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Seventeenth 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-two

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TRENTON, N. J.

MACCRELLISH & QUIGLEY Co., STATE PRINTERS.

1923

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1923

REPORT.

To the Legislature of the State of New Jersey:

GENTLEMEN—I am pleased to submit herewith the seventeenth annual report of the Department of Motor Vehicles for the year ending December 31, 1922, in conformity with Section four of Chapter 208, P. L., 1921.

FINANCIAL STATEMENT.

COLLECTION ACCOUNTS.

Paid State Treasurer,	\$6,282,560.86	
On deposit at Mechanics National Bank, Trenton, 12/31/22, on account of 1923 collections,	777,296.40	
Fines remitted to counties in accordance with law,	111,344.90	
Commissions of agents,	90,132.92	
Due from banks, account 1923 collections,	1,844,730.01	
Agents' bank balances,		\$1,844,730.01
Collections 12/1/21 to 12/31/22 (1922 business),		6,484,038.68
Collections 12/1/22 to 12/31/22 (1923 business),		777,296.40
	\$9,106,065.09	\$9,106,065.09

ACCOUNTING DEPARTMENT.

The Accounting Department is in absolute charge of Mr. William J. Dearden, Chief Clerk, who is assisted by Mr. Nelson P. Howell, Principal Auditor. The work of the Accounting and Auditing Department is outlined in the report of the Chief Clerk, which is as follows:

Hon. William L. Dill, Commissioner of Motor Vehicles, Trenton, New Jersey. January 25, 1923.

DEAR COMMISSIONER—During the year nineteen hundred and twenty-two, the following agencies were visited and audited under my direction, by our auditor, Mr. Howell:

- Cape May, Bridgeton, Millville, Vineland,
- Salem, Swedesboro, Penn's Grove, Woodbury,
- Camden, Mount Holly, New York City, Hoboken,
- Elizabeth, Plainfield, New Brunswick, Bound Brook,
- Somerville, Rahway, Hackensack, Asbury Park,
- Manasquan, Long Branch, Red Bank, Freehold,
- Englishtown, Englewood, Seabright, Cedar Run,
- Lakewood, Perth Amboy and Philadelphia.

I, also, personally visited and audited the following agencies:
Newark No. 1, Newark No. 2, Newark No. 3, East Orange,
Mount Holly, Hammonton, Pleasantville, Atlantic City,
Harrison, Passaic, Jersey City No. 2, Paterson, Boonton,
Ridgewood, Montclair, Pompton Lakes, Franklin,
Sussex, Newton, Hackettstown, Oxford, Phillipsburg,
Flemington, Morristown, Dover, Union Hill.

All of the above agencies were found in very good condition. The reports are well kept, and the audits made by the Department have placed the accounts in absolute balance. Small differences were found, but just as soon as the agents were notified their accounts were immediately adjusted and balanced. Our audits are very thorough, and in any question as to the rating of a vehicle or determination of a fee the doubt has been resolved in favor of the State in every instance.

The largest shortage was that of the Camden agent, which shortage amounted to approximately \$900.00.

During the rush season the store of Baker-Flick Company, of Camden, in which store the Department agency was located, caught fire and the roof collapsed before all of the moneys could be taken out. This shortage was made good from the personal funds of the Camden agent just as soon as an audit was made, and he was advised of the amount.

All supplies sent to the agents were checked and properly accounted for, and where any numbers were missing the same were immediately charged to their accounts at the highest rate of fee.

Respectfully submitted,

WILLIAM J. DEARDEN, *Chief Clerk.*
N. P. HOWELL, *Auditor.*

January 25, 1923.

W. Commissioner of Motor Vehicles, Trenton, New

—During the year nineteen hundred and twenty-two, were visited and audited under my direction, by our

idgeton, Millville, Vineland,
boro, Penn's Grove, Woodbury,
it Holly, New York City, Hoboken,
nfield, New Brunswick, Bound Brook,
hway, Hackensack, Asbury Park,
ng Branch, Red Bank, Freehold,
nglewood, Seabright, Cedar Run,
th Amboy and Philadelphia.

sited and audited the following agencies:

Newark No. 2, Newark No. 3, East Orange,
Hammonton, Pleasantville, Atlantic City,
aic, Jersey City No. 2, Paterson, Boonton,
ntclair, Pompton Lakes, Franklin,
1, Hackettstown, Oxford, Phillipsburg,
rristown, Dover, Union Hill.

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Respectfully submitted,

WILLIAM J. DEARDEN, *Chief Clerk.*
N. P. HOWELL, *Auditor.*

DETAIL AND CHARACTER OF COLLECTIONS (DEC. 31, 1922.)

BY AGENCIES.

Items.

342,581	automobile registrations, classified as follows:	
237,239	passenger vehicles under 30 horse power,	\$2,105,451.20
21,596	passenger vehicles, 30 horse power and over,	367,350.00
74,509	commercial vehicles,	1,994,522.00
9,237	omnibus vehicles,	191,857.00
9,284	motorcycles,	18,568.00
2,916	dealers (5 set auto),	72,900.00
	17 dealers (3 set motorcycle),	255.00
	12 manufacturers,	300.00
54,988	transfers,	116,522.30
11,797	duplicate certificates,	11,797.00
	2 tractor (commercial),	51.00
	886 trailer (commercial),	28,961.50
	185 tractors (agricultural),	555.00
7,435	duplicate tags (motorcycle and automobile),	7,346.50
412,700	auto drivers' licenses,	1,238,100.00
7,709	motorcycle drivers' licenses,	7,709.00
172,765	learners' permits (auto),	86,382.50
5,581	learners' permits (motorcycle),	2,790.50
	Interest on deposits (agents),	8,153.06
	Miscellaneous collections,	530.00
		<hr/>
		\$6,260,101.56

BY CENTRAL OFFICE.

Interest on deposits—central office,	\$3,720.00
Fines for violation of the law,	219,615.63
Certified copies,	232.60
*Adjustment of fees,	2.35
**Miscellaneous collections,	366.54
	<hr/>
	\$6,484,038.68

*Adjustment of Fees.

Extra amount collected on tags returned, not used for refund, 2.35

**Miscellaneous Collections.

Gratuities offered inspectors,	\$34.00
Contribution from conscience stricken motorist, ...	15.00
Contribution from Advocate of Good Roads and Justice,	8.00
Dealers' "in transit" tags,	68.00
Sale of impounded car,	225.00
Return of premium Liability Insurance Policy,	42.84
*Transfer of charges, return of registration fee account,	26.30
	<hr/>
	\$366.54

*This item occurred through exchange of passenger plates for commercial or omnibus. Exchanges were made and amount allowed at full rate and passenger plates were reissued at half rate.

CLASSIFICATION OF COMMERCIAL VEHICLES.

Lbs.	No.	Lbs.	No.	Lbs.	No.
1000	2	11000	1952	21000	794
2000	2603	12000	1441	22000	820
3000	25393	13000	1014	23000	471
4000	6355	14000	748	24000	604
5000	12264	15000	653	25000	208
6000	6275	16000	626	26000	604
7000	2823	17000	629	27000	281
8000	1999	18000	669	28000	261
9000	1769	19000	366	29000	48
10000	1932	20000	713	30000	102

CLASSIFICATION OF OMNIBUS VEHICLES, BY NUMBER OF PASSENGERS CARRIED.

Passengers.	No.	Passengers.	No.	Passengers.	No.
1-5	4277	9-12	226	23-26	177
6-8	2850	13-17	394	27-30	1000
		18-22	313		

Number of passengers on cars registered for over 30 passengers, 8681
 Total number of registrations, 9237

CLASSIFICATION OF TRAILERS BY GROSS WEIGHT.

Lbs.	No.	Lbs.	No.	Lbs.	No.
1000	74	11000	8	21000	6
2000	87	12000	15	22000	25
3000	78	13000	6	23000	1
4000	75	14000	8	24000	4
5000	108	15000	16	25000	7
6000	59	16000	41	26000	2
7000	30	17000	13	27000	1
8000	76	18000	6	28000	1
9000	36	19000	4	29000	27
10000	29	20000	29	30000	14
Total,					886

TOTAL COLLECTIONS.

Drafts,	\$6,260,101.56
Interest on deposits, central office,	3,720.00
Fines for violations of law,	219,615.63
Adjustment of fees,	2.35
Certified copies,	232.60
Miscellaneous collections,	366.54
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	\$6,484,038.68

APPROPRIATIONS.

The appropriations for departmental maintenance in 1922 were as follows:

Commissioner, for salary,	\$
Compensation, inspectors, clerks, etc.,	1
Inspectors, for expenses and equipment,	1
Postage, expressage and incidentals,	
Blanks and stationery,	
Liability insurance of inspectors,	
Purchase of automobiles,	
Refunds to applicants,	
Automobile markers,	1
Filing cabinets,	
Printing of laws,	
Automobile insurance,	
<hr/>	
Expended for department maintenance,	\$2
Agents' commissions,	

The cost of maintaining the department amounted to 5.8% of the gross receipts.

A comparison of the cost of maintenance of the Department of New Jersey with that of some other States will be of interest:

For the year 1921, New York expends \$1,000,000 and maintains no inspection force;

For the year 1921, Pennsylvania expends \$34,444, and has an inspection force of 1000;

For the year 1921, the State of California expends \$735,472.63, and has an inspection force of 1000;

For the year 1921, the State of Massachusetts expends a sum of \$542,411.08;

For the year 1921, the State of Ohio expends \$218,551.25, with no inspection force;

For the year 1921, the State of Minnesota expends \$208,810.44, with no inspection force.

CLASSIFICATION OF COMMERCIAL VEHICLES.

No.	Lbs.	No.	Lbs.	No.
2	11000	1952	21000	794
03	12000	1441	22000	820
03	13000	1014	23000	471
55	14000	748	24000	604
54	15000	653	25000	298
75	16000	626	26000	604
03	17000	629	27000	281
09	18000	669	28000	261
09	19000	366	29000	48
2	20000	713	30000	102

BUSINESS VEHICLES, BY NUMBER OF PASSENGERS CARRIED.

No.	Passengers.	No.	Passengers.	No.
7	9-12	226	23-26	177
0	13-17	394	27-30	1000
	18-22	313		

on cars registered for over 30 passengers, 8681
 registrations, 9237

CLASSIFICATION OF TRAILERS BY GROSS WEIGHT.

Lbs.	No.	Lbs.	No.
11000	8	21000	6
12000	15	22000	25
13000	6	23000	1
14000	8	24000	4
15000	16	25000	7
16000	41	26000	2
17000	13	27000	1
18000	6	28000	1
19000	4	29000	27
20000	29	30000	14
Total,			886

TOTAL COLLECTIONS.

.....	\$6,260,101.56
ral office,	3,720.00
w,	219,615.63
.....	2.35
.....	232.60
.....	366.54
<hr/>	
	\$6,484,038.68

APPROPRIATIONS.

The appropriations for departmental maintenance for the year 1922 were as follows:

Commissioner, for salary,	\$1,500.00
Compensation, inspectors, clerks, etc.,	116,025.00
Inspectors, for expenses and equipment,	34,000.00
Postage, expressage and incidentals,	7,000.00
Blanks and stationery,	12,000.00
Liability insurance of inspectors,	600.00
Purchase of automobiles,	13,750.00
Refunds to applicants,	300.00
Automobile markers,	100,000.00
Filing cabinets,	2,000.00
Printing of laws,	5,500.00
Automobile insurance,	250.00
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	\$292,925.00
Expended for department maintenance,	\$290,611.25
Agents' commissions,	90,132.92
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	\$380,744.17

The cost of maintaining the department for the year 1922 amounted to 5.8% of the gross receipts.

A comparison of the cost of maintenance of the Motor Vehicle Department of New Jersey with that of some of the contiguous States will be of interest:

For the year 1921, New York expended \$666,441.98, and maintains no inspection force;

For the year 1921, Pennsylvania expended the sum of \$548,834.44, and has an inspection force of thirteen men;

For the year 1921, the State of California expended the sum of \$735,472.63, and has an inspection force of eleven men;

For the year 1921, the State of Massachusetts expended the sum of \$542,411.08;

For the year 1921, the State of Ohio expended the sum of \$218,551.25, with no inspection force;

For the year 1921, the State of Minnesota expended the sum of \$208,810.44, with no inspection force.

For the first time in the Department's history, one of the local banks used as a custodian of the Department funds closed its doors. We have reference to the First National Bank of Englishtown, which was suspended by the Comptroller of the Currency in November, 1922, at which time the sum of \$356.40 belonging to the Motor Vehicle Department was on deposit with this bank, and has not been transferred by draft to Trenton. Some of the directors of this institution have been interviewed, and we have received assurances that all depositors will be paid in full and the bank will resume operations in the very near future.

COLLECTIONS BY AGENCIES.

Collections made by Agencies during the year and the commissions paid to agents as compared with collections made in 1921 are as follows:

	<i>Collections</i> 1922.	<i>Commissions</i> 1922.	<i>Collections</i> 1921.	<i>Commissions</i> 1921.
Asbury Park,	\$110,379.92	\$2,000.00	\$76,121.94	\$1,900.00
Atlantic City,	157,660.93	2,300.00	99,493.28	1,900.00
Boonton,	43,553.95	650.00	24,170.50	1,100.00
Bound Brook,	34,272.97	650.00	19,085.75	500.00
Bridgeton,	71,353.87	1,600.00	45,916.00	1,400.00
Burlington,	171.00	58.32	.....	.....
Camden,	318,211.02	3,000.00	210,163.03	2,700.00
Cape May,	61,245.77	1,400.00	42,177.00	1,100.00
Cedar Run,	22,743.10	350.00	11,110.50	350.00
Dover,	67,029.01	1,400.00	43,398.63	1,400.00
East Orange,	222,792.71	3,475.00	170,181.28	2,700.00
Elizabeth,	177,791.60	2,300.00	110,372.82	1,900.00
Englewood,	98,949.48	2,000.00	61,545.05	1,600.00
Englishtown,	75,426.53	1,100.00	40,209.25	1,000.00
Flemington,	61,907.11	1,100.00	37,276.50	1,000.00
Franklin Furnace, ..	13,534.30	350.00	7,670.75	249.99
Freehold,	38,803.87	900.00	26,820.00	650.00
Hackensack,	147,929.89	2,000.00	85,859.28	1,900.00
Hackettstown,	36,415.14	900.00	25,152.32	900.00
Haddonfield,	319.60	124.98	.....	.....
Hammonton,	39,503.38	650.00	20,983.32	500.00
Harrison,	8,899.75	733.28	.....	.....
Hightstown,	2,550.45	249.96	.....	.....

	<i>Collections</i> 1922.	<i>Commissions</i> 1922.
Hoboken,	151,316.61	2,300.00
Jersey City No. 1, ..	406,924.40	3,000.00
Jersey City, No. 2, ..	24,081.14	700.00
Lakewood,	54,493.86	1,000.00
Long Branch,	58,793.29	1,100.00
Manasquan,	49,941.36	900.00
Millville,	32,043.05	650.00
Montclair,	86,150.49	1,058.32
Morristown,	106,701.25	2,000.00
Mount Holly,	156,829.74	2,000.00
Newark, No. 1,	373,917.27	3,900.00
Newark No. 2,	321,803.24	3,000.00
Newark No. 3,	193,382.17	2,183.18
New Brunswick, ...	126,562.04	2,000.00
Newton,	43,842.64	1,000.00
New York City,	264,205.85	3,600.00
Ocean City,	5,579.55	.....
Oxford,	1,411.55	249.96
Passaic,	191,690.04	2,500.00
Paterson,	314,248.70	3,000.00
Penn's Grove,	28,744.11	650.00
Perth Amboy,	102,311.65	2,000.00
Philadelphia,	39,002.71	350.00
Phillipsburg,	70,229.60	1,400.00
Plainfield,	139,565.12	2,300.00
Pleasantville,	54,718.16	900.00
Pompton Lakes,	4,494.20	641.62
Princeton,	545.55	225.00
Rahway,	45,369.18	900.00
Red Bank,	72,886.86	1,400.00
Ridgewood,	69,919.75	1,000.00
Salem,	50,113.85	1,100.00
Sea Bright,	19,640.06	500.00
Somerville,	59,808.00	1,100.00
Summit,	498.30	225.00
Sussex,	16,955.05	500.00
Swedesboro,	1,143.30	208.30
Trenton,	323,701.15	3,000.00
Union Hill,	203,069.62	2,200.00
Vandaland,	64,310.60	1,100.00
Woodbury,	117,762.15	2,000.00

\$6,260,152.56 \$89,132.92 \$3
 Less revenue stamps,

\$3

time in the Department's history, one of the as a custodian of the Department funds closed have reference to the First National Bank of ch was suspended by the Comptroller of the mber, 1922, at which time the sum of \$356.40 Motor Vehicle Department was on deposit with is not been transferred by draft to Trenton. tors of this institution have been interviewed, ved assurances that all depositors will be paid ank will resume operations in the very near

COLLECTIONS BY AGENCIES.

by Agencies during the year and the com- agents as compared with collections made in 3:

Collec- tions 1922.	Commis- sions 1922.	Collec- tions 1921.	Commis- sions 1921.
\$110,379.92	\$2,000.00	\$76,121.94	\$1,900.00
157,660.93	2,300.00	99,493.28	1,900.00
43,553.95	650.00	24,170.50	1,100.00
34,272.97	650.00	19,085.75	500.00
71,353.87	1,600.00	45,916.00	1,400.00
171.00	58.32	.....	.....
318,211.02	3,000.00	210,163.03	2,700.00
61,245.77	1,400.00	42,177.00	1,100.00
22,743.10	350.00	11,110.50	350.00
67,029.01	1,400.00	43,398.63	1,400.00
222,792.71	3,475.00	170,181.28	2,700.00
177,791.60	2,300.00	110,372.82	1,900.00
98,949.48	2,000.00	61,545.05	1,600.00
75,426.53	1,100.00	40,209.25	1,000.00
61,907.11	1,100.00	37,276.50	1,000.00
13,534.30	350.00	7,670.75	249.99
38,803.87	900.00	26,820.00	650.00
147,929.89	2,000.00	85,859.28	1,900.00
36,415.14	900.00	25,152.32	900.00
319.60	124.98	.....	.....
39,503.38	650.00	20,983.32	500.00
8,899.75	733.28	.....	.....
2,550.45	249.96	.....	.....

	Collec- tions 1922.	Commis- sions 1922.	Collec- tions 1921.	Commis- sions 1921.
Hoboken,	151,316.61	2,300.00	66,411.91	2,275.00
Jersey City No. 1, ..	406,924.40	3,000.00	285,519.92	2,700.00
Jersey City, No. 2, ..	24,081.14	700.00	.....	.....
Lakewood,	54,493.86	1,000.00	33,184.85	900.00
Long Branch,	58,793.29	1,100.00	36,932.07	1,000.00
Manasquan,	49,941.36	900.00	28,579.75	650.00
Millville,	32,043.05	650.00	18,231.00	870.77
Montclair,	86,150.49	1,058.32	.....	.....
Morristown,	106,701.25	2,000.00	67,969.00	1,900.00
Mount Holly,	156,829.74	2,000.00	91,113.16	1,900.00
Newark, No. 1,	373,917.27	3,900.00	271,249.15	2,700.00
Newark No. 2,	321,803.24	3,000.00	257,772.82	2,625.00
Newark No. 3,	193,382.17	2,183.18	105,167.46	2,658.30
New Brunswick, ...	126,562.04	2,000.00	81,790.24	1,900.00
Newton,	43,842.64	1,000.00	26,870.79	900.00
New York City,	264,205.85	3,600.00	187,150.55	2,700.00
Ocean City,	5,579.55	.....	.....	.....
Oxford,	1,411.55	249.96	.....	.....
Passaic,	191,690.04	2,500.00	121,905.68	2,200.00
Paterson,	314,248.70	3,000.00	200,968.74	2,700.00
Penn's Grove,	28,744.11	650.00	18,790.75	650.00
Perth Amboy,	102,311.65	2,000.00	65,644.22	1,400.00
Philadelphia,	39,002.71	350.00	11,386.11	650.00
Phillipsburg,	70,229.60	1,400.00	48,839.50	1,400.00
Plainfield,	139,565.12	2,300.00	91,134.09	1,900.00
Pleasantville,	54,718.16	900.00	28,242.75	650.00
Pompton Lakes,	4,494.20	641.62	.....	.....
Princeton,	545.55	225.00	.....	.....
Rahway,	45,369.18	900.00	28,264.75	900.00
Red Bank,	72,886.86	1,400.00	35,384.54	1,400.00
Ridgewood,	69,919.75	1,000.00	47,020.21	1,100.00
Salem,	50,113.85	1,100.00	36,535.75	1,100.00
Sea Bright,	19,640.06	500.00	13,699.75	350.00
Somerville,	59,808.00	1,100.00	38,734.50	1,000.00
Summit,	498.30	225.00	.....	.....
Sussex,	16,955.05	500.00	11,264.00	650.00
Swedesboro,	1,143.30	208.30	.....	.....
Trenton,	323,701.15	3,000.00	233,629.55	2,700.00
Union Hill,	203,069.62	2,200.00	116,768.81	1,900.00
Vineland,	64,310.60	1,100.00	37,661.25	1,400.00
Woodbury,	117,762.15	2,000.00	77,859.75	1,900.00
	\$6,260,152.56	\$89,132.92	\$3,979,685.57	\$76,379.06
Less revenue stamps,			77.50	
			\$3,979,608.07	

REMITTANCES TO THE STATE TREASURER.

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

1922.	Collections.	Agents' Fees.	Remittances of Fines to Counties.	Balance to State Treasurer.
January,	\$2,902,578.26	\$9,882.92	.....	\$2,892,695.34
February,	586,176.50	7,320.44	.....	578,856.06
March,	781,928.69	7,099.60	.....	774,829.09
April,	486,094.34	6,949.60	\$3,905.35	475,239.39
May,	389,684.31	6,949.60	7,346.80	375,387.91
June,	391,830.74	7,028.76	11,904.80	372,897.18
July,	291,024.07	6,949.60	12,858.30	271,216.17
August,	240,092.95	6,949.60	21,436.65	211,705.75
September,	137,528.08	6,949.60	7,317.00	123,261.48
October,	133,137.85	9,116.12	15,188.50	108,833.23
November,	83,222.36	7,257.90	12,628.30	63,336.16
December,	60,741.48	7,679.18	18,759.20	34,303.10
	<u>\$6,484,038.68*</u>	<u>\$90,132.92</u>	<u>\$111,344.90</u>	<u>\$6,282,560.86</u>

The following statement will indicate the business done during a like period in 1921:

	Collections.	Agents' Fees.	Balance to State Treasurer.
January,	\$1,890,376.38	\$6,303.76	\$1,884,072.62
February,	639,218.64	6,303.76	632,914.88
March,	315,265.57	6,303.76	308,961.81
April,	246,220.49	6,578.74	239,641.75
May,	212,918.27	6,487.08	206,431.19
June,	211,069.98	6,303.76	204,766.22
July,	186,374.91	6,311.52	180,063.39
August,	159,282.35	6,629.44	152,652.91
September,	91,877.98	6,345.44	85,532.54
October,	80,183.15	6,345.44	78,837.71
November,	45,334.36	6,299.61	39,034.75
December,	28,528.40	6,166.75	22,361.65
	<u>\$4,106,650.48</u>	<u>\$76,379.06</u>	<u>\$4,030,271.42</u>

RETURNS FROM FINES.

Fines collected for violations of the Motor Vehicle Act amounted to \$219,615.63, this sum showing an increase of \$95,226.35 over the year 1921.

A comparative table follows, showing the by months for the years 1922, 1921, 1920, 1919:

	1922.	1921.	1920.	1919.
January,	\$15,677.68	\$5,600.00	\$2,680.25	\$2,13
February,	1,664.00	5,014.50	2,472.25	3,12
March,	10,062.50	7,423.42	1,667.50	3,44
April,	15,173.20	7,162.05	3,954.50	2,92
May,	13,384.90	11,553.25	6,147.60	4,65
June,	22,158.80	11,454.95	9,190.00	7,53
July,	21,566.55	11,904.50	10,016.00	8,63
August,	35,977.45	18,245.90	9,132.77	6,42
September, ...	13,607.75	13,103.40	13,023.22	11,37
October,	23,704.25	11,398.50	11,662.45	5,89
November, ...	20,794.90	12,552.20	9,438.50	5,93
December, ...	25,843.65	8,976.61	9,543.75	5,99
	<u>\$219,615.63</u>	<u>\$124,389.28</u>	<u>\$87,928.79</u>	<u>\$68,07</u>

The fines collected for the year 1922 by county:

	State Fines.	*Paid
Atlantic,	\$15,576.05	\$
Bergen,	6,288.40	1
Burlington,	1,529.00	
Camden,	1,941.00	
Cape May,	1,255.00	
Cumberland,	1,533.00	
Essex,	10,252.20	2
Gloucester,	555.00	
Hudson,	15,207.00	1
Hunterdon,	295.00	
†Mercer,	20,911.60	
Middlesex,	10,219.15	1
Monmouth,	7,499.83	
Morris,	1,878.50	
Ocean,	3,137.00	
Passaic,	3,630.00	
Salem,	312.00	
Somerset,	474.35	
Sussex,	274.05	
Union,	4,944.50	1
Warren,	558.00	
	<u>\$108,270.63</u>	<u>\$11</u>

*Under an Act passed by the Legislature in 1922 violations where the arrests were made by any police Inspector or a Member of the State Constabulary, County. This Act became effective on March 11, 1922.
 †Includes the sum of \$16,848, imposed by the Motor Vehicle Act.

ANCES TO THE STATE TREASURER.
re made to the State Treasurer, monthly, as

<i>Collections.</i>	<i>Agents' Fees.</i>	<i>Remittances of Fines to Counties.</i>	<i>Balance to State Treasurer.</i>
\$2,902,578.26	\$9,882.92	.....	\$2,892,695.34
586,176.50	7,320.44	.....	578,856.06
781,928.69	7,099.60	.....	774,829.09
486,094.34	6,949.60	\$3,905.35	475,239.39
389,684.31	6,949.60	7,346.80	375,387.91
391,830.74	7,028.76	11,904.80	372,897.18
291,024.07	6,949.60	12,858.30	271,216.17
240,092.95	6,949.60	21,436.65	211,705.75
137,528.08	6,949.60	7,317.00	123,261.48
133,137.85	9,116.12	15,188.50	108,833.23
83,222.36	7,257.90	12,628.30	63,336.16
60,741.48	7,679.18	18,759.20	34,303.10
<u>5,484,038.68*</u>	<u>\$90,132.92</u>	<u>\$111,344.90</u>	<u>\$6,282,560.86</u>

atement will indicate the business done during
21 :

<i>Collections.</i>	<i>Agents' Fees.</i>	<i>Balance to State Treasurer.</i>
1,890,376.38	\$6,303.76	\$1,884,072.62
639,218.64	6,303.76	632,914.88
315,265.57	6,303.76	308,961.81
246,220.49	6,578.74	239,641.75
212,918.27	6,487.08	206,431.19
211,069.98	6,303.76	204,766.22
186,374.91	6,311.52	180,063.39
159,282.35	6,629.44	152,652.91
91,877.98	6,345.44	85,532.54
80,183.15	6,345.44	78,837.71
45,334.36	6,299.61	39,034.75
28,528.40	6,166.75	22,361.65
<u>106,650.48</u>	<u>\$76,379.06</u>	<u>\$4,030,271.42</u>

RETURNS FROM FINES.

or violations of the Motor Vehicle Act
1915.63, this sum showing an increase of
year 1921.

A comparative table follows, showing the collection of fines
by months for the years 1922, 1921, 1920, 1919, 1918 and 1917.

	1922.	1921.	1920.	1919.	1918.	1917.
January,	\$15,677.68	\$5,600.00	\$2,680.25	\$2,131.50	\$1,115.45	\$1,532.85
February,	1,664.00	5,014.50	2,472.25	3,125.15	736.00	1,050.25
March,	10,062.50	7,423.42	1,667.50	3,445.10	1,758.25	1,580.25
April,	15,173.20	7,162.05	3,954.50	2,922.35	4,093.75	2,558.00
May,	13,384.90	11,553.25	6,147.60	4,650.10	6,806.30	4,931.55
June,	22,158.80	11,454.95	9,190.00	7,537.00	8,359.00	6,975.00
July,	21,566.55	11,904.50	10,016.00	8,630.40	7,962.05	8,766.35
August,	35,977.45	18,245.90	9,132.77	6,427.20	7,141.75	6,653.40
September, ...	13,607.75	13,103.40	13,023.22	11,376.95	7,406.70	5,903.35
October,	23,704.25	11,398.50	11,662.45	5,899.55	5,323.80	7,038.00
November, ...	20,794.90	12,552.20	9,438.50	5,939.75	3,725.00	3,930.85
December, ...	25,843.65	8,976.61	9,543.75	5,990.75	5,552.60	3,724.50
	<u>\$219,615.63</u>	<u>\$124,389.28</u>	<u>\$87,928.79</u>	<u>\$68,075.80</u>	<u>\$60,070.65</u>	<u>\$54,664.25</u>

The fines collected for the year 1922 by counties is as follows:

	<i>State Fines.</i>	<i>*Paid Counties.</i>	<i>Total.</i>
Atlantic,	\$15,576.05	\$2,716.10	\$18,292.15
Bergen,	6,288.40	15,330.65	21,619.05
Burlington,	1,529.00	1,123.15	2,652.15
Camden,	1,941.00	2,627.00	4,568.00
Cape May,	1,255.00	452.50	1,707.50
Cumberland,	1,533.00	424.00	1,957.00
Essex,	10,252.20	27,610.85	37,863.05
Gloucester,	555.00	362.50	917.50
Hudson,	15,207.00	13,150.50	28,357.50
Hunterdon,	295.00	25.00	320.00
†Mercer,	20,911.60	4,964.60	25,876.20
Middlesex,	10,219.15	11,821.55	22,040.70
Monmouth,	7,499.83	9,396.00	16,895.83
Morris,	1,878.50	860.50	2,739.00
Ocean,	3,137.00	575.00	3,712.00
Passaic,	3,630.00	6,572.25	10,202.25
Salem,	312.00	164.00	476.00
Somerset,	474.35	2,319.35	2,793.70
Sussex,	274.05	19.00	293.05
Union,	4,944.50	10,308.50	15,253.00
Warren,	558.00	522.00	1,080.00
	<u>\$108,270.63</u>	<u>\$111,345.00</u>	<u>\$219,615.63</u>

*Under an Act passed 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. This Act became effective on March 11, 1922.

†Includes the sum of \$16,848, imposed by the Commissioner of Motor
Vehicles.

RECAPITULATION.

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

	1921.	1922.	Percentage of Increase.
Gross receipts,	\$4,106,630.48	\$6,484,038.68	57.9
Receipts from auto licenses,	2,658,574.50	4,659,180.20	75.3
Receipts from drivers' licenses, ...	1,046,658.00	1,238,100.00	18.3
Receipts from motorcycle licenses, ..	19,448.00	18,568.00	*4.5
Receipts from fines,	124,389.28	219,615.63	76.5
Number of auto licenses,	272,994	342,266	21.7
Number of motorcycle licenses, ...	9,724	9,284	*4.5
Number of drivers' licenses,	348,886	412,700	18.3
Agents' commissions,	\$76,379.06	\$90,132.92	18.
Interest on deposits,	6,862.90	11,873.06	73.
Dealers' licenses,	2,671	2,916	9.
Trailer licenses,	857	886	3.2
Transfers,	52,859	54,988	4.

*Decrease.

AGENTS' FEES.

The compensation paid to agents has been determined by adding the car registrations and drivers' licenses issued through each agency for the year 1922, as a basis of compensation for the year 1923; all overhead office charges, such as rentals, clerical assistance, etc., are defrayed by the agent.

	Items 1922.	Salary 1922.	Salary 1923.	Class.	Rating.
Asbury Park,	16,933	\$1,900	\$2,200	A	15,000—20,000
Atlantic City,	20,520	2,200	2,500	AA	20,000—25,000
Boonton,	5,270	650	1,000	F	5,000—6,000
Bound Brook,	4,361	650	900	G	4,000—5,000
Bridgeton,	9,838	1,600	1,600	C	8,500—10,000
Camden,	39,942	3,000	3,000	Special	Over 25,000
Cape May,	8,350	1,400	1,400	D	7,000—8,500
Cedar Run,	2,754	350	500	I	2,000—3,000
Dover,	9,469	1,400	1,600	C	8,500—10,000
East Orange,	29,109	3,000	3,000	Special	Over 25,000
Elizabeth,	23,385	2,200	2,500	AA	20,000—25,000
Englewood,	13,180	1,900	1,900	B	10,000—15,000
Englishtown,	8,324	1,100	1,400	D	7,000—8,500
Flemington,	8,010	1,100	1,400	D	7,000—8,500
Franklin Furnace, ...	1,814	350	450	H	1,500—3,000
Freehold,	4,953	900	1,000	G	4,000—5,000
Hackensack,	15,923	1,900	2,200	A	15,000—20,000
Hackettstown,	5,195	900	1,000	F	5,000—6,000

	Items 1922.	Salary 1922.	Salary 1923.
Hammonton,	4343	650	900
Hoboken,	27,615	2,200	2,750
Jersey City No. 1, ...	44,601	3,000	3,000
Jersey City No. 2, ...	2,775	.....	.....
Lakewood,	7,162	1,000	1,400
Long Branch,	7,793	1,100	1,400
Manasquan,	6,124	900	1,100
Millville,	4,306	650	900
Montclair,	10,552	1,900	1,900
Morristown,	14,290	1,900	1,900
Mount Holly,	18,335	1,900	2,200
Newark No. 1,	41,625	3,000	3,000
Newark No. 2,	39,895	3,000	3,000
Newark No. 3,	18,508	2,200	.....
New Brunswick, ...	15,085	1,900	2,200
Newton,	6,212	1,000	1,100
New York City, ...	30,021	3,000	3,000
Passaic,	23,188	2,500	2,500
Paterson,	36,886	3,000	3,000
Penn's Grove,	3,455	650	650
Perth Amboy,	11,762	1,900	1,900
Philadelphia,	2,461	350	500
Phillipsburg,	9,233	1,400	1,600
Plainfield,	19,960	2,200	2,500
Pleasantville,	6,114	900	1,100
Rahway,	5,479	900	1,000
Red Bank,	9,164	1,400	1,600
Ridgewood,	9,793	1,000	1,600
Salem,	7,184	1,100	1,400
Sea Bright,	2,397	500	500
Somerville,	7,590	1,100	1,400
Sussex,	2,392	500	500
Trenton,	40,027	3,000	3,000
Union Hill,	25,595	2,200	2,750
Vineland,	7,590	1,100	1,400
Woodbury,	13,623	1,900	1,900
Burlington,	25	.....	1,000
Madisonfield,	39	.....	1,000
Hightstown,	233	.....	1,600
Newark No. 4, .....	.....	.....	3,000
New York City, No 2, .....	.....	.....	3,000
Ocean City,	923	.....	.....
Oxford,	207	.....	500
Pompton,	877	.....	1,000
Princeton,	83	.....	1,000
Summit,	65	.....	1,000
Swedesboro,	155	.....	650
Woodstown, .....	.....	.....	650
Toms River, .....	.....	.....	500

RECAPITULATION.

able will show a general recapitulation of
tage of increase in department work and

	1921.	1922.	Percentage of Increase.
.....	\$4,106,630.48	\$6,484,038.68	57.9
es,	2,658,574.50	4,659,180.20	75.3
enses, ...	1,046,658.00	1,238,100.00	18.3
e licenses,	19,448.00	18,568.00	*4.5
.....	124,389.28	219,615.63	76.5
.....	272,994	342,266	21.7
enses, ...	9,724	9,284	*4.5
es,	348,886	412,700	18.3
.....	\$76,379.06	\$90,132.92	18.
.....	6,862.90	11,873.06	73.
.....	2,671	2,916	9.
.....	857	886	3.2
.....	52,859	54,988	4.

AGENTS' FEES.

paid to agents has been determined by
ations and drivers' licenses issued through
year 1922, as a basis of compensation for
overhead office charges, such as rentals,
., are defrayed by the agent.

ms	Salary 1922.	Salary 1923.	Class.	Rating.
22.	\$1,900	\$2,200	A	15,000—20,000
33	2,200	2,500	AA	20,000—25,000
520	650	1,000	F	5,000—6,000
370	650	900	G	4,000—5,000
361	1,600	1,600	C	8,500—10,000
338	3,000	3,000	Special	Over 25,000
142	1,400	1,400	D	7,000—8,500
150	350	500	I	2,000—3,000
'54	1,400	1,600	C	8,500—10,000
69	3,000	3,000	Special	Over 25,000
09	2,200	2,500	AA	20,000—25,000
85	1,900	1,900	B	10,000—15,000
80.	1,100	1,400	D	7,000—8,500
24	1,100	1,400	D	7,000—8,500
10	350	450	H	1,500—3,000
14	900	1,000	G	4,000—5,000
53	1,900	2,200	A	15,000—20,000
23	900	1,000	F	5,000—6,000
95	900	1,000	F	5,000—6,000

	Items 1922.	Salary 1922.	Salary 1923.	Class.	Rating.
Hammonton,	4343	650	900	G	4,000—5,000
Hoboken,	27,615	2,200	2,750	Special	Over 25,000
Jersey City No. 1, ...	44,601	3,000	3,000	Special	Over 25,000
Jersey City No. 2, ...	2,775	.....	.....	Discontinued	
Lakewood,	7,162	1,000	1,400	D	7,000—8,500
Long Branch,	7,703	1,100	1,400	D	7,000—8,500
Manasquan,	6,124	900	1,100	E	6,000—7,000
Millville,	4,306	650	900	G	4,000—5,000
Montclair,	10,552	1,900	1,900	B	10,000—15,000
Morristown,	14,290	1,900	1,900	B	10,000—15,000
Mount Holly,	18,335	1,900	2,200	A	15,000—20,000
Newark No. 1,	41,625	3,000	3,000	Special	Over 25,000
Newark No. 2,	39,895	3,000	3,000	Special	Over 25,000
Newark No. 3,	18,508	2,200	.....	Discontinued	
New Brunswick,	15,085	1,900	2,200	A	15,000—20,000
Newton,	6,212	1,000	1,100	E	6,000—7,000
New York City,	30,021	3,000	3,000	Special	Over 25,000
Passaic,	23,188	2,500	2,500	AA	20,000—25,000
Paterson,	36,886	3,000	3,000	Special	Over 25,000
Penn's Grove,	3,455	650	650	H	3,000—4,000
Perth Amboy,	11,762	1,900	1,900	B	10,000—15,000
Philadelphia,	2,401	350	500	I	2,000—3,000
Phillipsburg,	9,233	1,400	1,600	C	8,500—10,000
Plainfield,	19,960	2,200	2,500	A	15,000—20,000
Pleasantville,	6,114	900	1,100	E	6,000—7,000
Rahway,	5,479	900	1,000	F	5,000—6,000
Red Bank,	9,164	1,400	1,600	C	8,500—10,000
Ridgewood,	9,793	1,000	1,600	C	8,500—10,000
Salem,	7,184	1,100	1,400	D	7,000—8,500
Sea Bright,	2,397	500	500	I	2,000—3,000
Somerville,	7,590	1,100	1,400	D	7,000—8,500
Sussex,	2,392	500	500	I	2,000—3,000
Trenton,	40,027	3,000	3,000	Special	Over 25,000
Union Hill,	25,595	2,200	2,750	Special	Over 25,000
Vineland,	7,590	1,100	1,400	D	7,000—8,500
Woodbury,	13,623	1,900	1,900	B	10,000—15,000
Burlington,	25	.....	1,000	E	6,000—7,000
Haddonfield,	39	.....	1,000	F	5,000—6,000
Hightstown,	233	.....	1,600	C	8,500—10,000
Newark No. 4, .....	.....	.....	3,000	Special	Over 25,000
New York City, No 2, .....	.....	.....	3,000	Special	
Ocean City,	923	.....	.....	Discontinued	
Oxford,	207	.....	500	I	2,000—3,000
Pompton,	877	.....	1,000	F	5,000—6,000
Princeton,	83	.....	1,000	F	5,000—6,000
Summit,	65	.....	1,000	F	5,000—6,000
Swedesboro,	155	.....	650	H	3,000—4,000
Woodstown, .....	.....	.....	650	H	3,000—4,000
Toms River, .....	.....	.....	500	I	2,000—3,000

Items	Salary	Salary	Class.	Rating.
1922.	1922.	1923.		
Harrison,	1,400	D	7,000—8,500
Kearny,	1,400	D	7,000—8,500

BANK BALANCES.

At the close of business on December 31, 1922, the following balances were in the hands of banks to the credit of the Motor Vehicle Department, the balances representing the amount of business done by agencies and deposited to the credit of the Department on account of 1923 collections.

Agency.		Agency.	
Asbury Park,	\$8,763.62	Atlantic City,	\$51,558.70
Boonton,	5,677.70	Bound Brook,	5,681.30
Bridgeton,	25,515.85	Burlington,	9,116.00
Camden,	83,449.72	Cape May,	14,638.58
Cedar Run,	4,332.05	Dover,	18,005.18
East Orange,	30,859.38	Elizabeth,	65,364.84
Englewood,	24,457.90	Englishtown,	10,848.50
Flemington,	25,456.09	Franklin Furnace, ...	3,404.30
Freehold,	9,138.30	Hackensack,	37,618.75
Hackettstown,	4,948.45	Haddonfield,	8,350.31
Hammonton,	5,910.65	Harrison,	19,748.60
Hightstown,	10,436.12	Hoboken,	39,988.92
Jersey City No. 1, ...	61,311.68	Lakewood,	12,461.88
Long Branch,	10,813.78	Manasquan,	8,882.39
Millville,	9,422.91	Montclair,	44,756.70
Morristown,	40,120.05	Mount Holly,	19,390.20
Newark No. 1,	159,734.34	Newark No. 2,	64,770.66
Newark No. 3,	22,042.33	Newark No. 4,	26,004.54
New Brunswick,	38,847.10	Newton,	8,873.20
New York City No. 1, ..	70,387.97	New York City, No. 2, ..	11,767.90
Ocean City, .....	.10	Oxford,	963.10
Passaic,	74,061.07	Paterson,	125,325.85
Penn's Grove,	4,799.41	Perth Amboy,	14,997.75
Philadelphia,	7,354.68	Phillipsburg,	16,237.30
Plainfield,	54,663.15	Pleasantville,	12,264.30
Pompton Lakes,	9,079.50	Princeton,	12,679.33
Rahway,	12,837.10	Red Bank,	19,097.10
Ridgewood,	36,497.50	Salem,	13,071.15
Sea Bright,	2,755.20	Somerville,	18,128.55
Summit,	8,348.30	Sussex,	3,487.90
Swedesboro,	3,617.20	Toms River,	3,594.90
Trenton No. 1,	115,988.87	Trenton No. 2,	46,824.74
Union Hill,	48,782.27	Vineland,	16,217.35
Woodbury,	28,139.30	Woodstown,	2,060.20
Total,		\$1,844,730.01	

GROSS RECEIPTS OF THE DEPARTMENT

The gross receipts of the department by

1906	Commissioner J. B. R. Smith,
1907	Commissioner J. B. R. Smith,
1908	Commissioner J. B. R. Smith,
1909	Commissioner J. B. R. Smith,
1910	Commissioner J. B. R. Smith,
1911	Commissioner J. B. R. Smith,
1912	Commissioner Job H. Lippincott,
1913	Commissioner Job H. Lippincott,
1914	Commissioner Job H. Lippincott,
1915	Commissioner William L. Dill,
1916	Commissioner William L. Dill,
1917	Commissioner William L. Dill,
1918	Commissioner William L. Dill,
1919	Commissioner William L. Dill,
1920	Commissioner William L. Dill,
1921	Commissioner William L. Dill,
1922	Commissioner William L. Dill,

COMPARISON OF LICENSES ISSUED DURING

The following table shows the number months as compared with 1917, 1918, 1919

PASSENGER, COMMERCIAL AND OMNIBUS

	1917.	1918.	1919.
January,	69,157	72,820	103,651
February,	9,474	14,093	15,687
March,	7,781	17,106	12,139
April,	11,227	15,432	11,092
May,	7,814	10,173	9,579
June,	7,940	8,296	10,163
July,	7,147	6,796	8,262
August,	4,406	4,854	5,758
September,	4,069	2,678	4,800
October,	3,371	1,995	4,620
November,	1,926	1,427	3,400
December,	652	649	1,700
Total,		134,964	155,519
			190,870

GROSS RECEIPTS OF THE DEPARTMENT BY YEARS.

The gross receipts of the department by years follows:

1906	Commissioner J. B. R. Smith,	\$67,963.00
1907	Commissioner J. B. R. Smith,	92,763.25
1908	Commissioner J. B. R. Smith,	188,742.94
1909	Commissioner J. B. R. Smith,	247,424.21
1910	Commissioner J. B. R. Smith,	322,649.66
1911	Commissioner J. B. R. Smith,	413,786.27
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,	1,923,163.63
1918	Commissioner William L. Dill,	2,431,756.70
1919	Commissioner William L. Dill,	2,931,902.15
1920	Commissioner William L. Dill,	3,593,936.76
1921	Commissioner William L. Dill,	4,106,650.48
1922	Commissioner William L. Dill,	6,484,038.68

COMPARISON OF LICENSES ISSUED DURING THE PAST SIX YEARS.

The following table shows the number of licenses issued by months as compared with 1917, 1918, 1919, 1920 and 1921:

PASSENGER, COMMERCIAL AND OMNIBUS REGISTRATIONS.

	1917.	1918.	1919.	1920.	1921.	1922.
January,	69,157	72,820	103,651	90,433	136,003	151,377
February,	9,474	14,093	15,687	39,870	40,300	30,039
March,	7,781	17,106	12,139	20,706	20,289	41,364
April,	11,227	15,432	11,092	16,558	15,808	26,290
May,	7,814	10,173	9,579	13,016	12,440	20,023
June,	7,940	8,296	10,163	14,675	12,499	18,770
July,	7,147	6,796	8,262	9,976	10,707	13,666
August,	4,406	4,854	5,758	7,389	8,068	15,015
September,	4,069	2,678	4,809	6,054	6,523	9,971
October,	3,371	1,995	4,623	4,611	6,163	8,475
November,	1,926	1,427	3,404	3,171	2,847	5,014
December,	652	649	1,706	1,278	1,347	2,262
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	134,964	155,519	190,873	227,737	272,994	342,266

Items	Salary 1922.	Salary 1923.	Class.	Rating.
.....	1,400	D	7,000— 8,500
.....	1,400	D	7,000— 8,500

BANK BALANCES.

business on December 31, 1922, the following in the hands of banks to the credit of the Motor Department, the balances representing the amount of deposits in the various agencies and deposited to the credit of the department out of 1923 collections.

	Agency.	
\$8,763.62	Atlantic City,	\$51,558.70
5,677.70	Bound Brook,	5,681.30
25,515.85	Burlington,	9,116.00
83,449.72	Cape May,	14,638.58
4,332.05	Dover,	18,005.18
30,859.38	Elizabeth,	65,364.84
24,457.90	Englishtown,	10,848.50
25,456.09	Franklin Furnace, ...	3,404.30
9,138.30	Hackensack,	37,618.75
4,948.45	Haddonfield,	8,350.31
5,910.65	Harrison,	19,748.60
10,436.12	Hoboken,	39,988.92
61,311.68	Lakewood,	12,461.88
10,813.78	Manasquan,	8,882.39
9,422.91	Montclair,	44,756.70
40,120.05	Mount Holly,	19,390.20
159,734.34	Newark No. 2,	64,770.06
22,042.33	Newark No. 4,	26,004.54
38,847.10	Newton,	8,873.20
70,387.97	New York City, No. 2,	11,767.99
.10	Oxford,	963.10
74,061.07	Paterson,	125,325.85
4,799.41	Perth Amboy,	14,997.75
7,354.68	Phillipsburg,	16,237.30
54,663.15	Pleasantville,	12,264.30
9,079.50	Princeton,	12,679.33
12,837.10	Red Bank,	19,097.10
36,497.50	Salem,	13,071.15
2,755.20	Somerville,	18,128.55
8,348.30	Sussex,	3,487.90
3,617.20	Toms River,	3,594.00
115,988.87	Trenton No. 2,	46,824.74
48,782.27	Vineland,	16,217.35
28,139.30	Woodstown,	2,060.20
	Total,	\$1,844,730.01

MOTORCYCLE REGISTRATIONS.

	1917.	1918.	1919.	1920.	1921.	1922.
January,	2,553	1,541	2,721	1,306	1,902	1,375
February,	1,515	1,285	1,446	1,377	1,610	942
March,	1,535	2,856	1,642	1,430	2,055	1,921
April,	2,501	2,148	1,419	1,914	1,241	1,321
May,	1,558	1,394	1,030	1,369	831	986
June,	1,157	1,083	1,054	1,530	656	822
July,	890	876	736	739	528	529
August,	627	625	576	606	379	545
September,	393	348	368	389	276	388
October,	315	192	248	251	179	305
November,	126	135	137	103	49	116
December,	28	34	39	27	18	37
	<u>13,198</u>	<u>12,517</u>	<u>11,416</u>	<u>11,041</u>	<u>9,724</u>	<u>9,284</u>

LEARNERS' PERMITS.

	1917.	1918.	1919.
January,	2,922	1,485	3,197
February,	3,928	2,342	5,728
March,	5,167	6,380	8,967
April,	9,261	13,804	11,362
May,	10,895	15,955	14,632
June,	12,337	17,266	17,953
July,	13,783	15,668	16,347
August,	11,524	14,069	14,702
September,	8,705	8,257	10,752
October,	7,116	6,308	9,856
November,	4,129	4,663	6,040
December,	2,193	3,784	5,080
	<u>91,960</u>	<u>109,981</u>	<u>125,337</u>

DRIVERS' LICENSES (AUTOMOBILE).

	1917.	1918.	1919.	1920.	1921.	1922.
January,	82,993	81,587	116,698	94,933	138,973	175,039
February,	12,390	16,292	22,322	55,165	67,238	38,358
March,	8,912	20,514	15,545	28,965	28,205	51,419
April,	14,162	20,373	15,079	20,520	21,742	31,153
May,	12,105	15,085	15,048	19,580	19,127	26,240
June,	11,779	14,416	17,740	24,256	19,127	25,412
July,	11,931	11,476	16,818	17,181	16,587	19,285
August,	8,557	9,178	11,902	12,312	14,257	17,161
September,	5,963	5,136	7,592	9,392	9,137	11,399
October,	4,798	3,521	6,785	6,399	8,081	9,908
November,	3,095	2,342	4,174	4,146	3,890	4,726
December,	884	1,102	1,835	1,581	1,926	2,600
	<u>177,568</u>	<u>201,022</u>	<u>251,539</u>	<u>294,438</u>	<u>348,886</u>	<u>412,700</u>

MANUFACTURERS' AND DEALERS'.

	1917.	1918.	1919.	1920.	1921.	1922.
January,	754	844	1,031	1,151	1,728	1,476
February,	112	142	158	418	456	348
March,	77	106	112	420	296	539
April,	89	103	93	160	149	174
May,	45	68	88	135	104	115
June,	55	45	81	176	120	95
July,	29	32	68	57	63	59
August,	24	15	53	68	69	66
September,	18	6	42	55	50	28
October,	12	2	27	23	21	34
November,	8	7	9	8	10	7
December,	1	2	3	.....	3	4
	<u>1,224</u>	<u>1,372</u>	<u>1,751</u>	<u>2,571</u>	<u>3,069</u>	<u>2,945</u>

HEARINGS BEFORE COMMISSIONER.

Three thousand and two cases were heard by the Commissioner, sitting as a magistrate.

Five hundred and four licenses were revoked; 29 car registrations were revoked; 8 motorcycle operators' licenses were suspended; 65 reciprocity privileges were suspended; 29 car registrations were revoked; 8 motorcycle operators' licenses were revoked; 11 motorcycle operators' licenses were revoked.

Six hundred and twenty-five licenses were revoked. Fines amounting to \$16,848 were imposed by the Commissioner.

The number of hearings by months were

January, .....	.....
February, .....	.....
March, .....	.....
April, .....	.....
May, .....	.....
June, .....	.....
July, .....	.....
August, .....	.....
September, .....	.....
October, .....	.....
November, .....	.....
December, .....	.....

MOTORCYCLE REGISTRATIONS.

1917.	1918.	1919.	1920.	1921.	1922.
2,553	1,541	2,721	1,306	1,902	1,375
1,515	1,285	1,446	1,377	1,610	942
1,535	2,856	1,642	1,430	2,055	1,924
2,501	2,148	1,419	1,914	1,241	1,321
1,558	1,394	1,030	1,369	831	980
1,157	1,083	1,054	1,530	656	822
890	876	736	739	528	520
627	625	576	606	379	545
393	348	368	389	276	388
315	192	248	251	179	305
126	135	137	103	49	116
28	34	39	27	18	37
<u>13,198</u>	<u>12,517</u>	<u>11,416</u>	<u>11,041</u>	<u>9,724</u>	<u>9,284</u>

DRIVERS' LICENSES (AUTOMOBILE).

1917.	1918.	1919.	1920.	1921.	1922.
82,993	81,587	116,698	94,933	138,973	175,039
12,390	16,292	22,322	55,165	67,238	38,358
8,912	20,514	15,545	28,965	28,205	51,419
14,162	20,373	15,079	20,520	21,742	31,153
12,105	15,085	15,048	19,580	19,127	26,240
11,779	14,416	17,740	24,256	19,127	25,412
11,931	11,476	16,818	17,181	16,587	19,285
8,557	9,178	11,902	12,312	14,257	17,161
5,963	5,136	7,592	9,392	9,137	11,399
4,798	3,521	6,785	6,399	8,081	9,908
3,095	2,342	4,174	4,146	3,890	4,726
884	1,102	1,835	1,581	1,926	2,600
<u>177,568</u>	<u>201,022</u>	<u>251,539</u>	<u>294,438</u>	<u>348,886</u>	<u>412,700</u>

MANUFACTURERS' AND DEALERS'

1917.	1918.	1919.	1920.	1921.	1922.
754	844	1,031	1,151	1,728	1,476
112	142	158	418	456	348
77	106	112	420	296	539
89	103	93	160	149	174
45	68	88	135	104	115
55	45	81	176	120	95
29	32	68	57	63	59
24	15	53	68	69	66
18	6	42	55	50	28
12	2	27	23	21	34
8	7	9	8	10	7
1	2	3	.....	3	4
<u>1,224</u>	<u>1,372</u>	<u>1,751</u>	<u>2,571</u>	<u>3,069</u>	<u>2,945</u>

LEARNERS' PERMITS.

	1917.	1918.	1919.	1920.	1921.	1922.
January,	2,922	1,485	3,197	1,035	2,376	1,400
February,	3,928	2,342	5,728	2,665	5,769	2,863
March,	5,167	6,380	8,967	6,808	12,354	13,044
April,	9,261	13,804	11,362	11,334	15,730	17,339
May,	10,895	15,955	14,632	14,437	18,571	21,103
June,	12,337	17,266	17,953	23,571	20,788	27,931
July,	13,783	15,668	16,347	19,484	18,810	22,766
August,	11,524	14,069	14,702	16,652	19,787	23,122
September,	8,705	8,257	10,752	14,226	13,239	16,385
October,	7,116	6,308	9,856	10,299	11,955	16,280
November,	4,129	4,663	6,040	7,773	5,346	8,202
December,	2,193	3,784	5,080	5,181	5,956	7,911
	<u>91,960</u>	<u>109,981</u>	<u>125,337</u>	<u>133,465</u>	<u>150,679</u>	<u>178,346</u>

HEARINGS BEFORE COMMISSIONER.

Three thousand and two cases were heard before the Commissioner, sitting as a magistrate.

Five hundred and four licenses were revoked; 246 names were placed on the prohibitory list to be denied driving license; 68 licenses were suspended; 65 reciprocity privileges were revoked; 29 car registrations were revoked; 8 motorcycle registrations were revoked; 11 motorcycle operators' licenses were revoked.

Six hundred and twenty-five licenses were restored. Fines amounting to \$16,848 were imposed and collected by the Commissioner.

The number of hearings by months were:

January,	114
February,	133
March,	178
April,	248
May,	323
June,	449
July,	346
August,	287
September,	336
October,	277
November,	182
December,	129
	<u>3,002</u>

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

Licenses revoked,	504
Blacklisted,	246
Suspended,	68
Reciprocity privileges revoked,	65
Registrations revoked,	29
Motorcycle registrations,	8
Motorcycle operators' licenses,	11
	931

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

Driving while intoxicated,	352
Driving without consent of owner,	43
Accident,	57
Failing to answer summons,	80
Speeding and reckless driving,	118
Section 10, driving without license,	38
Larceny and receiving,	5
Abetting fraud,	4
Driving under legal age limit,	17
Receiving stolen cars,	1
Manslaughter,	11
No license in possession,	3
Improper registration,	5
Loaning license,	6
Theft of car,	4
Immoral conduct,	5
Failing to transfer,	3
Misuse of dealers' plates,	4
Morally unfit,	5
Disorderly conduct,	4
Overloading,	17
Failing to pay fine,	18
Misrepresenting age,	3
Passing standing trolley,	1
Driving through railroad gates,	2
Using permit without licensed driver,	1
Mutilated numbers,	2
Fraud at examination,	56
Taking examination for some one else,	3
Receiving stolen goods,	1
Robbery,	6

Physically unfit,	3
Concealed weapons,	I
Loaning plates,	I
Posing as an inspector,	I
Bootlegging,	I
False affidavit,	I
Assault,	I
Driving after license has been revoked,	I
Forcing open garage,	I
Attempted holdup,	I
Giving wrong address,	I
Stolen car in possession,	I
Conspiracy,	2
Securing license before license has been restored,	2
Stealing fruit,	3
Aiding fraudulent attempt to secure license,	I
Borrowing license,	3
Failing to keep to right,	I
Taking stolen car,	I
Theft of car,	4
Incompetent driving,	I
Glaring headlights,	I
1921 plates,	I
Failing to pay for license,	I
Failing to stop for officer,	I
Allowing car to be driven by non-licensed driver,	5
Using tractor without permission,	I
Interfering with inspector,	I
Grand larceny,	I
Carnal abuse,	I
No rear tag or mirror; failing to appear,	I
Stopping payment of check,	I
Threatening inspector,	I
Stealing gasoline and tires,	6
Giving bad check,	I
Selling car with motor numbers removed,	I
Car with changed number in possession,	I

The Commissioner, sitting as a magistrate, devoted 151 days to the hearing of complaints, holding his court on these days in the following cities:

- 44 days in the City of East Orange,
- 28 days in the City of Paterson,
- 24 days in the City of Passaic,

- 52 days in the City of Trenton,
- 1 day in the Town of Red Bank,
- 1 day in Hightstown,
- 1 day in Montclair.

ACCIDENT REPORTS.

Five thousand five hundred and thirty-five 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.

VIOLATIONS.

The efficiency reports of our inspectors show the following summary :

Violations reported to Trenton by inspectors,	1,691
Violations adjusted on road and at examinations,	12,846
Arrests by inspectors for violations,	1,862
Summons served by inspectors for violations,	3,553
<hr/>	
Total number of violations,	19,580

In addition to the above, the inspectors investigated 523 cases, consisting of reports and communications sent to the department at Trenton, and referred to the inspectors for investigation and report.

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

Complaints from private individuals of reckless driving, speeding, light violations, disregard for road rules and rights of complainant,	4,021
Reports of magistrates of every case tried before them, numbering in the aggregate approximately,	40,000
Cases tried personally before the Commissioner of Motor Vehicles, ..	3,002
Accidents reported in compliance with the law requiring such reports, ..	5,535
Total number carded and filed,	53,458

A new system providing for card forms for magistrate reports has been of great assistance to the department, obviating the necessity of carding each report at the central office, the report being ready for our files when received from the magistrate.

WORK OF THE INSPECTORS.

The inspectors adjusted during their work in the field 12,846 cases of minor violations, made 1,862 arrests, served 3,553 summons, also reported to the main office for adjustment by the commissioner 1,691 cases.

The inspectors collected in fines the sum of \$57,111.80.

The amount of new registrations and license fees collected by the inspectors totaled \$60,374.77.

A summary of the above follows:

Cars with headlights not properly equipped,	890
Cars not equipped with mirrors,	625
Cars with swinging numbers,	330
New registrations,	8,493
New drivers' licenses,	4,805
No license cards in possession,	1,080
Speeding and reckless driving,	925
Passing standing trolley and traffic violations,	645

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 sums were collected by the inspectors as the result of this detail:

	<i>Registra- tions.</i>	<i>Amount.</i>	<i>Drivers' Licenses.</i>	<i>Amount.</i>
Inspector Baldwin,	325	\$3,574.40	134	\$402
Inspector Barchi,	92	1,007.	207	649
Inspector Boutilier,	101	1,113.40	40	120
Inspector Burton,	16	210.80	31	93
Inspector Buckley,	3	30.00	4	12
Inspector Coleman,	92	1,007.	213	639
Inspector Cooper,	152	1,663.	41	123
Inspector Dennen,	10	111.	23	69
Inspector Dorfman,	14	158.50	3	9
Inspector Downes,	44	480.	1	3
Inspector Dykeman,	175	1,921.	15	45
Inspector Fitzpatrick,	47	514.	25	75
Inspector Henzler,	157	1,725.77	19	57
Inspector Kehoe,	493	5,417.50	90	270
Inspector Koopman,	112	1,242.	40	120
Inspector Lanning,	191	2,106.	161	483
Inspector Loper,	25	367.50	149	452
Inspector Loveland,	551	5,500.80	144	432

	<i>Registra- tions.</i>	<i>Amount.</i>	<i>Drivers' Licenses.</i>	<i>Amount.</i>
Inspector Lovett,	262	2,881.	132	396
Inspector Merrill,	30	322.70	15	45
Inspector Parker,	189	2,079.	51	153
Inspector Pedigree,	995	10,455.	231	693
Inspector Robie,	122	1,238.	18	54
Inspector Sawyer,	239	2,637.30	80	240
Inspector Snyder,	56	563.	20	60
Inspector Stagg,	645	7,092.60	95	285
Inspector Teel,	256	2,816.80	157	472
Inspector Thompson,	75	820.	10	30
Inspector Wyckoff,	82	904.45	9	27
		<hr/>		
		\$50,520.27		\$9,854.50
Total revenue for above work,			\$65,574.77	

The inspectors traveled 275,000 miles in road patrol work during the year, with a total gas consumption of 19,900 gallons.

Many days and evenings were spent by the inspectors on the principal highways of the State in examining registration certificates, drivers' licenses, brake and head lamp equipment of cars, and this phase of the inspectors' work has received the assistance of the Police Departments of the various cities which we have visited.

With several scales located at advantageous points throughout the State, the inspectors of the Department spent many days in weighing trucks for the purpose of determining the overloaded condition of the same. Frequently it was discovered that loads were from 4,000 to 28,000 pounds in excess of their registered capacity. In one instance a truck was weighed containing 55,000 pounds of condensed milk. In another case a truck with a gross load of twenty-four tons broke through the platform of the scale.

It is our purpose to continue this vigilance and to see that the mandatory penalty is imposed where violations of this char-acted are noted. Our highways cannot long endure if overloading continues, as has been evidenced during the past few years. Much of the cause for overloading, in our opinion, is due to the practice of firms under contract for hauling upon the basis of so much per ton.

<i>Registra- tions.</i>	<i>Amount.</i>	<i>Drivers' Licenses.</i>	<i>Amount.</i>
262	2,881.	132	396
30	322.70	15	45
189	2,079.	51	153
995	10,455.	231	693
122	1,238.	18	54
239	2,637.30	80	240
56	563.	20	60
645	7,092.60	95	285
256	2,816.80	157	472
75	820.	10	30
82	904.45	9.	27
<hr/>			
	\$50,520.27		\$9,854.50

for above work, \$65,574.77

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EXAMINATION FOR DRIVERS' LICENSES.

One hundred and five thousand seven hundred and forty-five applicants were examined during the year, of which number 19,587 were rejected, as incompetent. The examinations by months and the cities and towns wherein the same were held will be shown by the tabulation below:

<i>1922.</i>	<i>Passed.</i>	<i>Rejected.</i>	<i>Total.</i>
January,	3,008	443	3,451
February,	2,420	384	2,804
March,	5,819	887	6,706
April,	8,792	1,759	10,551
May,	11,289	3,679	14,968
June,	12,602	3,374	15,976
July,	11,788	2,299	14,087
August,	10,909	2,483	13,392
September,	7,763	1,828	9,591
October,	6,525	1,423	7,948
November,	3,364	752	4,116
December,	1,879	276	2,155
<hr/>			
	86,158	19,587	105,745

	<i>Passed.</i>	<i>Rejected.</i>
Asbury Park,	3,087	718
Atlantic City,	4,142	793
Bridgeton,	1,637	482
Camden,	7,394	1,515
Cape May,	1,543	245
Dover,	1,538	152
East Orange,	19,296	4,782
Elizabeth,	3,921	700
Englewood,	2,107	541
Hackettstown,	846	84
Jersey City,	7,990	2,395
Long Branch,	2,539	619
Morristown,	1,609	222
New Brunswick,	2,552	622
Newton,	635	32
Passaic,	4,966	1,176
Paterson,	3,795	1,029
Perth Amboy,	980	364
Phillipsburg,	909	88
Plainfield,	3,071	591
Ridgewood,	1,808	388
Salem,	1,196	266

<i>1922.</i>	<i>Passed.</i>	<i>Rejected.</i>	<i>Total.</i>
Sussex,		402	43
Toms River,		559	64
Trenton,		7,479	1,646
Union Hill,		157	29
		86,158	19,587

The examination of applicants for drivers' licenses 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	25,579
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

Applications for examinations have multiplied so rapidly that in many of the cities where these examinations are held the Department has been very much handicapped by reason of lack of adequate quarters. The question of using the State Armories was, therefore, taken up with the Adjutant-General's Department, and our work has been very much benefited and the comfort of applicants added to as the result of the splendid co-operation received from the military authorities of the State. Pending the removal of the examinations from the Jersey City City Hall to the Fourth Regiment Armory, in that city, it was necessary to suspend examinations in Jersey City for a few weeks and transfer the scene of our activities to Union Hill.

To lessen the congestion in Paterson and Passaic, and for the convenience of the motorists in North Jersey, we have opened an examination bureau in the Village of Ridgewood, Bergen County, where we are being housed in the Town Hall through the courtesy of the Honorable Board of Commissioners of that

village; while in the City of Elizabeth we are still enjoying the hospitality of the Moose Home. For the help thus received by the municipal authorities, where these examinations are held, the Department desires to express its deep sense of appreciation.

The examination and inspection work in North Jersey is in charge of Chief Inspector Lester W. Gilbert, while in Middle and South Jersey Deputy Chief Inspector Anderson Shinn holds sway. The reports of the Chief Inspector and Deputy Chief Inspector follow:

"JERSEY CITY, N. J., January 2, 1923.

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

DEAR SIR AND SUPERIOR—Permit me to render my final report for the year of 1922 upon the conduct, ability and results accomplished by the Inspectors detailed to the middle, west, and northern part of the State, over which I have had supervision as Chief Inspector.

They have responded so nobly to the intelligent instructions given to them by you, at our yearly meeting in the latter part of 1921, that I have had no difficulty in carrying on successfully the enormous amount of work that fell to the lot of the inspection force of this department.

It fills me with great pride and satisfaction as their chief that at no time during the past year have I found it necessary to prefer charges against an inspector for an infraction of any of the departmental rules.

In their endeavor to satisfy the general public and the Department of State, they have used that rare judgment, gifted to few. They have worked in unison, attacking the tasks allotted to them with a smile, eliminating entirely the petty jealousies that generally exist in a department of this magnitude.

During the rush season, when enormous crowds of applicants presented themselves at the different agencies for the purpose of renewals, it was with a deep feeling of gratitude that I watched the brilliant manner in which the inspectors handled the many intricate problems that confronted them.

I shall follow the advice you so ably will give me from time to time, with the hope that I will help to keep this department the finest and most thorough of its kind in the Union.

Very respectfully,

LESTER W. GILBERT.

Chief Inspector."

"January 25, 1923.

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

MY DEAR COMMISSIONER—In making my report to you for the year nineteen hundred and twenty-two, I wish to make it in the form of a general review of work done, and in which I have been engaged, which has at times extended from Jersey City to Atlantic City, as well as from Trenton to Camden, and the smaller places of lesser importance.

I desire to state at the beginning that I have been associated in the year just past with all, or nearly all, of the inspection force, and I cannot speak too highly of their loyalty to me and their every effort in the interest of the department.

Examinations: We have had an ever-increasing number coming to take the examinations, a large percentage of whom have come prepared to give us little trouble; while on the other hand another class we find to be quite nervous and need considerable assistance, and just as far as we could, consistent with the rules of the Department, we have extended a helping hand, and they have soon passed a satisfactory examination. There is another class who do not speak or understand the English language well, which is a source of constant confusion and delay, and although we lend every effort possible, still they feel that they are not required to prepare themselves for the examination and think, with the influence of friends, that they need not study, but will be put through the examination, the same as the other fellow who aims to do as the law requires. In many instances we find these so-called friends are automobile dealers or overzealous salesmen, who, in their anxiety to sell a car promise to secure the license for the applicant, and this naturally leads to dissatisfaction.

At Camden there has been a large increase in the number applying for examination; yet by united effort on the part of the staff of inspectors we have been able to meet the situation. I would suggest, however, that during the busy part of the coming summer and fall that a greater number of inspectors be assigned to the Camden examination, possibly not less than fifteen.

At Asbury Park we have been unable to take care of the waiting applicants as we should like to do because of lack of room equipment, tables, chairs, etc., and I would suggest that this matter be corrected, if possible, before the busy season, say in the early spring.

At all other examination points we have ample equipment, etc., and I have no suggestion to make.

Road Patrol: I am convinced that, based on the percentage of automobiles on the roads now, compared with the traffic of a few years ago, there is much less speeding. This may partially be accounted for by reason of the improved roads, which are at times overcrowded with traffic and thus do not permit of fast driving. Many of the accidents occurring on the roads are due to the fact that the traffic is so heavy, and careless drivers pull out of line and attempt to get between two approaching cars, and while neither of them may be running in excess of twenty-five miles per hour, still they are closing the gap at the rate of fifty miles per hour, which makes it exceedingly dangerous for all traffic at that particular point, and I suggest that the danger of the practice above noted be stressed at the time of examination.

Headlights: The question of glaring headlights is a serious one, and I would suggest, if possible, a more effective lighting system be devised. With this thought in mind, I would like to see the head of our Department initiate a movement to the end of calling into conference officials of like position in other States, with competent experts in lens-making and light regulation, and when satisfactory devices are perfected, require their adoption on all cars before the same leave the factory.

In conclusion, I feel I should say that in so far as my work may have been successful, I owe it largely to the excellent and constant support you have given me, and I beg to express my sincere appreciation for the same.

Respectfully,

ANDERSON SHINN,

Deputy Chief Inspector."

NEW LEGISLATION.

Despite the efforts of the Department to thwart those drivers who would escape the penalty of the law, after being convicted of operating motor vehicles while under the influence of intoxicating liquor, many convictions have been set aside because of some error of the committing court or trial judge. Forms of complaint and all other blanks necessary for the guidance of magistrates have been prepared by the Attorney-General and circulated by this Department, and yet errors continually crop in—to say nothing of appeals taken for alleged defects in the law.

To strengthen our Act, therefore, the Attorney-General has prepared, and we strongly urge the passage thereof, of two bills—one designating the county jail as the place of incarceration for the person convicted, and the other providing a form of conviction. It is the opinion of the Department that intoxicated driving is on the increase, and that many cases of this kind have escaped punishment during the past year. There is no greater danger to the people of New Jersey than the operation of a motor vehicle in the hands of an intoxicated driver, and whatever legislation is necessary, to make certain that no guilty person escapes, should be speedily enacted.

A number of serious accidents, some of them fatal, occurred during 1922 as the result of motorists stopping along the highways for the purpose of purchasing farm produce. These accidents have been due to the close proximity of the farmers' stands to the highway, and while it is a form of public marketing that has come into being as the result of the development of the motor vehicle, and one that should be encouraged, we nevertheless urge the enactment of legislation that will require these stands to be located at a distance sufficiently far from the road-

way to permit the motorist to park his car alongside of and off the main highway of traffic.

There is another factor that contributes to numerous accidents, and that is the practice of carrying bundles, suit cases, and even trunks and household furniture strapped to the side of a passenger car. No luggage carrier should be attached to a passenger vehicle that will permit of a load to extend beyond the over-all width of the vehicle itself.

We advocate the passage of a law that will exempt from the term "commercial vehicle" vehicles of the passenger car type used by farmers for the hauling of produce to the public market. Such vehicles are generally used by the owner for the pleasure of himself and the members of his family, but occasionally it is found necessary to deliver butter, eggs, milk and farm produce in a small quantity to the market; and there is no reason why the Department should not be vested with the privilege of classifying such vehicle as a passenger vehicle and issue registrations upon the basis of the horse power rating rather than upon the gross weight thereof.

The 1922 Legislature enacted a law requiring the Department to return to counties all fines recovered for violation of the Motor Vehicle Act where arrests were made by local officers. This law has been strictly complied with, as will be seen by the tables elsewhere printed in this report. The work entailed, however, in segregating the fines thus reported to us, has been considerable, and has involved the employment of one and sometimes two additional clerks. It is also necessary to audit the reports of the magistrates for the purpose of determining the names of the arresting officers, which are frequently omitted from the magistrates' reports to us; and we suggest that the law be amended requiring that the remittances for fines recovered as the result of arrests by local officers be sent direct by the magistrate to the county collector of the county wherein the offense is committed, but that the magistrate continue to send a report of his findings to the Motor Vehicle Department, in order that we may have on file a record of the defendant, and that only such fines be forwarded to the Motor Vehicle Department as

are the result of arrests made by Motor Vehicle Inspectors or members of the State Constabulary.

Legislation to provide for the rigid physical test of all drivers who operate jitney busses or taxicabs is very much needed, and such a bill should receive the favorable consideration of the Legislature. We likewise feel very strongly the necessity of giving to the authorities of every municipality in the State the right to pass upon the morale of taxicab and jitney operators.

The commission which drafted the present Motor Vehicle Act while considering the question of the registration of common carriers decided that these vehicles should be registered upon the basis of their carrying capacity. Through inadvertence the term "seating" was incorporated in the act instead of the word "carrying," and a test case is now pending in the Supreme Court of the State to set aside the construction of the Motor Vehicle Department respecting the rule to register common carriers upon a basis of carrying capacity rather than upon seating capacity. Municipalities in licensing busses stipulate in their license that the bus in question has been licensed to carry a certain number of passengers. This number is based upon both the seating and standing room capacity of the vehicle. If the State were to collect a fee based upon the seating capacity of the bus the variance would be at once apparent, and it would place under great handicap every bus owner in the State, for the reason that it would permit the Motor Vehicle Department to limit the number of passengers to be carried in such bus to the number stipulated in the registration certificate issued by the State, regardless of the license issued by the municipality.

We have, therefore, taken the broader view and ruled that busses should be registered upon the basis of their carrying capacity, in order that the State registration card and the local license card should be the same.

If the State registration fee is based upon the seating capacity of a common carrier, it will deprive the State of many thousands of dollars in revenue annually—a loss not justified when it is considered that these busses are in constant operation on our

highways and when measured with vehicles that operate only at infrequent intervals do a great deal more damage to our roads.

The test case now pending in the Supreme Court was instituted in December, 1921, and has never been moved. Expecting that a decision would be reached last year, this Department refrained from offering an amendment substituting the word "carrying" for "seating," but when another test case was threatened during December, 1922, it was decided, after a conference with the Attorney-General, to offer an amendment making the necessary changes to the act, and this amendment is now pending, and we trust will be speedily enacted into law.

Under the present law, the Department is authorized to proceed with the issuance of registrations for the ensuing year on December first. That the congestion during the last few days of December may be lessened, we ask that the law be amended to commence the issuance of registrations for the ensuing year on November fifteenth, two weeks earlier than heretofore.

Within the past year a number of companies have organized in the State for the purpose of renting out cars. In many instances these cars have been rented to irresponsible persons who have no licenses to drive. The car owner in renting the car requires the person who desired to operate it to sign an agreement exempting the car owner from any liability whatsoever. The result is that the driver of the car never reports an accident to the owner, and when the attention of the Motor Vehicle Department is directed to this accident, and an investigation is instituted, the owner learns for the first time that the car which he rented was recklessly operated and that the person to whom the rental was made cannot be found. Frequently, these cars are used for joyriding purposes and with the knowledge that no responsibility attaches to the driver, the manner of the operation of these rented cars is grossly reckless. Legislation should, therefore, be enacted to curb this rental business by requiring that the owner of the car, before renting, make certain of the efficiency of the driver, as well as to ascertain his driver's license number, and to require a bond to indemnify the highway user against injury or property

damage in the event an accident occurs as the result of the reckless operation of the rented machine. This is a very grave question and should receive the attention of the Legislature.

In 1920 and again in 1921, this Department recommended the enactment of a law providing a tax of one cent on every gallon of gasoline consumed by motor vehicles using the public highways. A gasoline tax is now in operation in fourteen states and is productive of a large revenue. It, moreover, is an equitable distribution of a tax and is far preferable to any additional increase in the registration fees now obtaining. By the gasoline tax only those cars that are in actual operation will be called upon to meet this additional burden, whereas, an increase in registration fees would impose an expense upon motor car owners whose vehicles are operated only at infrequent intervals, and the present registration fee for which, in our judgment, is adequate.

We believe that the time is approaching when municipalities of the State will demand a portion of the registration fees paid by the motor vehicle owners whose vehicles are operated solely within the confines of a municipality, and upon streets that are maintained solely by such municipalities. Motor vehicle funds can only be expended for road repairs and such disbursements have been made by the county boards of freeholders as per the allotments made to them by the Highway Commission. There seems to be no equitable reason why the municipalities charged with the maintenance of roads should not receive at least a portion of the moneys now paid by the vehicles that are responsible for the damage to the municipally-maintained streets. It must, therefore, be evident that legislation will have to be devised in the very near future to meet this condition.

FATALITIES DURING THE YEAR.

We regret to chronicle that during the year 1922, 527 people were killed in this State as the result of automobile accidents; 493 of them being residents of the State and 34 nonresidents. The fatalities by months follow:

	<i>Residents.</i>	<i>Non-Residents.</i>
January,	28	2
February,	19	2
March,	33	3
April,	27	2
May,	41	5
June,	34	2
July,	32	2
August,	39	4
September,	59	2
October,	66	2
November,	54	6
December,	51	2
	493	34

As the fatalities in 1921 totaled 397, the increase during the past twelve months numbers 130.

There is only one way that we believe we can successfully reduce the number of automobile killings, and that is a more rigid enforcement of the law. People generally are inclined to treat too lightly the operation of a motor vehicle and only awakened to the seriousness of their responsibility as a licensed driver after the accident occurs. In many cases, the lack of parental restraint is responsible for the killing of a child. The majority of accidents, however, are the result of an obsession to speed, and the way to break up this practice is to severely punish those who insist on violating our speed laws. Magistrates are vested with power to revoke a license for any infraction of the Motor Vehicle Act, and where speeding has been established beyond the degree of absolute safety, the license of the speeder should forthwith be revoked. The payment of a fine is often regarded by the defendant as a license to break the law. If it becomes generally known that speeding is no longer to be tolerated, those who have been accustomed to operate their cars in a reckless manner will soon abate the practice.

GENERAL.

The year 1922 was the first under the New Motor Vehicle Act, and as a revenue producing measure it has far exceeded the

expectations of those responsible for its enactment. It was anticipated that the law would provide an increase of approximately \$1,000,000.00 in receipts for the year, but instead the collections are \$2,475,000.00 above the moneys collected in 1921. Only four states show a greater increase in registrations than New Jersey, namely:

District of Columbia, 37.6 per cent.; California, 28.1 per cent.; Louisiana, 27.9 per cent.; Arkansas, 27.3 per cent.; New Jersey, 25.1 per cent.

It is a matter of great pride to the department that during the closing days of December the rush at our agencies was handled in such a manner that on New Year's Eve most of the registration offices had nothing whatever to do, a condition which was in marked contrast to the chaos in other states.

The Conference of Motor Vehicle Administrators held four meetings during the year in the cities of Hartford, Connecticut; Harrisburg, Pennsylvania; Baltimore, Maryland, and Boston, Massachusetts. The Conference has made much progress in the matter of bringing to the attention of those states that are without adequate motor vehicle laws the necessity of enacting legislation that especially provides for the licensing of all operators.

The solution of the head lamp problem is also in sight whereby devices adopted by one state for the elimination of dazzle and glare will be recognized by the Conference states, thus safeguarding the resident motorist against arrest when he tours in another state with a car equipped with a device which has been approved at home but not recognized elsewhere. We have been trying for a long time to give to the car owner this protection and feel that they will approve what has been accomplished along this line.

For the first time in the Department's history splendid cooperation has been received from the authorities of New York State. This has been made possible by the work of Magistrates House, Cobb and Fish, of the New York City Traffic Court, upon the recommendations of the New York State Tax Commission. In the years gone by a New York motorist who infringed our law and escaped the jurisdiction of New Jersey could not be brought back. As the result of the agreement entered

into by the States of New York and New Jersey, a New York motorist who now violates a summons in this State is at once relieved of his license by the New York State authorities immediately his dereliction is reported to their notice.

Much complaint has been voiced regarding the frequency with which car owners and drivers give fictitious addresses when obtaining their licenses. The present law makes this practice a misdemeanor, and provides a heavy penalty; yet it is a fact that many licenses have been obtained where a subsequent investigation proved that the address given in the application was a fictitious one. The Department is very anxious to correct this evil.

His Excellency, Governor Silzer, suggested a few days ago that the application be validated by the chief of police, and this suggestion, along with many others will be considered during the coming year in the hope that some plan may be formulated whereby a system of identification can be established before another year rolls around.

In this connection, the taxing of automobiles by local assessors has been facilitated because of lists prepared for municipalities by attaches of the Motor Vehicle Department. This work has been done by our clerks during their own time, but the continuation of the practice has developed so much confusion that it has been found necessary to forbid any of the clerks doing any more work of this character. If the lists are to be circulated by the Department, the work will cheerfully be undertaken. For such purpose, however, a considerable appropriation will be necessary.

As a matter of fact, the only equitable way to assess motor vehicles for the personalty tax is to make the assessment when the registration is issued, as was suggested in our report to the Legislature two years ago.

From our investigation of accidents, we have learned that many cars are owned by irresponsible persons, and we feel very strongly that something should be done to protect the traveling public by requiring that all car owners be compelled to purchase liability insurance before the car is registered. It would not do, of course, to restrict liability insurance to the resident motorist alone but should be approached in such a way as to embrace cars

from all states; the more so when it is considered from the height of the touring season there are a great many cars operated over our highways as we have a large population of New Jersey.

Our bill of sale law is working very satisfactorily. Last year over one thousand applications were made in checking these titles, and much more difficult to register a stolen car in New Jersey than in any other state in the Union. The new bill of sale has instilled the dealer not to register a title was in any way questionable, and the owner the value of a bill of sale, and to be careful before purchasing.

In this connection, the report of Special Agent Shedd will be of interest. Mr. Shedd is Director of the Automobile Underwriters Detective Bureau of New Jersey. His report follows:

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

DEAR SIR—As Director of this organization, which has one hundred of the largest insurance companies written in the States, I feel that it is my duty to write you in order to express our feelings regarding the splendid co-operation you have shown in the recovery of stolen automobiles and the turning up of recovered cars. It has proved most valuable to the companies which we represent.

This organization has been in touch with your office since it was formed in 1917, and while good results have been secured to your support, from the beginning, the wonder of stolen cars located through your records since the passage of the Sale Law was so manifest that I thought you might be interested to feel about this law.

There has been a marked decrease in the number of stolen cars in New Jersey since this law was enacted, but there has been a corresponding increase in the number of recoveries made, due to the information constantly furnished us with, covering questionable titles, to your agent for registration.

It is a well-known fact in the underworld that it has around itself a dead line which the thieves fear to cross. It is true of receivers who live in constant fear of seizure under the new strong law, known as Section 23 of the Motor Vehicle Law.

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the height of the touring season there are as many nonresident
cars operated over our highways as we have cars owned by citi-
zens of New Jersey.

Our bill of sale law is working very satisfactorily. During the
year over one thousand applications were made for the registra-
tion of cars with defective titles, and much time has been spent
in checking these titles and proving ownership. We believe it is
more difficult to register a stolen car in New Jersey to-day than
in any other state in the Union. The necessity of producing a
bill of sale has instilled the dealer not to traffic in cars where
the title was in any way questionable, and has awakened within
the owner the value of a bill of sale, and his right to the same
before purchasing.

In this connection, the report of Special Inspector Harry M.
Shedd will be of interest. Mr. Shedd is Director of the Autom-
obile Underwriters Detective Bureau of New York City. His
report follows:

"February 6, 1923.

*Hon. William L. Dill, Commissioner of Motor Vehicles, State House, Tren-
ton, N. J.:*

DEAR SIR—As Director of this organization, which is subscribed to by over
one hundred of the largest insurance companies writing business in the United
States, I feel that it is my duty to write you in order that you may know how
we feel regarding the splendid co-operation you have furnished us in the
recovery of stolen automobiles and the turning up of information which has
proved most valuable to the companies which we represent.

This organization has been in touch with your Department almost daily,
since it was formed in 1917, and while good results were accomplished, due
to your support, from the beginning, the wonderful increase in the number
of stolen cars located through your records since the inauguration of the Bill
of Sale Law was so manifest that I thought you might like to know how we
feel about this law.

There has been a marked decrease in the number of cars stolen in New
Jersey since this law was enacted, but there has been a very marked increase
in the number of recoveries made, due to the information which you have
constantly furnished us with, covering questionable cars which were issued
to your agent for registration.

It is a well-known fact in the underworld that New Jersey is fast drawing
around itself a dead line which the thieves fear to cross. This is particularly
true of receivers who live in constant fear of seizure, due to the wonderfully
strong law, known as Section 23 of the Motor Vehicle Act. In the old days

when a car was located with mutilated or eradicated numbers, a receiver did not have much fear, as he knew that if the car was not identified, the authorities would be obliged to turn the same back to him, but under the present law he knows that the possession of mutilated, changed, or erased numbers, makes him amenable to the law, and that legal seizure can be made, and if such cars are found in his possession by the Motor Vehicle Department, you have the power to order their seizure and also the power to order the sale of the cars in the event that the rightful and legal owner is not found.

I am of the opinion that the whole act is very well worded, and has been vigorously enforced, and I prophesy that New Jersey will at no late date be practically purged of automobile thieves and receivers, and particularly those organized bands which have so successfully preyed upon other states having less severe laws and penalties. I feel that I am particularly competent to judge the working of this law, inasmuch as I served under you as a regular inspector and still have the pleasure of being a special inspector, where I can without fear or favor, enforce the laws of New Jersey, and know that I will be supported by you, and that justice will be meted out to the offenders in an impartial and fearless way.

Very truly yours,

HARRY M. SHEDD,

Director.

A request has been made of the Legislature for an appropriation of sufficient moneys to enable this Department to install a new and up-to-date filing system. If this request is allowed, it is our purpose to provide our registration agencies with typewriting machines so built as to enable the registration certificates to be printed by an operator in quadruple form. The original certificate will be given to the applicant; the other three, plus the application filed by the applicant, will be forwarded to Trenton. By this system, it will enable us to file applications numerically, alphabetically, by make of car and under the motor and serial number. This cross index will permit immediate identification of a car even though the request for identity of ownership is filed under the motor number rather than the registration number. Our present system is very much antiquated requiring that each application be typewritten on the index record book in Trenton and permitting the filing of the applications only under the surname and given name of the owner of the car or the driver. It is very essential that applications should be filed and cross filed just as often as possible so that identification under any and all conditions may readily be established.

CONCLUSION.

To the authorities of the City of East Paterson, where the Commission has held thanks are due for the courtesies received a officials.

The newspapers of the State have been a space devoted by them to the activities of the and to them is due in a large measure wh results accomplished.

The heads of all the State Departments, i organized State Constabulary, through C Schwartzkopf, have co-operated with us t and with the Inspection and Clerical fo service which is hereby gratefully acknowle

Respectfully submitted,

W. L.

Commissioner

ated with mutilated or eradicated numbers, a receiver did as he knew that if the car was not identified, the authority to turn the same back to him, but under the present law possession of mutilated, changed, or erased numbers, makes the law, and that legal seizure can be made, and if such possession by the Motor Vehicle Department, you have their seizure and also the power to order the sale of the car to the rightful and legal owner is not found.

and I prophesy that New Jersey will at no late date be free of automobile thieves and receivers, and particularly those which have so successfully preyed upon other states and penalties. I feel that I am particularly competent to enforce this law, inasmuch as I served under you as a special inspector, and I still have the pleasure of being a special inspector, and I will, with fear or favor, enforce the laws of New Jersey, and I am supported by you, and that justice will be meted out to all in an impartial and fearless way.

Very truly yours,

HARRY M. SHEDD,
Director.

been made of the Legislature for an appropriation of money to enable this Department to install a new filing system. If this request is allowed, it will provide our registration agencies with typewritten copies of the registration certificates to be filed as to enable the registration certificates to be filed in quadruple form. The original copy will be given to the applicant; the other three, plus a copy by the applicant, will be forwarded to Trenton. This will enable us to file applications numerically by make of car and under the motor and chassis cross index will permit immediate identification. Although the request for identity of ownership by motor number rather than the registration number system is very much antiquated requiring that the typewritten on the index record book in Trenton the filing of the applications only under the name of the owner of the car or the driver. It is that applications should be filed and cross indexed as far as possible so that identification under any and all conditions be established.

CONCLUSION.

To the authorities of the City of East Orange, Passaic and Paterson, where the Commission has held court weekly, our thanks are due for the courtesies received at the hands of these officials.

The newspapers of the State have been most generous in the space devoted by them to the activities of the Department work, and to them is due in a large measure whatever credit for the results accomplished.

The heads of all the State Departments, including the recently organized State Constabulary, through Colonel H. Norman Schwartzkopf, have co-operated with us to the fullest extent, and with the Inspection and Clerical force have rendered a service which is hereby gratefully acknowledged.

Respectfully submitted,

W. L. DILL,
Commissioner of Motor Vehicles.