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TWENTY-SEVENTH ANNUAL REPORT
OF THE
COMMISSIONER OF MOTOR VEHICLES
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY
FOR THE YEAR
ONE THOUSAND NINE HUNDRED AND THIRTY TWO

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TO THE LEGISLATURE OF THE STATE OF NEW JERSEY:-

Gentlemen:

During 1932, a year of almost unprecedented economic disturbance, New Jersey's decrease in registration was less than two per cent, and the decrease in fees but 1.6%. The decrease in the number of drivers was almost negligible.

In the nation, the decrease in registrations was as high as 16.9%, (South Dakota), and the decrease in revenues reached 71.7% (Washington).

New Jersey is well below the average percentage of change in total receipts for the entire Country (6.3% decrease), and also below the average registration decrease (6.2%).

In the two States where the registration figures are on a parity with New Jersey's registrations (Indiana and Massachusetts), there were decreases of, respectively, 6.3% and 12.2%.

Creditable as New Jersey's standing may be in registrations and revenues in comparison with the other States, it is in the safety field that our State has made its greatest progress.

With practically as many cars upon the roads, and with the motor fuel tax receipts indicating that they traveled approximately the same number of miles, it is worthy of note that there was a reduction of 144 in the number of fatal accidents, and a reduction of 16.9% in accidents of all classes. It is by far the greatest reduction in accidents made in any single year since the advent of the automobile in New Jersey.

NATIONAL TRAFFIC SAFETY CONTEST

New Jersey was well represented in the first National Traffic Safety Contest ever held in this country. This contest was organized and sponsored by the National Safety Council, the results of which have been so successful that the contest is being continued for the year 1933.

Eighteen New Jersey cities entered the 1932 contest, eight of which won places or honorable mention in their respective groups.

Newark won second place in Group II (cities between 250,000 and 500,000 population), Kearny won third place in Group V (cities between 25,000 and 50,000 population), while Hackensack and Montclair both won honorable mention in this group. Rahway, Teaneck, Ridgewood and Roselle won honorable mention in Group VI (cities between 10,000 and 25,000 population).

Although no awards were given, New Jersey and Minnesota were acknowledged by the National Safety Council as the second best states.

Contests such as this offer a competitive opportunity in starting many cities toward a proper and successful solution of their traffic problems and it is the desire of the Motor Vehicle Department that many New Jersey cities avail themselves of the opportunity to enter the 1933 contest.

CHILD FATALITIES

Commendable progress has been made in New Jersey in safety educational work among the school children.

It is worthy of note that in 1923, with a total of 774 fatalities, 232 were children under the school age (15 years), while in 1932, with 1158 motor fatalities, 210 children lost their lives. There has been a decrease in child fatalities from 29.9 per cent in 1923 to 18.1 per cent in 1932. While there was a slight percentage increase last year, there were actually fewer fatalities than in 1931. Dr. Allen G. Ireland, Director of Physical and Health Education, Department of Public Instruction; Dr. Herbert J. Stack, Supervisor of Child Safety Activities, of the National Bureau of Casualty and Surety Underwriters, have made notable contributions to safety educational work in New Jersey, and have been active in coordinating the efforts of various agencies interested in school safety work. Parent-Teacher Associations throughout the State have enthusiastically supported the safety program, and have established a friendly liaison between the home and the school for the promotion of safety. Motor Clubs and Safety Councils have aided in the establishment of school patrols, and both the State Police and the local police have given freely of their time and efforts to the great movement designed to serve the lives of children who, in some measure, are unable to protect themselves.

The accompanying table reflects the progress that has been made since 1923. The fourth column shows the additional number of child fatalities that would have occurred if the 1923 percentage (29.9) had continued down through the years.

<u>Year</u>	<u>Child Fatalities</u>	<u>Total Fatalities</u>	<u>Ratio Child to Total</u>	<u>At 1923 Percentage</u>	<u>Child Savings</u>
1923	232	774	29.9		
1924	232	849	27.3	254	22
1925	214	856	25.0	256	42
1926	211	868	24.3	260	49
1927	282	1,041	27.0	311	29
1928	253	1,089	23.2	325	72
1929	253	1,275	19.8	381	128
1930	209	1,339	16.4	379	170
1931	218	1,302	16.7	389	171
1932	210	1,158	18.1	346	136
Total	2,314	10,481		2,901	819

It seems safe to assume that safety educational work, coupled with the adult motorists' awakened sense of responsibility to the youngsters upon the streets, has been responsible for saving the lives of nearly 600 children. We must not slacken our efforts in this direction.

Character education, as it applies to the potential operator of a motor vehicle, ought to teach each child the rights of others, instilling in him consideration and leaving with him, as a characteristic of mind, the ability to contemplate every situation in which he takes part, not only from the standpoint of his own safety and comfort, but also that of all others concerned. If such teaching, applied to the ordinary and everyday experiences of life, can be worked into the character building of each child, he will soon see that every experience must be worked out in the same way, and it will become a part of his self-expression, a habit, and when that happens, he will be grounded in the first quality for character education which is necessary for his safe participation as an operator on the highways.

HIGH SCHOOLS WEAK LINK

The elementary school safety program is in comparatively good shape. Only the most unprogressive schools are neglecting safety now. The principle weakness in our educational chain is in the High School. Every year thousands of young people apply for licenses from the Motor Vehicle Bureaus. In New Jersey they must have reached the age of seventeen. The State of Michigan licenses drivers at the age of fourteen, and in some of the States, having no drivers' license law, mere children may drive cars.

Statistics show that these youngsters are notoriously unsafe drivers, and for the traffic accident record of youth, I am convinced that our high schools and colleges must accept a large share of responsibility. The high schools prepare these boys and girls for various activities of life, but when it comes to an activity that we are sure most of them will take up, that of driving a car - an instrumentality of death - they do comparatively little.

A CHALLENGE TO YOUTH

Youth, which prides itself upon its ready acceptance of challenging conditions, apparently has an opportunity to exercise this talent in connection with its motor vehicle operation. Figures growing out of careful analysis of traffic accidents with reference to the age of drivers participating are decidedly against the youthful motor vehicle operator.

National Safety Council tabulations, for instance, show that thirty per cent of the drivers involved in fatal highway accidents last year were under twenty-five years of age. They also reveal that mishaps in which drivers of this class are involved are more likely to result fatally, the natural inference of which is that speed plays a more important part in them.

These figures, which should be decidedly challenging to the younger generation of motorists, are interesting in several ways. For one thing, they indicate quite definitely that safe motor vehicle operation is the result of sound judgment rather than the mere ability to handle a car with consummate physical skill and grace. The natural aptitude which belongs to the very young, and which is the basis of the pride of so many in their ability to drive, can never replace good judgment as a means of preventing mishaps.

Perhaps the figures paint the record of youth more darkly than is deserved. In all fairness, it should be recognized that the degree to which any group participates in highway accidents cannot be precisely determined on any other basis than total mileage driven. There is, of course, no way of arriving at such a figure.

If there were in this particular case, it might be offered in extenuation of youth's darker driving record. It is to be doubted greatly, however, that it would provide a perfect alibi for the younger generation. The proportion is too heavily against this group to be so explained, although it undoubtedly is true that its automobiles are more "on the go" than those owned by older and more settled persons.

Rather than try to develop an alibi, however, the proper course for the young driver to take is the one of definitely mending his individual way. Maturity of judgment may be denied him but his driving experience is sufficient to acquaint him with just what is right and what is wrong in safe motor vehicle operation. If he accepts the challenge of the accident figures his task will be that of applying the results of his experience.

The young driver has on his side the advantages of excellent coordination of mind and muscle and a lusty physical fitness. If he will

but mix with these the proper degree of sound judgment - a thing of which he is capable if he will but set himself to the task - he can answer the challenge of accident figures with a much better driving record.

At present, the figures convict him on the charge of failing to live up to his capabilities or his high opinion of them.

PROPOSED HIGHWAY LIGHTING DEMONSTRATION EXHIBITS

The Motor Vehicle Department, in cooperation with the major power companies of the State, is planning a series of highway lighting demonstration exhibits - at various locations on the highway system throughout the State - in an endeavor to properly demonstrate the usefulness and economic value of proper street and highway illumination.

From a compilation of accident statistics for the year 1932 for the entire State of New Jersey, it has been determined that 44% of all of the accidents in the State, which totaled 45,867 in 1932, occurred during the twelve hours of darkness, or at times when motor vehicle traffic was 20% of the 24-hour total.

In other words, one-fifth of the traffic produces approximately one-half of the accidents, or accidents occur during hours of darkness four times more frequently per moving vehicle than during hours of daylight.

This fact, in itself, is indicative to some extent that the present facilities of street and highway illumination are not sufficient for the proper expedition of traffic with safety during the hours of darkness.

The demonstration sections have been selected on the basis of obtaining varying highway conditions and also on the basis of the accident experience at those points. In other words, an endeavor is being made to obtain the most unfavorable conditions and then to erect proper lighting standards in those locations and to cause such sections to be lighted for a sufficient length of time in order to enable a comparison of accident experience before and after the erection of adequate illumination.

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CHECK-UP OF CONSISTENT OFFENDERS

During the year under review, Deputy Commissioner A. W. Magee, whom I regard as one of the most efficient and conscientious officials in the State of New Jersey, inaugurated a plan which, in my opinion, will do much to save lives and to reduce the number of violations on our streets and highways. He has, and is, causing a faithful search to be made of the records of convictions and accidents, and is bringing before him every week, motorists who have been involved in an unusual number of accidents or who have been consistent violators of the law. In many cases we have revoked the driving privilege of those whose record show them to be unfit persons to operate cars on our congested highways, and in numerous other cases notice has been served that additional accidents or violations will result in the revocation of licenses.

Statistics throughout the Nation indicate that approximately five per cent of the drivers cause thirty-eight per cent of the accidents. Through the work initiated by Deputy Commissioner Magee, New Jersey is going after "accident prone" drivers and "repeaters".

The following report from the Deputy Commissioner will set out this program in further detail:

REPORT OF ARTHUR W. MAGEE, DEPUTY COMMISSIONER

TRAFFIC VIOLATION BUREAU

January 1
19 33

Hon. Harold G. Hoffman,
Commissioner of Motor Vehicles,
Trenton, New Jersey.

Dear Commissioner:

I am complying with your request for a statement pertaining to the work that marks the beginning of an endeavor to detect the unsafe driver, and the remedy that is being applied. The work being in the preliminary state, a complete report of results cannot be made at this time.

It is convincing, however, that the policy established of assuming more responsibility for the education of drivers and the elimination of the unfit driver is very much warranted. The set-up is that of a Traffic Violation Bureau, the evidence against drivers who habitually violate the law and have accidents being in the form of accidents reported and magistrates' conviction reports. Inspection of these reports to date has reached the letter G, alphabetically; and there are two hundred and fifteen cases involving three or more convictions or accidents. There have been approximately thirty-five summons issued to such persons requiring appearance on a rule to show cause why the license should not be revoked; the others are being sent as rapidly as hearings can be held.

The outstanding disclosure of the hearings held so far is the utter lack of a sense of responsibility on the part of such drivers. After being confronted with the evidence and facts, it has generally been freely admitted that there has been a lack of consideration shown by such drivers to other users of the highways, and also for law observance.

This is followed by a promise to give due consideration to others, and not again violate the law if the license is not revoked. It has been deemed advisable to revoke the license in most cases, to be returned after a period of time, with the distinct understanding that if there is another conviction, complaint or accident deemed to be caused by improper driving, the license is to be revoked permanently. In addition, this work will reveal the drivers whose record is progressively worse, for speeding, reckless driving, intoxication, and fatal accidents--such a driver to be considered unfit and eliminated as a licensed driver. It should also disclose the owner of a motor vehicle who makes a habit of driving without lights, brakes, horn, or mirror.

The problem of whether any of the many drivers, who have been instructed and informed as to their future driving conduct, will again give cause for action is yet to be determined. The indications, however, at this time are that many of these habitual violators will voluntarily comply with the law in the future, either by reason of the educational persuasive influence being used, or fear of losing the license permanently.

The results so far obtained warrant the statement that a step in the direction of a better ways and means to highway safety has been taken.

Respectfully submitted,

A. W. Magee
Deputy Commissioner.

INSPECTION FORCE

REPORT OF JAMES J. SHANLEY, CHIEF INSPECTOR

January 1
19 33

Hon. Harold G. Hoffman,
Commissioner of Motor Vehicles,
Trenton, New Jersey.

Sir:

Permit me to make the following report concerning the Inspection Force covering the calendar year of 1932.

As of December 31, 1932, the personnel consisted of a Chief Inspector, six Deputy Chief Inspectors and sixty-two Inspectors making a total of sixty-nine men. By the sudden demise of John C. Henzler on August 6, 1932 while on vacation, the Inspection Force and the State lost the services of a capable and faithful public servant. Four new inspectors were appointed during 1932. In addition to the above changes, the force has been supplemented since June 10, 1933 by three Traffic Inspectors from the State Traffic Commission.

In the enforcement of the Motor Vehicle Laws, the cars assigned to the Inspection Force were operated a total distance of one million miles. Compared with 1931, there was a considerable diminution in the monetary returns resulting from convictions of violators. The reduction may be largely attributed to the following:

- (a) Many of the inspectors' cars are four or five years old and have outlived their usefulness as far as the apprehension of speeding violators is concerned.

(b) The fact that violators may not be prosecuted before a justice of the peace in any jurisdiction where there is a recorder. This comparatively recent statutory requirement has hindered motor vehicle enforcement in several ways; for instance, it is usually impossible to secure immediate hearings for violators from distant States and it is often futile to issue summonses to these non-resident offenders.

(c) The increasing reluctance of Magistrates to impose fines in these times of financial stringency.

Examinations of applicants for drivers' licenses were conducted, as per schedule, in thirty-four municipalities from Sussex to Cape May Court House. The total number of applicants was 95,984 of which 16,143 or 16.8 percent were rejected. The tests for visual acuity and color blindness resulted in 2,239 rejections. The reduction in the number of applicants in 1932 should be attributed partly to economic conditions, but I believe that a contributing factor was the recent law permitting non-resident holders of out-of-state drivers' licenses to drive New Jersey registered vehicles. In May 1932, after exhaustive preparations under your direction, we inaugurated a new system of written examinations which has proven very successful. Although the new system has reduced the rejections in the written test by about forty-five percent, it has resulted in the new licensees being much better grounded in the essential fundamentals of the Motor Vehicle Laws.

Frequent day and night check-ups were held at various strategic points for the purposes of checking license cards and examining vehicles in respect to lights, brakes and other equipment. This work is always productive of corrective results and furthermore has a very salutary effect, since sooner or later the great majority of our cars and drivers run the check-up gauntlet.

The motor vehicle dockets of the 1500 magistrates in the State were thoroughly audited. Numerous irregularities and shortages were discovered and considerable over-due moneys collected. It was found necessary to prosecute some delinquent magistrates.

The regulation of 862,000 vehicles and 1,054 drivers resulted in a very large number of necessary investigations of every conceivable nature and a not inconsiderable portion of the time of the Inspection Force was given over to this work. The collection of the many thousands of revoked licenses continued to require considerable time. Despite the slight fall-off in registrations, the investigational work has increased during the past year; some of the increase being due to the efforts of indigent owners to avoid paying the lawful license fees. We have unearthed many counterfeit license plates and, in other instances, owners were using one set of plates for two commercial motor vehicles.

Notable progress has been had in the recovery of stolen cars and the prosecution of car thieves and particularly is Inspector Buckley to be commended. Statistics indicate that car thieves find this State a most undesirable one in which to ply their trade.

A considerable amount of enforcement has been had to prevent overloaded commercial motor vehicles using our highways and a great many convictions have resulted. In this connection the writer would like to recommend that the State Highway Department be requested to plan and construct additional large motor-truck scales at strategic locations. In such a plan, I believe that some consideration should be given to the very great probability that, in the near future, allowable weight will be determined by axle loads rather than by gross weight. The national tendency is in that direction. Much enforcement has been had against the use of defective solid-rubber tires because of their capacity to damage roads and spans due to impact stresses.

More than the usual attention was paid to reciprocity work because of new commercial motor vehicle legislation in other States. A notable example was the recent "truck-war" between New Jersey and Pennsylvania which was brought on by the enforcement of new legislation in the latter State. An energetic utilization of the resources of the entire Inspection Force, under your direction, for twenty-four hours daily soon resulted in a truce which benefited the residents of both States. Incidentally our energetic enforcement so forcibly demonstrated the undesirability of the law in question that the General Assembly of Pennsylvania has since repealed it.

Our Safety Section has examined and tested the many devices and accessories submitted to the Department during the year. Many of these devices were found to have little or no merit and more were found positively dangerous. Many unconventional home-made motor vehicles have been inspected and most of them refused registration, particularly those using aeroplane propellers to secure tractive effort. We have continued to enforce the regulations covering the transportation of flammable liquids in tank trucks and trailers. Tank trucks for the transportation of corrosive acids and chemicals are beginning to make their appearance in increasing numbers and we are faced with the necessity of regulating such transportation and also with making a decision concerning the transportation in bulk of flammable liquified gases under relatively high pressures. With thoughts of highway safety uppermost, our first impulse would be to prohibit the use of vehicles for the purposes outlined above but probably we would be confronted with records of accident-free operations in other States which pay little or no attention to the transportation of dangerous commodities. Transportation by tank trucks is becoming so complex that I recommend that a distinctive form of registration be adopted for all such vehicles in order that we may be better able to prevent their use for purposes which might be unduly dangerous to other users of the highways. A tremendous amount of extra work fell to the lot of the Safety Section during the latter half of the past year because of Chapter 137, P. L. 1932 which required the installation, on and after January 1, 1933, of approved direction signals on all commercial vehicles. Not only was it necessary to draw up and promulgate signal specifications and issue approvals, but we were fairly deluged with tens of thousands of telephonic and written inquiries concerning the new law. As you know the Act in question carried no appropriation to cover the extra expense involved.

Among miscellaneous activities might be listed the following: The investigation of all applicants for dealers' plates...Investigations connected with the licensing and regulation of automobile junk yards...The enforcement of the excise tax law on Interstate buses...The assisting in the Department's educational program by safety talks before various groups and over the radio.

In conclusion may I note that our activities have been carried on at all hours of the day and night and, despite the dangerous nature of the work, the Force has completed another year with a conspicuous freedom from accidents of a serious nature.

Respectfully submitted,

James J. Shanley
Chief Inspector.

DRIVERS' LICENSES
EXAMINATION RESULTS - 1932

<u>NAME OF CITIES</u>	<u>PASSED</u>	<u>REJECTED</u>	<u>TOTAL</u>
Asbury Park	1,803	382	2,185
Atlantic City	2,173	637	2,810
Bridgeton	824	249	1,073
Burlington	242	48	290
Camden	4,581	985	5,566
Cape May Court House	622	151	773
Dover	1,115	164	1,279
Elizabeth	6,120	1,301	7,421
Englewood	1,585	267	1,852
Freehold	489	116	605
Hackensack	8,445	1,272	9,717
Hackettstown	642	75	717
Hammon ton	278	72	350
Jersey City	7,740	1,744	9,484
Morristown	1,206	197	1,403
Mt. Holly	301	73	374
Newark	16,984	3,127	20,111
New Brunswick	1,747	422	2,169
Newton	482	93	575
Ocean City	658	149	807
Passaic	2,172	478	2,650
Paterson	2,746	560	3,306
Perth Amboy	749	151	900
Phillipsburg	549	73	622
Plainfield	1,470	256	1,726
Red Bank	1,798	359	2,157
Ridgewood	1,672	256	1,928
Salem	623	159	782
Somerville	1,763	421	2,184
Summit	750	96	846
Sussex	206	35	241
Toms River	640	64	704
Trenton	4,190	1,053	5,243
Woodbury	<u>2,473</u>	<u>658</u>	<u>3,134</u>
TOTALS	79,841	16,143	95,984

RESULTS OF DRIVERS EXAMINATION DURING 1932.

BY MONTHS

<u>MONTH</u>	<u>PASSED</u>	<u>REJECTED</u>	<u>TOTAL</u>
January	6,705	1,289	7,994
February	5,783	1,097	6,880
March	5,715	1,108	6,823
April	7,162	1,399	8,561
May	8,725	1,953	10,678
June	10,142	2,173	12,315
July	9,063	1,924	10,987
August	8,717	2,011	10,728
September	6,390	1,458	7,848
October	4,123	868	4,991
November	1,477	356	1,833
December	5,839	507	6,346
TOTALS	<u>79,841</u>	<u>16,143</u>	<u>95,984</u>

EXAMINATIONS

NUMBER OF MEN AND WOMEN DRIVERS

<u>MONTH</u>	<u>MALE PASSED</u>	<u>FEMALE PASSED</u>
January	5,225	1,480
February	4,320	1,463
March	4,323	1,392
April	5,157	2,005
May	5,797	2,928
June	6,635	3,507
July	5,668	3,395
August	5,589	3,128
September	4,128	2,262
October	2,764	1,359
November	1,122	355
December	4,588	1,251
TOTALS	<u>55,316</u>	<u>24,525</u>

Total passed 79,841
Total examined 95,984

CLASSIFICATION OF REJECTIONS--1932

<u>MONTH</u>	<u>ILLITERATES REJECTED</u>	<u>OVER 75 YEARS REJECTED</u>	<u>EYE REJECTION</u>	<u>UNSATISFACTORY DRIVING TESTS</u>	<u>UNSATISFACTORY WRITTEN TESTS</u>
January	244	.	236	393	896
February	240	.	221	309	788
March	253	.	178	352	756
April	278	.	186	532	867
May	300	4	218	805	1,148
June	351	.	258	916	1,257
July	352	2	247	886	1,038
August	404	1	240	876	1,135
September	320	2	190	569	889
October	209	1	106	320	548
November	129	2	30	114	242
December	95	4	129	122	385
TOTALS	3,175	16	2,239	6,194	9,949

TOTAL REJECTED 16,143

SERVICE OF PROCESS ON NON-RESIDENTS

REPORT OF M. AGNES SMITH, ADMINISTRATIVE CLERK

The Commissioner of Motor Vehicles is charged with the duty of accepting service for non-resident motorists who are involved in accidents in the State of New Jersey and against whom a suit has been brought in the civil courts. The service fee provided by law for this work is \$2.00 for each defendant.

This work has increased to such an extent that it is now necessary to keep one clerk constantly and exclusively engaged, as there are many important details which must be carried out in order to comply with the requirements of Chapter 69 of the Laws of 1930. This law provides for the acknowledgment of the papers, for the forwarding of the papers to the defendants by registered mail, for the entry and deposit of the fees and for the return of the papers to the court when the registry cards are received.

During the year 1932, the Department received a total amount of \$5378 in service fees listed by months as follows:

<u>MONTH</u>	<u>AMOUNT</u>
Jan.	\$535.00
Feb.	258.00
Mar.	328.00
April	664.00
May	220.00
June	358.00
July	621.00
Aug.	190.00
Sept.	334.00
Oct.	502.00
Nov.	558.00
Dec.	810.00
Total	<u>\$5378.00</u>

SURVEY ON THE USEFULNESS OF SAFETY
ZONES ALONG BLOOMFIELD AVENUE IN
MONTCLAIR AND GLEN RIDGE.

At the request of the Board of Freeholders of Essex County, a survey was made of the usefulness of safety zones along Bloomfield Avenue, in the municipalities of Montclair and Glen Ridge, in order to advise the County on the question whether these zones should be removed or retained.

In order to properly measure the usefulness of the safety zones, it was necessary to examine into the following three general functions:

1. Do they provide protection to street car passengers by affording them an opportunity to await, enter and leave street cars in safety.
2. Do they expedite traffic by enabling vehicles to continue in motion while the street car is loading and unloading.
3. Do they afford protection to pedestrians as a place of refuge while crossing from curb to curb.

In addition to the above useful functions performed by properly installed safety zones, it was further necessary to determine whether the hazard caused by the location of the zones (within the travelable portion of the highway) is safeguarded to an extent to properly mark and indicate the presence of the obstruction.

An analysis of the use of the safety zones by pedestrians, both as a place of safety while awaiting and leaving street cars and as a place of refuge while crossing from curb to curb, showed them to be used in greatly varying degrees, dependent upon their location with respect to the importance of the intersection at which they are placed. Nearly as many pedestrians used the zones as a place of refuge as used them to await and enter street cars. In other words, the zones served in a substantially equal degree, both as a street car loading and unloading point; and, also, as pedestrian islands in offering them a place of safety while crossing between curb lines.

Observations along the avenue indicated that the safety zones did aid in the expedition of vehicular traffic by permitting vehicles to continue in motion regardless of the stopping of street cars. However, such continuous traffic may increase the hazard to pedestrians as it is necessary for them to cross one or more moving lanes of vehicles in order to leave or enter the zones. The use of traffic control signals to some extent offsets this hazard, assuming, of course, the observance of the signal commands by the pedestrians.

A summary of motor vehicle accidents involving collisions with safety zones to determine the extent of the hazard of the zones due to their presence within the travelable portion of the roadway showed a total of 30 accidents during the year 1931, varying from 1 to 8 accidents at zones, at individual crossings. The hour of occurrence of these collisions indicated that 75% of them occurred during night hours and only 4 occurred between 9 A. M. and 12 midnight.

Although it may be true that many of these safety zone collisions were due to recklessness and carelessness on the part of drivers involved, an investigation showed that during night hours the safety zone illumination now provided is not adequate to enable them to be sufficiently discernible at night to persons driving along the avenue not familiar with their locations. Therefore, the high-accident rate at night.

A further analysis determining the extent of pedestrian accidents at intersections where safety zones are in use and at intersections having more or less comparable traffic conditions, where there are no safety zones, was made. In general, this analysis showed the safety zone crossings to be equally as hazardous as those having no

safety zones - that is - the rate of pedestrian accidents in the one case about equalled the rate in the other case. Unfortunately, however, this conclusion cannot be taken as wholly indicative as many of the accident reports studied were not sufficiently complete to unmistakably identify the accident as to point of collision, action of pedestrian and motorist or the cause.

It therefore cannot be said with any degree of accuracy, and without having more reliable factual data, that the safety zones do or do not cause a reduction in pedestrian accidents.

In view of the fact that the true usefulness of the safety zones insofar as pedestrian accidents is concerned could not be definitely determined and that 75% of the collisions with the zones was chargeable to a degree to inadequate illumination, it was recommended that the zones be retained until at such a time that more reliable accident data could be gathered and that steps be taken immediately to provide sufficient illumination at the zones, together with proper warning signals which would not only indicate the presence of the zones but also provide proper advanced warning of the obstruction.

REPORT UPON "A THROUGH STREET
PROGRAM FOR THE STATE OF NEW JERSEY."

In a complete report of the "Stop Street" sign situation in New Jersey, together with a resume of the surveys and reports on this question made during the regime of the Traffic Commission, it was recommended that a delay be effected in the adoption of the "Through Street Program". This delay was made necessary because the financial condition of the budgets of local governments, practically making prohibitive at this time expenditures of monies for the replacement of "Stop" signs with "Slow" signs.

This recommendation has now been adopted and temporary approval is being granted for the retention of "Stop" signs thought necessary by local officials and until at a time when the financial conditions will permit the consummation of the State-wide coordinated scheme.

COOPERATIVE TRAFFIC SURVEY BY THE NEWARK
COLLEGE OF ENGINEERING AND THE MOTOR
VEHICLE DEPARTMENT.

During the latter part of 1932, plans were completed for the conduction of numerous traffic surveys and research studies to be made throughout the State by the Motor Vehicle Department and with the cooperation of the Newark College of Engineering.

These surveys and studies were made possible through the willingness of the officials of the College to render a public service during the time of depleted public monies for such work, and, at the same time, offer practical experience to the students on street and highway work.

The first group of these is now being carried on and when completed it will offer complete and comprehensive data enabling factual information for safety and educational work and for determining the need of changes or additions to the traffic and motor vehicle laws, all of which will aid in bringing about a greater expedition of street traffic with safety.

As stated above, this resume does not include the many individual reports made during the course of the year relative to isolated problems; because of the amount of space that would be required for such a complete summary, it has been purposely omitted.

At this time I wish to express my appreciation for the hearty cooperation given by State, County and Municipal officials, together with members and officers of automobile clubs, safety councils and civic organizations throughout the State, without which the work and accomplishments of this Division would have been made more difficult.

Respectfully submitted,

ARNOLD H. VEY,
Traffic Engineer.

REVOCATIONS

REPORT OF ELIZABETH McLAUGHLIN, STATISTICAL CLERK

January 1
19 33

Hon. Harold G. Hoffman
Commissioner of Motor Vehicles
Trenton, New Jersey.

Dear Commissioner:

I am submitting herewith report of the revocations for violations of the Motor Vehicle and Traffic Laws for the year 1932, and also for the years 1930 and 1931:

	<u>1930</u>	<u>1931</u>	<u>1932</u>
Licenses revoked	3817	3641	2945
Prohibitory List	711	595	541
Reciprocity privilege revoked	395	638	448
Car registrations revoked	20	1	35
Motorcycle registrations revoked ..	-	1	4
Motorcycle driver's revoked	-	-	29
Dealer's registration revoked	<u>6</u>	<u>34</u>	<u>32</u>
	4949	4993	4034

Revoked For

Reckless driving and speeding	720	590	452
Intoxication	2095	2089	1432
Manslaughter	575	670	727
Various other violations	<u>1559</u>	<u>1644</u>	<u>1423</u>
	4949	4993	4034

Respectfully submitted,

Elizabeth McLaughlin

STOLEN CAR INVESTIGATION

AUTOMOBILE UNDERWRITERS DETECTIVE BUREAU

NEW YORK

January 1, 1933.

Hon. Harold G. Hoffman,
Commissioner of Motor Vehicles,
State House,
Trenton, N. J.

Dear Commissioner Hoffman:

May I again call your attention to the records of this Bureau, which would seem to prove the value of the Bill of Sale Law under which your Department functions in the registering of motor vehicles.

The records, which are compiled from the theft experience of over one hundred and eighty insurance companies writing automobile theft insurance, show that there was a twenty six per cent reduction in the number of thefts in the State of New Jersey in 1932 as compared with 1931, and that there was, during the same period, an increase in recoveries of four per cent.

In addition to automobiles valued at \$140,000.00 which were recovered for insured and non-insured owners as of January 1, 1932, Inspectors of your Department, for the year 1932, recovered stolen motor vehicles having a valuation of \$71,616.00, making the total value of cars recovered since the enactment of the Bill of Sale Act \$211,616.00.

The Bill of Sale Law, in my opinion, is a decided deterrent to motor car thefts. The vigorous manner in which you have prosecuted automobile thieves and prevented the promiscuous registration of stolen automobiles is highly commendable and will, no doubt, cause a further reduction in automobile thefts in New Jersey and, in all probability, an increase in the number of stolen motor vehicles recovered.

Evidence gathered by your Inspectors has resulted in the complete breaking up of several organized bands of automobile thieves, some of which had been active for a number of years.

Congratulating you on this splendid record, I am

Yours very truly,

H. M. SHEDD

Director.

Passenger Registrations - 1st Class

This item includes the registration issued for all passenger vehicles with a horse power (S.A.E.) of from 10 to 29.	)	Total number	617,616		
Fees collected are at a rate of \$.40 per H.P. with a minimum fee of \$4.00.	)	Total horse power		14,820,792	
	)	Total fees			5,928,316.80
	)	Total number * H.R.	32,710		
	)	Total horse power		771,272	
	)	Total fees			154,254.40

Passenger Registrations - 2nd. Class

This item includes the registrations issued for all vehicles with a horse power (S.A.E.) of 30 or over.	)	Total number	62,810		
Fees collected are at a rate of 50¢ per horse power.	)	Total horse power		2,164,313	
	)	Total fees			1,082,156.50
	)	Total number * H.R.	2,742		
	)	Total horse power		92,265	
	)	Total fees			23,066.25

Total number vehicles registered

715,878

Total fees collected - passenger registrations

7,187,793.95

Commercial Registrations

This item includes the registrations issued for all commercial vehicles.	)	Total number	117,566		
The rate of fees is from \$12.00 for a vehicle with a Gross Weight of 2000 lbs. to \$99.00 for a vehicle with a Gross Weight of 30,000 lbs. Gross Weight is the weight of the vehicle and the weight of the load combined.	)	Total gross weight		914,104	
	)	Total fees			3,701,748.00
	)	Total number * H.R.	11,040		
	)	Total gross weight		85,738	
	)	Total fees			173,464.50

UNDERTAKERS REGISTRATIONS.

This item includes all registrations issued to Undertakers hearses. These are classified as Commercial Vehicles and are registered as such. The fee is charged on this basis. They are issued passenger plates in order that they may have free access to travel through Parks where regular Commercial Vehicles are excluded.	)	Total number	605		
	)	Total Gross Weight		3,398	
	)	Total fees			15,574.00
	)	Total number * H.R.	8		
	)	Total gross weight		47	
	)	Total fees			106.50

Total Number Vehicles Registered 129,219

Total fees collected - Commercial Registrations

3,890,893.00

Trailer Registrations

This item includes all registrations issued for vehicles to be trailed by any motor vehicle whether 2 or 4 wheels. The fees are based upon the gross weight the same as commercial vehicles. Special Trailer registrations are issued in accordance with Chapter 150 P.L. 1927 for the carrying of road building machinery, etc. for a fee of \$150.00. These vehicles cannot be registered as regular trailers as the Gross weight exceeds 30,000 lbs.	)	Total number	2,436		
	)	Total gross wt. in thos.		2,6295	
	)	Amount of fees			98,779.00
	)	Total number H.R.	540		
	)	Total gross weight		5363	
	)	Amount of fees			10,176.00
	)	Total number (Special)	62		
	)	Amount of fees			9,300.00
	)	Total number Veh. Registered	5,038		
	)	Total fees collected - Trailer registrations			118,255.00

* H.R. - In accordance with the Motor Vehicle Act, all registrations for Passenger, Commercial, Omnibus and Trailers are reduced to $\frac{1}{2}$ on and after August 1.

Tractor Registrations

This item includes all registrations issued for Agricultural Tractors and Traction Engines. The fee is \$3.00.	)	Total number	231		
	)	Total fees collected - Tractor registrations			693.00

Motor Cycle Registrations

This item includes all registrations issued for Motor Cycles. The fee is \$2.00.	)	Total number	5,257		
	)	Total fees collected - Motor Cycle Registrations			10,514.00

Dealers Registrations

This item includes all registrations issued to Dealers. Automobile Dealers are issued 5 sets of tags and certificates at a fee of \$25.00 per set. Motor Cycle Dealers are issued 3 sets of tags and certificates at a fee of \$15.00 per set.	)	Total number (Auto)	2,691		
	)	Amount of fees			67,275.00
	)	Total number (M.C.)	25		
	)	Amount of fees			375.00
	)	Total number Reg.	2,716		
	)	Total fees collected - Dealers registration			67,650.00

Omnibus Registrations.

This item includes all registrations issued for vehicles used for the carrying of passengers for hire. These are divided into 4 classes - *U-Drive (UD) - Taxi (T) - Private Livery (L) - and Buses (B) Fees are based on the number of passengers to be carried commencing at \$15.00 for 5 passengers or less - to \$40.00 for 30 passengers. For buses carrying over 30 persons a fee of \$2.00 is charged for each passenger in addition.

) Total number (UD)	208			
) Total number passengers		1042.5		
) Total fees (UD)			3,122.50	
) Total number (UD) * H.R.				
) Total number passengers				
) Amount of fees (UD) *H.R.				3,122.50
) Total fees (UD)				
) Total number (T)	2,838			
) Total number passengers		15712.5		
) Amount of fees			44,092.50	
) Total number (T) *H.R.	42			
) Total number passengers		237.5		
) Amount of fees (T) *H.R.			328.75	
) Total fees (T)				44,421.25
) Total number (L)	1,348			
) Total number passengers		9862.5		
) Amount of Fees			23,342.50	
) Total number (L) *H.R.	49			
) Total number passengers		427.5		
) Amount of fees (L) *H.R.			458.75	
) Total fees (L)				23,801.25
) Total number (B)	5,051			
) Total number passengers		244923.5		
) Amount of fees			295,433.50	
) Total number (B) *H.R.	151			
) Total number passengers		4647.		
) Amount of fees (B) *H.R.			3,078.50	
) Total fees (B)				298,512.00
Total number vehicles registered	9,687			
Total fees collected - Omnibus registrations				369,857.00

Note:

For clearness in this report - the letters UD have been used although the figure 5 is now prefixed on UD license plates.

Intransit Tags Issued by Agent

Total collections from dealers intransit tags issued by our Trenton No. 1 Agent.)		
	)	Total collected	1.00

Transfers of Registrations

This item includes all transfers of registrations issued to applicants for different cars than those first registered. The fee is \$1.00 plus any increase in H.P. if passenger, G. W. if commercial or number of passengers if Omnibus. Excess represents this amount. Transfers are allowed from one car to another in the same registered owners name only.	)	Total number	128,874	
	)	Excess Amounts	169,562.20	
	)	Total fees collected from transfers		298,436.20
)			
)			
)			
)			
)			

Exchange of Registrations from one Class of Registration to Another.

This item includes all issues of registrations exchanged upon application of the registrant, who desires to use the car registered for Commercial or Omnibus purposes. Exchanges are made by collecting the original tags issued and issuing new tags for the class or registration applied for. The fee is \$1.00 plus the difference between the original fee paid and the fee for the new registration applied for.	)	Total number	4,526	
	)	Difference in fees	30,326.70	
	)	Total fees collected for exchanges		34,852.70
)			
)			
)			
)			
)			

Duplicate Certificates

This item includes all issues of Duplicate Certificates to applicants, who have lost the original certificates issued them.	)	Total number	20,525	
The fee is \$1.00	)	Total fees collected for duplicate certificates		20,525.00

Duplicate Tags

This item includes the issue of all tags to applicants who have lost one or both of the original tags issued to them. Upon application new tags are issued and the remaining tag, if only one has been lost, is returned. Fees are \$1.00 for each auto tag lost and \$.50 for each M.C. tag lost. Where a fee of \$2.00 was collected for both tags lost the excess of \$1.00 is included with the excess amount collected on transfers.	)	Total number P.	4,230	
	)	Amount of fees		4,230.00
	)	Total number C.	2,461	
	)	Amount of fees		2,461.00
	)	Total number O.	77	
	)	Amount of fees		77.00
	)	Total number T.	68	
	)	Amount of fees		68.00
	)	Total number M.C.	81	
	)	Amount of fees		40.50
Neto: P. for Passenger	)	Total number issued	8,917	
C. for Commercial	)	Total fees collected for duplicate tags		8,876.50
O. for Omnibus)			
T. for Trailer)			
D. for Dealers)			
M.C. for Motor Cycle)			

Drivers Licenses

This item includes all licenses issued to applicants to drive an Automobile or Motor Cycle. the fee is \$3.00 for Auto and \$1.00 for Motor Cycle.	)	Total number (Auto)	1,049,355	
	)	Amount of fees		3,148,065.00
	)	Total number (M. C.)	5,233	
	)	Amount of fees		5,233.00
		<hr/>		
Total number of licenses		1,054,588		
Total fees collected from drivers licenses				3,153,298.00

Learners Permits

This item includes all permits issued to applicants who desire to learn how to drive and are afterwards examined, before Drivers License is issued.	)	Total number A.	195,933		
The fee is 50¢.	)	Amount of fees		97,966.50	
Note: A - Auto	)	Total number (M.C.)	36		
MC - Motor Cycle	)	Amount of fees		18.00	
	)	Total number of permits	195,969		
	)	Total fees collected from permits			97,984.50

Interest on Deposits - Agents

This item is the interest credited on Deposits of collections made by Agents in their local banks in the name of the Department.)				
	)	Total amount of interest			7,336.46

Charges for 1931

This item includes charges for items issued by agents in 1931)				
These items were not included in their report of issuances and were charged after the close of the 1931 accounts.	)	Total amount			3,003.00

<u>Total fees collected by agents</u>					15,674,999.48
---------------------------------------	--	--	--	--	---------------

Total fees paid to agents

Agents are paid fees for the issuances of registrations and Drivers Licenses, which fees have been limited to a maximum. These fees are based upon the volume of business done by the agent.)				
No expenses are allowed the agent, nor does the Department pay any rent, light, heat or clerk hire.	)	Agents Commissions			347,841.10

Collections by Central Office

Fines for violations of Law

In all arrests for violations of the Motor Vehicle or Traffic Acts, by Motor Vehicle Inspectors or members of the State Police where fines are imposed, the Magistrate must forward such fine to the Commissioner of Motor Vehicles.

)
)
)
) Total fines collected 119,443.60
)
)

Certified Copies

Certified copies of any record at this office are acceptable in any court as evidence. By furnishing these the Department is not called upon to send a witness to substantiate the record.

)
)
)
) Total collected from certified copies 3,534.60
)
)

Dealers Duplicate Tags

Rather than issue a new set of tags consisting of 5 pairs where dealers report the loss of one or more tags these tags are manufactured and sent them. The fee is \$1.00 for each tag.

)
)
)
) Total collected from Duplicate Dealer Tags 211.00
)
)

Dealers "In Transit Tags"

Where dealers are transporting cars from the factory or R. R. siding to their place of business they may upon application be issued (Intransit) tags at a fee of \$2.00 per pair. These tags are manufactured the same number as their Dealers tags.

)
)
)
) Total collections from Dealers Intransit Tags 337.00
)
)

Special Permits

Due to the change from solid to Pneumatic tire, some commercial vehicles were made wider than 8 feet, which is the maximum width allowed by the Motor Vehicle Act. In accordance with this Act the Commissioner may issue special permits allowing the use of these vehicles. Permits were issued at a fee of \$5.00 each.

Total collections from special permits	987.00
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Information Requests

In some instances where information as to owners of certain registration numbers is to be used for commercial purposes the Department charges the applicant a fee of 6¢ per number for the information requested.

Total collections from information requests	64.10
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Non Resident Power of Attorneys

Process Fees

In accordance with the law every non resident who registers his vehicle in this State files a Power of Attorney appointing the Commissioner of Motor Vehicles his lawful attorney upon whom service may be served. Fees received from serving of process.

Total collections from service of process	5,378.82
---	----------

List Privilege

This Department after proper advertising accepts bids for the privilege of copying its records for commercial purposes. This privilege in 1932 was awarded to the New Jersey Motor List Company for a bid of \$3,150.00.

Total collection from list privilege	3,150.00
--------------------------------------	----------

Miscellaneous Collections

This item is made up of \$165.75)	
collected from registrants on account of)	
wrong fees; \$10.00 collected from sale)	
of stolen cars; \$20.75 collected from)	
Insurance Company for damage to Department	)	Total for miscellaneous collections
cars; \$35.00 for refund of storage of Rec	)	1,417.29
Car; \$14.00 subpoena fees collected by)	
Inspectors; \$39.23 refund on Insurance;)	
\$1132.56 received from closed bank)	
on 1930 accounts.)	

Interest on Deposits - C.O.

This item is the interest accrued on)	
deposits of the central office.	)	Total interest
		10,735.03

Total Collections - Agents and Central Office

15,413,227.75

FINANCIAL STATEMENT

Collection Accounts

Paid State Treasurer, 1932 account	\$14,840,664.18	
On deposit in closed banks, 1932 collections .	216,610.37	
On deposit December 31, 1932, on account of 1933 collections	5,873,550.00	
Commissions paid to agents	347,841.10	
Refunds for errors in rating	8,112.10	
Due from banks, account of 1933 collections ..	1,269,681.96	
Agents' Bank Balances		\$ 1,269,681.96
Collections November 15, 1931 to December 31, 1932, account of 1932 business		15,413,227.75
Collections November 1, 1932 to December 31, 1932, account of 1933 business		5,873,550.00
	<u>\$22,556,459.71</u>	<u>\$22,556,459.71</u>

AMOUNTS COLLECTED MONTHLY AND DISPOSITION

1932	Collections	Agents' Fees	Refunds	Balance to State Treasurer
JANUARY	\$8,575,671.88	\$ 28,921.45	\$1,755.65	\$ 395,000.00
FEBRUARY	3,626,858.48	28,724.42	899.10	10,015,969.31
MARCH	884,077.09	28,816.08	883.50	1,317,121.60
APRIL	471,167.42	28,666.04	1,178.95	671,360.67
MAY	389,765.47	28,946.96	62.40	277,348.97
JUNE	344,469.17	29,124.38	513.00	324,981.50
JULY	300,715.16	27,781.61	974.10	322,612.78
AUGUST	289,421.42	27,977.83	810.10	203,351.81
SEPTEMBER	202,390.08	27,904.14	592.95	305,313.32
OCTOBER	176,147.97	27,881.30	134.75	102,552.16
NOVEMBER	101,367.00	27,865.45	168.70	150,088.61
DECEMBER	51,176.61	* 35,231.44	138.90	754,963.45
On deposit in closed banks				216,610.37
	<u>\$15,413,227.75</u>	<u>\$347,841.10</u>	<u>\$8,112.10</u>	<u>\$15,057,274.55</u>

* This amount includes \$7,353.48 for Emergency Relief Fund, deductions for period July 1, 1932 to December 31, 1932.

Respectfully submitted,

William J. Dearden

Chief Clerk.

AUTOMOBILE JUNK-YARD DIVISION

REPORT OF WILLIAM J. DEARDEN, CHIEF CLERK

STATEMENT OF RECEIPTS FOR THE YEAR 1932

Date	License Fees	Inspection Fees	Bank Interest	Total
January	\$450.00	\$225.00		\$675.00
February	150.00	75.00		225.00
March	150.00	75.00	.77	225.77
April	100.00	50.00	.96	150.96
May			1.04	1.04
June	50.00	25.00	1.05	76.05
July			1.11	1.11
August			1.11	1.11
September	100.00	50.00		150.00
October	50.00	25.00		75.00
November				
December			4.82	4.82
	<u>\$1,050.00</u>	<u>\$525.00</u>	<u>\$10.86</u>	<u>\$1,585.86</u>

DIVISION OF FINES

Report of Frank Schnorbus, Chief Clerk of Division of Fines, of
Reports and Fines imposed and forwarded by Magistrates:

January 1
19 33

Hon. Harold G. Hoffman,
Commissioner of Motor Vehicles,
Trenton, New Jersey.

Dear Sir:

I am submitting herewith Annual Report figures from Magistrate's
Fine Division.

Magistrates accounts in 1932 were in better condition than in any
former year.

Respectfully submitted,

FRANK SCHNORBUS.

COMPARATIVE STATEMENT OF FINES

Fines collected for violations of the Motor Vehicle and Traffic
Acts amount to \$119,443.60. A comparative table follows, showing the col-
lections of fines by months for the years 1927, 1928, 1929, 1930, 1931 and
1932:

	<u>1927</u>	<u>1928</u>	<u>1929</u>	<u>1930</u>	<u>1931</u>	<u>1932</u>
January	31,497.25	40,688.40	7,131.83	11,941.00	10,099.50	6,910.00
February	25,808.30	40,243.51	15,601.00	19,632.50	12,199.50	9,941.00
March	41,219.10	36,924.20	15,187.00	29,061.00	19,009.00	10,382.10
April	45,689.90	21,632.40	24,755.00	21,258.00	19,246.50	8,177.00
May	44,194.10	28,772.80	18,751.00	17,692.50	12,033.50	9,312.00
June	51,171.73	13,476.00	16,139.00	19,496.50	14,438.50	12,396.50
July	58,556.60	13,578.50	21,944.50	23,043.00	18,563.50	15,556.50
August	64,041.45	16,739.17	23,601.00	19,169.50	18,129.00	14,216.50
September	43,380.05	12,838.00	24,243.50	18,400.50	19,385.50	12,300.50
October	49,709.90	11,850.00	15,610.75	15,206.50	15,634.50	9,671.00
November	53,290.70	11,724.00	14,679.50	12,896.50	16,047.50	6,586.50
December	52,803.55	7,343.00	11,227.00	12,577.50	11,198.00	3,994.00
	\$561,362.63	\$255,809.98	\$211,871.08	\$220,175.00	\$136,489.50	\$119,443.60

COUNTY TABULATION OF FINES

COUNTIES	AMT. DUE 12-31-31	FINES IMPOSED 19 32	CASH RECEIVED 19 32	AMOUNT DUE 19 32
Atlantic		7,328.00	7,328.00	
Bergen		4,893.60	4,893.60	
Burlington		5,461.00	5,461.00	
Camden	35.00	8,408.00	8,443.00	
Cape May		1,359.00	1,359.00	
Cumberland *	29.00	2,140.00	2,140.00	
Essex *	200.00	8,812.00	8,886.00	
Gloucester		2,791.50	2,791.50	
Hudson		3,348.00	3,348.00	
Hunterdon		3,133.00	3,133.00	
Mercer		10,655.00	10,655.00	
Middlesex *	697.00	19,041.50	19,041.50	655.00
Monmouth	690.00	5,392.00	6,082.00	
Morris	220.00	5,703.50	5,703.50	220.00
Ocean *	188.00	4,029.00	4,029.00	143.00
Passaic		3,544.00	3,544.00	
Salem		553.00	553.00	
Somerset		10,401.00	10,401.00	
Sussex		2,806.00	2,806.00	
Union		5,152.50	5,152.50	
Warren	70.00	3,693.00	3,693.00	70.00
Totals.....	\$2,129.00	\$118,644.60	\$119,443.60	\$1,088.00

*\$242 - Cancelled reported fines received in error, duplications, appeals and cases disposed of by advice of Department Counsel.

A T L A N T I C

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Altman, Joseph		25.00	25.00	
Berchtold, Fred		508.50	508.50	
Bradley, George		26.50	26.50	
Breder, F. O.		583.50	583.50	
Burdick, E. A.		485.00	485.00	
Capizola, P. A.		42.50	42.50	
Cashan, Nicholas		10.00	10.00	
Craven, A. J.		786.00	786.00	
Garritty, Joseph		107.00	107.00	
Lovett, S. L.		1.00	1.00	
Mathias, L. B.		14.00	14.00	
Mischlich, Wm.		565.00	565.00	
Montgomery, R. E.		14.00	14.00	
Morganweck, Jr., C. A.		57.50	57.50	
Myers, James E.		175.00	175.00	
Nagles, J. H.		15.00	15.00	
Nassokin, C.		793.50	793.50	
Peoples, Gertrude		2,449.50	2,449.50	
Riedel, C. F.		116.00	116.00	
Ruberton, J. A.		111.00	111.00	
Scull, B. L.		360.00	360.00	
Smith, J. T.		29.00	29.00	
Stephens, W. B.		25.00	25.00	
Wolfhart, Joseph		28.50	28.50	
Totals.....		<u>7,328.00</u>	<u>7,328.00</u>	

B E R G E N

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Albert, Wm.		889.00	889.00	
Breslin, J. J.		12.00	12.00	
Cole, Parsells		28.50	28.50	
Dator, R. F.		100.00	100.00	
Dellaponta, A. H.		31.00	31.00	
Ennis, W. J.		56.00	56.00	
Ferry, L. F.		137.60	137.60	
Foster, W. R.		13.00	13.00	
Gardner, Frank		2.00	2.00	
Harrison, W. A.		29.50	29.50	
Heindel, A. J.		41.00	41.00	
Honig, H. G.		22.00	22.00	
Huckin, L. B.		8.00	8.00	
Hussey, B. M.		159.00	159.00	
Jacoby, F. W.		340.00	340.00	
Kantoff, M. B.		49.00	49.00	
Kiefer, H. B.		17.00	17.00	
Kinnear, W. H.		331.00	331.00	
Mahler, P. G.		289.00	289.00	
Marconi, Dominic		350.00	350.00	
McDermott, J. M.		3.00	3.00	
Morris, Charles		1,000.00	1,000.00	
Patlen, A. S.		100.00	100.00	
Rodgers, Truman		15.00	15.00	
Sansone, Filomeno		3.00	3.00	
Shield, J. H.		47.00	47.00	
Smith, D. R.		55.00	55.00	
Taylor, J. H.		26.00	26.00	
Trudo, J. A.		10.00	10.00	
Van Brede Rode, Hendrick		19.00	19.00	
Van De Mark, George B.		15.00	15.00	
Voss, Herbert		10.00	10.00	
Vossler, Edward		38.00	38.00	
Ward, C. Jack		10.00	10.00	
Washer, W. W.		348.00	348.00	
Webster, Fred		89.00	89.00	
Weir, Herbert		22.00	22.00	
Williams, R. H.		1.00	1.00	
Winans, George W.		24.00	24.00	
Young, J. F.		13.00	13.00	
Zabransky, Joseph		141.00	141.00	
Totals.....		\$4,893.60	\$4,893.60	

B U R L I N G T O N

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Absalom, F. S.		51.00	51.00	
Addison, A. H.		82.50	82.50	
Bowers, C. A.		970.00	970.00	
Brettell, F. E.		5.00	5.00	
Callery, T. A.		5.00	5.00	
Curran, Matthew		5.00	5.00	
Fichter, W. L.		587.00	587.00	
Fox, A. B.		28.00	28.00	
Gibbs, Wesley		574.00	574.00	
Hancock, J. B.		9.50	9.50	
Horsfall, F. S.		7.00	7.00	
Johnston, J. W.		75.00	75.00	
Kingdon, J. C.		10.00	10.00	
Lambert, D. E.		336.00	336.00	
Lippincott, M. S.		24.00	24.00	
Lockman, F. M.		683.00	683.00	
Mason, W. H.		23.00	23.00	
McCloskey, H. F.		494.00	494.00	
McNulty, J. R.		111.00	111.00	
Merrill, Lester		20.00	20.00	
Piston, T. J.		8.00	8.00	
Roberts, J. E.		118.00	118.00	
Schoidecker, Julius		98.00	98.00	
Smith, J. L.		790.00	790.00	
Smyth, F. L.		35.00	35.00	
Thompson, John		40.00	40.00	
Throckmorton, Jr., John		5.00	5.00	
Tunney, Wm.		257.00	257.00	
Worthington, I. R.		10.00	10.00	
Totals.....	\$5,461.00		\$5,461.00	

C A M D E N

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Bialy, H. L.		210.00	210.00	
Boardman, Arch		85.00	85.00	
Bowman, F. A.		1.00	1.00	
Carey, J. T.		5.00	5.00	
Clapp, F. B.		172.50	172.50	
Cook, J. E.		20.00	20.00	
Courtney, A. P.		220.00	220.00	
Craig, A. E.		10.00	10.00	
Duncan, W. J.		1,124.50	1,124.50	
Egan, F. A.		3.50	3.50	
Fox, G. H.		15.00	15.00	
Fraser, W. P.		711.50	711.50	
Hewston, H. S.		100.00	100.00	
Hoffbauer, J. J.		43.00	43.00	
Hunter, E. D.		422.00	422.00	
Jackson, C. H.		405.50	405.50	
Johnson, R. A.	35.00			35.00
Jost, Adolph		10.00	10.00	
Koster, J. N.		34.50	34.50	
Parker, Henry		159.50	159.50	
Patten, J. A.		15.00	15.00	
Richardson, F. N.		294.00	294.00	
Schooley, H. R.		20.00	20.00	
Schramm, F. C.		498.00	498.00	
Schwoiger, M. D.		18.50	18.50	
Skala, E. D.		39.50	39.50	
Smith, J. S.		960.00	960.00	
Stetsor, O. J.		711.00	711.00	
Timmins, F. J.		76.00	76.00	
Vallely, John		20.00	20.00	
Wagner, F. J.		1.00	1.00	
Walton, H. H.		459.00	459.00	
Wilkinson, George W. T.		1.00	1.00	
Yost, George		1,342.50	1,342.50	
Ziesch, George J.		200.00	200.00	
Totals.....	\$35.00	\$8,408.00	\$8,443.00	

C A P E M A Y

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Brownmiller, George A.		15.00	15.00	
Coapman, J. M.		70.00	70.00	
Delaney, J. P.		10.00	10.00	
Gandy, Floyd		4.00	4.00	
Gorman, H. B.		9.00	9.00	
Holton, J. T.		125.00	125.00	
Kohle, Joseph		780.50	780.50	
Leeds, D. L.		24.00	24.00	
Levin, J. S.		73.00	73.00	
Myers, Lanning		108.50	108.50	
Nittinger, E. P.		10.00	10.00	
Richards, G. D.		35.00	35.00	
Sharp, Paul		25.00	25.00	
Sofroney, M. M.		4.00	4.00	
Tenenbaum, Leslie		66.00	66.00	
Totals.....		<u>\$1,359.00</u>	<u>\$1,359.00</u>	

C U M B E R L A N D

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Brower, C. P.		109.00	109.00	
Cohen, Wolfe		222.00	222.00	
Davis, H. M.		285.50	285.50	
D'Orio, Peter		178.00	178.00	
Downs, O. L.		58.50	58.50	
Johnson, S. C.		10.00	10.00	
Jones, Mayor Harry		202.00	202.00	
Lore, F. J.		232.00	232.00	
O'Leary, Jr., John		5.00	5.00	
Rigor, Mark		48.00	48.00	
Robbins, K. M.		65.00	65.00	
Smith, L. R. *	29.00			
Sewell, C. W.		42.00	42.00	
Smith, Sewell		20.00	20.00	
Walters, Philip		225.00	225.00	
Zane, B. C.		438.00	438.00	
Totals.....	<u>\$ 29.00</u>	<u>\$2,140.00</u>	<u>\$2,140.00</u>	

*\$29.00 - Cancelled reported fines received in error, duplications, appeals and cases disposed of by advice of Department Counsel.

E S S E X

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
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Bachman, A. P.		116.00	116.00	
Beatty, L. G.		370.00	370.00	
Booth, J. A.		110.00	110.00	
Davis, E. L.		30.00	30.00	
Demarest, F. A.		24.00	24.00	
De Vita, P. L.		56.00	56.00	
Feld, A. O.		56.00	56.00	
Haller, Louis		10.00	10.00	
Lighthipe, Herbert		120.00	120.00	
Noble, E. R.	200.00	6,299.00	6,373.00	
Rawson, W. H.		135.00	135.00	
Slayton, G. N.		45.00	45.00	
Stoddard, Fred		465.00	465.00	
Strazza, P. H.		218.00	218.00	
Tilley, J. F.		748.00	748.00	
Young, Charles		10.00	10.00	
Totals.....	\$200.00	\$8,812.00	\$8,886.00	

* \$126.00 - Cancelled fines received in error, duplications, appeals and cases disposed of by advice of Department Counsel.

G L O U C E S T E R

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
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Abel, F. R.		15.00	15.00	
Benner, C. H.		140.00	140.00	
Bowers, W. H.		89.50	89.50	
Bundens, George		6.00	6.00	
Daniels, O. J.		30.00	30.00	
Darns, L. J.		18.00	18.00	
Davenport, C. J.		57.00	57.00	
Frederic, Albert		132.00	132.00	
Friant, H. F.		287.00	287.00	
Gallenthin, J. F.		5.00	5.00	
Graham, Edwin		15.00	15.00	
Haines, S. B.		208.00	208.00	
Harvey, Lester		15.00	15.00	
Hunter, W. S.		10.00	10.00	
Johnson, Frank		39.00	39.00	
Lord, Lynwood		5.00	5.00	
M. Gill, David		2.50	2.50	
Miller, A. D.		105.50	105.50	
Robertson, J. F.		23.00	23.00	
Simmier, Fred		218.00	218.00	
Skinner, W. R.		330.00	330.00	
Smith, J. F.		564.00	564.00	
Snyder, L. G.		69.00	69.00	
Steelman, C. N.		5.00	5.00	
Twiss, H. S.		354.00	354.00	
Von Der Hayden, Max		10.00	10.00	
Waters, F. L.		5.00	5.00	
Wert, J. A.		34.00	34.00	
Totals.....		\$2,791.50	\$2,791.50	

H U D S O N

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Barison, M. E.		2,665.00	2,665.00	
Casale, A. E.		623.00	623.00	
Couch, A. F.		25.00	25.00	
McCabe, J. D.		5.00	5.00	
Modarelli, A. E.		5.00	5.00	
Prout, John		25.00	25.00	
Totals.....		3,348.00	3,348.00	

H U N T E R D O N

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Beaty, Elston		4.00	4.00	
Coss, J. H.		6.00	6.00	
Cramer, G. H.		2.00	2.00	
Heitner, Herman		1,377.00	1,377.00	
Hoffman, Oliver		227.50	227.50	
Housel, S. C.		13.00	13.00	
Hoffman, Barton		130.00	130.00	
Mackay, James		60.50	60.50	
Oliver, L. W.		647.00	647.00	
Read, Thos.		36.00	36.00	
Sheets, R.L.		13.00	13.00	
Shurts, J. R.		20.00	20.00	
Tarantola, I. M.		54.00	54.00	
Voorhees, J.C.		249.00	249.00	
Webster, George		294.00	294.00	
Totals.....		\$3,153.00	\$3,153.00	

M E R C E R

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Boscarella, J. J.		20.00	20.00	
Carpenter, E. A.		1,185.00	1,185.00	
Chance, D. R.		90.00	90.00	
Diblin, G. J.		340.00	340.00	
Draine, C. H.		2,577.00	2,577.00	
Duch, A. J.		1,703.00	1,703.00	
Hiland, James		265.00	265.00	
Hoff, J. S.		5.00	5.00	
Hoffman, H. G.		4,310.00	4,310.00	
Jeffries, B. P.		65.00	65.00	
Lawrence, I. L.		90.00	90.00	
Totals.....		\$10,655.00	\$10,655.00	

M I D D L E S E X

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Black, James		71.00	71.00	
Blodgett, F. E.		400.00	400.00	
Farrell, W. J.		160.00	160.00	
Ferrara, E. J.		4.00	4.00	
Forgotson, R. J.		388.00	388.00	
Haefner, John		263.00	263.00	
Harris, Walter		98.00	98.00	
Hillpot, A. K.		98.00	98.00	
Holohan, J. K.		2,257.00	2,257.00	
Irins, H. L.		1,269.00	1,269.00	
Karcher, J. T.		118.00	118.00	
Matthews, C. G.	855.00			655.00
Morris, Jacob		3.00	3.00	
Pickersgill		155.00	155.00	
Shearn, Justin		270.00	270.00	
Shepherd, Louis		8,643.50	8,643.50	
Spilatore, George A.		844.00	844.00	
Tetlow, Joseph		2,011.00	2,011.00	
Vogel, B. W.		397.00	397.00	
Walters, George		1,590.00	1,590.00	
Winkelhofer, J. T.*	42.00			
Young, Vincent		2.00	2.00	
	\$ 697.00	\$19,041.50	\$ 19,041.50	\$ 655.00

* \$42.00 - Cancelled reported fines received in error, duplications, appeals and cases disposed of by advice of Department Counsel.

M O N M O U T H

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Allen, Charles		28.00	28.00	
Barker, S. C.		120.00	120.00	
Bolte, Harry		1,148.00	1,148.00	
Boughton, Edward		32.00	32.00	
Burke, H. M.	690.00	362.00	1,052.00	
Burt, C. A.		5.00	5.00	
Campbell, M. L.		10.00	10.00	
Clot, M. E.		287.00	287.00	
Cobb, W. N.		2.00	2.00	
Currie, E. J.		7.00	7.00	
Currie, N. J.		5.00	5.00	
Denegar, H. C.		74.00	74.00	
Dodd, P. J.		25.00	25.00	
Evans, A. V.		400.00	400.00	
Hetem, R. P.		3.00	3.00	
Holmes, W. S.		200.00	200.00	
Irons, G. N.		2.00	2.00	
Knight, J. E.		10.00	10.00	
Krusen, W. L.		13.00	13.00	
Meese, L. H.		387.00	387.00	
Metting, C. J.		82.00	82.00	
Mount, C. H.		279.00	279.00	
Paulson, W. J.		9.00	9.00	
Pettit, H. F.		55.00	55.00	
Pillsbury, J. M.		45.00	45.00	
Quinn, Fred		483.00	483.00	
Reid, A. J.		25.00	25.00	
Rice, J. H.		6.00	6.00	
Roberts, H. W.		2.00	2.00	
Schooley, J. H.		50.00	50.00	
Simonson, Edward		13.00	13.00	

MONMOUTH CONTINUED

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Smith, T. L.		96.00	96.00	
Stoye, K. H.		184.00	184.00	
Taylor, A. A.		10.00	10.00	
Wainright, E. C.		843.00	843.00	
Walsh, M. F.		3.00	3.00	
Woolley, C. R.		17.00	17.00	
Young, J.H.		70.00	70.00	
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Totals.....	\$690.00	\$5,392.00	\$6,082.00	

M O R R I S

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Adolff, A. M.		342.00	342.00	
Banta, F. N.		5.00	5.00	
Bishop, Jr., Wm.		62.00	62.00	
Bontempo, Emilio		2.00	2.00	
Bormuth, J. F.		10.00	10.00	
Brown, Clarence		17.00	17.00	
Cooke, J. D.		219.00	219.00	
De Camp, F. A.		192.00	192.00	
Doney, R. P.		238.00	238.00	
Gardner, W. A.		458.00	458.00	
Grossman, J. H.		237.00	237.00	
Hannon, T. J.		203.00	203.00	
Hartdorn, Gustave		103.00	103.00	
Hatfield, Wm. H.		5.00	5.00	
Higgins, Wm.		92.00	92.00	
Huyler, L. M.		558.00	558.00	
Jacobus, F. L.		4.00	4.00	
Keefe, W. A.		92.00	92.00	
Lee, Thos. E.		2.00	2.00	
Lucas, W. R.		188.00	188.00	
Malovany, D. M.		10.00	10.00	
McPeak, G. W.		275.00	275.00	
Mischiara, R.S.		63.00	63.00	
Murphy, F. M.		3.00	3.00	
Neis, W. C.		200.00	200.00	
Rennie, Alex		492.00	492.00	
Rinehart, R. Y.		209.50	209.50	
Rolston, R. P.		3.00	3.00	
Shuback, H. A.		27.00	27.00	
Stephany, Frank		116.00	116.00	
Swenson, O.E.		9.00	9.00	
Thomas, Joseph		532.00	532.00	
Thomas, K. T.		10.00	10.00	
Tinney, R. S.		60.00	60.00	
Tremallo, Louis		80.00	80.00	
Trengove, J. W.		62.00	62.00	
Van Keuren, J. O.	220.00			220.00
Watson, F. G.		45.00	45.00	
Waxberg, Louis		463.00	463.00	
Whitmore, Arch		15.00	15.00	
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Totals.....	\$220.00	\$5,703.50	\$5,703.50	\$220.00

O C E A N

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
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Baxter, Lester		200.00	200.00	
Becker, F. J.		163.80	163.50	
Bennett, Raymond	143.00	2.00	2.00	143.00
Berkowitz, Isaac		224.50	224.50	
Briggs, F. W. *	45.00	235.00	235.00	
Cassidy, J. P.		5.00	5.00	
Cranmer, W. S.		381.00	381.00	
Davis, Edwin		5.00	5.00	
Davis, J. M.		5.00	5.00	
Egan, Jr., L. G.		45.00	45.00	
Freidel, M. B.		10.00	10.00	
Giles, G. E.		76.00	76.00	
Hollander, Adolph		30.00	30.00	
Leary, W. R.		1,330.00	1,330.00	
Mahland, F. A.		235.00	235.00	
Minnick, Fred		6.00	6.00	
Novins, Benj.		16.00	16.00	
Potter, E. F.		582.50	582.50	
Rawley, G. A.		23.00	23.00	
Smith, H. A.		236.50	236.50	
Taylor, A. O.		5.00	5.00	
Weaver, F. V.		2.00	2.00	
Whitson, W. W.		11.00	11.00	

Totals.....	\$188.00	\$4,029.00	\$4,029.00	\$143.00
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* \$45.00 - Cancelled reported fines received in error, duplications, appeals and cases disposed of by advice of Department Counsel.

Magistrates	Amt. Due 12-31-31	<u>P A S S A I C</u> Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
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Arhold, E. W.		189.00	189.00	
Ball, Edward E.		144.00	144.00	
Conant, F. B.		750.00	750.00	
Finn, J. A.		1,069.00	1,069.00	
Fippinger, Harry		49.00	49.00	
Gionti, Arthur		1.00	1.00	
Houman, G. G.		81.00	81.00	
Husk, Richard		785.00	785.00	
Joelson, Harry		240.00	240.00	
Moncrief, R. W.		45.00	45.00	
Pries, Edward		11.00	11.00	
Roome, O. H.		39.00	39.00	
Schmidt, G. F.		90.00	90.00	
Schoonmaker, J. P.		11.00	11.00	
Server, A. F.		1.00	1.00	
Shorter, L. H.		29.00	29.00	
Weaver, J. M.		10.00	10.00	

Totals.....	\$3,544.00	\$3,544.00
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S A L E M

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Alterman, Jos.		4.50	4.50	
Barish, S. M.		12.50	12.50	
Carpenter, W. A.		5.00	5.00	
Cole, S. B.		3.00	3.00	
Geiter, H. M.		15.00	15.00	
Glick, Harry		183.00	183.00	
Humphreys, D. G.		15.00	15.00	
Kidd, R. W.		2.00	2.00	
Kirk, George		2.00	2.00	
Linch, H. H.		91.00	91.00	
Miller, W. F.		45.00	45.00	
Mundy, C. E.		80.00	80.00	
Pickers, Norman		10.00	10.00	
Smith, E. S.		20.00	20.00	
Smith, M. J.		3.00	3.00	
Steel, W. C.		11.00	11.00	
Stewart, E. O.		33.00	33.00	
Summerill, C. D.		18.00	18.00	
Totals.....		<u>\$553.00</u>	<u>\$553.00</u>	

S O M E R S E T

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Baier, J. G.		134.00	134.00	
Bodin, F. E.		5.00	5.00	
Bulat, J. J.		1.00	1.00	
Darling, Jr., R. E.		195.00	195.00	
Daughady, C. O.		1.00	1.00	
Dreier, A. S.		230.00	230.00	
Durham, H. E.		10.00	10.00	
Lifgren, Wm.		15.00	15.00	
Matthews, O. B.		29.00	29.00	
Palmer, A. A.		22.00	22.00	
Rehder, C. E.		829.00	829.00	
Smith, G. M.		1,991.00	1,991.00	
Totten, G. D.		5,335.00	5,335.00	
Williams, J. J.		1,604.00	1,604.00	
Totals.....		<u>\$10,401.00</u>	<u>\$10,401.00</u>	

S U S S E X

Magistrates	Amt. Due. 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
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Case, Edgar		36.00	36.00	
Clopper, C. K.		244.00	244.00	
Dalling, James		8.00	8.00	
Fountain, J. W.		40.00	40.00	
Greene, J. H.		68.00	68.00	
Herman, Lillian		10.00	10.00	
Lang, R. D.		270.00	270.00	
Madden, J. P.		10.00	10.00	
Moyse, W. D.		63.50	63.50	
Shaw, J. J.		5.00	5.00	
Smith, George M.		17.50	17.50	
Sutton, J. O.		356.50	356.50	
Van Ness, C. L.		1,622.00	1,622.00	
Wardle, Arthur		10.00	10.00	
White, H. N.		45.50	45.50	

Totals.....		<u>\$2,806.00</u>	<u>\$2,806.00</u>	
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U N I O N

Magistrates	Amt. Due 12-31-32	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
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Albert, W. C.		63.00	63.00	
Barger, J. E.		53.00	53.00	
Berlin, M. J.		50.00	50.00	
Brown, J. F.		734.00	734.00	
Buckley, W. R.		404.00	404.00	
De Meza, W. G.		28.00	28.00	
Ewald, F. W.		200.00	200.00	
Goldstein, S. B.		35.00	35.00	
Grieshaber, H. B.		31.00	31.00	
Hoffman, A. C.		46.00	46.00	
Mattern, J. C.		115.00	115.00	
Molson, J. J.		55.00	55.00	
Mulholland, J. A.		29.00	29.00	
Nash, A. C.		206.00	206.00	
Patten, J. F.		1,223.00	1,223.00	
Scotch, M. A.		778.00	778.00	
Spinning, E. T.		322.50	322.50	
Spitzhoff, F. H.		275.00	275.00	
Ullrich, E. H.		200.00	200.00	
Weiner, F. S.		5.00	5.00	
Williams, R. B.		300.00	300.00	

Totals.....		<u>\$5,152.50</u>	<u>\$5,152.50</u>	
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W A R R E N

Magistrates	Amt. Due 12-31-31	Fines Imposed 1-1 to 12-31-32	Cash Rec'd. 1-1 to 12-31-32	Amt. Due 12-31-32
Baker, C. P.		1,264.00	1,264.00	
Baker, E. K.		85.00	85.00	
Banna, George		5.00	5.00	
Bellis, J. R.		15.00	15.00	
Craig, A. B.		67.50	67.50	
Fisher, C. F.		122.50	122.50	
Linaberry, F. A.		25.00	25.00	
Pierson, M. A.		1,301.00	1,301.00	
Sharps, E. W.		8.00	8.00	
Snyder, B. E.		170.00	170.00	
Van Billiard, James	70.00			70.00
Weiss, R. M.		280.00	280.00	
Wildrick, E. J.		295.00	295.00	
Wildrick, H. G.		55.00	55.00	
Totals.....	\$ 70.00	\$3,693.00	\$3,693.00	\$ 70.00

BILL OF SALE DIVISION

REPORT OF R. EARLE LEONARD, ASSISTANT CHIEF CLERK

January 1, 1933

Hon. Harold G. Hoffman,
Trenton, New Jersey.

Dear Commissioner:

In making an annual report for the Bill of Sale Department, it will be noted that the volume of business and the financial returns far exceeded the anticipated revenue when the Bill of Sale Act was contemplated. An idea of the volume of business and the number of duplicate bills of sale filed in this office will be noted in the following tabulation:

Original Bills of Sale	58,628	
Assignments	324,730	
Abstracts of Contract	87,802	
Foreclosure Bills of Sale	14,703	
Duplicate Foreclosure Bills of Sale	32	
Certificates Permitting Title		
Papers to be filed	53,959	
Duplicate Certificates permitting		
Title Papers to be filed	23	
Duplicate Bills of Sale	4,132	
Dealers Bills of Sale license	173	
Photostatic copies of documents in file ..		\$144.00
Interest		\$1,189.78

The fee for filing bills of sale in this Department is \$.50, while the recording of a title from out of the State requires a special title form for which a fee of \$1.00 is charged. The total revenue for the Bill of Sale Division, from January 1 to December 31, 1932, was \$304,141.28. The total maintenance cost of this Division, including salaries, printing, equipment, every added expense, was \$69,000.00.

In the registration and regulation of dealers, very stringent rules have been incorporated to safeguard the issuance of titles and to guarantee, to the public, that every effort is made to assure them of a proper title. Many hearings were held before Deputy Commissioner A. W. Magee, and as a result of these hearings, 216 dealers either had their dealer's plates cancelled or their dealer's license to issue bills of sale revoked.

We now have licensed, under the Bill of Sale Act, 1,352 dealers to sell new and used cars and 605 dealers who are permitted to sell used cars only.

The Title Division, in addition to maintaining accurate records of all car sales, also record all encumbrances, and each holder of

a lien is required by law to notify our Department upon the completion of the Conditional Sales Contract, and an average of 125 notices a day are received from the different finance companies and clear titles issued in the name of the individual, denoting the encumbrance removed.

The Department now has filed, both alphabetically and numerically, approximately 1,000,000 titles showing the complete history of the vehicle, so that in the event of lost titles, court cases, judgments, executions, etc., the authentic history of the car is available.

I wish to express our appreciation for the cooperation shown our Department by the dealers in the State of New Jersey, in their constant efforts to comply with the regulations of the Bill of Sale Act and further for their generous compliance with all new rules made to further strengthen our Title Law.

As the evidence of the efficiency of the Bill of Sale Act, in 1932 there was a reduction of 26% in the number of thefts, and in the recovery of stolen cars a sum in excess of \$211,616.00 in the value of the cars recovered and the Bureau of Underwriters have stated that this reduction was due to the efficiency of our Title Law.

Sincerely yours,

R. Earle Leonard

Assistant Chief Clerk

STATEMENT OF EXCISE TAX COLLECTED ON BUSES OPERATED INTERSTATE

Report of B. E. O'Keefe - Auditor.

1 9 3 2

MONTH	TOTAL MILES	EXEMPT MILES	TAXABLE MILES	AMOUNT	BANK INTEREST	TOTAL AMOUNT
January	959,114.00	72,585.00	886,529.00	\$ 4,432.65	\$ 3.77	\$ 4,436.42
February	1,178,318.00	204,453.00	973,865.00	4,869.35	2.55	4,871.90
March	1,103,956.58	115,830.00	988,126.58	4,940.65	2.25	4,942.90
April	1,121,118.08	153,095.90	968,022.18	4,840.11	3.80	4,843.91
May	1,258,591.96	195,622.80	1,062,969.16	5,314.87	3.60	5,318.47
June	1,233,083.09	154,792.00	1,078,291.09	5,391.38	5.03	5,396.41
July	2,308,623.62	291,955.80	2,016,667.82	10,083.03	7.97	10,091.00
August	3,149,958.49	648,343.20	2,501,610.29	12,510.51	10.29	12,520.80
September	1,843,772.02	275,316.30	1,568,455.72	7,839.39	4.42	7,843.81
October	1,491,348.48	154,141.60	1,337,206.88	6,686.57	5.77	6,692.34
November	1,580,706.23	204,801.80	1,375,904.43	6,681.90	2.91	6,884.81
December	1,312,411.72	121,773.10	1,190,638.62	5,955.86	3.29	5,959.15
TOTAL	18,541,002.28	2,592,715.50	15,948,286.78	\$ 79,746.27	\$ 55.65	\$ 79,801.92

INFORMATION REGARDING LICENSE AND REGISTRATION RECORDS.

Report of Joseph M. Bright, Chief Information Clerk .

January 1.
19 33

Hon. Harold G. Hoffman,
Commissioner of Motor Vehicles,
Trenton, New Jersey.

Dear Sir:

I am submitting herewith a report of the service rendered for the calendar year 1932 by the clerks of the Information Division. During this period a total of 361,436 different requests were received, and promptly and accurately answered. Twenty-four hour telephone service was maintained during every day of the year which was very beneficial to Law Enforcement Agencies and the public in general.

On October 8, 1932 a Telautograph machine was installed in the Motor Vehicle file room and another machine was installed in the Teletype room of the State Police Headquarters on West State Street, Trenton. This is proving to be a very efficient method of supplying the State Police with the information needed from our department to send over the State Police Teletype system. From October 8th to 31st inclusive 2,658 messages were answered in this manner. During November 2,412, and in December 2,283 messages were answered in the same way.

Following is a summary of the requests answered by the Information Division for the year 1932:

RECORD OF REQUESTS FOR INFORMATION FOR THE CALENDAR YEAR 1932.

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	TOTAL
Letters, Telegrams Special Delivery and Registered Letters.	12,191	10,712	12,270	11,423	10,868	11,629	11,371	12,961	11,635	11,561	11,539	12,319	140,479
Telephone Calls Received (continuous Telephone Service)	11,756	9,965	11,930	10,874	10,350	9,709	9,334	10,556	10,925	11,526	10,839	11,665	129,429
Certified Copies, Special and Miscellaneous Requests, Duplicate Titles Checked.	3,692	2,704	3,462	3,795	3,295	3,695	3,736	4,699	4,591	4,673	3,592	4,351	46,285
People Appearing in Person for Information and Duplicate or Renewal Licenses	1,584	822	1,075	854	855	906	1,063	1,287	1,317	1,260	927	1,531	13,481
Letters Received Regarding Insurance and Accidents	2,925	2,188	2,283	2,551	2,758	2,742	2,076	2,851	2,713	2,802	2,505	3,368	31,762
TOTAL REQUESTS RECEIVED	32,148	26,391	31,020	29,497	28,126	28,681	27,580	32,354	31,181	31,822	29,402	33,234	361,436

FOLLOWING IS A SUMMARY OF TELEPHONE CALLS RECEIVED BY THE INFORMATION DIVISION FOR THE
CALENDAR YEAR 1932.

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	TOTAL
Local 1 A.M. to 9 A.M.	301	291	348	441	457	501	461	533	471	575	517	522	5,418
Long Distance 1 A.M. to 9 A.M.	158	139	180	159	179	210	190	206	184	244	139	150	2,138
Local 9 A.M. to 5 P.M.	4,452	3,808	4,666	4,125	3,883	3,709	3,600	4,121	4,567	4,996	4,861	5,542	52,330
Long Distance 9 A.M. to 5 P.M.	5,219	4,257	4,992	4,340	4,056	3,654	3,301	3,741	3,984	3,831	3,524	3,795	48,694
Local 5 P.M. to 1 A.M.	1,003	986	1,134	1,265	1,270	1,134	1,234	1,368	1,179	1,290	1,350	1,297	14,510
Long Distance 5 P.M. to 1 A.M.	623	484	610	544	505	501	548	587	540	590	448	359	6,339
Total Telephone Calls.	11,756	9,965	11,930	10,874	10,350	9,709	9,334	10,556	10,925	11,526	10,839	11,665	129,429

Respectfully Submitted,

Joseph M. Bright
Chief Information Clerk.

FILING OF LICENSE AND REGISTRATION RECORDS.

Report of Virginia Paul, Chief Clerk in charge of License Record Filing Division.

January 1, 1933.

Hon. Harold G. Hoffman,
Commissioner of Motor Vehicles,
Trenton, New Jersey.

Dear Sir:

The following is the report of the work of the License Record Filing Division for the year 1932.

Thirty-nine permanent clerks are employed in the filing of license and registration applications and certificates, and for three months of the year during the renewal season, twenty-five temporary clerks are also engaged in order to keep the work up to date. The total amount of filing for the year is summarized as follows:

TOTAL FILING

Passenger applications and certificates	714,523
Commercial applications and certificates	128,088
Trailer applications and certificates.....	2,984
Hearse applications and certificates.....	615
Omnibus applications and certificates.....	9,668
Motorcycle applications and certificates.....	5,220
Dealers' applications and certificates.....	3,054
Motorcycle Dealers' applications and certificates.....	25
Transfer applications and certificates.....	122,836
Exchange - applications and certificates.....	4,444
Duplicate certificates - applications and certificates.....	19,289
Duplicate tags - applications and certificates.....	6,412
Automobile drivers applications and certificates.....	1,046,463
Motorcycle drivers' applications and certificates.....	5,181

Total 2,068,802 applications and 2,068,802 certificates.

WORKING CONDITIONS -- FILING SPACE

Total space available	3472 sq. ft.
Total space used by equipment	1171 " "
Open floor space available	2301 sq. ft.
Additional floor space necessary - aisles	1244 Sq. ft.
Additional floor space necessary - files	234 " "
Total	1478 sq. ft.
Present space per person including equipment	49.6 sq. ft.
Space per person with proposed additional space	70 sq. ft.

Present space of Filing Room	56 ft. long 62 ft. wide
Total space available	3472 sq. ft.
Total space used by equipment	<u>1171</u> sq. ft.
Open floor space available	2301 sq. ft.
Present space per person including equipment	49.6 sq. ft.
Space of Filing Room necessary	112 ft. long <u>124</u> ft. wide
Total floor space necessary	<u>13,888</u> sq. ft.
Space per person including equipment	198.2 sq. ft.

This would take care of double numerical filing cases, filing tables, additional aisle space, necessary additional file cases for present work, cloak room and table for mail clerks, who now use space given to filing of sheets.

Respectfully submitted,

Virginia Paul.

FINANCIAL RESPONSIBILITY DIVISION

The Financial Responsibility Division has been in operation since November 15, 1929, the date when Chapter 116 of the Laws of 1929 was approved. Following is a report of the Chief Clerk in charge of this Division, George B. Schwoebel:

Honorable Harold G. Hoffman,
Commissioner of Motor Vehicles.

Dear Commissioner:

The following is a summarized account of the activities for the year 1932 of the Financial Responsibility and Accident division:

ACCIDENTS:

Article 2, Chapter 281, Public Laws of 1928 makes it obligatory for the driver of any vehicle involved in an accident resulting in injuries or death to any person, or damage to property to the apparent extent of twenty-five dollars or more, to forward a report of such accident to the Department of Motor Vehicles within forty-eight hours.

Of the accident reports received forty percent are in letter form, or in some form other than the regular report. Numerous accidents are reported over the telephone, or by persons who call personally at this office. Upon receipt of these reports a regular report form is sent to each party concerned in the accident, requesting that the report be filled in and returned to this office.

During the year we have answered 20,488 inquiries regarding accidents, advising names and addresses and etc. of the applicant whose license number has been quoted, and explaining the procedure to be followed by law. Numerous inquiries over the telephone are answered daily, and persons are interviewed who desire information regarding accidents.

Total Accidents Reported	53,621
Total accident Reports	86,536

Included in these totals are 7,754 accident reports which were received in letter form, and the operators have failed to comply with our request to forward a report on the regular accident report form. In numerous cases drivers concerned in accidents report such accident to the local police authorities, and are of the opinion that such a report is sufficient, and therefore, do not report such accident to this office. In such cases many of the reports are received direct from the Police Departments, and would be included in the total of the Accident Report submitted by the Traffic Division.

Photostat copies of all reports have been forwarded to the Traffic Division, where detailed statistics of accidents in the State of New Jersey have been compiled. Complete statistics on these accidents will be found in the annual report of the Traffic Division.

MAGISTRATES REPORTS:

Magistrates reports received during 1932 covering convictions of certain sections of the Motor Vehicle or Traffic Acts which are set forth by the New Jersey Financial Responsibility Law, total 7,955.

These reports are classified as follows:

Article 9, paragraph 1, Chapter 281, P. L. 1928.....	6,191
Article 2, Chapter 281, P. L. 1928.....	85
Section 14, Subdivision 4, Chapter 208, P. L. 1921.....	420
Section 14, Subdivision 3, Chapter 208, P. L. 1921.....	1,259

Evidence of Financial Responsibility requested as result of conviction.....	7,955
Total cases, evidence of Financial Responsibility requested as result of convictions where sufficient time has not elapsed for a certificate to be filed, Pending cases.....	559

CANCELLATIONS:

Insurance Companies are required to advise this office ten days in advance of the cancellation of any policy for which a certificate is filed with this office.

Cancellation notices received, and the parties notified of the requirements of the law.....	15,610
Pending cancellation cases, where sufficient time has not elapsed to complete the cases.....	153

EXPIRATIONS:

This law requires that evidence of Financial Responsibility shall remain on file in this office for three consecutive years after the date of the last accident or conviction which makes a party subject to the law. We maintain a chronological file where the duplicate copies of all certificates received are filed according to the expiration date of the policy. This file is checked daily and the expired certificates removed, the cases checked, and the parties advised of the necessity of having a renewal certificate filed. During the year 1932 the expiring certificates averaged 200 per day, making a total of approximately 73,000 cases checked, and when necessary the party advised of the requirements of the law.

Total certificates received, including renewals, during 1932.....	42,249
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JUDGMENTS:

The law requires that this office shall take action in the case of an unsatisfied judgment, when the proper certification is received from the

court in which the judgment has been granted.

Total judgment cases.....	639
Revocations.....	412
Judgments satisfied and license restored.....	91
Rule to Show Cause, Appeal, or action withheld on advice of court or attorney for the plaintiff.	227

It is my opinion that the figures quoted above need not be expected to show the full value of the "payment of Judgment" feature of this Act. Correspondence with attorneys for parties to civil action arising out of motor vehicle accidents indicate that in many cases the threat of a judgment creditor's attorney to report the failure of the judgment debtor to pay the judgment is sufficient to force prompt settlement.

REVOCATIONS:

Total revocations for failure to comply with the Financial Responsibility Law.....	9,537
Total restorations, after establishing Financial Responsibility.....	1,784

I have in my possession a list of 773 sets of plates which were revoked during 1932 for failure to comply with the Financial Responsibility Law. These plates have been forwarded to the New Jersey State Prison for disposal.

ABSTRACTS:

The law requires that the Commissioner of Motor Vehicles, shall furnish upon request a certified abstract of the operating record of any person, and shall charge a fee of one dollar for each abstract.

Abstracts furnished.....	232
Fee collected.....	\$224.
Fee uncollected.....	8.

Respectfully submitted,

George B. Schwoebel

Financial Responsibility Division.

CONCLUSION

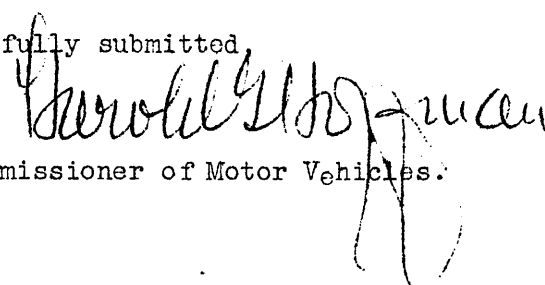
I cannot overlook the opportunity, at a time when there is such general criticism of those engaged in the public service, to commend the employees of the Department of Motor Vehicles for their faithful service to the State during the year. No employee of this Department, to the best of my knowledge, has ever received a single dollar for overtime, and at certain periods of the year, many of these employees, some of whom receive salaries as low as \$50.00 per month, give from ten to fourteen hours per day without additional compensation. The Department of Motor Vehicles is never closed. We maintain twenty-four-hour service to aid the police and other agencies engaged in the enforcement of the law.

Special mention must be made of the fact that six of those who are now associated with me in the work of our Department, have completed over twenty-five years of faithful service to New Jersey -

William J. Dearden, Chief Clerk
M. Agnes Smith, Administrative Clerk
Anderson Shinn, Deputy Chief Inspector
E. Frank Boutilier, Inspector
John W. Baldwin, Inspector
Dane B. Sawyer, Inspector.

May I, in conclusion, express to the Governor and members of the Legislature, appreciation of the thoughtful and helpful consideration given to our problems. The work of this Department, supported by the Chief Executive and legislators, will be reflected, I am sure, in a reduced toll of life, limb, and property upon the highways of New Jersey.

Respectfully submitted,


Commissioner of Motor Vehicles.