

Twelfth 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 SEVENTEEN.

NEW JERSEY REFORMATORY PRINT
RAHWAY, N. J.

1918.

REPORT

To the Legislature of the State of New Jersey.

GENTLEMEN:—I beg to respectfully present herewith the twelfth annual report of the work of the Department of Motor Vehicles for the year ending December 31, 1917, as required by Chapter 113, Section 12, P. L. 1906.

FINANCIAL STATEMENT.

COLLECTION ACCOUNTS.

Paid State Treasurer,	\$1,887,965 21	
Cash on hand, December 31, 1917,	196,305 24	
Commissions of Agents from 1-1-7 to 12-31-17,	36,654 10	
Due from banks,	277,512 40	
Agents bank balances,		\$277,512 40
Collections, 1916 business,		9,683 92
Collections, December 1, 1916, to December 31, 1917,		1,923,163 63
Collections on account of 1918 business, ...		188,077 00
		\$2,398,436 95
		\$2,398,436 95

DETAIL AND CHARACTER OF COLLECTIONS, DECEMBER 31, 1917.

Items.	(By Agents.)	
134,964 car registrations, classified as follows:		
534 first class, pleasure,	\$2,364 75	
591 first class, commercial,	2,639 25	
97,619 second class, pleasure,	706,162 50	
15,680 second class, commercial,	112,248 75	
17,631 third class, pleasure,	259,050 00	
2,909 third class, commercial,	41,767 50	
		\$1,124,232 75
6,954 trucks in excess of 4,000 pounds,	69,540 00	
13,198 motorcycle licenses,	26,396 00	
7 dealers (3 set) motorcycle,	105 00	
1,033 dealers (3 set) automobiles,	15,495 00	
184 dealers (5 set) automobile,	4,600 00	
102 Livery licenses,	1,530 00	
18 manufacturers (five sets),	450 00	
585 trailer licenses,	1,755 00	
26,114 transfers,	34,243 50	
3,812 duplicate certificates,	3,812 00	
4,360 duplicate markets (automobile and motorcycle), ..	4,183 00	
177,568 drivers' licenses,	532,704 00	

COMMISSIONER OF MOTOR VEHICLES

91,960 learners' permits,	\$ 45,980 00
6 drivers' license badges,	3 00
Miscellaneous receipts (on account of 1916 collections),	233 00
Interest on deposits—agents,	731 84
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	\$1,865,994 09

(By Central Office.)

Interest on deposits,	\$1,006 57
Certified copies,	127 00
Blanket licenses,	100 00
Fine for violations of the law,	54,664 25
*Adjustment of fees,	1,033 25
**Miscellaneous receipts,	238 47
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	57,169 54
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	\$1,923,163 63

*ADJUSTMENT OF FEES.

67 trucks of over 4,000 pounds, at \$10.00,	\$670 00
47 auto registrations from second to third class, at \$7.50, ..	352 50
1 auto registration from first to second class, at \$3.00,	3 00
1 auto registration from second to third class, at \$3.75,	3 75
4 Double transfers,	4 00
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	\$1,033 25

**MISCELLANEOUS RECEIPTS.

Gratuities offered to inspectors for examination privileges, confiscated,	\$11 00
Received for insurance on cars and personal injuries from insurance companies,	153 22
Miscellaneous, 1916 collections,	18 00
Return of salary of inspector on leave of absence,	56 25
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	\$238 47

TOTAL COLLECTIONS.

Drafts,	\$1,865,994 09
Interest on Deposits,	1,006 57
Blanket licenses,	100 00
Fines,	54,664 25
Certified copies,	127 00
Adjustment of fees,	1,033 25
Miscellaneous,	238 47
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	\$1,923,163 63

COMMISSIONER OF MOTOR VEHICLES

COLLECTIONS BY AGENCIES.

Collections made by Agencies during the year and the commissions paid to agents, as compared with collections made in 1916, are as follows:

	1917.		1916.	
	Collections.	Commissions.	Collections.	Commissions.
Asbury Park,	\$45,935 11	\$1,400 00	\$39,983 90	\$1,100 00
Atlantic City,	58,989 97	1,400 00	48,920 22	1,400 00
Bound Brook,	10,182 50	350 00	7,782 92	350 00
Bridgeton,	25,062 00	800 00	16,869 00	500 00
Camden,	79,959 00	1,900 00	59,538 97	1,900 00
Cape May,	22,367 50	650 00	15,740 00	500 00
Cedar Run,	5,112 25	250 00	1,470 00	166 66
Dover,	23,626 25	500 00	15,458 25	350 00
East Orange,	276 50	312 50		
Elizabeth,	42,503 86	1,000 00	31,636 37	900 00
Englewood,	27,292 81	500 00	16,641 25	425 00
Englishtown,	10,878 25	350 00	7,802 34	250 00
Flemington,	16,094 75	425 00	10,425 00	250 00
Freehold,	14,454 25	425 00	10,670 50	250 00
Hackensack,	40,403 43	1,100 00	38,318 00	910 00
Hackettstown,	20,505 19	650 00	12,158 02	500 00
Hammonton,	8,769 62	250 00	7,076 01	200 00
Jersey City,	190,692 27	2,300 00	128,183 08	2,100 00
Lakewood,	14,525 55	425 00	11,985 80	350 00
Long Branch,	21,826 62	650 00	17,327 08	425 00
Manasquan,	14,704 75	425 00	11,940 00	250 00
Morristown,	51,336 20	1,400 00	41,008 59	1,100 00
Mount Holly,	33,702 09	900 00	23,069 62	650 00
Newark,	352,693 46	2,500 00	255,560 44	2,300 00
New Brunswick, ...	40,438 64	1,000 00	225,541 38	650 00
Newton,	12,009 25	350 00	8,391 99	250 00
New York,	126,098 16	2,100 00	110,088 92	1,900 00
Passaic,	44,113 00	1,029 17	9,269 75	425 00
Paterson,	111,201 41	2,100 00	89,783 05	1,900 00
Penn's Grove,	10,569 00	350 00	7,536 25	200 00
Perth Amboy,	29,720 64	800 00	18,647 47	425 00
Philadelphia,	18,896 63	425 00	16,578 81	350 00
Phillipsburg,	21,177 25	479 11	16,008 50	425 00
Plainfield,	39,875 50	1,000 00	28,744 74	900 00
Pleasantville,	1,469 75	166 66		
Rahway,	14,664 66	425 00	11,046 91	250 00
Red Bank,	28,566 84	900 00	22,531 22	650 00
Salem,	21,650 25	650 00	14,762 50	425 00
Sea Bright,	8,441 94	250 00	7,905 57	250 00

COMMISSIONER OF MOTOR VEHICLES

Somerville,	21,250 00	650 00	16,169 50	425 00
Sussex	11,967 00	350 00	7,975 75	250 00
Trenton,	115,002 00	1,366 66	80,910 56	1,350 00
Vineland,	22,025 00	500 00	13,265 75	250 00
Woodbury,	34,963 00	900 00	23,632 25	650 00
	<u>\$1,865,994 09</u>	<u>\$36,654 10</u>	<u>\$1,358,346 23</u>	<u>\$29,051 66</u>

REMITTANCES TO THE STATE TREASURER.

Remittances were made to the State Treasurer, monthly, as follows:

Month.	1917. Collections.	Fees.	Balance to State Treasurer.
Balance on hand January 1, 1917,	\$9,683 92		
January,	914,628 60	\$1,144 91	\$277,811 42
February,	133,305 14	3,574 07	645,356 19
March,	108,749 21	2,728 12	129,731 07
April,	159,532 32	3,266 31	106,021 09
May,	126,045 18	2,982 98	156,266 01
June,	130,347 22	2,538 25	123,062 20
July,	125,197 88	3,402 73	127,808 97
August,	83,914 70	2,475 72	121,795 15
September,	54,906 37	3,332 98	81,438 98
October,	45,896 95	3,467 32	51,573 39
November,	27,781 19	3,110 08	42,429 63
December,	12,858 87	4,630 63	24,671 11
	<u>\$1,932,847 55</u>	<u>\$36,654 10</u>	<u>\$1,887,965 21</u>
Balance, December 31, 1917,			8,228 24
			<u>\$1,896,193 45</u>

The following statement will indicate the business done during a like period in 1916:

Month.	1916. Collections.	Fees.	Balance to State Treasurer.
Balance on hand January 1, 1916,	\$4,111. 01		
January,	594,184 41	\$1,279 02	\$140,659 51
February,	133,077 10	1,839 28	456,356 64
March,	57,850 96	2,649 65	131,238 07
April,	115,014 92	2,047 59	55,201 31
May,	109,939 78	2,887 06	112,967 33
June,	113,961 81	2,102 71	107,052 72
July,	89,594 86	2,346 54	111,859 10
August,	76,148 88	2,579 .81	87,248 32

COMMISSIONER OF MOTOR VEHICLES

September,	38,876 18	2,430 88	73,569 07
October,	37,803 65	2,648 18	36,445 30
November,	22,416 26	2,111 12	35,155 47
December,	13,826 24	4,142 32	20,305 14
	<u>\$1,406,806 06</u>	<u>\$29,064 16</u>	<u>\$1,368,057 98</u>
Balance on hand December 31, 1916,			9,683 92
			<u>\$1,377,741 90</u>

RETURNS FROM FINES.

Fines collected for violations of the motor vehicle act amounted to \$54,664.25, this sum showing an increase of \$13,-503.15 over the year 1916.

A comparative table follows, showing collections of fines by months for the years 1915, 1916 and 1917:

	FINES.		
	1917.	1916.	1915.
January,	\$1,532 85	\$1,163 75	\$753 80
February,	1,050 25	428 90	836 60
March,	1,580 25	362 25	1,361 95
April,	2,558 00	1,029 55	1,864 15
May,	4,931 55	3,001 85	1,509 55
June,	6,975 90	4,698 15	2,619 35
July,	8,786 35	5,637 25	3,811 65
August,	6,652 40	5,862 85	4,027 00
September,	5,903 35	5,907 15	3,907 75
October,	7,038 00	7,017 60	2,543 30
November,	3,930 85	3,179 00	2,174 10
December,	3,724 50	2,872 80	2,011 65
	<u>\$54,664 25</u>	<u>\$41,161 10</u>	<u>\$27,420 85</u>

RECAPITULATION.

The following table will show a general recapitulation of increase and percentage of increase in Department work and revenue:

Item.	1916.	1917.	Percent- age of Increase.
Gross receipts,	\$1,402,695 05	\$1,923,163 63	37
Receipts from auto licenses, ...	885,009 00	\$1,124,232 75	37
Receipts from drivers' licenses,	339,844 00	532,704 00	56
Receipts from motorcycle licenses,	24,418 00	26,396 00	8
Receipts from fines,	41,161 10	54,664 25	32
Number of auto licenses,	104,341 00	134,964 00	29
Number of motorcycle licenses,	12,209 00	13,193 00	8

COMMISSIONER OF MOTOR VEHICLES

Number of drivers' licenses, ...	137,855 00	177,568 00	28
Agents' commissions,	29,064 16	36,654 10	26
Interest on deposits,	1,680 44	1,738 41	3
Dealers' licenses,	914 00	1,242 00	35
Trailers,	321 00	585 00	82
Trucks over 4,000 pounds,	5,073 00	6,954 00	37
Transfers,	20,957 00	26,114 00	24

AGENTS' FEES.

The compensation paid to agents has been determined by adding the car registrations and the drivers' licenses issued through each agency for the year 1917; as a basis of compensation for the year 1918; all overhead office charges, such as rentals, clerical assistants, etc., are defrayed by the agent.

Items.	Compensation, 1917.	Compensation, 1918.	Class.	Basis of Rating.
Newark,	62,183	\$2,500	\$2,700	AA Special
Jersey City,	31,358	2,300	2,300	AA Special
Trenton,	21,356	1,500	1,800	AA Special
Paterson,	19,920	2,100	2,100	A 15,000 to 20,000
New York,	17,750	2,100	2,100	A 15,000 to 20,000
Camden,	14,925	1,900	1,900	B 10,000 to 15,000
*East Orange,	71	1,900	B 10,000 to 15,000
Atlantic City,	10,418	1,400	1,900	B 10,000 to 15,000
Morristown,	9,653	1,400	1,400	C 7,000 to 10,000
Asbury Park,	7,943	1,400	1,400	C 7,000 to 10,000
Elizabeth,	7,549	1,000	1,400	C 7,000 to 10,000
New Brunswick,	7,556	1,000	1,400	C 7,000 to 10,000
Passaic,	7,842	1,100	1,400	C 7,000 to 10,000
Plainfield,	7,207	1,000	1,400	C 7,000 to 10,000
Hackensack,	6,684	1,100	1,100	D 6,000 to 7,000
Woodbury,	6,121	900	1,100	D 6,000 to 7,000
Bidgeton,	4,999	800	1,000	E 5,000 to 6,000
Mt. Holly,	5,758	900	1,000	E 5,000 to 6,000
Perth Amboy,	5,161	800	1,000	E 5,000 to 6,000
Red Bank,	5,031	900	1,000	E 5,000 to 6,000
Cape May,	4,263	650	900	F 4,000 to 5,000
Dover,	4,200	500	900	F 4,000 to 5,000
Englewood,	4,904	500	900	F 4,000 to 5,000
Hackettstown,	4,251	650	900	F 4,000 to 5,000
Long Branch,	4,008	650	900	F 4,000 to 5,000
Salem,	4,475	650	900	F 4,000 to 5,000
Vineland,	4,147	500	900	F 4,000 to 5,000
Phillipsburg,	3,777	500	800	G 3,500 to 4,000
Somerville,	3,759	650	800	G 3,500 to 4,000
Flemington,	2,910	425	500	I 2,500 to 3,000
Freehold,	2,584	425	500	I 2,500 to 3,000
Lakewood,	2,641	425	500	I 2,500 to 3,000
Manasquan,	2,588	425	500	I 2,500 to 3,000
Rahway,	2,570	425	500	I 2,500 to 3,000

*The salary for the East Orange agency is based on the receipts of the 1918 business up to date, which indicates that the agency will do approximately as much business as Camden.

COMMISSIONER OF MOTOR VEHICLES

Philadelphia,	2,531	425	500	I	2,500 to 3,000
Newton,	2,144	350	425	J	2,000 to 2,500
Sussex,	2,366	350	425	J	2,000 to 2,500
Bound Brook,	1,824	350	350	K	1,500 to 2,000
Englishtown,	1,919	350	350	K	1,500 to 2,000
Hammonton,	1,580	350	350	K	1,500 to 2,000
Penn's Grove,	1,902	350	350	K	1,500 to 2,000
Cedar Run,	1,002	250	250	L	1,000 to 1,500
**Pleasantville,	262	250	L	1,000 to 1,500
Sea Bright,	1,371	250	250	L	1,000 to 1,500

BANK BALANCES.

At the close of business on December 31, 1917, the following balances were in the hands of banks to the credit of the Motor Vehicle Department, these balances representing the amount of business audited by the Department account of 1918 registrations:

Asbury Park,	\$465 50 (over draft)
Atlantic City,	6,358 20
Bound Brook,	1,288 05
Bridgeton,	6,144 50
Camden,	11,116 75
Cape May,	45 50
Cedar Run,	700 00
Dover,	1,749 75
East Orange,	779 75
Elizabeth,	7,831 75
Englewood,	3,116 00
Englishtown,	4,031 25
Flemington,	4,257 00
Freehold,	2,527 25
Hackensack,	5,586 98
Hackettstown,	835 50
Hammonton,	485 00
Jersey City,	42,176 92
Lakewood,	1,343 00
Long Branch,	2,148 00
Manasquan,	1,125 50
Morristown,	1,821 25 (over draft)
Mount Holly,	8,066 00
Newark,	70,350 31
New Brunswick,	6,616 00
Newton,	198 75
New York,	15,053 75
Passaic,	7,524 75

**Pleasantville is also a new agency, and has been placed in Class "L".

The East Orange agency was established in order to relieve the congestion now obtaining at the Newark office, while the Pleasantville office was regarded as necessary to meet the demand of the summer tourist.

COMMISSIONER OF MOTOR VEHICLES

Paterson,	11,325 85
Penn's Grove,	1,301 00
Perth Amboy,	5,777 25
Philadelphia,	892 00
Phillipsburg,	1,830 80
Plainfield,	4,557 00
Pleasantville,	512 00
Rahway,	671 00
Red Bank,	4,088 75
Salem,	7,538 75
Sea Bright,	662 00
Somerville,	1,675 00
Sussex,	
Trenton,	14,795 04
Vineland,	1,095 50
Woodbury,	11,621 00

\$277,512 40

As rapidly as the Agents' reports are audited, the funds are transferred by draft to the Central Depository in Trenton and at the end of each month are paid over to the State Treasurer. In this way a close check is kept on the work of each Agent. At frequent intervals our Auditor visits each Agency to make certain that there are no irregularities.

Agents are heavily bonded so that the State is indemnified against loss.

GROSS RECEIPTS OF DEPARTMENT BY YEARS.

The gross receipts of the Department by years follows:

1906.....	Commissioner J. B. R. Smith,	\$67,963 00
1907.....	Commissioner J. B. R. Smith,	92,763 25
1908.....	Commissioner J. B. R. Smith,	188,742 94
1909.....	Commissioner J. B. R. Smith,	247,424 21
1910.....	Commissioner J. B. R. Smith,	322,649 66
1911.....	Commissioner J. B. R. Smith,	413,786 20
1912.....	Commissioner Job H. Lippincott,	496,653 35
1913.....	Commissioner Job H. Lippincott,	661,084 40
1914.....	Commissioner Job H. Lippincott,	814,535 30
1915.....	Commissioner William L. Dill,	1,063,207 71
1916.....	Commissioner William L. Dill,	1,402,695 05
1917.....	Commissioner William L. Dill,	1,923,163 63

COMMISSIONER OF MOTOR VEHICLES

COMPARISON OF LICENSES ISSUED DURING THE PAST THREE YEARS.

The following table shows the number of licenses issued by months as compared with 1915 and 1916:

	Automobiles			Motorcycles			Drivers' Licenses			Manufacturers and Dealers			Per- mits.
	1915.	1916.	1917.	1915.	1916.	1917.	1915.	1916.	1917.	1915.	1916.	1917.	
January,	26,839	46,055	69,157	1,633	2,222	2,553	39,494	52,907	82,993	269	540	754	2,922
February, ...	12,088	9,957	9,474	1,445	1,413	1,515	7,505	14,076	12,390	185	111	112	3,928
March,	7,327	4,118	7,781	2,086	902	1,535	6,788	5,054	8,912	75	51	77	5,167
April,	6,841	8,940	11,227	1,686	2,244	2,501	7,654	9,957	14,162	44	55	89	9,261
May,	5,185	7,894	7,814	1,321	1,792	1,558	6,739	10,593	12,105	22	36	45	10,395
June,	5,132	7,555	7,940	1,202	1,232	1,157	8,060	11,666	11,779	33	39	55	12,337
July,	4,565	5,707	7,147	804	826	890	7,499	9,309	11,931	24	21	29	13,783
August,	3,208	4,800	4,406	613	657	627	5,418	8,691	8,556	20	30	24	11,524
September, ..	2,804	3,501	4,069	411	436	393	4,353	5,442	5,963	18	19	18	8,705
October,	2,068	2,779	3,371	245	277	315	3,191	5,178	4,798	8	6	12	7,116
November, ...	1,682	1,991	1,926	161	146	126	2,633	3,250	3,095	10	4	8	4,129
December, ...	493	1,044	652	27	62	28	782	1,732	884	--	2	1	2,193
	78,232	104,341	134,964	11,616	12,209	13,198	100,126	137,855	177,568	634	708	1,224	91,960

APPROPRIATIONS.

The appropriations, annual and supplemental, for the year 1917, were as follows:

ANNUAL.	
For salary for the Commissioner of Motor Vehicles,	\$1,500
For salary for the Chief Inspector,	1,800
For compensation for inspectors,	37,800
For expenses and equipment of inspectors,	21,000
For compensation for clerical services,	10,750
For postage, expressage, and other incidental expenses,	6,000
For blanks and stationery,	8,000
For the purchase and packing of identification markers and dies for use in connection with the same,	28,600
For refunds,	300
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	\$115,750

SUPPLEMENTAL.	
For markers	\$6,090
For additional allowance for compensation for clerical services,	500
For the purchase of automobiles,	5,000
For accident liability insurance,	500
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	\$12,090

The total of the above appropriations amounts to \$127,840.00, of which sum \$116,960.86 was expended, leaving a balance of \$9,879.14. In addition to the sums expended for which specific appropriations were made, there should be included the sum paid Agents, which is taken from the Department receipts, so that the total expenses of the Department for the year 1917 are made up as follows:

Expended from Appropriations,	\$116,960 86
Agents' Commissions,	36,654 10
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	\$153,614 96

which sum is 8% on the gross receipts of the Department. For the year 1916 the expenses of the Department were equivalent to 8¾% of the gross receipts of the Department, so that for the year 1917, while the gross receipts have increased 37%, and the Department has been subjected to an additional expense of \$10,000 for markers, aside from the appointment

of five additional inspectors, the total expenses are ¾ of 1% less than a year ago, a fact which we are pleased to note.

HEARINGS BEFORE COMMISSIONER.

2,121 cases were heard before the Commissioner sitting as a magistrate. This is an increase of 756 cases over last year. 389 drivers' licenses were revoked; 217 names were placed on the black list to be refused licenses; 89 licenses were suspended; 35 reciprocity privileges were suspended; 74 car registrations were revoked; 14 motorcycle registrations were revoked, and 100 licenses were restored.

Fines amounting to \$7,656 were imposed and collected by the Commissioner, which sum is an increase of \$3,364.25 over 1916.

The number of hearings by months were:

January,	41
February,	66
March,	98
April,	154
May,	216
June,	291
July,	334
August,	298
September,	242
October,	196
November,	103
December,	82
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	2,121

The Commissioner desires to publicly acknowledge his appreciation of the courtesies extended by the city officials in the cities of Newark, Paterson, and Passaic, in providing him with suitable accommodations wherein to hold the Motor Vehicle Court in those municipalities.

That the interest of the public in the activities of the Department in the enforcement of the Motor Vehicle and Traffic Acts is widespread, is best evidenced by the fact that on numerous hearing days the Court room is overcrowded. Many of the newspapers have assigned special reporters to cover this phase of our work and the publicity given the trials by the Press of the State has been most valuable.

A total of 160 days was devoted to the hearing of complaints, of which number—

52 days were allotted to the City of Newark,
52 days were allotted to the City of Trenton,
30 days were allotted to the City of Paterson,
26 days were allotted to the City of Passaic.

WORK OF INSPECTORS.

The total number of violations reported to the Department numbered 10,952, of which 8,831 were minor in character and adjusted without the necessity of a hearing, while 721 cases were referred to the Department inspectors for investigation and report.

In addition to the above, 1,432 reports of accidents involving injury or property damage exceeding Ten Dollars (\$10.00) were reported to the Department and referred to the inspectors for investigation.

The inspectors adjusted during their work in the field 10,722 cases of minor violations, made 1,871 arrests which were heard before local magistrates, and served 2,175 summons.

A summary of the above follows:

Cars with headlights not properly dimmed,	6,135
Cars not equipped with mirrors,	879
Cars with swinging numbers,	51
New registrations and licenses (Licenses),	933
New registrations and licenses (Registrations),	1,897
Speeding and reckless driving,	521
Amount of fines collected by inspectors,	\$21,681 88
Amount of new registrations and license fees collected by inspectors,	\$32,860 50

For the purpose of apprehending flagrant violations of the reciprocity law, the inspectors were detailed from time to time at the ferries and at the principal coast resorts, and the following sums were collected by the inspectors as the result of this detail:

Inspector Sawyer— 67 registrations; 40 drivers' licenses,	\$1,075 50
Inspector Stagg— 94 registrations; 71 drivers' licenses,	1,593 00
Inspector Teel— 171 registrations; 235 drivers' licenses,	3,262 50
Inspector Thompson— 4 registrations; 1 drivers' license,	63 00

Inspector Vey— 39 registrations; 13 drivers' licenses,	556 50
Inspector Wyckoff— 3 registrations; 3 drivers' licenses,	48 00
Inspector Lanning— 3 registrations; 2 drivers' licenses,	51 00
Inspector Lovett— 422 registrations; 200 drivers' licenses, ..	6,765 00
Inspector McCabe— 28 registrations; 16 drivers' licenses,	408 00
Inspector Mines— 16 registrations; 15 drivers' licenses,	240 00
Inspector Pedigree— 126 registrations; 132 drivers' licenses,	2,241 00
Inspector Gilbert— 176 registrations; 103 drivers' licenses,	2,904 00
Inspector Grant— 54 registrations; 39 drivers' licenses,	927 00
Inspector Cooper— 2 registrations; 2 drivers' licenses,	33 00
Inspector Fitzpatrick— 7 registrations; 4 drivers' licenses,	117 00
Inspector Frost— 5 registrations; 1 drivers' license,	78 00
Inspector Fulper— 14 registrations; 14 drivers' licenses,	252 00
Inspector Baldwin— 151 registrations,	3,257 50
Inspector Boutilier— 587 registrations; 39 drivers' licenses,	8,862 50
Inspector Downs— 8 registrations; 3 drivers' licenses,	129 00

Total registrations,1,897. Total drivers' licenses,933.

The grand total for this work amounts to.....\$32,860 50.

Fifty-one evenings were devoted to the enforcement of the Head-lamp law, necessitating the presence of the Inspectors until after 10 o'clock p. m. Every City and Town of note in the State was visited at least once, the result being the issuance of nearly 1,000 summons for violations of the light law, and the inspection of over 20,000 cars with the accompanying examination of registration cards and drivers' licenses. Every municipality visited extended, through its police officials, every courtesy and assistance, a sufficient number of police officers always being assigned to assist the Inspectors to the end that the work of the Inspectors would not be interfered with. The Commissioner frequently accompanied the Inspectors on their night detail and personally directed their work.

EXAMINATION FOR DRIVERS' LICENSES.

A total of 60,484 applicants were examined for drivers' licenses, of which number 6,616 were rejected as incompetent. Notwithstanding a total of 131,490 applicants examined for drivers' licenses during the years 1913, 1914, 1915, and 1916, the total number of applicants examined in 1917 exceeds by 5,838 the number of applicants examined in 1916.

	1917—		1916—	
	Passed.	Rejected.	Passed.	Rejected.
January,	2,613	329	1,704	176
February,	1,961	254	1,092	201
March,	2,999	435	1,610	324
April,	5,764	620	3,588	657
May,	6,971	897	6,060	1,072
June,	7,599	768	6,909	920
July,	7,913	714	6,774	770
August,	6,447	900	6,675	905
September,	4,664	644	4,836	744
October,	3,892	650	4,289	784
November,	2,285	325	2,608	465
December,	760	80	1,296	192
	53,868	6,616	47,441	7,210

Total, 1917,60,484. Total, 1916,54,651.

Table showing number of applicants examined in each City where examinations are held:

	1917—		1916—	
	Passed.	Rejected.	Passed.	Rejected.
Newark,	14,954	2,446	13,514	1,727
Asbury Park,	2,066	199	2,361	330
Paterson,	3,216	543	3,430	705
Morristown,	3,087	199	2,917	372
Jersey City,	5,604	728	5,669	863
Trenton,	5,306	589	4,219	685
Hackettstown,	1,381	39	1,373	68
Cape May Court House, ...	949	33	706	65
Sussex,	462	26	390	29
Camden,	3,522	294	2,921	513
Atlantic City,	2,346	207	2,236	423
Bridgeton,	1,312	115	1,111	231
Salem,	1,123	112	904	133
New Brunswick,	2,469	375	1,770	336
Long Branch,	1,593	182	1,738	205

Toms River,	179	10	239	25
Passaic,	2,678	403	1,885	291
Englewood,	1,218	97	58	9
Phillipsburg,	403	19
	53,868	6,616	47,441	7,210

Total, 1917,60,484. Total, 1916,54,651.

It was thought advisable to establish an examination point at Phillipsburg in order to meet the wishes of Pennsylvania motorists who visit New Jersey daily, and who desired to qualify as New Jersey licensed drivers; although this branch was only established on May 25th, 1917, and but one examination day each month is set aside for this City, a total of 422 applicants applied for examination during the year and the receipts of the Phillipsburg Agency, supplemented by the work of the Inspector assigned for duty at the Phillipsburg Bridge, were increased approximately \$2,500 as the result of the examinations.

The law providing that a fee of fifty cents be charged for learner's permits has been strictly enforced throughout the year 1917, and its successful operation is worthy of specific mention. In 1916 over 200,000 learners' permits were issued without cost, of which number only 54,651 were returned for examination, thus justifying the belief that the learner's permit privilege was being abused and that thousands of applicants for such permits had no thought of ever qualifying as a licensed driver. It was thought that a small fee for each permit would weed out the undesirable and provide a fund from which the salaries of the Inspectors could be paid, and while the latter idea was not incorporated in the Act, (The Legislature ordering that all permit fees be paid into the State Treasury for Highway maintenance) the fact remains that for the year 1917, 91,960 permits were issued, yielding a revenue of \$45,980.00 and of the permits so paid for, 60,484, were returned for examination. The salaries of the Inspectors for the year amounted to \$37,452.00.

The wisdom of requiring every motor vehicle operator to submit to a rigid examination is becoming more recognized daily. Within the year the States of Connecticut and Maryland have enacted an examination law fashioned after the New Jersey Code, and at a meeting of Commissioners of

Motor Vehicles of the States contiguous to New York State, it was resolved to join with Col. Edward S. Cornell, Secretary of the National Highway Protective Society in his efforts to have the New York Legislature enact a Law, whereby every automobile driver in that State, whether he be a car owner or not, submit to an examination before license to drive is issued. The absurdity of a law which permits an applicant to secure a driver's license by mailing his application is ever apparent on any examination day in this State, as evidenced by the number of such licensed drivers which our Inspectors are compelled to reject because of incompetency or some physical defect or infirmity.

GENERAL.

AUTOMOBILE FATALITIES.

A total of 245 persons were killed in New Jersey by automobiles during the year 1917, an increase of 30 fatalities over the previous year and 4 over the year 1915. When it is considered that 56,732 more machines were registered in this State in 1917 than were registered in 1915, plus the greatly increased traffic due to the large number of machines from the States of New York and Pennsylvania, it is a matter of much gratification to note that the number of fatalities have not increased proportionately to the increased number of cars. This result is directly due to the rigid enforcement of the law and the prompt revocation of the license of every driver involved in a serious infraction.

HEAD LAMP REGULATIONS.

Much progress has been made in the regulation of automobile head lamps. The motorist has realized the danger which lurks in the wake of an automobile equipped with a head lamp so powerful as to blind the approaching motorist, and so a more delightful spirit of cooperation is manifest while the collaboration of the Society of Automotive Engineers, with the Committee representing the Society of Illuminating Engineers, evidence the interest which the builders of cars are taking in the matter of head lamp equipment, and we venture the prediction that the day is not far distant when automobile builders will cease vying with one another as to who can put

out the most intensely blinding head lamp, and perfect at its source, *i. e.*, the factory, a lamp that will eliminate the dazzle and glare without appreciably reducing the volume of light, for it must be conceded that upon sufficient lighting of the road at night depends safe travel.

The Department has approved a number of devices, all of which are in compliance with the law, but few, if any, fully solve the problem. We have been much benefitted by the research work of inventive genius, and welcome the opportunity to give gratuitously an approval certificate to every device that aids in reducing the dazzle and glare, if such device is not dependent upon the will of the operator or does not rely upon its efficiency to attach it to a lamp that must be constantly in focus.

The Department is unalterably opposed to any amendment changing the present law affecting head lamp equipment whereby other than white lamps could be used. The term "white light" as used in the Act clearly refers to the kind of light shown by an incandescent bulb, and to permit of the use of lenses made up in various colors would lead to such a confusion on the road that the motorist in a short time would be unable to distinguish between an automobile head lamp, a lamp used to indicate a dangerous street intersection, road obstruction, or Railroad grade crossing, while to confine the color to either white or amber might give rise to the charge that a monopoly was being encouraged.

Until such time, therefore, as the builders themselves so construct automobile head lamps as to be non-blinding in character, it is the purpose of this Department to follow its present system of educating the motorist as to the requirements of the New Jersey law, and if opportunity has been given to such motorist for compliance and he fails to profit thereby, to direct the issuance of a summons for violation of Section 4.

COOPERATION WITH CONTIGUOUS STATES.

A delightful spirit of reciprocity is apparent in the relationship enjoyed between the States of New York, Connecticut, Massachusetts, Pennsylvania, Delaware, Maryland and this State. The officials of the States mentioned have given their hearty support to every question involving the safety of

those who use our Highways, but, unfortunately, the authorities in control of the automobile departments of the States of New York and Pennsylvania are powerless to take the drastic action which the laws of the other States referred to permit its officials to do. A case in point, during the year 1916, this Department was called upon to revoke the license of a New York driver, who, while operating a car in New Jersey "on joy-ride" bent, collided with the car of a New Jersey motorist doing considerable damage. The driver in question, in addition to his New York license, held a New Jersey driver's license. The evidence of guilt was unquestioned. Despite the protests of the driver's employer, this Department revoked the New Jersey license and notified the authorities of the State of New York of its action. On Friday, October 5th, last, this same driver, while out on another joy ride, one of his companions on this occasion being with him on the night of the accident in New Jersey, again ran amuck and crashed into the pillar of the new subway structure on Jerome Avenue, near 206th Street, instantly killing two of his companions.

It is our belief that had the authorities of New York withheld the license to drive from this man, after his conviction in New Jersey, the accident of last October would not have happened, and we believe further that this accident offers the most convincing proof of the necessity of having the States contiguous to New Jersey governed by the rulings of the Motor Vehicle tribunal of this State, where the same have to do with the licensed drivers of contiguous States and visa versa with respect to a licensed driver from New Jersey.

INTOXICATED DRIVERS.

It is a matter of much gratification to chronicle that the New Jersey Court of Errors and Appeals recently held as Constitutional the amendment to the Disorderly Person Act of 1913, which provides that any person who shall be adjudged guilty of operating an automobile, motorcycle, or any other vehicle, over any public street or highway while under the influence of intoxicating liquor, shall be held to be a Disorderly Person and shall be punished by imprisonment of not less than thirty days and not more than six months.

Only too frequently has it been the policy of many Magistrates to treat lightly a charge of intoxicated driving by the imposition of a small fine or a suspended sentence. There was much ambiguity in the Motor Vehicle Act because Section 19 of that Act permitted a Magistrate to impose such sentence as he elected to do. The decision of the learned Court, however, clarifies the situation by pointing out how intoxication may be established, and with a repeal of Section 19, which the Department is now urging, we believe that there will be less intoxicated driving in this State than ever before.

SPEED TRAPS.

New Jersey is singularly free of speed traps. The necessity of remitting all fines to the State of New Jersey has removed the incentive which at one time actuated many Constables and Justices of the Peace. In this connection, it will be pertinent to refer to the conviction of Magistrate Speece, of Egg Harbor Township, Atlantic City, who was indicted upon the evidence of Special Inspector, Chandler Stewart, and sentenced to a term of from one to seven years in the Penitentiary. It was the practice of Speece, together with two Constables, to go out on the roads in Egg Harbor Township at night, hold up the motoring public and extort sums of money for alleged violations of the law. The zeal of the officials of Atlantic County and the citizens of the County in the prosecution of this case cannot be too highly commended.

ACTIVITIES OF POLICE AUTHORITIES.

More attention is being given to the enforcement of the Motor Vehicle and Traffic Acts by local police authorities than ever before. Most of the Cities and Towns now maintain traffic officers at important street intersections on Saturdays and Sundays and Holidays during the touring season, a system of road patrol which has been of estimable value to the motorist. Many of the municipalities are anxious to outdo their neighbor.

It has been the pleasure of the Commissioner to frequently address local police bodies on the question of how best to deal with vehicular traffic, and to explain the policy of the Department so that the work of the local authorities and the Depart-

ment might be in concert. This local activity offers well for the future and will do much toward winning respect for law and order by having law and order enforced.

MILITARY CAMPS.

We have within the State a large number of military training camps, to say nothing of the war industrial centres. These camps and industries have brought to us a large number of motor vehicles, many owned by the Federal Government, and the remainder individually owned by either members of the Army or employed on war contract work.

We have endeavored to differentiate between the Federal owned car and the individual owned car with a view of issuing gratuitous licenses to all cars the property of the Government, and requiring that the license of the individual owned car be bought and paid for by the owner. Numerous infractions of the Motor Vehicle Act have been observed by cars displaying no identification mark, other than a sign labelled "U. S. A.", and investigations of these accidents invariably reveal that the operator was not on official business and that the car was not the property of the Government, and there is no doubt that undue advantage has been taken of the New Jersey law by individual owners of cars who are attached to the Army service.

We have held numerous special examinations at the various camps in order that the qualifications of the driver might be passed upon without inconvenience to the applicant, and have endeavored in every way to cooperate with the Army officials. If the Federal authorities would adopt a standard plate to be given by the Commandant of the camp for display on cars owned by the Government, and forbidding the use of any other army plate, it would be of material assistance to us in bringing order out of chaos. A similar tag of recognition should be given to the operators of Federal owned machines so that it would not be possible for the contractors to have their drivers masquerade as Federal employees. If such a proclamation could be forthcoming from the War Department, this Department pledges its hearty and sincere cooperation in its enforcement.

REGULATION OF COMMERCIAL MOTOR VEHICLES.

Chapters 45 and 228, P. L. 1917, prescribing the registration fee for commercial vehicles, tractors and motor drawn vehicles and regulating the same as to equipment, size of tires, weight of load, etc., became operative January 1st, 1918. Splendid opportunity was afforded to study the workings of the Acts during the month of December, 1917, when renewal registrations were issued. Although the sincerity of the framers of the Acts has been questioned by some motor truck users, who allege that the Acts would work a hardship on motor truck builders and users and force many of them out of business, it has been positively demonstrated that the legislation in question is more progressive, respecting this type of traffic, than that of any other state. No commercial vehicle user has been subjected to the slightest inconvenience, except to the extent of removing steel tires on vehicles so equipped and replacing the steel tires with rubber tires. The opponents of these two laws apparently forgot for the moment the question of the extension and maintenance of our highway system, and yet they are the ones who will most directly reap the benefit by a system of highway construction that can be properly maintained.

No one will deny the damage done to our roads by the heavy hauling to which the motor vehicle has now adapted itself, and who will question the right of this Commonwealth to exact a registration fee for commercial vehicles commensurate with the damage which the various types of motor vehicles do to our roads? Many municipalities have enacted ordinances prohibiting heavy motor trucks to use the roads within these municipalities, and the Motor Vehicle Department has invariably given its disapproval to these ordinances on the ground that the same were prohibitory and not regulatory, having in mind that the policy of the State of New Jersey in the regulation of this type of traffic would meet the demands of the municipal authorities. Unless the state is permitted to deal with this question, it will not be long before every municipality will adopt a code of its own so drastic as to almost prohibit the use of the motor truck in the municipalities of this State.

Primarily, these two laws propose, first, to require that commercial motor vehicles pay a registration fee based upon

the gross weight of the vehicle and load, and secondly, that they be equipped with tires built sufficiently strong enough to support the load.

The practice of greatly overloading trucks has been especially harmful to our highways because where the tire equipment fails to sustain the load, the vehicle, after a short while is operated on the rim and not upon the bearing surface of the tire, and the policy of New Jersey in thus saying that no commercial vehicle shall be operated over its highways unless it is equipped with tires ample to support the load, thus reducing to the smallest minimum the wear and tear on the highway, is so sound that this Department predicts that within a short time it will be universally copied by every state.

We acknowledge that any legislation dealing with new problems must of necessity from time to time be so amended as to meet the prevailing conditions, and we have no hesitancy in saying that the present laws in this connection are in need of amendment. Profiting by the continued study given to this subject during the year by the Engineers working with the Department and with the views of truck manufacturers and users ascertained, several amendments have been prepared which we believe will meet every objection and make this legislation of beneficial service alike to the State and all users of our highways.

REGISTRATION OF AUTOMOBILES EQUIPPED WITH PNEUMATIC TIRES.

The Department desires to present for consideration within the year, in order that legislation may be proposed a year hence covering this feature of our report, this thought; the registration of automobiles with pneumatic tires is now divided into three classes. The fee for motor vehicles of less than ten horse-power rating is \$4.50 per annum; from eleven to twenty-nine horse-power, inclusive, \$7.50 per annum; from thirty horse-power and upward, \$15.00 per annum.

We are firmly convinced that this system of registration is wrong, and believe that motor vehicles with pneumatic tires equipment should be registered upon their horse-power rating at so much per horse-power, graduating the registration fee so that the same might be subject to pro rata reduction quar-

terly instead of one reduction on September first of each year, as is now the case.

We desire to point out that many automobiles are so designed as to just come within the thirty horse-power class, and yet despite their weight, and the maximum speed to which they are geared, pay no more for registration than do the cars of the smaller type of construction, such as the Ford, Chevrolet, etc.

In suggesting a fee of forty cents per annum per horse-power, with a graduated reduction every three months, the owner of a small car would pay no more than he is required to pay under the present system, while the owner of the larger car should not demur if his registration fee is based upon a uniform schedule that applies equally to all makes of cars.

NUMBER PLATES.

For three years the Department has been very much handicapped in its work, by reason of the inability of the manufacturers having the contract to furnish the number plates, to make prompt deliveries. Our pre-arranged plans, whereby it was hoped to have the plates shipped direct from the factory to the using agency, have been nullified, and added overhead charges have resulted from the necessity of shipping plates from Trenton by express and motor truck.

The 1918 number plate has been found defective, and as this report closes, countless substitutions have been made; all this will occasion much confusion, and is, of course, to be regretted.

The same specifications in use for this year's plates were followed during the years 1916 and 1917, during which time not a single plate was recalled because of defective workmanship or material; that the 1918 plate was not a proper plate was plainly noticeable when the first shipment arrived, and as early as November 12th, 1917, we notified the State Purchasing Agent of the defects, who immediately notified the manufacturers of the defective workmanship and indicated very plainly that he would require the replacement of all defective plates without cost. Some 80,000 pairs of plates are still to come, although all shipments, as per the contract,

should have been completed before November 1st, 1917. The embargo on railroad shipments is solely responsible for the delivery of any plates that may have been shipped after January 1st. Had the manufacturer, however, made shipments frequently during the month of December, all of our agencies would be well supplied with plates at this time.

The plates for the year 1919 and subsequent years are to be made at the New Jersey State Prison. The Prison Labor Commission has installed an up-to-date plant within the prison walls, which plant has a daily output capacity of four thousand pairs of finished plates.

Aside from the commendable policy of the state in the abolition of prison contract labor, and the adoption of the State Use System whereby the unfortunate inmates of our penal institutions will be required to devote their time in such a way as will redound to the benefit of the inmate and the credit of the State, the cost of the plates, after the initial expense involved in installation, will be considerably less annually than is now being paid to private contractors, while prompt deliveries will be assured and duplicate registration plates will be readily obtainable.

ASSISTANCE RENDERED TO OTHER STATE DEPARTMENTS.

On numerous occasions during the year, our Inspectors have assisted the State Civil Service Commission in the holding of examinations for chauffeurs. In connection with this work, we have detailed our men to Newark, Paterson, Jersey City, and Trenton. Not only has the Civil Service Board profited by the practical experience of the Motor Vehicle Inspectors, but the practice has saved the Civil Service Commission a considerable expenditure which otherwise would be necessary, for our work has been given cheerfully and without cost.

The Inspectors have likewise assisted in stamping out the forest fire plague, and at the request of the Forestry Board of New Jersey, each Inspector was especially cautioned to be on the qui vive for forest fires, and it is a matter of record that three such fires were apprehended by the Inspectors in their infancy and squelched before serious damage had been done.

NEW LEGISLATION.

The Department recommends the passage of the following legislation, as necessary to meet the condition developed within the past year by the rapid growth of vehicular traffic:

A law requiring the examination and licensing of every motorcycle operator.

Repeal of section nineteen of the Motor Vehicle Act, which empowers a magistrate to make whatever disposition he desires in the matter of intoxicated driving.

An amendment to make uniform the lighting of motorcycles, so that the same will be lighted at the same hour as automobiles are now required to be lighted.

Exemption of all motor vehicles from personal tax assessment. This law is now in force in many of the states and was recommended by this Department three years ago. Under the present system of taxation, the motorist is subjected to a double tax.

A law to allow the use of a mechanical device attached to the rear of a motor vehicle, to indicate when the driver of the same is to turn to the right or left; this is very necessary in view of the inability of the driver of a closed car to indicate by outstretched hand which direction he intends to turn.

A law to give the authorities control of motor vehicles on ferry boats, by requiring that the driver remain within easy reach of the car in order to be in a position to move same immediately, should the occasion arise for so doing.

Amendments to the Commercial Vehicle Laws by increasing the weights in pounds for certain sizes of tires, elimination of the provision requiring distribution of load on basis of two-thirds on rear axle and one-third on front axle, a graduated reduction in fees for vehicles having weight of less than four thousand pounds, and limiting the speed of commercial trucks according to their gross weight.

A law to more clearly define reckless driving, so that prosecutions for this species of violation will be more certain.

A law to increase the salary of Motor Vehicle Inspectors, by fixing a minimum wage of \$1,200 per annum and a maximum of \$1,650 after five years of continuous service, with

28 COMMISSIONER OF MOTOR VEHICLES

the salary of the Chief Inspector increased from \$1,800 to \$2,100 and that of the Deputy Chief Inspector from \$1,500 to \$1,800.

Respectfully submitted,

WM. L. DILL,

Commissioner of Motor Vehicles.