

TWENTY-FIRST 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 Twenty-six

MacCrellish & Quigley Co
Printers
Trenton, New Jersey

1927

REPORT

To the Legislature of the State of New Jersey:

GENTLEMEN—On March 29, 1926, the Legislature of the State of New Jersey enacted into law, over the Governor's veto a supplement to Chapter 208, P. L. 1921 (the Motor Vehicle Act of the State of New Jersey). This supplement, known as Chapter 147, P. L. 1926, provided that the Department of Motor Vehicles should be divorced from the Department of State and enjoy an entity singularly its own.

It further provided for a Commissioner of Motor Vehicles and a Deputy Commissioner of Motor Vehicles to serve for a term of four years respectively, at the expiration of which terms their successors should be elected by the Legislature in joint session.

No more progressive legislation has ever been enacted in our State than the law which created a Department of Motor Vehicles, and it is a great privilege and pleasure to submit to you honorable gentlemen the Twenty-first Annual Report of the Commissioner of Motor Vehicles of New Jersey and the first report pursuant to Chapter 147, P. L. 1926. This Report covers the activities of the Department for the calendar year ending December 31, 1926, and is submitted in accordance with Section 4, subdivision one, of the Motor Vehicle Act.

The act creating the Department of Motor Vehicles named William L. Dill as Commissioner of Motor Vehicles for the term ending April 1, 1930. Immediately upon being sworn into office by Supreme Court Justice Katzenbach, I announced the appointment of Arthur W. Magee as Deputy Commissioner of Motor Vehicles and placed him in charge of the collection of all funds and supervisor of the Auditing Department. The financial statement which follows has been verified for accuracy by Deputy Commissioner Magee.

FINANCIAL STATEMENT.

Collection Accounts.

Paid State Treasurer, 1926,	\$11,324,534 96	
On deposit December 31, 1926, on account of 1927 collection,	4,172,942 80	
Fines remitted to counties in accordance with law,	325,390 53	
Commissions paid to agents,	220,603 70	
Due from banks, account of 1927 collections, ..	1,704,083 10	
Agents bank balances,		\$1,704,083 10
Collections November 15, 1925, to December 31, 1926,		11,870,529 19
Collections November 15, 1926, to December 31, 1926, 1927 business,	4,172,942 80	
	\$17,747,555 09	\$17,747,555 09

DETAIL AND CHARACTER OF COLLECTIONS FOR THE YEAR ENDING
DECEMBER 31, 1926.

	Items.	H. P.	Amount.
Passenger vehicle registration 1st class (full rate),	451,701	5,964,871	\$4,192,752 40
Passenger vehicle registration 1st class (half rate),	42,248	554,169	195,329 80
Passenger vehicle registration 2d class (full rate),	24,560	110,010	423,405 00
Passenger vehicle registration 2d class (half rate),	1,980	9,294	17,173 50
Passenger vehicle registration duplicate tags, <i>Weight.</i>	7,274		7,274 00
Passenger vehicle registration, no fee,	107		
Commercial vehicle registration (full rate),	109,989	784,940	3,227,339 00
Commercial vehicle registration (half rate),	9,199	60,256	126,885 00
Commercial vehicle registration duplicate tags,	5,457		5,457 00
Undertakers' vehicle registration (full rate),	511	2,833	13,024 00
Undertakers' vehicle registration (half rate),	14	77	178 50
Trailers vehicle registration (full rate), ..	1,446	13,604	52,926 00
Trailers vehicle registration (half rate), ..	157	1,177	2,380 00
Trailers vehicle registration duplicate tags, ..	41		41 00
		<i>Pass.</i>	
Omnibus vehicle registration (full rate), ..	10,459	165,379.0	296,055 00
Omnibus vehicle registration (half rate), ..	755	12,585.0	10,822 50
Omnibus vehicle registration duplicate tags,	498		498 00
Motor cycle registration,	7,233		14,466 00
Motor cycle registration duplicate tags,	196		98 00

Motor cycle registration, no fee,	810		
Dealers' registration (auto),	2,641		66,025 00
Dealers' registration (M. C.),	19		285 00
Agricultural tractors,	271		813 00
Exchanges, Pass. to Comm.; to Omn., etc.,	3,916		25,730 25
Transfers,	132,401		255,579 70
Duplicate certificates (registration),	8,189		8,189 00
Duplicate certificates (drivers'),	12,049		12,049 00
Auto drivers' licenses,	739,519		2,218,557 00
Motor cycle drivers' licenses,	6,140		6,140 00
Auto drivers' permits,	288,815		144,407 50
Motor cycle drivers' permits,	5,024		2,512 00
Bank interest,			11,704 84
Charges for 1925 issuances,			114 12
			\$11,338,211 11

By Central Office.

Interest on deposits C. O.,	\$10,341 19
Fines for violation of law,	511,613 48
Dealers' transit tags,	756 00
Dealers' duplicate tags,	168 00
Certified copies,	998 59
Physicians insignias,	303 00
Miscellaneous collections,	8,137 82
	\$11,870,529 19

MISCELLANEOUS COLLECTIONS.

Collection of Protested Check,	\$11 25
Uncollected Refund (1925),	24 00
Amount realized from sale of stolen cars,	1,223 17
Amount received from contract to copy list of registrants,	6,550 00
Charges made for clerical services in copying names of applicants for car registrations and drivers' licenses,	57 41
Refund of salary to department,	206 19
Adjustment of fees,	47 80
Postage (returned by Inspector Devine),	18 00
	\$8,137 82

REMITTANCES TO THE STATE TREASURER.

Remittances were made to the State Treasurer monthly as follows:

1926	Collections.	Agents' Fees.	Remittances of Fines to Counties.	Balance to State Treasurer.
January,	\$7,366,515 51	\$21,228 50	\$11,173 00	\$7,334,114 01
February,	615,610 36	18,224 48	7,251 50	590,134 38
March,	595,457 84	17,957 82	8,204 75	569,295 27

April,	700,003 41	18,124 48	17,055 20	664,823 75
May,	591,684 79	18,176 57	23,599 40	549,908 82
June,	567,861 80	18,080 75	29,357 28	520,423 77
July,	464,667 80	17,691 16	49,239 40	397,737 24
August,	327,821 67	17,753 66	37,109 35	272,958 66
September,	239,398 28	17,753 66	34,831 85	186,812 77
October,	196,557 57	19,532 74	39,006 80	138,018 03
November,	134,491 35	18,036 98	35,710 70	80,743 67
December,	70,458 81	18,042 90	32,851 30	19,564 61
	\$11,870,529 19	\$220,603 70	\$325,390 53	\$11,324,534 96

STATEMENT OF ARTHUR W. MAGEE, DEPUTY COMMISSIONER.

December 31, 1926.

Hon. William L. Dill, Commissioner of Motor Vehicles, Trenton, New Jersey:

DEAR SIR—The supervision of our Agents and Auditors having been assigned to me, I am herewith submitting my report. I have checked back the financial statement above with the reports of the Auditors and the Chief Accountant and Chief Clerk, and all accounts are in strict balance and every dollar has been accounted for and paid into the Treasury of the State of New Jersey.

All unused number plates have been returned to the State Prison and due credit given, as per voucher from the Department of Institutions and Agencies, which form a part of my report.

The same procedure applies with respect to the registration certificates and drivers' licenses, which have been printed on non-counterfeit paper and parceled out to us by the Purchasing Department.

The unused registration certificates and drivers' licenses have been returned to the State Purchasing Department, and due credit given therefor, as per voucher from Mr. Edward Mundy, said voucher forming a part of this report.

I am also appending statements from William J. Dearden, Chief Clerk in charge of the Auditing Department, and who next in authority to the Deputy Commissioner is charged with the responsibility and accuracy of the Accounting Department. His assistants are: Nelson P. Howell, Auditor; George Suozzi, Assistant Auditor; William J. Brennan, Ledger Bookkeeper; James Henehan, Assistant Ledger Bookkeeper; George Schwobel, Cash Bookkeeper; George Balderston, Statistical Bookkeeper; Elwood Padderatz, Journal Bookkeeper; and Charles J. Irwin, who receives all fines and is in sole charge of the Fine Ledgers.

As an independent check on the work of the Auditing Department, the State Comptroller has named two auditors, Messrs. Joseph McLaughlin and Bernard O'Keefe, to audit the agents' reports and check up their supplies after the same have been audited by Mr. Dearden and his assistants. Their report is also appended herewith.

Respectfully submitted,

ARTHUR W. MAGEE,
Deputy Commissioner.

December 31, 1926.

Hon. Wm. L. Dill, Commissioner of Motor Vehicles, Trenton, New Jersey:

DEAR COMMISSIONER—During the year 1926, I have personally visited and audited every agency issuing licenses for this Department. Every agency has been audited twice and in some instances three and four times. My visits to and audits of these agencies revealed the fact that the records have been well kept and all items issued have been properly entered on the reports. In all cases where any items were missing, the same have been charged to the agent at the average rate. When any question has arisen in regard to the horse power or weight of a car, which is used in the determination of same, same has been adjusted in favor of the State. Small differences have been found when audits have been made, which differences have been immediately adjusted and deposits have been made by the agents to bring their accounts into balance.

Attached hereto you will find statements from the Auditor, Assistant Auditor, Ledger Bookkeeper, Assistant Ledger Bookkeeper, Cash Bookkeeper, Journal Bookkeeper, Statistical Bookkeeper, certifying that all reports and deposits have been properly entered and balances checked with the statements from the banks in which we deposit.

Respectfully submitted,

WILLIAM J. DEARDEN.

December 31, 1926.

Hon. Wm. L. Dill, Commissioner of Motor Vehicles, Trenton, New Jersey:

DEAR COMMISSIONER—We respectfully report that we have checked and audited all reports received from agents during the year 1926, and have properly entered same to their accounts and drafted the respective amounts from the accounts in which they were deposited.

These reports have all been properly checked, audited and balanced in their individual accounts and all supplies issued have been entered therein and balanced.

Respectfully submitted,

NELSON P. HOWELL,
GEORGE H. SUOZZI,
WILLIAM J. BRENNAN,
JAMES HENEHAN,
GEORGE B. SCHWOEBEL,
GEO. E. BALDERSTON,
ELWOOD W. PADERATZ.

December 31, 1926.

Hon. Wm. L. Dill, Commissioner of Motor Vehicles, Trenton, New Jersey:

DEAR COMMISSIONER—We, Joseph McLaughlin and Bernard E. O'Keefe, Auditors for the Comptroller's Department of the State of New Jersey, do hereby certify that we have audited the accounts of all agents, issuing licenses for the Department of Motor Vehicles, for the year 1926.

All supplies delivered to the Department have been properly checked and accounted for. All supplies sent to the agents have been paid for and all

unissued supplies have been returned to the central office and checked and entered to their accounts, by us. These accounts we find to be in strict balance.

We have also audited all the statements rendered by your Chief Clerk and Accountant and find same to be correct.

Respectfully submitted,

JOSEPH L. McLAUGHLIN,
B. E. O'KEEFE.

December 31, 1926.

Hon. Wm. L. Dill, Commissioner of Motor Vehicles, Trenton, New Jersey:

DEAR SIR—The following statement is an accurate transcript of the fines received from the various Magistrates throughout the State of New Jersey, and has been carefully checked, not only with the Magistrates' returns, but with the audit of the Magistrates' dockets made by the Inspectors of the Department.

Respectfully submitted,

CHARLES J. IRWIN,
Fine Ledger Clerk.

RETURNS FROM FINES.

Fines collected for violations of the Motor Vehicle Act amounted to \$511,613.48. This is an increase of \$120,502.17. A comparative table follows, showing the collections of fines by months for the years 1921, 1922, 1923, 1924, 1925 and 1926:

	1926	1925	1924	1923	1922	1921
January,	\$17,498.08	\$14,485.50	\$18,060.55	\$12,813.75	\$15,877.68	\$5,600.00
February,	13,459.50	11,483.50	24,120.00	11,220.10	1,664.00	5,014.50
March,	18,655.14	21,255.00	23,502.85	11,349.10	10,062.50	7,423.22
April,	33,820.20	26,520.15	23,173.88	17,500.05	15,173.20	7,162.05
May,	38,125.85	36,572.75	26,701.30	21,063.18	13,384.90	11,553.25
June,	51,580.84	39,324.60	34,421.70	41,400.10	22,158.80	11,454.95
July,	73,371.33	43,773.00	36,216.08	52,237.55	21,568.55	11,904.50
August,	54,773.55	44,050.50	45,215.60	37,802.95	35,977.45	18,245.90
September,	54,025.24	50,212.05	44,273.71	31,937.55	13,607.75	13,103.40
October,	57,572.90	47,432.16	32,718.25	33,060.30	23,704.25	11,398.50
November,	52,450.83	33,718.10	30,153.55	22,685.95	20,794.90	12,552.20
December,	46,280.05	22,334.05	30,047.50	20,754.15	25,843.55	8,970.61
	\$511,613.48	\$391,111.86	\$368,604.47	\$313,923.33	\$219,615.53	\$124,380.28

The above fines were received from the following counties:

	Total.	*Paid County.	State.
Atlantic,	\$28,320 15	\$9,188 65	\$19,131 50
Bergen,	47,163 54	38,715 50	8,448 04
Burlington,	10,704 00	6,774 00	3,930 00

*Under an act by the Legislature in 1922, all fines collected for violations where the arrests were made by any person other than a State Inspector or a member of the State Constabulary, were turned back to the county.

	Total.	*Paid County.	State.
Camden,	30,772 85	22,089 35	8,683 50
Cape May,	3,926 75	1,731 00	8,195 75
Cumberland,	10,141 30	6,430 00	3,711 30
Essex,	59,590 95	52,094 60	7,496 35
Gloucester,	7,632 50	4,242 50	3,390 00
Hudson,	61,695 50	44,146 50	17,549 00
Hunterdon,	1,637 00	402 00	1,235 00
†Mercer,	56,325 48	21,997 00	34,328 48
Middlesex,	34,583 28	24,402 33	10,180 95
Monmouth,	30,900 70	19,509 20	11,391 50
Morris,	13,018 40	10,119 40	2,899 00
Ocean,	9,489 53	1,704 50	7,785 03
Passaic,	28,528 00	19,514 50	9,013 50
Salem,	5,187 50	2,333 00	2,854 50
Somerset,	24,722 30	6,351 00	18,371 30
Sussex,	3,007 50	1,822 50	1,185 00
Union,	37,385 75	29,478 50	7,907 25
Warren,	6,825 50	2,344 50	4,481 00

Account of 1924, Checks not
cashed, Warren County, ...

\$511,558 48	\$325,390 53	\$186,167 95
55 00		55 00
\$511,613 48		\$186,222 95

TRIAL BALANCE OF FINE LEDGER—FINES, 1926.

Collected from Counties.

Atlantic,	\$28,320 15
Bergen,	47,163 54
Burlington,	10,704 00
Camden,	30,772 85
Cape May,	3,926 75
Cumberland,	10,141 30
Essex,	59,590 95
Gloucester,	7,632 50
Hudson,	61,695 50
Hunterdon,	1,637 00
Mercer,	56,325 48
Middlesex,	34,583 28
Monmouth,	30,900 70

*Under an act by the Legislature in 1922, all fines collected for violations where the arrests were made by any person other than a State Inspector or a member of the State Constabulary, were turned back to the county.

†Includes the sum of \$20,599.25, imposed by the Commissioner of Motor Vehicles.

Morris,	13,018 40
Ocean,	9,489 53
Passaic,	28,528 00
Salem,	5,187 50
Somerset,	24,722 30
Sussex,	3,007 50
Union,	37,385 75
Warren,	6,825 50
Total,	\$511,558 48

FINES, 1926.

Atlantic.

Collected from Magistrates—

Fred Berchtolet, Egg Harbor City,	\$15 00
Peter A. Capizola, Buena,	450 00
Celia Champion, Somers Point,	32 50
Jos. A. Corio, Atlantic City,	2,150 00
A. J. Craven, Pleasantville,	2,585 50
Allen B. Endicott, Ventnor City,	2,481 65
Raphael K. W. Feeney, Pleasantville,	80 00
Andrew Gillespie, Mays Landing,	740 00
W. Harry Jones, Ventnor City,	90 00
James O. Keene, Pleasantville,	25 00
A. J. Macri, Hammonton,	55 00
Charles A. Marshall, Northfield,	142 00
Lewis A. Mathias, Somers Point,	153 00
Wm. Mischlich, Egg Harbor City,	1,267 50
R. E. Montgomery, Hammonton,	595 00
J. H. Naglee, Sr., Linwood,	1,727 00
Chas. Nassokin, Elwood,	6,002 00
Jos. A. Paxon, Atlantic City,	120 00
Gertrude Peoples, Absecon,	1,315 00
Lewis A. Sooy, Egg Harbor City,	85 00
Wm. B. Stephens, Pleasantville,	2,274 00
Geo. E. Strouse, Hammonton,	5,500 00
Carl M. Voelker, Margate City,	435 00
Total collected,	\$28,320 15

Bergen.

Collected from Magistrates—

John F. Abel, Bergenfield,	\$1,845 50
A. D. Anstey, Montvale,	50 00
Max P. Arlt, Allendale,	4,616 00
Edw. J. Arnold, New Milford,	95 00
Frank Bauer, Alpine,	5 00
K. S. Bennett, Arlington,	260 00

J. L. Bowden, Westwood,	27 00
Joseph Breeze, Hasbrouck Heights,	5 00
John J. Breslin, Lyndhurst,	663 50
M. S. Brickner, East Rutherford,	907 00
Wm. E. Brown, Rutherford,	85 00
Wm. J. Carcoran, Hackensack,	772 50
Albert J. Clark, Hasbrouck Heights,	507 00
Parsells Cole, Park Ridge,	145 00
R. D. Coombs, Ridgewood,	419 00
W. W. Daniell, River Edge,	206 00
Adolph Dehnenbach, Rochelle Park,	637 00
Wm. De Lorenzo, Hackensack,	52 00
Jos. G. De Sato, Englewood Cliffs,	20 00
Frank R. Dotz, Waldwick,	10 00
John A. Dwyer, Garfield,	1,223 00
Floyd N. Dull, Rutherford,	16 00
James J. Easton, Leonia,	447 00
Wm. J. Ennis, Fort Lee,	54 00
Edmund E. Field, Hasbrouck Heights,	25 00
C. H. Findlay, Ridgewood,	145 00
Alfred F. Fleischmann, Ridgefield Park,	2,040 00
W. Dunham Foster, Westwood,	56 00
Wallace R. Foster, Glen Rock,	25 00
Peter A. Grande, Emerson,	15 00
Geo. W. Griffith, Palisades Park,	160 00
H. T. Griggs, Ridgefield Park,	186 50
L. M. Hargreaves, Hackensack,	412 50
Clark H. Hebner, Hohokus,	68 00
Chas. F. Hubsch, Ridgefield,	1,387 00
LeRoy B. Huckin, Englewood,	942 00
J. F. Hussey, Ridgewood,	158 00
Edw. A. Johnson, Hackensack,	135 00
A. M. Karsch, Woodcliff Lakes,	73 00
Harold B. Kiefer, Rochelle Park,	85 00
John Wambden, Saddle River,	10 00
Abram L. Lebson, Englewood,	487 00
Jesse B. Leslie, Leonia,	14 00
J. Wallace Leyden, Hackensack,	521 50
Geo. F. Losche, Bogota,	880 50
A. A. Luenig, Rutherford,	1,532 00
John D. Lynn, Bogota,	69 50
J. S. McCain, Jr., Demarest,	45 00
C. J. McCarthy, Hackensack,	205 00
Chas. K. McLaughlin, Hohokus,	1,843 70
Geo. W. Maines, Fair Lawn,	492 00
D. Manser, Wood-Ridge,	15 00
Dominick Marconi, Wood-Ridge,	49 00
Anderson O. Marten, Haworth,	72 00
Theo. H. Mattel, Demarest,	243 00

E. Alan Meyer, Westwood,	290 00
James D. Moore, Hackensack,	5,528 00
H. L. O'Neil, Dumont,	780 00
A. J. Prall, Wallington,	569 00
Jos. A. Preston, Cliffside Park,	115 00
Gouverneur Price, Mahwah,	439 00
A. W. Ramsey, Midland Park,	40 00
A. W. Dawson, Hillsdale,	31 00
John Rettino, Rutherford,	10 00
Charles R. Rhoades, Ramsey,	20 00
Frank W. Robinson, Maywood,	173 00
Louis Ruckner, Westwood,	94 00
Filomeno Sansone, Hackensack,	2,385 00
R. H. Scheller, Lodi,	871 00
Chas. B. Schmidt, Hackensack,	1,074 00
Henry Schnakenberg, Rochelle Park,	66 00
Geo. F. W. Schulte, Teaneck,	1,597 00
Wm. J. Schweickert, Hasbrouck Heights,	118 00
Frank Sciutto, Little Ferry,	66 00
E. A. Short, Cresskill,	70 00
Robt. A. Smith, Fair Lawn,	60 00
Geo. A. Smyth, Midland Park,	15 00
S. G. Soons, Teaneck,	718 00
A. R. Storm, Bogota,	80 00
Max. H. Thiem, Rochelle Park,	217 00
Paul S. Towne, Bergenfield,	78 50
John S. Tracy, Fairview,	334 00
Dewitt Treat, Carlstadt,	171 85
Wm. Van Buskirk, Ridgewood,	2,739 00
Charles Varecka, Little Ferry,	138 49
Wm. Vickers, Tenafly,	2,513 00
P. C. Wadsworth, Glen Rock,	82 00
T. J. Walker, Closter,	30 00
A. Hobart Walton, Oakland,	37 50
C. Jack Ward, Wyckoff,	85 00
C. E. Weigel, Bogota,	11 00
C. W. Winans, Ramsey,	52 50
Charles Zarubnick, Moonachie,	5 00
Total,	\$47,163 54

Burlington.

Collected from Magistrates—

Frank S. Absalom, Florence,	\$1,436 00
Chas. E. Black, Columbus,	5 00
Jacob Blankenmeyer, Riverside,	415 00
Alex W. Bostwein, Vincentown,	35 00
Thos. Callery, Roebing,	315 00

Jesse M. Coddington, Riverton,	290 00
Chas. H. Ellis, Beverly,	15 00
Wm. L. Fichter, Palmyra,	695 00
John C. Friedrick, Bordentown,	90 00
E. G. Heckel, Riverside,	128 00
Fred P. Hemphill, Riverton,	25 00
B. O. Herbert, Mount Holly,	25 00
Enoch C. Johnson, Beverly,	200 00
Jos. W. Johnson, Maple Shade,	55 00
M. J. Keating, Bordentown,	1,254 00
Jos. C. Kingdon, Mount Holly,	2,310 00
Harry McCloskey, Beverly,	58 00
John E. McNulty, Riverside,	20 00
John Magee, Bordentown,	5 00
Lester Merrell, Riverside,	205 00
W. F. Middleton, Moorestown,	280 00
Thomas S. Mooney, Burlington,	1,645 00
F. E. Riely, Medford,	95 00
S. Robinson, Fieldsboro,	25 00
Robert E. Roehrig, Riverside,	5 00
J. Leedom Smith, Burlington,	225 00
John Thompson, Beverly,	210 00
S. Howard Troth, Riverside,	12 00
Harry J. Wolff, Moorestown,	626 00
Total,	\$10,704 00

Camden.

Collected from Magistrates—

David M. Anderson, Gloucester City,	\$820 00
S. P. Bakley, Barrington,	15 00
A. D. Berry, Ellensburg,	785 00
H. L. Bialy, Collingswood,	4,245 00
Arch Boardman, Elm,	855 00
James Brearey, Waterford Works,	10 00
Wm. C. Brisbin, Brooklawn,	170 00
Geo. B. Brooks, Blackwood,	5 00
James T. Carey, Haddonfield,	35 00
A. E. Craig, Merchantville,	790 00
A. F. Crownmiller, Clementon,	40 00
Thomas W. Daley, West Collingswood,	15 00
John J. Dempsey, Audubon,	95 00
Geo. W. Diehl, Merchantville,	605 00
James Dulton, Ashland,	25 00
Wm. J. Duncan, Berlin,	514 00
J. Louis Fisher, Brooklyn,	30 00
Alfred D. Glading, Gibbsboro,	5 00
Frank R. Good, Haddon Heights,	105 00

Wm. A. Gregory, Barrington,	2,635 00
Louis C. Hankins, Mt. Ephraim,	65 00
Chas. D. Heath, Berlin,	132 70
L. J. Heller, Clementon,	88 50
Jos. R. Hayes, Camden,	25 00
Wm. Y. Jackson, Magnolia,	630 00
Elmer J. Mathis, Woodlyn,	5 00
Wm. M. Matthews, Berlin,	765 00
Jos. A. Patton, Haddon Heights,	180 00
J. Walter Paul, Haddonfield,	850 00
Oscar L. Pou, Berlin,	15 00
Wm. A. Robinson, Winslow,	10 00
E. W. Rotzell, Merchantville,	1,630 00
Frank C. Schramm, Atco,	385 00
Herbert J. Schwartz, Laurel Springs,	40 00
James S. Smith, Camden,	9,923 00
T. Marsden Smith, Gloucester Heights,	330 00
Oliver J. Stetser, Gloucester City,	15 00
John T. Sweeney, Merchantville,	20 00
Albert F. Usilton, Collingswood,	545 00
John Valleley, Oaklyn,	165 00
Joseph L. Walker, Berlin,	825 00
Edgar B. Wallen, Laurel Springs,	20 00
Harry H. Walton, Mt. Ephraim,	15 00
A. J. Weber, Merchantville,	25 00
Geo. W. T. Wilkinson, Somerdale,	166 50
Harry Wilson, Clementon,	220 65
F. L. Wirth, Haddon Heights,	697 50
E. Harold Wolff, Laurel Springs,	5 00
Edw. C. Ziegler, Somerdale,	1,180 00
Total,	\$30,772 85

Cape May.

Collected from Magistrates—

John T. Byrne, Wildwood,	\$150 00
E. L. Chalmers, Wildwood,	1,108 50
John J. Devine, Ocean City,	62 50
L. T. Garretson, Cape May Court House,	169 25
Chas. H. Grone, Wildwood,	252 50
Jacob S. Levine, Woodbine,	40 00
John J. O'Farrell, Wildwood Crest,	485 00
Chas. Quidort, Cape May,	10 00
Geo. A. Redding, North Wildwood,	415 00
James Shoemaker, Tuckahoe,	184 00
M. M. Sofroney, Sea Isle City,	35 00
A. S. Steelman, Sea Isle City,	15 00
Elisha D. Steelman, North Wildwood,	80 00

Maxwell Sugarman, Woodbine,	60 00
Francis H. Ware, Ocean City,	859 00
Total,	\$3,926 75

Cumberland.

Collected from Magistrates—

Chas. P. Brewer, Vineland,	\$670 70
Wolfe Cohen, Rosenhayn,	691 00
John E. Davis, Vineland,	230 00
Thomas DeLuca, Vineland,	7 00
Harry De Witt, Vineland,	5 00
Maurice Florentine, Vineland,	1,449 00
F. E. Gillespie, Shiloh,	5 00
Warren S. Hood, Vineland,	21 00
Evan A. Hopkins, Vineland,	75 00
Samuel C. Johnson, Bridgeton,	489 60
Harry Jones, Millville,	1,600 00
Frank J. Lore, Bridgeton,	3,165 00
Zilpah M. Ollett, Bridgeton,	10 00
C. W. Sewell, Millville,	5 00
Michael M. Schulz, Vineland,	12 00
L. R. Smith, Cedarville,	526 00
John S. Stevenson, Vineland,	535 00
Jos. M. Stratton, Bridgeton,	525 00
John H. Weed, Vineland,	120 00
Total,	\$10,141 30

Essex.

Collected from Magistrates—

Lloyd G. Beatty, Glen Ridge,	\$1,096 00
Robert J. Beckley, Newark,	8,869 00
John I. Burke, Orange,	1,301 00
Francis S. Currier, Maplewood,	3,435 00
Plume L. Douglass, Newark,	8,862 00
Edw. C. Ehlers, Essex Fells,	15 00
Robert W. Evans, Cedar Grove,	220 00
Samuel Figurelli, Belleville,	2,814 00
A. Ross Force, Livingston,	477 25
Chas. E. Heizey, Essex Fells,	22 00
Douglas Herr, Essex Fells,	40 00
John I. Jacobus, Caldwell,	761 00
Peter S. Johnson, West Caldwell,	452 00
Newton P. Kinsey, Irvington,	200 00
Herbert Lighthipe, West Orange,	1,301 00
John S. Magee, South Orange,	1,655 50

Elmer C. Miller, North Caldwell,	177 00
Chas. F. J. McGovern, Newark,	10,321 00
Thomas Peer, Caldwell,	55 00
Henry Pomerehue, Irvington,	1,161 00
Wm. H. Rawson, Bloomfield,	4,332 50
G. Noyes Slayton, Millburn,	3,319 00
Wm. A. Smith, Nutley,	1,297 00
Homer D. Smith, Roseland,	137 00
Frederic Stoddard, Irvington,	2,397 00
Henry W. Trimble, Montclair,	4,315 00
Leslie L. Vanderbilt, Verona,	558 70

Total, \$59,590 95

Gloucester.

Collected from Magistrates—

John T. Aikley, Sewell,	\$10 00
Chas. H. Benner, Woodbury,	75 00
Samuel B. Burkett, Woodbury,	735 00
David C. Coffey, Almonesson,	30 00
Edw. H. Curtis, Woodbury,	5 00
Paul D. Cutler, Grenloch,	90 00
Oliver Daniels, Gibbstown,	175 00
Wm. C. Finger, Glassboro,	15 00
Harry Friant, Woodbury,	1,829 00
S. B. Haines, Pitman,	25 00
James H. Hendrickson, Westville,	420 50
J. Graham Hughes, Woodbury Heights,	353 00
Victor E. Kugler, Woodbury,	600 00
Wm. E. Long, National Park,	10 00
Oscar D. Ogden, Wenonah,	25 00
C. L. Pither, Swedesboro,	110 00
J. Preston Potter, Clayton,	10 00
Bertram Powell, Glassboro,	95 00
Harry J. Rich, Westville,	275 00
Ernest H. Rigg, Woodbury,	5 00
P. A. Seddon, Westville,	5 00
R. C. Shunk, Woodbury Heights,	61 50
W. Reed Skinner, Clayton,	825 00
John F. Smith, Newfield,	935 00
Geo. M. Steelman, Bridgeboro,	55 00
Chester N. Steelman, Clayton,	10 00
Harold S. Twiss, Swedesboro,	17 50
John J. Vanneman, Paulsboro,	20 00
F. L. Waters, Pitman,	525 00
James A. Wert, Paulsboro,	210 00
J. T. Wood, Williamston,	76 00

Total, \$7,632 50

Hudson.

Collected from Magistrates—

Department of Revenue and Finance, Jersey City,	\$32,176 00
Conrad W. Brech, Secaucus,	358 00
Anthony E. Casale, Kearny,	10,805 00
James F. Coogan, East Newark,	212 50
Edward Griffin, Bayonne,	335 00
James S. Lyons, Harrison,	569 00
James L. McKeon, Harrison,	51 00
Wm. A. Maher, Weehawken,	1,252 00
A. M. Miles, North Bergen,	10,080 00
Alfred E. Modarelli, Union City,	1,853 00
Andrew L. Nunan, Weehawken,	866 00
E. T. Sharkey, Bayonne,	2,035 00
Adam A. Smith, West New York,	1,005 00
Wm. F. Vogt, Guttenberg,	97 50

Total, \$61,695 50

Hunterdon.

Collected from Magistrates—

Elston Beaty, Califon,	\$10 00
S. E. Creitz, Bloomsburg,	10 00
Marcus Creveling, Bloomsbury,	10 00
David Crampton, Glen Gardner,	5 00
Stewart Housel, Hampton,	7 00
Wm. J. Mahoney, Califon,	320 00
A. B. Rittenhouse, Lebanon,	25 00
Harry Seal, High Bridge,	65 00
Abel P. Shive, Clinton,	248 00
Elmer W. Smith, Lambertville,	483 00
Garrett Voorhees, Anandale,	5 00
Jacob C. Voorhees, White House Station,	401 00
Geo. W. Webster, Flemington,	48 00

Total, \$1,637 00

Mercer.

Collected from Magistrates—

Edwin A. Carpenter, Slackwood,	\$3,062 19
David Chance, Trenton,	3,131 00
John P. Cuyler, Princeton,	1,799 00
Wm. L. Dill, Commissioner,	20,599 25
Chas. H. Draine, Lawrenceville,	1,570 00
Andrew J. Duch, Trenton,	17,013 00
Edw. W. Fry, West Windsor,	235 00

A. H. Hart, Trenton,	58 00
Harry A. Hartpence, County Clerk,	325 00
James Hiland, Hightstown,	4,699 00
Budd P. Jeffries, Brookfield,	2,562 00
John H. Matthews, Trenton,	60 00
James F. Meeker, Windsor,	193 04
Chas. R. Mulford, Hamilton Township,	45 00
David Sklute, Trenton,	448 00
Wm. F. Tilton, Lawrenceville,	475 00
E. M. Updike, Princeton,	50 00
A. G. Wizley, Pennington,	10 00
E. R. Whitehead,	15 00
Total,	\$50,355 48

Middlesex.

Collected from Magistrates—

M. G. Ashley, Woodbridge,	\$2,561 50
Fred E. Blodgett, Morgan,	87 00
John C. Bowers, Metuchen,	1,412 00
Phineas M. Bowne, Spotswood,	211 00
Anthony Di Tomaso, Iselan,	170 00
Franc Deeler, Sayreville,	1,355 00
Harry L. Emmons, Jamesburg,	294 53
Chas. A. Freck, Boro of Middlesex,	72 00
Wm. W. Giddes, Dunellen,	620 00
Stephen Howarth, Woodbridge,	465 00
H. A. Jacoby, Carteret,	105 00
Chas. W. Larason, Highland Park,	785 00
Chas. G. Matthews, New Brunswick,	2,314 00
Douglass McDermott, Helmetta,	1,004 50
A. S. Moore, Boro of Middlesex,	525 00
Jacob Morris, Milltown,	910 00
Wm. E. Payton, Jamesburg,	200 00
H. E. Pickersgill, Perth Amboy,	5,314 00
Geo. W. Schultzer, Old Bridge,	426 00
Chas. W. Sedan, New Brunswick,	145 00
Justin Shearn, Boro of Middlesex,	449 00
W. A. Steinmets, New Brunswick,	117 50
Chas. E. Tindell, New Brunswick,	3,910 00
R. P. F. Von Minden, Dunellen,	1,196 00
John Van Norden, South River,	2,015 00
Stephen Walker, Menlo Park,	920 00
Geo. Walter, Deans,	220 00
Washington Wilson, Metuchen,	5,888 25
Jos. T. Winckhofer, Cranbury,	881 00
Total,	\$34,583 28

Monmouth.

Collected from Magistrates—

Neil Algar, Belmar,	\$20 00
C. W. Birdsall, Belmar,	10 00
Harry Bolte, Matawan,	175 50
J. D. Campbell, Sea Bright,	75 00
Jere J. Carew, Rumson,	204 50
A. R. Chinery, West Long Branch,	575 00
Fred W. Collier, Sea Girt,	938 00
Jos. M. Cox, Deal,	1,851 50
Edw. A. Currie, Keyport,	3,400 00
P. F. Dodd, Asbury Park,	1,787 00
Martin L. Ferris, Asbury Park,	250 00
J. Geo. Goodall, Monmouth Beach,	10 00
Wm. A. N. Haag, Keansburg,	1,508 00
G. W. Hardy, Highlands,	385 00
J. Harry Hayes, Interlaken,	135 00
Wm. S. Holmes, Freehold,	2,823 00
Henry F. Hylin, Red Bank,	275 00
F. C. Irons, Avon,	53 00
Geo. N. Irons, Adelphia,	212 00
Wm. P. Irwin, Atlantic Highlands,	554 00
A. O. Johnson, Monmouth Beach,	115 00
Reuben Johnson, Monmouth Beach,	50 00
Ezra W. Karkus, Keyport,	10 00
James Kearns, Freehold,	1,484 00
K. W. MacWhinney, Neptune,	593 00
Wm. B. Mead, Highlands,	5 00
Jos. R. Megill, Bradley Beach,	78 00
F. A. Mulford, Fair Haven,	66 70
Sol R. Newmark, Leonardo,	15 00
W. Standish Nichols, Brielle,	45 50
Maurice A. Potter, Long Branch,	1,472 00
W. J. Poulson, Red Bank,	1,595 00
Jos. H. Schooley, Allentown,	325 00
F. W. Smith, Belmar,	40 00
Chas. A. Spielmann, Union Beach,	255 00
K. Herman Stoye, Eatontown,	848 00
Wm. A. Thorpe, Manasquan,	1,020 00
Louis I. Tumen, Asbury Park,	3,060 00
Gilbert Van Note, Spring Lake,	290 00
W. J. Van Pelt, Oceanport,	5 00
E. C. Wainright, Red Bank,	3,035 00
Jos. R. Weir, Allenhurst,	102 00
Sidney B. West, Monmouth Beach,	5 00
Wm. H. R. While, Red Bank,	205 00
Fred Winters, Spring Lake,	660 00
John Yeomans, Rumson,	280 00

Total, \$30,900 70

Morris.

Collected from Magistrates—

A. M. Adolff, Pequannock,	\$78 00
Cornelius F. Beers, Mt. Tabor,	5 00
D. C. Bond, Madison,	262 00
John F. Bormuth, Butler,	15 00
James T. Brinkerhoff, Riverdale,	27 00
John Callahan, Boonton,	208 00
Wm. W. Cordingly, Mendham,	35 00
Fred A. De Camp, Succasunna,	152 00
R. P. Doney, Dover,	300 50
Chas. P. Dudley, Madison,	571 65
E. E. Fingarr, Mountain Lakes,	1,542 00
Wm. Gardner, Dover,	199 00
Robt. E. Getty, Butler,	35 00
Edward Gross, Butler,	5 00
Frank Heringer, Whippany,	10 00
John L. Houston, Mountain Lakes,	205 00
Geo. P. Howard, Whippany,	50 75
W. E. Keefe, Denville,	20 00
A. A. King, Netcong,	400 00
H. A. Klein, Lincoln Park,	3,539 00
Alan W. Knowles, Stanhope,	237 00
Elbridge Kronenberg, Mt. Arlington,	20 00
Geo. W. McPeak, Washington Township,	335 00
John H. Martin, Dover,	70 00
R. Percy Rolston, Boonton,	707 00
Stewart M. Rorick, Mount Olive,	5 00
Duncan C. Smith, Rockaway,	465 00
Joseph Thomas, Madison,	290 00
Roy S. Tinney, Chatham,	540 00
Louis Tremallo, Morristown,	1,681 50
Joseph H. Trengove, Wharton,	292 50
A. W. Van Saun, Pequannock Township,	300 00
Louis Waxberg, Pine Brook,	362 50
Arch Whitmore, Butler,	15 00
L. S. Young, Morris Plains,	38 00
Total,	\$13,018 40

Ocean.

Collected from Magistrates—

Geo. H. Alsheimer, Toms River,	\$200 00
Jos. W. Asson, New Egypt,	19 53
Jos. W. Bennett, Point Pleasant,	394 00
Isaac Berkowitz, Lakewood,	215 00
F. O. W. Briggs, Forked River,	560 00

John P. Cassidy, Pt. Pleasant Beach,	404 00
Otto Geiler, Seaside Heights,	117 00
Chas. V. Hance, Point Pleasant,	107 00
Geo. M. Hock, Pine Beach,	10 00
Arthur C. King, Toms River,	566 50
Frank H. McCraigh, Beachwood,	134 00
Fred A. Mahland, Manahawken,	425 00
Wm. Muller, Lakewood,	204 00
John A. Myers, Lakewood,	1 00
Geo. J. Osburg, Lakewood,	145 00
Wm. E. Pharo, Mayetta,	15 00
Edw. F. Potter, West Creek,	3,470 50
Geo. A. Rawley, New Egypt,	75 00
Allen L. Seaman, Tuckerton,	159 50
H. A. Smith, Barnegat,	1,917 50
A. S. Tilton, Bayville,	5 00
Jos. B. Willets, Toms River,	230 00
Herbert Willis, Beach Haven,	115 00
Total,	\$9,489 53

Passaic.

Collected from Magistrates—

Chas. F. Abam, Pompton Lakes,	\$235 00
Geo. T. Anderson, Little Falls,	874 00
Edward E. Ball, Bloomingdale,	60 00
John C. Barbour, Clifton,	2,290 00
J. Frank Cornelius, Pompton Lakes,	50 00
Wm. E. Davidson, Passaic,	1,660 00
Mitchell Dawes, Pompton,	1,232 00
Samuel R. Donald, Bloomingdale,	108 00
Jos. A. Finn, Ringwood,	90 00
John F. Grossi, Paterson,	12,713 00
G. C. Houman, Pompton Lakes,	551 00
Thomas Jewett, Hawthorne,	660 00
Morris Hammelhor, West Paterson,	608 00
John J. Kapp, Haledon,	593 00
James F. Kimble, Newfoundland,	492 00
Geo. H. Rice, Passaic,	3,688 00
Oliver H. Roome, Ringwood,	3 00
L. W. Shorter, Haskell,	1,353 00
Abraham Vermeulen, Prospect Park,	50 00
John M. Weaver, Bloomingdale,	329 00
Roswell Whittaker, Totowa,	889 00
Total,	\$28,528 00

Salem.

Collected from Magistrates—

Wm. A. Carpenter, Pennsville,	\$235 00
Stanton B. Cole, Penns Grove,	345 00
John T. Critchlaw, Pittsgrove,	30 00
M. B. Fowler, Pittsgrove,	550 00
John Gayner, Salem,	390 00
Chas. F. Hitchner, Elmer,	215 00
D. C. Humphreys, Woodstown,	1,245 00
John Jacobsen, Pedrickstown,	235 00
D. Harris Smith, Salem,	955 00
Elizabeth S. Smith, Salem,	245 00
Elmer O. Stewart, Pilesgrove,	182 50
D. V. Summervill, Jr., Penns Grove,	10 00
Earl Tomlinson, Carney's Point,	262 00
Mai F. Surran, Penns Grove,	268 00
Total,	\$5,187 50

Somerset.

Collected from Magistrates—

Jos. G. Baier, Franklin Township,	\$25 00
Francis E. Bodin, North Plainfield,	102 00
John Burns, Raritan,	2,075 00
Ida T. Chandler, New Brunswick,	5,697 00
H. E. Durham, Somerville,	1,449 00
Grover P. Kipsey, North Plainfield,	1,628 00
Wm. Lifgren, Franklin,	2,140 00
A. A. Palmer, Bernardsville,	320 00
Theo. Potts, Kingston,	8,391 30
John W. Reed, Bound Brook,	170 00
Louis Scola, Manville,	25 00
R. J. Smalley, North Plainfield,	170 00
Julius J. Stahl, North Plainfield,	155 00
W. R. Sutphin, Somerville,	485 00
Ray P. Sutphin, Somerville,	258 00
Cornelius Van Doren, Bound Brook,	1,390 00
Thomas L. Walter, South Bound Brook,	219 00
Chas. H. Wikoff, Gladstone,	8 00
Jos. J. Williams, Bound Brook,	15 00
Total,	\$24,722 30

Sussex.

Collected from Magistrates—

C. K. Clopper, Franklin,	\$1,037 00
James R. Dalling, Stillwater,	200 00

F. B. Ewald, Sussex,	668 00
Thomas J. Glynn, Franklin,	5 00
Wm. D. Moyse, Hamburg,	12 50
J. J. Shaw, Stanhope,	10 00
Ora C. Simpson, Newton,	390 00
Geo. C. Smith, Hamburg,	325 00
R. D. Voorhis, Landing,	350 00
Arthur Wardle, Odgensburg,	10 00
Total,	\$3,007 50

Union.

Collected from Magistrates—

John F. Brown, Elizabeth,	\$11,681 00
Chas. P. Buckley, Cranford,	460 00
Wm. R. Buckley, Scotch Plains,	290 00
Wm. G. De Meza, Plainfield,	7,826 00
Orlando H. Dey, Rahway,	3 00
James A. Dowd, Hillside,	1,085 00
James B. Dryden, Cranford,	50 00
Charles Evans, Vaux Hall,	1,068 25
James H. Kearney, Rahway,	3,675 00
John Casey, Roselle Park,	250 00
Anthony Grippo, Kenilworth,	25 00
E. T. Harney, Garwood,	20 00
H. A. Klubenspies, Linden,	3,139 00
Lyman L. Loveland, Cranford,	30 00
F. V. Lowden, Roselle,	20 00
S. W. McAney, Fanwood,	25 00
Jacob C. Mattern, Roselle,	852 00
Chas. Maxfield, Rahway,	80 00
A. C. Nash, Westfield,	1,634 00
Carl Radzio, Berkeley Heights,	245 00
Ernest Roeder, Mountainside,	57 00
Chas. Sheelen, Fanwood,	80 00
Everett T. Spinning, Springfield,	2,039 50
Louis E. Stahl, New Providence,	740 00
Henry S. Waldman, Roselle Park,	130 00
Robt. B. Williams, Summit,	1,881 00
Total,	\$37,385 75

Warren.

Collected from Magistrates—

Edward K. Baker, Washington,	\$2,768 00
Chas. P. Baker, Belvidere,	410 00
A. B. Craig, Blairstown,	220 00

B. Frank Fox, Hackettstown,	265 00
Chas. B. Hall, Stewartville,	10 00
Wm. L. Hendrickson, Belvidere,	60 00
Homer Hixon, Phillipsburg,	200 00
F. A. Linaberry, Vienna,	10 00
M. A. Pierson, Washington,	335 00
Edgar W. Snook, Broadway,	62 00
James Van Billiard, Phillipsburg,	2 50
Ray M. Weiss, Phillipsburg,	2,254 00
E. J. Wildrick, Hackettstown,	229 00
Total,	\$6,825 50

AUDITING OF MAGISTRATES' DOCKETS BY MOTOR VEHICLE INSPECTORS.

During the months of October and November, 1926, when the Inspectors were not engaged on examination work and road patrol, they were detailed to audit the dockets of the various Magistrates throughout the State before whom cases had been heard during the year dealing with violations of the Motor Vehicle and Traffic Acts. As the result of such audits the sum of \$19,481.50 was collected from Magistrates who had failed to make their returns as required by law.

The Collections by Agents is set forth in the following table:

AGENTS' TRIAL BALANCE—DECEMBER 31, 1926.

COLLECTIONS BY AGENTS.

	<i>Collections.</i>	<i>Commissions.</i>	<i>Balance.</i>
Asbury Park,	\$167,132 56	\$3,000 00	\$18,952 00
Atlantic City,	227,317 25	3,500 00	25,221 30
Audubon,	79,676 11	1,600 00	28,627 30
Bayonne,	112,748 51	2,300 00	14,155 60
Belleville,	83,021 18	1,900 00	20,286 80
Bernardsville,	42,909 77	687 50	12,017 10
Bloomfield,	10,349 03	1,345 72	17,624 90
Boonton,	84,413 70	2,100 00	2,627 50
Bound Brook,	59,190 51	1,900 00	18,484 75
Bridgeton,	103,227 39	2,400 00	13,624 90
Burlington,	109,275 80	2,400 00	28,814 50

	<i>Collections.</i>	<i>Commissions.</i>	<i>Balance.</i>
Caldwell,	35,989 59	1,574 99	4,198 90
Camden, No. 1,	240,453 29	3,500 00	19,876 65
Camden, No. 2,	181,999 23	2,700 00	22,974 70
Camden, No. 3,	46,504 57	2,137 48	12,162 50
Cape May,	31,732 57	1,900 00	6,351 60
Carlstadt,	128,504 24	2,400 00	25,615 30
Cedar Run,	30,067 04	1,150 00	5,806 40
Clifton,	69,208 17	1,600 00	30,755 25
Collingswood, .....	.....	.....	9,124 20
Cranford, .....	.....	.....	15,628 70
Dover,	98,242 79	2,400 00	31,616 02
East Orange,	130,272 58	291 66	7,844 00
Egg Harbor,	43,895 78	1,150 00	10,847 30
Elizabeth,	294,429 55	3,500 00	20,974 73
Elmer,	24,157 40	1,124 98	7,212 10
Englewood,	158,871 59	3,000 00	38,732 00
Englishtown,	40,262 94	1,400 00	10,305 60
Flemington,	60,549 60	1,900 00	14,815 80
Fort Lee,	62,400 31	1,574 99	20,010 20
Franklin,	27,327 05	1,150 00	8,000 80
Freehold,	63,199 10	1,600 00	11,622 60
Garfield,	7,883 56	1,000 00	16,393 30
Hackensack,	150,804 34	2,700 00	12,493 10
Hackettstown,	47,935 64	1,500 00	11,721 10
Haddonfield,	81,422 26	2,100 00	10,462 80
Haledon,	94,464 38	2,700 00	16,807 60
Hammonton,	59,334 46	1,600 00	13,745 80
Hampton,	32,936 65	1,400 00	8,854 50
Harrison,	107,281 10	2,300 00	15,396 10
Hightstown,	109,566 79	2,400 00	6,520 50
Hoboken,	133,561 05	3,250 00	8,530 60
Irvington,	335,586 26	3,500 00	34,170 30
Jersey City, No. 1,	314,871 53	3,000 00	11,401 10
Jersey City, No. 2,	322,344 31	3,375 00	24,297 60
Keyport, .....	.....	.....	6,645 70
Lakewood,	59,970 96	1,600 00	18,484 90
Lambertville,	33,059 00	1,150 00	5,043 10
Little Falls,	89,579 15	2,400 00	14,362 85
Long Branch,	86,408 35	2,100 00	3,962 00
Manasquan,	98,405 94	2,400 00	29,829 30
Mays Landing, .....	.....	.....	4,293 20
Metuchen,	29,226 39	1,124 98	5,311 80
Millville,	65,700 06	1,900 00	15,703 19
Montclair,	137,468 44	2,700 00	4,936 10
Morristown,	118,430 48	2,400 00	3,055 30
Mount Holly,	167,041 03	2,700 00	35,338 45
Newark, No. 1,	504,298 16	3,833 18	30,628 13
Newark, No. 2,	182,396 67	3,000 00	23,992 85

	Collections.	Commissions.	Balance.
Newark, No. 3,	156,249 63	2,700 00	24,331 42
Newark, No. 4,	134,262 62	1,500 00	14,636 30
Newark, No. 5,	201,682 59	3,937 49	9,113 50
New Brunswick,	204,386 29	3,000 00	4,146 25
New Egypt,	19,788 00	1,000 00	7,592 00
Newton,	53,965 51	1,900 00	11,756 30
New York City, No. 1,	128,294 51	3,000 00	15,366 20
New York City, No. 2,	205,342 74	3,500 00	16,869 10
Nutley,	33,141 83	1,293 73	10,060 60
Ocean City,	46,482 85	1,400 00	12,048 71
Orange,	159,762 01	2,400 00	3,416 30
Oxford,	53,985 31	1,500 00	13,185 60
Passaic,	222,860 27	3,500 00	40,774 30
Paterson, No. 1,	324,127 08	3,750 00	32,013 00
Paterson, No. 2, .....	.....	.....	27,560 30
General Agent,	138,447 32	4,000 00	3 00
Penns Grove,	34,509 76	1,400 00	9,598 50
Perth Amboy,	138,203 97	2,700 00	26,758 90
Philadelphia,	86,274 37	1,400 00	20,435 70
Phillipsburg,	73,189 65	2,400 00	9,256 90
Pitman,	67,169 33	1,574 99	18,591 12
Plainfield,	184,907 11	3,500 00	14,125 30
Pleasantville,	92,056 44	2,100 00	16,644 80
Pompton Lakes,	75,257 35	2,100 00	14,148 50
Princeton,	72,704 55	2,100 00	17,355 60
Rahway,	89,147 56	2,100 00	15,543 00
Ramsey, .....	.....	.....	6,513 30
Red Bank,	136,736 99	2,700 00	22,691 50
Ridgefield Park,	63,769 59	1,400 00	13,107 80
Ridgewood,	144,778 85	2,700 00	10,398 90
Salem,	47,663 78	1,900 00	8,854 70
Sea Bright,	47,185 19	1,500 00	11,643 60
Sea Isle City,	26,481 45	1,500 00	8,632 19
Somerville,	83,504 17	2,100 00	17,898 75
South Orange,	70,365 28	1,600 00	34,015 05
Summit,	102,225 76	2,400 00	15,443 40
Sussex,	33,923 56	1,400 00	8,393 70
Swedesboro,	57,281 85	1,500 00	13,721 41
Toms River,	44,513 77	1,500 00	9,006 70
Trenton, No. 1,	450,120 55	3,750 00	19,551 80
Trenton, No. 2,	4,471 85	.....	15,85
Union City,	235,727 64	3,500 00	8,904 90
Verona,	49,028 77	1,900 00	11,336 90
Vineland,	111,318 83	2,400 00	29,293 70
Westfield,	82,074 80	2,100 00	25,572 80
West New York, .....	.....	.....	6,526 90
Westwood,	48,183 79	527 01	17,148 65
Wildwood,	49,224 58	1,150 00	9,772 30

	Collections.	Commissions.	Balance.
Woodbridge,	93,341 10	1,900 00	22,472 10
Woodbury,	108,147 26	2,700 00	31,426 40
Woodstown,	34,636 89	1,400 00	9,736 20
Total to December 31, 1926,	\$11,338,211 11	\$220,603 70	\$1,704,703 97
Total to November 30, 1926,	11,314,960 62	202,560 80	
Total for month of December, ..	\$23,250 49	\$18,042 90	

RECAPITULATION.

	1925.	1926.	Per Cent. of Increase.
Gross receipts,	\$10,515,323 40	\$11,870,529 19	12.9
Receipts from auto registrations,	7,581,269 30	8,502,964 70	12.1
Receipts from drivers' licenses,	1,983,948 00	2,224,697 00	12.1
Receipts from motor cycle registra- tions,	15,460 00	14,466 00	06.0
Receipts from fines,	391,111 31	511,613 48	30.8
Agents' commissions,	199,709 45	220,603 70	10.4
Interest on deposits,	18,557 56	22,046 03	18.8
Number of passenger car, commercial and omnibus registrations,	579,793	651,416	12.3
Number of drivers' licenses,	661,316	745,659	12.7
Number of dealers' registrations,	2,491	2,660	06.0
Number of motor cycle registrations, ..	7,730	7,233	06.0*
Number of trailer registrations,	1,389	1,603	15.4
Number of transfers and exchanges, ..	114,788	136,319	18.7

CLASSIFICATION OF MOTOR VEHICLE REGISTRATIONS.

It will be interesting to note the classification of the various types of motor vehicles registered during the year 1926:

CLASSIFICATION OF PASSENGER MOTOR VEHICLES.

Number of vehicles under 30 horse-power,	493,949
Number of vehicles of and in excess of 30 horse-power,	26,540
Total number of vehicles registered,	520,489

*Decrease.

CLASSIFICATION OF COMMERCIAL MOTOR VEHICLES.

Lbs.		Lbs.		Lbs.	
1,000,		11,000,	1,817	21,000,	767
2,000,	3,945	12,000,	1,813	22,000,	1,027
3,000,	35,236	13,000,	1,706	23,000,	664
4,000,	9,628	14,000,	1,373	24,000,	865
5,000,	25,426	15,000,	1,402	25,000,	552
6,000,	10,551	16,000,	879	26,000,	1,240
7,000,	6,091	17,000,	796	27,000,	1,151
8,000,	3,154	18,000,	1,004	28,000,	1,861
9,000,	2,121	19,000,	636	29,000,	321
10,000,	2,314	20,000,	808	30,000,	40
Total number of vehicles, 119,188. Total pounds, 845,196.					

CLASSIFICATION OF UNDERTAKER VEHICLES.

Lbs.	Lbs.	Lbs.	Lbs.
3,000, 9	6,000, 251	8,000, 1	
4,000, 47	7,000, 44	9,000, 2	
5,000, 171			
Total number of vehicles, 525. Total pounds, 2,910.			

CLASSIFICATION OF TRAILER VEHICLES.

Lbs.	Lbs.	Lbs.	Lbs.
1,000, 144	11,000, 24	21,000, 17	
2,000, 115	12,000, 50	22,000, 3	
3,000, 114	13,000, 25	23,000, 5	
4,000, 109	14,000, 36	24,000, 7	
5,000, 161	15,000, 48	25,000, 13	
6,000, 120	16,000, 49	26,000, 7	
7,000, 77	17,000, 43	27,000, 4	
8,000, 115	18,000, 13	28,000, 15	
9,000, 47	19,000, 98	29,000, 13	
10,000, 66	20,000, 53	30,000, 12	
Total number of vehicles, 1,603. Total pounds, 14,781.			

CLASSIFICATION OF OMNIBUS VEHICLES.

Passengers	No.	Passengers	No.	Passengers	No.
1 to 5, 4,711		9 to 12, 206		18 to 22, 331	
6 to 8, 2,456		13 to 17, 256		23 to 26, 349	
				27 to 30, 2,905	

Number of passengers in excess of 30 on all registrations for over

30 passengers, 27,595

Total number of vehicles, 11,214. Total passengers, 177,965.

CLASSIFICATION OF PASSENGER TAGS ISSUED BY COUNTIES.

County.	Plate Designation.	Number of Passenger Car Registrations.
Atlantic,	A	18,988
Bergen,	B	48,265
Burlington,	N	15,457
Camden,	C	30,426
Cape May,	F	6,566
Cumberland,	Y	12,293
	E	
Essex,	1-E	103,431
	2-E	
Gloucester,	Z	12,057
Hudson,	H	52,814
Hunterdon,	J	6,713
Mercer,	L	25,847
Middlesex,	K	26,087
Monmouth,	M	30,984
Morris,	V	19,085
Ocean,	O	8,157
	N	
Passaic,	P	35,719
Salem,	S	6,765
Somerset,	I	10,096
Sussex,	R	6,013
Union,	U	37,465
Warren,	W	8,449
Non-Resident,	4	7,360
Special,		2
Total,		529,039
Passenger registrations,		520,489
Duplicate Tags,		7,274
Exchanges,		644
Undertaker registrations,		525
No fee registrations,		107
Total,		529,039

1926 REGISTRATIONS ISSUED BY COUNTIES, AS PER THE FOLLOWING
CLASSIFICATIONS.

DECEMBER 31, 1926.

	Commercial.	Undertaker.	Trailer.	Omnibus.
Atlantic,	5,243	22		725
Bergen,	7,561	27		583
Burlington,	3,596	19		167
Camden,	6,451	39		454
Cape May,	2,060	8		213
Cumberland,	4,033	20		176
Essex,	21,230	67	466	3,020
Gloucester,	3,088	17		139
Hudson,	12,896	93	155	1,462
Hunterdon,	1,650	16		124
Mercer,	6,541	15	862	595
Middlesex,	5,066	29		329
Monmouth,	7,577	27		703
Morris,	3,077	15		328
Ocean,	2,154	3		224
Passaic,	9,522	38	103	860
Salem,	1,948	10		63
Somerset,	2,051	13		163
Sussex,	1,492	12		109
Union,	6,990	19		484
Warren,	1,956	15		139
Out of State,	3,006	1	17	154
	119,188	525	1,603	11,214

For the year 1926 there was delivered from the Department of Institutions and Agencies, through Mr. T. C. Souders, in charge of the plate making department, located at the State Prison, the following number plates, which are accounted for as follows:

Serial Numbers.	Tags Manf'd.	Reported by Agents.	Mixed and Reported Damaged.	Returned to Prison Unissued.
Commercial—				
AL, to A35	35			
A1001 to A20500	19,500	18,988	1	546
B1 to B35	35			
B1001 to B49500	48,500	48,265	11	259
N1 to N20	20			

Serial Numbers.	Tags Manf'd.	Reported by Agents.	Mixed and Reported Damaged.	Returned to Prison Unissued.
Commercial—				
N1001 to N17000	16,000	15,457	2	1 560
C1 to C35	35			
C1001 to C31500	30,500	30,426	1	108
F1 to F25	25			
F1001 to F8500	7,500	6,566		959
Y1 to Y25	25			
Y1001 to Y14500	13,500	12,293	1	1,231
E1 to E125	125			
E1001 to E99999	98,999			
1-E1001 to 1-E5500	4,500	103,431	13	180
Z1 to Z20	20			
Z1001 to Z13500	12,500	12,057	1	462
H1 to H125	125			
H1001 to H52300	52,800	52,814	2	2 107
J1 to J15	15			
J1001 to J8500	7,500	6,713		802
L1 to L125	125			
L1001 to L27000	26,000	25,847	5	1 274
K1 to K75	75			
K1001 to K27200	26,200	26,087	2	186
M1 to M75	75			
M1001 to M32000	31,000	30,984		91
V1 to V30	30			
V1001 to V20500	19,500	19,085		1 444
Q1 to Q15	15			
Q1001 to Q9500	8,500	8,157	1	357
F1 to F75	75			
P1001 to P37000	36,000	35,719	2	1 353
S1 to S15	15			
S1001 to S10000	9,000	6,765		2,250
I-1 to I-20	20			
I-1001 to I-11500	10,500	10,096	3	421
R1 to R15	15			
R1001 to R7500	6,500	6,013		502
U1 to U70	70			
U1001 to U39300	38,300	37,465		905
W1 to W25	25			
W1001 to W10000	9,000	8,449		576
4-1001 to 4-11000	10,000	7,360		2,640
00025 & 1	2	2		
	543,301	529,039	44	5 14,213

Serial Numbers.	Tags Manf'd.	Reported by Agents.	Mixed and Reported Damaged.	Returned to Prison Un-issued.
<i>Commercial—</i>				
X1001 to X135000	134,000	127,616	6 2	6,376
<i>Omnibus—</i>				
O1 to O15500	15,500	12,013	3 2	3,482
<i>Motor Cycles—</i>				
C1 to C9000	9,000	8,238	1	761
<i>Dealers, Auto—</i>				
D1 to D3000	3,000	2,641	1	358
<i>Dealers, M. C.—</i>				
MCD1 to MCD20	20	19		1
<i>Trailers—</i>				
T1 to T1900	1,900	1,644*	1	262
<i>Tractors, Agri.—</i>				
T1 to T300	300	271*		22
<i>No Fee Registrations—</i>				
SG1 to SG700	700	484		216
CG1 to CG700	700	455		245
MG1 to MG1400	1,400	883		517
SGX1 to SGX1050	1,050	874		176
CGX1 to CGX800	800	690		110
MGX1 to MGX2000	2,000	1,865		135
	713,671	686,732	55 10	26,874

RECAPITULATIONS.

Tags manufactured,		713,671
Reported by agents as issued,	686,732	
Mixed and reported damaged,	65	
Returned to prison un-issued,	26,874	
Total,	713,671	713,671

REGISTRATIONS OTHER THAN FOR PASSENGER VEHICLES.

<i>Commercial—</i>		
Registration, full rate,	109,989	
Registrations, half rate,	9,199	
Duplicate tags,	5,457	
Exchanges from passenger to omnibus,	2,971	
		127,616

*Seven tractors used to issue seven trailers.

<i>Omnibus—</i>		
Registrations, full rate,	10,459	
Registrations, half rate,	755	
Duplicate tags,	498	
Exchanges from passenger to commercial,	301	
		12,013
<i>Motor Cycles—</i>		
Registrations,	7,233	
Duplicate tags,	196	
No fee to State Police and various Police Departments,	809	
		8,238
<i>Dealers, Auto.—</i>		
Registrations,	2,641	
		2,641
<i>Dealers, M. C.—</i>		
Registrations,	19	
		19
<i>Trailers—</i>		
Registrations, full rate,	1,446	
Registrations, half rate,	157	
Duplicate tags,	41	
		1,644
<i>Tractors, Agri.—</i>		
Registrations,	271	
		271
<i>State Owned Vehicle Registrations—</i>		
Passenger,	484	
Commercial,	874	
		1,358
<i>County Owned Vehicle Registrations—</i>		
Passenger,	455	
Commercial,	690	
		1,145
<i>Municipal Owned Vehicle Registrations—</i>		
Passenger,	883	
Commercial,	1,865	
		2,748

RECAPITULATIONS.

<i>Passenger Vehicle Registrations—</i>		
First class, full rate,	451,701	
First class, half rate,	42,248	
Second class, full rate,	24,560	
Second class, half rate,	1,980	
Duplicate tags,	7,274	
Exchanges from commercial to omnibus,	644	
Undertakers, full rate,	511	

Undertakers, half rate,	14	
No fee to State Police, Newark police and various police departments,	107	
Commercial registrations,	127,616	
Omnibus registrations,	12,013	
Motor cycle registrations,	8,238	
Dealer's registrations,	2,641	
Dealer's motor cycle registrations,	19	
Trailers,	1,644	
Tractors, agricultural,	271	
State-owned vehicle registrations,	1,358	
County-owned vehicle registrations,	1,145	
Municipal-owned vehicle registrations,	2,748	
Mixed and damaged,	55	
Charged after close of 1926,	10	
Tags returned to prison un-issued,	26,874	
To balance,		713,671

STATE OF NEW JERSEY,

DEPARTMENT OF INSTITUTIONS AND AGENCIES.

Received of William L. Dill, Commissioner of Motor Vehicles, 26,874 pairs of 1926 registration tags, returned to the State Prison not issued, as per the respective list attached hereto:

14,213 Pairs of Passenger tags.	216 Pairs of "SG" tags.
6,376 Pairs of Commercial tags.	245 Pairs of "CG" tags.
3,482 Pairs of Omnibus tags.	517 Pairs of "MG" tags.
761 Pairs of Motor Cycle tags.	176 Pairs of "SGX" tags.
358 Sets of Auto Dealers' tags.	110 Pairs of "CGX" tags.
1 Set of M. C. Dealers' tags.	135 Pairs of "MGX" tags.
262 Trailer tags.	
22 Pairs of Tractor tags.	26,874 Total.

T. C. SOUNDERS,
Asst. Supervisor.

1926 LIST OF PASSENGER TAGS RETURNED TO PRISON.

A14749 to A14800	A16100	A14 to A17
A14871 to A14900	A17322 to A17400	A19
A15075 to A15100	A17403 to A17410	A23 to A29
A15107 to A15150	A19373 to A19400	A32 to A34
A15212	A20161 to A20200	B24541 to B24549
A15214 to A15250	A20449 to A20450	B36900
A15254 to A15350	A20451 to A20500	B37194 to B37200
A15722 to A15750	A11	B37581 to B37600

B44841 to B44850	F7924 to F7925	Z10020 to Z10100
B47632 to B47700	F7926 to F8500	Z10228 to Z10300
B48180 to B48200	F4 to F25	Z10478 to Z10500
B48201 to B48225	Y11563 to Y11650	Z10573 to Z10600
B48717 to B48725	Y13301 to Y13400	Z12764 to Z12775
B48856 to B48859	Y11712 to Y11725	Z12860 to Z12900
B48851 to B48854	Y11803 to Y11850	Z13336 to Z13350
B49135 to B49175	Y11928 to Y11950	Z13419 to Z13425
B49112	Y11951 to Y12100	Z13438 to Z13475
B49072 to B49075	Y12536 to Y12600	Z13476 to Z13500
B49476 to B49500	Y13738 to Y13800	Z4
B7	Y13844 to Y11850	Z6 to Z13
B9	Y13851 to Y14000	Z15 to Z20
B11	Y14001 to Y14500	H44675'
B13 to B18	Y2	H46363 to H46375
N12984 to N13000	Y4 to Y25	H50848 to H50850
N14113 to N14150	E36149	H3 to H7
N14844 to N14900	E36153 to E36154	H12 to H14
N14916 to N14949	E36159	H26
N14995 to N15000	E36163	H37 to H50
N15001 to N15100	E36166 to E36190	H52 to H62
N15120 to N15150	E41000	H64 to H89
N16259 to N16275	E67740 to E67749	H91 to H118
N16317 to N16349	E89420 to E89424	H123 to H124
N16398 to N16400	E89690	J5001 to J5400
N16426 to N16525	E91495 to E91499	J6832 to J6899
N16409 to N16425	E99223 to E99225	J6963 to J6974
N14151 to N14200	IE4614	J6975 to J7000
N13001 to N13050	IE4620 to IE4625	J7196 to J7200
N4 to N5	IE4660 to IE4675	J7049 to J7174
N8 to N12	IE4870 to IE4875	J7287 to J7300
C23900	IE4895 to IE4910	J8185 to J8200
C24435	IE4939 to IE4940	J8201 to J8275
C31199 to C31200	IE4941 to IE4950	J8451 to J8500
C31379 to C31400	IE5392 to IE5400	J4 to J6
C31419 to C31450	IE	J9 to J15
C31467 to C31500	E2	L23582 to L23650
C5 to C7	E39	L23771 to L23775
C11 to C12	E46 to E60	L23832 to L23850
C16 to C19	E63 to E64	L23999 to L24000
C21	E114	L24042 to L24050
C23 to C28	E71 to E73	L24304 to L24399
F2308 to F2349	E75 to E89	L28
F3816 to F3899	E91 to E92	L32
F6475 to F6500	E94 to E117	L34
F6024	Z8883 to Z8900	L36 to L39
F7506 to F7600	Z9287 to Z9300	L43
F7761 to F7850	Z9930 to Z10000	L45 to L48
F7854 to F7875	Z9919	L51 to L53

36

L55 to L59
L61
L63 to L73
L75 to L95
L97 to L115
L117 to L118
K17447 to K17450
K17993 to K18000
K20261 to K20274
K20295
K26870 to K26875
K24600
K25443 to K25450
K26642 to K26650
K27176 to K27200
K27047 to K27050
K27126 to K27150
K27151 to K27175
K9
K13 to K20
K22 to K44
K47 to K70
M31815 to M31820
M31860 to M31875
M31921 to M31925
M3 to M6
M8 to M13
M17 to M26
M31 to M74
V16075
V16275 to V16300
V16348 to V16349
V16404 to V16405
V16907 to V16924
V17570 to V17575
V17732 to V17774
V17319 to V17549
V19216 to V19250
V20292 to V20325
V17050 to V17075
V4 to V10
V12 to V17
V20 to V26
Q7794 to Q7800
Q8281 to Q8375
Q9176 to Q9225
Q9239 to Q9250
Q9257 to Q9275
Q9293 to Q9300

Q9343 to Q9350
Q9351 to Q9500
Q7 to Q14
P30614 to P30624
P30625 to P30660
P30681 to P30700
P31671 to P31675
P33191 to P33200
P33862 to P33850
P33864 to P33975
P33992 to P34000
P33989 to P33990
P34855 to P34875
P35567 to P35575
P33590 to P33600
P36494 to P36500
P36789 to P36800
P36862 to P36925
P2
P5
P28
P50 to P54
P64 to P71
P56 to P59
P61 to P62
P64 to P67
P61 to P62
S6422 to S6500
S6675 to S6700
S6746 to S6800
S7673 to S7700
S7931 to S8000
S8019 to S8350
S8352 to S8400
S8401 to S8425
S8427 to S8500
S8501 to S10000
S4 to S15
I7641 to I7650
I9335 to I9350
I9360
I9361 to I9375
I9417 to I9425
I10296 to I10325
I10897 to I10900
I11005 to I11025
I11158 to I11200
I11206 to I11225
I11250
I11251 to I11500
I7

R6035 to R6050
R6816 to R6825
R6400
R7035 to R7075
R7076 to R7500
R5
R7 to R14
U27998 to U28000
U29562 to U29575
U29597 to U29600
U29627 to U29650
U29784 to U29800
U29850
U35006 to U35024
U37364 to U37400
U38097 to U38150
U38609 to U38625
U38633 to U38650
U38628 to U38630
U38681 to U38700
U38701 to U39300
U38461 to U38475
U38451 to U38455
U3
U5 to U7
U13 to U21
U23 to U40
U44 to U67
W4487 to W4500
W3885 to W8400
W8404 to W8425
W8700
W8716 to W8724
W9336 to W9375
W9626 to W9650
W9651 to W10000
W8725 to W8800
W2 to W4
W6 to W25
A11
A14 to A17
A19
A23 to A29
A32 to A34
B7
B9
B11
B13 to B18
C5 to C7

C11
C16
C21
C23
E2
E39
E46
E63
E71
E75
E91
E94
E102
E114
F4
H3
H12
H26
H37
H52
H64
H91
H123
I7
J4
J9
K9
K13
K22
K47
L28
L32
L34
L36
L43
L45
L51
L55
L61
L63
L75
L97
L117
M3
M8
M17
M31
N4
N8
to C12
to C19
to C28
to E60
to E64
to E73
to E89
to E92
to E101
to E112
to F25
to H7
to H14
to H50
to H62
to H89
to H118
to H124
to J6
to J15
to K20
to K44
to K70
to L39
to L48
to L53
to L59
to L73
to L95
to L115
to L118
to M6
to M13
to M26
to M74
to N5
to N12

4-7075 to 4-7100
4-7474 to 4-7475
4-7483 to 4-7500
4-10826 to 4-11000
4-7586 to 4-7600
4-7630 to 4-7650
4-7671 to 4-7675
4-9696 to 4-7700
4-7722 to 4-7725
4-7708 to 4-7720
4-7773 to 4-7775
4-7776 to 4-7800
4-7845 to 4-7900
4-7952 to 4-8000
4-7942 to 4-7946
4-8059 to 4-8100
4-8112 to 4-8125
4-8201 to 4-8300
4-8326 to 4-8400
4-8406 to 4-8500
4-8524 to 4-8600
4-8675
4-8825
4-8859 to 4-8875
4-8926 to 4-8950
4-9062 to 4-9085
4-9108 to 4-9150
4-9173 to 4-9200
4-9226 to 4-9250
4-9255 to 4-9275
4-9281 to 4-9300
4-9344 to 4-9375
4-9624 to 4-9625
4-9800 to 4-9825
4-9826 to 4-9850
4-9939 to 4-9940
4-9967 to 4-9975
4-9981 to 4-9985
4-10075 to 4-10100
4-10155
4-10157 to 4-10200
4-10301 to 4-10400
4-10518 to 4-10550
4-10584 to 4-10600
4-10608 to 4-10650
4-10664 to 4-10700
4-10715 to 4-10800

Total, 14,213

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P2
P64
P5
P28
P50
P56
P61
Q7
R5
R7
S4
U3
U5
U13
U23
U44
V4
V12
V20
W2
W6
Y2
Y4
Z4
Z6
Z15
4-1504
4-1533
4-1585
4-1629
4-1652
4-1674
4-1675
4-2734
4-3568
4-3868
4-3857
4-4004
4-4045
4-4239
4-4321
4-4350
4-4461
4-4743
4-4798
4-5050
4-5392
4-5446
4-5458
4-6711
4-7010
to P71
to P54
to P59
to P62
to Q14
to R14
to S15
to U7
to U21
to U40
to U67
to V10
to V17
to V26
to W4
to W25
to Y25
to Z13
to Z20
to 4-1524
to 4-1574
to 4-1599
to 4-1649
to 4-1674
to 4-1799
to 4-3000
to 4-3600
to 4-3900
to 4-3860
to 4-4050
to 4-4250
to 4-4350
to 4-4500
to 4-4750
to 4-4800
to 4-5100
to 4-5400
to 4-5450
to 4-5500
to 4-7000
to 4-7050

4-7075 to 4-7100
4-7474 to 4-7475
4-7483 to 4-7500
4-10826 to 4-11000
4-7586 to 4-7600
4-7630 to 4-7650
4-7671 to 4-7675
4-9696 to 4-7700
4-7722 to 4-7725
4-7708 to 4-7720
4-7773 to 4-7775
4-7776 to 4-7800
4-7845 to 4-7900
4-7952 to 4-8000
4-7942 to 4-7946
4-8059 to 4-8100
4-8112 to 4-8125
4-8201 to 4-8300
4-8326 to 4-8400
4-8406 to 4-8500
4-8524 to 4-8600
4-8675
4-8825
4-8859 to 4-8875
4-8926 to 4-8950
4-9062 to 4-9085
4-9108 to 4-9150
4-9173 to 4-9200
4-9226 to 4-9250
4-9255 to 4-9275
4-9281 to 4-9300
4-9344 to 4-9375
4-9624 to 4-9625
4-9800 to 4-9825
4-9826 to 4-9850
4-9939 to 4-9940
4-9967 to 4-9975
4-9981 to 4-9985
4-10075 to 4-10100
4-10155
4-10157 to 4-10200
4-10301 to 4-10400
4-10518 to 4-10550
4-10584 to 4-10600
4-10608 to 4-10650
4-10664 to 4-10700
4-10715 to 4-10800

1926 LIST OF COMMERCIAL TAGS RETURNED TO PRISON.

X10029	to X14039	X44999		X92175	to X92200
X14117	to X14124	X46725	to X46749	X92301	to X92349
X14125	to X14174	X46900	to X46924	X92350	to X92400
X14175	to X14199	X46689	to X46724	X91950	to X92000
X14200	to X14224	X46750	to X46899	X92401	to X92249
X14225	to X14249	X46925	to X47000	X92495	to X92500
X14261	to X14274	X52457	to X52600	X94311	to X94500
X14313	to X14474	X60415	to X60424	X97311	to X97400
X19180	to X19200	X60427	to X60524	X99157	to X99200
X21792	to X21799	X60611	to X60618	X101587	to X101975
X21812	to X21824	X60604	to X60605	X102980	to X103025
X21903	to X21904	X60626	to X60650	X103172	to X103175
X21947	to X21949	X63485	to X63600	X103344	to X103350
X22005	to X22024	X66743	to X66924	X108611	to X108700
X22027	to X22049	X66969	to X67000	X112506	to X112625
X22067	to X22074	X72289	to X72400	X117392	to X117400
X22082	to X22100	X74330	to X74374	X117401	to X117500
X22292	to X22300	X74400	to X74599	X118425	to X118500
X22504	to X22524	X74375	to X74399	X120016	to X120025
X22645	to X22649	X74661	to X74674	X121792	to X121800
X22796	to X22799	X74722	to X74724	X120942	to X120975
X22844	to X22849	X74727	to X74749	X122401	to X122700
X22881	to X22899	X74761	to X74774	X124892	to X125900
X22936	to X22949	X74808	to X74824	X125951	to X125975
X22967	to X22974	X74951	to X74974	X125992	to X126000
X23192	to X23199	X80060	to X80100	X126044	to X126050
X23216	to X23224	X80057		X126073	to X126075
X23300		X83475	to X83800	X126100	
X22101	to X22200	X91470	to X91474	X126500	
X28913	to X29000	X91490	to X91499	X129001	to X129175
X21825	to X21849	X91555	to X91574	X129179	to X129200
X34118	to X34200	X91575	to X91599	X130409	to X130450
X36445	to X36524	X91600	to X91624	X131501	to X131600
X42656	to X42699	X91630	to X91649	X131898	to X131900
X42713	to X42724	X91650	to X91674	X132430	to X132450
X42831	to X42849	X91677	to X91699	X132460	to X132500
X42935	to X42949	X91710		X132835	to X132900
X42994	to X42999	X91712	to X91724	X133279	to X133300
X43092	to X43150	X91725	to X91749	X133594	to X133600
X43085		X91750	to X91774	X133901	to X134000
X45021	to X45049	X91775	to X91949	X133797	to X133900
X45065	to X45074	X92260	to X92300	X134254	to X134325
X45075	to X45099	X92001	to X92100	X134614	to X134825

Total, 6,376

1926 LIST OF OMNIBUS TAGS RETURNED TO PRISON.

O381	to O390	O8875	to O8900	O12564	to O12565
O395	to O400	O8992	to O9050	O12835	to O12900
O1424	to O1500	O9146	to O9200	O12920	to O12950
O1849	to O2000	O9271	to O9300	O13129	to O13150
O2914	to O3100	O9301	to O9325	O13159	to O13165
O3468	to O3600	O9398	to O9400	O13239	to O13240
O4192	to O4225	O9694	to O9700	O13365	to O13375
O4421	to O4424	O9955	to O10000	O13432	to O13450
O4465	to O4474	O10083	to O10100	O13460	to O13474
O4475	to O4625	O10175	to O10200	O13475	
O4895	to O4950	O10299	to O10300	O13477	to O13499
O5206	to O5275	O10345	to O10375	O13500	to O13524
O5457	to O5500	O10644	to O10675	O13525	
O5519	to O5800	O10820	to O10825	O13527	to O13549
O5920	to O5949	O10868	to O10900	O13550	to O13574
O5950	to O6000	O10960	to O10975	O13640	to O13675
O6167	to O6175	O11096	to O11125	O13001	to O13125
O6193	to O6200	O11162	to O11200	O13700	to O13725
O6201	to O6250	O11263	to O11275	O14125	
O6698	to O6750	O11338	to O11350	O14403	to O14424
O6893	to O6925	O11499	to O11500	O14526	to O14500
O7037	to O7100	O11530	to O11550	O14569	to O14575
O7273	to O7300	O11599	to O11600	O14589	to O14600
O7479	to O7480	O11671		O14606	to O14624
O7482	to O7500	O11673	to O11700	O14625	to O14650
O7622	to O7675	O11755	to O11765	O14810	to O14825
O7802	to O7850	O11891	to O11895	O14832	to O14850
O7992	to O8000	O11935	to O11960	O14854	to O14875
O8005		O11998	to O12025	O14887	to O14925
O8006	to O8025	O12062	to O12085	O14932	to O14950
O8080	to O8124	O12220	to O12230	O14973	to O14975
O8147	to O8150	O12265	to O12270	O14982	to O15000
O8257	to O8300	O12392	to O12410	O15001	to O15500
O8411	to O8450	O12453	to O12480		
O8734	to O8750	O12513	to O12515		

Total, 3,482

1926 LIST OF MOTOR CYCLE TAGS RETURNED TO PRISON.

MC8896	to MC8900	MC1577	to MC1600	MC4095	to MC4100
MC619	to MC625	MC1866	to MC1900	MC4241	to MC4250
MC676	to MC700	MC2834	to MC2850	MC4239	to MC4240
MC1255		MC3445	to MC3450	MC4299	to MC4300
MC1233	to MC1250	MC3884	to MC3900	MC4383	to MC4400
MC1293	to MC1295	MC3981	to MC3985	MC4628	to MC4675
MC1297	to MC1300	MC3990	to MC4000	MC4585	to MC4600

MC4750		MC6850		MC8549	to	MC8560
MC5044	to	MC6864	to	MC8586	to	MC8600
MC5100	to	MC6882	to	MC8607	to	MC8615
MC5321	to	MC6901	to	MC8629	to	MC8630
MC5400	to	MC6931	to	MC8682	to	MC8685
MC5628	to	MC6970		MC8692	to	MC8695
MC5827	to	MC6971	to	MC8696	to	MC8705
MC5842	to	MC6985	to	MC8774	to	MC8775
MC5949	to	MC6987	to	MC8790	to	MC8800
MC5995	to	MC7170		MC8801	to	MC8810
MC6041	to	MC7196	to	MC8831	to	MC8845
MC6166	to	MC7204	to	MC8847	to	MC8855
MC6206	to	MC7219	to	MC8865		
MC6282	to	MC7223	to	MC8885	to	MC8890
MC6492	to	MC7244	to	MC8925	to	MC8930
MC6531	to	MC7258	to	MC8940		
MC6541	to	MC7363	to	MC8956	to	MC8960
MC6589	to	MC8333	to	MC8941	to	MC8950
MC6716	to	MC8393	to	MC8986	to	MC8995
MC6770		MC8495	to	MC8500		
MC7066	to	MC8511	to	MC8896	to	MC8900
MC6834	to	MC8545		MC1271	to	MC1290

Total, 761

1926 LIST OF DEALERS' TAGS RETURNED TO PRISON.

D29	to	D73	D1782	to	D1785	D2625		
D334	to	D340	D1693	to	D1705	D2639	to	D2640
D521	to	D524	D1810			D2678	to	D2691
D526	to	D530	D1727	to	D1730	D2700	to	D2701
D626	to	D630	D1837	to	D1840	D2706	to	D2710
D666	to	D670	D1923	to	D1925	D2742	to	D2745
D708	to	D720	D1957	to	D1960	D2772	to	D2775
D764	to	D765	D2016	to	D2020	D2783	to	D2785
D850	to	D855	D2045	to	D2050	D2806	to	D2810
D887	to	D890	D2053	to	D2070	D2833	to	D2838
D928	to	D930	D2133	to	D2135	D2855		
D955	to	D965	D2190			D2874		
D1159	to	D1160	D2220			D2883		
D1186	to	D1190	D2298			D2886	to	D2890
D1228	to	D1250	D2339	to	D2340	D2904		
D1261	to	D1275	D2384	to	D2385	D2909	to	D2910
D1298	to	D1300	D2415			D2912	to	D2913
D1419	to	D1420	D2436	to	D2440	D2916		
D1474	to	D1480	D2453	to	D2455	D2918		
D1579	to	D1590	D2466	to	D2475	D2926	to	D2928
D1648	to	D1650	D2488	to	D2495	D2932	to	D2933
D1757	to	D1760	D2553	to	D2555	D2935	to	D2936

D2941	D2946 to D2948	D2955 to D2956
D2942	D2949	D2962 to D2998
D2943	D2950	
Motor Cycle D20		

Dealers—Total,	358
Motor Cycle Dealers—Total,	1

1926 LIST OF TRAILERS RETURNED TO PRISON.

T270 to T275	T1474 to T1500	T1741 to T1900
T493 to T500	T1628 to T1630	
T544 to T600	T1645	

Total, 262

1926 LIST OF TRACTORS RETURNED TO PRISON.

T279 to T300

Total, 22.

1926 LIST OF NO FEE TAGS RETURNED TO PRISON.

SG31		CG60	to	CG76	SGX1	to	SGX9	
SG41	to	SG43	CG78	to	CG79	SGX11	to	SGX25
SG47	to	SG49	CG83	to	CG85	SGX26	to	SGX100
SG51	to	SG52	CG87	to	CG100	SGX989	to	SGX1050
SG56	to	SG58	CG550	to	CG700	CGX2	to	CGX98
SG62	to	SG69	MG3	to	MG9	CGX788	to	CGX800
SG71	to	SG74	MG12	to	MG13	MGX12		
SG76			MG16	to	MG19	MGX23	to	MGX100
SG78	to	SG99	MG22	to	MG74	MGX1	to	MGX4
SG101	to	SG130	MG76	to	MG98	MGX14	to	MGX21
SG541	to	SG554	MG100			MGX1957	to	MGX2000
SG556	to	SG700	MG974	to	MG1400			
CG1	to	CG58						

STATE OF NEW JERSEY.

OFFICE OF THE PURCHASING AGENT.

Received of William J. Dearden, Chief Clerk of the Motor Vehicle Department, a statement showing 1926 driver's license certificates, Automobile Drivers, 266,559; Motor Cycle Drivers, 3,257, not issued, as per the respective lists attached hereto. These to be destroyed.

ED. MUNDY,
Chief Clerk.

1926 LIST OF UNUSED AUTOMOBILE DRIVERS' LICENSE CERTIFICATES
RETURNED TO WILLIAM J. DEARDEN, CHIEF CLERK, AND BY HIM
CERTIFIED TO STATE PURCHASING AGENT.

52741 to 55000	614832 to 615000	816936 to 817025
42649 to 52500	619990 to 620000	817923 to 818325
57501 to 60000	629872 to 630000	818326 to 818825
90001 to 91250	633446 to 635000	819366 to 819825
84848 to 84850	633271 to 633445	819927 to 820025
91251 to 92500	639817 to 640000	820026 to 820425
92526 to 95000	644220 to 645000	820442 to 820825
84851 to 89999	649509 to 650000	820826 to 821825
122176 to 123000	653606 to 655000	824094 to 824825
162244 to 166000	658132 to 660000	825036 to 825325
179330 to 186000	663946 to 664500	826199 to 826200
204459 to 206000	676745 to 677000	826202 to 826325
221369 to 222500	680584 to 681000	826923 to 827325
239141 to 241000	688516 to 689000	827326 to 828325
254604 to 255000	692535 to 693000	828327 to 828825
254586 to 254600	696482 to 696500	828826 to 829325
269947 to 270000	699953 to 700000	829679 to 829825
283884 to 283885	703181 to 703500	829926 to 830825
297906 to 298000	703501 to 707000	830848 to 831325
310042 to 312000	712063 to 712975	831551 to 832325
347356 to 350000	715946 to 716000	832753 to 833350
350011 to 352000	718612 to 719000	833688 to 834350
373044 to 373045	728173 to 730000	836367 to 837350
373047 to 375000	731850 to 732500	837459 to 837850
384963 to 386000	734772 to 735000	840520 to 840850
404135 to 406000	737217 to 737500	841220 to 841350
415187 to 416000	739176 to 740000	844166 to 844350
419095 to 426000	742038 to 742500	844504 to 844550
437348 to 440000	744690 to 744800	846146 to 848575
459111 to 459950	753777 to 754000	844570 to 844575
468177 to 469000	756696 to 757000	849576 to 849775
476509 to 477500	761840 to 762000	849969 to 850000
475581 to 476500	775065 to 777000	860476 to 860500
484584 to 487000	783936 to 785000	860501 to 861000
503587 to 505000	785007 to 785500	861349 to 861500
511945 to 513000	788066 to 790500	861696 to 862500
520313 to 521000	787269 to 788000	862501 to 867500
535493 to 536000	807489 to 808000	868101 to 868500
535471 to 535489	808797 to 809025	869911 to 870000
541614 to 542235	810733 to 811525	868552 to 868700
542242 to 543000	811962 to 812525	869062 to 869200
549012 to 550000	812526 to 813525	869333 to 869400
580476 to 581000	814818 to 814825	869402 to 869500
590835 to 592000	814826 to 815825	870001 to 1000000
608272 to 610000	815826 to 816825	

Conditionals 4 to 11, 14 to 18, 20 to 22, 24 to 100, 693 to 695, and 697 to 2000.

Total, 266,559

1926 LIST OF UNUSED MOTOR CYCLE DRIVERS' LICENSES RETURNED TO
WILLIAM J. DEARDEN, CHIEF CLERK, AND BY HIM CERTIFIED
TO STATE PURCHASING AGENT.

572 to 700	6265 to 6290	7886 to 7900
954 to 1300	6317 to 6330	7926 to 7950
1874 to 1900	6432 to 6440	7984 to 8000
2175 to 2225	6467 to 6475	8068 to 8075
2659 to 2675	6497 to 6500	8083 to 8085
2794 to 2850	6531 to 6550	8099 to 8100
2961 to 3000	6570 to 6575	8140 to 8150
3144 to 3200	6583 to 6600	8183 to 8200
3443 to 3450	6614 to 6625	8235 to 8250
3676 to 3700	6664 to 6675	8256 to 8275
3766 to 3800	6701 to 6725	8276 to 8285
3859 to 3900	6735 to 6740	8306 to 8310
3975 to 4000	6757 to 6770	8375
4229 to 4300	6753 to 6755	8407 to 8425
4361 to 4400	7063 to 7070	8455 to 8460
4560 to 4600	7077 to 7080	8473 to 8475
4631 to 4640	7090	8479
4643 to 4645	7110	8485 to 8490
4648 to 4675	7119 to 7120	8591 to 8600
4957 to 4975	7127 to 7130	8601 to 8605
5013 to 5050	7140	8618 to 8630
4997 to 5000	7191 to 7200	8634 to 8640
5092 to 5125	7204 to 7210	8657 to 8665
5186 to 5200	7218 to 7220	8668 to 8675
5304 to 5340	7229 to 7230	8679 to 8700
5385 to 5405	7232 to 7235	8710 to 8725
5463 to 5470	7243 to 7245	8733 to 8750
5523 to 5535	7249 to 7260	8802 to 8805
5613 to 5640	7356 to 7375	8806 to 8850
5746 to 5750	7476 to 7500	8883 to 8950
5810 to 5850	7607 to 7615	8861 to 8875
5900 to 5910	7728 to 7730	8851 to 8860
5954 to 5955	7758 to 7775	8977 to 8990
5979 to 6000	7829 to 7850	8963 to 8965
6155 to 6170	7866 to 7875	8751 to 8800
6188 to 6210	7876 to 7880	8991 to 10000

Total, 3,257

BALANCE OF DRIVERS' LICENSES.

Balance Sheet showing the number of Drivers' License Certificates printed and received from the Office of the Purchasing Agent, their disposition and the number returned to William J.

Dearden, Chief Clerk, unissued, at the close of the year. This statement includes a receipt of statement of the unissued certificates, duly verified, by Mr. Edward C. Mundy of the Purchasing Department:

AUTOMOBILE DRIVERS.

Serial Nos. 1 to No. 1,000,000, 1,000,000

CONDITIONAL AUTOMOBILE DRIVERS.

Serial Nos. 1 to No. 8,000, 8,000

MOTOR CYCLE DRIVERS.

Serial Nos. 1 to No. 10,000, 10,000

Total certificates printed and received, 1,018,000

AUTOMOBILE DRIVERS.

Issued and reported by agents,	739,519	
Returned to Central Office, void,	401	
Used instead of Duplicate Drivers' Certificates,	6	
Not received by agents (not printed),	80	
Destroyed by fire, Hampton Agency,	825	
Issued no fee, "For Official Use Only,"	599	
Charged after close of 1926,	11	
Returned to Purchasing Department, not issued,	266,559	
		1,008,000

MOTOR CYCLE DRIVERS.

Issued and reported by agents,	6,138	
Returned to Central Office, void,	56	
Destroyed by fire, Hampton Agency,	16	
Issued no fee, "For Official Use Only,"	531	
Charged after close of 1926,	2	
Returned to Purchasing Department, not issued,	3,257	
		10,000
Total certificates printed and accounted for,		1,018,000

APPROPRIATIONS.

The appropriations for departmental maintenance for the year 1926 were as follows:

Salary of commissioner,	\$5,657.26
Salary of commissioner, deputy,	3,000.00
Salary of special counsel,	6,000.00
Compensation of inspectors, clerks, etc., ..	202,310.00
Expenses and equipment of inspectors, ..	38,000.00
Blanks and stationery,	29,250.00
Postage, expressage and incidentals,	21,500.00
Automobile markers,	185,000.00
Purchase of automobiles,	10,932.50
Liability insurance,	1,200.00
Refunds to applicants,	1,500.00
Printing of laws,	4,750.00
Filing cabinets,	3,000.00
Purchase of typewriters,	6,000.00
Office furniture,	500.00
Compulsory Insurance Commission,	1,662.00

\$520,261.76

Expended from above appropriation,	\$498,228.20
Agents' commissions,	220,613.70

\$718,841.90

The cost of maintaining the Department for the year 1926 amounted to 6.1 per cent of the gross receipts.

For the year 1927, compensation to be paid agents has been determined as follows:

Agency	Items 1926	Salary 1926	Salary 1927	Class	1927 Rating	Amount Semi- monthly
Asbury Park,	21,993	\$3,000	\$3,000	AA	\$20,000-\$25,000	\$125.00
Atlantic City,	29,613	3,500	3,500	Spec.	over 25,000	145.83
Audubon,	10,411	1,600	2,400	B	10,000- 15,000	100.00
Bayonne,	13,706	2,400	2,400	B	10,000- 15,000	100.00
Belleville,	9,958	1,900	2,400	B	10,000- 15,000	100.00
Bernardsville,	5,457	1,500	1,600	E	6,000- 7,000	66.66
Bloomfield,	1,225	....	1,900	D	7,000- 8,500	79.16
Boonton,	9,936	2,100	2,400	B	10,000- 15,000	100.00
Bound Brook,	7,829	1,900	1,900	D	7,000- 8,000	79.16
Bridgeton,	13,768	2,400	2,400	B	10,000- 15,000	100.00
Burlington,	13,813	2,400	2,400	B	10,000- 15,000	100.00

Agency	Items 1926	Salary 1926	Salary 1927	Class	1927 Rating	Amount Semi- monthly
Caldwell,	4,732	1,400	1,400	G	4,000- 5,000	58.33
Camden No. 1,	30,371	3,500	3,500	Spec.	over 25,000	145.83
Camden No. 2,	24,120	2,700	3,000	AA	20,000- 25,000	125.00
Camden No. 3,	6,141	1,900	1,600	E	6,000- 7,000	66.66
Cape May,	4,954	1,900	1,500	F	5,000- 6,000	62.50
Carlstadt,	15,288	2,400	2,700	A	15,000- 20,000	112.50
Cedar Run,	3,788	1,150	1,150	H	3,000- 4,000	47.91
Clifton,	7,535	1,600	1,900	D	7,000- 8,500	79.16
Collingswood, .....	.....	.....	1,600	E	6,000- 7,000	66.66
Cranford, .....	.....	.....	1,900	D	7,000- 8,000	79.16
Dover,	13,459	2,400	2,400	B	10,000- 15,000	100.00
East Orange,	17,608	3,500	3,000	AA	20,000- 25,000	125.00
Egg Harbor,	4,838	1,150	1,400	G	4,000- 5,000	58.33
Elizabeth,	37,502	3,500	3,750	Spec.	over 25,000	156.25
Elmer,	2,610	1,000	1,000	I	2,000- 3,000	41.66
Englewood,	21,979	3,000	3,000	AA	20,000- 25,000	125.00
Englishtown,	4,567	1,400	1,400	G	4,000- 5,000	58.33
Flemington,	7,923	1,900	1,900	D	7,000- 8,500	79.16
Fort Lee,	7,055	1,400	1,900	D	7,000- 8,500	79.16
Franklin Furn.,	3,683	1,150	1,150	H	3,000- 4,000	47.91
Freehold,	7,450	1,600	1,900	D	7,000- 8,500	79.16
Garfield,	850	1,500	1,500	F	5,000- 6,000	62.50
Hackensack,	16,848	2,700	2,700	A	15,000- 20,000	112.50
Hackettstown,	6,590	1,500	1,600	E	6,000- 7,000	66.66
Haddonfield,	10,548	2,100	2,400	B	10,000- 15,000	100.00
Haledon,	11,082	2,400	2,400	B	10,000- 15,000	100.00
Hammonton,	6,596	1,600	1,900	D	7,000- 8,000	79.16
Hampton,	4,476	1,400	1,400	G	4,000- 5,000	58.33
Harrison,	12,075	2,400	2,400	B	10,000- 15,000	100.00
Hightstown,	12,807	2,400	2,400	B	10,000- 15,000	100.00
Hoboken,	14,521	3,250	3,250	AA	20,000- 25,000	135.41
Irvington,	29,085	3,500	3,750	Spec.	over 25,000	156.25
Jersey City No. 1, ..	39,006	3,000	3,500	Spec.	over 25,000	145.83
Jersey City No. 2, ..	29,285	3,000	3,500	Spec.	over 25,000	145.83
Keyport, .....	.....	.....	1,400	G	4,000- 5,000	58.33
Lakewood,	7,408	1,600	1,900	D	7,000- 8,500	79.16
Lambertville,	3,837	1,150	1,150	H	3,000- 4,000	47.91
Little Falls,	9,846	2,400	2,400	B	10,000- 15,000	100.00
Long Branch,	10,553	2,100	2,400	B	10,000- 15,000	100.00
Manasquan,	12,077	2,400	2,400	B	10,000- 15,000	100.00
Mays Landing, ....	.....	.....	1,150	H	3,000- 4,000	47.91
Metuchen,	3,725	1,000	1,150	H	3,000- 4,000	47.91
Millville,	8,520	1,900	2,100	C	8,500- 10,000	87.50
Montclair,	18,860	2,700	2,700	A	15,000- 20,000	112.50
Morristown,	15,825	2,400	2,700	A	15,000- 20,000	112.50
Mt. Holly,	19,793	2,700	2,700	A	15,000- 20,000	112.50

Agency	Items 1926	Salary 1926	Salary 1927	Class	1927 Rating	Amount Semi- monthly
Newark No. 1,	51,727	4,000	4,500	Spec.	over 25,000	187.50
Newark No. 2,	28,953	3,000	3,500	Spec.	over 25,000	145.83
Newark No. 3,	18,298	2,400	2,700	A	15,000- 20,000	112.50
Newark No. 4,	16,293	3,000	2,400	B	10,000- 15,000	100.00
Newark No. 5,	19,731	3,500	2,700	A	15,000- 20,000	112.50
New Brunswick, ..	26,317	3,000	3,500	Spec.	over 25,000	145.83
New Egypt,	2,419	1,000	1,000	I	2,000- 3,000	41.66
Newton,	7,183	1,900	1,900	D	7,000- 8,500	79.16
New York No. 1, ..	16,020	3,000	2,700	A	15,000- 20,000	112.50
New York No. 2, ..	27,646	3,500	3,500	Spec.	over 25,000	145.83
Nutley,	4,412	1,150	1,400	G	4,000- 5,000	58.33
Ocean City,	5,989	1,400	1,600	E	6,000- 7,000	66.66
Orange,	20,399	2,400	3,000	AA	20,000- 25,000	125.00
Oxford,	6,977	1,500	1,900	D	7,000- 8,500	79.16
Passaic,	26,753	3,500	3,500	Spec.	over 25,000	145.83
Paterson No. 1, ..	36,954	3,750	3,750	Spec.	over 25,000	156.25
Paterson No. 2, ...	.....	.....	3,000	AA	20,000- 25,000	125.00
General Agent, ...	46,095	4,000	4,000	Spec.	over 25,000	166.66
Penns Grove,	4,517	1,400	1,400	G	4,000- 5,000	58.33
Perth Amboy,	15,868	2,700	2,700	A	15,000- 20,000	112.50
Philadelphia,	5,761	1,400	1,500	F	5,000- 6,000	62.50
Phillipsburg,	9,714	2,400	2,100	C	8,500- 10,000	87.50
Pitman,	8,144	1,400	1,900	D	7,000- 8,500	79.16
Plainfield,	25,844	3,500	3,500	Spec.	over 25,000	145.83
Pleasantville,	11,237	2,100	2,400	B	10,000- 15,000	100.00
Pompton Lakes, ..	9,318	2,100	2,100	C	8,500- 10,000	87.50
Princeton,	9,560	2,100	2,100	C	8,500- 10,000	87.50
Rahway,	10,101	2,100	2,400	B	10,000- 15,000	100.00
Ramsey, .....	.....	.....	1,400	G	4,000- 5,000	58.33
Red Bank,	18,699	2,700	2,700	A	15,000- 20,000	87.50
Ridgefield Park, ..	7,487	1,400	1,900	D	7,000- 8,500	79.16
Ridgewood,	20,167	2,700	3,000	AA	20,000- 25,000	125.00
Salem,	6,600	1,900	1,600	E	6,000- 7,000	66.66
Sea Bright,	5,903	1,500	1,600	E	6,000- 7,000	66.66
Sea Isle City,	3,254	1,500	1,150	H	3,000- 4,000	47.91
Somerville,	11,227	2,100	2,400	B	10,000- 15,000	100.00
South Orange,	9,173	1,600	2,100	C	8,500- 10,000	87.50
Summit,	14,093	2,400	2,400	B	10,000- 15,000	100.00
Sussex,	4,351	1,400	1,400	G	4,000- 5,000	58.33
Swedesboro,	6,341	1,500	1,600	E	6,000- 7,000	66.66
Toms River,	6,025	1,500	1,600	E	6,000- 7,000	66.66
Trenton No. 1,	57,068	3,750	4,000	Spec.	over 25,000	166.66
Trenton No. 2,	450	.....	.....	.....	.....	.....
Union City,	28,835	3,500	3,500	Spec.	over 25,000	145.83
Verona,	6,524	1,900	1,600	E	6,000- 7,000	66.66
Vineland,	13,407	2,400	2,400	B	10,000- 15,000	100.00

Agency	1926	Items 1926	Salary 1927	Class	1927 Rating	Amount Semi- monthly
Westfield,	11,518	2,100	2,400	B	10,000- 15,000	100.00
West New York, ..	.....	.....	2,100	C	8,500- 10,000	87.50
Westwood,	6,059	1,150	1,600	E	6,000- 7,000	66.66
Wildwood,	5,782	1,150	1,500	F	5,000- 6,000	62.50
Woodbridge,	11,067	1,900	2,400	B	10,000- 15,000	100.00
Woodbury,	13,419	2,700	2,400	B	10,000- 15,000	100.00
Woodstown,	3,939	1,400	1,400	G	4,000- 5,000	58.33

The compensation is based upon the number of items handled by an agency; the items embracing car registrations and drivers' licenses only, and is in lieu of all overhead charges, such as rentals, clerical assistants, etc.

GROSS RECEIPTS OF THE DEPARTMENT BY YEARS.

1906, Commissioner J. B. R. Smith,	\$67,063 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 27
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 65
1918, Commissioner William L. Dill,	2,431,756 70
1919, Commissioner William L. Dill,	2,931,902 15
1920, Commissioner William L. Dill,	3,503,936 76
1921, Commissioner William L. Dill,	4,106,650 48
1922, Commissioner William L. Dill,	6,484,038 68
1923, Commissioner William L. Dill,	7,981,022 56
1924, Commissioner William L. Dill,	9,277,402 06
1925, Commissioner William L. Dill,	10,515,323 40
1926, Commissioner William L. Dill,	11,870,529 19

COMPARISONS OF CAR REGISTRATIONS, DRIVERS' LICENSES
AND LEARNERS' PERMITS ISSUED DURING THE
PAST SIX YEARS.

The following table shows the number of licenses issued by months as compared with 1920, 1921, 1922, 1923, 1924, 1925 and 1926.

PASSENGER, COMMERCIAL AND OMNIBUS REGISTRATIONS.

	1920.	1921.	1922.	1923.	1924.	1925.	1926.
January,	90,433	136,003	151,377	210,945	282,136	349,758	414,811
February,	39,070	40,300	30,039	40,588	51,104	31,126	31,665
March,	20,706	20,289	41,364	28,203	24,360	39,891	32,043
April,	16,558	15,808	26,290	31,646	34,508	36,282	38,452
May,	13,016	12,440	20,023	28,192	25,319	25,551	30,769
June,	14,685	12,499	18,770	21,904	19,525	23,244	27,288
July,	9,976	10,707	13,666	17,704	19,278	19,322	20,421
August,	7,369	8,068	115,015	18,960	18,035	21,154	22,615
September,	6,054	6,523	9,971	11,475	12,873	13,352	15,155
October,	4,611	6,163	8,475	10,319	10,005	11,278	11,166
November,	3,171	2,847	5,014	5,505	5,254	5,877	5,924
December,	1,278	1,347	2,262	1,724	2,119	3,143	1,107
	227,737	272,994	342,266	427,166	504,516	579,978	651,416

MOTOR CYCLE REGISTRATIONS.

	1920.	1921.	1922.	1923.	1924.	1925.	1926.
January,	1,306	1,902	1,375	1,741	1,983	1,744	2,034
February,	1,377	1,610	942	817	1,199	750	559
March,	1,430	2,055	1,924	1,058	775	1,199	785
April,	1,914	1,241	1,321	1,321	1,076	976	1,006
May,	1,369	831	980	1,209	781	884	789
June,	1,530	656	822	817	585	622	646
July,	739	528	529	601	590	512	499
August,	606	379	545	537	408	414	368
September,	389	276	388	297	312	327	281
October,	251	179	305	253	207	204	181
November,	103	49	116	94	110	67	65
December,	27	18	37	32	28	31	20
	11,041	9,724	9,284	8,811	8,053	7,730	7,233

COMPARISONS OF LICENSES ISSUED DURING THE PAST
SIX YEARS.

The following table shows the number of licenses issued by months as compared with 1920, 1921, 1922, 1923, 1924, 1925 and 1926.

DRIVERS' LICENSES (AUTOMOBILE).

	1920.	1921.	1922.	1923.	1924.	1925.	1926.
January,	94,933	138,973	175,039	240,517	318,181	377,662	462,998
February,	55,165	67,238	38,368	48,754	72,484	45,379	43,707
March,	28,965	26,205	51,419	35,749	28,456	53,705	37,168
April,	20,520	21,742	21,155	36,195	32,121	41,270	42,661
May,	19,580	19,127	26,240	33,331	27,698	29,921	33,868
June,	24,256	19,127	23,412	27,717	23,393	30,617	33,903
July,	17,181	16,587	19,283	25,401	28,857	27,535	28,442
August,	12,312	14,257	17,161	21,572	17,919	21,265	23,323
September,	9,392	9,137	11,399	13,866	13,712	14,730	14,526
October,	6,599	8,081	9,908	11,035	10,691	10,850	10,742
November,	4,146	3,890	4,726	5,789	5,504	5,574	6,269
December,	1,581	1,926	2,600	2,094	2,456	2,798	1,912
	294,438	348,886	412,700	501,518	581,472	661,306	739,519

MANUFACTURERS AND DEALERS.

	1920.	1921.	1922.	1923.	1924.	1925.	1926.
January,	1,131	1,726	1,476	2,148	2,382	1,724	1,852
February,	418	456	348	405	531	270	281
March,	420	296	539	183	145	150	114
April,	160	149	174	192	70	93	99
May,	135	104	115	125	52	81	82
June,	176	120	95	71	35	50	73
July,	57	63	59	45	48	40	52
August,	68	69	66	47	29	44	35
September,	55	50	28	19	27	26	31
October,	23	21	34	15	19	15	12
November,	8	10	7	10	9	15	9
December,	..	3	4	2	3	5	1
	2,571	3,069	2,945	3,262	3,350	2,513	2,641

LEARNERS' PERMITS.

	1920.	1921.	1922.	1923.	1924.	1925.	1926.
January,	1,035	2,376	1,400	3,264	6,643	5,551	9,017
February,	2,665	5,769	2,863	4,983	10,332	7,620	9,095
March,	6,808	12,354	13,044	14,140	19,120	20,578	19,243
April,	11,334	15,730	17,339	23,171	26,392	30,947	30,865
May,	14,437	18,571	21,103	32,308	31,070	32,265	36,067
June,	23,571	20,788	27,931	31,858	31,536	37,737	43,866
July,	19,484	18,810	22,766	33,239	38,388	40,008	42,524
August,	16,652	19,787	23,122	33,769	28,391	34,169	35,801
September,	14,326	13,239	16,385	22,357	24,934	26,790	28,770
October,	10,299	11,955	16,280	19,156	18,970	19,539	19,807
November,	7,773	5,346	8,202	10,376	10,919	9,792	12,527
December,	5,181	5,956	7,911	9,180	9,459	11,488	6,257
	133,465	150,679	178,346	237,792	256,154	276,484	293,839

Points where examinations of applicants for drivers' licenses were conducted and the result of such examinations are spread in the following table:

Month, 1926.	Passed.	Rejected.	Total.
January,	5,322	970	6,292
February,	2,970	559	3,529
March,	7,734	1,575	9,309
April,	11,961	2,533	14,494
May,	16,097	3,834	19,931
June,	17,187	4,198	21,385
July,	15,753	3,618	19,371
August,	14,385	3,685	18,070
September,	10,308	2,757	13,065
October,	8,142	2,080	10,222
November,	4,500	1,014	5,514
December,	3,799	527	4,326
Total,	118,158	27,350	145,508

Cities, 1926.	Passed.	Rejected.	Total.
Asbury Park,	3,489	679	4,168
Bridgeton,	1,587	417	2,004
Camden,	11,545	2,773	14,318
Cape May,	1,408	283	1,691
Dover,	1,416	241	1,657
East Orange,	999	120	1,119
Elizabeth,	20,685	4,999	25,684
Englewood,	4,127	781	4,908

<i>Cities, 1926.</i>	<i>Passed.</i>	<i>Rejected.</i>	<i>Total.</i>
Hackettstown,	897	162	1,059
Hammononton,	535	121	656
Jersey City,	15,312	3,414	18,726
Morristown,	2,130	287	2,417
New Brunswick,	2,791	813	3,604
Newton,	577	77	654
Nutley,	8,570	2,358	10,928
Passaic,	4,584	1,172	5,756
Paterson,	5,404	1,413	6,817
Perth Amboy,	1,426	391	1,817
Phillipsburg,	940	143	1,083
Plainfield,	2,900	503	3,403
Red Bank,	2,746	649	3,395
Ridgewood,	3,591	745	4,336
Salem,	1,223	317	1,540
Somerville,	2,278	685	2,963
Summit,	1,636	260	1,896
Sussex,	460	75	535
Toms River,	968	153	1,121
Trenton,	7,423	1,917	9,340
Ventnor,	6,307	1,375	7,682
Woodbury,	204	27	231
Total,	118,158	27,350	145,508

The examination of applicants for driver's license was instituted in 1913, and each subsequent year has shown a marked increase in the number of applicants as shown by the following abstract:

<i>Year.</i>	<i>Passed.</i>	<i>Rejected.</i>	<i>Total Examined.</i>
1913,	9,403	1,453	10,856
1914,	22,847	2,732	25,379
1915,	36,622	3,782	40,404
1916,	47,441	7,210	54,651
1917,	53,868	6,616	60,484
1918,	58,650	7,042	65,692
1919,	66,729	6,061	72,790
1920,	66,830	7,908	74,738
1921,	77,144	12,808	89,952
1922,	86,158	19,587	105,745
1923,	109,877	26,667	126,544
1924,	103,642	30,495	134,137
1925,	113,689	26,187	139,876
1926,	118,158	27,350	145,508

As will be seen from the number of applicants who applied for examination during the year, the cities of Camden, Elizabeth, Jersey City, Nutley and Trenton, were the cities that were singled out more often than other examining points throughout the State. We owe much to the Police Departments of the cities where examination bureaus are maintained because of the very able assistance they have rendered to us all times.

It was necessary to discontinue the examinations at East Orange during the month of February, because of objections on the part of the citizens of that municipality. In order that an examination point might be maintained in Essex County, and with the approval of the municipal authorities, an examination branch was opened at Nutley on May 1st, 1926. Because of the hostility encountered at the hands of the Nutley citizens, and fearful with the opening of the schools for the Fall and Winter term that accidents might occur, it was concluded to abandon the Nutley examination point on September 1, 1926.

As this report goes to press, the Department is considering a site for the renewal of our examination activities in the City of Newark and hopes to make an announcement in the very near future that we believe will be pleasing to the motor car interests of New Jersey's premier city.

GENERAL.

Hearings Before the Commissioner and Penalties Imposed.

Three thousand six hundred and sixty-four cases were acted upon by the Commissioner of Motor Vehicles.

Two thousand one hundred and forty-seven licenses were revoked; 318 names were placed on the prohibitory list to be denied a driving license; 236 reciprocity privileges were revoked; 30 car registrations were revoked; 2 motor cycle registrations were revoked; 4 motor cycle operators' licenses were revoked; 10 dealers' registrations were revoked; 3 trailer registrations were revoked.

Fines amounting to \$20,599.25 were imposed and collected by the Commissioner. This amount shows a decrease of \$3,057.55 over the preceding year.

The number of hearings by months were:

January,	173
February,	185
March,	232
April,	302
May,	377
June,	496
July,	407
August,	341
September,	390
October,	330
November,	236
December,	195
	3,664

A complete compilation of revocations, suspensions, etc., follows:

Licenses revoked,	2,147
Blacklisted,	318
Reciprocity privileges revoked,	236
Car registrations revoked,	30
Motor cycle registrations revoked,	2
Motor cycle operators' licenses revoked,	4
Dealers' registrations revoked,	10
Trailer registrations revoked,	3
	2,750

The causes for the action in the above revocations, blacklists and suspensions were as follows:

Driving while intoxicated,	1,254
Speeding and reckless driving,	597
Fictitious licenses fraudulently obtained,	2
Failing to answer summons in the courts of New Jersey and neighboring States,	217
Improper registration,	15
Driving without consent of owner,	83
Driving without a license,	72
Under required age,	41
Failure to pay fine,	18
Manslaughter (manslaughter due to intoxicating driving—5),	34

Accident,	18
Cannot read or write,	4
Driving automobile without having it registered,	1
Failure to appear before Commissioner Dill when summoned,	12
Larceny and receiving and driving without consent of owner,	21
Illegal transportation of liquor,	7
Loaning driving license,	17
Not stopping after an accident,	25
Tried to obtain a license by fraud,	10
Theft of automobile,	7
Physically unfit,	17
Obtained driving license by fraud,	12
Driving after license had been revoked,	4
Giving wrong address,	6
Fraud at examination,	1
Overloading,	6
Allowed unlicensed driver to operate car,	21
Misuse of dealers' plates,	8
Robbery,	3
Not mentally qualified,	4
Not qualified to drive a car,	5
Loaning license,	1
Driving on permit unaccompanied by licensed driver,	1
Disorderly conduct,	14
Changed date on birth certificate,	1
Failed to remit fine,	4
Misstatement of facts in application,	18
False registration,	1
No registration certificate in possession,	1
Epileptic,	2
Loaning registration card and tags,	1
No mirror on car,	1
Throwing glass in the street,	1
Not entitled to dealers' plates,	4
Failing to notify Department of change of address,	1
Having car in possession with changed motor number,	1
Defective vision,	3
Improper lights,	5
Theft of tires,	4
Using automobile for immoral purposes,	3
Allowing another person to take examination for him,	2
Failed to obey signal of officer directing traffic,	2
Stole several parts of automobile,	1
Summoned for re-examination,	1
Failed to keep to the right,	2
Failed to return a rental battery,	1
Having a stolen car in possession,	2
Assault and battery,	1
Using another person's license,	2

Speeding and refused to stop when ordered to do so,	1
Stealing,	8
Driving with improper brakes,	3
Using trailer wider than the law requires,	1
Driving without a license and atrocious assault and battery,	1
Taking test for another person,	3
Aiding in theft of car,	1
Aided in attempt to obtain a license by fraud,	1
Fictitious name and address when registering car,	1
Operating a stolen car,	1
Hiring someone else to take test,	1
Breaking and entering, larceny and receiving and driving car without consent of owners,	1
Atrocious assault,	1
Loaning car registration,	2
Failed to display name on truck,	1
Receiving,	3
Obtained driving license illegally,	1
Failed to answer a letter,	1
Incompetent,	1
Allowed someone else to take examination for him,	1
Obtained driving license while name was still on revoked list,	14
Rape,	2
Loaning license and assisted in obtaining same by fraud,	2
Breaking and entering, larceny,	3
Passing traffic signal and no driving license in possession,	1
False bill of sale in possession,	2
Continual violator,	1
Taking examination for another person,	1
Traffic act,	1
Operated car after license had been revoked,	3
No registration tags on car,	1
Impersonating applicant at examination,	2
Larceny and receiving stolen goods,	1
Allowed someone else to sign application,	1
Violating conditions under which license was issued,	2
Failure to keep to the right,	1
Holding taxi driver up with gun,	1
Parking in front of fire hydrant,	1
Driving car without having it first registered,	1
Failure to sign driving license card,	5
Accomplice in theft of car,	1
Obscured registration,	2
Fraud in obtaining permit,	1
No mirror on car,	1
Refused to show license card when requested to do so,	1
Failed to signal when stopping,	1
Discrepancy in signatures,	1
Refused to aid the police in the apprehension of automobile thief,	1

Failure to make check good,	1
Giving improper bill of sale and ordering a 1926 driving license and refusing to pay for same,	1
Offering bribe to inspector,	1
Improper person,	1
Aiding and abetting crime,	1
Parking in restricted zone and attempting to bribe officer,	1
Could not produce proof of ownership,	1
Giving fictitious name in obtaining birth certificate,	1
Fraudulent bills of sale,	1
Assaulting girl,	3
Releasing impounded car without authority to do so,	1
Trespassing on private property,	1
Car abandoned,	1
Impersonating himself as an officer,	2
Permitted driver with permit only to operate car with no registration tags on car,	1
Driving on expired permit,	1
Embezzlement,	1
Altering date on permit,	1
Attempting to rifle cash register,	1
Attempting to escape arrest,	1
Violating immigration laws,	1
Accompanying applicant who offered bribe,	1
Fugitive from justice,	1
Altering birth certificate,	4
Displaying vulgar signs on automobile,	1
Giving worthless check,	1
Theft of plates,	2
Operating a motor vehicle which did not belong to him,	1
Obtained registration without signing the application,	1
Operated taxicab for immoral purposes,	1
Failed to change name on truck,	1
Obtained registration with improper bill of sale,	1

2,750

The Commissioner of Motor Vehicles, sitting as a magistrate, devoted 78 days to the hearing of complaints, holding his court on these days in the following cities:

24 days in Passaic,
2 days in Paterson,
52 days in Trenton.

ACCIDENT REPORTS.

Twelve thousand one hundred and sixty reports of accidents were received, such reports being made in compliance with the law which requires that all accidents involving personal injury or property damage exceeding twenty-five dollars must forthwith be reported to the Department.

ACCIDENT REPORTS FOR THE YEAR 1926 BY MONTHS.

January,	797
February,	843
March,	783
April,	754
May,	1,164
June,	991
July,	1,068
August,	1,430
September,	1,265
October,	1,571
November,	877
December,	627

Total reports for the year, 12,160

The above figures are in addition to the reports of violations received at the main office from various sources, and which may be classified as follows:

Complaints from private individuals of reckless driving, speeding, light violations, disregard for road rules, etc.,	3,230
Reports of magistrates of every case tried before them,	43,139
Cases acted on personally by the Commissioner of Motor Vehicles, ..	3,664
Accidents reported in compliance with the law requiring such reports,	12,160

Total number carded and filed, 62,193

INSPECTION FORCE.

The Paid Inspection Force of the Department consists of one Chief Inspector, six Deputy Chief Inspectors, and fifty-four first grade inspectors.

When not engaged in examining applicants for drivers' licenses the inspectors covered 548,963 miles on road patrol work with a total gas consumption of 37,440 gallons. 29,405 violations were adjusted by them as follows:

Violations reported to Trenton by inspectors,	2,948
Violations adjusted on roads and at examinations,	28,934
Arrests by inspectors for violations,	4,951
Summons served by inspectors for violations,	2,572
	29,405

In addition to the above, the inspectors investigated 1,154 cases, consisting of reports and communications sent to the Department at Trenton, and referred to the inspectors for investigation and report.

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

Total revenue for registrations and licenses, \$62,946.03

FIRST AID EQUIPMENT.

Our inspection force, through the courtesy of Johnson & Johnson, New Brunswick, N. J., have been furnished with first-aid kits, which enables them to apply first-aid to any motorist who may be involved in an accident. The first-aid course of instruction attended by all of the inspectors was held at the State House, Trenton, N. J., during the month of August, 1926. This course was directed by the Honorable Commissioner of Labor of the State of New Jersey, Dr. Andrew F. McBride, assisted by Dr. Henry H. Kessler.

The inspectors are proficient not only in application of first-aid, but in bandaging and in the use of splints. Noticeable accomplishments as the result of our first-aid was the assistance rendered several governmental employees stationed at the Kittatinny Arsenal, Dover, N. J. On the day of the explosion of this arsenal, Inspector Barclay met several of these employees running away

from the scene of the catastrophe. The employees were badly wounded. After applying first-aid and bandaging their wounds, Inspector Barclay drove a distance of seventeen miles with three to St. Joseph's Hospital, Paterson, where the unfortunates were admitted and after several weeks recovered sufficiently to be sent to their homes.

Inspectors Cranmer, Coleman, Henzler and Teel also rendered valuable service to unfortunate motorists who had sustained injuries while traversing our highways.

We are very proud of our first-aid equipment and believe the work of our inspection force along these lines will be thoroughly appreciated.

RECAPITULATION OF EFFICIENCY REPORT OF INSPECTORS FOR 1926.

Inspector.	Violations Reported.	Violations Adjusted.	Arrests.	Summons.	Cases Investigated.	Fines Collected.	Amt. of Reg. Collected.	Amt. of Drivers' Licenses Collected.
Baldwin, J. W.,	2	5	47	8	4	.....	\$8,728 40	\$393 00
Barchi, J.,	1	31	43	11	26	\$1,685 00	287 00	30 00
Barclay, H. E.,	0	0	17	34	21	1,080 00	8 00	6 00
Boutillier, F. E.,	0	87	59	9	48	1,877 00	137 00	39 00
Brettell, J.,	63	296	130	20	4	4,082 00	.....	12 00
Buckley, R. W.,	19	421	35	46	9	1,632 00	1,510 00	36 00
Burfield, J. L.,	0	460	10	52	9	2,520 00	54 00	.....
Burton, H. S.,	1	507	114	12	14	2,405 00	959 40	60 00
Baldwin, John D., ....	...	...	...	...	...	.....	.....	.....
Cohen, M.,	1	1	166	51	12	2,883 50	.....	33 00
Coleman, D. T.,	2	1,395	137	68	44	3,269 00	680 00	.....
Cranmer, C.,	2	66	156	7	1	3,253 00	1,440 70	192 00
Cummings, J. J.,	46	3,342	13	15	7	530 00	.....	.....
Cusack, J.,	0	37	0	42	16	310 00	600 00	60 00
Dearden, F.,	0	826	89	16	14	725 00	480 00	54 00
Dennen, A. J.,	194	1,059	113	44	52	2,379 50	1,722 50	273 00
Devine, J.,	0	11	69	3	2	1,447 50	6,287 30	2,055 00
Dorfman, A. M.,	240	3,862	223	232	36	3,957 00	2,034 80	393 00
Doyle, D.,	24	510	273	3	37	5,437 00	819 40	42 00
Dykeman, W. H.,	0	0	61	193	0	775 00	1,115 00	30 00
Eyres, J. W.,	1	26	62	62	3	693 00	104 60	3 00
Finnegan, T. P.,	380	332	102	144	8	6,130 00	1,379 00	60 00
Fitzpatrick, M.,	0	463	133	262	9	4,212 00	2,245 00	120 00
Gill, E., .....	...	...	...	...	...	.....	4 80	3 00

Inspector.	Violations Reported.	Violations Adjusted.	Arrests.	Summons.	Cases Investigated.	Fines Collected.	Amt. of Reg. Collected.	Amt. of Drivers' Licenses Collected.
Henzler, J. C.,	13	653	93	21	21	628 00	791 50	57 00
Johnson, J.,	33	29	33	6	0	1,071 00	210 00	7 00
Kehoe, H.,	8	821	72	6	37	1,242 00	478 00	171 00
Kirsinger, A.,	0	250	3	16	3	195 00	.....	.....
Koopman, E.,	0	63	75	24	93	2,114 00	595 00	63 00
Lanning, L.,	91	450	102	2	11	1,857 00	529 00	48 00
Lawlor, R. W.,	0	0	4	7	90	350 00	669 20	24 00
Leete, J. W., Jr.,	0	15	27	53	9	1,766 00	.....	.....
Lockwood, G. S.,	13	8	227	69	6	4,875 00	.....	.....
Loper, R. W.,	497	...	158	23	29	3,799 00	300 25	30 00
Loveland, L. M.,	...	...	213	2	37	4,924 00	1,135 10	309 00
Luyster, W. G.,	0	210	10	19	1	1,120 00	.....	.....
Lagay, R. W., .....	...	...	...	...	...	.....	.....	.....
Manley, W. V.,	12	1,862	115	34	14	3,472 50	898 60	87 00
Martens, E. A.,	0	6	31	52	26	2,820 00	.....	.....
McCabe, J.,	0	1,452	51	4	2	482 00	.....	.....
Meagher, J.,	82	2,189	114	7	33	1,788 00	724 00	.....
Merrell, C. W.,	86	588	62	48	58	3,271 00	15 40	.....
Muller, E.,	6	0	7	79	0	915 00	.....	.....
Parker, C. K.,	127	1,520	100	22	15	2,584 00	956 00	66 00
Pedigree, C. D.,	0	0	108	0	1	3,295 00	8,745 68	166 00
Raskopf, F.,	111	0	48	147	3	2,474 50	.....	.....
Robie, E.,	15	294	156	19	44	4,095 00	585 00	93 00
Ross, W.,	0	215	33	183	2	1,984 00	.....	.....
Ruffing, W.,	318	619	0	60	3	706 00	9 20	.....
Sawyer, D. B.,	263	282	21	100	14	1,564 00	3,762 30	288 00

Severs, E., .....	...	...	...	...	...	.....	.....	.....
Shanley, J. J.,	...	...	124	...	147	2,843 00	78 80	24 00
Shinn, A., .....	...	...	...	...	...	.....	.....	.....
Snyder, F.,	2	124	522	62	104	5,137 00	220 00	12 00
Stagg, A.,	18	181	121	4	0	1,891 50	2,442 90	84 00
Teel, W. K.,	0	688	109	0	1	4,379 00	2,313 50	605 00
Troy, G., .....	...	...	...	...	...	.....	.....	.....
Weigand, P. O.,	82	147	155	101	30	3,332 00	102 00	30 00
Wintermute, H.,	0	0	24	15	2	1,375 00	.....	.....
Wyckoff, L.,	112	743	35	39	89	3,865 00	577 50	123 00
Zeigler, G. W.,	5	110	70	14	0	1,484 00	17 20	12 00
	2,948	28,934	5,075	2,572	1,301	\$128,981 00	\$56,753 03	\$6,193 00

Total revenue for registrations and licenses,..... \$62,946 03

Total revenue from fines, 128,981 00

Total collections account inspection force,..... \$191,927 03

AUTOMOBILE FATALITIES.

The number of automobile fatalities in New Jersey during the years 1924, 1925 and 1926, totaled as follows:

1924,	850
1925,	845
1926,	856

We are indebted to Mr. David South, Registrar of Vital Statistics of the New Jersey State Department of Health, for the figures quoted, the accuracy of which is unquestioned.

We deeply regret to chronicle the fact that the slaughter of our citizens continues unabated. Our Motor Vehicle Act has been strengthened from year to year to meet changed conditions due to the great increase in the number of registered cars, and the shocking loss of life, therefore, cannot be chargeable to any weakness in our laws. What then is the answer? Obviously, the lack of rigorous enforcement. Indictments for manslaughter or murder, where the killing is the direct result of an automobile accident, are few in number, and less, if you please, are the number of convictions obtained. Too much maudlin sympathy is wasted upon those who operate automobiles in such a manner as to cause loss of life, yet an analysis of many of the accidents clearly proves that many fatalities could be averted if the car were operated in compliance with our laws.

To add to the seriousness of New Jersey's plight is the grade crossing menace that now stalks forward like a ghostly bandit to dispute our right-of-way, as will be noted by the figures submitted by Registrar South showing that fifty-seven fatalities occurred at railroad grade crossings in 1926.

There is much agitation for increasing the speed limit in our State with a view of lessening congestion on our highways, but, alas, there is too little effort being advanced to bring about the prosecution of those who wantonly slay our people. We regret that obsession to speed, and a desire to take a chance and forge ahead of the other fellow, are contributing factors to the toll of automobile fatalities in our Commonwealth. Add to this, if you will, the folly of the pedestrian in crossing our highways,

with preoccupied mind, and the neglect of the parents in permitting the little kiddies to use the public highways as a playground (and we have no hesitancy in saying that there should be a law to regulate the pedestrian too), and you have at a glance the causes that must be eradicated in order to make our highways avenues of safety rather than of death and destruction.

INTOXICATED DRIVING.

During the past nine years, 5,555 licenses have been revoked following convictions of operating motor vehicles while under the influence of intoxicating liquor. The alarming increase of intoxicated drivers is best reflected by the following summary of revocations from 1918 to 1926, inclusive.

1918,	135
1919,	115
1920,	314
1921,	430
1922,	352
1923,	832
1924,	971
1925,	1,152
1926,	1,254

In a number of cases, fatalities have resulted from intoxicated driving, and convictions for manslaughter have followed.

We are citing a few of these instances in this Report; namely, the case of John Waldron, Jr., of Highland Park, New Brunswick, resulting in the death of Sidney Hunter, of Oradell, N. J., a member of the class of 1927 of Rutgers University. Waldron, while intoxicated, was driving at a high rate of speed down College Avenue, New Brunswick, crashed into a fence, throwing the occupants, Sidney Hunter and Howard Heitkamp, into the canal, causing injuries which resulted in Mr. Hunter's death. This accident happened on July 18, 1926.

Case of Wendel Dafchek, of Avenel, N. J., this accident occurring on July 18, 1926, just outside of Woodbridge, New Jersey. The victim, Miss Salome Bernstein, was standing at the back of the car in which she had been riding, and which was stopped to

repair a tire. Miss Bernstein and her companion did not move from their position, confidently expecting the oncoming car to swerve and pass their automobile. Instead of driving properly, however, Dafchek's machine crashed into the standing automobile, pinning Miss Bernstein between the two cars and killing her instantly. Her companions were also very badly injured. Dafchek was taken to Dr. Hoagland of Woodbridge, who pronounced him drunk, and he was held on manslaughter charges.

Case of Adam Dubovick, of Franklin, New Jersey, on June 13, 1926. At ten o'clock on the evening of that day, Ernest Miller, of Franklin, while walking on the side of the road from Hamburg, was struck by an automobile and killed. The driver of the car did not stop, but a few minutes later a car was found in the ditch about half a mile farther on. This was driven by Adam Dubovick, of Franklin, who was arrested on a manslaughter charge and who had been drinking, according to several witnesses. He was convicted of driving while intoxicated.

Case of Thomas A. King, of 72 New Street, Newark. King was arrested on July 7, 1926, on a charge of felonious assault, having driven his automobile into a portion of a new subway construction framework at 53d Street and Eighth Avenue, New York City, and injuring three laborers. He drove away from the scene of the accident, but was apprehended later, and charged with reckless driving, driving while intoxicated, leaving the scene of the accident and felonious assault.

Case of Herman Prehn, 47 Pleasant Avenue, Union City, N. J., who while driving in an intoxicated condition, struck a pedestrian, a resident of New Milford, who died almost instantly. The defendant attempted to escape, but the Hackensack police, when given the license number of his car, phoned to our Trenton office and learned the name and address of the owner. The Union City police quickly arrested Prehn and called in a physician.

Case of Clarence Campbell, Port Jervis, New York, July 5, 1926, who while intoxicated lost control of his car and collided with a Ford coupe, on the Branchville-Newton Road. A passenger of Campbell's was badly injured, sustaining a fracture of the skull.

Case of Charles Blaine, of Morristown, New Jersey, who operated an automobile while drunk and struck and killed one Charles A. Haggerty and C. A. Cranmer, both of Dover, N. J. He was arrested on March 24, 1926, by Trooper Love, of the State Police, arraigned before Justice Louis Trenallo, committed for the Grand Jury, and his license permanently revoked.

Because of lack of space, we refrain from referring to a goodly number of other fatalities in which it was apparent that the operator of the car responsible, had been drinking.

Endless difficulty having been encountered in the enforcement of that portion of our Motor Vehicle Act, dealing with intoxicated driving, new laws were sponsored by Senator Simpson, of Hudson County, and after much effort were passed by the 1926 Legislature, and speedily signed by the Governor.

These laws will, without question, remove those motorists who operate motor vehicles while under the influence of intoxicating liquor, from our highways, and despite criticism to the contrary, can scarcely be improved upon. The ease with which convictions were reversed under the old statute no longer is a factor in obtaining for an intoxicated driver his freedom after conviction. The option of imposing a fine rather than a jail sentence for a first offense has resulted in more incarcerations than heretofore due to a provision in the act which requires that for every dollar of unpaid fine the defendant be committed to the County Jail for a period of one day, not exceeding ninety days in the aggregate. Many of the drivers who have been unable to pay their fine, which is a minimum of \$200.00, have elected to serve the jail sentence instead.

The provision whereby the Prosecutor of the Pleas must defend the prosecution before the Appellate Court rather than the municipal attorney is a very wise one, and makes certain that judgment will not be taken by default because of the failure of the municipal attorney to answer on the day when the appeal is argued.

With this brief for the virtue of the Simpson acts, the question then presents itself, "Why is Intoxicated Driving on the Increase?" and there seems to be but one answer—the ease with which liquor is obtained, thereby resulting in a large increase in

the number of persons who now indulge and the apparent inability to successfully prohibit the importation, manufacture and sale of intoxicating liquor. A drunken automobile driver is a potential murderer, and no penalty is too severe for the licensed operator who attempts to drive his car while under the influence of liquor. In this connection it is pertinent to note that there are magistrates who still persist in glossing over intoxicated driving and either turn the defendant loose or impose a minor penalty for an infraction other than that of drunken driving.

CONDITIONAL LICENSES.

Two thousand four hundred and eighty-two conditional auto drivers' licenses were issued during 1926, sub-divided as follows:

One eye,	490
Part of hand or arm amputated,	184
Crippled leg,	398
Impaired vision,	927
Artificial leg or foot,	123
Artificial hand or arm,	28
Crippled arm,	116
Electric car only,	28
One leg or one foot off,	100
No legs or no feet,	3
Hearing affected,	9
Car specially equipped or—Ford only—Dodge only,	76
	2,482

There are a great many more operators who should have conditional licenses, and during the year 1927, painstaking effort will be made to segregate all those who are suffering from any infirmity.

INSURANCE ON TAXICABS AND U-DRIVE CARS.

On March 29, 1926, there went into effect two laws requiring the filing of insurance policies with this Department by the owners of "auto cabs" and U-Drive vehicles.

Owing to the number of difficulties which were encountered in the beginning with reference to the proper definition of "auto

cab" and also as to what constituted a proper policy to meet the law's requirements, the laws did not become actively operative until June 1, 1926.

When the laws were first passed, there was a difference of opinion as to just what constituted an "auto cab," which is the term used in the act.

A circular letter of instructions was accordingly sent to our agents on May 13, 1926, as follows:

May 13, 1926.

To the Agents and Inspectors:

There seems to be considerable doubt in the minds of the agents and inspectors as to just what automobiles come within the provisions of Chapter 231, Laws of 1926, entitled "An Act concerning auto cabs, commonly called taxis," particularly pertaining to the insurance feature, and what automobile owners should file insurance policies. For your information and guidance, you are hereby instructed that all motor vehicles now registered or to be registered and classified as omnibuses do not come within the requirements of the act with reference to the filing of an insurance policy with this office.

Excluded from the operation of Chapter 231 are the motor vehicles of garage men, private livery men, or undertakers, who furnish cars from their places of business on the specific order of their customers. Busses and jitneys operating over a fixed route are also excluded.

The provisions of Chapter 231, P. L. 1926, apply only to "Auto Cabs." The "Auto Cab," using the language of the act, "commonly called taxi," coming within the provisions of the act, and the owners of which are required to file an insurance policy, may be defined as "an automobile engaged in the service of all the public as a common carrier for the transportation of passengers for hire, operating from a station or fixed place, accepting and discharging as passengers all who apply at all points and places." Such vehicles are mostly licensed by municipalities as taxicabs, and if not so licensed, should be.

The utmost care must be taken by the agent of this Department in seeing to it that no motor vehicle operating or to operate for taxicab purposes is registered until the provisions of the act have been complied with; in which case, the applicant must present a certificate of approval from the Commissioner of Motor Vehicles showing that he has complied with the necessary requirement of filing a proper insurance policy.

U-Drive vehicles are also required to file insurance policies under the provisions of another act, Chapter 249, P. L. 1926.

Do not issue registration certificate to the owner of a U-Drive vehicle unless he can produce a certificate of approval also from the Commissioner of Motor Vehicles, showing that he has filed the proper policy of insurance.

By order of

WILLIAM L. DILL,
Commissioner of Motor Vehicles.

The law states that the policy "shall be in the sum of \$5,000." A question then arose as to whether this sum of \$5,000 would be the total compensation allowed in the event of an accident or whether the sum allotted to each person injured in any one accident would amount to \$5,000.

On May 24, 1926, the following request for an opinion on this question was sent to the Attorney-General:

May 24, 1926.

Hon. Edward L. Katzenbach, Attorney-General, Trenton, New Jersey:

DEAR SIR—I again seek your opinion with reference to the enforcement of Chapter 231, wherein it is provided that a policy in the sum of five thousand dollars shall be deposited with this Department against the liability imposed by law upon the auto cab owner for damages on account of bodily injury or death suffered by any person or persons as the result of an accident occurring by reason of the ownership, maintenance, or use of such auto cab upon any public street, road or highway.

The policies filed with this Department contain a declaration that the limit of liability imposed upon the insurance company for one person is five thousand dollars.

Would the company carrying the policy be bound to pay any final judgment obtained by several persons injured in one accident to the amount of five thousand dollars, or is the liability of the company limited in its total liability to five thousand dollars for one accident, so that each person involved in such accident and recovering a final judgment would be limited in recovery to a part of the five thousand dollars protection provided in such policy?

Very truly yours,

WILLIAM L. DILL,
Commissioner of Motor Vehicles.

In answer to this letter, the Attorney-General wrote us on June 1, 1926, as follows:

June 1, 1926.

William L. Dill, Esq., Commissioner of Motor Vehicles, State House, Trenton, New Jersey:

DEAR SIR—I am replying to your request for my opinion, in which you inquire as to the liability imposed by Chapter 231 of the Laws of 1926. I note your specific inquiry:

"Would the company carrying the policy be bound to pay any final judgment obtained by several persons injured in one accident to the amount of five thousand dollars, or is the liability of the company limited in its total liability to five thousand dollars for one accident, so that each person involved in such accident and recovering a final judgment would be limited in recovery to a part of the five thousand dollars protection provided in such policy?"

In making request for an answer to the foregoing, you would be seeking to anticipate the judgment of the court, to which the beneficiary of the policy would be entitled. There may be a variety of circumstances under which such cases would arise, and it would seem unnecessary for you, as Commissioner of Motor Vehicles, to seek an anticipation of the ultimate result of such litigation. Your obligation is a purely ministerial one. You are to become the depository of insurance papers issued in accordance with the requirements of the statute, and in conformity with the language thereof, and your duty does not go further than this. To solve the difficulty which apparently exists in your mind, may I suggest that your duty would be adequately fulfilled by conformity with the requirements of the statute in the following manner: In each instance you should exact a policy in the sum of five thousand dollars, which is what the statute says. On this policy there should be a rider to provide as follows: "Against loss from liability imposed by law upon the auto cab owner for damages on account of bodily injury or death suffered by any person or persons as a result of an accident occurring by reason of the ownership, maintenance, or use of such auto cab upon any public street, road or highway."

The endorsement should also bear the following: "Should the terms of this policy and the endorsement hereon in any respect vary, the provisions of the endorsement shall control."

If the policies of which you are the depository conform in this manner with the requirements of the statute, it would be obvious that you have performed your full duty in respect to such provisions of the statute.

Very truly yours,

EDWARD L. KATZENBACH,
Attorney-General.

In view of the opinion of the Attorney-General, it was decided to accept no policies that did not contain the following form of endorsement:

"This policy is issued and designed to comply with the provisions of Chapter 231, Laws of New Jersey, 1926, in the sum of five thousand dollars against loss from liability imposed by law upon the insured for damages on account of bodily injury or death suffered by any person or persons as a result of an accident occurring by reason of the ownership, maintenance, or use of the auto cab upon any public street, road or highway; and provides for the payment of any final judgment recovered by any person on account of the ownership, maintenance, or use of such vehicle, or any fault in respect thereto, and shall be for the benefit of every person suffering loss, damage or injury. If anything contained in the policy conflicts with this endorsement, then the endorsement shall prevail.

It is also agreed that no cancellation of this policy shall become effective until twenty days' notice of such proposed cancellation has been forwarded to the Commissioner of Motor Vehicles."

If the vehicle covered under the policy is a U-Drive vehicle, then it would be necessary to change the above form by inserting "Chapter 249 instead of

Chapter 231," and by inserting, on line nine, the words "motor vehicle" in place of "auto cab."

The only exceptions to the above were the policies submitted by the Guardian Mutual Insurance Company and the Reliance Casualty Company, and the Jersey Mutual Casualty Insurance Company.

The policies for these companies were specially drawn to meet the requirements of Chapter 231, and no endorsements were necessary.

On July 6, 1926, our records showed that we had received 1,488 policies. Of this number, 294 were returned on June 30, 1926, to the insured, having been issued by the Guardian Mutual Casualty Insurance Company of New Brunswick, and the Department of Motor Vehicles having been advised by the Department of Banking and Insurance that the Guardian Mutual Casualty Insurance Company had failed to satisfy the Banking and Insurance Department as to its financial ability. Sixty-five policies were returned on June 30, 1926, to the Taxi Mutual Insurance Company of Newark, for the same reason.

On July 14, 1926, we were advised by the Department of Banking and Insurance that the Guardian Mutual Casualty Insurance Company had obtained the necessary assets and was again qualified to write insurance.

We accepted policies from that time on in the Guardian Mutual, until December 15, 1926, when we were again notified by the Department of Banking and Insurance that the Company was not possessed of sufficient assets to allow them to continue the writing of policies.

The Guardian Mutual Insurance Company is now in the hands of a receiver, and the policies filed with this Department written in this company have been canceled and returned to the company.

As 972 new policies have been approved from January 1, 1927, to January 29, 1927, we feel that most of the canceled policies have been replaced by new policies.

Our records showed that 923 policies written by the Guardian Mutual had been approved by this Department up to December 15, 1926.

This Department has favored the enactment of a measure to provide for insurance for all classes of vehicles, the Commissioner of Motor Vehicles, having been a member of the commission appointed in 1924 to study the subject and recommend legislation. A bill drafted by the commission was introduced at the 1926 session of the Legislature, passed the House of Assembly, but failed to pass the Senate.

The Hendler Taxi Company, through their counsel, endeavored to have Chapter 231 declared unconstitutional, but failed in this attempt.

Among the difficulties which this Department has encountered in its administration of these laws was its argument in July, 1926, with George L. Record, counsel for the Hudson Casualty Company. Mr. Record objected to the form of endorsement outlined above, and submitted a policy without the endorsement attached. Mr. Arthur W. Magee, Deputy Commissioner, acting for the Commissioner of Motor Vehicles, requested that the endorsement be attached to the policy. Mr. Record refused to comply with this request, and applied for a writ of mandamus to the Supreme Court. The application was argued before a branch of the Supreme Court, and the application for the peremptory writ of mandamus was denied. Since that time, policies written in the Hudson Casualty Insurance Company, containing the required endorsement, have been filed.

Another difficulty was encountered later with the Drewes Brothers Auto Livery Company of Jersey City.

On July 21, 1926, this Department received notices from the New York Indemnity Company of New York, advising that all the policies written by that company for the Drewes Brothers Auto Livery Company, Inc., had been canceled, the cancellation to take effect on August 9, 1926.

Our usual form notice was sent to the insured, with instructions to obtain policies in another company.

No action being taken in this respect, the company was again notified to file new policies under the Compulsory Insurance Act, or we would withdraw their certificate and revoke their registrations on their cars.

The Drewes Company thereupon secured from the Court of Chancery a temporary injunction. Upon the return of the rule in this matter, argument was heard by Vice-Chancellor Bentley, at Jersey City, and the court reserved decision.

When they applied for their plates for the year 1927, this Department refused registration unless the Drewes Company complied with the compulsory insurance law requiring insurance policies for U-Drive cars. The Drewes Company thereupon sought the aid of the Court of Chancery, contending that the Motor Vehicle Department and the Commissioner of Motor Vehicles were in contempt of the Court of Chancery under the terms of the injunction previously granted which restrained the Motor Vehicle Department and the Motor Vehicle Commissioner, among other things, from interfering with the business of the Drewes Corporation.

The purpose of the second application to the Court of Chancery was to have the temporary injunction originally issued declared to be a mandatory injunction. Upon argument before Vice-Chancellor Bentley in Jersey City early in January of this year, the Court refused to declare that the injunction issued was a mandatory injunction and refused to declare the Commissioner of Motor Vehicles in contempt of the Court of Chancery.

The Drewes Company thereupon secured policies of insurance with the Great American Indemnity Company, and filed same with this Department.

SUMMARY.

A summary of the number of policies approved from June 1, 1926, to December 31, 1926, follows:

Total number of policies approved,	4,197
Policies issued for taxicabs,	3,861
Policies issued for U-Drives,	336
	4,197

Policies Written in Guardian Mutual Casualty Insurance Company—

Taxicabs,	858
U-Drives,	65
	923

Policies Written in Jersey Mutual Casualty Insurance Company—

Taxicabs,	802
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Policies written in Stock Companies—

Taxicabs,	2,213
U-Drives,	259
	2,472

4,197

The work of caring for policies filed with us has entailed a considerable expenditure of effort on the part of our clerks with no additional appropriation having been made to meet the contingency.

Following is a list of companies that have issued policies that have been filed with this office under the provisions of Chapters 231 and 249 of the Laws of 1926:

LIST OF COMPANIES APPROVED BY THE BANKING AND INSURANCE DEPARTMENT.

American Automobile Insurance Co. of St. Louis, Mo.
 American Employers Insurance Co. of Boston, Mass.
 Aetna Casualty & Surety Company of Hartford, Conn.
 Bankers Indemnity Insurance Company of Newark, N. J.
 Columbia Casualty Company of New York.
 Commonwealth Casualty Company, Philadelphia, Pa.
 Car & General Insurance Corporation, Ltd., of London, England.
 Commercial Casualty of Newark.
 Eureka Casualty Company of Philadelphia.
 Employer's Liability Assurance Corp., Ltd., of London, England.
 Fidelity & Casualty Company of New York.
 General Accident Fire & Life Assurance Corp., Ltd., of Perth, Scotland.
 Globe Indemnity Company of New York City.
 Great American Indemnity Co., 1 Liberty St., New York City.
 Hudson Casualty, Jersey City.
 Hartford Accident & Indemnity Co., Hartford, Conn.
 Indemnity Insurance Co. of North America, Philadelphia, Pa.
 Independence Indemnity Co. of Philadelphia.

Jersey Mutual Casualty Ins. Co., 24 Clinton St., Newark, N. J.
 London Guarantee & Accident Co., Ltd., of London, England.
 Manufacturers Liability Insurance Co. of Jersey City.
 Maryland Casualty Company, Baltimore, Md.
 Metropolitan Casualty Insurance Co. of New York, N. Y.
 Merchants Mutual Casualty Co. of Buffalo, New York.
 Manufacturers Casualty Insurance Company of Philadelphia, Pa.
 National Union Indemnity Co. of Pittsburgh, Pa.
 New Jersey Fidelity & Plate Glass Co. of Newark.
 New York Indemnity Co. of New York.
 New York Casualty of New York City.
 New Amsterdam Casualty Co. of New York City.
 Norwich Union Indemnity Co. of New York.
 Ocean Accident & Guarantee Corp., Ltd., of London, England.
 Pennsylvania Indemnity Exchange, Inc., Philadelphia, Pa.
 Reliance Casualty Company of Newark.
 Royal Indemnity Company of New York.
 Standard Accident Insurance Company of Detroit.
 Selected Risks Insurance Company of Washington, N. J.
 Sun Indemnity Company at Westfield, N. J.
 Travelers Insurance Company of Hartford, Conn.
 Travelers Indemnity Company of Hartford, Conn.
 United States Fidelity & Guaranty Company, Newark, N. J.
 United States Casualty Company of New York City.
 Zurich General Accident & Liability Insurance Company, Ltd.

BRANCH OFFICES.

The following new registration offices were opened during the year:

Bloomfield,Geo. E. Jemison, 66 Washington Ave.
 Collingswood,Jos. H. Chamberlain, 712 Haddon Ave.
 Cranford,John W. Heins, 1 North Ave.
 Garfield,Anthony Perrapato, Commercial Bldg.
 Keyport,S. Frank Mason, Sr.
 Mays Landing,Jas. F. Canazza.
 Paterson, No. 2,Harry M. Smith, Broadway and Paterson Ave.
 Ramsey,Benj. Hussey.
 West New York,Oscar L. Auf der Heide, Jr.

INVENTORY OF TYPEWRITERS.

Typewriters which have been purchased by the State for the use of our registration agents are distributed at the following bureaus:

Number.	Town.	Name of Agent.
3	Asbury Park,	Samuel Reeves.
4	Atlantic City,	William F. Casey.
3	Audubon,	J. F. Buck.
3	Bayonne,	Edward F. Clark.
3	Belleville,	John J. Daly.
2	Bernardsville,	Leport F. Dunster.
3	Bloomfield,	George E. Jemison.
3	Boonton,	Albert Husk.
2	Bound Brook,	George R. Bolmer.
3	Bridgeton,	B. Frank Edwards, Jr.
4	Burlington,	James J. Gallagher.
3	Caldwell,	Thomas C. Provost, Jr.
5	Camden, No. 1,	John B. Welch, Jr.
5	Camden, No. 2,	Furey Ellis.
4	Camden, No. 4,	C. W. Reeseman.
3	Cape May,	W. L. Ewing.
3	Carlstadt,	Geo. Zimmerman, Jr.
2	Cedar Run,	W. S. Cranmer.
3	Clifton,	Geo. H. Noble.
2	Collingswood,	Jos. H. Chamberlain.
2	Cranford,	John W. Heins.
3	Dover,	P. B. O'Leary.
6	East Orange,	Fred Germain, Jr.
2	Egg Harbor,	William Mischlich.
4	Elizabeth,	W. A. Leonard.
2	Elmer,	Evan B. Prickett.
5	Englewood,	Morrell Birtwhistle.
2	Englishtown,	D. E. Laird.
2	Flemington,	E. S. Mahoney.
2	Fort Lee,	Chas. F. Juechters.
3	Franklin Furnace,	Samuel T. Munson.
2	Freehold,	Edward Simonson.
2	Garfield,	Anthony Perrapato.
4	Hackensack,	Edmund T. Phillips.
2	Hackettstown,	Frank H. McClellan.
3	Haddonfield,	Chas. L. Stafford.
2	Haledon,	Marimus C. Tambour.
2	Hammononton,	W. S. Turner.
2	Hampton,	F. J. Dineen.
3	Harrison,	Edward F. McKeon.
3	Hightstown,	C. S. Grover.
4	Hoboken,	George Krieger.
5	Irvington,	Harry J. Stanley.
6	Jersey City, No. 1,	Patrick J. McGlynn.
5	Jersey City, No. 2,	Robert Armstrong.
2	Keyport,	S. Frank Mason.
2	Lakewood,	Arthur H. Smock.
2	Lambertville,	James A. Cleary.

Number.	Town.	Name of Agent.
2	Little Falls,	J. C. Marley.
3	Long Branch,	C. Dorman McFaddin.
3	Manasquan,	Howard Height.
2	Mays Landing,	James F. Canazza.
2	Metuchen,	Otto P. Rosenvinge.
3	Millville,	Henry O. Burt.
3	Montclair,	Thomas L. Bell.
3	Morristown,	Jerry C. White.
5	Mount Holly,	F. H. Reed.
6	Newark, No. 1,	John H. Friend.
5	Newark, No. 2,	John H. Clarken.
4	Newark, No. 3,	Emil Newman.
5	Newark, No. 4,	John O'Connor.
5	Newark, No. 5,	Wm. P. Berry.
4	New Brunswick,	Geo. Pressler.
2	New Egypt,	S. D. Foulks.
3	Newton,	George G. Young.
6	New York City, No. 1,	R. George Kuser.
6	New York City, No. 2,	H. M. Butler.
3	Nutley,	Harry A. Connelly.
2	Ocean City,	Henry B. Cree.
3	Orange,	Edward W. Woodman.
2	Oxford,	Clark Wilkinson.
5	Passaic,	J. Edward Martin.
6	Paterson, No. 1,	Joseph Hannan.
5	Paterson, No. 2,	Harry Smith.
2	Penns Grove,	A. M. Clair.
3	Perth Amboy,	Max Gibian.
2	Philadelphia,	Furey Ellis.
3	Phillipsburg,	Wm. P. Cavanaugh.
4	Plainfield,	James J. McCann.
2	Pleasantville,	Wm. L. Anderson.
2	Pitman,	Joseph McCowan.
3	Pompton Lakes,	Harry Babcock.
2	Princeton,	Stephen W. Margerum.
2	Rahway,	Wm. J. Hennessy.
2	Ramsey,	Benj. Hussey.
4	Red Bank,	Edw. Von Kattengell.
3	Ridgefield Park,	Michael J. O'Shaughnessy.
3	Ridgewood,	Robert B. Murphy.
3	Salem,	Wm. T. Miffin.
2	Sea Bright,	H. L. Zobel.
3	Sea Isle City,	M. M. Sofronev.
2	Somerville,	W. R. Sutphin.
3	South Orange,	Edward McDonough.
3	Summit,	Frank A. Wahl.
2	Sussex,	H. N. Havens.
2	Swedesboro,	H. K. Shoemaker.

Number.	Town.	Name of Agent.
2	Toms River,	W. S. Mathis.
6	Trenton, No. 1,	Theodore Hillman.
5	Union City,	Wm. J. Cadwallader.
3	Verona,	Donald C. North.
2	Vineland,	Fred Bugbee.
3	Westfield,	Arthur N. Pierson, Jr.
2	West New York,	Oscar L. Auf der Heide, Jr.
2	Wildwood,	Thomas Delaney.
3	Woodbridge,	J. P. Gerity.
3	Woodbury,	Wm. R. Storrie.
2	Woodstown,	George M. Hitchner.
2	Westwood,	Edward Mullen.

MOTOR VEHICLE EQUIPMENT IN USE BY THE DEPARTMENT.

December 31, 1926.

Hon. William L. Dill, Commissioner of Motor Vehicles, Trenton, N. J.:

DEAR COMMISSIONER—In reporting to you the status of the motor equipment used in the service of the State, by this Department, I would advise that our cars traveled a total mileage of 548,963 miles, patrolling and safeguarding the highways.

The equipment for the past year consisted of thirty-five cars, classified as follows:

4	1924 Lincoln roadsters,
1	1924 Cadillac coupe,
5	1924 Buick roadsters,
17	1925 Buick roadsters,
1	1925 Buick coupe,
7	1926 Buick roadsters.

The following tabulation gives the mileage traveled by these cars:

1924 Lincoln roadsters,	77,526 miles
1924 Buick roadsters,	62,908 miles
1925 Buick roadsters,	303,572 miles
1926 Buick roadsters,	109,457 miles

Total, 553,463 miles

Through an arrangement, made with the State Highway Commission, these cars were placed in storage on November 20, 1926, for the winter, at no cost to the State. These cars, while in storage at the Fernwood Garage, will be completely reconditioned by their mechanics, at a minimum cost to the State, causing a material saving, both in storage cost and repairs. All of the cars, with the exception of one Lincoln roadster, one Cadillac coupe and one Buick roadster, were stored for the winter.

The cars, listed below, having reached their maximum of efficiency, will be traded in for additional equipment for the year 1927. These cars consist of five 1924 Buick roadsters, one Buick coupe and eight 1925 Buick roadsters:

1924 Buick roadster,	S 1239708	E 1199500
1924 Buick roadster,	S 1198897	E 1233989
1924 Buick roadster,	S 1208816	E 1161703
1924 Buick roadster,	S 1197709	E 1160940
1924 Buick roadster,	S 1198678	E 1231695
1925 Buick coupe,	S 1325747	E 1336490
1925 Buick roadster,	S 1339144	E 1396589
1925 Buick roadster,	S 1339084	E 1394987
1925 Buick roadster,	S 1339148	E 1396650
1925 Buick roadster,	S 1339135	E 1396366
1925 Buick roadster,	S 1339161	E 1397395
1925 Buick roadster,	S 1339145	E 1396619
1925 Buick roadster,	S 1339093	E 1373664
1925 Buick roadster,	S 1339163	E 1397003

The following cars, consisting of one Cadillac coupe, four 1924 Lincoln roadsters, nine 1925 Buick roadsters and seven 1926 Buick roadsters, will form the nucleus of our fleet for 1927:

1924 Cadillac coupe,	E 63F1204
1924 Lincoln roadster,	S 17525 E 17525
1924 Lincoln roadster,	S 16961 E 16961
1924 Lincoln roadster,	S 17629 E 17629
1924 Lincoln roadster,	S 17620 E 17620
1926 Buick roadster,	S 1622876 E 1637510
1926 Buick roadster,	S 1622872 E 1620217
1926 Buick roadster,	S 1622864 E 1636803
1926 Buick roadster,	S 1622866 E 1637386
1926 Buick roadster,	S 1569899 E 1608710
1926 Buick roadster,	S 1622877 E 1637504
1926 Buick roadster,	S 1622873 E 1620193
1925 Buick roadster,	S 1339081 E 1373633
1925 Buick roadster,	S 1339141 E 1395986
1925 Buick roadster,	S 1339078 E 1373562
1925 Buick roadster,	S 1339058 E 1373314
1925 Buick roadster,	S 1339164 E 1397011
1925 Buick roadster,	S 1339125 E 1395562
1925 Buick roadster,	S 1396386 E 1339133
1925 Buick roadster,	S 1339167 E 1396219
1925 Buick roadster,	S 1339136 E 1396242

Respectfully submitted,

R. EARLE LEONARD,
Assistant Chief Clerk.

NOTICES TO CHIEFS OF POLICE.

It is our practice before the renewal season commences to keep the chiefs of police advised of the proper methods to pursue in enforcing our license laws. Particular reference is made to the laws of the other States of the Union, and we endeavor to compile such information which will guide the chiefs of police in their duties.

Following is a copy of our communication sent to all the chiefs of police on December 7, 1926:

STATE OF NEW JERSEY,
OFFICE OF
THE COMMISSIONER OF MOTOR VEHICLES.

Trenton, N. J., December 7, 1926.

To all Chiefs of Police:

The following instructions are respectfully forwarded to your office with the request that you have the same read to all members of your Department.

1. The New Jersey Automobile Registration plates for the year 1927 will show a green background with white numerals.

The colors of the number plates to be used by the contiguous States for 1927, are as follows:

New York,Yellow background with black numerals.
Pennsylvania, ..Dark blue background with yellow numerals.
Connecticut,Red background with white numerals.
Massachusetts, ..Maroon background with white numerals.
Vermont,Green background with yellow numerals.
Virginia,Green background with red numerals.
Delaware,Gray background with red numerals.
Maryland,White background with black numerals.

2. The 1927 New Jersey registration plates may be displayed on motor vehicles any time on and after Wednesday, December 15, 1926, BUT NOT BEFORE THAT DAY.

3. It is unlawful to mutilate a number plate by cutting or otherwise reducing the size thereof, inasmuch as the plates which we now issue are of a size provided for by law.

4. All licenses, both registration and drivers', which have been issued during the year 1926, for use within that year, *expire at midnight December 31, 1926.* We, therefore, ask the co-operation of your Department in the enforcement of the law with respect to the illegal use of 1926 registration plates and drivers' licenses, on and after January 1, 1927. Ever since November 15, 1926, we

have had one hundred and eight registration agencies operating daily, for the purpose of registering cars and issuing drivers' licenses; the widest publicity has been given to the necessity of renewing the registrations and licenses, and in consequence, no one can advance a valid excuse for presuming the right to operate a motor vehicle on and after January 1, 1927, under registration or drivers' license which expires at midnight on December 31, 1926. Following is a list of the County Designations as shown on our 1927 number plates:

- | | |
|----------------------|---------------------|
| A—Atlantic County. | K—Middlesex County. |
| B—Bergen County. | M—Monmouth County. |
| N—Burlington County. | V—Morris County. |
| C—Camden County. | P—Passaic County. |
| F—Cape May County. | O—Ocean County. |
| Y—Cumberland County. | N—Salem County. |
| E—Essex County. | I—Somerset County. |
| 1—E—Essex County. | R—Sussex County. |
| 2—E—Essex County. | U—Union County. |
| Z—Gloucester County. | W—Warren County. |
| H—Hudson County. | 4—Non-resident. |
| J—Hunterdon County. | |
| L—Mercer County. | |

Following is a list showing the expiration date of motor vehicle registrations in all states, the days of grace allowed after registration has expired, whether a driver's license is required and how many plates are to be displayed:

<i>Date Motor Vehicle Registration Expires.</i>	<i>Days of Grace Allowed for 1926 Plates.</i>	<i>Whether Driver's License is Required.</i>	<i>One or Two Plates Required.</i>
Alabama, .....Sept. 30, 1927	45 days to Nov. 15	No	One
Arkansas, .....Dec. 31, 1926	10 days to Jan. 10	No. Chauffeurs only	Two
California, .....Dec. 31, 1926 (Registration and driver's license certificates must be carried in the motor vehicle)	30 days to Jan. 31	Yes. Good until revoked	Two
Canada (Toronto), ....Dec. 31, 1926	30 days of Jan.	No	Two
Colorado, .....Dec. 31, 1926	Reasonable Time	No. Chauffeurs only	Two
Connecticut, .....Dec. 31, 1926 (Registration and driver's license certificates must be carried in the motor vehicle)	None	Yes. Expires last day of Feb. 1927	Two
Delaware, .....Jan. 1, 1927 (Registration and driver's license certificates must be carried in the motor vehicle)	5 days	Yes. Expires Jan. 1st	Two
Florida, .....Dec. 31, 1926	30 days to Jan. 1	No. Chauffeurs only	One
Georgia, .....March 1, 1927	None	No. Chauffeurs only	One
Idaho, .....Dec. 31, 1926	Until Feb. 1, 1927	No	Two
Illinois, .....Dec. 31, 1926	Until Feb. 15, 1927	No	Two
Iowa, .....Dec. 31, 1926	None	No	Two
Indiana, .....Jan. 1, 1927	Until Feb. 15, 1927	No	Two
Kansas, .....Dec. 31, 1926	Reasonable Time	No	One

<i>Date Motor Vehicle Registration Expires.</i>	<i>Days of Grace Allowed for 1926 Plates.</i>	<i>Whether Driver's License is Required.</i>	<i>One or Two Plates Required.</i>
Kentucky, .....Dec. 31, 1926	No	No	Two
Louisiana, .....Dec. 31, 1926	Until Feb. 1, 1927	No	One
Maine, .....Dec. 31, 1926 (Registration and driver's license certificates must be carried in the motor vehicle)	Until noon, Jan. 1, 1927	Yes. Expires Dec. 31	Two
Massachusetts, .....Jan. 1, 1927 Noon (Registration and driver's license certificates must be carried in the motor vehicle)	None	Yes. Expires one year from date of issue	Two
Maryland, .....Dec. 31, 1926 (Registration certificate and driver's license certificate must be carried in the motor vehicle)	None	Yes. Owners receive perpetual driving licenses, no renewal required. Chauffeurs receive yearly licenses, good for one year from date of issue	Two
Missouri, .....Jan. 31, 1927	About a month	Chauffeurs only. Expire Jan. 31	Two
Montana, .....Dec. 31, 1926	No explicit time	No	Two
Minnesota, .....Dec. 31, 1926	Until he receives new plates, if he applies before Feb. 15. March 31, 1927, latest date for 1926 plates	No. Chauffeurs only	Two
Michigan,Dec. 31, 1926 (Registration and driver's license certificates must be carried in the motor vehicle)	None	Yes	Two

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North Carolina,June 30, 1927	None	No	One
Nebraska,Feb. 1, 1927 Except Douglass and Lancaster counties, which are March 1.	None	No	Two
New Hampshire, .....Dec. 31, 1926 (Registration and driver's license certificates must be carried in the motor vehicle)	None	Yes. Expires Dec. 31, 1926	Two
New Mexico, .....Dec. 31, 1926	May be 15 days if so will notify	No	Two
New York, .....Dec. 31, 1926 (Every operator shall carry the certificate of registration for the motor vehicle, and shall upon demand of any policeman, State trooper or peace officer, produce the same for inspection, * * * and shall furnish all information required concerning his opera- tor's license)	None	Yes. Expires June 30, 1927	Two
Ohio, .....Dec. 31, 1926	Unable to state now, depending on conditions, Jan. 1st	No	Two
Oklahoma, .....Jan. 1, 1927	None	No	One
Pennsylvania,Dec. 31, 1926 (Registration and driver's license certificates must be carried in the motor vehicle)	None	Yes. Expires March 1, 1927	Two

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<i>Date Motor Vehicle Registration Expires.</i>	<i>Days of Grace Allowed for 1926 Plates.</i>	<i>Whether Driver's License is Required.</i>	<i>One or Two Plates Required.</i>
Rhode Island, .....Dec. 31, 1926 (Registration and driver's license certificates must be carried in the motor vehicle)	None	Yes. Good for one year from date of issue	Two
South Carolina, .....Jan. 1, 1927	None	Drivers of public service cars only	One
South Dakota, .....Dec. 31, 1926	None	No	Two
Tennessee, .....Dec. 31, 1926	30 days to Jan. 31	No	Two
Texas, .....Dec. 31, 1926	None	No	Two
Utah, .....Mar. 1, 1927	None	No	Two
Virginia, .....Dec. 31, 1926 (Registration and chauffeur's op- erating license must be carried in the motor vehicle)	None	No. Chauffeurs only	Two
Vermont, .....Dec. 31, 1926 (Registration and driver's license certificates must be carried in the motor vehicle)	None	Yes. Expires Dec. 31	Two
Washington, .....Dec. 31, 1926	None	Yes	Two
West Virginia, .....Dec. 31, 1926	None	Yes. For two years. Expires July 31, 1927	Two
Wyoming, .....Dec. 31, 1926	None	No	Two
Wisconsin, .....Dec. 31, 1926	None	Yes	Two

6. When any police officer is examining a driver's license of any operator and it appears from such examination that the signature of the licensee has not been attached to the certificate, we respectfully request that the officer require the operator to establish his identity for the purpose of determining whether such identification dovetails with the description of the licensee, as shown on the driver's license certificate, whereupon we would ask your officers to require the operator to sign the certificate. Where the driver's license certificate has been signed and the officer is in doubt as to the identity of the operator, we would respectfully suggest that the officer require the operator to write his name and thereupon compare the signature so written with the signature of the driver's license certificate. In this way, you will be able to ascertain whether the licensee has loaned his car, whether it has been stolen, or whether other illegal uses to which drivers' license certificates may be put have been resorted to.

7. Nineteen twenty-seven New Jersey plates can be used on and after December 15, 1926, and I respectfully request that while your officers are observing the new plates, they also note whether the new plates are so placed that they can be readily deciphered. Many motorists place plates in such a manner as to have them obscured by bumpers, tire racks, etc., and I would respectfully request that your Department assist in clearing up this flagrant violation.

8. The only low registration numbers that will be issued by the Department for the year 1927, are those assigned to State officials; that is to say: Members of the Legislature, Supreme and Circuit Court Justices, and the heads of State Departments and Motor Vehicle Department. On these low number plates will appear the word "Official."

Let me impress upon you that this type of plate carries with it no special privilege and no courtesies should be extended to the holders of these low numbers that you would not extend to every motorist.

If any motorist using an official low number violates the law and justified such violation because he is displaying upon his car an official registration plate, you will immediately report his offense to his office.

9. Hearses are now permitted to display a passenger registration plate, although the registration fee will be upon a commercial basis.

The passenger plate is being assigned to hearses for the purpose of permitting undertakers to use whatever road is available in the prosecution of their business.

10. During the past year we have increased our registrations by approximately 70,000 cars and 80,000 additional drivers, thus indicating the necessity for vigorous enforcement of the Motor Vehicle and Traffic Acts, in order to lessen the congestion on our highways, and to reduce the number of automobile fatalities. Without the cooperation of the splendid men who go to make up the police departments of New Jersey, the work of the Motor Vehicle Department along the lines of human life conservation, will avail but little. I bespeak, therefore, your continued assistance and assure you that it shall be our purpose at all times to join with your Department in any movement that will rid the road of those drivers who have no regard for the rights of the law abiding highway user, and who, by gross violations of our laws are constantly placing the lives of our citizens in jeopardy.

11. We are attaching herewith a complete list of locations of our various agencies, together with names and addresses of our agents.

12. This Department maintains a continuous phone service so that you may at any time of the day or night procure information. The phone call at all times Sunday and holidays inclusive is Trenton 7-5671. This service I urge upon you to make use of.

I am profoundly mindful of the courtesies received at your hands, and in concluding, would ask that you be kind enough to extend to the entire membership of your force my best wishes for a Merry Christmas and Happy and Prosperous New Year.

Sincerely yours,

WILLIAM L. DILL,
Commissioner of Motor Vehicles.

DEFECTIVE VISION.

For more than a year the Department has been giving serious consideration to the adoption of a code that might be made a part of our curriculum in connection with examination of applicants for drivers' licenses. An appeal to the State Optometrical Association, the Medical Association of our State and the oculists brought a ready response from the men representing these professions. A code is now in the making and it is expected by March 1, 1927, a rigid eye test examination of every applicant's eyes will be undertaken at the hands of the physicians, optometrists and oculists, a committee from each profession being present at all of our examinations and rendering a gratuitous service. For this cooperation, the Department desires to express its most profound appreciation.

GLARING HEADLIGHTS.

Despite the efforts of the Department to eliminate glaring headlights and the fact that in 1926 lamps of approximately 150,000 cars were adjusted and properly set in focus by our inspection force, the evil of headlamp glare continues unabated. The various devices approved by the Department would unquestionably eliminate the evil if the motor car owner would busy himself now and then in focusing the lamps and maintaining them in a proper focal position. Unfortunately, however, they do not do so, and coupled with this the practice of automobile

builders in equipping their cars with lamps so cheaply constructed, and of material so flimsy as to preclude the possibility of being maintained in a proper focal position for any length of time, and the principal reasons for the complaints which are constantly coming in to us are apparent. Only recently we endeavored to recall the certificate of approval issued to a lamp company for a lamp which in our judgment does not at present comply with the provisions of the New Jersey law. To our astonishment, our efforts to annul the certificate in question were met by a writ of injunction sued out in the Federal courts of New Jersey to restrain the Commissioner of Motor Vehicles from canceling the certificate and this writ was inspired not alone by the lamp company but by one of the largest car builders in the world, and all because we believe that the additional adjustment which we desire to have installed in the lamp would cost a sum of not in excess of eight cents per pair of headlamps.

If glaring headlamps are a contributing factor in automobile accidents and fatalities, then it is high time that the States banded together in an effort to say to the car builders that it is just as essential to have strongly built and properly built headlamps as it is to have adequate brakes that respond to the will of the operator. We believe it is a fallacy that any one contemplating the purchase of a car would for a moment hesitate to expend a few additional dollars if he knew that such additional expenditure was because of better headlight equipment.

REGISTRATION LISTS.

Following competitive bidding, proposals for which were solicited by advertising in the newspapers circulating both in North and South Jersey, the contract was awarded to the New Jersey Motor List Company, of Trenton, N. J., to copy the registration lists showing all automobile owners in New Jersey for the year 1927 for the sum of \$5,250.

COURTESY CARDS.

An evil that is becoming very far reaching is the practice of giving out Courtesy Cards by chiefs of police, city commissioners, sheriffs, members of the B. P. A. and other officials. These Courtesy Cards are clearly intended to give to the holder thereof some degree of immunity in the event of trouble. If the cards were used solely within the municipality from which they are issued, their abuse could soon be checked, but, unfortunately, the holder of a Courtesy Card will not hesitate to flash it upon an officer of the law no matter where the holder may be, and these cards frequently have been used outside of the State of New Jersey, with a view of influencing the law enforcing officials. We believe there should be legislation to abate this practice.

BILL OF SALE LAW.

During the past twelve months we have had submitted to us 7,712 defective bills of sale. These bills of sale in nearly every instance were of no value to the owner of the car, because of carelessness on the part of previous owners and the failure of the dealer to establish a complete chain of ownership from the time the car was first sold. By much correspondence and personal interviews a great majority of these defective bills of sale have been clarified and authenticated for registration purposes.

As time goes on the virtue of the New Jersey Bill of Sale Law becomes more apparent and any attempt to modify its provisions should be firmly resisted.

EASTERN CONFERENCES OF MOTOR VEHICLE
ADMINISTRATORS.

The State of New Jersey continues its membership in the Eastern Conference of Motor Vehicle Administrators. During the year 1926, quarterly meetings were held in the cities of New York, Wilmington, Del., Burlington, Vt., and Toronto, Ont., and the last meeting was held in the city of Paterson, N. J., on January 20th and 21st, 1927.

Our membership in the conference entails no expenditure on the part of the State of New Jersey. We have received much assistance from the States that comprise the conference and their cooperation and general recognition of the New Jersey Motor Vehicle Act is surrounding New Jersey with more safeguard while touring in the States comprising the conference: namely, Maine, New Hampshire, Vermont, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, District of Columbia and Ontario.

NEW LEGISLATION.

We most respectfully recommend for the consideration of the 1927 Legislature the following new legislation:

The enactment of a law providing for the creation of traffic courts throughout the entire State of Jersey. It is imperative that we have traffic courts if uniformity of enforcement is to obtain, and justice properly dispensed. The judges of the traffic court should be appointed by the Governor, by and with the advice and consent of the Senate, and should function under a code of procedure formulated by the Attorney-General of New Jersey. If we can establish traffic courts in New Jersey the number of appeals which are now taken by ingenious defendants to reverse a judgment will be minimized, and the objection which now seems to be a valid one against the paying into the municipal treasury the moneys now collected for violations of the Motor Vehicle and Traffic Acts would be removed.

There should be no hesitancy in the speedy enactment of a law making mandatory the carrying of liability insurance as a prerequisite for registration of the car. This mandate should extend not only to individual car owners but to the State, county and city. The only objection that seems to have been voiced against liability insurance is by those who are interested in the insurance business and they set up the bugbear of a State fund, a reduction in agents' commissions, etc. What a ridiculous argument when measured with the loss of human life and the inability of those whose family circle has been voided by the loss of a loved one to even recover in a slight way for damages sus-

tained. The irresponsible car owners are becoming more numerous as the second hand car market makes possible the purchase of cars for a very low sum. The Insurance Bill, sponsored in 1926, by Assemblyman Comstock, and which passed the House of Assembly by a vote of 46 to 5, only to fail of a vote in the Senate, will again be reintroduced in the 1927 session by the same assemblyman.

We trust that the bill to strike out of the Motor Vehicle Act the provision whereby cars can be deposited in lieu of cash bail will prevail. Eight-five per cent of all cars sold today are sold on the time-payment plan and in nearly every instance cars that have been deposited as bail, when the defendant defaults, the car is seized by the finance company, without recourse on the part of the municipality or the State.

We ask for the enactment of a law that will give to the Department of Motor Vehicles the power, after due hearing, and notice, to revoke a certificate issued to a company engaged in the building of automobile headlamps when it is shown in the judgment of the Department that such headlamps no longer comply with the provisions of the New Jersey Motor Vehicle Act. It is a sad commentary when a lamp company or a company engaged in the building of automobiles can regulate the affairs of our Commonwealth.

INSURANCE POLICIES TO BE FILED WITH MUNICIPAL CLERK.

The law requiring the filing of policies of insurance by taxicab and U-Drive companies with the Department of Motor Vehicles should be amended to provide that such policies should be filed with the municipality.

GASOLINE TAX.

Forty-four States have enacted laws providing for the levying of a gasoline tax. The four States that have not yet written a gasoline tax law upon their statute books are New Jersey, New York, Massachusetts and Illinois. We have for years advocated

a gasoline tax in New Jersey. We believe it is the only equitable way to assess the cost of the maintenance of our roads by requiring those who are responsible for the road damage to pay for the repairs. New York State will undoubtedly enact a gasoline tax law at the forthcoming session of its Legislature, and so it will be seen at a glance the premium that New Jersey motorists will be required to pay while touring in the various States. Is there any good reason, why non-residents of which there are such a countless number should not, therefore, be required to pay a gasoline tax in the State of New Jersey? Let the registration fees for passenger vehicles and for commercial vehicles of the lighter type be reduced, in accordance with the majority report of the commission named by the Legislature in 1925 to investigate the subject of a gasoline tax, and then impose a tax of two cents per gallon, and no motorist will demur to the payment of such a fee.

UNIFORMITY OF LIGHTS AND SIGNALS.

We heartily approve of the work of the commission appointed by the 1926 Legislature of which Assemblyman Russell Wise is chairman, which commission is investigating the subject of uniform street lighting and signaling. The thoroughness with which this commission has studied the lighting system in vogue in the several municipalities of New Jersey gives assurance that its recommendations, if enacted into law, will enable New Jersey to direct and regulate its traffic uniformly throughout the entire State.

The present situation under which we are laboring is most deplorable. The failure of many municipalities to enter wholeheartedly into the question of uniformity, as suggested by the League of Municipalities in 1925, made necessary the appointment of a legislative commission, and it is hoped when this commission finally makes its report and the bills which accompanies this report are enacted into law that the penalty for failure to comply with the provisions of the law will be so stringent as to give assurance that a prompt compliance will be had on the

part of all. Uniformity of lighting and signals cannot come too quickly, and the legislative commission is to be highly commended for the time expended by them in the thorough investigation of the subject.

CONCLUSION.

In concluding this report, I cannot resist the opportunity of again expressing my gratitude to the members of the Legislature for the splendid cooperation received at their hands during the past year, and especially to the Legislature of 1926 for the compliment paid me by naming me in the bill as Commissioner of Motor Vehicles for the term ending April 1, 1930. It shall be my continued purpose to so administer the affairs of the Department and to safeguard the responsibilities which have been entrusted to my care as to merit the continued confidence and approbation of our law making bodies.

We appreciate very much the helpfulness of his Excellency Hon. A. Harry Moore. His readiness to approve many bills passed by the Legislature affecting the Motor Vehicle Department, and the frequency with which he has conferred with us on questions of policy, are matters that are very pleasing and for which we are profoundly grateful.

Since the advent of Deputy Commissioner Arthur W. Magee, and the assistance he has been to me, I wonder how it was possible to conduct the affairs of the Department for eleven years without a Deputy Commissioner to help me.

The clerical force, upon whom we must rely so much for the success of our efforts, have continued their devotion most unselfishly.

The press of the State, who have so generously given of their space, have probably done more to set forth the aims of this Department and to bring to us the cooperation of the law-abiding citizenry of our Commonwealth than any other agency, and I lack words to adequately express my appreciation for their friendliness.

Inclining always to the merciful side, but with a steadfast determination to administer the law impartially and in the hope

that we can be real conservators of human life, we pray to be sustained by public opinion and the Legislature of New Jersey and with this help shall by the grace of God continue to carry on.

Respectfully submitted,

WM. L. DILL,
Commissioner of Motor Vehicles.