4. Fog or mist	1,243	9	347	887
5. Snow	2,558	22	475	2,061
6. Smoke or dust	136	2	38	96
7. Not stated	1,133	20	337	776
Totals	40,262	421	11,557	28,284

Motor-vehicle and motor-cycle licences issued for the year 1964—700,048; motor-vehicle and motor-cycle licences issued for the year 1965—764,353.

Convictions

The driving records of the Motor-vehicle Branch include an individual file for each person presently licensed to operate a motor-vehicle in this Province and for those whose licences have expired or whose driving privileges have been withdrawn through licence suspension. These records include reports of all convictions entered in various Courts of the Province, which provide the basis of the Driver Improvement Programme. I would like to take this opportunity of expressing my appreciation for the high degree of co-operation that exists with the Courts in the providing of conviction reports and related information necessary to deal with the driving records of persons subsequent to Court action. This information very often enables us to determine the best course of action to take in our attempts to cope with problem drivers.

Reports of convictions for traffic offences in British Columbia during 1965 totalled 140,764, an increase of 24,632 over the 1964 total of 116,132. This large increase would indicate there has been an increased level of highway traffic enforcement during the last year. These convictions are also a significant sign of the driving problems which result in our high accident level.

The following table summarizes the conviction reports under various Statutes dealing with highway traffic received from 1962 to 1965. There is a noticeable increase in convictions for the offences of impaired driving, careless driving, and speeding. These offences are all major causes of highway accidents. Convictions entered against British Columbia drivers while they are travelling in other jurisdictions are also included in this table.

Convictions under Motor-vehicle Act and Criminal Code of Canada, 1962–65

Offences	1962	1963	1964	1965
Under Criminal Code of Canada—				
Causing death by criminal negligence, sec. 192	11	4	14	12
Causing bodily harm by criminal negligence, sec. 193	1	.....	.....	.....
Criminal negligence in operation of motor-vehicle, sec. 221 (1)	48	58	38	33
Failing to stop after accident, sec. 221 (2)	634	633	786	876
Dangerous driving, sec. 221 (4)	242	278	388	450
Driving motor-vehicle while intoxicated, sec. 222	94	87	112	131
Driving motor-vehicle while ability impaired by alcohol or drugs, sec. 223	3,587	3,837	4,373	4,635
Driving motor-vehicle while driver's licence under suspension, sec. 225 (3)	956	968	920	918
Motor-vehicle equipped with apparatus for making smoke screen, sec. 226	7	.....	.....	.....
Unlawfully taking a motor-vehicle without consent of owner, sec. 281	8	27	7	6
	5,588	5,892	6,638	7,061
Under *Motor-vehicle Act*—				
Failing to obtain or display motor-vehicle licence or permit as required, secs. 3–10, 57	1,562	2,044	2,443	2,962
Failing to notify *re* change of address, secs. 11, 18 (11)	73	81	24	78
Failing to report change in motor-vehicle, sec. 12	1	.....	.....	4
Failing to transfer motor-vehicle, etc., sec. 14	36	60	133	124
Failing to notify of removal or destruction of motor-vehicle, sec. 16 (1)	.....	.....	.....	.....
Failing to register as a tourist, sec. 17	12	28	16	24
Driving without obtaining driver's licence, sec. 18 (1), (2)	3,568	3,729	3,777	4,439
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6), (7), (8)	2,846	3,291	3,629	4,914
Driving without having driver's licence in possession at time, sec. 19	843	878	934	1,142
Driving while right to obtain licence is under suspension, sec. 20	123	163	167	175
Driving as a chauffeur without chauffeur's licence or permit, secs. 21–23, 25, 27, 28	428	466	384	463
Operating as dealer without licence, misuse of dealer's plates, etc., secs. 29, 33, 34	24	35	59	48
Operating with "D" plates without salesman's licence or permit, secs. 36–39	28	56	51	50
Operating vehicle not properly equipped, sec. 40	.....	.....	105	342
Failing to obtain replacement of licence or chauffeur's badge if mutilated, secs. 41, 42	.....	.....	.....	.....
Improper disposition of licence-plate, dismantled vehicle, sec. 45	3	.....	1	.....
Failing to report accident, etc., sec. 54	184	228	291	443
Making false statement, permitting another to use licence, etc., sec. 55	79	92	98	93
Using licence belonging to another, refusing to show licence, etc., sec. 56	137	162	141	256
Failing to stop on request of police or state proper name, sec. 58	35	46	50	63
Altering number plates and using fictitious plates, sec. 59	12	12	8	10
Responsibility of owner when not driver, sec. 68	7	.....	15	8
Permitting person not properly licensed to drive motor-vehicle, etc., sec. 69	284	329	357	393
Failing to surrender licence on suspension, sec. 99	6	8	7	.....
Removing or releasing impounded vehicle without authority, sec. 100	8	.....	.....	.....
Producing invalid financial liability card, etc., sec. 102	2	5	6	6
Improper operation of emergency vehicle, sec. 123	1	.....	.....	.....
Failing to obey emergency instructions of a peace officer, secs. 122, 124	82	26	49	14
Failing to obey traffic-control signal legend, secs. 127, 128, 152	17,915	16,335	16,298	19,973
Defacing traffic-control devices by advertising or removal, etc., secs. 129, 131, 136	1	.....	.....	15
Failing to obey special signal signs *re* highway construction, secs. 132–135, 137	277	346	127	137
Careless driving, secs. 138, 139	3,261	3,686	4,138	5,536
Exceeding maximum speed limit, sec. 140	19,161	33,097	36,069	44,678
Exceeding speed limit passing schools and playgrounds, sec. 141	1,557	2,166	2,648	2,549
Exceeding speed limit overtaking stopped school bus, sec. 142	46	75	120	106
Failure to drive on the right, sec. 143	152	247	307	458
Infractions of "lane" driving, secs. 144–146	3,587	3,058	4,387	2,754
Leaving highway other than at intersection, sec. 147	16	13	12	7
Infractions of "passing," secs. 148–151, 153, 154	1,335	1,575	1,866	2,472
Infractions of turning, starting, and directional signals, secs. 155–159, 160–162	3,062	2,909	3,162	4,386
Failure to yield right of way, secs. 163–167	1,467	2,472	3,019	3,448

Convictions under Motor-vehicle Act and Criminal Code of Canada, 1962–65—Continued

Offences	1962	1963	1964	1965
Under *Motor-vehicle Act—Continued*				
Not exercising due care *re* pedestrians, secs. 168–172	1,237	1,697	2,018	2,526
Failure by bicycle operators to obey rules, sec. 173	.....	.....	.....	.....
Failure to stop at railroad crossing, secs. 174–176	172	200	270	141
Failure to stop at intersections, sec. 177	5,541	6,410	6,947	7,301
Illegal stopping or parking, secs. 178–181	1,100	1,443	1,799	2,264
Leaving vehicle improperly parked, sec. 182	628	871	893	1,144
Illegal parking on private property, sec. 183	6	5	.....	4
Backing vehicle illegally, sec. 184	371	536	580	889
Operating motor-cycle with more than one person, sec. 185	11	14	.....	126
Requirements of safe driving on highway, secs. 186, 187	19	41	71	54
Fire-vehicle safety, secs. 189, 190	13	37	23	30
Driving on sidewalk, sec. 191	13	36	40	76
Opening door requirements, sec. 194	29	25	.....	34
Illegal depositing of articles on highway, sec. 195	77	141	250	221
Transporting explosives, sec. 196	4	.....	.....	.....
Failing to carry adequate safety equipment, secs. 197, 198	192	297	246	260
Illegal use or defacement of signs, sec. 201	6	.....	.....	2
Motor-vehicle Act miscellaneous	4	.....	9	1
	71,644	89,471	98,044	117,643
Under *Motor-vehicle Act* regulations—				
Operating defective vehicle after ordered off road, secs. 2.02, 7.09	24	14	16	20
Number plates, sec. 3	131	130	172	321
Driving without proper head-lamps, secs. 4.01–4.06	715	898	1,080	1,518
Driving without tail-lamps, reflectors, other required lamps, secs. 4.07–4.10	487	749	803	1,127
Driving without clearance lamps, lamps on projections, etc., secs. 4.11–4.13	135	110	129	151
Driving without proper parking-lamps, spot-lamps, turn-signal devices, etc., secs. 4.14–4.22	26	13	19	48
Driving without adequate brakes, secs. 5, 6	652	917	947	1,266
Driving vehicle with defective horn or miscellaneous equipment, secs. 7.01, 7.02	55	128	159	193
Driving vehicle without muffler, sec. 7.03	1,264	1,746	2,154	3,128
Driving vehicle without rear-view mirror or unobstructed rear view, sec. 7.04	89	179	93	177
Inadequate windshield-wiper, etc., sec. 7.05	321	328	393	543
Driving without mud-guards, etc., sec. 7.06	150	155	163	205
Failing to have proper connection between motor-vehicle and trailer, sec. 7.07	124	183	204	295
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, sec. 14	2	.....	.....	.....
Failing to sign driver's licence, sec. 15	5	4	8	9
Parking prohibited at yellow curb, sec. 18.01	160	218	64	68
Oversize loads, secs. 19.01, 19.02, 19.03	382	590	650	779
Inadequate tires, insecure loads, excessive speed with unloaded trailer, sec. 19.04	96	102	141	202
Excessive weight, sec. 19.05	471	278	326	481
Failure to report for weight inspection, sec. 19.06	28	.....	39	66
Failure to obtain overweight or oversize permits, sec. 19.07	234	267	292	296
Failure of a dealer to maintain security while carrying on a business, secs. 20.01, 20.14	3	1	.....	.....
Miscellaneous infractions	.....	.....	4	15
	5,554	7,010	7,856	10,908
Summary—				
Criminal Code of Canada	5,588	5,892	6,638	7,061
Motor-vehicle Act	71,644	89,471	98,044	117,643
Motor-vehicle Act regulations	5,554	7,010	7,856	10,908
Vancouver City by-laws	964	1,090	972	1,609
Juvenile Delinquents Act	1,892	2,061	2,622	3,543
Total of all convictions in British Columbia	85,642	105,524	116,132	140,764
Convictions from out of Province	2,978	3,047	2,984	3,284
Grand totals	88,620	108,571	119,116	144,048

3. DRIVING SAFETY

(*a*) Safety Responsibility

Under present legislation, proof of financial responsibility is required 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 such judgment remains unsatisfied. Convictions for serious driving infractions and unsatisfactory driving records also require persons to submit such proof. As a result of this operation, the Safety Responsibility Division received 17,046 British Columbia financial responsibility insurance certificates in 1965. These certificates were received from insurance companies licensed in this Province under the *Insurance Act,* and of this total number 16,236 were actually accepted as proof of the policyholders' financial responsibility. Filings increased 4 per cent over 1964, and a table with full information with regard to this filing and cancellation of certificates is shown hereunder:—

Comparisons of Financial Responsibility Certificates Received, Filed, and Cancelled in 1964 and 1965

	1964	1965	Increase	Decrease	Per Cent
Total number of certificates received	17,148	17,046	.....	102	0.6
Total number of certificates filed	15,660	16,236	576	.....	3.7
Total number of certificates returned	1,488	810	.....	678	45.6
Owners' policy certificates and sales agency certificates filed	12,993	13,526	533	.....	4.1
Drivers' policy certificates filed	1,651	1,743	92	.....	5.6
Owners' policy certificates filed (public and limited)	1,016	1,056	40	.....	3.9
Certificate cancellations	16,384	16,236	.....	148	0.9
Filing fees	$31,320	$32,472	$1,152	.....	3.7

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, 247 financial responsibility cards were issued by this Division.

During 1965, 2,870 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 licenses 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 459 or 19 per cent over 1964, when 2,411 owners were affected.

Suspension of Driver Licences by Court Orders and Recommendations, 1965

	Months								Years		Other	Total
	Under 1	1	2	3	4	5	6	9	1	2		
Death by criminal negligence—Accident	—	—	—	—	—	—	—	—	—	—	2	2
Criminal negligence—												
Accident	—	—	—	2	—	—	3	—	2	2	4	13
No accident	—	1	—	1	1	—	1	—	3	—	—	7
Failing to remain at scene of accident—Accident	2	24	33	59	14	1	57	10	33	11	18	262
Dangerous driving—												
Accident	—	4	5	10	2	—	10	3	18	9	9	70
No accident	2	14	13	30	5	—	43	6	31	17	16	177
Driving while intoxicated—												
Accident	—	1	—	—	—	—	2	1	6	2	2	14
No accident	2	—	1	4	—	—	12	2	18	3	11	53
Driving while ability impaired—												
Accident	5	27	18	64	30	4	106	17	82	26	20	399
No accident	20	120	109	307	117	13	345	71	257	65	128	1,552
Driving while under suspension—												
Accident	—	—	1	1	—	—	4	—	1	1	1	9
No accident	—	2	2	12	—	1	11	1	12	5	8	54
Conviction and judgment outside the Province	—	5	1	5	1	3	1	2	2	—	—	20
Referred by Magistrate for suspension by Superintendent	1	6	2	16	4	1	19	3	5	1	—	58
Unsatisfactory driving record	—	—	—	2	—	—	—	—	—	—	—	2
Driving without due care and attention—Accident	39	117	88	113	15	3	89	8	30	7	18	527
Exceeding speed limit—Accident	45	166	77	70	4	2	47	3	18	—	12	444
Adjudged juvenile delinquent	26	76	49	56	10	1	25	6	29	4	25	307
Miscellaneous	19	43	22	11	1	—	12	—	3	1	7	119
Totals	161	606	421	763	204	29	787	133	550	154	281	4,089

Suspension by Superintendent under Financial Responsibility Requirements

Offence	Driver Licences Suspended	Driver Licences Reinstated
Careless driving—Accident	2,585	2,213
Dangerous driving—		
Accident	101	54
No accident	235	149
Criminal negligence—		
Accident	10	6
No accident	13	18
Drunken driving—		
Accident	16	16
No accident	63	55
Impaired driving—		
Accident	641	576
No accident	2,726	2,232
Failing to remain at scene of accident	601	468
Driving under suspension—		
Accident	14	16
No accident	98	130
Suspension due to accident	2,876	2,421
Speeding—Accident	15	17
Unsatisfied judgment—Accident	148	52
Conviction and judgment outside Province	112	155

Suspension by Superintendent under Financial Responsibility Requirements—Continued

Offence	Driver Licences Suspended	Driver Licences Reinstated
Unsatisfactory driving record	42	55
Suspension by Superintendent	228	190
Death by criminal negligence	3	2
Bodily harm by criminal negligence	------	------
Further or additional proof of financial responsibility	3,937	3,793
Adjudged juvenile delinquent	131	2
Totals	14,595	12,620

Release due to strike-off, 1,934.

Release due to section 92, *Motor-vehicle Act,* 5,661.

(*b*) Examination of Drivers

A total of 105,979 persons was examined in 1965 to determine their fitness to drive a motor-vehicle. This compares with the 1964 total of 117,423. Examinations given to applicants for original licences totalled 72,212, compared to 66,531 in 1964.

Total examinations in 1965 is down from the total in 1964. There are two main reasons for this:—

(1) There was a greater number of original examinations conducted and a large portion of the re-examinations involved drivers 70 years of age and over. Both these examinations take longer to conduct than a normal re-examination.

(2) The balance of the re-examination programme is aimed at the poor-record drivers. The re-examination in these cases often involves an interview with the driver regarding his poor driving record as well as an eye test and a road test.

The Branch is conducting examinations on a daily basis in the major centres of the Province. The smaller communities are being served by travelling units on approximately a monthly basis, depending upon the demand for examinations.

The Driver Examination Programme is now closely co-ordinated with the Driver Improvement Programme, resulting in the emphasis for re-examinations being placed on those drivers who have been involved in traffic convictions or accidents evidencing an unsatisfactory driving record. The Branch is now re-examining licensees over 70 years of age every two years, and requires that evidence of medical fitness be produced in all re-examinations of persons in this category.

The following tables provide a summary of examinations to applicants for orginal driver licences. They show that 9,393 failed some portion of the examination, but the majority of these persons did subsequently qualify by taking additional examinations. These tables also show that 3,176 of the applicants required two or more road tests before qualifying for a driver's licence.

Summary of Driver Original Examinations, 1965

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	10,192	62.03	4,638	73.60	3,433	76.44	4,305	77.22	2,233	72.31	799	60.95	149	48.38	131	39.94	62	29.67	25,942	68.19
Restricted	6,239	37.97	1,664	26.40	1,058	23.56	1,270	22.78	855	27.69	512	39.05	159	51.62	197	60.06	147	70.33	12,101	31.81
Total passed	16,431	.....	6,302	.....	4,491	.....	5,575	.....	3,088	.....	1,311	.....	308	.....	328	.....	209	.....	38,043	.....
Failed Examinations																				
Reasons—																				
Road test	2,671	.....	538	.....	404	.....	547	.....	313	.....	155	.....	36	.....	37	.....	40	.....	4,741	.....
Written test	124	.....	77	.....	53	.....	85	.....	32	.....	18	.....	9	.....	3	.....	1	.....	402	.....
Failed to complete	28	.....	6	.....	2	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	39	.....
Vision	4	.....	1	.....	.....	.....	.....	.....	2	.....	2	.....	1	.....	2	.....	.....	.....	12	.....
Physical condition	2	.....	.....	.....	.....	.....	1	.....	1	.....	1	.....	.....	.....	1	.....	2	.....	8	.....
Total failed	2,829	.....	622	.....	459	.....	634	.....	350	.....	176	.....	46	.....	43	.....	43	.....	5,202	.....
Total examinations conducted	19,260	.....	6,924	.....	4,950	.....	6,209	.....	3,438	.....	1,487	.....	354	.....	371	.....	252	.....	43,245	.....
Passed	16,431	85.31	6,302	91.01	4,491	90.73	5,575	89.79	3,088	89.82	1,311	88.17	308	87.01	328	88.41	209	82.94	38,043	87.97
Failed	2,829	14.69	622	8.99	459	9.27	634	10.21	350	10.18	176	11.83	46	12.99	43	11.59	43	17.06	5,202	12.03

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirror	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only		Vision	Physical Condition
16–20 years	3,330	245	8	7	—	1	3,217	238	64
21–25 ,,	1,116	94	7	8	2	1	602	43	16
26–30 ,,	699	66	1	5	—	—	366	29	9
31–40 ,,	712	131	3	7	1	1	526	38	10
41–50 ,,	483	126	2	13	1	—	333	28	31
51–60 ,,	386	57	3	4	—	—	169	30	17
61–64 ,,	125	20	2	1	1	—	49	8	13
65–69 ,,	159	27	—	3	—	—	49	14	22
70 years and over	116	37	1	—	4	—	48	11	214
Totals	7,126	803	27	48	9	3	5,359	439	396

Qualified upon taking second road test, 2,948; third road test, 495; fourth road test, 95; five or more road tests, 27.

Summary of Driver Original Examinations, 1965—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	4,270	46.66	2,200	47.34	1,552	51.12	2,065	51.47	1,140	44.88	327	30.05	34	20.86	17	16.83	12	32.43	11,617	46.89
Restricted	4,882	53.34	2,447	52.66	1,484	48.88	1,947	48.53	1,400	55.12	761	69.95	129	79.14	84	83.17	25	67.57	13,159	53.11
Total passed	9,152	87.83	4,647	89.88	3,036	87.67	4,012	84.14	2,540	79.06	1,088	72.53	163	68.20	101	70.14	37	74.00	24,776	85.53
Failed Examinations																				
Reasons—																				
Road test	1,212	.....	497	.....	481	.....	732	.....	649	.....	386	.....	74	.....	42	.....	12	.....	4,015	.....
Written test	30	.....	15	.....	11	.....	18	.....	18	.....	14	.....	1	.....	.....	.....	1	.....	108	.....
Failed to complete	20	.....	10	.....	2	.....	4	.....	5	.....	9	.....	1	.....	.....	.....	.....	.....	51	.....
Vision	5	.....	1	.....	2	.....	2	.....	.....	.....	2	.....	.....	.....	1	.....	.....	.....	13	.....
Physical condition	1	.....	.....	.....	1	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	4	.....
Total failed	1,268	.....	523	.....	427	.....	756	.....	673	.....	412	.....	76	.....	43	.....	13	.....	4,191	.....
Total examinations conducted	10,420	.....	5,170	.....	3,463	.....	4,768	.....	3,213	.....	1,500	.....	239	.....	144	.....	50	.....	28,967	.....
Passed	9,152	87.83	4,647	89.88	3,036	87.67	4,012	84.14	2,540	79.06	1,088	72.53	163	68.20	101	70.14	37	74.00	24,776	85.53
Failed	1,268	12.17	523	10.12	427	12.33	756	15.86	673	20.94	412	27.47	76	31.80	43	29.86	13	26.00	4,191	14.47

Analysis of Restrictions

Age-group	Restricted to—						Special Restrictions	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirror	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only		Vision	Physical Condition
16–20 years	2,688	114	—	—	—	—	2,939	86	53
21–25 "	1,314	55	3	3	—	—	1,449	35	18
26–30 "	761	53	4	—	—	—	945	19	12
31–40 "	798	72	1	3	—	—	1,368	26	15
41–50 "	636	61	—	3	—	—	1,002	24	18
51–60 "	395	34	1	3	—	—	456	12	12
61–64 "	98	6	—	—	—	—	78	—	5
65–69 "	64	4	—	—	—	—	48	3	1
70 years and over	20	3	—	—	—	—	14	1	37
Totals	6,774	402	9	12	—	—	8,299	206	171

Qualified upon taking second road test, 2,657; third road test, 430; fourth road test, 74; five or more road tests, 15.

Re-examination of Drivers

A statistical summary of the driver re-examinations follows. In 1965 a total of 33,767 drivers was re-examined; of these, 1,166 or 3.45 per cent failed to qualify. Licences restricted as a result of re-examinations were 31.3 per cent of those examined. Drivers who voluntarily surrender their driver licences rather than submit to re-examination amounted to 1,387.

The re-examination programme, which we mentioned before is now closely co-ordinated with our Driver Improvement Programme, enables us to check for, (1) physical defects that could affect their driving—that is, vision, amputations, and diseases such as diabetes, epilepsy, cardiovascular disease; (2) poor driving habits that often develop through the years.

It also enables us to bring drivers up to date on changes in driving practices that have resulted from improvements in our highways and from the increase in the volume of traffic using these highways. An example is the importance now of correct lane driving—the correct lane to be in before making a left or right turn, the correct procedure in changing lanes.

Summary of Driver Re-examinations, 1965

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	1,752	77.11	1,587	80.48	2,029	83.64	4,148	85.76	3,380	81.47	1,542	66.12	280	52.53	201	46.53	1,899	29.47	16,818	66.05
Restricted	520	22.89	385	19.52	397	16.36	689	14.24	769	18.53	790	33.88	253	47.47	231	53.47	4,610	70.82	8,644	33.95
Reasons—																				
Hearing	6	.....	8	.....	4	.....	17	.....	28	.....	37	.....	24	.....	25	.....	648	.....	797	.....
Vision	25	.....	34	.....	49	.....	92	.....	100	.....	58	.....	26	.....	14	.....	517	.....	915	.....
Physical condition	5	.....	4	.....	4	.....	16	.....	23	.....	14	.....	8	.....	6	.....	144	.....	224	.....
Corrective lenses	436	.....	430	.....	315	.....	541	.....	605	.....	684	.....	219	.....	200	.....	3,979	.....	7,409	.....
Special restrictions	102	.....	20	.....	16	.....	57	.....	42	.....	54	.....	23	.....	21	.....	217	.....	552	.....
Total passed	2,272	.....	1,972	.....	2,426	.....	4,837	.....	4,149	.....	2,332	.....	533	.....	432	.....	6,509	.....	25,462	.....
Failed Examinations																				
Reasons—																				
Road test	118	.....	28	.....	19	.....	45	.....	42	.....	54	.....	27	.....	30	.....	254	.....	617	.....
Written test	2	.....	2	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	.....
Failed to complete	10	.....	7	.....	5	.....	15	.....	2	.....	4	.....	2	.....	1	.....	122	.....	168	.....
Vision	1	.....	.....	.....	.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	42	.....	46	.....
Physical condition	3	.....	.....	.....	.....	.....	4	.....	4	.....	5	.....	1	.....	3	.....	24	.....	44	.....
Total failed	134	.....	37	.....	25	.....	66	.....	49	.....	64	.....	30	.....	34	.....	442	.....	881	.....
Total examinations conducted	2,406	.....	2,009	.....	2,451	.....	4,903	.....	4,198	.....	2,396	.....	563	.....	466	.....	6,951	.....	26,343	.....
Passed	2,272	94.43	1,972	98.16	2,426	98.98	4,837	98.65	4,149	98.83	2,332	97.33	533	94.67	432	92.70	6,509	93.64	25,462	96.66
Failed	134	5.57	37	1.84	25	1.02	66	1.35	49	1.17	64	2.67	30	5.33	34	7.30	442	6.36	881	3.34

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirror	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only		Vision	Physical Condition
16–20 years	436	31	4	5	—	1	102	15	80
21–25 ,,	430	44	4	5	1	—	20	51	716
26–30 ,,	315	50	3	7	—	—	16	65	574
31–40 ,,	541	107	10	22	—	1	57	67	960
41–50 ,,	605	127	16	32	3	3	42	59	852
51–60 ,,	684	91	11	19	3	1	54	71	589
61–64 ,,	219	52	6	5	2	1	23	28	108
65–69 ,,	200	41	5	4	2	2	21	15	59
70 years and over	3,979	1,061	325	67	92	57	217	286	6,243
Totals	7,409	1,604	384	166	103	66	552	657	10,181

Qualified upon taking second road test, 401; third road test, 49; fourth road test, 5; five or more road tests, 1.

Summary of Driver Re-examinations, 1965—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	483	71.56	425	69.56	563	75.27	1,389	77.99	1,021	69.74	356	55.45	53	43.10	30	31.58	261	26.10	4,581	64.17
Restricted	192	28.44	186	30.44	185	24.73	392	22.01	443	30.26	286	44.55	70	56.90	65	68.42	739	73.90	2,558	35.83
Reasons—																				
Hearing	2	.....	1	.....	.....	.....	8	.....	7	.....	5	.....	3	.....	3	.....	42	.....	71	.....
Vision	9	.....	4	.....	6	.....	23	.....	25	.....	14	.....	2	.....	8	.....	33	.....	124	.....
Physical condition	.....	.....	.....	.....	1	.....	3	.....	1	.....	1	.....	.....	.....	.....	.....	7	.....	13	.....
Corrective lenses	185	.....	170	.....	169	.....	298	.....	367	.....	255	.....	65	.....	61	.....	705	.....	2,275	.....
Special restrictions	11	.....	14	.....	31	.....	90	.....	76	.....	36	.....	12	.....	7	.....	60	.....	337	.....
Total passed	675	.....	611	.....	748	.....	1,781	.....	1,464	.....	642	.....	123	.....	95	.....	1,000	.....	7,139	.....
Failed Examinations																				
Reasons—																				
Road test	25	.....	21	.....	14	.....	33	.....	41	.....	33	.....	6	.....	9	.....	41	.....	223	.....
Written test	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....
Failed to complete	5	.....	2	.....	5	.....	2	.....	5	.....	3	.....	1	.....	1	.....	25	.....	49	.....
Vision	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2	.....
Physical condition	1	.....	.....	.....	1	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	4	.....	9	.....
Total failed	33	.....	23	.....	20	.....	37	.....	46	.....	38	.....	7	.....	10	.....	71	.....	285	.....
Total examinations conducted	708	.....	634	.....	768	.....	1,818	.....	1,510	.....	680	.....	130	.....	105	.....	1,071	.....	7,424	.....
Passed	675	95.34	611	96.37	748	97.39	1,781	97.96	1,464	96.95	642	94.41	123	94.61	95	90.48	1,000	93.37	7,139	96.16
Failed	33	4.66	23	3.63	20	2.61	37	2.04	46	3.05	38	5.59	7	5.39	10	9.52	71	6.63	285	3.84

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirror	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only		Vision	Physical Condition
16–20 years	185	11	—	—	—	—	11	4	4
21–25 ,,	170	5	—	—	—	—	14	4	11
26–30 ,,	169	6	1	1	—	—	31	6	14
31–40 ,,	298	31	2	3	1	—	90	7	27
41–50 ,,	367	33	2	4	1	—	76	14	34
51–60 ,,	255	19	—	1	—	—	36	11	20
61–64 ,,	65	5	—	—	—	—	12	2	6
65–69 ,,	61	9	3	—	—	2	7	3	7
70 years and over	705	83	34	1	7	9	60	32	1,002
Totals	2,275	202	42	10	9	11	337	83	1,125

Qualified upon taking second road test, 133; third road test, 14; fourth road test, 6; five or more road tests, not applicable.

Summary of Driver Examinations

SUMMARY OF ORIGINAL EXAMINATIONS, 1965 (GRAND TOTAL, 72,212)

Applicants Passed

Reason	Number	Per Cent
Total	62,819	87.00
Unrestricted	37,559	59.79
Restricted	25,260	40.21
Hearing	274	.....
Vision	890	.....
Physical condition	48	.....
Corrective lenses	13,900	.....
Special restrictions	13,658	.....

Failed Examinations

Reason	Number	Per Cent
Total	9,393	13.00
Failed road test	8,756	.....
Failed written test	510	.....
Failed to complete	90	.....
Failed vision	25	.....
Physical condition	12	.....

SUMMARY OF RE-EXAMINATIONS, 1965 (GRAND TOTAL, 33,767)

Applicants Passed

Reason	Number	Per Cent
Total	32,601	96.55
Unrestricted	21,399	68.71
Restricted	11,202	31.29
Hearing	868	.....
Vision	1,039	.....
Physical condition	237	.....
Corrective lenses	9,684	.....
Special restrictions	889	.....

Failed Examinations

Reason	Number	Per Cent
Total	1,166	3.45
Failed road test	840	.....
Failed written test	8	.....
Failed to complete	217	.....
Failed vision	48	.....
Physical condition	53	.....

CLASS A CHAUFFEUR

Passed	(88.15 per cent)	2,091
Failed	(11.85 per cent)	281
Failed—		
Hearing	—	
Vision	6	
Colour blind	8	
Road test	176	
Physical condition	17	
Written examination	60	
To complete	14	
To attend	—	
Total		2,372

CLASS B CHAUFFEUR

Passed	(68.24 per cent)	1,558
Failed	(31.76 per cent)	725
Failed—		
Hearing	4	
Vision	30	
Colour blind	13	
Road test	440	
Physical condition	18	
Written examination	187	
To complete	33	
To attend	—	
Total		2,283

(*c*) Driver Improvement Programme

The Driver Improvement Programme was added to the British Columbia system of driver licence control in 1953 as a means of dealing with drivers who have shown themselves to be problem drivers by their many convictions and (or) accidents. The programme endeavours to point out the shortcomings of the driver, and then to encourage him to improve his driving habits, either by sending him a warning letter or by requiring him to appear for a personal interview with one of the staff members of the Branch. The steps the programme uses are as follows:—

(1) A continuing review of the driving record of each driver. In 1965 this involved the screening of 141,974 records.

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

(3) Steps to implement the action deemed necessary. This may be in the way of

(*a*) a warning letter to the licensee discussing his driving record;

(*b*) the requirement of the driver to report for personal interview;

(*c*) an action to suspend the driving privilege of the driver concerned.

It is important to point out that it is the policy of the Branch not to suspend a driver's licence until the licensee has been given an opportunity to show cause why his licence should not be suspended. When a driver makes a submission and the Branch determines that some consideration should be given, the period of suspension may be varied or the driver may be placed on probation. During 1965 we notified 5,454 drivers of our intention to suspend their drivers' licences; of these, 3,834 were suspended and 2,266 drivers were placed on probation. A total of 3,083 persons was interviewed under this programme during 1965.

Warning Letters, Etc., January to December, 1965

Warning letters	9,165
Notices of intent to suspend	5,454
Interviews and hearings	3,083
Result of notices to suspend, interviews, and submissions—	
Licences suspended	3,834
Licences placed on probation	2,266

	Age									
	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	Total
Warning letters	2,544	2,071	1,376	1,571	888	488	112	70	45	9,165
Class A chauffeurs	—	9	11	23	14	7	—	—	—	64
Class B chauffeurs	—	47	56	43	27	11	5	2	—	191
Female	92	96	60	100	74	28	11	2	4	467
Notices of intent to suspend	1,228	1,555	874	922	527	265	53	20	10	5,454
Class A chauffeurs	—	7	10	5	11	6	—	—	—	39
Class B chauffeurs	—	29	27	14	16	1	—	—	—	87
Female	7	21	31	14	14	4	—	—	—	91
Previously warned	471	667	398	338	138	36	13	—	1	2,063
Previously suspended	217	365	295	291	140	67	15	4	1	1,395
Interviews and hearings	864	749	459	502	302	155	29	12	11	3,083
Class A chauffeurs	—	4	7	6	6	4	1	—	—	28
Class B chauffeurs	—	13	20	22	17	6	4	—	—	82
Female	17	21	11	21	12	12	1	—	—	95
Result of notices to suspend, interviews, and submissions—										
Licences suspended	966	1,180	588	629	296	124	30	16	5	3,834
Class A chauffeurs	—	1	3	6	—	—	—	—	—	10
Class B chauffeurs	—	7	7	5	—	2	1	—	—	22
Female	4	9	5	5	1	2	—	—	—	26
Previously suspended	259	436	255	245	124	44	8	5	4	1,380
Previously warned	375	521	274	191	72	16	9	5	2	1,465
Previously on probation	128	322	123	136	83	19	7	6	4	828
Driver licence placed on probation	512	518	387	421	258	119	30	17	4	2,266
Class A chauffeurs	—	3	9	1	6	—	1	—	—	20
Class B chauffeurs	—	18	15	9	8	3	2	—	—	55
Female	7	9	11	6	1	—	—	—	—	34

Impaired: First, 3,659; second, 1,268.
Records adjudicated, 141,974.

(*d*) Motor-vehicle Inspection

The programme of motor-vehicle inspection, through the use of a mobile inspection unit, started in 1964 and was continued during 1965. The unit consists of a panel truck and trailer which is outfitted with equipment to check front-end assemblies, wheel alignment, and brake and headlight adjustments. In addition, physical checks are made by the inspection unit staff of other vehicle lamps, muffler and exhaust systems, the condition of window glass, windshield-wipers, tires, and other items that poor condition could prove dangerous.

The mobile unit visited 30 communities in the Province during 1965. A total of 16,265 vehicles was inspected. Of that number, 66 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 upon reinspection. The table indicates the types of defects which caused the rejection.

Presented for inspection during this period	16,265
Passed on original inspection	5,610
Percentage rejected on original inspection	66
Passed on reinspection	5,083

Causes of rejection were one or more of the following:—

(1)	Number-plates and rear plate light	2,100
(2)	Horn	168
(3)	Visibility and glass condition	584
(4)	Rear-view mirror	5
(5)	Tail-light	239
(6)	Stop-light	728
(7)	Headlight	7,896
(8)	Turn signals	434
(9)	Other lights	97
(10)	Reflector	3
(11)	Steering mechanism	803
(12)	Wheel alignment	1,575
(13)	Muffler and exhaust system	1,744
(14)	Tires	542
(15)	Service brakes	1,481
(16)	Parking brakes	939
(17)	Miscellaneous	762

The vehicle inspection programme is operated on a voluntary basis. Its success depends upon 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 1965, 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 an inspection unit to a community, groups of citizens who are interested in traffic safety are approached to sponsor a week of vehicle inspection. Sponsorship involved developing publicity, arranging for a suitable testing location, and providing some voluntary help to assist the two qualified mechanics who are assigned to the programme by the Branch.

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 safe mechanical condition. Surprise has been expressed at the high percentage of inspection rejections. This is even more alarming when one considers that the vehicles inspected 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 has been high. Requests for visits from the mobile inspection unit have been received from many communities. The need for additional facilities, equipment, and personnel to bring the programme to a stage where it can offer routine inspections to a larger percentage of motorists is evident.

4. CENTRAL REGISTRY

The Superintendent of Motor-vehicles also carries the title of Registrar-General and is responsible for the operation of the Central Registry. Documents are recorded and searched under the *Bills of Sale Act, Conditional Sales Act, Mechanics' Lien Act,* and the *Assignment of Book Accounts Act* for all types of personal chattels. In the case of corporations, personal chattels other than motor-vehicles are recorded with the Registrar of Companies.

Majority of documents are registered under the *Bills of Sale Act* or the *Conditional Sales Act* and are valid for a period of three years from date of registration. As the Central Registry commenced the microfilming of these documents for storage

purposes in 1962, a full three-year cycle has now been completed, and all documents are therefore readily available on film. Searches have been conducted by mail, telephone, telegram, but 1965 saw the installation of the British Columbia Telephone Company T.W.X. machine and the Canadian National-Canadian Pacific Telecommunication Telex machine. This additional means of communication has enabled Central Registry to reach any area with such facilities at the touch of a fingertip.

The registration of an original encumbrance and the searching of these liens are increasing in number and revenue each year, as the statistical comparison with the year 1964 will indicate.

STATISTICAL COMPARISON WITH YEAR ENDED DECEMBER 31, 1965, TO YEAR 1964

January 1 to December 31, 1964

Documents filed under *Conditional Sales Act*	73,862
Documents filed under *Bills of Sale Act*	96,286
Documents filed under *Mechanics' Lien Act*	9,235
Documents filed under *Companies Act*	169
Documents filed under *Assignment of Book Accounts Act*	427
Documents discharged under *Conditional Sales Act*	1,027
Documents discharged under *Bills of Sale Act*	2,035
Documents discharged under *Mechanics' Lien Act*	617
Documents discharged under *Companies Act*	63
Documents discharged under *Assignment of Book Accounts Act*	41
Total documents accepted	183,762

Total value of documents accepted	$531,279.00
Total value of searches	107,407.50
Total value of certifications and photostatic copies	1,608.50
Total revenue	$640,295.00

January 1 to December 31, 1965

Documents filed under *Conditional Sales Act*	77,550
Documents filed under *Bills of Sale Act*	105,300
Documents filed under *Mechanics' Lien Act*	9,631
Documents filed under *Companies Act*	182
Documents filed under *Assignment of Book Accounts Act*	441
Documents discharged under *Conditional Sales Act*	1,149
Documents discharged under *Bills of Sale Act*	1,958
Documents discharged under *Mechanics' Lien Act*	609
Documents discharged under *Companies Act*	60
Documents discharged under *Assignment of Book Accounts Act*	26
Total documents accepted	196,906

Total value of documents accepted	$568,903.00
Total value of searches	112,777.00
Total value of certifications and photostatic copies	1,326.50
Total revenue	$683,006.50

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 of Motor-vehicles 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 1965 the number of permits issued for vehicles to be used as school buses totalled 919, compared to the 1964 figure of 856. These vehicles were involved in 44 accidents, of which one involved a death and nine involved injuries. There were 21 persons injured in accidents involving school buses, of which 18 were students.

6. STAFF

The staff of the Motor-vehicle Branch at December 31, 1965, totalled 353, compared to 323 at the same time in 1964. Permanent-staff employees totalled 264. There were two unfilled permanent-staff positions at that date, but replacement requisitions were in the hands of the Civil Service Commission. The authorized complement of permanent employees at December 31, 1965, was 266, the same amount as at December 31, 1964. Temporary employees at the end of 1965 totalled 87, which is an increase of 32 over the same date in 1964. The increase is entirely attributable to additional employees required in our Data Processing Section to complete the conversion of our present motor-vehicle and driver licence files to an electronic data-processing method of record-keeping.

We were once again able to provide adequate service in our licence-renewal peak periods without the necessity of hiring temporary help, through the co-operation of the Chairman of the Liquor Control Board, who provided up to 50 clerks for periods ranging from a few days to two months.

The work requirements of the Branch are still increasing, but it is hoped that some relief in the work load will be evidenced as a result of the electronic data-processing conversion.

Sincere appreciation is expressed to all staff members for their initiative and loyalty, which has been a major factor in enabling us to cope with the ever-increasing work load.

CONCLUSION

Traffic safety promotion will inevitably require a larger percentage of the Branch efforts in the years ahead. Much is now being done along these lines by our staff, and there is evidence to show that it is effective in correcting driver faults. It is time-consuming to deal with people on a personal basis, endeavouring to convince them that they can and must alter the attitudes which have shown up as being factors in their poor driving records. It is hoped that a number of adult education programmes will offer driver-training and driver-improvement courses. There is a great potential to be developed. It is also hoped that there will be a rapid expansion in the extracurricular secondary-school driver-training courses. The demand for these courses far exceeds the existing facilities. We are past the stage where the art of driving can simply be acquired by a person. It is going to have to be taught if we really intend to effectively attack the traffic accident problem.

I am grateful for the high level of co-operation which the Motor-vehicle Branch enjoys with the members of your Department. Our excellent liaison with the Courts and enforcement agencies continues. The nature of our work places us in continual contact with the several aspects of community, business, and industrial life involved with automobiles. Here, again, we are fortunate in the degree of co-operation we enjoy.

I take this opportunity of expressing appreciation to the many who have, in any way, assisted us during the year.

I have the honour to be,

Sir,

Your obedient servant,

RAYMOND A. HADFIELD,
Superintendent of Motor-vehicles.

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