

PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF THE ATTORNEY-GENERAL

ANNUAL REPORT
of the
MOTOR-VEHICLE
BRANCH

FOR THE YEAR
1966



Printed by A. SUTTON, Printer to the Queen's Most Excellent Majesty
in right of the Province of British Columbia.
1968

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Printed by the Government of British Columbia
at the Department of the Attorney-General

*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 1966.

R. W. BONNER,
Attorney-General.

*Attorney-General's Department,
Victoria, B.C., December, 1967.*

To His Excellency the Honourable George H. W. Bush
V.C., P.C., C.B., O.B.E., M.C., C.D.
The President of the United States of America

The undersigned has the honour to present the Annual Report of the Motor
Vehicle Council for the year 1965.

R. W. BOWEN
Motor Council

London, 10th December 1965

REPORT OF THE SUPERINTENDENT OF MOTOR-VEHICLES, 1966

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

SIR,—It is my privilege to submit the Annual Report of the Motor-vehicle Branch for 1966. The Report deals with Branch activities during the 1966 licence-year, which ended February 28, 1967.

Numbers of vehicle registrations and licensed drivers continued in a constant pattern in 1966. Again the rate of growth in British Columbia for these factors continued to exceed the national average, and, as pointed out in previous Reports, there is every reason to expect this trend to continue for some time.

Licence-issuing facilities were provided in several additional communities during the year, recognizing again the changes taking place in our Province and the fact previously small centres are becoming sizeable business communities. In all instances these additional facilities involved arrangements with Municipal Councils. Drivers' examination services throughout the Province were further developed to provide a greater frequency of service in the smaller communities. We have, through this expanded service, been able to all but eliminate the instances where original licences are issued without the prior need of a driver's examination.

Increased emphasis was placed on the Drivers' Licence Control Programme, and the need for this is apparent when one considers the increase in traffic accidents. Traffic fatalities reached a record high of 520, an increase of 4 per cent over 1965. It is true the increase is less than the increase in vehicle registration, but surely we must not consider this a comforting fact. What becomes more apparent each year is that the greatest deterrent in drivers' licence control is licence suspension. Drivers will pay fines and continue to break the traffic laws, but the dislocation of living habits which arises through licence suspension far outweighs the monetary method as a corrective measure. Unfortunately, many drivers fail to realize the fact that continued breaking of traffic laws can cause licence suspension, and only where this sort of approach becomes a thoroughly accepted principle by all drivers is there likely to be any noticeable improvement in the traffic accident trend.

All of this requires a large-scale public information programme, and the Branch seizes upon every opportunity to have staff members speak to groups of people to tell the story. In the final analysis, the problem is one people will have to solve by everyone realizing his personal responsibility for traffic safety.

During 1966, continued progress was made in the programme of committing record-keeping to computer methods. In that year all drivers' licence records were so converted. This was a large task, completed months ahead of schedule through an excellent work effort by the staff concerned. Hoped-for improvements as a result of the conversion were rapidly appearing by the year-end, and there is no doubt many benefits will be available in the future to enable a higher level of drivers' licence control and a better service to the public.

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

1. Licences.
2. Accidents and Convictions.

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

1. LICENCES

Once again there was an increase in the number of motor-vehicles licensed in British Columbia in 1966. The total number of motor-vehicles licensed amounted to 818,111, an increase of 50,442 or 6.6 per cent over the 1965 total of 767,669. Of this total, passenger motor-vehicles amounted to 664,791, an increase of 41,049 over the 1965 total of 623,742. Commercial motor-vehicles licensed increased by 9,393 from the 1965 total of 143,927 to 153,320. The over-all increase showed a slight levelling-off from the last few years and was the lowest percentage increase since 1962, when the increase was 5.5 per cent.

The increase in licensing of motor-cycles amounted to 2,011 or 15 per cent, making a total of 15,387, compared to the 1965 total of 13,376. It is interesting to note that the percentage increase in licensed motor-cycles from 1959 to 1966 amounts to 273 per cent.

A large increase was again recorded in the number of trailers licensed. The 1966 total was 81,703, an increase of 8,551 over the 1965 total of 73,152. Once again the major increase was in the field of utility trailers, where there were 69,949 licensed in 1966, an increase of 7,519 over the 1965 total of 62,429. The utility-trailer licence category includes boat trailers, small camp trailers, and house trailers used for pleasure purposes.

The comparative statement of licences, permits, etc., for motor-vehicles, trailers, and chauffeurs, which follows, covers the volumes in these categories during the licence-years 1959 to 1966, inclusive.

*Comparative Statement of Licences, Permits, Etc., Issued during
the Licence-years 1959 to 1966, Inclusive*

Licences Issued	1959	1960	1961	1962	1963	1964	1965	1966
Motor-vehicles—								
Passenger (new)	49,268	45,364	48,348	56,822	67,659	76,388	94,190	89,427
Passenger (renewal)	370,154	400,686	419,022	438,486	463,457	495,419	529,552	575,364
Total passenger	419,422	446,050	467,370	495,308	531,116	571,807	623,742	664,791
Commercial (new)	12,985	9,603	10,576	11,886	13,830	16,604	20,367	20,009
Commercial (renewal)	108,956	104,618	106,095	108,843	112,228	116,969	123,560	133,311
Total commercial	121,941	114,221	116,671	120,729	126,058	133,573	143,927	153,320
Total motor-vehicles	541,363	560,271	584,041	616,037	657,174	705,380	767,669	818,111
Non-resident touring motor-vehicle permits	965	1,302	1,343	1,551	1,613	1,446	1,212	1,222
Non-resident special motor-vehicle permits	109	198	187	157	110	111	86	45
Non-resident commercial motor-vehicle permits	13,197							
Single trip		16,525	15,831	12,069	12,478	13,221	14,250	15,260
Quarterly permits		344	2,471	1,772	2,241	2,746	2,228	1,968
Totals	13,197	16,869	18,302	13,841	14,719	15,967	16,478	17,228
Extra-Provincial prorated trucks				2,048	1,822	2,203	2,072	2,693
Temporary operation permits	18,100							
Passenger		7,805	7,719	8,732	10,076	11,237	12,961	14,076
Commercial		16,273	19,988	20,490	25,429	30,368	36,360	35,995
Totals	18,100	24,078	27,707	29,222	35,505	41,605	49,321	50,071
Transporter—								
Original					5	9	17	20
Additional					63	67	82	88
Motor-cycles—								
New	678	603	652	706	1,342	4,209	5,630	4,263
Renewal	3,450	3,477	3,587	3,683	3,937	4,803	8,016	11,124
Totals	4,128	4,080	4,239	4,389	5,279	9,012	13,376	15,387
Trailers	43,682	48,658	53,109	56,434	62,116	66,725	73,152	81,703
Extra-Provincial prorated trailers				3,391	3,647	4,042	4,275	5,246
Motor-dealers—								
Original licences	755	748	782	885	968	1,057	1,105	1,097
Additional plates	970	989	817	866	884	966	1,097	1,238
Original motor-cycle dealer licences	31	40	28	44	51	91	124	124
Additional motor-cycle dealer licences	19	16	10	13	16	24		
Salesmen's licences	1,024	1,008	954	1,044	1,182	1,296	1,404	1,347
Transfers—								
Passenger	229,655	224,037	228,311	256,580	284,641	304,487	337,369	337,860
Commercial	48,061	40,612	41,800	43,610	44,899	47,618	52,423	54,598
Motor-cycle	3,080	2,750	2,726	2,976	3,349	5,312	8,171	9,614
Trailers	1,513	1,318	1,510	2,818	4,069	4,489	5,810	7,225
Total transfers	282,309	268,717	274,347	305,984	336,958	361,906	403,773	409,297
Chauffeurs—								
Original Class A	5,295	5,368	5,518	5,672	5,891	5,910	6,310	7,059
Original Class B	4,485	4,756	4,925	5,010	5,320	5,432	5,785	6,435
Original Class C	64,359	65,209	64,446	63,677	67,781	72,484	80,977	83,853
Searches	328,115	887,170	1,493,937	796,687	641,992	1,619,395	1,145,251	1,659,586
Safety responsibility insurance certificates filed	13,018	12,297	12,523	13,741	14,281	15,563	17,707	13,080

DRIVERS' LICENCES

The number of original drivers' licences issued in 1966 totalled 65,736, an increase of 769 or 1.2 per cent over the 1965 total of 64,967. Of these licences, 37,858 were issued to adult applicants and 26,334 to applicants under the age of 21 years.

Licensed drivers in British Columbia at the end of 1966 totalled 931,823, an increase of 63,988 or 7.4 per cent over the 1965 total of 867,835. The percentage of female drivers continues to grow gradually; this year's total shows 330,998 or 35.5 per cent of the licensed drivers to be female, compared to 34.8 per cent in 1965.

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

The number of drivers in the 16-20-year age-group by individual years is included as a supplementary table.

Drivers' Licences—Statistical Information by Age-groups

Age	Year of Birth	Male	Female	Total	Per Cent of Total
16-20 years.....	1947-1951	55,798	30,959	86,757	9.310
21-24 ".....	1943-1946	57,969	35,501	93,470	10.031
25-30 ".....	1937-1942	83,616	52,288	135,904	14.585
31-35 ".....	1932-1936	65,351	38,790	104,141	11.176
36-40 ".....	1927-1931	65,910	38,814	104,724	11.239
41-45 ".....	1922-1926	60,459	37,744	98,203	10.539
46-50 ".....	1917-1921	53,127	32,970	86,097	9.240
51-55 ".....	1912-1916	49,712	26,798	76,510	8.211
56-60 ".....	1907-1911	39,140	17,223	56,363	6.049
61-65 ".....	1902-1906	28,869	9,994	38,863	4.171
66-69 ".....	1898-1901	16,010	4,953	20,963	2.249
70-75 ".....	1892-1897	14,576	3,701	18,277	1.961
76-80 ".....	1887-1891	7,082	983	8,065	0.865
81-85 ".....	1882-1886	2,665	242	2,907	0.312
86-90 ".....	1877-1881	483	32	515	0.055
Over 90 years.....	1876 and prior	58	6	64	0.007
Totals.....		600,825 (64.478%)	330,998 (35.522%)	931,823	100.000

CHAUFFEURS' LICENCES

The number of chauffeurs' licences issued in 1966 totalled 97,347, an increase of 4,275 over the 1965 total of 93,072. The number of Class A category chauffeurs licensed to drive buses increased to 7,059, from 6,310 in 1965. The Class B category chauffeurs licensed to drive taxis increased to 6,435, from 5,785 in 1965. The Class C category chauffeurs licensed to drive trucks showed the major increase, where the 1966 total is 83,853, compared to 80,977 in 1965.

MOTOR-DEALERS' LICENCES

Motor-dealers' licences issued by the Branch are required by individuals or firms whose business involves the buying or selling of motor-vehicles, motor-cycles, or trailers. During the 1966 licence-year, 1,097 motor-dealers' licences permitting the sale of motor-vehicles and trailers and 124 motor-cycle dealers' licences permitting the sale of motor-cycles and trailers were issued.

A prerequisite for the issuance of a motor-dealer's licence or the retention of such a licence is that an insurance bond be supplied to the Superintendent in the amount of \$5,000, or security be filed with the Minister of Finance in a similar amount. In 1966, 329 dealers' bonds were filed, and in four cases security was filed on behalf of new motor-dealers or as the result of cancellation of previously issued bonds.

During 1966 a process of investigation was started for each new motor-dealer. Information on the operation, previous business, corporate formations, business intentions, and premises were considered before a licence was authorized.

DISTRIBUTION OF MOTOR-VEHICLES

The distribution of motor-vehicles in British Columbia by the areas in which they were licensed is always of interest. It is pointed out this distribution does not provide an accurate picture of the number of vehicles operated in any given area since vehicle-owners move frequently from one area to another, and vehicles are often sold to new owners residing in a different area from the previous owners. The following table does, however, provide a reasonable guide as to the distribution of vehicles throughout the Province. This type of information has been used by those responsible for community planning projects.

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 1966 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	249	772	7,467	8,488	44	252	2,270	2,566	11,054
Alberni	212	678	7,750	8,640	19	211	1,614	1,844	10,484
Ashcroft	52	4	992	1,048	12	12	490	514	1,562
Atlin	3	1	20	24	11	7	47	65	89
Burns Lake	52	79	1,043	1,174	33	84	788	905	2,079
Chilliwack	516	1,052	11,708	13,276	59	317	3,304	3,680	16,956
Clinton	10	15	438	463	2	9	369	380	843
Cloverdale	863	1,019	20,700	22,582	111	398	5,144	5,653	28,235
Courtenay	666	896	10,873	12,435	69	323	2,729	3,121	15,556
Cranbrook	478	479	5,906	6,863	95	191	2,256	2,542	9,405
Creston	150	226	2,081	2,457	45	108	1,253	1,406	3,863
Dawson Creek	612	719	4,808	6,139	221	412	2,714	3,347	9,486
Duncan	224	602	8,690	9,516	38	204	2,388	2,630	12,146
Fernie	216	120	1,473	1,809	74	66	789	929	2,738
Fort Nelson	88	32	472	592	49	49	347	445	1,037
Fort St. John	541	525	3,824	4,890	208	493	2,755	3,456	8,346
Ganges	21	2	821	844	2	4	302	308	1,152
Golden	298	202	1,537	2,037	103	101	868	1,072	3,109
Grand Forks	46	131	2,029	2,206	12	75	1,051	1,138	3,344
Haney	243	1,023	9,375	10,641	27	260	2,002	2,289	12,930
Invermere	116	80	1,022	1,218	27	52	675	754	1,972
Kamloops	802	1,204	12,168	14,174	128	585	4,720	5,433	19,607
Kaslo	33	3	470	506	8	6	236	250	756
Kelowna	784	983	10,829	12,596	150	236	3,131	3,517	16,113
Kitimat	198	415	2,705	3,318	18	105	436	559	3,877
Lillooet	26	17	756	799	1	11	428	440	1,239
Merritt	122	114	1,596	1,832	11	58	832	901	2,733
Mission	77	274	3,264	3,615	6	63	992	1,061	4,676
Nanaimo	430	1,235	14,109	15,774	87	316	3,318	3,721	19,495
Nelson	446	885	9,063	10,394	82	254	3,324	3,660	14,054
New Westminster ¹	1,899	5,487	61,144	68,530	154	763	8,190	9,107	77,637
North Vancouver	971	4,344	24,910	30,225	50	506	2,475	3,031	33,256
Oliver	84	62	2,410	2,556	19	53	1,078	1,150	3,706
Penticton	495	887	8,542	9,924	66	271	2,421	2,758	12,682
Pouce Coupe	65	30	338	433	110	47	316	473	906
Powell River	177	225	4,610	5,012	12	61	1,047	1,120	6,132
Prince George	1,282	1,801	13,543	16,626	254	910	5,555	6,719	23,345
Prince Rupert	309	514	4,180	5,003	38	142	1,212	1,392	6,395
Princeton	24	32	789	845	2	25	418	445	1,290
Quesnel	161	255	3,299	3,715	40	180	1,785	2,005	5,720
Revelstoke	245	129	1,918	2,292	56	65	779	900	3,192
Roseland	31	18	1,032	1,081	1	11	236	248	1,329
Salmon Arm	268	180	3,269	3,717	87	73	1,525	1,685	5,402
Smithers	96	297	2,269	2,662	17	151	1,329	1,497	4,159
Terrace	146	385	2,866	3,397	33	265	1,416	1,714	5,111
Trail	437	944	6,872	8,253	36	197	1,358	1,591	9,844
Vancouver ²	4,186	12,518	89,146	105,850	261	1,945	16,257	18,463	124,313
Vancouver East ²	2,467	8,563	52,706	63,736	151	2,822	7,449	10,422	74,158
Vancouver-Pt. Grey ²	1,488	4,941	34,607	41,036	40	270	2,308	2,618	43,654
Vanderhoof	87	123	1,429	1,639	55	68	1,069	1,192	2,831
Vernon	418	987	8,599	10,004	106	409	3,834	4,349	14,353
Victoria ³	2,572	5,857	84,842	93,271	167	1,650	16,927	18,744	112,015
Williams Lake	228	351	4,055	4,634	69	287	2,756	3,112	7,746
Totals	26,710	62,717	575,364	664,791	3,576	16,433	133,312	153,321	818,112

¹ New Westminster (includes temporary office at Burnaby during rush period and mail-order issuance to New Westminster area from Victoria): Passenger, 70,337; commercial, 9,367.

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 842 commercial plates issued for National Defence vehicles that operate throughout British Columbia; issuance at Sechelt, Squamish, and Pemberton, which account through Vancouver, has been deducted): Passenger, 219,736; commercial, 30,356.

³ Victoria (does not include mail-order issuance to other areas; does not include 1,346 passenger and 4,419 commercial plates issued for Provincial Government vehicles that operate throughout British Columbia; does not include 468 commercial plates issued for National Defence vehicles that operate throughout British Columbia; issuance of 257 commercial plates to pro-rated vehicles has been deducted): Passenger, 71,080; commercial, 10,077.

REVENUE

Revenue collected by the Motor-vehicle Branch from licences, permits, and other services, and in the payment of social services tax, increased by 7.4 per cent to \$29,468,385.54 in the 1966 licence-year. The increase was \$1,952,088.30 over the 1965 total of \$27,516,297.24. Social services tax collections amounted to \$2,452,210.51, as compared to \$2,351,436.65 in 1965. These collections cover motor-vehicles 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 67.19 per cent of the total collections, in the amount of \$19,803,195.96. 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 32.81 per cent. These percentages show no appreciable change of the 1965 licence-year figures.

The locations of Motor-vehicle Branch offices are listed below, and the 1966 revenue collection at each office is shown:—

Vancouver	\$4,635,503.92
Victoria	3,650,958.77
Vancouver East	2,672,361.39
New Westminster	2,494,754.43
Vancouver-Point Grey	1,271,352.52
Cloverdale	935,062.00
North Vancouver	926,649.23
Kamloops	779,024.41
Chilliwack	645,500.37
Dawson Creek	547,797.26
Haney	391,538.90
Abbotsford	374,591.19
Trail	312,280.83
Mission	165,820.74
Total	\$19,803,195.96

REFUNDS

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

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

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

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

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

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

The following table sets out the number of refunds and the amount of money refunded in the 1966 licence-year:—

Type of Refund	Number	Amount
Drivers' licences	1,282	\$4,118.00
Motor-vehicle licences, general refunds—		
<i>Motor-vehicle Act</i> —passenger	1,548	\$11,820.34
Dealers' licences	41	309.53
Drivers' general	297	1,443.00
Chauffeurs' licences	17	31.00
<i>Department of Commercial Transport Act</i> —commercial	325	18,177.34
	2,228	31,781.21
Relinquishment refunds—		
<i>Motor-vehicle Act</i> —passenger	6,678	\$44,063.00
<i>Department of Commercial Transport Act</i> —		
Regular commercial	887	30,105.25
Farm commercial	43	717.14
	7,608	74,885.39
Seasonal refunds—		
<i>Motor-vehicle Act</i> —passenger	300	\$1,712.35
<i>Department of Commercial Transport Act</i> —		
Regular commercial	310	14,472.52
Farm commercial	66	1,322.75
	676	17,507.62
Refunds on transfers—		
<i>Department of Commercial Transport Act</i> —		
Regular commercial	275	\$60,813.13
Farm commercial	43	2,498.75
	318	63,311.88
Totals	12,112	\$191,604.10

2. ACCIDENTS AND CONVICTIONS

MOTOR-VEHICLE ACCIDENTS

The following table gives a summary of the accident frequency during the period 1957 to 1966:—

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
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
1966	817,348	44,177	54.05	19,449	520	6.4	592.91	7.60	445	6.51

Statistical Summary of Motor-vehicle accidents in

CITIES

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Alberni							71	41	—42.0
Armstrong	4		—100.0	1		—100.0	15	3	—80.0
Chilliwack	4	1	—75.0	3	1	—66.0	106	117	10.0
Courtenay	2	1	—50.0	2	1	—50.0	22	43	95.0
Cranbrook	1	1		1	1		34	35	3.0
Dawson Creek							39	36	—7.0
Duncan	3	3		3	3		68	55	—13.0
Enderby							11	7	—36.0
Fernie							3	4	33.0
Grand Forks	1	1		1	1		7	7	
Greenwood							1	19	1,800.0
Kamloops	3	3		3	3		115	123	6.0
Kaslo							1	4	300.0
Kelowna	4	3	—25.0	4	3	—25.0	120	127	5.0
Kimberley							11	19	72.0
Nanaimo	3		—100.0	3		—100.0	125	125	
Nelson							19	33	73.0
New Westminster	3	6	100.0	3	6	100.0	412	483	17.0
North Vancouver	1	6	500.0	1	4	300.0	210	258	22.0
Penticton	3	6	100.0	3	5	66.0	92	102	10.0
Port Alberni	2	1	—50.0	2	1	—50.0	57	89	56.0
Port Coquitlam	2	1	—50.0	2	1	—50.0	88	103	17.0
Port Moody	3		—100.0	2		—100.0	46	37	—19.0
Prince George	7	4	—43.0	6	4	—33.0	204	198	—2.0
Prince Rupert		2	100.0		2	100.0	55	105	90.0
Revelstoke							28	29	3.0
Rossland	1		—100.0	1		—100.0	14	10	—28.0
Salmon Arm	2		—100.0	2		—100.0	37	4	—89.0
Slocan									
Trail		1	100.0		1	100.0	56	40	—28.0
Vancouver	40	51	27.0	40	48	20.0	4,769	4,933	3.0
Vernon	2		—100.0	2		—100.0	74	89	20.0
Victoria	10	4	—60.0	10	4	—60.0	600	618	3.0
White Rock	1	1		1	1		31	33	6.0
Totals	102	96	—5.0	96	90	—6.0	7,541	7,929	5.0

The year 1966 saw another increase in the number of motor-vehicle accidents. There were 520 persons killed, compared to 500 in 1965, which is an increase of 4 per cent. Fatal accidents totalled 445, compared to 421 in 1965, this being an increase of 5.7 per cent.

In 1966 the reportable motor-vehicle accidents totalled 44,187, an increase of 3,925 or 9.7 per cent over the 1965 total of 40,262. There were 19,451 persons injured in 12,690 accidents, compared to 17,589 persons injured in 11,557 accidents in 1965, which is an increase of 10.6 per cent in the number of persons injured and an increase of 9.1 per cent in the number of injury accidents.

Accidents resulting in property damage increased from 28,284 in 1965 to 31,052 in 1966, an increase of 2,768 or 9.8 per cent. The property damage as a result of these accidents amounted to \$26,196,227, which is an increase of \$3,570,530.55 or 15.8 per cent.

The preceding table shows an increase in the accidents per 1,000 vehicles registered, but shows decreases in deaths per 10,000 vehicles registered, in deaths per 100 million miles, and in fatal accidents per 100 million miles driven. The average property damage increased considerably over the previous year.

The following tables set out accident statistics of the various cities, municipalities, villages, and districts in British Columbia for 1965 and 1966:—

the Province for the Calendar Years 1965 and 1966

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
47	31	—34.0	214	200	—6.0	123	119	—3.0	\$65,470.43	\$61,988.70	—5.0
6	2	—66.0	42	20	—52.0	25	13	—48.0	19,104.12	6,200.00	—67.0
73	80	9.0	386	416	7.0	235	237	0.85	110,551.05	119,608.06	8.0
15	27	80.0	208	260	25.0	117	141	20.0	56,258.20	59,770.91	6.0
26	24	—7.0	172	188	9.0	96	103	7.0	40,906.71	44,864.98	9.0
28	29	3.0	244	361	47.0	134	191	42.0	63,486.97	76,555.64	20.0
45	37	—17.0	281	302	7.0	166	176	6.0	89,387.93	83,901.23	—6.0
9	5	—44.0	24	17	—29.0	17	11	—35.0	11,425.00	4,846.45	—57.0
2	4	100.0	51	46	—9.0	27	23	—14.0	11,590.72	8,227.50	—29.0
5	5	—	42	39	—7.0	26	21	—19.0	15,017.85	14,085.00	—6.0
1	11	1,000.0	12	41	241.0	8	27	237.0	4,375.00	20,233.94	362.0
82	84	2.0	762	720	—5.0	401	385	—3.0	189,801.30	201,016.76	5.0
1	3	200.0	15	18	20.0	10	10	—	7,870.00	4,931.75	—37.0
84	92	9.0	477	599	25.0	266	325	22.0	116,269.68	138,202.60	18.0
9	15	66.0	109	143	31.0	60	76	26.0	21,364.87	30,596.54	43.0
87	82	—5.0	680	745	9.0	363	392	7.0	175,888.35	229,136.88	30.0
16	18	12.0	170	216	27.0	94	117	24.0	41,704.73	63,111.58	51.0
313	333	6.0	2,363	2,633	11.0	1,211	1,337	10.0	584,737.35	705,015.44	20.0
161	165	2.0	1,022	1,195	16.0	529	607	14.0	257,143.19	338,181.06	31.0
60	75	25.0	419	434	3.0	228	244	7.0	110,263.63	111,932.71	1.0
47	60	27.0	467	571	22.0	252	302	19.0	126,365.47	151,543.03	19.0
48	72	50.0	306	344	12.0	167	198	18.0	92,580.70	110,086.37	18.0
26	25	—3.0	126	159	26.0	75	87	16.0	36,653.18	46,247.15	26.0
144	137	—4.0	1,428	1,747	22.0	754	897	18.0	404,518.34	515,096.09	27.0
46	69	50.0	484	566	16.0	266	312	17.0	132,426.67	169,411.94	27.0
23	16	—30.0	179	179	—	98	96	—2.0	38,924.71	48,300.19	24.0
10	8	—20.0	63	71	12.0	43	38	—11.0	22,350.92	32,954.49	47.0
18	4	—77.0	117	51	—56.0	65	32	—50.0	44,968.00	14,703.79	—67.0
				3	100.0		2	100.0		1,650.00	100.0
29	28	—3.0	310	277	—10.0	166	152	—8.0	72,548.71	80,219.50	10.0
3,439	3,583	4.0	20,654	23,006	11.0	11,248	12,280	9.0	5,001,896.48	5,855,279.63	17.0
45	62	37.0	348	402	15.0	195	224	14.0	95,444.18	117,378.13	22.0
453	460	1.0	3,208	3,113	—2.0	1,661	1,579	—4.0	680,696.46	721,837.18	6.0
20	27	35.0	160	190	18.0	88	100	13.0	41,505.93	52,973.59	27.0
5,418	5,673	4.0	35,543	39,272	10.0	19,214	20,854	8.0	\$8,783,496.83	\$10,240,088.81	16.0

*Statistical Summary of Motor-vehicle Accidents in the
MUNICIPALITIES*

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Burnaby	7	17	142.0	7	15	114.0	1,038	1,222	17.0
Central Saanich		2	100.0		2	100.0	27	22	-18.0
Chilliwack	6	4	-33.0	6	4	-33.0	110	116	5.0
Coldstream								2	100.0
Coquitlam	1	10	900.0	1	9	800.0	308	287	-6.0
Delta	11	5	-54.0	10	4	-60.0	190	121	-36.0
Esquimalt		2	100.0		2	100.0	43	51	18.0
Fraser Mills								1	100.0
Glenmore								1	100.0
Kent-Agassiz	3	1	-66.0	3	1	-66.0	81	89	9.0
Langley	8	12	50.0	8	11	37.0	164	192	17.0
Maple Ridge	5	10	100.0	5	10	100.0	208	255	22.0
Matsqui	7	2	-71.0	7	2	-71.0	127	115	-9.0
Mission	2	1	-50.0	2	1	-50.0	33	54	63.0
North Cowichan									
North Vancouver	3	3		2	3	50.0	252	276	9.0
Oak Bay							76	50	-34.0
Peachland	1	1		1	1		1	2	100.0
Pitt Meadows	6		-100.0	2		-100.0	5	3	-40.0
Richmond	9	10	11.0	9	9		382	563	47.0
Saanich	6	5	-16.0	6	4	-33.0	288	335	16.0
Salmon Arm		1	100.0		1	100.0	21	18	-14.0
Sumas	2	5	150.0	2	4	100.0	83	75	-9.0
Summerland		1	100.0		1	100.0	6	25	316.0
Surrey	24	21	-12.0	21	20	-4.0	759	865	13.0
Tadanac		1	100.0		1	100.0	4	8	100.0
West Vancouver	9	5	-44.0	8	5	-37.0	284	310	9.0
Kitimat		2	100.0		2	100.0	33	48	45.0
Powell River	1	2	100.0	1	2	100.0	37	59	59.0
Totals	111	123	10.0	101	114	12.0	4,560	5,165	13.0

Province for the Calendar Years 1965 and 1966—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
697	810	16.0	4,545	5,392	18.0	2,425	2,804	15.0	\$1,203,873.60	\$1,580,595.61	31.0
15	10	—33.0	57	59	3.0	35	40	14.0	24,726.89	26,817.49	8.0
62	60	—3.0	327	255	—22.0	211	170	—19.0	188,746.92	107,550.32	—43.0
	1	100.0		1	100.0		1	100.0		300.00	100.0
201	201	—	1,057	957	—9.0	558	540	—3.0	345,746.85	363,341.63	5.0
104	76	—26.0	472	455	—3.0	292	284	—2.0	195,583.18	206,673.53	5.0
31	36	16.0	294	274	—6.0	160	149	—6.0	55,225.17	58,175.33	5.0
	1	100.0	4	5	25.0	2	3	50.0	809.54	950.00	17.0
	1	100.0		2	100.0		2	100.0		966.00	100.0
43	47	9.0	145	162	11.0	99	105	6.0	69,034.36	65,639.40	4.0
87	114	31.0	362	473	30.0	230	298	29.0	145,154.52	200,188.46	37.0
128	146	14.0	605	609	0.66	360	361	0.27	174,936.61	222,205.01	27.0
78	66	—15.0	315	344	9.0	198	214	8.0	133,749.79	111,916.79	—16.0
25	25	—	107	91	—14.0	70	62	—11.0	35,170.91	42,464.66	20.0
169	186	10.0	1,133	1,207	6.0	603	655	8.0	317,088.01	388,327.93	22.0
53	39	—26.0	294	261	—11.0	164	143	—12.0	64,529.77	61,832.36	—4.0
	1	100.0	3	19	533.0	2	12	500.0	2,400.00	6,355.00	164.0
2	2	—	11	12	9.0	8	8	—	6,340.00	3,345.00	—47.0
264	369	39.0	1,492	1,785	19.0	828	995	20.0	403,387.49	521,172.02	29.0
214	232	8.0	1,240	1,266	2.0	710	713	0.42	385,464.29	348,381.24	—9.0
12	9	—25.0	77	85	10.0	46	53	15.0	25,915.93	29,684.25	14.0
46	42	—8.0	177	168	—5.0	120	118	—1.0	82,526.94	80,630.89	—2.0
5	16	220.0	54	70	29.0	36	48	33.0	19,123.98	25,387.18	32.0
423	533	26.0	2,307	2,650	14.0	1,301	1,475	13.0	758,668.02	881,807.64	16.0
4	6	50.0	15	44	193.0	9	26	188.0	5,055.00	13,467.70	166.0
173	190	9.0	1,122	1,264	12.0	605	664	9.0	302,070.22	368,851.76	22.0
24	32	33.0	216	288	33.0	121	158	30.0	57,627.88	105,120.08	82.0
32	43	34.0	258	345	33.0	146	199	36.0	64,318.73	92,981.81	44.0
2,892	3,294	13.0	16,689	18,543	11.0	9,339	10,300	10.0	\$5,067,274.60	\$5,915,129.09	16.0

Statistical Summary of Motor-vehicle Accidents in the

VILLAGES

Place of Occurrence	Killed			Fatal Accidents			Injured		
	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Abbotsford	1		—100.0	1		—100.0	26	52	100.0
Alert Bay							8	6	—25.0
Ashcroft								1	100.0
Burns Lake							3	6	100.0
Campbell River	2	1	—50.0	2	1	—50.0	54	66	22.0
Castlegar	1	1		1	1		14	17	21.0
Chapman Camp									
Comox							2	2	
Cranberry Lake								1	100.0
Creston							8	5	—37.0
Cumberland							6	1	—83.0
Fort St. John	1		—100.0	1		—100.0	15	23	53.0
Fruitvale							7	3	—57.0
Gibsons Landing							6	8	33.0
Hope	1	1		1	1		6	17	183.0
Invermere							8	6	—25.0
Ladysmith	1	1		1	1		8	8	
Lake Cowichan	1		—100.0	1		—100.0	17	16	—5.0
Lillooet							1	1	
Lytton		1	100.0		1	100.0	5	3	—40.0
McBride							1	2	100.0
Marysville									
Merritt							2	12	500.0
Mission							10	15	50.0
New Denver							1	4	300.0
North Kamloops	1	2	100.0	1	2	100.0	44	40	—9.0
Oliver	1		—100.0	1		—100.0	6	9	50.0
Osoyoos	1		—100.0	1		—100.0	9	3	—66.0
Parksville	1		—100.0	1		—100.0		8	100.0
Pouce Coupe									
Princeton	1		—100.0	1		—100.0	4		—100.0
Qualicum Beach	1	2	100.0	1	1		12	6	—50.0
Quesnel		3	100.0		3	100.0	18	37	105.0
Salmo							4		—100.0
Sidney							9	12	33.0
Smithers		1	100.0		1	100.0	9	6	—33.0
Squamish							37	20	—45.0
Stewart							1	1	
Terrace							33	52	57.0
Tofino							11	5	—54.0
Vanderhoof	1		—100.0	1		—100.0	8	12	50.0
Westview									
Williams Lake	1	1		1	1		29	15	—48.0
Sechelt		1	100.0		1	100.0	8	3	—62.0
Fort St. James							2	6	200.0
Hazelton							2	1	—50.0
Kinnaird							1	2	100.0
Lumby		1	100.0		1	100.0	3	2	—33.0
Montrose									
Pemberton							16	9	—43.0
Warfield									
Golden	1	2	100.0	1	2	100.0	5	6	20.0
Totals	17	18	5.0	17	17		479	530	10.0

Province for the Calendar Years 1965 and 1966—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
14	35	150.0	146	222	52.0	83	133	60.0	\$37,522.09	\$80,230.17	113.0
6	4	—33.0	20	9	—55.0	14	7	—50.0	3,898.00	1,215.00	—68.0
	1	100.0	24	8	—66.0	13	5	—61.0	4,163.00	3,205.00	—23.0
3	4	33.0	21	45	114.0	13	27	107.0	6,142.07	14,033.45	128.0
39	49	25.0	290	389	34.0	162	216	33.0	96,823.17	103,945.06	7.0
8	13	62.0	97	110	13.0	53	56	5.0	18,650.52	26,724.60	43.0
				2	100.0		2	100.0		800.00	100.0
2	2		10	17	70.0	8	12	50.0	3,510.00	5,594.30	59.0
	1	100.0		12	100.0		7	100.0		4,575.50	100.0
6	4	—33.0	49	61	24.0	30	34	13.0	12,683.51	9,534.62	—24.0
5	1	—80.0	28	26	—7.0	20	15	—25.0	28,110.00	7,383.97	—73.0
13	18	38.0	153	197	28.0	85	105	23.0	37,464.20	50,505.99	34.0
4	3	—25.0	24	23	—4.0	17	15	—11.0	9,039.30	3,755.00	—58.0
5	3	—40.0	29	24	—17.0	19	16	—15.0	6,856.35	10,335.00	50.0
5	8	60.0	63	82	30.0	34	44	29.0	25,256.70	23,477.28	—7.0
4	2	—50.0	33	11	—66.0	21	7	—66.0	9,255.00	2,792.30	—69.0
3	7	133.0	39	62	58.0	23	33	43.0	14,729.00	11,534.17	—21.0
10	8	—20.0	39	43	10.0	25	28	12.0	14,393.19	17,788.69	23.0
1	1		13	20	53.0	9	10	11.0	1,720.00	3,604.00	109.0
4	2	—50.0	12	11	—8.0	10	8	—20.0	23,485.00	4,775.00	—79.0
1	1		7	12	71.0	4	6	50.0	1,650.50	1,899.00	15.0
			3	2	—33.0	1	1		307.00	160.00	—47.0
2	9	350.0	32	50	56.0	18	30	66.0	7,584.00	17,875.73	135.0
9	11	22.0	62	87	40.0	35	48	37.0	12,091.67	20,641.51	70.0
1	2	100.0	12	4	—66.0	7	3	—57.0	2,902.00	2,200.00	—24.0
31	26	—16.0	183	161	—12.0	95	89	—6.0	49,260.56	45,189.33	—8.0
6	5	—16.0	22	40	81.0	15	23	53.0	6,861.21	13,050.00	90.0
6	2	—66.0	30	23	—23.0	20	13	—35.0	11,225.44	5,985.90	—46.0
	4	100.0	2	24	1,100.0	1	13	1,200.0		36,130.00	100.0
			2	2		1	1		335.00	456.00	36.0
5		—100.0	27	15	—44.0	18	10	—44.0	8,408.39	3,938.72	—53.0
8	4	—50.0	36	34	—5.0	22	23	4.0	10,190.00	10,409.67	2.0
13	18	38.0	176	178	1.0	96	94	—2.0	46,289.82	47,660.99	2.0
3		—100.0	17	11	—35.0	9	6	—33.0	5,044.00	2,004.75	—60.0
5	8	60.0	34	46	35.0	21	27	28.0	11,295.00	19,870.82	75.0
8	5	—37.0	51	82	60.0	27	46	70.0	12,416.33	19,763.94	59.0
20	11	—45.0	105	69	—34.0	64	43	—32.0	50,260.00	21,625.00	—56.0
1	1		3	2	—33.0	2	1	—50.0	770.00	1,100.00	42.0
28	40	42.0	270	347	28.0	154	204	32.0	92,384.99	107,768.19	16.0
6	3	—50.0	17	29	70.0	15	19	26.0	9,500.00	11,415.00	20.0
7	4	—42.0	36	51	41.0	21	27	28.0	9,246.68	15,906.88	72.0
				4	100.0		2	100.0		800.00	100.0
16	13	—18.0	138	113	—18.0	75	62	—17.0	50,756.64	31,843.45	—37.0
5	3	—40.0	17	18	5.0	11	12	9.0	6,430.20	3,220.20	—49.0
2	4	100.0	11	22	100.0	6	13	116.0	4,410.00	4,349.44	—1.0
2	1	—50.0	15	20	33.0	10	13	30.0	5,031.00	6,340.00	26.0
1	2	100.0	15	8	—46.0	9	5	—44.0	3,570.00	1,072.00	—69.0
3	2	—33.0	9	12	33.0	8	7	—12.0	3,273.00	4,200.00	28.0
				5	100.0		3	100.0		1,828.20	100.0
11	5	—54.0	29	38	31.0	23	30	30.0	14,479.13	13,055.00	—9.0
5	3	—40.0	41	65	58.0	24	38	58.0	19,696.52	16,126.27	—18.0
337	353	4.0	2,492	2,948	18.0	1,451	1,692	16.0	\$809,370.18	\$873,695.09	7.0

Statistical Summary of Motor-vehicle Accidents in the

UNORGANIZED

R.C.M.P. Detachment	Killed			Fatal Accidents			Injured		
	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Alberni		1	100.0		1	100.0	63	62	—1.0
Alert Bay	1		—100.0	1		—100.0	5	4	—20.0
Alexis Creek							9	18	100.0
Armstrong		1	100.0		1	100.0	14	24	71.0
Ashcroft	9	12	33.0	7	10	42.0	61	65	6.0
Atlin							1	3	200.0
Barkerville									
Bella Coola	1		—100.0	1		—100.0	5	5	
Blue River	5		—100.0	1		—100.0	22	48	118.0
Boston Bar	5	6	20.0	5	2	—60.0	39	58	48.0
Bralorne							1	1	
Britannia Beach							1	2	100.0
Burnaby								1	100.0
Burns Lake	5	3	—40.0	2	3	50.0	69	59	—14.0
Campbell River	2	4	100.0	2	4	100.0	85	114	34.0
Castlegar	6	1	—83.0	4	1	—75.0	65	76	16.0
Chase	3	4	33.0	2	3	50.0	39	48	23.0
Chemainus	2	2		2	2		31	73	135.0
Chilliwack	1	2	100.0	1	2	100.0	37	34	—8.0
Clinton	10	4	—60.0	7	3	—57.0	40	55	37.0
Cloverdale							1		—100.0
Colwood	1	6	500.0	1	6	500.0	156	193	23.0
Coquitlam							14		—100.0
Courtenay	7	1	—85.0	5	1	—80.0	57	99	73.0
Cranbrook	5	6	20.0	5	4	—20.0	70	87	24.0
Crescent Valley							31	38	22.0
Creston	3	3		3	3		75	75	
Dawson Creek	4	1	—75.0	3	1	—66.0	68	63	—7.0
Duncan	3		—100.0	3		—100.0	92	70	—23.0
Enderby	1	1		1	1		28	28	
Falkland	1	1		1	1		21	39	85.0
Fernie		3	100.0		2	100.0	21	36	71.0
Field	5		—100.0	1		—100.0	17	21	23.0
Fort Nelson	3	2	—33.0	3	2	—33.0	121	100	—17.0
Fort St. James	2		—100.0	1		—100.0	16	6	—62.0
Fort St. John	3	5	66.0	3	4	33.0	78	99	26.0
Fruitvale	3		—100.0	2		—100.0	24	30	25.0
Ganges		1	100.0		1	100.0	19	29	52.0
Gibsons Landing		1	100.0		1	100.0	31	31	
Golden	6	5	—16.0	3	3		53	78	47.0
Grand Forks	2	4	100.0	2	4	100.0	34	47	38.0
Greenwood		4	100.0		1	100.0	28	12	—57.0
Harrison Hot Springs							4		—100.0
Hazelton	4	2	—50.0	4	2	—50.0	34	18	—47.0
Hope	4	10	150.0	4	6	50.0	139	207	48.0
100 Mile House	5	2	—60.0	4	2	—50.0	64	72	12.0
Invermere	11	2	—81.0	3	2	—33.0	64	44	—31.0
Kamloops	8	18	125.0	8	12	50.0	192	239	24.0
Kaslo	3	2	—33.0	2	1	—50.0	18	33	83.0
Kelowna	4	3	—25.0	4	3	—25.0	109	132	21.0
Keremeos	1	1		1	1		26	33	26.0
Kimberley	1	1		1	1		49	41	—16.0
Kitimat	2		—100.0	1		—100.0	19	20	5.0
Ladysmith	1	2	100.0	1	2	100.0	49	49	
Lake Cowichan		1	100.0		1	100.0	24	29	20.0
Langley							40	36	—10.0
Lillooet	3	1	—66.0	2	1	—50.0	40	43	7.0
Lumby							26	9	—65.0
Lytton	3	7	133.0	2	5	150.0	44	55	25.0
McBride	1		—100.0	1		—100.0	7	4	—42.0
Masset							10	2	—80.0
Merritt	4	3	—25.0	4	2	—50.0	33	60	81.0
Mission	1	1		1	1		15	14	—6.0
Nakusp		1	100.0		1	100.0	31	41	32.0
Nanaimo	9	11	22.0	8	6	—25.0	187	151	—19.0
Natal	1	1		1	1		9	15	66.0

Province for the Calendar Years 1965 and 1966—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
38	36	—5.0	169	225	33.0	125	160	28.0	\$84,018.00	\$105,176.76	25.0
3	2	—33.0	13	15	15.0	8	11	37.0	6,800.00	6,016.00	—11.0
7	7	—	38	51	34.0	29	35	20.0	14,139.16	21,871.00	54.0
6	11	83.0	50	64	28.0	34	40	17.0	24,148.50	32,555.10	34.0
31	34	9.0	152	164	7.0	107	118	10.0	99,223.99	145,213.59	46.0
1	2	100.0	5	10	100.0	3	6	100.0	2,050.00	14,900.00	626.0
			1		—100.0	1		—100.0	300.00		—100.0
5	4	—20.0	35	38	8.0	23	24	4.0	11,977.00	10,721.10	—10.0
19	33	73.0	113	152	34.0	82	112	36.0	41,540.15	78,258.20	88.0
26	28	7.0	146	155	6.0	99	99	—	134,673.28	115,581.57	—14.0
1	1	—	4	2	—50.0	2	1	—50.0	630.00	300.00	—52.0
1	1	—	1	3	200.0	1	2	100.0	800.00	1,150.00	43.0
				6	100.0		3	100.0		2,490.00	100.0
44	34	—22.0	178	154	—13.0	126	106	—15.0	91,216.05	99,705.74	9.0
49	66	34.0	224	344	53.0	151	230	52.0	218,348.23	180,948.25	—17.0
37	47	27.0	198	221	11.0	130	152	16.0	97,810.66	118,756.70	21.0
27	21	—22.0	93	104	11.0	68	74	8.0	100,872.37	71,593.79	—29.0
24	43	79.0	148	168	13.0	96	109	13.0	49,448.97	70,377.46	42.0
23	21	—8.0	82	97	18.0	57	58	1.0	34,504.52	48,548.70	40.0
17	28	64.0	132	175	32.0	99	123	24.0	88,510.94	110,829.63	25.0
1		—100.0	5	1	—80.0	3	1	—66.0	1,410.00	474.00	—66.0
106	110	3.0	512	508	—0.78	316	320	1.0	189,884.97	230,270.62	21.0
10		—100.0	31	7	—77.0	19	4	—78.0	11,913.25	2,030.00	—82.0
37	66	78.0	284	317	11.0	184	210	14.0	115,456.98	141,247.89	22.0
39	39	—	150	170	13.0	114	134	17.0	76,684.08	92,872.87	21.0
16	27	68.0	81	130	60.0	54	88	62.0	30,626.82	59,426.20	94.0
45	44	—2.0	216	189	—12.0	161	147	—8.0	86,590.62	82,165.39	—5.0
34	32	—5.0	154	166	7.0	107	111	3.0	164,716.62	82,998.89	—49.0
52	44	—15.0	261	270	3.0	161	169	4.0	96,517.92	105,578.02	9.0
17	13	—23.0	70	63	—10.0	46	45	—2.0	24,728.80	34,002.07	37.0
13	19	46.0	69	92	33.0	50	67	34.0	33,498.00	48,110.00	43.0
13	21	61.0	62	67	8.0	48	52	8.0	18,103.50	37,541.57	107.0
8	14	75.0	58	35	—39.0	38	24	—36.0	38,326.00	23,955.00	—37.0
58	61	5.0	276	281	1.0	198	214	8.0	322,846.21	291,338.50	—9.0
4	5	25.0	34	25	—26.0	24	19	—20.0	19,013.00	10,990.00	—42.0
53	63	18.0	358	362	1.0	225	227	0.88	273,179.85	236,926.70	—13.0
16	18	12.0	88	76	—13.0	56	50	—10.0	35,283.62	30,897.61	—12.0
14	16	14.0	49	61	24.0	39	47	20.0	13,649.00	23,590.08	72.0
19	19	—	94	124	31.0	65	79	21.0	27,707.21	33,636.45	21.0
35	49	40.0	232	221	—4.0	166	156	—6.0	154,454.24	120,412.41	—22.0
24	31	29.0	115	130	13.0	88	104	18.0	83,090.00	84,470.55	1.0
20	10	—50.0	90	50	—44.0	71	40	—43.0	47,345.55	23,407.00	—50.0
1		—100.0	6		—100.0	3		—100.0	3,785.00		—100.0
19	13	—31.0	105	109	3.0	73	78	6.0	46,217.82	64,906.45	40.0
73	95	30.0	364	447	22.0	236	278	17.0	245,950.86	233,817.69	—4.0
40	46	15.0	237	264	11.0	166	205	23.0	127,970.92	207,631.16	62.0
32	20	—37.0	157	134	—14.0	113	98	—13.0	87,724.00	53,227.00	—39.0
112	139	24.0	615	573	—6.0	400	382	—4.0	278,685.28	330,567.76	18.0
13	20	53.0	72	64	—11.0	52	52	—	47,848.00	36,689.19	—23.0
65	82	26.0	350	377	7.0	226	244	7.0	125,644.40	153,422.09	22.0
15	17	13.0	72	90	25.0	52	66	26.0	46,953.29	42,995.51	—8.0
27	21	—22.0	115	104	—9.0	85	74	—12.0	83,232.72	41,051.62	—50.0
11	13	18.0	97	61	—37.0	58	45	—22.0	30,725.08	27,366.00	—10.0
28	25	—10.0	108	156	44.0	72	95	31.0	50,435.12	61,156.89	21.0
15	20	33.0	87	104	19.0	61	77	26.0	36,686.73	49,016.85	33.0
16	28	75.0	101	121	19.0	66	86	30.0	31,879.64	41,587.14	30.0
22	22	—	97	87	—10.0	69	64	—7.0	39,690.89	38,257.00	—3.0
17	6	—64.0	58	33	—43.0	44	25	—43.0	29,090.00	16,956.80	—41.0
25	31	24.0	101	117	15.0	79	88	11.0	65,486.82	87,455.46	33.0
2	3	50.0	22	29	31.0	15	21	40.0	15,865.00	13,350.50	—15.0
4	1	—75.0	17	14	—17.0	12	11	—8.0	5,115.86	5,170.00	1.0
23	35	52.0	150	160	6.0	105	115	9.0	59,327.93	86,830.67	46.0
7	11	57.0	67	76	13.0	46	54	17.0	24,248.66	31,469.60	29.0
23	28	21.0	119	128	7.0	80	88	10.0	34,146.63	54,117.98	58.0
113	81	—28.0	447	356	—20.0	264	215	—18.0	179,875.70	170,141.24	—5.0
5	10	100.0	41	49	19.0	28	34	21.0	22,637.00	18,044.50	—20.0

Statistical Summary of Motor-vehicle Accidents in the
UNORGANIZED

R.C.M.P. Detachment	Killed			Fatal Accidents			Injured		
	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease
			Per Cent			Per Cent			Per Cent
Nelson	5	1	—80.0	4	1	—75.0	49	54	10.0
New Denver	2		—100.0	2		—100.0	18	8	—55.0
Ocean Falls							6	9	50.0
Oliver							34	35	2.0
Osoyoos	2	1	—50.0	2	1	—50.0	31	38	22.0
Parksville		3	100.0		3	100.0		9	100.0
Penticton	1	2	100.0	1	2	100.0	37	49	32.0
Port Alberni							11	10	—9.0
Port Alice							4	14	250.0
Port Edward	3	3		3	2	—33.0	48	38	—20.0
Powell River		3	100.0		3	100.0	26	39	50.0
Prince George	19	21	10.0	19	17	—10.0	324	425	31.0
Prince Rupert		2	100.0		2	100.0	11	13	18.0
Princeton	4	7	75.0	2	7	250.0	57	127	122.0
Qualicum	6		—100.0	3		—100.0	79	96	21.0
Quesnel	7	4	—42.0	5	4	—20.0	164	148	—9.0
Queen Charlotte							8	3	—62.0
Red Pass		1	100.0		1	100.0	18	16	—11.0
Revelstoke	1	13	1,200.0	1	11	1,000.0	83	120	44.0
Rossland		3	100.0		3	100.0	5	1	—80.0
Salmo	2		—100.0	2		—100.0	36	54	50.0
Salmon Arm	1	2	100.0	1	1		17	31	82.0
Sechelt							13	46	253.0
Shawnigan Lake	4	7	75.0	4	3	—25.0	84	36	—57.0
Sicamous	1	1		1	1		50	44	—12.0
Sidney							36	25	—30.0
Smithers		6	100.0		5	100.0	81	102	25.0
Sooke	1	1		1	1		42	51	21.0
Spences Bridge	1	2	100.0	1	2	100.0	27	46	70.0
Squamish	3		—100.0	3		—100.0	89	126	41.0
Stewart							3	2	—33.0
Summerland		4	100.0		3	100.0	19	33	73.0
Telegraph Creek							2	1	—50.0
Terrace	18	7	61.0	7	4	—42.0	84	63	—25.0
Trail	3	4	33.0	3	4	33.0	45	47	4.0
Ucluelet	1	4	300.0	1	2	100.0	19	13	—31.0
Union Bay							1		—100.0
University		3	100.0		2	100.0	63	66	4.0
Vanderhoof	6	7	16.0	5	5		50	70	40.0
Vernon	8	4	—50.0	6	4	—33.0	63	103	63.0
Williams Lake	4	9	125.0	4	9	125.0	137	122	—10.0
Zeballos									
Port Hardy							18	24	33.0
Wells	1	1		1	1		7	7	
Bowen Island								2	100.0
Cumberland	1	3	200.0	1	2	100.0	32	22	—31.0
Lions Gate							42	98	133.0
Pattullo Bridge Patrol		1	100.0		1	100.0	46	62	34.0
Totals	270	283	4.0	207	224	8.0	4,994	5,826	16.0

Province for the Calendar Years 1965 and 1966—Continued

Injury Accidents			Vehicles Involved			Accidents Reported			Property Damage		
1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease	1965	1966	Increase or (—) Decrease
		Per Cent			Per Cent			Per Cent			Per Cent
29	33	13.0	118	147	24.0	90	109	21.0	\$65,475.00	\$84,445.80	28.0
12	8	—33.0	45	33	—26.0	35	26	—25.0	17,825.00	16,785.00	—5.0
4	9	125.0	16	24	50.0	12	18	50.0	4,085.00	7,860.00	92.0
25	25	—	81	103	27.0	61	69	13.0	42,740.93	53,007.23	24.0
16	21	31.0	96	106	10.0	68	72	5.0	43,897.60	53,257.43	21.0
	4	100.0	2	19	850.0	1	14	1,300.0	425.00	10,680.00	2,412.0
21	33	57.0	95	135	42.0	65	92	41.0	46,434.00	66,037.49	42.0
5	5	—	32	35	9.0	19	22	15.0	12,118.70	11,025.00	—9.0
4	12	200.0	42	59	40.0	29	42	44.0	15,195.00	23,705.00	56.0
33	21	—36.0	194	168	—13.0	133	121	—9.0	81,129.09	105,729.43	30.0
19	26	36.0	107	122	14.0	73	90	23.0	29,845.78	53,144.00	78.0
176	252	43.0	1,216	1,513	24.0	748	943	26.0	605,227.00	752,669.53	24.0
7	9	28.0	59	47	—20.0	35	37	6.0	29,705.00	24,564.00	—17.0
34	64	88.0	198	261	31.0	146	194	32.0	117,668.68	265,791.86	125.0
44	65	47.0	194	267	37.0	134	183	36.0	81,253.30	175,726.08	116.0
95	87	—8.0	447	431	—3.0	295	278	—5.0	308,827.91	262,565.95	—14.0
7	2	—71.0	30	24	—20.0	21	15	—28.0	6,855.00	8,298.14	21.0
8	10	25.0	35	42	20.0	26	30	15.0	17,253.00	17,190.00	—0.36
56	64	14.0	281	354	25.0	193	242	25.0	192,921.51	401,807.97	108.0
3	1	—66.0	15	30	100.0	10	19	90.0	6,550.00	10,338.35	57.0
17	31	82.0	92	93	1.0	69	72	4.0	47,012.60	56,294.86	19.0
10	18	80.0	83	125	50.0	53	81	52.0	37,998.26	50,772.11	33.0
11	26	136.0	83	107	28.0	56	77	37.0	36,545.83	49,648.92	35.0
35	23	—34.0	126	100	—20.0	89	70	—21.0	88,402.88	47,435.61	—46.0
26	24	—7.0	98	73	—25.0	70	53	—24.0	67,639.00	94,677.00	39.0
23	18	—21.0	110	93	—15.0	66	57	—13.0	32,903.65	31,239.00	—5.0
45	48	6.0	179	224	25.0	125	160	28.0	119,214.41	135,936.58	14.0
23	27	17.0	109	115	5.0	78	84	7.0	37,730.85	45,033.59	19.0
18	23	27.0	67	70	4.0	53	47	—11.0	58,583.00	80,816.00	37.0
48	77	60.0	220	337	53.0	151	229	51.0	90,195.00	159,513.03	76.0
3	2	—33.0	7	4	—42.0	7	4	—42.0	11,100.00	900.00	—91.0
15	15	—	51	71	39.0	38	49	28.0	25,239.66	47,976.00	90.0
2	1	—50.0	5	2	—60.0	5	2	—60.0	1,880.00	1,555.00	—18.0
31	38	22.0	190	195	2.0	135	143	5.0	121,932.42	144,813.16	18.0
23	19	—17.0	143	137	—4.0	89	87	—2.0	48,115.91	71,066.69	47.0
9	7	—22.0	62	62	—	44	44	—	22,158.06	27,408.07	23.0
1		—100.0	1		—100.0	1		—100.0			
42	49	16.0	282	357	26.0	151	187	23.0	75,737.86	95,622.30	26.0
32	41	28.0	165	173	4.0	120	119	—0.83	95,866.32	96,168.39	0.31
37	51	37.0	240	273	13.0	161	182	13.0	103,210.24	131,429.69	27.0
76	68	—10.0	416	379	—8.0	281	257	—8.0	215,062.70	205,333.92	—4.0
9	14	55.0	86	92	6.0	55	67	21.0	37,257.73	49,748.57	33.0
3	3	—	37	26	—29.0	25	18	—28.0	18,837.00	12,243.42	—35.0
	2	100.0	4	8	100.0	2	6	200.0	840.00	2,212.00	163.0
19	16	—15.0	71	116	63.0	55	83	50.0	47,380.60	63,884.21	34.0
22	60	172.0	231	377	63.0	106	165	55.0	63,549.05	102,572.66	61.0
31	30	—3.0	212	247	16.0	100	116	16.0	50,467.90	61,820.46	22.0
2,910	3,370	15.0	15,349	16,922	10.0	10,258	11,341	10.0	\$7,965,554.84	\$9,167,314.01	15.0

Statistical Summary of Motor-vehicle Accidents in the Province for the Year 1966

PERSONS INJURED																
1. TYPE OF ACCIDENT	Total for Same Period Last Year	Total Accidents Reported	Age-groups								Ages Not Stated	Total Injured for Same Period Last Year				
			Total Injured	Male	Female	Age-groups										
						0-4	5-14	15-19	20-29	30-39			40-49	50-64	65 and Over	
Collision with—																
1. Another vehicle	28,610	31,553	12,163	6,339	5,824	350	753	1,865	3,121	1,947	1,811	1,707	603	10,797		
2. Non-collision accident	4,415	4,822	2,741	1,887	854	67	107	772	860	347	264	235	88	2,468		
3. Fixed object	4,003	4,573	1,998	1,398	600	32	69	543	657	258	211	169	56	1,764		
4. Pedestrian	1,509	1,496	1,502 ¹	859	642	159	473	163	150	104	105	153	191	1,501		
5. Bicycle	411	365	360 ²	298	62	12	284	36	6	4	6	4	8	412		
6. Animal	651	662	105	69	36	2	12	25	21	12	21	11	1	88		
7. Motor-cycle	529	578	520 ³	488	32	—	11	371	116	14	4	4	—	487		
8. Railroad train	101	114	44	32	12	2	1	13	11	11	2	2	2	22		
9. Horse-drawn vehicle	4	1	—	—	—	—	—	—	—	—	—	—	—	4		
10. Sleigh	4	—	—	—	—	—	—	—	—	—	—	—	—	7		
11. Miscellaneous	24	22	16	12	4	1	8	5	1	—	—	—	1	37		
12. Not stated	1	1	2	2	—	—	—	—	—	—	—	—	—	2		
Totals	40,262	44,187	19,451	11,384	8,066	625	1,718	3,793	4,944	2,697	2,424	2,285	951	17,589		
PERSONS KILLED																
TYPE OF ACCIDENT	Total Killed	Fe- male	Age-groups								Totals for Year to Date				Totals for Same Period Last Year	
			Total Killed	Male	0-4	5-14	15-19	20-29	30-39	40-49	50-64	65 and Over	Total Killed for Same Period Last Year	Acci- dents	Injured	Killed
Collision with—																
1. Another vehicle	186	64	122	7	6	27	39	25	29	36	17	166	31,553	12,163	186	28,610
2. Non-collision accident	118	31	87	2	1	26	36	14	15	19	5	126	4,822	2,741	118	4,415
3. Fixed object	68	9	59	—	1	17	17	12	9	8	4	71	4,573	1,998	68	4,003
4. Pedestrian	118	43	75	7	23	8	7	4	6	22	41	100	1,496	1,502	118	1,509
5. Bicycle	8	—	8	—	5	1	—	—	—	—	1	10	365	360	8	411
6. Animal	2	2	—	—	—	—	—	2	—	—	—	1	662	105	2	651
7. Motor-cycle	15	—	15	—	—	9	4	—	—	—	—	17	578	520	15	529
8. Railroad train	4	—	4	—	—	1	1	—	1	1	—	7	114	44	4	101
9. Horse-drawn vehicle	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	4
10. Sleigh	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7
11. Miscellaneous	1	—	1	—	1	—	—	—	—	—	—	—	22	16	1	—
12. Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	2	—	—
Totals	520	371	149	16	37	89	105	57	60	87	68	500	44,187	19,451	520	40,262
															17,589	500

¹ Forty-eight persons other than pedestrians injured in pedestrian accidents. ² Five persons other than bicyclists injured in bicycle accidents. ³ One hundred and forty-one motor-cyclists injured in other than motor-cycle accidents.

*Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1966—Continued*

2. HOUR OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
12 to 1 a.m.	1,733	25	518	1,190
1 to 2 a.m.	1,416	22	415	979
2 to 3 a.m.	942	13	276	653
3 to 4 a.m.	663	14	207	442
4 to 5 a.m.	379	6	112	261
5 to 6 a.m.	348	5	101	242
6 to 7 a.m.	414	5	109	300
7 to 8 a.m.	1,417	6	339	1,072
8 to 9 a.m.	1,879	12	491	1,376
9 to 10 a.m.	1,185	11	295	879
10 to 11 a.m.	1,502	15	387	1,100
11 to 12 m.	1,691	13	421	1,257
12 to 1 p.m.	1,839	7	510	1,322
1 to 2 p.m.	2,119	12	553	1,554
2 to 3 p.m.	2,329	18	635	1,676
3 to 4 p.m.	3,028	19	902	2,107
4 to 5 p.m.	3,878	22	1,146	2,710
5 to 6 p.m.	3,959	32	1,243	2,684
6 to 7 p.m.	2,286	24	687	1,575
7 to 8 p.m.	2,585	26	805	1,754
8 to 9 p.m.	2,340	28	682	1,630
9 to 10 p.m.	2,008	31	613	1,364
10 to 11 p.m.	1,947	30	570	1,347
11 to 12 p.m.	2,299	49	672	1,578
Not stated	1	—	1	—
Totals	44,187	445	12,690	31,052

3. DAY OF OCCURRENCE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	6,004	73	1,892	4,039
2. Monday	5,237	43	1,446	3,748
3. Tuesday	5,190	39	1,466	3,685
4. Wednesday	5,131	38	1,417	3,676
5. Thursday	5,500	61	1,527	3,912
6. Friday	7,805	73	2,162	5,570
7. Saturday	9,320	118	2,780	6,422
Totals	44,187	445	12,690	31,052

4. TYPE OF VEHICLES INVOLVED	Number of Vehicles Involved			
	Total	Fatal	Personal Injury	Property Damage Only
1. Private passenger	67,068	479	18,579	48,010
2. Truck	8,191	115	1,996	6,080
3. Bus	366	1	113	252
4. Taxi	639	2	176	461
5. "Drive Yourself"	579	5	153	421
6. Motor-cycle	760	22	622	116
7. School bus	48	—	7	41
8. Ambulance	16	—	5	11
9. Not stated	18	—	6	12
Totals	77,685	624	21,657	55,404

5. RAILROAD CROSSINGS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Unguarded crossing	62	2	17	43
2. Automatic signal	17	1	3	13
3. Guarded crossing—man on duty	3	—	2	1
4. Gates not down	1	—	—	1
5. Driver disregarded signal	6	—	1	5
6. Signal not given	6	—	2	4
7. Not stated	19	—	6	13
Totals	114	3	13	80

*Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1966—Continued*

6. MANNER OF COLLISION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Angle collision	19,007	153	5,203	13,651
2. Head-on collision or head-on side-swipe	6,265	159	2,127	3,979
3. Rear-end collision	10,626	16	3,278	7,332
4. Backed into other vehicle	1,465	2	64	1,399
5. Side-swiped other vehicle going same direction	1,997	8	225	1,764
6. Not stated	4,827	107	1,793	2,927
Totals	44,187	445	12,690	31,052

7. DRIVERS INVOLVED, DESCRIPTION OF	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. Male	60,373	540	17,401	42,432
2. Female	11,370	66	3,654	7,650
3. Not stated	5,942	18	602	5,322
Totals	77,685	624	21,657	55,404

Age of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. 16 to 20 years	13,028	109	4,181	8,738
2. 21 to 24 years	10,738	118	3,150	7,470
3. 25 to 30 years	9,517	61	2,772	6,684
4. 31 to 40 years	14,226	116	4,004	10,106
5. 41 to 50 years	11,609	88	3,350	8,171
6. 51 to 60 years	8,072	74	2,306	5,692
7. 61 to 64 years	1,872	13	539	1,320
8. 65 to 69 years	1,321	14	359	948
9. 70 years and over	1,383	13	400	970
10. Not stated	5,919	18	596	5,305

Driving Experience	Total	Fatal	Personal Injury	Property Damage Only
1. Less than 3 months	1,698	19	573	1,106
2. 3 to 6 months	1,194	5	381	808
3. 6 to 12 months	1,068	1	339	728
4. 1 to 4 years	15,161	123	4,652	10,386
5. 5 years and over	52,634	458	15,114	37,062
6. Not stated	5,930	18	598	5,314

Condition of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Normal	73,608	496	20,583	52,529
2. Extreme fatigue	830	20	315	495
3. Physical defect	209	4	94	111
4. Confused by traffic	358	—	103	255
5. Ability impaired	1,326	62	407	857
6. Not known	724	39	52	633
7. Not stated	630	3	103	524

Licence of Driver	Total	Fatal	Personal Injury	Property Damage Only
1. Licensed in B.C.	67,233	533	19,648	47,052
2. Unlicensed	988	23	334	631
3. Non-resident	3,545	50	1,079	2,416
4. Not stated	5,919	18	596	5,305

*Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1966—Continued*

8. ACTION OF DRIVER CONTRIBUTING TO ACCIDENT	Number of Drivers			
	Total	Fatal	Personal Injury	Property Damage Only
1. No improper driving.....	33,153	245	10,049	22,859
2. Driving off roadway.....	6,522	104	1,817	4,601
3. Did not have right of way.....	10,475	23	2,537	7,915
4. Car standing in roadway (not parked).....	1,370	4	418	948
5. Following too close.....	5,937	4	1,948	3,985
6. On wrong side of road.....	2,288	75	582	1,631
7. Failing to signal.....	254	1	55	198
8. Through street—did not stop.....	1,247	9	419	819
9. Passing at intersection.....	360	4	92	264
10. Exceeding speed limit.....	328	26	105	197
11. Careless driving.....	5,974	88	2,331	3,555
12. Cutting in.....	2,070	2	277	1,791
13. Car ran away.....	454	—	42	412
14. Passing on curve or hill.....	86	2	31	53
15. Passing on wrong side.....	116	—	14	102
16. Hit and run.....	1,602	11	142	1,449
17. Railroad—did not stop.....	73	3	24	46
18. Cutting left corner.....	320	1	44	275
19. Parked legally.....	4,806	14	538	4,254
20. Driving through school zone.....	13	—	7	6
21. Driving through safety zone.....	168	6	150	12
Totals.....	77,685	624	21,657	55,404

9. TRAFFIC CONTROL	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. No control present.....	31,185	375	8,841	21,969
2. Police officer.....	152	—	49	103
3. Automatic traffic signal.....	5,940	15	1,866	4,059
4. Stop signs.....	4,979	18	1,303	3,658
5. Warning signs, slow signs, etc.....	1,812	36	583	1,193
Totals.....	44,187	445	12,690	31,052

10. PEDESTRIANS INVOLVED, ACTIONS OF	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Not known.....	132	15	117
2. Crossing at intersection—no signal.....	228	19	209
3. In street, not at intersection.....	192	16	176
4. Coming from behind parked or moving vehicle.....	253	9	244
5. Crossing at intersection with signal.....	84	1	83
6. Crossing street diagonally, not at intersection.....	129	10	119
7. Walking on or along highway.....	109	21	88
8. Playing in street.....	75	4	71
9. Crossing at intersection against signal.....	37	2	35
10. Not on roadway.....	40	4	36
11. Getting on or off another vehicle.....	7	1	6
12. Riding or hitching on vehicle.....	13	—	13
13. Working on car or roadway.....	27	1	26
14. Crossing intersection diagonally.....	18	2	16
15. In pedestrian crosswalk.....	225	13	212
16. Standing on safety isle.....	2	—	2
Totals.....	1,571	118	1,453

Condition of Pedestrian	Number of Pedestrians		
	Total	Fatal	Personal Injury
1. Apparently normal.....	1,238	83	1,155
2. Extreme fatigue.....	16	1	15
3. Had physical defect.....	28	4	24
4. Confused by traffic.....	50	6	44
5. Ability impaired.....	33	9	24
6. Not known.....	206	15	191
Totals.....	1,571	118	1,453

*Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1966—Continued*

11. CLASSIFICATION OF VICTIMS	Number of Victims		
	Total	Fatal	Personal Injury
1. Passengers	9,177	173	9,004
2. Drivers	8,150	200	7,950
3. Pedestrians	1,571 ¹	118	1,453
4. Bicyclists	374 ²	9	365
5. Motor-cycle drivers	576 ³	18	558
6. Others (persons in horse-drawn vehicles, etc.)	18	1	17
7. Motor-cycle passengers	104 ³	1	103
Totals	19,970	520	19,450

¹ Forty-eight persons other than pedestrians injured in pedestrian accidents.

² Five persons other than bicyclists injured in bicycle accidents.

³ One hundred and forty-one motor-cyclists injured in other than motor-cycle accidents.

12. NATURE OF INJURIES	Number of Victims		
	Total	Fatal	Personal Injury
1. Slight shock and shake-up	2,417	—	2,417
2. Fractured skull	352	183	169
3. Fractured spine	139	43	96
4. Other fractures	2,045	30	2,015
5. Other injuries (sprains, dislocations, etc.)	11,865	—	11,865
6. Internal injuries	728	220	508
7. Concussion of brain	1,077	5	1,072
8. Severe general shock with bruises and cuts	1,140	11	1,129
9. Cuts by glass (only)	170	1	169
10. Drowned	19	19	—
11. Burned	14	4	10
12. Asphyxiated	4	4	—
Totals	19,970	520	19,450

13. LIGHT CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	25,176	171	7,133	17,872
2. Darkness	12,016	198	3,491	8,327
3. Artificial light—good	3,714	42	1,062	2,610
4. Dusk or semi-darkness	2,468	21	725	1,722
5. Artificial light—poor	737	13	252	472
6. Not stated	76	—	27	49
Totals	44,187	445	12,690	31,052

14. PROPERTY DAMAGE.—Amount of property damage for period covered by this report, \$26,196,227; amount for same period last year, \$22,625,696.45.

15. CONDITION OF VEHICLES INVOLVED	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Apparently good	73,651	594	20,558	52,499
2. No chains (slippery road)	1,318	—	269	1,049
3. Brakes defective	1,016	9	310	697
4. Steering mechanism defective	341	3	120	218
5. Head-lights dim	119	—	34	85
6. Puncture or blow-out	501	2	167	332
7. Head-lights out (both)	73	—	20	53
8. Tail-light out or obscured	99	—	31	68
9. Glaring head-lights	8	—	4	4
10. Head-light out (one light)	55	2	15	38
11. Other defects	450	13	113	324
12. Not stated	54	1	16	37
Totals	77,685	624	21,657	55,404

*Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1966—Continued*

16. DIRECTION OF TRAVEL	Number of Vehicles			
	Total	Fatal	Personal Injury	Property Damage Only
1. Going straight.....	44,122	449	12,572	31,101
2. Turning left.....	9,407	64	2,430	6,913
3. Turning right.....	4,213	36	920	3,257
4. Slowing down or stopping.....	4,474	4	1,489	2,981
5. Backing (not to or from curb).....	1,474	5	109	1,360
6. Skidding.....	3,871	32	1,008	2,831
7. Leaving curb (including backing).....	834	1	78	755
8. Making U-turn.....	145	-----	37	108
9. Overtaking.....	421	12	144	265
10. Stopping (not at curb or off paved strip).....	5,729	3	2,081	3,645
11. Overtaking on right side.....	206	3	35	168
12. Overtaking on left side.....	984	11	286	687
13. Avoiding object or pedestrian.....	1,316	4	386	926
14. Not stated.....	489	-----	82	407
Totals.....	77,685	624	21,657	55,404

17. ROAD SURFACE	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry surface.....	22,440	281	6,944	15,215
2. Wet surface.....	15,232	119	4,347	10,766
3. Icy surface.....	3,260	15	643	2,602
4. Loose sand or gravel.....	1,077	8	317	752
5. Snowy surface.....	1,917	19	367	1,531
6. Muddy surface.....	173	2	34	139
7. Not stated.....	88	1	38	49
Totals.....	44,187	445	12,690	31,052

18. ROAD CONDITION	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Normal.....	42,306	430	12,197	29,679
2. Defect in roadway.....	428	2	131	291
3. Obstruction in road.....	436	3	94	339
4. Road under repair.....	399	5	107	287
5. Obstruction not marked or lighted.....	117	-----	26	91
6. Other.....	414	1	104	309
7. Not stated.....	87	-----	31	56
Totals.....	44,187	445	12,690	31,052

19. TYPE OF ROAD	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Asphalt.....	40,074	408	11,712	27,954
2. Gravel.....	2,872	26	648	2,198
3. Concrete.....	626	5	201	420
4. Earth.....	290	4	47	239
5. Brick or cobble.....	23	-----	4	19
6. Other.....	248	2	58	188
7. Not stated.....	54	-----	20	34
Totals, compiled from monthly summary.....	44,187	445	12,690	31,052

*Statistical Summary of Motor-vehicle Accidents in the Province
for the Year 1966—Continued*

20. WEATHER CONDITIONS	Number of Accidents			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear.....	23,504	257	7,000	16,247
2. Rain.....	11,359	71	3,259	8,029
3. Cloudy.....	6,208	94	1,738	4,376
4. Fog or mist.....	687	7	189	491
5. Snow.....	2,020	9	386	1,625
6. Smoke or dust.....	107	-----	26	81
7. Not stated.....	302	7	92	203
Totals.....	44,187	445	12,690	31,052

Motor-vehicle and motor-cycle licences issued for year 1965—764,353; motor-vehicle and motor-cycle licences issued for year 1966—817,348.

CONVICTIONS

When a driver's licence is issued in the Province of British Columbia, a record is kept on computer tape under the licence number that was issued to the driver. A cross-reference is kept in our alphabetical file in the name of the driver concerned. The record on computer tape includes all pertinent information regarding the issuance of a driver's licence and any further action which is relevant to a driving history. Forming an important part of this driving record is the record of convictions of driving infractions under the Criminal Code of Canada, the *Motor-vehicle Act*, and the *Motor-vehicle Act Regulations*. It is common knowledge that motor-vehicle accidents are generally caused by improper driving practices, and, therefore, we base our Driver Improvement Programme action on the information in these driving records.

I appreciate the high level of co-operation which 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.

The following table summarizes the conviction reports under various Statutes dealing with highway traffic from 1963 to 1966, inclusive:—

Convictions under Motor-vehicle Act and Criminal Code of Canada, 1963-66

Offences	1963	1964	1965	1966
Under Criminal Code of Canada—				
Causing death by criminal negligence, sec. 192	4	14	12	3
Causing bodily harm by criminal negligence, sec. 193	—	—	—	—
Criminal negligence in operation of motor-vehicle, sec. 221 (1)	58	38	33	27
Failing to stop after accident, sec. 221 (2)	633	786	876	1,011
Dangerous driving, sec. 221 (4)	278	388	450	479
Driving motor-vehicle while intoxicated, sec. 222	87	112	131	178
Driving motor-vehicle while ability impaired by alcohol or drugs, sec. 223	3,837	4,373	4,635	5,119
Driving motor-vehicle while driver's licence under suspension, sec. 225 (3)	968	920	918	999
Motor-vehicle equipped with apparatus for making smoke screen, sec. 226	—	—	—	—
Unlawfully taking a motor-vehicle without consent of owner, sec. 281	27	7	6	2
	5,892	6,638	7,061	7,818
Under Motor-vehicle Act—				
Failing to obtain or display motor-vehicle licence or permit as required, secs. 3-10, 57	2,044	2,443	2,962	2,805
Failing to notify <i>re</i> change of address, secs. 11, 18 (11)	81	24	78	101
Failing to report change in motor-vehicle, sec. 12	—	—	4	2
Failing to transfer motor-vehicle, etc., sec. 14	60	133	124	165
Failing to notify of removal or destruction of motor-vehicle, sec. 16 (1)	—	—	—	—
Failing to register as a tourist, sec. 17	28	16	24	34
Driving without obtaining driver's licence, sec. 18 (1), (2)	3,729	3,777	4,439	4,666
Driving motor-vehicle otherwise than as restricted on driver's licence, sec. 18 (6), (7), (8)	3,291	3,629	4,914	6,688
Driving without having driver's licence in possession at time, sec. 19	878	934	1,142	1,033
Driving while right to obtain licence is under suspension, sec. 20	163	167	175	244
Driving as a chauffeur without chauffeur's licence or permit, secs. 21-23, 25, 27, 28	466	384	463	361
Operating as dealer without licence, misuse of dealer's plates, etc., secs. 29, 33, 34	35	59	48	31
Operating with "D" plates without salesman's licence or permit, secs. 36-39	56	51	50	34
Operating vehicle not properly equipped, sec. 40	—	105	342	300
Failing to obtain replacement of licence or chauffeur's badge if mutilated, secs. 41, 42	—	—	—	—
Improper disposition of licence-plate, dismantled vehicle, sec. 45	—	1	—	—
Failing to report accident, etc., sec. 54	228	291	443	551
Making false statement, permitting another to use licence, etc., sec. 55	92	98	93	79
Using licence belonging to another, refusing to show licence, etc., sec. 56	162	141	256	252
Failing to stop on request of police or state proper name, sec. 58	46	50	63	68
Altering number-plates and using fictitious plates, sec. 59	12	8	10	18
Responsibility of owner when not driver, sec. 68	—	15	8	—
Permitting person not properly licensed to drive motor-vehicle, etc., sec. 69	329	357	393	338
Failing to surrender licence on suspension, sec. 99	8	7	—	—
Removing or releasing impounded vehicle without authority, sec. 100	—	—	—	—
Producing invalid financial liability card, etc., sec. 102	5	6	6	9
Improper operation of emergency vehicle, sec. 123	—	—	—	—
Failing to obey emergency instructions of a peace officer, secs. 122, 124	26	49	14	21
Failing to obey traffic-control signal legend, secs. 127, 128, 152	16,335	16,298	19,973	16,705
Defacing traffic-control devices by advertising or removal, etc., secs. 129, 131, 136	—	—	15	9
Failing to obey special signal signs <i>re</i> highway construction, secs. 134, 135, 137	346	127	137	96
Careless driving, secs. 138, 139	3,686	4,138	5,536	6,344
Exceeding maximum speed limit, sec. 140	33,097	36,069	44,678	53,568
Exceeding speed limit passing schools and playgrounds, sec. 141	2,166	2,648	2,549	3,043
Exceeding speed limit overtaking stopped school bus, sec. 142	75	120	106	111
Failure to drive on the right, sec. 143	247	307	458	408
Infractions of "lane" driving, secs. 144-146	3,058	4,387	2,754	4,447
Leaving highway other than at intersections, sec. 147	13	12	7	7
Infractions of "passing," secs. 148-151, 153, 154	1,575	1,866	2,472	3,188
Infractions of turning, starting, and directional signals, secs. 155-159, 160-162	2,909	3,162	4,386	3,934
Failure to yield right of way, secs. 163-167	2,472	3,019	3,448	3,952
Not exercising due care <i>re</i> pedestrians, secs. 168-172	1,697	2,018	2,526	887
Failure by bicycle operators to obey rules, sec. 173	—	—	—	—
Failure to stop at railroad crossing, secs. 174-176	200	270	141	289
Failure to stop at intersections, sec. 177	6,410	6,947	7,301	6,605
Illegal stopping or parking, secs. 178-181	1,443	1,799	2,264	2,016
Leaving vehicle improperly parked, sec. 182	871	893	1,144	1,422
Illegal parking on private property, sec. 183	5	—	4	3
Backing vehicle illegally, sec. 184	536	580	889	935

Convictions under Motor-vehicle Act and Criminal Code of Canada, 1963-66—
Continued

Offences	1963	1964	1965	1966
<i>Under Motor-vehicle Act—Continued</i>				
Operating motor-cycle with more than one person, sec. 185	14	—	126	316
Requirements of safe driving on highway, secs. 186, 187	41	71	54	69
Fire-vehicle safety, secs. 189, 190	37	23	30	50
Driving on sidewalk, sec. 191	36	40	76	87
Opening door requirements, sec. 194	25	—	34	52
Illegal depositing of articles on highway, sec. 195	141	250	221	262
Transporting explosives, sec. 196	—	—	—	2
Failing to carry adequate safety equipment, secs. 197, 198	297	246	260	241
Illegal use or defacement of signs, sec. 201	—	—	2	5
Motor-vehicle not properly equipped, sec. 205	—	—	—	211
Motor-vehicle not equipped with safety belts, sec. 206	—	—	—	7
Riding motor-cycle without wearing safety helmet, sec. 207	—	—	—	251
<i>Motor-vehicle Act miscellaneous</i>	—	9	1	—
	89,471	98,044	117,643	127,322
<i>Under Motor-vehicle Act regulations—</i>				
Operating defective vehicle after ordered off road, secs. 2.02, 7.09	14	16	20	—
Number-plates, sec. 3	130	172	321	367
Driving without proper head-lamps, secs. 4.01-4.06	898	1,080	1,518	1,345
Driving without tail-lamps, reflectors, other required lamps, secs. 4.07-4.10	749	803	1,127	1,069
Driving without clearance lamps, lamps on projections, etc., secs. 4.11-4.13	110	129	151	145
Driving without proper parking-lamps, spot-lamps, turn-signal devices, etc., secs. 4.14-4.22	13	19	48	42
Driving without adequate brakes, secs. 5, 6	917	947	1,266	1,358
Driving vehicle with defective horn or miscellaneous equipment, secs. 7.01, 7.02	128	159	193	187
Driving vehicle without muffler, sec. 7.03	1,746	2,154	3,128	3,379
Driving vehicle without rear-view mirror or unobstructed rear view, sec. 7.04	179	93	177	275
Inadequate windshield-wiper, etc., sec. 7.05	328	393	543	484
Driving without mud-guards, etc., sec. 7.06	155	163	205	119
Failing to have proper connection between motor-vehicle and trailer, sec. 7.07	183	204	295	308
Failing to obtain temporary permit for moving motor-vehicle or trailer from place to place, sec. 14	—	—	—	13
Failing to sign driver's licence, sec. 15	4	8	9	3
Parking prohibited at yellow curb, sec. 18.01	218	64	68	97
Oversize loads, secs. 19.01-19.03	590	650	779	577
Inadequate tires, insecure loads, excessive speed with unloaded trailer, sec. 19.04	102	141	202	371
Excessive weight, sec. 19.05	278	326	481	413
Failure to report for weight inspection, sec. 19.06	—	39	66	78
Failure to obtain overweight or oversize permits, sec. 19.07	267	292	296	291
Failure of a dealer to maintain security while carrying on a business, secs. 20.01, 20.14	1	—	—	—
Miscellaneous infractions	—	4	15	13
	7,010	7,856	10,908	10,934
<i>Summary—</i>				
Criminal Code of Canada	5,892	6,638	7,061	7,818
<i>Motor-vehicle Act</i>	89,471	98,044	117,643	127,322
<i>Motor-vehicle Act regulations</i>	7,010	7,856	10,908	10,934
Vancouver City by-laws	1,090	972	1,609	1,709
<i>Juvenile Delinquents Act</i>	2,061	2,622	3,543	3,812
Total of all convictions in British Columbia	105,524	116,132	140,764	151,595
Convictions from out of Province	3,047	2,984	3,284	3,454
Grand totals	108,571	119,116	144,048	155,049

3. DRIVING SAFETY

(a) SAFETY RESPONSIBILITY

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

In all cases where proof of financial responsibility was required to be submitted by private individuals, a certificate of an authorized automobile insurance company was obtained. The Safety Responsibility Division received 14,415 certificates from the insurance companies and 4,120 interim certificates from the British Columbia Assigned Risk Plan. A total of 13,703 certificates was accepted as proof of the policyholder's financial responsibility.

Filings decreased 15.60 per cent over 1965 due to changes in legislation. A table with full information concerning the filing and cancellation of certificates is shown hereunder:—

*Comparisons of Financial Responsibility Certificates Received,
Filed, and Cancelled in 1965 and 1966*

	1965	1966	Increase	Decrease	Per Cent
Total number of certificates received	17,046	14,415	—	2,631	15.43
Total number of certificates filed	16,236	13,703	—	2,533	15.60
Total number of certificates returned	810	712	—	98	18.09
Owners' policy certificates and sales agency certificates filed	13,526	11,163	—	2,363	17.47
Drivers' policy certificates filed	1,743	1,435	—	308	17.67
Owners' policy certificates filed (public and limited)	1,056	1,085	29	—	2.74
Certificate cancellations	16,236	16,547	311	—	1.91
Filing fees	\$32,472	\$27,406	—	\$5,066	15.60

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, 134 financial responsibility cards were issued by this Division.

During 1966, 3,721 owners involved in accidents were unable to prove that the operation of their motor-vehicle was insured or were in a position to respond in damages. As a result, the uninsured drivers or owners had their licences placed under suspension until they submitted proof of satisfaction of claims or deposited security sufficient in the opinion of the Superintendent to satisfy any judgment that could be made as a result of the accident. This is an increase of 29.65 per cent, when 2,870 owners were affected. A total of 3,226 licences were reinstated upon compliance with the requirements as shown below:—

Revocation of Suspensions

Proof of satisfaction of claims	1,616
Expiration of one year from date of accident	1,110
Security deposit	164
Produced a valid policy	159
Miscellaneous (legally parked, damage under \$250)	177
Total	3,226

Suspension of Drivers' Licences by Court Orders and Recommendations, 1966

	Months								Years		Other	Total
	Under 1	1	2	3	4	5	6	9	1	2		
Death by criminal negligence—Accident	—	—	—	—	—	—	—	—	—	—	—	—
Criminal negligence—												
Accident	—	—	1	1	1	—	2	—	1	3	1	10
No accident	—	—	—	5	—	—	3	—	6	2	4	20
Failing to remain at scene of accident—Accident	4	44	25	60	16	2	83	12	66	9	16	337
Dangerous driving—												
Accident	—	1	5	11	4	—	9	2	14	7	10	63
No accident	3	15	10	34	7	1	46	5	45	16	21	203
Driving while intoxicated—												
Accident	—	1	2	—	—	—	4	3	6	4	2	22
No accident	—	2	3	9	3	—	19	1	16	6	13	72
Driving while ability impaired—												
Accident	5	30	20	92	40	9	104	23	79	20	17	439
No accident	33	143	126	433	205	15	432	52	256	67	124	1,886
Driving while under suspension—												
Accident	—	—	—	—	—	—	4	—	4	1	3	12
No accident	1	3	2	9	3	1	14	3	23	3	7	69
Conviction and judgment outside the Province	1	8	5	14	4	—	15	—	3	1	—	51
Suspension by Superintendent	22	53	15	34	6	5	17	2	16	4	7	181
Unsatisfactory driving record	—	—	—	—	—	—	—	—	—	—	—	—
Driving without due care and attention—Accident	24	188	93	155	14	3	106	8	42	8	18	659
Exceeding speed limit—Accident	89	267	95	93	12	1	60	7	10	3	22	659
Adjudged juvenile delinquent	10	36	30	74	8	3	35	7	27	2	36	268
Miscellaneous	4	38	17	23	3	—	14	1	7	—	11	118
Totals	196	829	449	1,047	326	40	967	126	621	156	312	5,069

Suspension by Superintendent under Financial Responsibility Requirements

Offence	Drivers' Licences Suspended	Licences Reinstated
Careless driving—accident	376	2,927
Dangerous driving—		
Accident	85	67
No accident	310	216
Criminal negligence—		
Accident	9	25
No accident	11	82
Drunken driving—		
Accident	20	61
No accident	92	167
Impaired driving—		
Accident	706	655
No accident	3,372	4,788
Failing to remain at scene of accident	777	806
Driving under suspension—		
Accident	19	30
No accident	157	280
Suspension due to accident	173	3,390
Speeding accident	30	52
Unsatisfied judgment—Accident	173	67
Conviction and judgment outside Province	186	132
Unsatisfactory driving record	51	71

*Suspension by Superintendent under Financial Responsibility
Requirements—Continued*

Offence	Driver Licences Suspended	Reinstated
Suspension by Superintendent	347	300
Death by criminal negligence	9	11
Bodily harm by criminal negligence	-----	-----
Further or additional proof of financial responsibility	3,596	4,946
Adjudged juvenile delinquent	124	-----
Totals	10,623	19,073

Release due to strike-off, 7,762.

Release due to section 92, *Motor-vehicle Act*, 12,963.

(b) EXAMINATION OF DRIVERS

The total number of persons given drivers' examinations in 1966 was 100,290. This compares with the 1965 total of 105,979. Examinations given to applicants for original drivers' licences totalled 75,055, compared to 72,212 in 1965.

Total examinations in 1966 are again down from the total of the previous year. The reason for this is our emphasis on the re-examination of drivers of 70 years of age and over, together with the increased emphasis on our Driver Improvement Programme, which requires our examiners to not only re-examine these poor-record drivers, but also to conduct interviews with these drivers in order to make them aware of their responsibilities as a driver.

The Branch continues to conduct examinations on a daily basis in the major cities of the Province. The smaller communities are provided service by travelling units on a weekly or monthly basis, depending entirely upon the demand for examinations.

The Driver Examination Programme is closely co-ordinated with the Driver Improvement Programme. As a result, our re-examinations programme is geared to re-examine, firstly, those drivers who have been involved in traffic convictions or accidents evidencing an unsatisfactory driving record. The Branch is continuing its programme of re-examining drivers 70 years of age and over on a two-year basis, and 7,347 drivers in this age-group were re-examined in 1966. The drivers 70 years of age and over were required to submit evidence of medical fitness in conjunction with their re-examination.

The following tables provide a summary of examinations to applicants for original drivers' licences. These tables indicate that only 0.40 per cent of the applicants qualified for an unrestricted licence as compared to 59.79 per cent in 1965. The reason for this very low percentage in 1966 is that we now restrict applicants to driving motor-vehicles other than motor-cycles unless they also qualify in a road test on a motor-cycle. Failure in one or more of the tests included in the examinations caused this Branch to suspend the right to obtain a licence of 190 male and 97 female applicants.

Summary of Drivers' Original Examinations, 1966—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	
Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent
<i>Applicants Passed</i>																			
Unrestricted		6	0.06	3	0.07	1	0.03	1	0.03									11	0.04
Restricted		10,421	99.94	4,586	99.93	3,136	99.97	4,041	99.97	2,429	100.00	1,149	100.00	184	100.00	93	100.00	25	100.00
Total passed		10,427		4,589		3,137		4,042		2,429		1,149		184		93		25	
<i>Failed Examinations</i>																			
<i>Reasons—</i>																			
Road test		1,482		614		518		848		657		450		79		40		10	
Written test		49		16		21		30		24		7		4		1			
Failed to complete		14		7		3		10		8		5		1					
Vision																			
Physical condition																			
Total failed		1,545		637		542		888		689		462		84		41		10	
Total examinations conducted		11,972		5,226		3,679		4,930		3,118		1,611		268		134		35	
Passed		10,427	87.00	4,589	87.80	3,137	85.30	4,042	82.00	2,429	78.00	1,149	71.00	184	69.00	93	69.00	25	71.00
Failed		1,545	13.00	637	12.20	542	14.70	888	18.00	689	22.00	462	29.00	84	31.00	41	31.00	10	29.00

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—							Special Restrictions	Motor-cycles	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only				Vision	Physical Condition
16-20 years	2,967	138	4	7				3,459	66	101	53
21-25 "	1,412	73	5	4		2		1,614	11	51	19
26-30 "	790	44		4		1		1,089	3	32	14
31-40 "	768	75		6				1,531	3	35	24
41-50 "	629	62	3	6	1			1,046	1	29	13
51-60 "	517	32	1	2				612	1	18	14
61-64 "	113	6				1		80	1	7	5
65-69 "	62	4				1		38		2	15
70 years and over	21	3			1	1		9		1	25
Totals	7,279	437	15	29	2	6		9,478	86	276	182

Qualified upon taking second road test, 2,970; third road test, 535; fourth road test, 87; five or more road tests, 16.

Re-examination of Drivers

During 1966 this department re-examined 23,993 drivers as to their ability to safely operate a motor-vehicle in British Columbia. Of the male examinees, 19,688 or 96 per cent qualified and 919 or 4 per cent failed the examination. Female drivers had 318 or 7 per cent failures, while 4,305 or 93 per cent qualified. Of the qualified male drivers, 1,259 or 6 per cent had unrestricted licences, while 18,429 or 94 per cent have licences with one or more restrictions. There are 46 or 1 per cent of the female examinees unrestricted, while 4,259 or 99 per cent have one or more restrictions.

A certificate of competency for physical conditions was issued to 11,035 male drivers, 5,863 of these being 70 years of age or older. These certificates were also issued to 1,434 female drivers, of whom 1,106 were 70 years and over.

Failure in one or more portions of the examination resulted in the suspension of drivers' licences for 583 male drivers and 149 female drivers. In the road-test portion of the examination, 8,589 male examinees and 2,662 female examinees had the passing grade of 70 to 79 per cent, 3,029 male and 841 female examinees had 80 to 84 per cent, 4,567 male and 666 female examinees had 85 to 89 per cent, and 3,503 male and 144 female examinees had 90 per cent or over. During 1966, 640 drivers voluntarily surrendered their drivers' licences.

Summary of Drivers' Re-examinations, 1966

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		
Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	
<i>Applicants Passed</i>																				
Unrestricted	908	24.00	166	9.00	37	3.00	77	3.00	53	3.00	15	1.00	2	1.00			1	0.02	1,259	6.00
Restricted	2,954	76.00	1,714	91.00	1,349	97.00	2,336	97.00	1,715	97.00	1,230	99.00	269	99.00	1,004	100.00	5,858	99.08	18,429	94.00
Total passed	3,862		1,880		1,386		2,413		1,768		1,245		271		1,004		5,859		19,688	
<i>Failed Examinations</i>																				
<i>Reasons—</i>																				
Road test	242		67		30		62		39		35		5		31		228		739	
Written test			1		1		1				1						1		5	
Failed to complete	62		25		5		9		9		5		2		2		30		149	
Vision			1										1				21		23	
Physical condition					1						1						7		9	
Total failed	304		94		37		72		48		42		8		33		287		925	
Total examinations conducted	4,166		1,974		1,423		2,485		1,816		1,287		279		1,037		6,146		20,613	
Passed	3,862	93.00	1,880	95.20	1,386	97.00	2,413	97.00	1,768	97.00	1,245	97.00	271	97.00	1,004	97.00	5,859	95.00	19,688	95.51
Failed	304	7.00	94	4.80	37	3.00	72	3.00	48	3.00	42	3.00	8	3.00	33	3.00	287	5.00	925	4.49

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Motor-cycles	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only			Vision	Physical Condition
16-20 years.....	781	59	2	3	---	---	249	11	22	24
21-25 ".....	364	32	6	8	---	---	32	4	68	956
26-30 ".....	217	28	2	4	---	---	11	1	54	716
31-40 ".....	313	48	5	8	---	---	28	3	87	1,104
41-50 ".....	293	67	10	22	1	1	42	2	60	931
51-60 ".....	395	68	7	15	---	2	36	---	48	568
61-64 ".....	107	22	3	5	2	---	6	---	10	100
65-69 ".....	563	98	18	8	6	3	53	1	23	773
70 years and over.....	3,472	996	257	53	102	85	350	5	293	5,863
Totals.....	6,505	1,418	310	126	111	91	807	27	665	11,035

Qualified upon taking second road test, 495; third road test, 49; fourth road test, 6; five or more road tests, 1.

Summary of Drivers' Re-examinations, 1966—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			
Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Num-ber	Per Cent	Total	
<i>Applicants Passed</i>																					
Unrestricted	34	4.00	4	1.00	4	1.00	3	1.00	1	0.24									46	1.00	
Restricted	820	96.00	506	99.00	359	99.00	535	99.00	419	99.76	212	100.00	39	100.00	263	100.00	1,106	100.00	4,259	99.00	
Total passed	854		510		363		538		420		212		39		263		1,106		4,305		
<i>Failed Examinations</i>																					
<i>Reasons—</i>																					
Road test	42		11		25		33		31		36		3		18		64		263		
Written test	1						1										1		3		
Failed to complete	7		6		4		9		2								17		45		
Vision					1												3		4		
Physical condition									2										2		
Total failed	50		17		30		43		35		36		3		18		85		317		
Total examinations conducted	904		527		393		581		455		248		42		281		1,191		4,622		
Passed	854	94.00	510	96.77	363	92.00	538	93.00	420	92.00	212	85.00	39	93.00	263	94.00	1,106	93.00	4,305	93.14	
Failed	50	6.00	17	3.23	30	8.00	43	17.00	35	8.00	36	16.00	3	7.00	18	6.00	85	7.00	317	6.86	

ANALYSIS OF RESTRICTIONS

Age-group	Restricted to—						Special Restrictions	Motor-cycles	Certificate of Examination by Competent Authority	
	Corrective Lenses	Outside Rear-view Mirrors	Speed	Applicable Mechanical Devices	Certain Areas	Daylight Hours Only			Vision	Physical Condition
16-20 years	214	11	1	1	—	—	14	3	5	8
21-25 "	137	5	—	1	—	—	13	—	7	11
26-30 "	85	7	1	—	—	1	22	—	6	15
31-40 "	113	13	1	1	—	—	51	—	4	24
41-50 "	95	24	1	3	—	—	46	—	6	30
51-60 "	99	9	—	3	—	—	24	—	2	20
61-64 "	22	2	—	—	—	—	2	—	—	7
65-69 "	168	17	1	—	—	—	21	—	5	213
70 years and over	773	118	36	3	10	15	110	—	47	1,106
Totals	1,706	206	41	12	10	16	303	3	82	1,434

Qualified upon taking second road test, 165; third road test, 23; fourth road test, 3; five or more road tests, 1.

Summary of Drivers' Examinations

SUMMARY OF ORIGINAL EXAMINATIONS, 1966 (GRAND TOTAL, 74,055)

Applicants Passed			Failed Examinations		
Reason	Number	Per Cent	Reason	Number	Per Cent
Total	63,808	86.00	Total	11,247	14.00
Unrestricted	250	0.40	Failed road test	10,472	—
Restricted	63,558	99.60	Failed written test	665	—
			Failed to complete	106	—
			Failed vision	3	—
			Physical condition	1	—

SUMMARY OF RE-EXAMINATIONS, 1966 (GRAND TOTAL, 25,235)

Applicants Passed			Failed Examinations		
Reason	Number	Per Cent	Reason	Number	Per Cent
Total	23,993	95.00	Total	1,242	5.00
Unrestricted	1,305	5.00	Failed road test	1,002	—
Restricted	22,688	95.00	Failed written test	8	—
			Failed to complete	194	—
			Failed vision	27	—
			Physical condition	11	—

Examination of Chauffeurs

In 1966 this department conducted 1,939 Class A chauffeur examinations. Of these, 1,629 or 84 per cent were satisfactory, while 310 or 16 per cent resulted in failure in one or more portions of the examination.

There were 3,118 Class B examinations conducted, of which 1,960 or 63 per cent were satisfactory and 1,158 or 37 per cent resulted in failure.

There were 66 Class A and 98 Class B chauffeurs suspended for one or more reasons.

CLASS A CHAUFFEUR			CLASS B CHAUFFEUR		
Passed	(84.00 per cent)	1,629	Passed	(63.00 per cent)	1,960
Failed	(16.00 per cent)	310	Failed	(37.00 per cent)	1,158
Failed—			Failed—		
Hearing		2	Hearing		1
Vision		14	Vision		28
Colour blind		13	Colour blind		25
Road test		180	Road test		690
Physical condition		31	Physical condition		16
Written examination		52	Written examination		332
To complete		15	To complete		63
To attend		3	To attend		3
Total		1,939	Total		3,118

(c) DRIVER IMPROVEMENT PROGRAMME

Since the Driver Improvement Programme began in 1953, many progressive changes have taken place. The records of the problem driver have been placed on computer tape, and the adjudications for suspension purposes are now being conducted from a printed copy of the record. This has eliminated handling bulky files, which in the past had caused administrative problems. The warning letters are now being sent directly from information compiled within the Data Processing Centre. The most important part of the programme is to try to reduce the accident rate which is occurring on our highways, and not to suspend the driver if it is possible to gain his co-operation to improve his driving habits. Our Examiners of Drivers stationed in the various centres of the Province are now trained to conduct driver improvement interviews; thus we are able to interview the drivers with unsatisfactory driving records in the areas where they reside.

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

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

Statistics of driving-record searches for the past three years are as follows:—

1964..... 46,469 1965..... 72,844 1966..... 89,739

The 1966 statistics of the Driver Improvement Programme are as follows:—

Warning Letters, Etc., January to December, 1966

Warning letters	11,630
Notices of intent to suspend	4,235
Interviews and hearings	1,824
Results of notices to suspend, interviews, and submissions—	
Licences suspended	2,823
Licences placed on probation	1,453

	Age									Total
	16-20 Years	21-24 Years	25-30 Years	31-40 Years	41-50 Years	51-60 Years	61-64 Years	65-69 Years	70 and Over	
Warning letters	—	—	—	—	—	—	—	—	—	11,630
Notices of intent to suspend	880	975	670	744	577	279	63	31	16	4,235
Class A chauffeurs	—	—	—	—	—	1	—	—	—	1
Class B chauffeurs	—	—	3	4	2	—	—	—	—	9
Female	11	7	10	17	14	4	—	—	—	63
Previously warned	71	136	83	53	33	12	—	1	—	389
Previously suspended	58	106	56	49	33	19	3	2	2	328
Interviews and hearings	509	418	274	272	196	123	25	10	6	1,823
Class A chauffeurs	—	—	—	—	—	—	1	—	—	1
Class B chauffeurs	—	2	1	2	2	2	1	—	—	8
Female	4	4	3	1	3	3	—	—	—	18
Result of notices to suspend, interviews, and submis- sions—										
Licences suspended	672	832	483	401	241	139	31	16	8	2,823
Class A chauffeurs	—	—	—	—	1	—	—	—	—	1
Class B chauffeurs	—	2	1	2	2	1	—	—	—	8
Female	2	2	—	6	2	2	—	—	—	14
Previously suspended	99	229	143	120	67	32	6	4	2	702
Previously warned	136	331	132	68	37	20	3	1	—	628
Previously on probation	54	95	60	45	24	18	7	1	—	304
Driver's licence placed on probation	264	329	213	293	194	120	20	16	4	1,453
Class A chauffeurs	—	—	—	1	—	—	—	—	—	1
Class B chauffeurs	—	3	3	3	4	—	—	—	—	13
Female	4	2	1	7	6	1	—	—	—	21

Impaired, 4,686.

Records adjudicated, 143,294.

(d) MOTOR-VEHICLE INSPECTION

The programme of Motor-vehicle Inspection, through the use of a Mobile Inspection Unit, was continued during 1966. This marks the second full year of operation of this programme which started in 1964.

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

The mobile unit visited 34 communities in the Province during 1966. A total of 15,342 vehicles was inspected. Of that number, 69 per cent were rejected on the first inspection. The following table shows the number of rejected vehicles on which defects were corrected and subsequently passed on reinspection. In addition, it was reported that many had their vehicles' defects corrected after the inspection unit had left the community.

Causes of rejection at 34 different locations throughout the Province are one or more of the following:—

	Model Year				Total
	1950 and Prior	1951-55	1956-61	1962-66	
Presented for inspection during this period.....	211	970	4,236	9,925	15,342
Passed on original inspection.....	27	181	930	3,547	4,685
Percentage rejected on original inspection.....	87	80	78	64	69
Passed on reinspection.....	65	267	1,278	2,920	4,530
<i>Causes of Rejection</i>					
1. Number-plates and rear-plate light.....	37	140	718	975	1,870
2. Horn.....	4	28	59	68	159
3. Visibility and glass condition.....	25	92	243	275	635
4. Rear-view mirror.....	—	—	3	1	4
5. Tail-light.....	13	40	95	112	260
6. Stop-light.....	38	91	252	239	620
7. Head-light.....	99	486	2,275	5,095	7,955
8. Turn signals.....	23	72	208	175	478
9. Other lights.....	7	6	26	38	77
10. Reflector.....	—	—	—	—	—
11. Steering mechanism.....	44	191	500	224	959
12. Wheel alignment.....	61	244	798	939	2,042
13. Muffler and exhaust system.....	55	208	706	869	1,838
14. Tires.....	22	101	289	318	730
15. Service brakes.....	77	250	702	519	1,548
16. Parking brakes.....	38	131	375	278	822
17. Miscellaneous.....	37	108	324	410	879

The vehicle inspection programme is operated on a voluntary basis. Its success depends on community support and sponsorship, so that the maximum number of interested motorists may be encouraged to subject their vehicles to the critical inspection routine. We enjoyed enthusiastic community support during 1966, with the result that it was often not possible to inspect all the vehicles which were brought to the testing locations.

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

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

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

4. CENTRAL REGISTRY

The Central Registry came into being in 1961 to record encumbrances on all personal chattels. It was an expansion of the former Encumbrance Registry, which encumbered motor-vehicles only. The position of the Superintendent of Motor-vehicles was broadened to include the position and title of Registrar-General. A central filing and searching registry obviated the need for an inquirer to look to many different government registries for similar information.

As the volume of work increases and the work area remains constant, a partial solution to the problem has been in the storage of documents on microfilm. Six to eight hundred documents can now be filmed and stored on a single 100-foot spool of microfilm. Total documents accepted exceeded 200,000 in 1966, but only 250 spools of film were required for storage. A duplicate of each original spool is retained in the Provincial Government security vault as a precaution against the loss of these valuable records.

Centralization of the recording of the liens on chattels in the Central Registry has increased the search work load. But this larger volume is efficiently handled by various means of communication, such as telephone, telegram, telex, TWX, written correspondence, and personal contact over the counter. Filmed documents are viewed through up-to-date microfilm readers, and photostatic copies may be produced upon request. Written confirmation is supplied to the searcher after each search has been conducted.

Again the year 1966 saw increases in most phases of the operation of the registry. The statistical comparison with the preceding year will exemplify this statement.

STATISTICAL COMPARISONS WITH YEAR ENDED DECEMBER 31, 1966,
TO YEAR 1965

January 1 to December 31, 1965

Documents filed under <i>Conditional Sales Act</i>	77,550
Documents filed under <i>Bills of Sale Act</i>	105,300
Documents filed under <i>Mechanics' Lien Act</i>	9,631
Documents filed under <i>Assignment of Book Accounts Act</i>	441
Documents filed under <i>Companies Act</i>	182
Documents discharged under <i>Conditional Sales Act</i>	1,149
Documents discharged under <i>Bills of Sale Act</i>	1,958
Documents discharged under <i>Mechanics' Lien Act</i>	609
Documents discharged under <i>Assignment of Book Accounts Act</i>	26
Documents discharged under <i>Companies Act</i>	60
 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 photographic copies	1,326.50
 Total revenue	 \$683,006.50

STATISTICAL COMPARISONS WITH YEAR ENDED DECEMBER 31, 1966,
TO YEAR 1965—*Continued*

January 1 to December 31, 1966

Documents filed under <i>Conditional Sales Act</i>	82,228
Documents filed under <i>Bills of Sale Act</i>	107,159
Documents filed under <i>Mechanics' Lien Act</i>	12,713
Documents filed under <i>Assignment of Book Accounts Act</i>	311
Documents filed under <i>Companies Act</i>	200
Documents discharged under <i>Conditional Sales Act</i>	1,348
Documents discharged under <i>Bills of Sale Act</i>	1,911
Documents discharged under <i>Mechanics' Lien Act</i>	940
Documents discharged under <i>Assignment of Book Accounts Act</i>	25
Documents discharged under <i>Companies Act</i>	44
 Total documents accepted	 206,879
 Total value of documents accepted	 \$591,659.00
Total value of searches	114,374.85
Total value of certifications and photographic copies	1,506.20
 Total revenue	 \$707,540.05

5. SCHOOL BUSES

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

In 1966 the number of permits issued for vehicles to be used as school buses totalled 873, compared to the 1965 figure of 819. Of those permits issued, 41 were cancelled as the result of the lapse of insurance coverage or because of the poor mechanical condition.

School buses were involved in 46 accidents in 1966, in which 36 were property-damage accidents. Four accidents involved the injury of seven persons other than students. Six other accidents resulted in the death of one student and the injury of nine students.

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

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

In 1966, 179 permits for flashing amber lights and 21 permits for flashing red lights were issued. In addition, 11 permits were issued to allow the installation of sirens on vehicles. These vehicles were usually ambulances or the personal vehicle of the chief of a volunteer fire department in a small community.

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

7. STAFF

The staff of the Motor-vehicle Branch at December 31, 1966, totalled 345 persons, compared to 353 at the same time in 1965. Permanent staff employees totalled 274, which is six below the authorized complement of 280; however, replacement requisitions for these positions were in the hands of the Civil Service Commission. Temporary employees at the end of 1966 totalled 71, which is a reduction of 16 over the same date in 1965. This reduction is due in main to completion of the first phase of our electronic data-processing method of record-keeping.

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

The work requirements of the Branch continue to increase. The conversion to electronic data-processing has helped us to cope with the increased work load, but a great deal of the credit for the handling of this increased work load without additional help must be given to the staff of the Branch, who have done a tremendous job in this regard.

Sincere appreciation is expressed to all staff members for their high level of loyalty to their work.

CONCLUSION

The startling fact that traffic accidents resulted in 520 deaths in British Columbia in 1966 has produced a quickening interest within safety-conscious groups for an accelerated programme to deal with persons who have poor driving records. The Motor-vehicle Branch will direct a major share of its energies in this direction. Previous Reports have mentioned that this kind of programme is time-consuming, but past experiences have shown us that this is the only type of approach which is effective with many drivers. The general need is for a change in personal attitudes toward driving. It is apparent we will have to pursue this course subsequent to the issuance of a driver's licence until some effective way is found for the development of proper attitudes toward driving and traffic safety prior to licensing. It is our feeling that this is possible to a great extent within the present high-school programme. Time is provided for attitude development, and while many high schools give appropriate emphasis to this, it is no secret that many others give little attention to this aspect. The Department of Education reiterated the intention that the course will be given, and it is hoped an improvement will be evident in 1967.

Obviously we are going to continue to have problems with incorrigible drivers who never seem to change, regardless of what action is taken. In many instances the Courts have levied heavy fines and gaol sentences against drivers in this group. Licence suspension is a most effective method of treatment, but, regretfully, even this course of action fails to have the desired effect in many instances. A social problem of our motorized age has been created wherein a driver's licence is of paramount importance in the employment field. At some level, however, the public

good and welfare deserves priority over the individual's desire to continue driving subsequent to the development of a poor driving record. This area of the Drivers' Licence Control Programme will continue to receive much attention.

I am pleased to say that the Motor-vehicle Branch continues to receive excellent co-operation from other members of your Department, and, collectively, I feel we have been able to make advances for the good of the Province. A result of our membership in your Department is the high level of liaison we enjoy with the Courts and enforcement agencies. Our work places us in close contact with the Government Agency programme of the Department of Finance, and we appreciate the co-operation which we receive from them.

Our work would be difficult were it not for the pleasant association we have with the safety councils and community, business, and industrial organizations within the Province. To each who has in any manner assisted, we express our thanks and appreciation.

I have the honour to be,

Sir,

Your obedient servant,

R. A. HADFIELD,

Superintendent of Motor-vehicles.

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in right of the Province of British Columbia.

1968



