Dept. of Motor Vehicles

1936

Thirtieth

ANNUAL REPORT

of the

COMMISSIONER OF MOTOR VEHICLES

to the

LEGISLATURE OF THE STATE OF

NEW JERSEY

for the year

ONE THOUSAND NINE HUNDRED AND THIRTY-FIVE

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There is an urgent need for sidewalks adjacent to highways where accidents to pedestrians frequently occur, as well as adequate highway lighting in the rural sections.

The program of Safety Education promoted by the Motor Vehicle Department is beginning to bear fruit--the fruit of lives spared and human welfare protected. Its success is due, in part, to an unceasing and relentless annual program in which the facts of these accidents have been deeply impressed on the mind of every citizen in the State. In this, the assistance of the newspapers of the State has been invaluable. Each week, and often twice weekly the Department has issued safety appeals to the general public, couched in plain, simple language and as concise as possible. Many times these appeals were conspicuously displayed on the front pages. It is, therefore, fitting and proper that this occasion be used to publicly express my gratitude to the entire newspaper profession of New Jersey for their fine cooperation in this campaign against highway thoughtlessness and negligence.

Another medium deserving of grateful mention is the radio broadcasting industry. Practically every broadcasting station in the State has furnished department speakers with liberal time gratis while others have used our regular releases as program fillers.

The automobile clubs, safety councils, motion picture interest, business organizations, service groups and countless individuals have all made generous contributions to the cause of highway safety for which the Motor Vehicle Department and the State of New Jersey will be forever in their debt.

Respectfully submitted,

AWMagee

COMMISSIONER OF MOTOR VEHICLES

BUREAU OF SAFETY EDUCATION

January 1, 1936

Honorable Arthur W. Magee,
Acting Commissioner of Motor Vehicles.

Dear Commissioner:

I herewith submit the report of the Bureau of Safety Education for the calendar year of 1935.

Despite increased activities without additional funds or personnel, the unceasing "Campaign of Education" of the motorist, the pedestrian and the child was successfully conducted.

In this report I shall again begin with the pre-school child upon whose parents solely rests the responsibility for safety. Yet, it is deemed advisable to guide and caution parents in the performance of their duty.

For the safety of the little ones, the yard can, in most cases, be conveniently converted into a play center. The ingenuity of parents can with but little expense equip this safe area with implements such as a sandbox, large lightweight blocks, a see-saw etc. In this manner the play-yard will be so attractive that sidewalk play will be discouraged and many hours of healthful activity may be spent safely out of doors.

Parents have a greater duty to their young children than merely telling them about the dangers of the street. They should make it a practice to take periodic walks, especially with the children near school age, to teach them the proper way to cross streets, to look first left - then right before stepping down from the curb: to understand traffic signals; to point out the dangers of crossing between parked cars - middle of block or diagonally. Before the beginning of the school career, a child should have had adequate instructions in the best and safest way to pursue on the way to school. Such efforts will develop safe habits, attitudes and self-reliance which are certain to dispel fear in both the child and the parents. Last but not least the good example in street conduct of the parents will impress the child more than words.

The most dangerous place for youngsters is right in the vicinity of their own homes, therefore, we plead with parents to assume greater responsibility for the safety of the pre-school child.

The success in elementary schools in training the children to care for themselves as pedestrians is substantiated by an improved automobile accident record. The School Boy Patrol has also contributed to this accomplishment in no small way. The Bureau takes this occasion to pay tribute to school authorities and the School Boy Patrol.

This Bureau has, at all times, cheerfully and generously cooperated with elementary schools by furnishing speakers, safety films, posters, literature, safety plays, statistics. Daily mail arrives from principals, teachers and students seeking information of assistance in safety projects.

I would like to give special mention to the Safety Campaign in Irvington during which our safety program consisting of speaker and safety movie was presented at every school, public or parochial, in the municipality.

Among letters and compositions inspired by our programs, I shall include one from a 6A student from Nutley under date of

June 12th.

> "Before I saw this picture I never thought about safety much. I never thought what would happen if there were no cops, or lights or signs. When they showed all the accidents I put my face in my hands because I didn't want to see them. My father never lets us go in the street with roller skates. But when he wasn't looking I went. After this I never will. I thought the speech was very interesting. I never knew so many people were killed or hurt by automobile accidents."

This Bureau welcomes such opportunities to assist and trusts that more schools will avail themselves of our speakers and facilities.

The achievements of the elementary schools in safety educational activities stand as a challenge to the high schools. It is worthy of note that an increased number of high schools in New Jersey in 1935 were assisted by the Department through this Bureau and the Chief Inspector with his Force in conducting such activities as - Driving Courses, Junior Automobile Clubs, Automobile Patrols, home room safety projects and Junior Safety Councils. The subject has also been integrated with the other regular curricular instructions such as Civics, Physical Education, Problems in Democracy etc. The advantages of such activities cannot be disputed, yet, the fact that these projects do not include every student and that it does not give this vital subject the weight it deserves, is regretted.

Youth begins to drive a car during the high school career because the driving privilege is extended by law to persons 17 years of age in our State. To drive an automobile is the ambition of every high school girl or boy. The lack of systematic education and training to our young drivers has proven its deficiencies unmistakably. The argument is raised that parents should assume this responsibility. Can anyone dispute that this method has been tried for many years but found wanting? Others insist that the licensing procedure should be so severe that it in itself will be an education and safeguard. New Jersey ranks among the few States having the best licensing laws. Do our 30,511 accidents last year indicate that this method is sufficient?

The only logical solution of this problem is that the high school is the only agency properly qualified for engaging successfully in this vital activity. Aside from the large percentage of students who will be the drivers of tomorrow, it must be born in mind the remaining number should also learn about traffic and safety matters so that they will avoid death or injury as a pedestrian. The training will also benefit this group by better fitting them to support, as a citizen, future traffic improvement measures. A proper public attitude on "Public Opinion" can only be secured by education. High school students of today are the public officials of tomorrow. This fact is still another advantage of the proposed high school course on highway safety.

A general outline, still tentative, as the course is in the pioneering stage includes such headings as:--

History of the Automobile
Social and Economic Value of the Automobile
The Automobile
How to Drive an Automobile
Keeping the Automobile in Safe Condition
The Driver - Physical, Mental and Emotional Characteristics
The Highway
The Pedestrian
Traffic Laws
Accident Factors and Circumstances - Causes of Accidents
How Society Copes with the Traffic Problem and Functions

Examination and Test for License

From the point of view of the extreme importance of educating drivers it is suggested that one period a week throughout the year or a two period a week schedule for a semester be devoted to the course. The adoption of an authentic, uniform course carrying with it a fractional credit will certainly impress high school students with the importance of the training. When this plan becomes reality our crop of young drivers may even better the enviable record set by the elementary school children and actually put to shame the appalling accident record of their elders.

The interest of the student in the automobile and the knowledge that he may apply the teachings relatively soon will give the teacher great satisfaction for venturing into new fields.

Inspectors of the Department, as they have in the past two years, stand ready to lend every assistance possible in the institution, conducting an examination at the conclusion of the course. The successful applicant will receive card signed by the Principal and the Inspector. The presentation of this certificate will eliminate the written and oral test when the student is ready to obtain a license.

This Bureau has generously contributed to the interest in high school safety educational activities and has created a better understanding of the seriousness and enormity of the present day automobile accident situation by means of the Speaker's Bureau, the sound safety film, "Public Enemy #1", and other educational films such as "Saving Seconds", "Everybody's Business", "Once Upon A Time" loaned to the Department through the courtesy of large commercial organizations. Under the heading of safety movies a report of high school will be found who availed themselves of this service.

All during the year a tremendous amount of mail was received from principals, teachers and students not only from our own high schools but from such in the larger cities of practically every State in the Union. It resulted from Governor Hoffman's splendid safety articles and those of other authorities in such magazines as "The American", "Liberty", "The Ladies Home Journal", "Reader's Digest" and many others. In many instances the reply was followed by a most complimentary letter regarding the activities of the Department of Motor Vehicles of New Jersey. Our State is considered as a pioneer in high school driving and traffic courses.

All requests were promptly and courteously answered and every assistance possible has been cheerfully extended by this Bureau. Evidence of ever increasing activities in the high schools point, through education of the driver who is the controlling force - the brain of the automobile - to a much brighter future. The efforts of this Bureau will ever be directed to encourage, promote and assist high schools in projects designed to develop the proper habits, attitudes, skills, knowledge of traffic laws and regulations and accident causes in the students.

Adult education conducted by this Bureau may be classified under two major headings -- visual and aurel. In a concise form I shall endeavor to give you a complete report of these activities.

Aurel:

Early in 1935 in your effort to expand and broaden educational activities in your determination to reach every citizen who drives an automobile, a Speakers' Bureau was organized, composed of heads of the Divisions comprising the Department and Inspectors. The Bureau conducts weekly meetings for the purpose of interchanging experiences and assignments. Despite adverse criticsm these 25 departmental representatives have carried safety messages to schools, church organizations, Parent-Teacher Associations, Rotary, Kiwanis, Civic Forums, County Magistrates Association, Industrial

organizations, and many other civic, fraternal and municipal as well as county functions. 95% of our safety movie programs include a speaker. A report of which will be found later in the account of movie presentations.

The audiences from speaking engagements without pictures range from 25 - 500. Our files hold a great many unsolicited letters highly commending the ability of the speakers and expressing grateful appreciation for the cheerful cooperation offered as a part of our unceasing "Campaign of Education". Requests for speakers are steadily increasing.

I wish hereby to state that I have especially enjoyed this branch of our service because the members of the bureau have so cheerfully accepted assignments in all sections of the State. Most of these have been in the evening, many miles from home and after a busy day at the office, knowing full well also that there is no compensation for additional long hours yet they set out with a fine message determined to help you attain the high goal in safety upon our streets and highways. The Speakers' Bureau has attracted the attention of organizations in our neighboring States of Pennsylvania and New York judging from the requests received.

During the year advantage was taken of time extended to the Department by Station WCAP of Asbury Park and Station WAWZ of Zarapath, New Jersey. The generosity of said Stations made it possible to conduct four weekly 15 minute periods which were devoted to appeals from different angles to our citizens for better driving and greater safety upon our streets and highways. Since time on the air is far beyond our means such donations are at all times gratefully accepted and efficiently utilized. It is hoped the Bureau will continue to enjoy the cooperation of radio Stations as the radio provides an opportunity for representatives of the Department to bring their humane message into the homes of our people.

Grateful acknowledgment is also made to those Stations, who from time to time or over a period of time broadcasted brief, appropriate or seasonal messages by the Commissioner of Motor Vehicles as their contribution to a great cause.

As guest speakers on programs you and other officials of the Department have appealed to the general public picturing the tremendousness and seriousness of the automobile accident situation in an effort to create a better understanding and to enlist their cooperation without which we cannot hope to succeed.

Every speaker approaches this vital subject from a different angle, yet, all are directed to conserve life, limb, property and the happiness of the population of our State. This is the primary function of the Department.

Visual

Safety literature was freely requested by all types or organizations and institutions in our own State as well as most other States in the country. To the best of our ability, with the limited supply on hand, these were filled to the satisfaction of all. In the event that the Bureau could not give direct help, the writer was furnished with the source and address where the requested material may be obtained.

The Bureau herewith desires to thank such commercial organizations who generously sent in supplies of reprints of our Governor's articles, "---And Sudden Death", Manuals for "Driving Course" and others.

Under your able direction, 60 new and novel signs were erected along the main routes in New Jersey to constantly hold before the motorist the need for the greatest care and vigilance while driving. At intervals of three quarters of a mile to 5 miles signs were placed which revealed actual number of persons who lost their lives upon certain routes or gave warnings of traffic hazards

of most common occurrence. On Route #29 for example -- the following were erected: "DEATH RIDES THIS ROAD", "21 KILLED THIS YEAR", "ARE YOU SAFETY CONSCIOUS", "WATCH FOR PEDESTRIANS", "DRIVE AT MODERATE SPEED", "DON'T PASS ON CURVES", "USE HAND SIGNALS", "HELP PREVENT ACCIDENTS", "DRIVE CAUTIOUSLY - CONSIDERATELY", and "STOP THAT KILLING".

Safety posters were distributed and placed at all Motor Vehicle Agencies in the State reminding the public that driving is a privilege. A similar procedure was followed in all places where intoxicating beverages are sold. These posters depict the evil practice of drinking and driving headed "DON'T LET THIS HAPPEN TO YOU" and were by your order conspicuously displayed. Local Police and Magistrates offices were likewise supplied. Requests for posters were cheerfully complied with from County and municipal organizations sponsoring local safety campaigns, from churches, industries, schools and colleges, and various civic and fraternal organizations. The Bureau was always assured that our posters would be used at vantage points, meeting rooms, bulletin boards etc. Assurance was always given for aid in future projects to keep the safety movement alive.

The Safety Exhibit of the Department was again viewed by almost 500,000 citizens during its display at the Newark Automobile Show, Theatre lobby in Hackensack, Memorial Building in Trenton for the Governor's State Safety Conference, Trenton Fair, Irvington Safety Campaign, New Jersey Motor Truck Show, Newark, Trenton Times Exposition, Trenton Automobile Show, and in the rotunda of the City Hall of Newark. The work attached to the exhibit is most satisfactorily carried on by Inspectors Earle Severs and Richard Stearn. Following your instructions, representatives are assigned to be stationed with the exhibit for the purpose of answering questions and the distribution of literature. Aside from Inspectors Severs and Stearn, the Bureau valued the splendid cooperation of Inspectors Brennan, Barlow, Gould, and Boutillier for aiding in the operation of a "Reactometer" loaned to the Department for some of the displays of the exhibit by the courtesy of the Aetna Life Insurance Company, whose cooperation is at all times appreciated and hereby acknowledged.

By far the most effective and popular service offered without cost upon request as another part of our unceasing "Campaign of Education" is the sound safety film, "Public Enemy #1". Every day this film is presented somewhere in New Jersey; in fact as many as 5 presentations in a single day were made in 1935. The following is the report by months:--

JANUARY

Coordinated Transport, Perth Amboy; Cramer School P.T.A., Camden; East Side High School, Newark; Patrolmens Benefit Assn, Paterson; Union County P.T.A., Washington; Rahway Junior High School, Rahway; Republican Club, Newark; Coordinated Transport, Camden; Glassboro Norman School, Glassboro; Coordinated Transport, Newark; American Legion Post #125, Maywood; Coordinated Transport, Camden; Lafayette High School, Elizabeth; (2 showings) -Northampton Motor Club, Easton, Pa.; Coordinated Transport, Hackensack; Swift & Co., Kearney; American Legion Post #175, Rockaway; Hope Chapel, Jersey City; E.R.A. County Office, Toms River; Bernardsville High School, Bernardsville; High School P.T.A., Hawthorne; Ivy Street School, Newark; Boonton Rotary Club, Boonton; Boonton High School, Boonton; Kiwanis Club, Camden; Steel Pier, Atlantic City; Caldwell Legion, Caldwell; Bordentown Military Institute; CCC Camp, High Bridge; Ascension Lutheran Church, Haddon Heights; Bergen County Council Churches, Hackensack; Rotary Club, Philadelphia; Kiwanis, Bridgeton; Eastern Safety Conference, Asbury Park.

FEBRUARY

Kiwanis, Camden; Tasty Baking Company, Newark; P.O.S.A. Hall,

Audubon; Mt. Vernon Jr. High School, Irvington; Milburn High School, Millburn; Womens Repl. Club, New Brunswick; Clementon Theatre, Clementon; Millville Theatre, Millville; Vineland Theatre, Vineland; Collingswood Theatre, Collingswood; Princeton Theatre, Princeton; Grand Theatre, Camden; Lyric Theatre, Camden; Stanley Theatre, Camden; Lafayette P.T.A., Highland Park; Union Jr. High School, Rutherford; St. Clement's Church, Hawthorne; Washington P.T.A., Morristown; Jr. O.U.A.M., Newark; Reformed Church, Lincoln Park; St. Ann's Holy Name Society, Jersey City; St. Genieve Church, Elizabeth; Frank A. North School, Collingswood; Seaboard Mutual Gas Co., Philadelphia; Board of Health, Trenton; Atlas Germania Lodge, Newark; So. End Repl. Club, Newark; Kiwanis, Perth Amboy; Hackensack Water Co., Rochelle Park; Orange Armory, Orange; Collingswood Ladies Club; Long Branch Senior High, Long Branch; Chatham Kiwanis, Chatham; Shell Eastern Conference, Metuchen; E.R.A. Office, Atlantic City;---

MARCH

Odd Fellows, Carteret; Dumont School, Dumont; Bedminster School, Bedminster; Colonial Volunteer Vireman, Trenton; American Legion #47, Camden; Mt. Vernon School P.T.A., Irvington; Fire Company, Metuchen; Lions and Rotary, Cranford; Perth Amboy Schools, Perth Amboy; Auto Club, Newark; Holy Name, North Arlington; P.T.A., Colonia; Masonic Temple, Passaic; P.T.A., Metuchen; Midland School, Roselle Park; Bogota High School, Bogota; Vocational School, Pensaucken; P.T.A., Neptune; Camden Club, Camden; Nat'l Sugar Refining, Edgewater; P.T.A., Morris Plains; Rotary, Maplewood, Rotary, Camden; Rotary, Bridgeton; Health League, Camden; Mens Community Club, Sea Girt; Morrisville High School, Morrisville; Fire Dept., Westwood; Repl. Club, Margate City; Margate Grammer School; Kruegers Auditorium, 20th Century Cab, Newark; Kiwanis, Montclair; Point Pleasant High, Point Pleasant; Y.M.C.A., Jersey City; Leisure Time Council, Egg Harbor.

APRIL

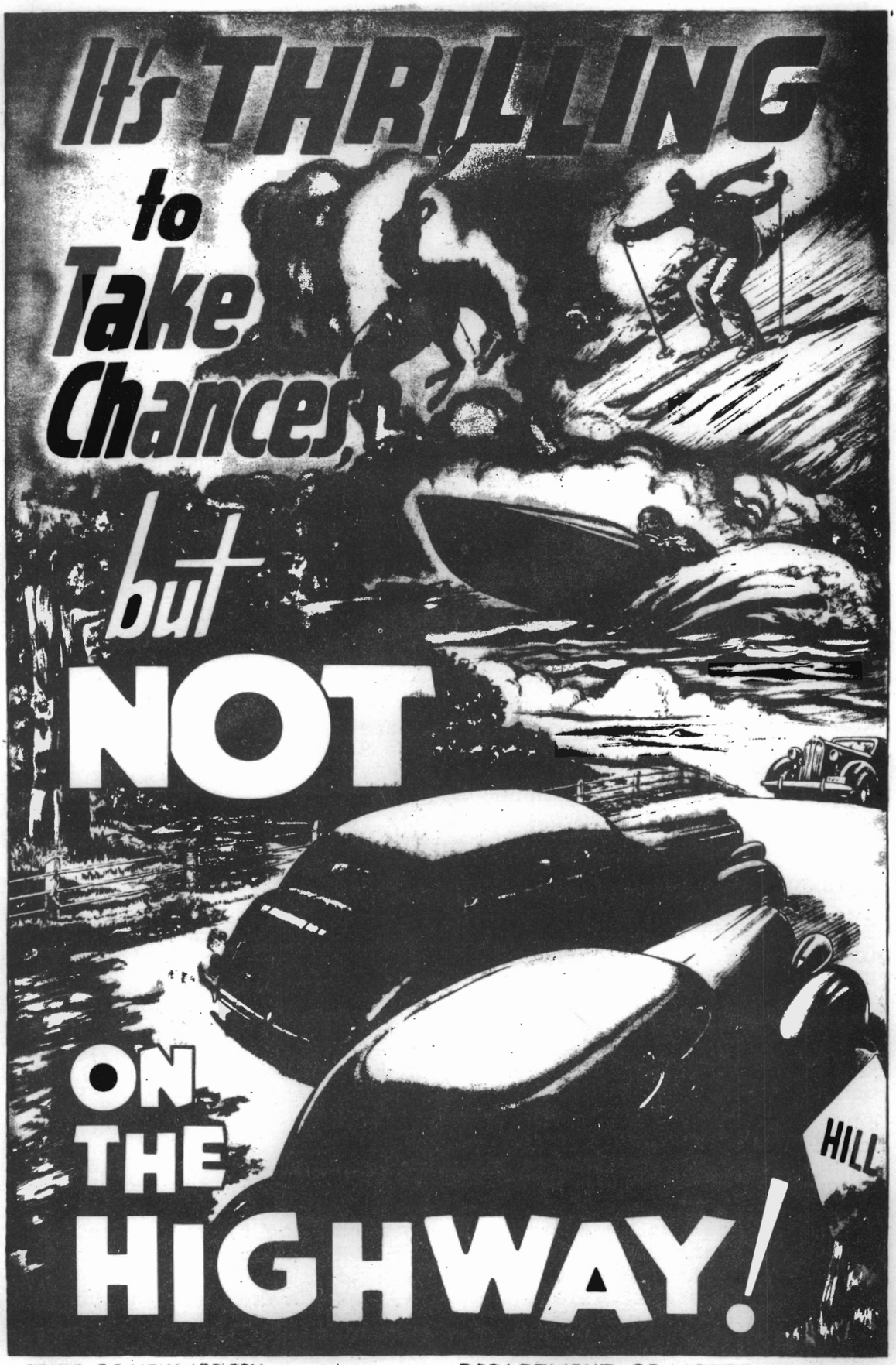
Jr. O.U.A.M., Vincenton; North Branch School, North Branch; Lions Club, Newark; Women's Repl. Club, Ridgefield; Park Theatre, South Plainfield; I.O.O.F., Dover; I.O.O.F., Newark; United Repl. Club, Camden; Mountainside School, #29; Ridgewood High School, Ridgewood; Franklin Club, Newark; Lions Club, Camden; Barringer High School, Newark; Lincoln School, Summit; Y.M.H.A., Newark; Franklin School, Metuchen; Rotary, Irvington; P.T.A. of Hunterdon County, Whitehouse; St. Michaels Parish, Elizabeth; Moose Hall, Irvington; Men's Club, Hamburg.

MAY

Atlantic City Shore R.R.Co., Atlantic City; Rotary, Morrisville; Hawthorne High, Hawthorne; Civic Club, Philadelphia; American Legion, Livingston; Rotary, Lititz, Pa; Burlington Rd. Dept, Mt. Holly; Parkway Baking Company, Philadelphia, Pa; Parkway Baking Co, Camden; North Jersey Auto Club, Hasbrouck Heights; Oaklyn Republican Club, Oaklyn; New Brunswick Safety Campaign, New Brunswick; Southern Division Jersey Power and Light, Wildwood; Kiwanis, Wildwood; Spartan Club, Trenton; Methodist Church Young Men's Club, Mt. Holly; P.T.A., Bernardsville; CCC Camp, Hackettstown;

JUNE

Craftmen's Club, Collingswood; Bristol High School, Bristol, Pa; Bensalem High School, Bensalem, Pa; Quakertown High School, Quakertown, Pa; Sellersville-Perkasie High School, Perkasie, Pa; Kiwanis Club, Riverside; Optimist Club, Doylestown, Pa; Nutley Junion High School, Nutley; Washington School, Nutley; Hawthorne Rotary, Hawthorne; Rotary Club, Orange; Sun Oil Globe Indemnity, Newark; Christ Church Men's Club, Belleville; United Young People Society, Flanders; Haddonfield Exchange Club; Universal Craftsmen Council, Newark; Penn Motor Truck Association, Philadelphia; Western Union Telegraph Company, New York; American Legion, Barnegat; Magistrates Association, Lake Hopatcong.



STATE OF NEW JERSEY DEPARTMENT OF MOTOR VEHICLES

JULY

Scullville English Creek P.T.A., Scullville; American Business Men's Club, Fieldsboro; Exchange Club of Beach Haven, Beach Haven; Lafayette Street Playground, Newark; South Street Playground, Newark; Peshine Avenue Playground, Newark; Mt. Holly Rotary, Mt. Holly; Monmouth Street Playground, Newark; Hawthorne Avenue Playground, Newark; Bargaintown Grange #203, Bargaintown; Prince Street Playground, Newark. (The playground meetings were held out of doors after 9 P.M. and attended by audiences from 500 to 2000)

AUGUST

Bergen Street Playground, Newark; Newton Street Playground; South Eighth Street Playground, Newark; Burnet Street Playground, Newark; Oliver Street Playground, Newark; American Legion Hall, Dunellen; Pennington Road Fire Department, Ewing Township; Garfield School Playground, Newark; Playground #2, Linden; Hayes Park east, Newark. (Return dates were made to some playgrounds as sudden thunder storms interfered with showings)

SEPTEMBER

Garfield Playground, Newark; Rotary, Asbury Park; Morris County Women's Republican Club, Morristown; Montclair Safety Campaign Mass Meeting, Montclair; CCC Camp, Englewood; Veritans Club, Paterson; Safety Forum, Union; Kiwanis of Morristown, Morristown; Hackensack Rotary, Hackensack.

OCTOBER

CCC Camp- P67, Raritan; Lincoln Park Safety Forum, Lincoln Park; Viking Republican League, Jersey City; Overlook Chapter #44R.A.M., Summit; Dunellen Rescue Squad, Dunellen; Civilian Conservation Corps, High Bridge; Chancellor Avenue School, Irvington; Union Avenue School, Irvington; Florence Avenue School, Irvington; Mt. Vernon School, Irvington; St. Leo's School, Irvington; Myrtle Avenue School, Irvington; Augusta Street School, Irvington; Berkley Terrace School, Irvington; Grove Street School, Irvington; Middlesex County Vocational School #2, Perth Amboy; Police Department, Ventnor City; North Hudson Kiwanis, Union City; CCC Camp, West Orange; Moorestown Rotary, Moorestown; Spotswood Republican Club, Spotswood; Arcola M.E. Church Club, Paramus.

NOVEMBER

Eastside High School, Paterson; CCC Camp, Englewood; Asbury Park Civic Forum, Asbury Park; Holy Name Society, Bergenfield; Social Center Association, Paterson; Montclair Chapter #54 R.A.M., Montclair; CCC Camp, Springfield; Summit High School, Summit; District #2 NJ CCC, Greenbank; CCC Camp, Whippany; Mercer County School Bus Drivers, Plainsboro; Pensauken Junior High School; CCC Camp, Morristown; Men's Club of Pequannock, Wayne; Lions Club School Boy Patrol, --Thanksgiving Party, Perth Amboy;

DECEMBER

St. Anthony's Society, Glassboro; CCC Camp, OakRidge; Falls Township High School, Fallsington, Pa; Rotary of Asbury Park; CCC Camp, Hacketstown; Bee Line Incorporated, Rockville Center, N.Y.; CCC Camp, Branchville; Horace Mann P.T.A., North Bergen; County Superintendents School Dinner, Burlington; CCC Camp, High Point; Kiwanis of Pascack Valley, West New York; Drake Business College, Elizabeth; West New York Republican Club, West New York; CCC Camp, West Milford; Roxbury High Auto Club, Sucasunna; CCC Camp at Smith's Mills.

"Public Enemy #1" has been shown to 1,500,000 people in our State and has been used incessantly since April 1934. In addition to our own programs prints of the 35mm sound film were loaned to outside organizations and officials and organizations of other States. This educational film has been seen west as far as Seattle, Washington - north as far as Canada - south as far as

Texas. The extensive use made of the picture has practically depleted our supply. There are but two copies in our possession, neither of which can be depended upon for perfect performance for our programs. "Public Enemy #1" has, without question, served its purpose and has largely contributed to an aroused and lively interest in the safety movements throughout the State. It is now proper to follow this film with one of less spectacular and more educational value. In December a contract was signed with the Pathe News Corporation to revise the original film for the purpose of bringing it up to date. For the continuance and perfect performance of our truly heavy schedule, I trust, the new film will be ready for circulation in the very near future.

As in the case of the exhibit, Inspectors Severs and Stearn have been assigned to present "Public Enemy #1". Regardless of time, hours or weather and distance the heavy schedule, a report of which has been given, was in every detail filled promptly and courteously. Many letters have been received commending the Inspectors. The assistance of Robert Convery is also appreciated.

The following films have been loaned to this Department, they have proven a valuable asset to our programs.

"Once Upon A Time" -- from Metropolitan Life Insurance Company
"Saving Seconds" -- " Aetna Life Insurance Company
"Everybody's Business " Chrysler Corporation

The Bureau hereby wishes to express the Department's gratitude for the courtesy, generosity and splendid contribution to safety. Special mention must here be given to the Metropolitan Life Insurance Company who did not only supply the Bureau with three films but made it possible for New Jersey Theatre owners to show a technicolor print of "Once Upon A Time"during April and May in every theatre in the State in answer to an appeal from the Governor.

The Department's silent moving pictures for young children were utilized in all elementary school programs, School Boy Patrol meetings during the year.

When in the country as a whole a new high accident record has been reported, is it not positive proof that educational activities conducted by this Department resulted in the 9% reduction in automobile accidents, the 33% reduction in child pedestrian fatalities and the 16% reduction in injuries to children? What controls the action of a driver when called upon to make a decision in a hazardous position on the street or highway? Habits, attitudes, skills, knowledge of the law and the causes of accidents dominate such a decision. Education develops these essential qualifications for careful, courteous and safe operation of a motor vehicle.

The Bureau is indeed fortunate to enjoy your staunch support and promotion of educational activities which are reflected in every performance of duty solely directed to make the streets and highways of New Jersey the safest in the United States.

All through the year the Bureau of Safety Education endeavored to faithfully perform its functions inspired by your sincerity and determination to alleviate the horror and suffering caused by automobile accidents which constantly hold a threat over every home.

The sincere gratitude of the Bureau is extended to newspapers, periodicals, trade magazines, radio stations, departments and all agencies who through the liberal use of their facilities made valuable contributions to the unceasing "Campaign of Education".

In conclusion, I wish to thank you for your valued advice and encouragement also every Division comprising the Department of Motor Vehicles for their cheerful and prompt cooperation.

Respectfully submitted,

Kathryn McMahon

Kathryn McMahon
Assistant Director,
Safety Education.

DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1936

Honorable Arthur W. Magee,
Acting Commissioner of Motor Vehicles

Dear Commissioner:

I submit herewith the annual statistical summary and analysis of motor vehicle accidents in the State of New Jersey for the year 1935.

Total accidents reported were 30,511, a 9 per cent reduction from the 33,653 that occurred in the year 1934 and 9.4 per cent decrease from the 33,803 accidents in the year 1933.

TYPES OF ACCIDENTS RESULTING IN PERSONS KILLED AND INJURED

	Number of Accidents	Per Cent	Persons Killed	Per Cent	Persons Injured	Per Cent
COLLISION WITH						
Pedestrian	7226	23.7	604	50.84	6936	27.05
Other motor vehicles	19653	64.41	332	28.	15412	60.35
Horse drawn vehicle	184	.6	2	.16	144	.56
Railroad train	66	.21	31	2.60	38	.15
Street Car	152	.49	3	.25	82	.30
Bicycle	510	1.67	30	2.52	477	1.86
Fixed object	1939	6.35	106	8.92	1632	6.4
Non-Coll.Operating	697	2.3	75	6.3	821	3.2
Non-operating	34	.11	4	.33	29	.1
Miscellaneous	50	.16	1	.08	8	.03
TOTAL	30511	100.00	1188	100.00	25579	100.00

FATALITIES. New Jersey was one of the few States in the reduced fatality class, final reports listing 1188 deaths, which was 39 fewer than the previous year. Total deaths during the past eleven years were as follows:

YEAR	DEATHS
1925	862
1926	861
1927	1027
1928	1075
1929	1275
1930	1269
1931	1302
1932	1180
1933	1185
1934	1227
1935	1180
TOTAL	12451

CHILD PEDESTRIAN FATALITIES. Aside from the general improvement in accident conditions, perhaps the brightest spot in the year's record was the 33 per cent reduction in the number of chilf pedestrians killed and the 16 per cent decrease in the number injured. In all, 106 children were killed in the streets as compared with 158 in 1934; 157 in 1933 and 170 in 1932. The number injured last year was 3,042; in 1934 it was 3,623; in 1933

it was 4,119 and in 1932 the total was 4,461.

This favorable decrease is the result of but one thing - SUCCESSFUL SAFETY EDUCATION. Drivers are beginning to realize the danger of speeding when children are playing in the street or on the sidewalk, while in the schools the children themselves are more responsive to safety talks and junior safety patrol discipline.

The following shows where the 106 child pedestrians were killed during the year : Atlantic 2, Bergen 8; Burlington 5; Camden 8; Cape May 2, Cumberland 3; Essex 24, Gloucester none; Hudson 15; Hunterdon 2, Mercer 6; Middlesex 6; Monmouth 2; Morris 2; Ocean 1; Passaic 7; Salem 1; Somerset 3; Sussex 1; Union 5, and Warren 3.

INJURIES. In line with the reduction in accidents and deaths, non-fatal injuries decreased 7.8 per cent, victims numbering 25,579 as compared with 27,754 in the year 1934; 26,158 in 1933 and 31.246 in the year 1932.

FATALITIES IN URBAN AND RURAL DISTRICTS. A survey of the 1188 fatalities showed that more deaths occurred in the rural sections of the State than in the urban (towns of more than 10,000 population) districts. Fatalities in the rural section numbered 630, an increase of one per cent over the previous year. According to National Safety Council the rise in auto deaths in rural communities as a whole, has been constant since 1924, the increase being 44 per cent as compared with a 27 per cent rise on city streets.

FATALITIES IN RURAL DISTRICTS ACCORDING TO AGE GROUPS

COLLISION WITH:	Total Killed	0-4	5-14	15-21	22-64	65 & over
Pedestrian	251	13	27	9	138	64
Other Mtr. Veh.	205	5	7	30	143	20
Horse Drawn Veh.	2					2
Railroad Train	16		1		11	4
Street Car						
Bicycle	15		3	5	5	2
Fixed Object	84	1	2	10	65	6
Non-Collision Opr.	54	2	6	13	32	1
Non-Operating	2				2	
Miscellaneous	1				1	
TOTAL	630	21	46	67	397	99

FATALITIES IN URBAN DISTRICTS ACCORDING TO AGE GROUPS

COLLISION WITH:	Total Killed	0-4	5-14	15-21	22-64	65 & over
Pedestrian	353	19	47	10	194	83
Other Mtr. Veh.	127	2	6	27	85	7
Horse Drwn. Veh.						
Railroad Train	15	1		2	11	1
Street Car	3				2	1
Bicycle	15		6	5	3	1
Fixed Object	22			3	19	
Non-Collision Opr.	21		1	5	13	2
Non-Operating	2				2	
Miscellaneous						
TOTAL	558	22	60	52	329	95

Deaths of pedestrians on city streets totaled 353 as compared with 251 in rural communities but this type of accident with the exception of collisions with railroad trains, was the only type in which the fatalities exceeded those in the rural districts.

WEATHER AND ROAD CONDITIONS. The effect of weather and road conditions on accidents clearly emphasizes the part that much discussed factor - the human element - plays in traffic collisions. In rainy and snowy weather traffic slows up to such an extent that should an accident occur, the consequences are much less severe than under more favorable conditions. A glance at the accompanying charts is conclusive proof that the driver and not the car is the principal cause of accidents.

WEATHER CONDITIONS UNDER WHICH ACCIDENTS OCCURRED

	Total Accidents	Per Cent	Fatal Accidents	Per Cent	Other Accidents	Per Cent
Clear	23841	78.13	883	80.4	22958	78.05
Fog	746	2.45	45	4.09	701	2.38
Rain	4645	15.22	152	13.83	4493	15.28
Snow	1279	4.2	18	1.68	1261	4.29
TOTAL	30511	100.00	1098	100.00	29413	100.00

ROAD CONDITIONS UNDER WHICH ACCIDENTS OCCURRED

	Total Accidents	Per Cent	Fatal Accidents	Per Cent	Other Accidents	Per Cent
Dry	21853	71.62	836	76.14	21017	71.45
Wet	5437	17.82	188	17.12	5249	17.85
Muddy	19	.06	1	.09	18	.06
Snowy	1513	4.96	31	2.82	1482	5.04
Icy	1689	5.54	42	3.83	1647	5.60
TOTAL	30511	100.00	1098	100.00	29413	100.00

TYPES OF ACCIDENTS. While the accident known as a collision between two or more vehicles occurs with more frequency than any other type, it does not claim the greatest number of deaths in a year. On the contrary the accidents involving pedestrians, while comprising but 24 per cent of the total, account for slightly more than one-half the fatalities and 27 per cent of the injuries. The third most frequent type of accident is that involving collisions with fixed objects, such as poles, trees, buildings and other obstructions and fourth is the non-collision type involving cars that overturn without actual contact with another car or object. Each year railroad grade crossing crashes with automobiles produce fewer casualties due to the vast sums of money expended for crossing elimination and protective devices, but a certain indisputable feature is that when a car comes in contact with a locomotive, the consequences are usually serious. During the year there were 66 such accidents reported in the State and these accounted for 31 lives and serious injury to 38 others.

The gradual elimination of the street car and its replacement by buses is reflected in the records involving this type of accident. There were 152 such accidents last year that caused the death of 3 persons and the injury of 82 others. The revived popularity of the bicycle is a contributing factor to the high traffic accident rate, there being 510 accidents last year that killed 30 bicyclists and injured 477.

CONDITION OF MOTOR VEHICLES. Only slightly more than five per cent of the vehicles involved in accidents were mechanically or otherwise defective. Faulty brakes were the cause of but two per cent of the accidents while defective rubber gear as a cause of accidents is almost a thing of the past. The latter accounted for but six-tenths of one per cent of all accidents last year. Here again is uncontradictory proof that the element responsible for most accidents is the human element.

CONDITION OF MOTOR VEHICLES IN ACCIDENTS

	Total Veh.in Acc's	Per Cent	Veh.in fatal Acc's	Per Cent	Veh.in other Acc's	Per Cent
In apparently good condition	48917	94.76	1310	94.	47607	94.83
Faulty brakes	1156	2.24	22	1.6	1134	2.26
Improper head-lights	460	.9	12	.86	448	.89
Taillight out or obscured	490	.95	14	1.03	476	.95
Defective steering mech.	214	.41	11	.79	203	.4
Puncture or blowout	290	.6	17	1.22	273	.54
Other defects	73	.14	7	.5	66	.13
TOTAL	51600	100.00	1393	100.00	50207	100.00

DIRECTION OF TRAVEL. Strange though it seems, drivers get into more difficulties when their direction of travel is straight ahead than when they are making left or right turns, backing or stopping. Sixty-eight per cent of all accident vehicles were traveling straight ahead when their accidents occurred while of the turning movements 8.5 per cent were making a left turn and 2.8 per cent right turns. Eight per cent of all cars in accidents during the year were parked or standing still at the time and seven per cent were skidding, the latter being, in most instances, the result of improper control over the vehicle.

DIRECTION OF TRAVEL OF CARS INVOLVED IN ACCIDENTS

	Total No.cars involved	Per Cent	Cars in fatal Acc's	Per Cent	Cars in other Acc's	Per Cent
Going straight	35148	68.	1166	83.65	33982	67.6
Turning right	1462	2.84	18	1.3	1444	2.9
Turning left	4384	8.5	46	3.3	4338	8.64
Backing	746	1.48	15	1.1	731	1.46
Parked or still	4102	8.	44	3.17	4058	8.1
Slowing or stopping	1986	3.88	23	1.66	1963	3.93
Skidding	3772	7.3	81	5.82	3691	7.37
TOTAL	51600	100.00	1393	100.00	50207	100.00

SEX OF DRIVERS. Much has been said - and much disputed - about the respective merits of male and female drivers. The figures, however, speak for themselves and they are presented herewith for whatever interpretation suits the mood.

SEX OF DRIVERS INVOLVED IN ACCIDENTS

	Total drivers in acc's	Per cent	Drivers in fatal Acc's	Per cent	Drivers in other Acc's	Per Cent
Male	46257	89.65	1212	87.	45044	89.73
Female	4574	8.86	71	5.1	4503	8.96
Not stated	769	1.49	110	7.9	659	1.31
TOTAL	51600	100.00	1393	100.00	50207	100.00

DRINKING DRIVERS. The utter futility of mixing alcohol and gasoline is shown by the fact that 44 persons were killed and 1,294 were injured during the year in accidents in which one or both drivers "had been drinking" intoxicating beverages. In 1934 the deaths from this cause totaled 32 and in 1935 they

numbered 30.

Although fatalities from this cause increased, the number of accident drivers reported to have been under the influence of liquor decreased 2.9 per cent from the previous year. Last year they totaled 1,401 as compared with 1,443 in 1934; 1048 in 1933 and 1,010 in 1932.

In addition to the foregoing casualties, there were 499 pedestrian victims whose condition, resulting from indulgence in alcoholic beverages, was responsible for being struck. While the total represents five less than in the previous year, this particular cause of pedestrian accident has increased in leaps and bounds since 1933 in which year 297 of the pedestrian victims were reported to have been under the influence of liquor.

HIT AND RUN. The despicable hit and run driver still abounds on the highways although he was fewer by 9.8 per cent. The number of accident drivers recorded in this category was 1,076 as compared with 1,193 in the previous year.

One point that stands out in this connection is the effect of alcohol on drivers when an accident occurs. In their normal senses, most drivers instinctively stop and give aid after an accident, but the year's records show that of the 1,401 "had been drinking" drivers, 122, or 11 per cent, were hit and runners.

HOURS OF OCCURRENCE. Seventy per cent of the deaths occurred during the normal hours of darkness, 6 PM to 6AM, which would indicate that too many drivers operate at speeds which do not permit them to stop within the range of illumination provided by headlights. The answer of course might be illuminated highways but the cost factor is so great as to be impossible in most sections of the State. It shows clearly, however, that some definite check must be placed upon a car's potential speed after darkness.

HOURS OF OCCURRENCE OF AUTOMOBILE ACCIDENTS

	Number of Accidents	Per Cent	Fatal Accidents	Per Cent	Other Accidents	Per Cent
12 to 1 AM	964	3.16	30	2.73	934	3.18
1 to 2 AM	929	3.04	43	3.92	886	3.01
2 to 3 AM	836	2.74	36	3.28	800	2.72
3 to 4 AM	642	2.1	38	3.46	604	2.05
4 to 5 AM	417	1.37	21	1.91	396	1.35
5 to 6 AM	317	1.02	11	1.	306	1.04
6 to 7 AM	352	1.15	27	2.46	325	1.1
7 to 8 AM	714	2.34	20	1.82	694	2.36
8 to 9 AM	949	3.11	13	1.18	936	3.18
9 to 10 AM	874	2.86	19	1.73	855	2.91
10 to 11 AM	1135	3.72	19	1.73	1116	3.79
11 to 12 PM	1438	4.71	34	3.10	1404	4.77
12 to 1 PM	1287	4.22	25	2.28	1262	4.29
1 to 2 PM	1286	4.21	14	1.28	1272	4.32
2 to 3 PM	1365	4.47	28	2.55	1337	4.55
3 to 4 PM	1738	5.71	42	3.83	1696	5.77
4 to 5 PM	2008	6.59	38	3.46	1970	6.7
6 to 6 PM	2405	7.89	69	6.28	2336	7.95
6 to 7 PM	2100	6.89	86	7.83	2014	6.85
7 to 8 PM	2132	7.	91	8.29	2041	6.94
8 to 9 PM	1973	6.47	71	6.47	1902	6.47
9 to 10 PM	1551	5.08	63	5.74	1488	5.06
10 to 11 PM	1320	4.33	57	5.19	1263	4.29
11 to 12 PM	1315	4.3	46	4.19	1269	4.31
Not stated	464	1.52	157	14.29	307	1.04
	30511	100.00	1098	100.00	29413	100.00

DAYS OF OCCURRENCE. Saturday continues to be the worst day of the week for accidents but Sunday leads in fatalities. Fewer accidents occur on Wednesday than any other day.

DAYS OF OCCURRENCE OF AUTOMOBILE ACCIDENTS

	Total Accidents	Per Cent	Fatal Accidents	Per Cent	Other Accidents	Per Cent
Sunday	5082	16.65	211	19.21	4871	16.58
Monday	3860	12.67	154	14.02	3706	12.6
Tuesday	4081	13.3	121	11.	3960	13.46
Wednesday	3762	12.32	136	12.39	3626	12.32
Thursday	3820	12.52	116	10.57	3704	12.6
Friday	4358	14.32	148	13.49	4210	14.31
Saturday	5451	17.9	203	18.5	5248	17.83
Not Stated	97	.32	9	.82	88	.3
TOTAL	30511	100.00	1098	100.00	29413	100.00

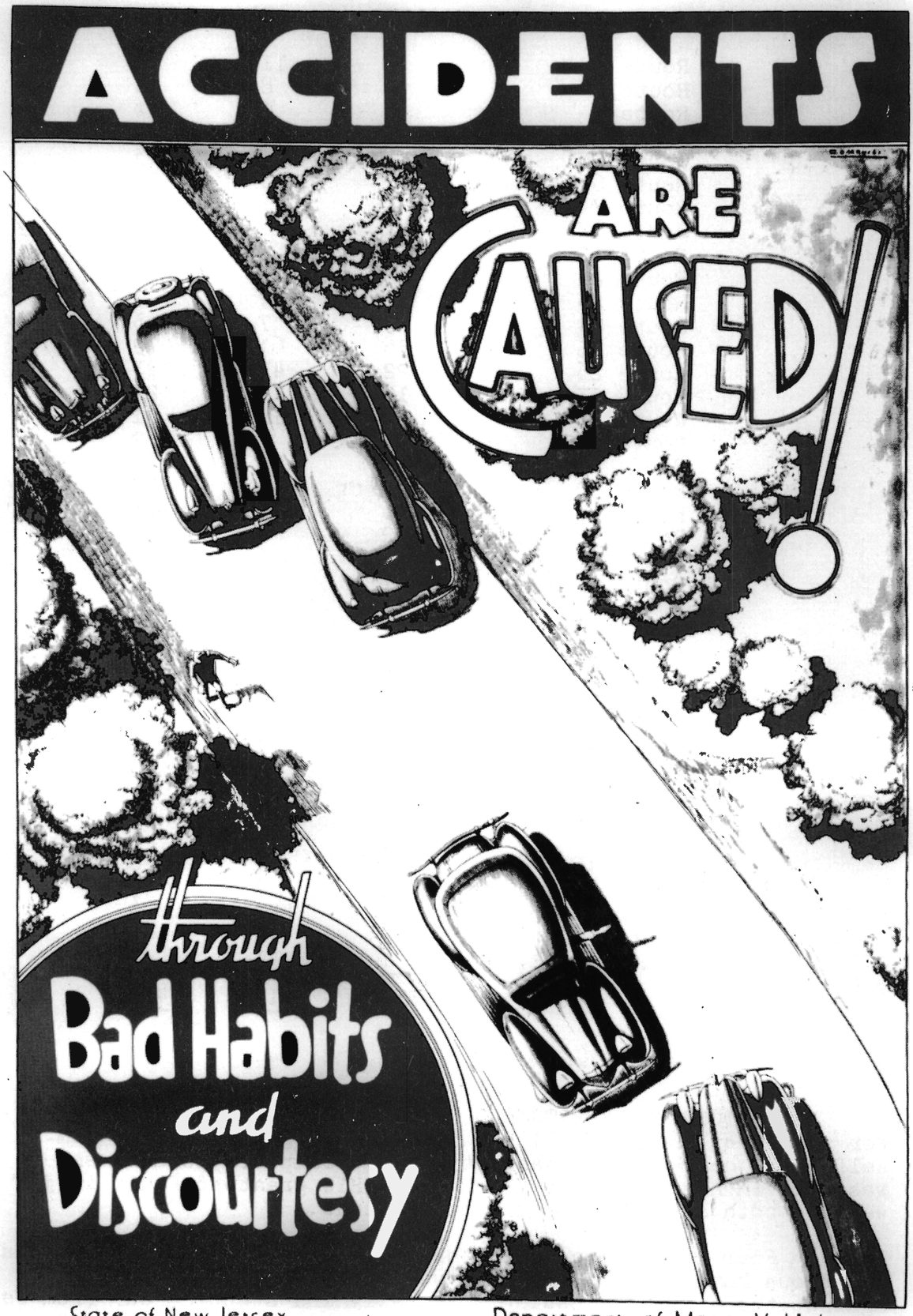
STATE HIGHWAY FATALITIES. Thirty per cent of the State's Traffic fatalities occurred on the State Highway System - three per cent less than the previous year. The number of deaths was 354 as compared with 411 in 1934 and 402 in 1933.

The greatest improvement was shown on the State's busiest highway, commonly referred to as the Brunswick Pike and comprising Routes 25 and 26 between Jersey City and Trenton. There, deaths dropped from 90 in 1934 to 67 last year due, in a large measure, to a more efficient patrol by the motor vehicle inspection force and other agencies. The following shows where deaths occurred during the two year period:

	1935	1934
Jersey City	2	4
Kearny	1	
Newark	13	5
Elizabeth	8	9
Linden	8	7
Rahway	5	
Woodbridge	4	7
Raritan	2	13
New Brunswick	1	1
North Brunswick	12	12
South Brunswick	4	15
Plainsboro	2	6
West Windsor	3	2
Lawrence	2	9
TOTAL	67	90

Route 29, one of the newer highways, is fast becoming a dangerous road to travel, deaths last year having totaled 35 as compared with 21 in 1934 and 18 in 1933.

Route 43, better known as the White Horse Pike, had a much improved record of fatalities last year, there being reported 22 deaths as compared with 28 the year previous and 24 in 1933. Some of this reduction, however, may be attributed to the diverting of traffic over parallel Route 42, or Black Horse Pike, where the year's fatalities totaled 17 as compared with 15 in 1934 and 16 in 1933.



State of New Jersey Department of Motor Vehicles.

The following table shows a three year record of fatalities on the various State Highway routes:

	1935	1934	1933
Route 1	5	11	4
Route 2	9	8	8
Route 3	6	9	1
Route 4	33	38	28
Route 5N	1	2	3
Route 6	27	23	22
Route 7		1	2
Route 8N	1		
Route 10	6	6	5
Route 21	2	1	
Route 23	10	12	9
Route 24	9	7	3
Route 25	56	61	79
Route 26	22	41	23
Route 27	15	16	22
Route 28	12	16	21
Route S-28		3	2
Route 29	35	22	16
Route 30	5	5	10
Route 31	6	7	12
Route 32	2		
Route 33	2	6	4
Route 34	1	1	6
Route 35	8	20	12
Route 36	2	5	6
Route 37		2	8
Route 38	2	4	3
Route 39	2	8	3
Route 40	6	3	6
Route S-41	2	1	2
Route 42	17	14	16
Route 43	22	28	24
Route 44	6	6	2
Route 45	3	7	1
Route 46	2	1	6
Route 47	11	6	9
Route 48	3	7	9
Route 49	2	2	8
Route 50	1	1	5
	354	411	402

ACTIONS OF PEDESTRIANS. While drivers are responsible for many accidents involving pedestrians, the pedestrian himself would have a lower casualty record if plain common sense was used in his use of the highways. His greatest fault is jay walking both at and between intersections.

Four common practices that come within the scope of this dangerous habit are crossing between intersections, crossing against the signal, crossing diagonally and stepping our from behind parked vehicles. Fifty-two per cent of last year's pedestrian victims were doing one of these four things when struck, thus contributing to their plight.

ACTION OF PEDESTRIANS INVOLVED IN ACCIDENTS

	Total Ped.	Per Cent	Ped. Killed	Per Cent	Ped. Injured	Per Cent
Getting on or off Street Car	30	.40	1	.17	29	.42
Getting on or off other Vehicle	43	.57	2	.33	41	.59
In street, not at intersection	2002	26.55	192	31.79	1810	26.08
Playing in street	945	12.53	37	6.13	908	13.10
Coming from behind parked vehicle	1348	17.90	81	13.41	1267	18.27
In safety zone	2	.02			2	.03
At work on car in roadway	55	.72	10	1.66	45	.65
Walking on or along roadway	515	6.83	126	20.86	389	5.61
Crossing at inters. with signal	130	1.72	2	.33	128	1.85
Crossing at inters. against signal	382	5.07	16	2.65	366	5.28
Crossing at inters. no signal	1622	21.51	98	16.22	1524	21.97
Crossing at inters. diagonally	203	2.69	17	2.81	186	2.68
Hitching on vehicle	65	.86	4	.66	61	.88
Not in roadway	144	1.91	14	2.32	130	1.87
Other actions	54	.72	4	.66	50	.72
TOTAL	7540	100.00	604	100.00	6936	100.00

CONDITION OF DRIVERS. Abnormal or unusual conditions surrounded twenty per cent of the drivers involved in accidents during the year. Ten per cent claimed their view was obstructed, five per cent were confused, nearly three per cent "had been drinking", while others fell asleep at the wheel, had physical defects or were blinded by headlights of oncoming cars.

One of the frequently discussed unusual conditions heretofore mentioned was that of the sleepy driver. He was involved in 240 accidents that killed 13 people and injured 216. More sleepy drivers were in the age group 25 to 34 years, while two were under 18 years. Nearly half the accidents involved collisions with other motor vehicles while an almost equal number were those in which the car drove off the roadway into a fixed object.

CONDITION OF DRIVERS INVOLVED IN ACCIDENTS

	Total No. of drivers	Per Cent	In fatal accidents	Per Cent	In other Accidents	Per Cent
Asleep	240	.47	9	.64	231	.46
Had been drinking	1401	2.71	37	2.66	1364	2.71
Physical defect	247	.48	8	.57	239	.47
View obstructed	5217	10.11	246	17.66	4971	9.90
Confused	2736	5.30	69	4.95	2667	5.31
Blinded by headlights	570	1.10	42	3.02	528	1.05
No unusual condition	41189	79.83	982	70.50	40207	80.10
	51600	100.00	1393	100.00	50207	100.00

ACCIDENTS BY COUNTIES. Mercer was the only one of the heavier populated counties that failed to report a decrease in accidents during the year. Essex County, with the heaviest registration and most dense population, led all other counties with 9,250 accidents, (a decrease of 688 accidents); 195 fatalities (an increase of 30) and 6801 injuries (a decrease of 602). In Hudson County the deaths dropped from 117 to 90 and in Middlesex the decrease was from 138 to 100. Passaic County, which during the early months of the year had at one period a 135 per cent in-

crease over a corresponding period of the previous year, ended 1935 with 78 fatalities as compared with 53 in 1934.

Several of the smaller counties reported alarming increases in deaths, such as Cape May County where the 20 reported for the year was a 100 per cent increase; Warren, where deaths jumped from 12 to 23 and Somerset where the 40 fatalities was an increase of ten.

TOTAL ACCIDENTS, TOTAL KILLED AND TOTAL INJURED
ACCORDING TO COUNTIES

	TOTAL ACCIDENTS		NUMBER KILLED		NUMBER INJURED	
	1935	1934	1935	1934	1935	1934
Atlantic	580	633	44	66	637	683
Bergen	2080	2255	88	94	1686	1842
Burlington	520	602	51	55	554	693
Camden	1723	1763	79	95	1606	1833
Cape May	259	295	20	10	191	266
Cumberland	178	195	22	20	189	168
Essex	9250	9938	195	165	6801	7403
Gloucester	407	465	36	38	395	437
Hudson	3526	4890	90	117	2910	3559
Hunterdon	275	280	19	20	226	231
Mercer	1545	1485	53	53	1141	1138
Middlesex	1670	1724	100	138	1577	1527
Monmouth	1084	1171	60	59	1063	1097
Morris	870	937	49	54	772	781
Ocean	375	364	25	26	389	378
Passaic	2489	2913	78	53	1976	2322
Salem	165	163	13	15	172	160
Somerset	621	571	40	30	570	488
Sussex	212	204	14	16	198	197
Union	2384	2541	89	91	2295	2331
Warren	298	264	23	12	231	220
TOTAL	30511	33653	1188	1227	25579	27754

Respectfully submitted,

Albert Rhodes

Albert Rhodes
Statistician.

DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1936.

Honorable Arthur W. Magee,
Commissioner of Motor Vehicles.

Dear Commissioner:

I submit herewith a report of the activities of the Division of Traffic Control and Regulation for the year 1935.

During the year there were applications made for traffic signal installations by 46 municipalities. Each application was thoroughly investigated by the engineering department to determine its necessity and I am glad to report that in every case the applications were granted with, however, some modifications.

A most encouraging sign is the willingness of municipal officials to work in harmony with the Division in the matter of new or revised traffic regulations. This accounts, in a large measure, for the favorable action taken during the year on the various applications.

Chapter 179, P.L. 1932 requires approval by the Commissioner of Motor Vehicles of all municipal traffic ordinances and in this connection approval was requested and received by 74 municipalities. Due to the fact that municipal officials are submitting advance copies of proposed ordinances to this Division, there has been a considerable saving to their municipalities in advertising costs.

While but five applications were received for Stop Street Sign approvals, the Division was in receipt of scores of inquiries from municipalities and individuals regarding the present status of the Stop Street law. Many municipalities have not yet made application for the retention of Stop Street Signs in compliance with Chapter 247, Laws of 1931 which rendered all existing signs illegal and required new approval by the Commissioner of Motor Vehicles. As the result there are many Stop Street regulations being enforced today that are illegal. Municipal requirements in this matter were conveyed to every municipality in a letter sent out by the Commissioner of Motor Vehicles on February 7, 1933.

Much of the Division's time is taken up in the investigation of complaints received from all parts of the State concerning traffic hazards on the highways. Last year there were 206 such complaints received and investigated. In addition there were 461 calls made at the office by municipal officials and others requesting information concerning traffic matters.

At the time the 1934 annual report was printed, a year ago, the winners in the Third National Traffic Safety Contest, conducted by the National Safety Council, were not available and for the benefit of the record, it gives me pleasure to report that New Jersey and some of its municipalities emerged with high standings. There were 56 New Jersey municipalities enrolled and as the result of their high standing, New Jersey won first prize in the Inter-State Contest.

New Jersey municipalities that received awards were as follows:

Paterson won second prize in Group 3 (100,000 to

250,000 population) and Elizabeth honorable mention.

Bayonne won honorable mention in Group 4 (50,000 to 100,00 population): Maplewood second prize and West Orange honorable mention in Group 5 (25,000 to 50,000 population) and Roselle won honorable mention in Group 6 (10,000 to 25,000 population).

Of the 66 municipalities that were eligible to enter the Fourth National Traffic Safety Contest for 1935, thirty-eight have forwarded their final reports to the National Safety Council and we are awaiting, with interest, the results which will not be released until early Spring. Plans are already under way for the enrollment of all eligible municipalities in the Fifth National Traffic Safety Contest for the year 1936.

A complete report of the activities of the statistical, engineering and safety branches of this Division as prepared by Albert Rhodes, Statistician; Arnold H. Vey, Traffic Engineer and Kathryn McMahon, Safety Education Director, accompany this report.

Respectfully submitted,

J. Fred Margerum

J. Fred Margerum
Secretary.

DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1936

Honorable Arthur W. Magee
Acting Commissioner of Motor Vehicles

Dear Commissioner:

I herewith submit the report of the engineering activities of the Division of Traffic Control and Regulation for the year 1935.

During the year 1935 (particularly the latter six months) we witnessed an unprecedented public interest in the motor vehicle accident problem. This interest may be seen in the news and editorial columns of our daily papers, in recent articles on highway safety, in many of our leading magazines, increased allotment of time for safety messages and addresses on the radio, increased activities of insurance companies, motor industries and other organizations concerned with safety, even to the extent of grants of money for such work, the organization of official and unofficial safety groups, councils and commissions throughout the country and other activities.

This recent increased interest on the part of the public in highway safety is in my opinion the long-hoped for but inevitable awakening on its part to the extent and seriousness of the motor vehicle accident problem. I do not believe that the public (the highway user) has as yet reached the point where it to any extent recognizes its individual responsibilities; it is merely at this time demanding that something be done to alleviate the suffering, sorrow and financial loss brought about by highway accidents.

It is therefore necessary that those concerned with street and highway safety, particularly in an official capacity, continue in an increasing degree the activities which have created this interest to broaden, if possible, the scope of these activities in order that the efforts of all interested in this problem may be harnessed together to the extent that their concentrated and coordinated efforts may bring about a substantial reduction in highway accidents. After all, the authority charged with this problem cannot accomplish favorable results without such general public support; while, on the other hand, by having such support on the part of the public, as well as its cooperation, highway accidents can be curtailed.

It is therefore essential that there be promulgated and adopted uniform, sound correctives based upon facts and not opinion and that these correctives be applied in such a way to obtain proper public support.

For many years it has been known that remedies for industrial accidents concern the application of proper "safeguards" as well as the use of correct "safe practices" by the workers. Safety upon the highways, too, depends upon these remedies. Unless and until the highways and the motor vehicles are provided with proper and adequate "safeguards" and the highway user performs "safe practices" when making use of these facilities, a solution of the motor vehicle accident problem cannot be had.

It is true that considerable improvement in the way of "safeguards" has been made in the past; development in automobile design and construction has brought about a considerable improvement in vehicle performance with greater safety insofar as the vehicle itself is concerned.

During the same period, particularly in New Jersey, there

has been great improvement in highway facilities, especially with reference to more adequate and convenient roadways having wider rights of way, improved surface, highway re-locations, grade separations, traffic circles, divisional islands, better control methods, etc.

Despite these improvements in "safeguards", however, motor vehicle accidents and the suffering and sorrow caused by them have decreased only slightly. In 1935 over 1934 there was a 9% reduction in accidents and a 3% reduction in deaths.

Although these decreases show a favorable trend and offer proof that in spite of increased motor vehicle use during the past year over the year previous, it is possible to bring about a reduction in highway accidents, these facts indicate that we have merely scratched the surface in prevention activities.

It is not only essential when building new highways that appropriate action be taken to provide controlled rights of way in addition to physical separation or segregation of conflicting flows, adequate shoulders for stopping, proper and sufficient highway lighting, more adequate and up-to-date control methods of the artificial type where necessary and other advanced features, but also that present important and heavily traveled roadways be re-constructed in a manner making possible the application of some, if not all, of these principles.

By so building highways of the future and re-constructing present roadways, the shortcomings of human beings when making use of these facilities may be rendered of lesser importance as the cause of accidents.

Such re-construction in many cases can be carried on without prohibitive expenditures of money and will enable a reduction in accidents of a sufficient amount to make such expenditures economically proper.

The second element classified as the remedy of highway accidents - "safe practices" - varies in importance depending upon the application of appropriate "safeguards"; that is, as more advanced "safeguards" are applied, the less possible it is for highway users to perform improper practices which cause accidents.

With roadways and highways as they generally exist today, it is necessary through educational endeavors as well as enforcement activities to cause drivers and pedestrians alike to obtain and practice proper highway habits as well as maintain the right attitude towards the other fellow when upon the highways.

The educational campaigns as well as the enforcement activities of the department will do much to alleviate the horror and suffering now caused by motor vehicle accidents. These campaigns and activities should not only be continued but extended, especially in the field of educational endeavor; teaching the safe use of the highways to children of our secondary schools should be spread to the extent that every high school course will include in its school curriculum a course in automobile driving.

The activities of the Division of Traffic Control and Regulation during the past year concerning the above may be summed up by the three fundamental factors dealing with traffic control and street and highway safety - ENGINEERING, ENFORCEMENT and EDUCATION.

As in years past, the Division, through its personnel, held many conferences with state, county and muncipal officials as well as others interested in the motor vehicle accident problem and the proper regulation and control of traffic. These conferences not only offered opportunities for the Division to give valuable time and assistance to such authorities and citizens but also made possible better uniformity in the control and regulation of traffic as well as aiding in the expedition of vehicles

upon our streets and highways.

The personnel of the Division also cooperated with many national organizations in their activities relative to this problem. Such cooperation was not only in the form of supplying facts and figures in answer to questionnaires but also in the holding of office in some of these organizations as well as having representation on their many committees.

Special activities and research studies were also conducted by the Division during 1935. A brief report of these activities is as follows:

A STUDY OF ACCIDENT EXPERIENCE ALONG THE VARIOUS STATE HIGHWAYS UNDER THE JURISDICTION OF THE STATE HIGHWAY DEPARTMENT

To determine the extent of accident occurrence as well as the severity, types and causes of accidents along our State Highway System, to the end that the toll of accidents on State Highways may be reduced to a minimum, the Division last year began a thorough analysis of reports of accidents which occurred along these roadways in 1934.

A preliminary report of this study indicated that of the more than 33,000 accidents which were reported in New Jersey for 1934, 7,215 or 21.4% occurred on highways which are under the jurisdiction of the State Highway Department. These more than seven thousand accidents caused 455 deaths and injuries to approximately 10,000 persons.

It is interesting to note that of the total reported accidents for New Jersey in 1934, 21.4% occurred on the State Highway System, yet 36.8% of the total deaths which occurred in New Jersey during the same year were the result of state highway accidents. In other words, State Highways were the locations of one-fifth of the accidents and more than one-third of the deaths in New Jersey in 1934.

It is the desire that this analysis be continued and a complete study be made of the entire facts to enable the application of proper correctives to bring about a reduction in their occurrence.

The tabulation below indicates the number of fatal, non-fatal and property damage accidents for 1934 over the entire highway system by highway routes:

ROUTE NUMBER	FATAL	NON-FATAL	PROPERTY DAMAGE	TOTAL
Route #1	16	120	108	244
" #S-1	3	10	6	19
" #S-1-A	..	4	3	7
" #2	6	87	70	163
" #3	6	59	34	99
" #4	37	348	316	701
" #4-N	3	45	43	91
" #5	11	4	6	10
" #5-N	2	9	10	21
" #6	19	184	194	397
" #S-6	1	8	9	18
" #7	1	47	39	87
" #8	..	8	6	14
" #8-N	..	6	1	7
" #10	5	31	29	65
" #12	..	3	2	5
" #21	1	30	16	47
" #23	9	105	93	207
" #24	4	95	77	176
" #S-24	5	22	20	47
" #25	67	755	600	1,422
" #S-26 & 26	30	118	118	266

ROUTE NUMBER	FATAL	NON-FATAL	PROPERTY DAMAGE	TOTAL
Route #27	11	145	107	263
" #28	18	191	154	363
" #S-28	3	31	30	64
" #29	20	193	129	342
" #30	7	47	26	80
" #31	4	46	52	102
" #S-31	3	14	10	27
" #32	1	29	23	53
" #33	5	61	68	134
" #34	1	22	21	44
" #35	20	143	118	281
" #36	5	15	13	33
" #37	5	23	23	51
" #38	4	22	8	34
" #39	5	38	19	62
" #40	3	28	15	46
" #S-40	.	1	1	2
" #41	.	7	8	15
" #S-41	1	13	7	21
" #42	16	160	70	246
" #43	25	183	138	346
" #44	9	37	34	80
" #45	9	78	62	149
" #46	1	10	6	17
" #47	5	74	51	130
" #48	4	26	18	48
" #49	2	20	22	44
" #S-49	1	..	1	2
" #50	1	15	7	23
	404	3,770	3,041	7,215

HIGHWAY LIGHTING

One of the two highway lighting demonstration sections established in 1934 was continued through 1935, while in February of last year a new lighting demonstration section making use of sodium vapor units was established along a portion of the Paterson-Hamburg Turnpike in Pompton Lakes.

These demonstration sections not alone serve as outdoor testing laboratories but also give to the public an appreciation of the value of adequate and proper highway lighting both from the viewpoint of comfort and convenience as well as safety.

In addition to the studies made and reported upon in the past showing the usefulness of highway lighting from an accident reduction standpoint, a further study was recently made substantiating the facts previously given.

This study concerned a comparison of night and day fatality trends since 1931, the results of which indicate the folowing:

YEAR	NIGHT FATAL ACCIDENTS	DAY FATAL ACCIDENTS
1932	602	499
1933	651	466
1934	659	483
1935	663	435

Although the above tabulation extends over only a four-year period, it indicates a gradual decreasing trent in daytime fatal accidents while the trent of night-time fatal accidents is steadily rising and at a rather sharp rate.

State of New Jersey Department of Motor Vehicles.

In other words, the engineering, enforcement and educational activities which have been carried on during the past few years are gradually showing favorable results but only for daytime accidents; despite these activities, night-time accidents are increasing.

There are, of course, many reasons for this but factual studies prove that the application of adequate and proper highway lighting makes possible night accident rates more closely conforming to those in the daytime.

SPEED SURVEY

As Chairman of the Traffic Engineering Committee of the Street and Highway Traffic Section of the National Safety Council, I reported upon a study made by the committee on the subject of "Speed and Accidents" at the last annual Safety Congress held in Louisville and, believing that the conclusions of this committee's report will be of interest, I am quoting the following.

> "Summarizing the factual data herein included, it is determined that the average speed of passenger vehicles when traversing rural districts under favorable weather and pavement conditions approximates 40 miles per hour. For residential areas, the average speed of passenger vehicles, under similar conditions, equals approximately 26 miles per hour.
>
> A further analysis indicates that between 50% and 60% of the passenger vehicles, when traveling rural highways, operate, at speeds between 35 and 45 miles per hour and, further, that only about 10% of the thousands of vehicles checked operated at speeds higher than 50 miles per hour.
>
> In the case of residential areas, between 60% and 70% operated at speeds between 20 and 35 miles per hour, while only 10% reached speeds higher than 35 miles per hour.
>
> As stated previously, it is true that these conclusions are based upon exceedingly small samples, when considering the country as a whole. It is felt, however, that the results of these studies are probably more or less indicative of the driving practices of the average driver under comparable conditions and for the present, at least, may be considered as approximately correct.
>
> It is further determined that speed laws and speed signs, particularly when the limits are low, are not necessarily obeyed, even by the majority, unless enforcement measures are sufficiently great to cause general observance.
>
> The average driver, being a common-sense individual, has a tendency to operate his vehicle at a moderate speed, depending upon conditions, and when, in his opinion, speed laws or limits seem too low, he will not hesitate to violate them unless caused to do otherwise. It may be true that drivers many times use improper judgment when exceeding the speed limits, but the fact remains that most motorists demand what in their opinion is a reasonable speed and do not hesitate to exceed lower limits when possible.

Unfortunately, your committee has been unable to obtain sufficient facts to scientifically determine the relationship between speed and accidents. The studies made by the committee did, however, bring out specific opinions, some of which may be of interest.

The statement is often made that 'speed causes most accidents'. Such a statement in the belief of your committee cannot be substantiated without a clear definition of what is meant by 'speed'.

It is true that 'speed' at any rate must be considered as an element in highway accidents for if vehicles were not moving they naturally could not collide. If, therefore, by the word 'speed' we mean excessively high rates of speed (50 or more miles per hour), a statement such as the above is incorrect.

If, on the other hand, by the word 'speed' we mean too fast a speed for the conditions then existing, or let us say 'haste', there is considerable truth to the statement. Regardless of whether the direct cause of the accident was one or more of several violations of the rules of the road, such as failure to grant right of way, passing improperly, turning improperly, driving recklessly, and so forth, the fact remains that if the drivers concerned were not in such haste and therefore took time to be safe, the accident would have been less likely to occur. This applies at speeds of 20 or 30 miles per hour just as well as at 50 or above.

It is also true that as the speed or velocity increases, so does the potential energy, or the higher the speed, the worse the accident. What part, however, excessively high speeds (50 miles per hour or more) play in accidents, your committee has been unable to determine. In other words, what percentage of accidents and fatalities concern the 10% motorists who drive over 50 miles per hour?

The answer to this question, of course, determines theusefulness of the compulsory use of governors or some such similar device on automobiles.

Although at the present time sufficient facts are not available to substantiate its belief, your committee is of the opinion that the compulsory use of governors on automobiles will not effect accident rates or even deaths to the extent that is believed by some, unless the maximum governed speed is made unreasonably low. There are many factors to be considered on both sides in a matter such as this and until adequate scientific studies can be made to accurately determine their value, your committee strongly recommends against legislation requiring the use of governors or similar devices.

It is not to be interpreted that your committee endorses permissible high rates of speed on any highway or at any time but it is felt that for the present, at least, other methods of curtailment of such speeds should first be exhausted.

After all, only a small minority demands or practices excessive speeds and it is believed that well directed and effective enforcement can in a comparatively short time accomplish comparable and possibly even more favorable results.

For those motorists who either infrequently or habitually drive at too fast a speed for conditions or, in other words, too great a haste, continued enforcement, together with education, will prove effective.

There is great need for uniformity not only in the speed laws of the country but in their application and it is recommended by your committee that research studies be continued on this subject to the end that proper and adequate speed laws may be devised which are not alone basically uniform but meet the common-sense driving practices of the average driver."

The above survey concerns speed studies of pleasure vehicles traveling along rural highways in New Jersey, Rhode Island, Michigan and Connecticut and along residential and business streets in several municipalities in New Jersey as well as the cities of Minneapolis, Providence and Knoxville.

STATE SAFETY CONFERENCE

It is believed that the state-wide Safety Conference called by Governor Hoffman last September has not only brought about better coordination of the activities of various agencies undertaking safety work but has also done much to center state-wide attention upon the safety activities of the Motor Vehicle Department as well as other agencies.

It is hoped that this conference has furnished the incentive to bring about the organization of a State Safety Council. As you well know, plans for the creation of such a council are well under way and it is believed that a State Safety Council actively supported not only by officials but by the public as a whole will -

1. Lend support to proper engineering and enforcement activities of official agencies.

2. Promote and extend the safety activities which have proven successful in more progressive communities in all sections of the State.

3. Coordinate efforts and activities of official and civic groups.

4. Encourage other activities which will bring about greater safety.

STATE TO TAKE OVER JURISDICTION AND TO INSTALL AND OPERATE ALL TRAFFIC CONTROL SIGNALS AND OTHER REGULATORY DEVICES ALONG STATE HIGHWAYS

It is again recommended that the Legislature give an existing state authority sufficient authority as well as monies to take over existing traffic control signals and to erect, maintain and operate new signals and other regulatory devices on all State Highways in the State - the cost of installing and operating such devices to be paid by the State (either in whole or in part) and local authorities to be prohibited from erecting such devices on State Highways. Such legislative authority would automatically correct not only the hazards caused by improperly installed and operated traffic control signals but would materially assist in relieving congestion and delay because of inadequate and improper equipment which now exists at many intersections along our State Highway System.

May I again express my appreciation for the cooperation received from State, county and municipal officials as well as private and public organizations during the course of the year?

Respectfully submitted,

A. H. Vey

Arnold H. Vey
Traffic Engineer

INSPECTION FORCE

January 1, 1936.

Hon. Arthur W. Magee,
Acting Commissioner of Motor Vehicles.

Dear Commissioner:

Permit me to make this report on the Inspection Force for the calendar year of 1935.

As of December 31st, the personnel consisted of sixty-nine men; a Chief Inspector, six Deputy Chief Inspectors and sixty-two Inspectors. The loss of three in personnel during the year was due to the transfer of Deputy Chief Inspector Lagay, the resignation of Inspector Fowlie and the death of Inspector John W. Baldwin. Inspector Baldwin passed away on May 8, 1935 after a short illness leaving a splendid record of faithful service over a period of twenty-seven years to the day.

The enclosures portray certain things in connection with our work.

In the enforcement of all motor vehicle laws, cars assigned to the Inspection Force were operated a total distance of slightly over 1,000,000 miles with a conspicuous freedom from serious accidents. For high-speed patrol work it would be desirable to have better cars.

Examinations of applicants for drivers' licenses were conducted, as per schedule, in thirty-four municipalities from Sussex to Cape May Court House. The total number of applicants was 101,413, of whom 16,189 or about 15.9 per cent were rejected. The tests for visual acuity and color blindness resulted in 2,681 rejections. Every effort was made to insure that none but fit persons be granted drivers' licenses.

Numerous check-ups were held at various strategic points for the purposes of checking license cards and examining vehicles in respect to lights, brakes and other equipment. This work is always productive of corrective results which can be had in no other way.

Every year the ever widening scope of the Department adds to the existing heavy volume of investigational work. The collection of the tens of thousands of revoked registrations and licenses required a considerable amount of time. Misuse of farmers' plates continued to burden us with a lot of correspondence and enforcement.

The Inspection Force has again been commended by competent authorities because of the gratifying results of our war on car thieves. It is only fair to record that the records in the Bill of Sale Division have been a valuable help to us in this work.

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

Our statutes provide for reciprocity exactly in kind. This is not so difficult when applied to passenger vehicles but the bus and commercial motor vehicle reciprocity situation is becoming more and more complex. In about half of the States, buses and trucks are regulated not only by a motor vehicle department but also by a public utility commission or transit commission with the result that it is often most difficult to determine under what conditions certain foreign-registered motor vehicles may operate in New Jersey. The situation is rapidly becoming chaotic.

Our Safety Section has examined and tested the many devices and accessories submitted to the Department during the year. Many of these devices were found to have little or no merit and more were found positively dangerous. Many unconventional home-made motor vehicles have been inspected and many of them refused registration because they were deemed unsafe for operation on our highways. We have continued to enforce the regulations covering the transportation of flammable liquids in tank trucks and trailers.

There is a gratifying trend in our public schools towards more and more emphasis on motor vehicle safety. This is particularly true in several counties where motor vehicle safety is included in the curriculum. In these counties, at the request of the school authorities, several of the Inspectors have been assigned to lecture at safety classes. There is no doubt but that this cooperation between the schools and our Department is paying real dividends.

We have cooperated with several of the County Superintendents of Schools in the inspection of school buses with the result that many buses were held up until they were placed in proper and safe condition.

Almost the entire time of two Inspectors has been occupied in the display of safety moving pictures to hundreds of audiences throughout the length and breath of our State.

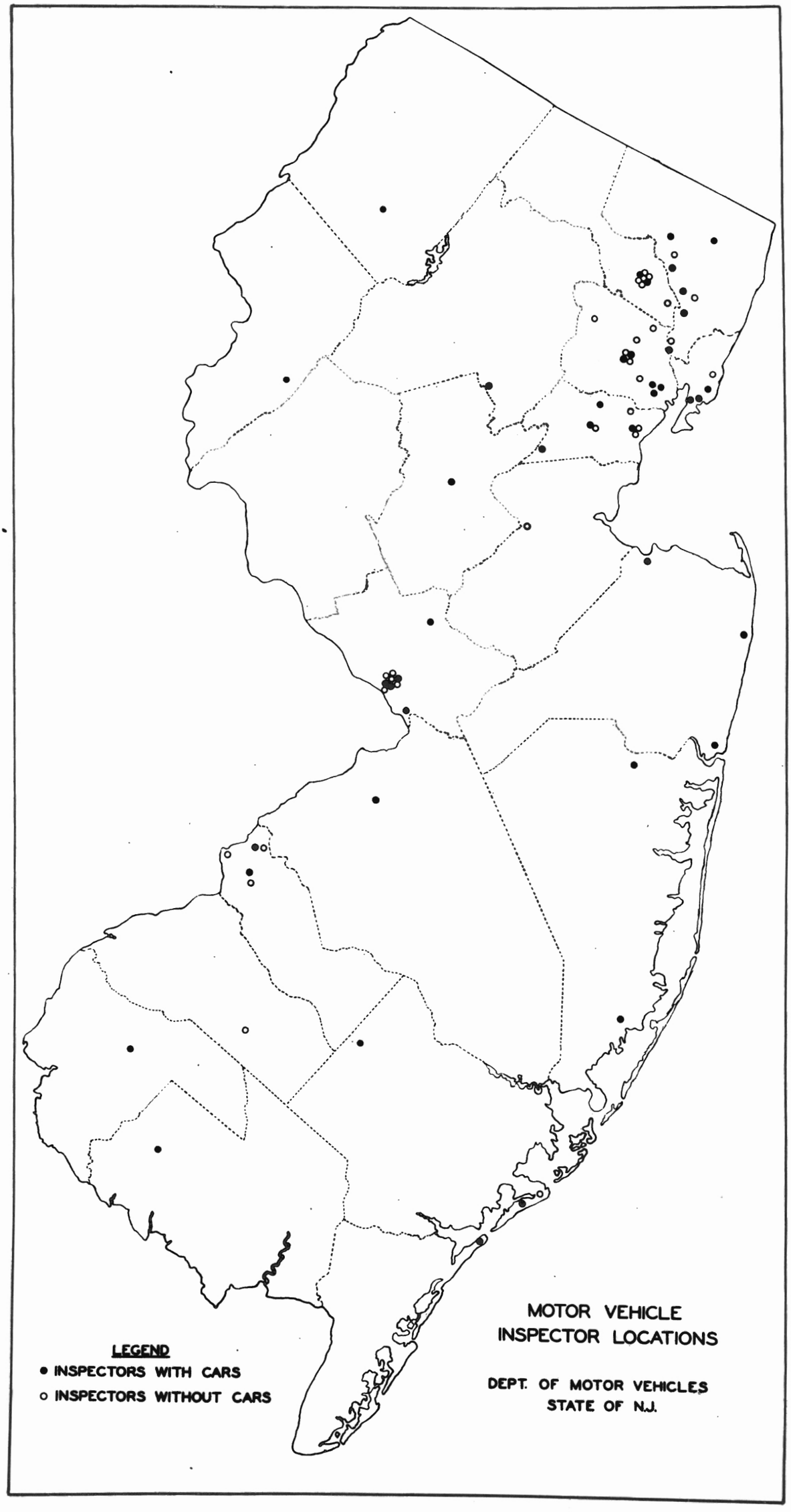
We have continued to make all requested investigations and surveys for our Division of Traffic Control and Regulation.

The Inspection Force has tried to be a strong link in a progressive motor vehicle department.

Respectfully submitted,

James J. Shanley

James J. Shanley
Chief Inspector.



THINK

OF WHAT CAN HAPPEN WHEN YOU

DRIVE CARELESSLY!

Hospitals • Cemeteries • Penitentiaries
are crowded with those who

DID NOT THINK!

. State of New Jersey Department of Motor Vehicles .

ABRIDGED SUMMARY OF DUTIES

General enforcement of the Motor Vehicle and Traffic Acts, and all other laws pertaining to vehicles and the use of the highways.

EXAMINATIONS Examine applicants for drivers' licenses at thirty-four points in the State. Give them eye test, physical and mental examination in addition to determining their ability to drive. Reject over 19% annually. Re-examine such licensees as become crippled in any way. Scrutinize equipment of cars that applicants appear in.

HIGHWAY PATROL Patrol highways to maintain the lawful and orderly use of same, thereby enhancing safety and conserving life and property. Apprehend and prosecute or warn violators. Render first aid and succor the injured. Am equipped with first aid kit. Extinguish vehicle and other fires. Am equipped with fire extinguisher. Assist motorists by giving information and otherwise. Report improper timing and outages of traffic signals. Secure cinders for dangerously icy roads. Direct heavy movements of traffic on special occasions. Spread the gospel of highway safety. Protect orchards and farms from spoilation by trespassing motorists.

OVERLOADS Wage continual war on overloaded trucks by using State scales and Department loadometers. Hold weighmaster commission. See that commercial vehicles are within statutory limits concerning height, width and length.

CHECK-UPS Conduct periodic check-ups at various strategic points both day and night, for the purposes of examining the equipment of vehicles and the credentials of drivers. Unsafe and defective vehicles removed from the highways.

INVESTIGATIONS Handle Departmental investigations of every conceivable nature. To enumerate the many problems under this head would take a volume.

COURT APPEARANCES Prosecute apprehended violators; mostly in night traffic courts. Assist local police in difficult prosecutions, particularly in drunken driving cases. Often have to make appearance in upper criminal and civil courts and before Grand Juries.

STOLEN CARS Recover stolen cars and apprehend the thieves and fences.

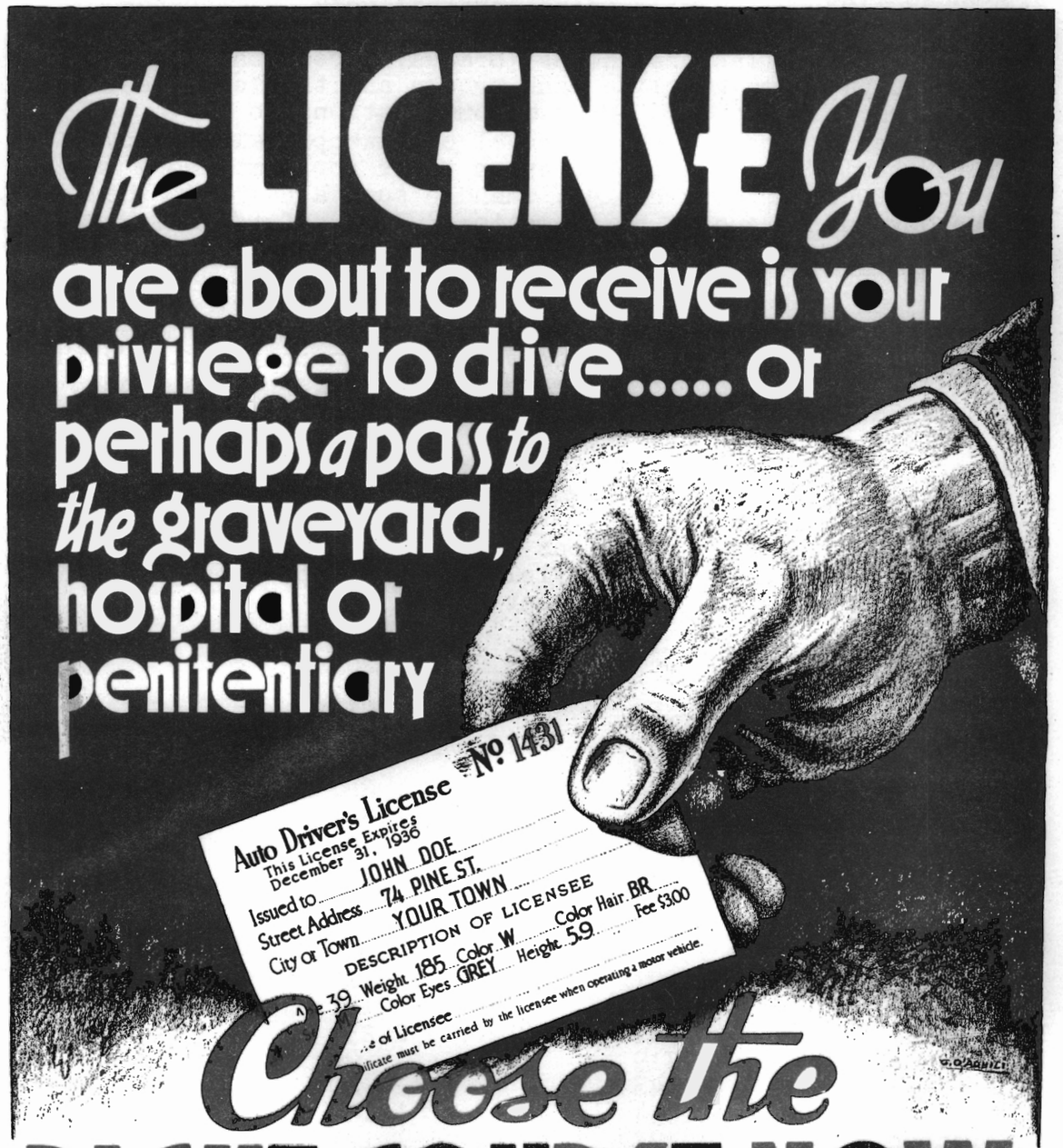
RECIPROCITY Conduct continuous day and night checks on foreign registered vehicles at all points of ingress to and from the State, thus collecting much revenue for the State.

PICK-UPS Locate licensees in my district and collect my share of the tens of thousands of licenses and registrations revoked annually. Location often most difficult.

DOCKETS Visit assigned Magistrates and audit their dockets, thereby insuring the Department's receipt of all moneys due. Much over-due money collected.

AGENCIES Several days a week during the rush season from November 15th to January 15th when other duties permit am assigned to one of the larger motor vehicle agencies and assist in the orderly collection and protection of the many millions of dollars in fees taken in in these few weeks. Hold commission as notary public.

DEALERS' LICENSES Monitor the issuance and use of dealers' plates and dealers' licenses thus preventing irregular and criminal acts. Collect the title papers and dealers' plates from defunct dealers.



Choose the RIGHT COURSE NOW —and stick to it!

STATE OF NEW JERSEY DEPARTMENT OF MOTOR VEHICLES

BUS EXCISE TAX Enforce excise tax law on interstate buses. This necessitates a close check on the comings and goings of such vehicles.

JUNK YARDS Enforce the Motor Vehicle Junk Yard law.

SAFETY SECTION Handle much technical work -- Prepare regulations and specifications concerning equipment such as lights, reflex reflectors, horns, brakes, direction signals, safety equipment on gasoline tank trucks and trailers, vehicles carrying explosives, etc. Make recommendations to the Commissioner concerning the approval or disapproval of many devices submitted annually. Prepare plans for compulsory inspection of all motor vehicles. Handle such a campaign when and if the Governor issues a proclamation. Give safety talks over radio and before civic organizations. Prepare educational safety matter for publication. Test new types of vehicles and test new devices such as vacuum clutches, free wheeling, etc. Study all proposed legislation concerning vehicle equipment and make recommendations to the Commissioner. Work in conjunction with the Eastern Conference of Motor Vehicle Administrators, the National Safety Council, the Illuminating Engineering Society, the Society of Automotive Engineers, the National Automobile Chamber of Commerce and other like organizations in an effort to be progressive in our safety work.

TRAFFIC CONTROL On occasions assist the DIVISION OF TRAFFIC CONTROL AND REGULATION in the field in work mapped out by the Traffic Engineer of our Department.

DRIVERS EXAMINATIONS FOR 1935

LOCATION	PASSED	REJECTED	TOTAL
Asbury Park	1,619	254	1,873
Atlantic City	2,035	667	2,702
Bridgeton	981	390	1,371
Burlington	367	97	464
Camden	5,509	1,474	6,983
Cape May C. H.	686	207	893
Dover	1,172	127	1,299
Elizabeth	6,956	1,117	8,073
Englewood	1,207	119	1,326
Freehold	733	141	874
Hackensack	14,157	2,251	16,408
Hackettstown	719	96	815
Hammonton	348	80	428
Jersey City	6,454	1,167	7,621
Morristown	1,187	127	1,314
Mt. Holly	322	109	431
Newark	16,519	2,847	19,366
New Brunswick	1,795	383	2,178
Newton	494	56	550
Ocean City	580	87	667
Passaic	1,770	304	2,074
Paterson	2,170	387	2,557
Perth Amboy	954	146	1,100
Phillipsburg	609	86	695
Plainfield	1,633	257	1,890
Red Bank	1,631	233	1,864
Ridgewood	1,401	227	1,628
Salem	934	235	1,169
Somerville	2,007	375	2,382
Summit	704	66	770
Sussex	254	18	272
Toms River	491	68	559
Trenton	4,449	1,218	5,667
Woodbury	2,377	773	3,150
	85,224	16,189	101,413

DRIVERS EXAMINATIONS FOR 1935

MONTH	PASSED	REJECTED	TOTAL
January	4,963	688	5,651
February	3,568	498	4,066
March	6,952	1,246	8,198
April	8,709	1,644	10,353
May	10,556	2,001	12,557
June	10,378	2,016	12,394
July	10,946	2,150	13,096
August	10,272	2,334	12,606
September	6,217	1,452	7,669
October	4,496	1,031	5,527
November	1,738	423	2,161
December	6,429	706	7,135
	85,224	16,189	101,413

	MALES	FEMALES
PASSED	61,119	24,105
REJECTED	13,005	3,184
	74,124	27,289

CLASSES OF REJECTIONS

Illiteracy	2,204
Senility	6
Impaired Vision	2,681
Driving Test	6,579
Written Test & Misc.	4,719
	16,189

January 1, 1936

Hon. Arthur W. Magee,
Trenton, New Jersey.

Dear Commissioner:

I am submitting herewith a report of revocations for violations of the Motor Vehicle and Traffic Laws together with a study of the drunken driver revocations for the year 1935.

The table of revocations for 1935 compared with revocations for similar violations for the year 1933 and 1934 is herein included.

Despite the general increase in the total revocation of drivers' licenses and registrations compared with the year 1934, there has been a numerical decrease of 138 cases, or 9.5% in the revocations for driving while intoxicated. The permanent revocations for this offense have also dropped and sharply, the decrease being numerically 38 cases, or 35%.

Under the plan instituted by you in December of 1935 whereby licenses will be revoked for a period of five years in cases where there is a violation of the motor vehicle or traffic laws at time of a fatal accident, the Department has revoked six such licenses. A further check of these cases reveals that out of the total of 76 revocations for manslaughter, 34 others showed a violation in connection with the accident resulting in a fatality.

The check-up on habitual violators was put into operation by the Department in June of 1933. Since that time there has been a total of 122 revocations entered while a total of 593 warning letters were sent.

Through daily correspondence received by the Department requesting restoration of licenses and personal visits to the office a total of 5,266 cases were referred for consideration and answer. Aside from this volume of work, hearings were held on restorations in instances where records revealed habitual tendencies to violate the law and when it was deemed desirable to have the applicant apply in person, as also in cases where such hearings were demanded before a license was revoked. The total of such hearings amounted to 84.

Respectfully submitted,

John Rejnis

John Rejnis.

REVOCATIONS

Nature of Violations

	1935	1934	1933
Driving while intoxicated	1305	1443	1227
Speeding and reckless driving	510	340	430
Manslaughter	76	78	462
Obtaining licenses while on revoked list	67	69	44
Habitual violators	30	34	58
Failure to appear	557	152	152
Failure to pay fine	47	28	43
Leaving the scene of an accident	49	48	45
Mis-statement of facts in application	25	21	26
Larceny and receiving and driving without consent of the owner	110	154	218
Defective vision	11	16	34
Physically or mentally unfit	54	50	53
Fraud at examination	44	49	67
Driving without a license	55	46	75
Mis-representing age	12	12	22
Various other violations	329	323	344
TOTALS	3281	2863	3294

DISPOSITIONS

Driver's licenses revoked	2348	1995	2321
Placed upon the prohibitory list	397	435	512
Reciprocity privileges revoked	478	333	373
Passenger registrations revoked	35	37	38
Motorcycle driver's licenses revoked	13	13	15
Motorcycle registrations revoked	--	1	1
Dealer registrations revoked	9	48	34
Bus registrations revoked	1	1	--
TOTALS	3281	2863	3294

The figures given above covering the charge of driving while intoxicated include in them the permanent revocations for this offense. Separating the first offenders from the second or permanent revocations they are as follows:

	1935	1934	1933
Permanent revocations	70	108	73
First offenses	1235	1335	1154
	1305	1443	1227

The revocations given separately for speeding and reckless driving covering the year 1935 are as follows:

Reckless driving	372
Speeding	138
	510

STUDY OF THE DRUNKEN DRIVING REVOCATIONS

1935

CLASSIFICATION

New Jersey residents arrested in New Jersey	964
New Jersey residents arrested in other States	97
New Jersey residents not holding driver's licenses, placed upon the prohibitory list	114
Non-residents arrested in New Jersey	130
TOTAL	1305

RESIDENTS ARRESTED OUT-OF-THE-STATE

New York	16
Pennsylvania	46
Massachusetts	13
Delaware	9
Connecticut	6
Rhode Island	2
Virginia	2
West Virginia	1
Maryland	1
Maine	1
TOTAL	97

NON-RESIDENT VIOLATORS AND WHERE THEY RESIDE

New York	67
Pennsylvania	51
Maryland	2
Delaware	1
Connecticut	1
Massachusetts	1
Kentucky	1
Wyoming	1
District of Columbia	1
Illinois	1
Georgia	1
Ohio	1
Nebraska	1
TOTAL	130

SEX OF VIOLATORS

Males	1276
Females	29
TOTAL	1305

NATURE OF PENALTIES IMPOSED

This total does not include the number of convictions reported by various states where New Jersey operators were apprehended and convicted.

	Resident Drivers	Residents No license Pro. List	Non Residents	TOTAL
Fine penalty imposed and paid	528	26	72	626
Jail sentence imposed	206	56	19	281
Defaulted payment of fine and thereby serving time in jail	230	32	39	301
TOTALS	964	114	130	1208

CLASSIFICATION OF VIOLATORS AS TO AGE

The classification has been divided into five age groups. It may be interesting to note that there were three violators convicted while being only 17 years of age - the oldest during this period stated his age to be 75. Two others gave theirs to be 73.

17 to 24	114
25 to 35	360
36 to 50	377
51 to 64	107
65 and over	6
	964

APPEALS

The versal figure as stated below should not be taken as a complete and true figure because the correct number cannot be ascertained for some time to come. Many of the appeals are still pending, we will therefore receive further notices from time to time advising the Department that a conviction has been reversed which will tend to increase the total.

	Notice of Intention	Conviction Reversed
Residents	168	37
Non-residents	9	3
Residents holding no drivers licenses, Prohibitory List	11	0
TOTALS	188	40

PERMANENT REVOCATIONS

During the year 1935 there was a total of 70 permanent revocations due to second convictions for driving while intoxicated. In checking the penalties imposed on these defendants it is revealed that only 35 or one-half have served the 90 days in jail as required by law. This is due to the magistrates not verifying with this office whether the violation is the first or second.

COUNTIES WHERE VIOLATORS RESIDE AND COUNTIES WHERE ARRESTED

Counties where violators reside.		Counties where violators arrested.	
Atlantic	12	Atlantic	12
Bergen	94	Bergen	99
Burlington	36	Burlington	35
Camden	63	Camden	63
Cape May	8	Cape May	5
Cumberland	34	Cumberland	39
Essex	169	Essex	128
Gloucester	19	Gloucester	19
Hudson	68	Hudson	86
Hunterdon	16	Hunterdon	15
Mercer	57	Mercer	59
Middlesex	68	Middlesex	70
Monmouth	46	Monmouth	43
Morris	40	Morris	32
Ocean	7	Ocean	8
Passaic	68	Passaic	74
Salem	18	Salem	15
Somerset	9	Somerset	36
Sussex	29	Sussex	8
Union	89	Union	105
Warren	14	Warren	13
	964		964

OCCUPATIONS

Educators	4
Manufacturers	5
Professional (Doctors, lawyers or dentist)	5
Executives (Managers, superintendents, etc.)	25
Artisans (Architects, draftsmen, engineers, chemists, contractors, etc.)	40
Newspapermen	2
Students	5
Tradesman (Small business proprietors)	41
Clerks	37
Salesmen	81
Public employees	11
Musicians	3
Housewives	14
Motor Vehicle Operators (Chauffeurs, truck drivers, delivery, etc.)	70
Manufacturing or mechanical industry employees --	
Skilled	51
Unskilled	36
Farmers	43
Laborers ---	
Skilled (Painters, plumbers, carpenters, etc.)	262
Unskilled	86
Service (Waiters, butler. etc.)	20
No occupation given, either not employed or not noted	123
TOTAL	964

FINANCIAL RESPONSIBILITY DIVISION

January 1, 1936

Honorable Arthur W. Magee
Acting Commissioner of Motor Vehicles

Dear Commissioner:

I am submitting herewith a report of the activities of The Financial Responsibility and Accident Division for the year of 1935.

The Financial Responsibility Law is identified as Chapter 116, Laws of 1929, as amended by Chapter 267, Laws of 1930, and Chapter 169, Laws of 1931; supplemented by Chapter 126, Laws of 1934.

The New Jersey Financial Responsibility Law has two principle purposes. First - to promote security for payment of damages by motorists, where legally due and, second - to promote safety by removing from the roads those financially irresponsible motorists who have proved themselves to be reckless or unfit- all without subjecting the mass of careful and responsible motorists to oppressive regulations. For such purposes, the law has four essential features:

FIRST - Provisions requiring insurance or other security, after conviction of a serious offense against the public safety, under penalty of suspension of license and registration - such requirement to continue until the offender has established a record of some three continuous years without further offense.

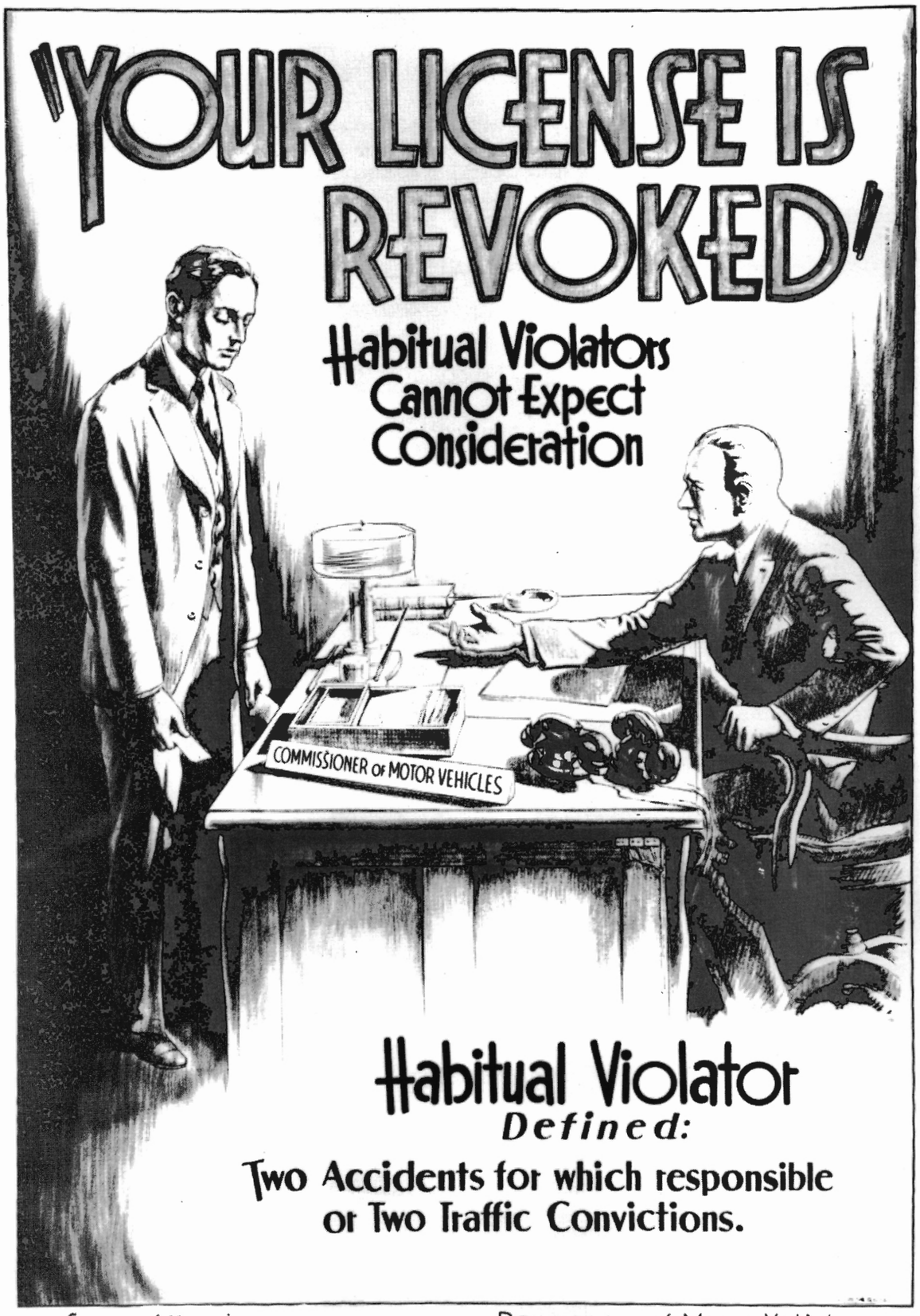
SECONDLY - Provisions for suspension of license and registration for non-payment of a judgment for death or personal injury or damage to property.

THIRD - Provisions requiring automobile "liability" and "property damage" policies to contain provisions essential for the protection of the public.

FOURTH - Reciprocity provisions to make penalties incurred and judgments suffered in one jurisdiction effective throughout the United States and Canada - or, more accurately, throughout all States and Provinces having the type of law.

The intent of the New Jersey Financial Responsibility Law is that anyone who becomes subject shall operate in the future only insured motor vehicles, covering which evidence of financial responsibility is filed with this Department. Taking this intent into consideration and operating under a departmental ruling, effective on September 1, 1935, this Division now restricts the driver's license of anyone subject to this law to the operation of only those vehicles covered by the certificate of insurance which is accepted to cover his case. In addition to the new cases set up on and after September 1, the application of this ruling was retroactive, and as renewal certificates are received covering old cases, the driver's license of the defendant is restricted to operate the vehicles covered by the renewal certificate.

The enforcement of this ruling, while it has substantially increased our work and in many cases added burdens upon those subject to the requirements of the law, has covered up the glaring weakness which was in our law, and which is in the majority of Financial Responsibility Laws. Before the enforcement of this ruling, a defendant upon the filing of a



State of New Jersey Department of Motor Vehicles.

certificate of insurance was allowed to retain an unrestricted driver's license, and with such a license, he could operate any motor vehicle without violating any law. Many of the vehicles which might have been operated would not have been insured and in the event of an accident, there would have been no financial responsibility to compensate anyone injured or who had suffered property damage.

The law has now been in effect in excess of six years, and we are still confronted with a few minor difficulties. The major problem at the present time is the attitude of many magistrates who, it is believed, find motorists guilty of reckless driving when they should have been convicted for a less serious violation which might not bring them within the scope of the Financial Responsibility Law.

The apparent falling off of the work according to these statistics does not present a true picture. The reason for this decrease can be accounted for, by the section of the law which provides that when three years have elapsed since proof of financial responsibility was required that the person may be relieved of continuing to establish evidence of his financial responsibility. In carrying out our work, particularly in connection with the cancellations and the expirations, numerous cases are discontinued when we find that the three year period has expired. This, however, does not relieve the clerks of thoroughly checking each individual case although the actual work does not appear in these statistics.

ACCIDENTS

Article 2, Chapter 28, Public Laws of 1929, makes it obligatory for the driver of any vehicle involved in an accident resulting in injuries or death to any person, or damage to property to the apparent extent of twenty-five dollars or more, to forward a report of such accident to the Department of Motor Vehicles within forty-eight hours.

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

During the year, we have answered thousands of inquiries regarding accidents advising names and addresses and etc., of the applicants whose license numbers have been quoted, and explaining the procedure to be followed by law in order to make a complaint or to collect damages. Numerous inquiries over the telephone are answered daily, and persons are interviewed who desire information regarding accidents.

Total accidents reported	35,861
Total accident reports received	56,950

Included in these totals are 2,528 accident reports which were received in letter form, and the operators have failed to comply with our request to forward a report on the regular accident report form. In numerous cases drivers concerned in accidents, report such accident to the local police authorities, and are of the opinion that such a report is sufficient, and therefore, do not report such accident to this office. In such cases many of the reports are received direct from the police departments and would be included in the total accidents reported which is submitted by the Traffic Division.

Also included in these totals are 2,822 accident cases where the parties concerned have established to our satisfaction that the property damage as result of the accident was not $25.00, and there was no evidence of personal injury. Therefore, these parties have not been required to file a report as the law does not require that such accidents be reported.

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

MAGISTRATES REPORTS

Magistrates reports received during 1934 covering convictions of certain sections of the Motor Vehicle or Traffic Act which are set forth by the New Jersey Financial Responsibility Law, total 4,980. These reports are classified as follows:

Article 9, paragraph 1, Chapter 281, P. L. 1928	3,562
Article 2, Chapter 281, P. L. 1928	164
Section 14, subdivision 4, Chapter 208, P. L. 1921	426
Section 14, subdivision 3, Chapter 208, P. L. 1921	828

Evidence of financial responsibility requested as result of convictions	4,980
Total cases - evidence of financial responsibility requested as result of convictions where sufficient time has not elapsed for a certificate to be filed or case completed Pending cases	365

CANCELLATIONS

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

Cancellation notices received and the parties notified of the requirements of the law	3,105
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	39

EXPIRATIONS

This law requires that evidence of financial responsibility shall remain on file in this office for three consecutive years after the date of the last accident or conviction which makes a party subject to the law. We maintain a chronological file where the duplicate copies of all certificates received are filed according to the expiration date of the policy. This file is checked daily and the expired certificates removed; the cases checked, and the parties advised of the necessity of having a renewal certificate filed. During the year of 1935, the expiring certificates average 40 per day, making a total of approximately 14,600 cases checked, and when necessary the party advised of the requirements of the law. This work was discounted considerably due to the expiration of the three year period in many cases.

Certificates received during 1935 13,768

JUDGMENTS

The law requires that this Department shall revoke the licenses of anyone who fails to satisfy a judgment in excess of $100.00, within thirty days after the date that the judgment

becomes final. Upon receipt of a certification from a court showing an unsatisfied judgment which comes within the scope of the law, we advise the defendants of our proposed suspension of all his licenses, unless he satisfies the requirements of the law within a reasonable length of time. This defendant must immediately satisfy the judgment in full or make satisfactory arrangements for the payment of the judgment in installments. He must also prove to this Department evidence of his financial responsibility for future accidents for a period of three years after the date he is made subject to the law. For failure to fully comply with these requirements, his licenses are revoked until he has complied with the law as explained above.

The judgment feature is an important part of this law as it substantially guarantees some compensation to the injured parties of motor vehicle accidents, and forces payment of judgments which would otherwise be uncollectible; also it is the opinion that the figures quoted need not be expected to show the full value of the "payment of judgment" feature of this Act. Correspondence with attorneys for parties to civil action arising out of motor vehicle accidents indicates that in many cases, the threat of a judgment creditor's attorney to report the failure to the judgment debtor to pay the judgment is sufficient to force prompt settlement.

Total judgment cases	1,391
Revocations	1,222
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	289
Pending, Inspector attempting to locate or we are endeavoring to determine address through correspondence with courts or with attorneys	7
Pending, sufficient time has not elapsed for case to be completed	64

REVOCATIONS

Total revocations for failure to comply with The Financial Responsibility Law	7,110
Total restorations, after establishing financial responsibility	2,916

I have in my possession a list of 928 sets of plates which were revoked during 1935, for failure to comply with the Financial Responsibility Law. These plates have been forwarded to the New Jersey State Prison for disposal.

ABSTRACTS

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

Abstracts furnished	300
Fee collected	$300.00

The operation of the photostat equipment comes under the jurisdiction of this Division. We have made pictures of all applications for certified copies, and pictures of the records of the Bill of Sale Division for certified copies for which a fee is charged, and the proceeds are included in the general returns of the Motor Vehicle Department.

Respectfully submitted,

George B. Schwoebel

George B. Schwoebel
Financial Responsibility Division

STATE OF NEW JERSEY
THE COMMISSIONER OF MOTOR VEHICLES
BILL OF SALE LAW DIVISION

January 1, 1936

Honorable Arthur W. Magee,
Acting Commissioner of Motor Vehicles.

Dear Commissioner:

I am submitting, herewith, the Annual Report of the Bill of Sale Law Division for 1935.

I have itemized below the various types of Bills of Sale issued and the purpose for which each bill of sale form is used:

Original Bills of Sale			
These forms are used by new car dealers only upon sale of a new vehicle to a purchaser.	105,258 @	$.50	-$52,629.00
Assignments			
These forms are used for the sale of a vehicle from one individual to another, when a vehicle is traded into a Dealer, and when a used car is sold by a dealer to an individual.	473,656 @	$.50	$236,828.00
Abstracts of Contract			
These forms are used in conjunction either with the Original Bill of Sale or an assignment, when the vehicle is subject to a Conditional Sales Contract, Chattel Mortgage, Note, Lease, and other forms of security agreement whereby motor vehicles are sold and purchased. They are surrendered to the purchaser, in lieu of the Original Bill of Sale or Assignment, as evidence of his ownership, subject to the said agreement.	137,839 @	$.50	$ 68,919.50
Foreclosure Bills of Sale			
These forms are issued directly by the Main Office, upon proper evidence being submitted, indicating the right of the holder of the lease or the Conditional Sales Agreement to sell the vehicle after conforming with the process as set forth by law.	7,537 @	$.50	$ 3,768.50
Certificates Permitting Title Papers to be Filed			
These Certificates are issued by the Main Office and the Agents of the Department of Motor Vehicles, upon evidence submitted as to proper ownership of the vehicle when it has been purchased outside the state; for correction of motor numbers; exchange of motors; and to correct errors of preceding Bills of Sale.	58,400 @	$1.00	$ 58,400.00

Duplicate Bills of Sale

These Bills of Sale are issued by the Main Office only, upon receipt of sworn statement of ownership. The facts contained in the application are checked with the Bills of Sale on file and the registration records, and are issued in lieu of the Bills of Sale that have been lost.	9,422 @ $1.00-$ 9,422.00

Dealers Bill of Sale Licenses

Chapter 166, Laws of 1931, requires every person engaged in the business of buying and selling cars to be licensed under that Act. A registration fee of $10.00 is required and these licenses are issued only after strict investigation as to their qualifications by an Inspector of the Department of Motor Vehicles.	341 @ $10.00-$ 3,410.00

Penalties

The law requires Bills of Sale to be filed within five days, and upon failure to do so there is a $1.00 penalty fee charged for failure to comply.	7,492 @ $1.00-$ 7,492.00

Photostatic Copies

There is a large demand for the production of Bills of Sale for court purposes. To meet this requirement Photostatic copies are made, making a charge of $1.00 for the statement and $.50 for each photostatic copy.	$ 370.50

Interest

This represents interest paid on deposits, due to the fact reports are made three times a week. The money is promptly drafted to our main depositories.	$ 350.54

Additional Filing Fees

This represents two percent of the purchase price of vehicles, which was collected under Chapter 306, P. L. 1935, from July 1, 1935 to October 25, 1935, upon which date the law was repealed.	$98,867.52
Total Revenue from January 1 to December 31, 1935.	$540,457.56

Deducting the $98,867.52, which was collected under Chapter 306, requiring the payment of a two percent filing fee on vehicles purchased out of the state and sold from one individual to another, there was an increase of $75,000.00 over our 1934 receipts.

The total maintenance cost of this Division, including salaries, printing, filing cabinets and other equipment totaled $68,960.00.

There were 341 new dealers licensed during the year 1935, bringing our total number of dealers registered to issue Bills of Sale to 2,885. Of this total 1,782 are licensed to sell New and Used cars, and 1,103 permitted to issue Bills of Sale for Used Cars only.

During the year 1935 Acting Commissioner Arthur W. Magee revoked the Bill of Sale Licenses of 306 dealers, due either to their having retired from business, misuse of dealers' plates, misuse of Bill of Sale forms, and improper business practices in conjunction with the issuance of titles.

The Bill of Sale Division now has on file approximately 2,600,000 Bills of Sale, showing the chain of ownership, from the date of sale, so that in the event of lost titles, court hearings, judgments, executions, etc., an authentic history of the vehicle is available.

As an example of the efficiency with which this Act is functioning, in addition to providing the chain of title, there has been a marked decrease in not only the number of stolen cars, but in the recovery of those that have been stolen, I am pleased to quote a letter received from Harry M. Shedd, director of the Automobile Underwriters Detective Bureau as follows:

> "We have compiled from our records the following figures for the State of New Jersey for the calendar year 1935.
>
> There were 394 cars reported stolen in New Jersey during 1935 and 367 reported recovered, making a recoverage percentage of 93%. We find there was a decrease of 14% in thefts for 1935 as compared with 1934, and a 56% decrease in thefts for 1935 as compared with 1931.
>
> Our operators, working on information received from your Department and in cooperation with your Inspectors, were successful during the past year in recovering 22 stolen cars having an insured value of $18,230.00.
>
> Approximately 93% of cars stolen in New Jersey were recovered, which indicates the efficiency and thoroughness with which the Police and Inspectors of the Department, together with the operators of the Automobile Underwriters Detective Bureau have clamped down on the stolen car traffic. It is indicative of the strictness of the Act that New Jersey is no longer being used as a "dumping ground" for stolen cars, and by continued strict enforcement, New Jersey is becoming known as the one state to which the auto thieves give a wide berth."

In conclusion, I would specifically recommend for the maintenance of the File Division and to reduce the number of file cases that a definite period be set beyond which it would not be necessary to retain titles for certain cars. It would seem that the necessity for maintaining titles for cars that are seven or eight years old constitutes unwarranted use of space, and would recommend that Legislation be enacted authorizing us to remove from the files Bills of Sale for cars that have reached this age.

I wish to express our appreciation for the splendid cooperation given the Motor Vehicle Department by the Automobile Dealers and the Automobile Dealers' Association for their constant efforts to comply with the regulations of the Bill of Sale Act, and their generous compliance with all new rules made to further strengthen our Bill of Sale Law.

Respectfully Submitted,

R. Earle Leonard

R. Earle Leonard
Assistant Chief Clerk

AUTOMOBILE UNDERWRITERS DETECTIVE BUREAU

EASTERN DIVISION

BRANCH OFFICES
PHILADELPHIA
LIBERTY TRUST BUILDING
BROAD AND ARCH STS.
BOSTON
11 BEACON STREET
BUFFALO
237 MAIN STREET
PITTSBURGH
530 FOURTH AVENUE

NATIONAL AUTOMOBILE THEFT BUREAU
MAINTAINED BY ASSOCIATED INSURANCE COMPANIES
LICENSED BY THE STATE OF NEW YORK

ONE LIBERTY STREET
NEW YORK

TELEPHONE JOHN 4-1960

HARRY M. SHEDD
DIRECTOR AND PRINCIPAL
WILLIAM N. HAVENS
ASSISTANT DIRECTOR
JEROME STEINERT
OFFICE MANAGER

IN REPLY PLEASE REFER
TO FILE No. _____

March 5, 1936

Honorable Arthur W. Magee,
Acting Commissioner of Motor Vehicles,
Trenton, New Jersey.

Dear Commissioner:

During several years past it has been my privilege to address your Department and report a constantly decreasing number of total automobile theft losses in New Jersey, and I am pleased to state that the year 1935 proved to be no exception in this respect.

For many years the Department of Motor Vehicles of New Jersey has waged war upon automobile thieves and their allies, and since the enactment and enforcement of the present Bill of Sale Law, which became effective July 1, 1931, automobile thefts in New Jersey have decreased and many important arrests have been made and convictions obtained.

For the year 1935 the records of this Bureau show that 394 cars were reported as stolen in New Jersey and 367 were reported as recovered, making a recovery of 93%.

Thefts for the year 1935 as compared with the year 1931 show a decrease in New Jersey automobile thefts of 56%.

May we congratulate you upon this splendid record and wish you success in your continued endeavor to rid New Jersey of the automobile thief, the dishonest receiver and all others who contribute toward the illegal possession and registration of stolen motor vehicles.

Trusting you may find the above record of interest and again congratulating you, I am

Yours very truly,

H M Shedd

H. M. Shedd
Director.

HMS:MB

SEE OTHER SIDE FOR MEMBER COMPANIES

FINANCIAL STATEMENT
(December 31, 1935)

COLLECTION ACCOUNTS.

Paid State Treasurer, 1935 Account	$ 15,708,747.76	
On Deposit December 31, 1935 on Account of 1936 collections	8,467,567.11	
Commissions paid to Agents, on Account 1936 collections	349.98	
Refund for errors in rating on 1936 registrations	542.40	
Commissions paid to Agents, on Account 1935 collections	379,103.67	
Refunds for errors in rating on 1935 registrations	9,039.83	
Collections November 1, 1934 to December 31, 1935, Account of 1935 business		$ 16,096,891.26
Collections November 1, 1935 to December 31, 1935, Account 1936 business		8,468,459.49
	$ 24,565,350.75	$ 24,565,350.75

MONIES COLLECTED AND DISPOSITION.

1935	PAID TO STATE TREASURER	AGENTS COMMISSIONS	REFUNDS	TOTALS
Jan.	7,489,263.23	38,739.71	3,315.90	7,531,318.84
Feb.	2,233,643.29	31,265.96	1,544.10	2,266,453.35
Mar.	527,737.70	31,295.96	1,661.20	560,694.86
Apr.	918,023.86	31,257.63	376.50	949,657.99
May	616,508.63	31,221.35	423.00	648,152.98
June	496,150.40	31,025.24	130.60	527,306.24
July	344,770.08	31,063.54	306.20	376,139.82
Aug.	453,761.49	31,148.22	126.95	485.036.66
Sept.	1,005,268.06	30,692.36	549.15	1,036,509.57
Oct.	812,597.41	30,532.64	233.81	843,363.86
Nov.	683,102.26	30,470.12	161.53	713,733.91
Dec.	127,921.35	30,390.94	210.89	158,523.18
	$15,708,747.76	$379,103.67	$9,039.83	$16,096,891.26

Respectfully submitted,

William J. Dearden,
Chief Clerk.

PASSENGER REGISTRATIONS - 1st Class

This item includes the registrations issued for all passenger vehicles with a horse power (S.A.E.) of from 10 to 29. Fees collected are at a rate of $.40 per H. P. with a minimum fee of $4.00	Total number	579,028			
	Total horse power		14,124,202		
	Total Fees			5,649,680.80	
	Total number *H.R.	57,089			
	Total horse power		1,370,517		
	Total Fees			274,103.40	

PASSENGER REGISTRATIONS - 2nd Class

This item includes the registrations issued for all vehicles with a horse-power (S.A E.) of 30 or over. Fees collected are at a rate of 50¢ per horse power	Total number	110,340			
	Total horse power		3,630,496		
	Total Fees			1,815,248.00	
	Total number *H.R.	8,351			
	Total horse power		274,540		
	Total Fees			68,635.00	

TOTAL NUMBER VEHICLES REGISTERED		754,808			
TOTAL FEES COLLECTED-PASSENGER REGISTRATIONS					7,807,667.20

COMMERCIAL REGISTRATIONS

This item includes the registrations issued for all commercial vehicles. The rate of fees is from $12.00 for a vehicle with a Gross Weight of 2,000 lbs. to $99.00 for a vehicle with a Gross Weight of 30,000 lbs. Gross Weight is the weight of the vehicle and the weight of the load combined.	Total number	99,025			
	Total Gross Weight		807,432		
	Total Fees			3,234,684.00	
	Total number *H.R.	10,820			
	Total Gross Weight		81,525		
	Total Fees			165,934.00	

Don't make an instrument of DEATH and DESTRUCTION of the vehicle you drive

Better Be Safe than Sorry

. State of New Jersey Department of Motor Vehicles .

FARMER COMMERCIAL REGISTRATIONS

This item includes the registrations issued to farmers for commercial vehicles. The rate of fees is half-rate from Jan. 1st, ...

to June 30th; $6.00 for a vehicle with a gross weight of 2,000 lbs. to $49.50 for a vehicle with a gross weight of 30,000 lbs. Quarter-rate from July 1st, to December 31st: $3.00 for a vehicle with a gross weight of 2,000 lbs. to $24.75 for a vehicle with a gross weight of 30,000 pounds. Gross Weight is the weight of the vehicle and the weight of the load combined.

Total number *H.R.	13,151		
Total Gross Weight		86,601	
Total Fees			183,524.00
Total number - Quarter-rate	1,870		
Total gross Weight		11,952	
Total Fees			12,846.75
Total Number	15,021		

UNDERTAKER REGISTRATIONS

This item includes all registrations issued to Undertaker Hearses. These are classified as Commercial Vehicles and are registered as such. The fee is charged on this basis. They are issued Passenger plates in order that they may have free access to travel through Parks, where regular commercial vehicles are excluded.

Total number	650		
Total Gross Weight		3,693	
Total Fees			16,851.00
Total number *H.R.	20		
Total Gross Weight		108	
Total Fees			251.00

TOTAL NUMBER VEHICLES REGISTERED 125,536

TOTAL FEES COLLECTED - COMMERCIAL REGISTRATIONS $3,614,090.75

OMNIBUS REGISTRATIONS

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

Total number (UD)	60		
Total number passengers		300.0	
Total fees (UD)			900.00
Total number (UD) *H.R.	2		
Total number passengers		10.0	
Amount of fees (UD) *H.R.			15.00
Total Fees (UD)			915.00
Total number (T)	1,488		
Total number passengers		8,305.0	
Amount of Fees			23,185.00
Total number (T) *H.R.	96		
Total number passengers		550.0	
Amount of Fees (T) *H.R.			755.00
Total fees (T)			23,940.00
Total number (L)	1,203		
Total number passengers		8,669.5	
Amount of Fees			20,699.50
Total number (L) *H.R.	74		
Total number passengers		632.5	
Amount of Fees (1) *H.R.			686.25
Total Fees (L)			21,385.75
Total number (B)	4,758		
Total number passengers		182,313.5	
Amount of Fees			280,679.50
Total number (B) *H.R.	267		
Total number passengers		8,853.0	
Amount of Fees (B) *H.R.			6,748.00
Total Fees (B)			287,427.50
TOTAL NUMBER VEHICLES REGISTERED	7,948		
TOTAL FEES COLLECTED - OMNIBUS REGISTRATIONS			$333,668.25

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

TRAILER REGISTRATIONS

This item includes all registrations issued for vehicles to be trailed by any motor vehicle whether 2 or 4 wheels. The fees are based upon the Gross WT. the same as Commercial vehicles. Special Trailer registrations are issued in accordance with Chapter 150, P. L. 1927 for the carrying of road building machinery, etc., for a fee of $150.00. These vehicles cannot be registered as regular trailers as the Gross Weight exceeds 30,000 pounds.	Total number	3,183			
	Total gross Wt. in thous.		38,432		
	Amount of Fees			$141,274.00	
	Total number *H.R.	1,201			
	Total Gross Weight		7,104		
	Amount of Fees			15,011.00	
	Total number (Special)	47			
	Amount of Fees			7,050.00	
	Total number Vehicles Registered	4,431			
	Total Fees Collected Trailer Registrations				$163,335.00

* H. R - In accordance with the Motor Vehicle Act, all registrations for Passenger, Commercial, Omnibus and Trailers are reduced to one-half on and after July 1st.

TRACTOR REGISTRATIONS

This item includes all registrations issued for Agricultural Tractors and Traction Engines. The fee is $3.00	Total number	253			
	Total Fees collected - Tractor Registrations				759.00

MOTOR-CYCLE REGISTRATIONS

This item includes all registrations issued for Motorcycles. The fee is $2 00.	Total number	4,826			
	Total Fees collected - Motor cycle Registrations.				$ 9,652.00

DEALERS REGISTRATIONS

This item includes all registrations issued to Dealers. Automobile Dealers are issued 5 sets of tags and certificates at a fee of $25.00 per set. Motorcycle Dealers are issued 3 sets of tags and certificates at a fee of $15.00 per set.	Total number (Auto)	2,362		
	Amount of fees		59,050.00	
	Total number (M.C.)	16		
	Amount of fees		240.00	
	Total number reg.	2,378		
	Total Fees Collected - Dealers Registrations			$ 59,290.00

TRANSFERS OF REGISTRATIONS

This item includes all transfers of registrations issued to applicants for different cars than those first registered. The fee is $1.00 plus any increase in H P if passenger, G. W. if commercial or number of passengers if Omnibus. Excess represents this amount. Transfers are allowed from one car to another in the same registered owners name only.	Total number	205,791		
	Excess Amts.		265,389.28	
	Total fees collected from transfers			471,180.28

EXCHANGE OF REGISTRATIONS FROM ONE CLASS OF REGISTRATION TO ANOTHER

This item includes all issues of registrations exchanged upon application of the registrant, who desires to use the car registered for commercial or omnibus purposes. Exchanges are made by collecting the original tags issued and issuing new tags for the class of registration applies for. The fee is $1.00 plus the difference between the original fee paid and the fee for the new registration applied for.

Total number			
Passenger	640		
Commercial	4,098		
Omnibus	305		
Difference in fees		34,798.60	
Total fees collected for exchanges			$ 39,841.60

DUPLICATE CERTIFICATES

This item includes all issues of Duplicate Certificates to applicants, who have lost the original certificates issued them. The fee is $1.00

Total number		
Drivers	11,440	
Car	9,829	
Total fees collected for duplicate certificates		$ 21,269.00

DUPLICATE TAGS

This item includes the issue of all tags to applicants who have lost one or both of the original tags issued to them. Upon application, new tags are issued and the remaining tag, if only one has been lost, if returned. Fees are $1.00 for each auto tag lost and $.50 for each M.C. tag lost Where a fee of $2.00 was collected for both tags lost, and excess of $1.00 is included with the excess amount collected on Transfers.

NOTE: P. for Passenger
C. for Commercial
F.C. for Farmer Commercial
O. for Omnibus
T. for Trailer
D. for Dealers
M.C. for Motorcycle

Total number P.	6,496	
Amount of Fees		6,496.00
Total number C.	3,321	
Amount of Fees		3,321.00
Total number F.C.	357	
Amount of Fees		357.00
Total number O.	55	
Amount of Fees		55.00
Total number T.	178	
Amount of Fees		178.00
Total number M.C.	42	
Amount of Fees		21.00
Total number issued	10,449	
Total fees collected for duplicate tags		$ 10,428.00

DRIVER'S LICENSES

This item includes all licenses issued to applicants to drive an automobile or motorcycle. The fee is $3.00 for auto, and $1.00 for motorcycle.

Total number (Auto)	1,097,072	
Amount of fees		3,291,216.00
Total number (M.C.)	4,328	
Amount of fees		4,328.00

TOTAL NUMBER OF LICENSES 1,101,400

TOTAL FEES COLLECTED FROM DRIVER'S LICENSES $3,295,544.00

LEARNER'S PERMITS

This item includes all permits issued to applicants who desire to learn how to drive and are afterwards examined, before Driver's License is issued. The fee is $ 50.	Total number	196,089		
	Amount of fees		98,044.50	
	Total number of Permits	196,089		
	Total fees collected from permits			$ 98,044.50

INTEREST ON DEPOSITS - AGENTS

This item is the interest credited on deposits of collections made by Agents in their local banks in the name of the Department.	Total amount of interest	4,329.28

CHARGES FOR 1934

This item includes charges for items issued by Agents in 1934. These items were not included in their report of issuance and were charged after the close of the 1934 accounts.	Total amount	206.70

TOTAL FEES COLLECTED BY AGENTS $15,929,305.56

COLLECTIONS BY CENTRAL OFFICE

Fines for violations of Law

In all arrests for violation of the Motor Vehicle or Traffic Acts, by Motor Vehicle Inspectors or members of the State Police where fines are imposed, the Magistrate must forward such fine to the Commissioner of Motor Vehicles.	Total fines collected		$134,819.49

CERTIFIED COPIES

Certified copies of any record at this office are acceptable in any court as evidence. By furnishing these, the Department is not called upon to send a witness to substantiate the record.	Registration Division Insurance Division	1,88 .00 267.00	
	Total collected from Certified Copies		2,147.00

Dealers Duplicate tags

Rather than issue a new set of tags consisting of 5 pairs where dealers report the loss of one or more tags, these tags are manufactured and sent them. The fee is $1.00 for each tag.	Total collected from Duplicate Dealer's Tags		105.00

NON-RESIDENT POWER OF ATTORNEY PROCESS FEES

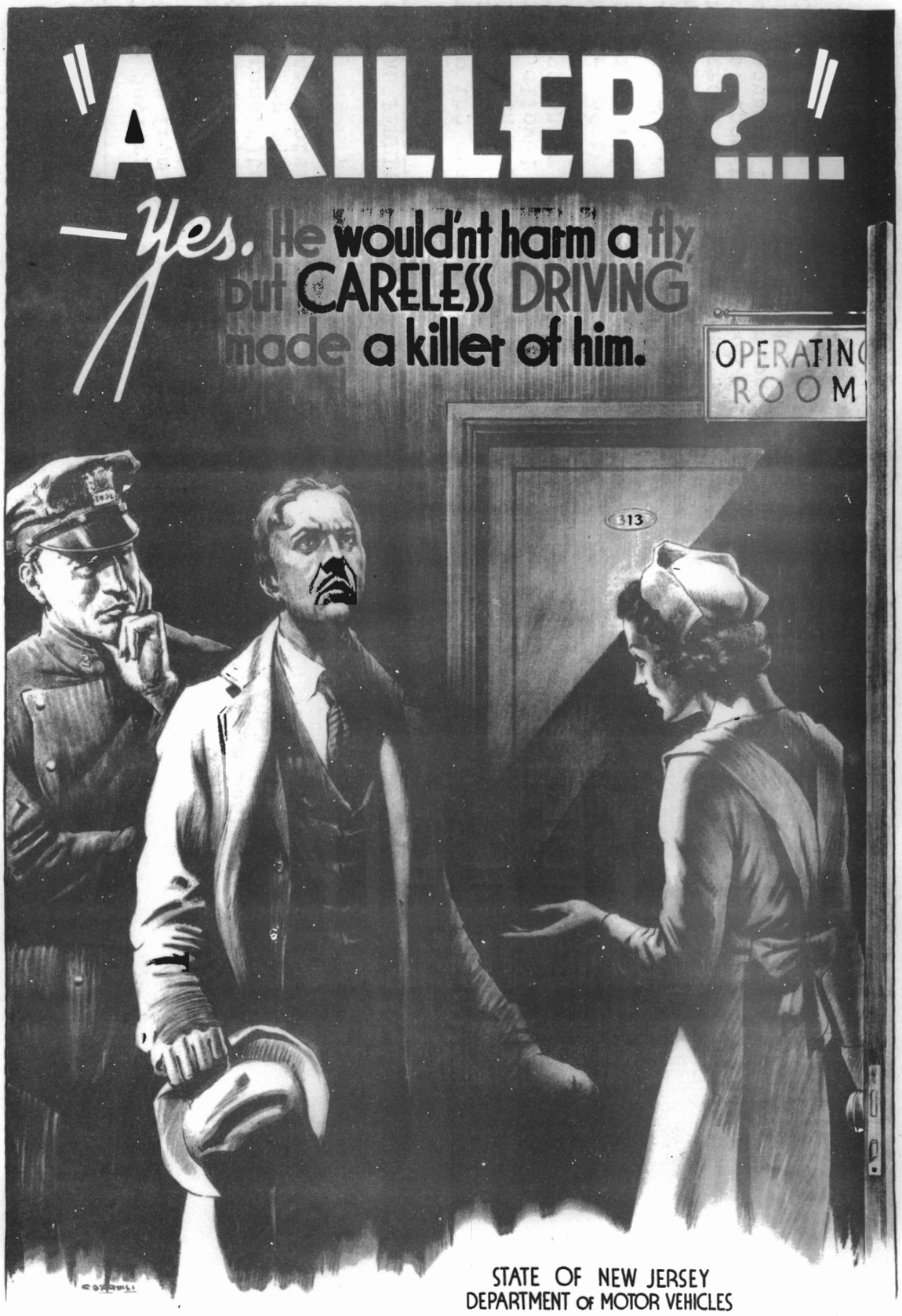
In accordance with the Law, every non-resident who registeres his vehicle in this State files a Power of Attorney appointing the Commissioner of Motor Vehicles his lawful attorney upon whom service may be served. Fees received from serving of process.	Total collections from service of process	$3,671.00

LIST PRIVILEGE

This Department, after proper advertising, accepts bids for the privilege of copying its records for commercial purposes. This privilege in 1935 was awarded to the New Jersey Motor List Company for a bid of $2,300.00	Total collection from list privilege	$2,300.00

MISCELLANEOUS COLLECTIONS

This item is made up of Special Registration Permits - $907.50. Dealers registrations issued by the Central Office - $1,303.00 Duplicate Passenger tags issued by Central Office - $114.00. Collected from registrants on account of wrong fees - $310.55. Insurance claims - $102.06. Refunds - $32.00. Accrued interest - $9.90. Sale of Photostat Solution - $2.20. Phone call $.60	Total for miscellaneous collections	$2,781.81



DEALER'S "IN TRANSIT TAGS"

Where dealers are transporting cars from the factory or R.R. siding to their place of business, they may, upon application, be issued (In transit) tags at a fee of $2.00 per pair. These tags are manufactured the same number as their Dealer's tags.	Total collections from Dealer's "Intransit" Tags.	$ 100.00

SPECIAL PERMITS

Due to the change from solid to pneumatic tires, some commercial vehicles were made wider than 8 feet, which is the maximum width allowed by the Motor Vehicle Act. In accordance with this Act, the Commissioner may issue special permits allowing the use of these vehicles. Permits were issued at a fee of $5.00 each.	Total collections from Special Permits	11,041.00
Special Permits are also issued on six-wheel trucks, which are allowed to operate at a gross weight in excess of 30,000 pounds, upon the payment of a fee of $5.00 per thousand lbs. or fraction thereof; such increased gross weight not to exceed 10,000 pounds.		

INTEREST ON DEPOSITS - C. O.

This item is the interest accrued on deposits of the Central Office.	Total interest		$ 10,620.40
TOTAL COLLECTIONS - AGENTS AND CENTRAL OFFICE			$ 16,096,891.26

DISBURSEMENTS - CENTRAL OFFICE

Total Fees Paid to Agents

Agents are paid fees for the issuance of registrations and Driver's License, which fees have been limited to a maximum. These fees are based upon the volume of business done by the Agent. No expenses are allowed the Agent, nor does the Department pay any rent, light, heat or clerk hire.	Agent's Commissions	$379,103.67	

REFUNDS

Refunds for errors in ratings		9,039.83	
TOTAL DISBURSEMENTS - CENTRAL OFFICE			$ 388,143.50

DEPARTMENT OF MOTOR VEHICLES

EXCISE DIVISION

January 1, 1936

Honorable A. W. Magee
Acting Commissioner of Motor Vehicles

Dear Commissioner:

Since January 1, 1931, the law has provided for the payment of a half cent per mile tax by operators of passenger buses, transporting from

(1) a point outside the State to another point outside the State,

(2) a point outside the State to another point within the State,

(3) a point within the State to another point outside the State,

the proceeds to be devoted to the construction and maintenance of highways.

As the statute (Chapter 223, Laws of 1930) failed to vest in you any disciplinary power over bus operators who ignored the provisions of the law other than the right to sue them in the law courts for the recovery of the tax and in Chancery for injunction against operation, the 1934 Legislature adopted a revision thereof which is known as Chapter 68, Laws of 1934. It's main features are:

(1) Payment of tax monthly.

(2) Filing of complete schedules of operation; immediate notice required of changes in schedules, routes or number of miles traveled daily.

(3) Commissioner can demand surety bond to guarantee payment of tax when he deems it necessary.

(4) Commissioner can examine books of operator; examine witnesses under oath; issue subpoena to compel production of books and attendance of witnesses. Institute contempt proceedings in Supreme Court against witnesses who ignore subpoena, or who refuse to make satisfactory answer.

(5) Failure to pay tax, file bond when demanded, refusal to submit the books for examination or to respond to subpoena are good causes for Commissioner to revoke auto bus registrations of delinquent operator, or to prevent operation in this State where buses are registered in another State.

(6) To make a false or fraudulent report with intent to defraud the State, or to evade payment of proper tax is constituted a misdemeanor and punishable as such.

Due to the limited number of inspectors appointed for this work, it has been necessary at times to call upon Chief Inspector Shanley, of the regular inspection staff, and Chief Auditor Bernard E. O'Keefe to assign some of their men for temporary assistance. On every occasion, they have promptly and cheerfully responded and I take this opportunity of acknowledging my appreciation for their co-operation.

New Jersey is the gateway of the Nation. Bus travelers use every

one of our State highways in their migrations to all points North, South, East and West. It is difficult to cover all of the sixty-five points of ingress and egress with the limited number of personnel available and concentration is therefore made upon the bridges, tunnels and ferry-boat approaches. Route inspections are compared with the monthly mileage reports filed by the bus operators. Discrepancies have not only resulted in prompt demand for additional tax payments and penalties from tax evaders, but surety bonds as well. Failure has resulted in revocation of operation. The experience of this division with those interstate operators running on definite daily schedules has been highly satisfactory. The others are the ones whose operations must be constantly scrutinized and inspected.

The subordinates of this division have proven to be conscientious and intelligent. They have carried out their duties in a highly satisfactory manner.

I am enclosing a statement of excise collections for 1935.

Respectfully yours,

George M. Eichler

George M. Eichler,
Chief, Excise Division.

1 9 3 5

MONTH	TOTAL MILEAGE	EXEMPT MILEAGE	TAXABLE MILEAGE	AMOUNT	BANK INTEREST	TOTAL AMOUNT
January	1,188,948.0	122,940.6	1,066,007.4	$ 5,329.77	$ 5.15	$ 5,334.92
February	1,178,995.8	63,014.2	1,115,981.6	5,577.73	2.11	5,579.84
March	1,198,914.7	118,553.8	1,080,360.9	5,396.61	2.11	5,398.72
April	1,563,672.0	196,049.2	1,367,622.8	6,849.08	2.52	6,851.60
May	1,433,319.0	151,563.0	1,281,756.0	6,424.27	2.93	6,427.20
June	1,699,275.3	167,816.2	1,531,459.1	7,758.59	4.09	7,762.68
July	2,113,828.3	172,149.8	1,941,678.5	9,722.08	3.40	9,725.48
August	2,238,265.2	161,858.4	2,076,406.8	10,413.79	4.78	10,418.57
September	1,847,406.5	156,791.8	1,690,614.7	8,452.48	3.03	8,455.51
October	1,448,259.3	105,015.4	1,343,243.9	6,701.11	3.01	6,704.12
November	1,547,059.1	181,435.6	1,365,623.5	6,829.51	2.26	6,831.77
December	1,522,640.5	170,427.0	1,352,213.5	6,766.79	3.56	6,770.33
TOTAL	18,980,583.7	1,767,615.0	17,212,968.7	$ 86,221.81	$ 38.95	$ 86,260.76

January 7, 1936

Honorable A. W. Magee
Acting Commissioner of Motor Vehicles

Dear Commissioner:

The following is the Financial Statement of collections of the Automobile Junk Yard Division for the year 1935:

Date	License Fees	Inspection Fees	Total
January	-	-	-
February	$ 100.00	$ 50.00	$ 150.00
March	-	-	-
April	50.00	25.00	75.00
May	100.00	50.00	150.00
June	-	-	-
July	50.00	25.00	75.00
August	150.00	75.00	225.00
September	-	-	-
October	-	-	-
November	100.00	50.00	150.00
December	50.00	25.00	75.00
TOTAL	$ 600.00	$ 300.00	$ 900.00

Respectfully submitted,

Wm J. Dearden

William J. Dearden,
Chief Clerk

SERVICE OF PROCESS ON NON RESIDENTS

December 31, 1935.

Honorable Arthur W. Magee,
Acting Commissioner of Motor Vehicles

Dear Commissioner:

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

This law provides for the acknowledgment of the papers, for the forwarding of the papers to the defendants by registered mail, for the entry and deposit of the fees and for the return of the papers to the court when the registry cards are received.

During the year 1935, the Department received a total amount of $3,671.00 in service fees listed by months, as follows:

MONTH	AMOUNT
January	$ 282.00
February	290.00
March	252.00
April	431.00
May	304.00
June	208.00
July	256.00
August	216.00
September	410.00
October	122.00
November	290.00
December	610.00
	$3,671.00

Respectfully submitted,

M. Agnes Smith

M. Agnes Smith,
Administrative Clerk.

INFORMATION DIVISION

January 4, 1936

Honorable Arthur W. Magee
Commissioner of Motor Vehicles

Dear Commissioner:

I am submitting, herewith, a report of the work completed by the clerks of the Information Division for the calendar year 1935.

During the year, the clerks of this Division have maintained a 24 hour telephone service every day. By so doing, they have been able to keep the service of this Division at the highest possible standard of efficiency, which has been very beneficial to Law Enforcement Bodies, and the Public.

As the report shows, 526,502 requests were received and answered. This was an average of 1,475 per day for 365 days.

During the year, a total of 1,074 certified copies were furnished and fees collected amounting to $1,886.50.

Respectfully submitted,

Joseph M. Bright

Joseph M. Bright
Chief Information Clerk

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Letters Regarding Dup. & Renewal Licenses & Telegrams.	4,738	2,843	2,824	2,577	2,772	3,128	3,628	3,242	2,840	2,506	2,576	3,984	37,658
Regular Information Letters	10,018	7,846	9,248	8,362	9,788	8,663	9,147	9,079	9,035	9,091	9,210	9,430	108,917
Certified Copies, Special Delivery & Registered Letters	1,084	953	1,018	785	944	970	1,016	1,027	1,033	975	1,302	1,674	12,781
Lookups on Lists and Miscellaneous Lookups	6,833	5,850	7,068	5,777	8,012	9,259	10,700	10,549	10,427	14,135	11,082	9,963	109,655
Lookups on Correspondence Regarding Accidents	5,406	4,024	4,225	4,605	5,302	4,557	4,296	4,786	4,691	5,386	5,185	5,874	58,337
People Appearing at Office in Person for Information	3,312	1,471	1,423	1,435	1,352	1,354	1,457	1,578	1,379	1,571	1,389	3,149	20,870
Telephone Calls & Telautograph 1 A.M. to 9 A.M. Local	580	533	588	598	695	700	731	870	913	725	753	619	8,305
Telephone Calls & Telautograph 1 A.M. to 9 A.M. Long Distance	129	101	104	125	100	147	241	210	292	178	173	141	1,941
Telephone Calls & Telautograph 9 A.M. to 5 P.M. Local	7,815	6,239	7,315	7,340	8,058	7,285	7,684	7,839	7,500	7,926	7,296	7,649	89,946
Telephone Calls & Telautograph 9 A.M. to 5 P.M. Long Distance	4,567	3,800	4,280	4,534	4,969	4,569	4,878	4,998	4,743	5,090	4,849	4,673	55,950
Telephone Calls & Telautograph 5 P.M. to 1 A.M. Local	1,215	1,097	1,399	1,404	1,455	1,380	1,547	1,712	1,443	1,788	1,628	1,376	17,444
Telephone Calls & Telautograph 5 P.M. to 1 A.M. Long Distance	354	328	375	367	325	387	401	523	377	464	465	332	4,698
TOTAL	46,051	35,085	39,867	37,909	43,772	42,399	45,726	46,413	44,673	49,835	45,908	48,864	526,502

WILL YOU BE NEXT?

THAT DEPENDS UPON YOU!

State of New Jersey Department of Motor Vehicles

RECORD ROOM

January 1, 1936

Honorable A. W. Magee
Acting Commissioner of Motor Vehicles

Dear Commissioner:

The Following is an annual report of the Record Room for the year of 1935:

42 PERMANENT CLERKS
57 TEMPORARY CLERKS FOR A PERIOD OF TWO MONTHS

A total of 2,244,132 certificates have been filed for the year of 1935. This includes passenger registrations, commercial, Farmers' commercial, hearses, trailers, taxi, bus, livery, U-Drive-It, motor cycle registrations, dealers, motor cycle dealers, transfers, exchanges, duplicate certificates, duplicate tags, auto drivers and motor cycle drivers.

These certificates are filed alphabetically. Five (5) certificates are the total attached to one strip. These certificates are ripped by clerks and separated according to class.

Drivers and passenger certificates are filed together Commercial, Farmers' commercial, bus, hearses, trailers, taxi, livery, U-Drive-It, dealers, are filed separately.

After the filing is completed, certificates are dropped into Kardex files.

A total of 754,808 passenger registration applications, 109,845 commercial registration, 15,021 Farmers' commercial, 4,431 trailer registrations, 670 hearse registrations, 7,948 omnibus registrations, 4,826 motor cycle registrations, 2,378 dealers' registrations, 205,791 transfers, 5,043 exchanges, 21,269 duplicate certificates and 10,449 duplicate tags, 1,097,072 auto drivers' licenses, 4,328 motor cycle drivers' licenses and 253 tractors, (agricultural).

Applications are carefully watched for proper information regarding bills of sale. On transfers, the fee is checked to see that the difference is correct if an increase in horse power is shown.

These applications are county filed first, then the numerical system is used. Transfers and duplicates are filed separately.

Approximately 8,000 change of addresses have been filed during the year of 1935.

Respectfully submitted,

Virginia Paul

Virginia Paul,
File Clerk

January 1, 1936

Honorable Arthur W. Magee,
Acting Commissioner of Motor Vehicles,
State House, Trenton, New Jersey

Dear Commissioner:

I am, herewith, submitting figures, representing fines received from Magistrates for the year 1935, the total being $134,819.49. This is an increase of $41,666.74 or approximately 31% over the previous year.

The total number of Magistrates report cards received was 72,319, an increase of slightly more than 24% over last year.

Respectfully submitted,

Raynar Londahl

Raynar Londahl,
Chief, Division of Fines

COMPARATIVE STATEMENT OF FINES

Fines collected for violations of the Motor Vehicle and Traffic Act amount to $134,819.49. A comparative table follows, showing the collections of fines by months for the years 1931, 1932, 1933, 1934 and 1935.

	1931	1932	1933	1934	1935
January	10,099.50	6,910.00	3,703.50	2,912.00	4,849.13
February	12,199.50	9,941.00	3,051.00	4,811.60	3,721.50
March	19,009.00	10,382.10	4,558.00	6,119.00	9,047.00
April	19,246.50	8,177.00	6,607.00	9,841.25	11,674.11
May	12,038.50	9,312.00	11,589.00	11,254.50	11,914.60
June	14,438.50	12,396.50	9,985.95	8,752.00	14,724.50
July	18,563.50	15,556.50	11,005.00	13,031.00	13,174.50
August	18,129.00	14,216.50	13,445.00	10,760.00	14,753.75
September	19,885.50	12,300.50	13,706.50	8,280.50	15,460.50
October	15,634.50	9,671.00	8,578.50	5,449.50	13,136.50
November	16,047.50	6,586.50	8,969.25	8,470.40	12,397.40
December	11,198.00	3,994.00	7,007.50	3,471.00	9,966.00
TOTALS	$186,489.50	$119,443.60	$102,206.20	$93,152.75	$134.819.49

COUNTY TABULATION OF FINES

1 9 3 5

Counties	Amt.due	Fines imposed 1935	Cash. Rec'd. 1935	Cancellations Adjustments	Amt.due 12-31-35
Atlantic	1,945.50	7,025.75	7,240.75		1,730.50
Bergen	4.00	16,239.00	16,235.00		8.00
Burlington	99.00	4,990.50	4,991.50		98.00
Camden	479.00	5,806.11	5,806.11		479.00
Cape May	31.00	2,067.50	2,048.13		50.37
Cumberland	489.00	3,422.00	3,422.00	50.00	439.00
Essex		3,527.00	3,527.00		
Gloucester	2.50	4,591.50	4,594.00		
Hudson		2,021.00	2,020.00	1.00	
Hunterdon		3,177.00	3,177.00		
Mercer	100.00	9,239.60	9,239.60	100.00	
Middlesex	3,803.00	25,473.40	28,450.40	172.00	654.00
Monmouth	232.00	4,274.00	4,245.00		261.00
Morris	220.00	5,214.00	5,214.00		220.00
Ocean	594.00	4,028.50	4,056.50	27.00	539.00
Passaic	186.00	4,067.00	4,240.00		13.00
Salem		1,182.50	1,182.00	.50	
Somerset		19,674.00	19,674.00		
Sussex	5.00	693.00	693.00		5.00
Union	400.00	2,156.50	2,156.50		400.00
Warren	70.00	2,607.00	2,607.00		70.00
Totals	$8,660.00	$131,476.86	$134,819.49	$350.50	$4,966.87

A T L A N T I C

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Berchtold, Fred	1,595.50	12.50	2.50		1,605.50
Branigan, L. F.		172.00	172.00		
Breder, Frank	345.00	988.00	1,208.00		125.00
Bruno, Nicholas		57.00	57.00		
Capizola, Peter		12.50	12.50		
Craven, A. J.		539.00	539.00		
Dressler, H. G.		26.00	26.00		
Driscoll, C. B.		442.50	442.50		
Filling, Louis		605.00	605.00		
Garrity, Joseph		6.50	6.50		
Gillespie, Andrew		19.00	19.00		
Hopper, William		299.50	299.50		
Kellar, A. H.		140.50	140.50		
Langer, George		76.00	76.00		
Lawber, Ernest		37.50	37.50		
Mitchell, Joshua		5.00	5.00		
Myers, James	5.00	864.50	869.50		
Nassokin, Carl		825.50	825.50		
Peoples, Gertrude		100.50	100.50		
Reilly, Joseph		27.50	27.50		
Robertson, Joseph		52.75	52.75		
Scull, B. Lehr		1,618.00	1,618.00		
Stein, Karl		8.00	8.00		
Strouse, George		3.00	3.00		
Viano, John		57.50	57.50		
Wolfhart, Joseph		30.00	30.00		
Totals	$1,945.50	$7,025.75	$7,240.75		$1,730.50

B E R G E N

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Accomando, Harry		55.00	55.00		
Albert, William		4,631.00	4,631.00		
Aronsohn, William		36.00	36.00		
Barbaretti, Fred		2.00	2.00		
Bivona, William		3.00	3.00		
Chapman, Milton		3.00	3.00		
Christie, John		15.00	15.00		
Deamer, Pierce		7.00	7.00		
Della Penta, A.H.		90.00	90.00		
De Young, Richard		10.00	10.00		
Gillette, George		20.00	20.00		
Gumbo, Frank		13.00	13.00		
Hargreaves, Louis		4,603.00	4,603.00		
Huckin, Leroy		11.00	11.00		
Kiefer, Harold	4.00 OP	6.00	2.00		
Leary, William		105.00	105.00		
Mahler, Philip		497.00	497.00		
Marconi, Dominic		1,270.00	1,270.00		
Morris, Charles		1,914.00	1,914.00		
Puvogel, Fred		47.00	47.00		
Rodgers, Truman		12.00	12.00		
Romano, Lawrence		196.00	196.00		
Sansone, Filomeno		100.00	100.00		
Scharf, Morris		138.00	138.00		
Shields, Jr., John		158.00	158.00		
Smith, Harold	3.00				3.00
Staunton, Edward		239.00	239.00		
Strickland, Alfred		15.00	15.00		
Sweet, Charles		3.00	3.00		
Vossler, Edward		15.00	15.00		
Ward, C. Jack		25.00	25.00		
Washer, William		1,103.00	1,103.00		

BERGEN continued

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Webster, Frederic	5.00	209.00	209.00		5.00
Zahuransky, Emil		541.00	541.00		
Taylor, John		147.00	147.00		
Totals	$ 4.00	$16,239.00	$16,235.00		$ 8.00

BURLINGTON

Absalom, Frank		363.00	363.00		
Addison, Alfred		85.00	85.00		
Baxter, George		64.00	64.00		
Blankenmeyer, Jacob		11.00	11.00		
Bowers, Cecil		257.00	257.00		
Branin, Edward		2.00	2.00		
Brettell, Frank		78.00	78.00		
Brown, Fred		247.50	247.50		
Burtis, C. C.		196.50	196.50		
Callery, Thomas		108.00	108.00		
Carslake, Edward		17.00	17.00		
Dickinson, James		230.50	230.50		
Dugan, David		172.00	172.00		
Furth, George		53.00	53.00		
Gibbs, Wesley		342.00	342.00		
Grady, William		677.50	677.50		
Lambert, Douglas		49.00	49.00		
McCloskey, Harry		33.50	33.50		
McNulty, Edward		3.00	3.00		
Merrill, Lester		16.00	16.00		
Middleton, Walter		4.00	4.00		
Piston, Thomas		580.00	580.00		
Roberts, Joseph		364.00	364.00		
Simmons, Elmer		3.00	3.00		
Smith, J. L.	1.00 OP	307.00	307.00		1.00 op
Smyth, Frank		23.50	23.50		

BURLINGTON continued

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Speier, Emil		59.00	59.00		
Stevenson, George	100.00				100.00
Thompson, John		28.00	28.00		
Tunney, William		380.50	381.50		1.00 OP
Worthington, Irvin		35.00	35.00		
Young, William		201.00	201.00		
Totals	$ 99.00	$4,990.50	$4,991.50		$ 98.00

CAMDEN

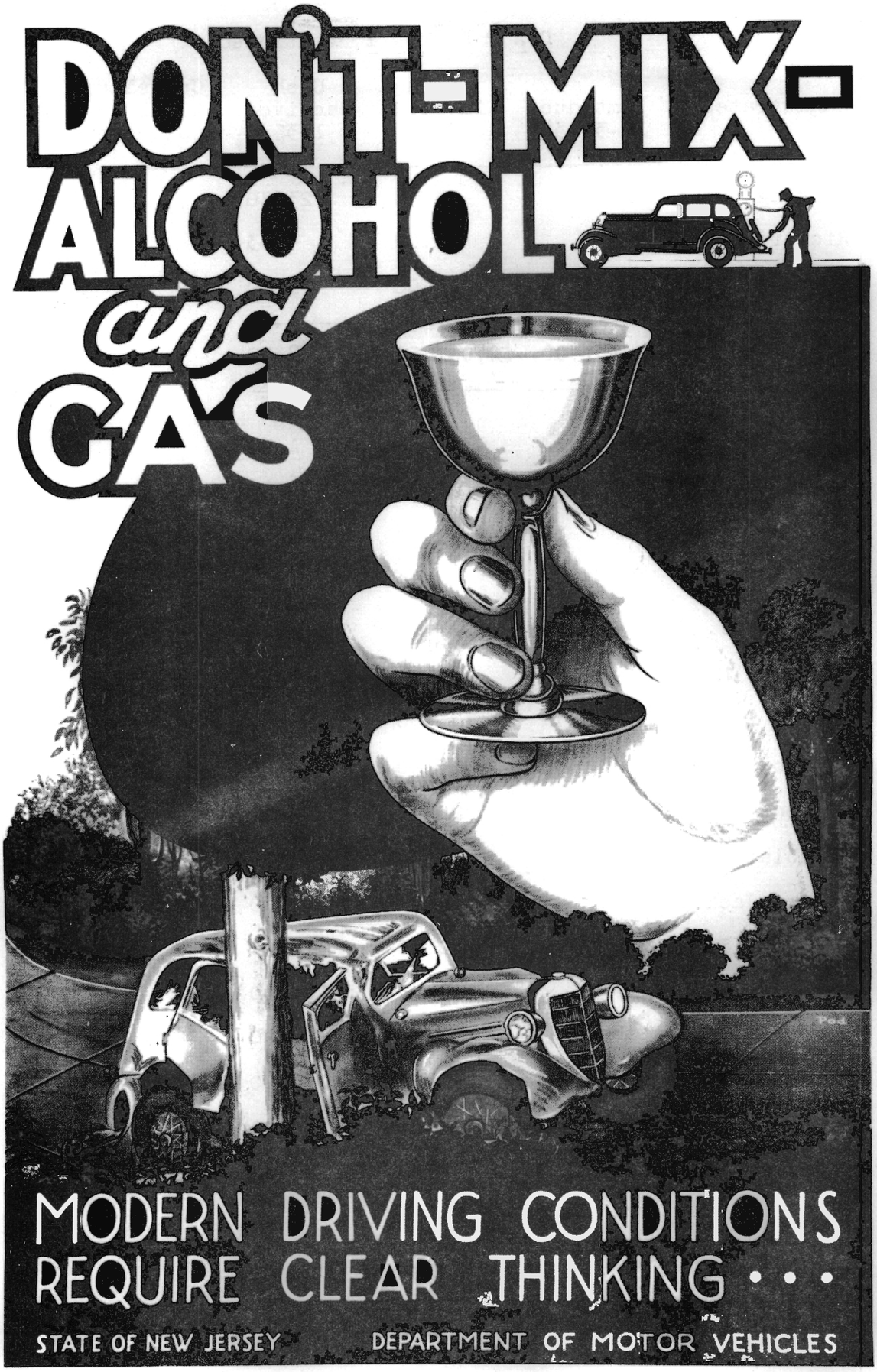
Balliet, Arthur		23.00	23.00		
Bell, William		2.00	2.00		
Boardman, Arch		70.00	70.00		
Britton, A. Zane		177.00	177.00		
Carey, Peter		2.50	2.50		
Clapp, Frank	219.50				219.50
Cook, John		73.00	73.00		
Courtenay, Alfred		15.00	15.00		
Curry, James		27.50	27.50		
Egan, Frank		38.00	38.00		
Fay, George		2.00	2.00		
Finkenbinder, David		644.00	644.00		
Fraser, William	.50 OP	10.00	10.00		.50 OP
Hughes, E. P.		40.00	40.00		
Hunter, Erford		20.50	20.50		
Irwin, Albert		11.00	11.00		
Jackson, Charles		492.00	492.00		
Jackson, J. E.		1.00	1.00		
Johnson, Frederic		22.50	22.50		
Keilman, George		11.50	11.50		
Koster, John		99.50	99.50		
Matthews, William		149.50	149.50		
Parker, Henry		80.00	80.00		

C A M D E N continued

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Richardson, Frank		1.50	1.50		
Ritchie, Ernest		25.00	25.00		
Russell, Harold		15.00	15.00		
Schramm, Frank		252.00	252.00		
Schweiger, Milton		834.50	834.50		
Smith, James		483.00	483.00		
Stetser, Frank		100.00	100.00		
Timmins, Frank		244.50	244.50		
Torpey, Jr. William		2.50	2.50		
Valleley, John		128.00	128.00		
Van Meter, Joseph		5.00	5.00		
Wallen, Edgar		213.11	213.11		
Wilkinson, George		763.00	763.00		
Yost, George	260.00	700.50	700.50		260.00
Ziegler, Edward		22.00	22.00		
Ziesch, George		5.00	5.00		
Totals	$479.00	$5,806.11	$5,806.11		$479.00

C A P E M A Y

Brown, Everett		197.00	197.00		
Brownmiller, George		82.50	82.50		
Cianciarulo, Joseph		5.00	5.00		
Coapman, James		507.50	507.50		
Gorman, Harold		74.00	74.00		
Holton, John		545.00	545.00		
Jackson, John		13.00	13.00		
Killian, James		187.00	187.00		
Kohle, Joseph	31.00	87.00	87.00		31.00
Leeds, David		32.00	32.00		
Levin, Jacob		118.00	118.00		
Mendelsohn, Mark		2.00	2.00		
Myers, Lanning		143.00	143.00		



C A P E M A Y continued

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Nittinger, Edward		23.50	23.50		
Richards, George		25.00	5.63		19.37
Schlegel, Edgar		26.00	26.00		
Totals	$31.00	$2,067.50	$2,048.13		$50.37

C U M B E R L A N D

Barnett, Charles		29.00	29.00		
Cohen, Wolfe		23.00	23.00		
Cramer, J. T.		5.00	5.00		
Creamer, J. P.		17.00	17.00		
Davis, H. M.	414.00				414.00
Davis, Samuel	25.00	153.00	153.00		25.00
D'Orio, Peter		5.00	5.00		
Florentino, Maurice		20.00	20.00		
Goldblatt, Isidore		11.00	11.00		
Gross, Jack		283.00	283.00		
Johnson, Samuel		10.00	10.00		
Lore, Frank		105.00	105.00		
Mac Lean, James		70.00	70.00		
Malcolm, Edwin		1,044.00	1,044.00		
McElroy, L. A.		1.00	1.00		
Robbins, Karl		58.00	58.00		
Socwell, C. W.		2.00	2.00		
Sugarman, Maxwell		6.00	6.00		
Tongue, Frank		28.00	28.00		
Troth, Sewell		296.00	296.00		
Van Hook, Harry	50.00			50.00	
Walters, Philip		577.00	577.00		
Zane, Burton		301.00	301.00		
Totals	$489.00	$3,422.00	$3,422.00	$ 50.00	$439.00

E S S E X

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Bachman, A.P.		84.00	84.00		
Beatty, L. G.		5.00	5.00		
Demarest, F. A.		10.00	10.00		
De Vita, P. L.		20.00	20.00		
Krill, J. Y.		12.00	12.00		
Lighthipe, Herbert		119.00	119.00		
Noble, E. R.		2,039.00	2,039.00		
Slayton, G. N.		67.00	67.00		
Stoddard, Fred		160.00	160.00		
Talmadge, A. V.		302.00	302.00		
Tilley, J. F.		470.00	470.00		
Waugh, Alexander		14.00	14.00		
Young, Charles		225.00	225.00		
Totals		$3,527.00	$3,527.00		

G L O U C E S T E R

Beebe, M. H.		26.00	26.00		
Belsito, Frank		24.50	24.50		
Benner, Charles		12.00	12.00		
Bowers, William		132.00	132.00		
Bundens, George		1.00	1.00		
Carione, William		130.50	130.50		
Daniels, Oliver		13.00	13.00		
Davenport, C. J.		12.00	12.00		
Frederics, Albert		2,289.00	2,289.00		
Friant, Harry		177.00	177.00		
Frye, Philip		5.00	5.00		
Gellenthin, Charles		146.00	146.00		
Gellenthin, John		163.00	163.00		
Harvey, Lester		177.00	177.00		
Hoffner, Jr., Chris		5.00	5.00		
Hughes, Burton		3.00	3.00		
Johnson, Frank		222.00	222.00		
Jordan, George		31.00	31.00		

GLOUCESTER continued

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Leslie, Charles		4.00	4.00		
Magill, David		41.00	41.00		
Miller, Albert		94.50	94.50		
Robertson, Joseph		3.00	3.00		
Rossiter, Samuel		4.00	4.00		
Simmler, Fred		135.00	135.00		
Smith, John		118.00	118.00		
Snyder, Linwood		318.00	318.00		
Steelman, George		3.00	3.00		
Twiss, Harold	2.50	150.00	152.50		
Warlow, William		33.00	33.00		
Wert, James		94.00	94.00		
Wick, John		5.00	5.00		
Williams, Albert		20.00	20.00		
Totals	$2.50	$4,591.50	$4,594.00		

HUDSON

Nolan, E L.		638.00	638.00		
Casale, A. E.		915.00	914.00	1.00	
Diefenbach, C. E.		18.00	18.00		
Gallagher, J. B.		200.00	200.00		
Depore, Michael		150.00	150.00		
Lieberman, A.		100.00	100.00		
Totals		$2,021.00	$2,020.00	$1.00	

HUNTERDON

Coss, James		646.00	646.00		
Hoffman, Oliver		10.00	10.00		
Huffman, Barton		228.00	228.00		
Iobst, Harry		41.00	41.00		
Lott, Frank		265.00	265.00		
Norris, John		47.00	47.00		
Oliver, Sr., Lester		1,381.00	1,381.00		
Oliver, Jr., Lester		45.00	45.00		

HUNTERDON continued

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Sheets, Rodney		29.00	29.00		
Stockowicz, Edward		9.00	9.00		
Tarantola, Italo		200.00	200.00		
Thomas, W. H.		6.00	6.00		
Voorhees, J. C.		10.00	10.00		
Webster, George		260.00	260.00		
Totals		$3,177.00	$3,177.00		
		MERCER			
Baker, Richard		15.00	15.00		
Bethke, John		140.00	140.00		
Boscarell, John		53.00	53.00		
Britton, Raymond		4,111.00	4,111.00		
Carpenter, Edwin		1,410.00	1,410.00		
Colby, Paul		18.00	18.00		
Diblin, George		3.00	3.00		
Draine, Charles		1,556.50	1,556.50		
Duch, Andrew		181.50	181.50		
Hampton, Franklin		1,153.00	1,153.00		
Hoff, Joseph		81.10	81.10		
Magee, A. W.	100.00	500.00	500.00	100.00	
Lawrence, Latimer		15.00	15.00		
Whitehead, Edward		2.50	2.50		
Totals	$100.00	$9,239.60	$9,239.60	$100.00	
		MIDDLESEX			
Bloom, Charles		284.00	284.00		
Boland, Charles		54.00	54.00		
Brown, Arthur		2,950.50	2,950.50		
Conover, David		494.00	494.00		
Duggan, Frank		158.00	158.00		
Ferrara, E. James		5.00	5.00		
Fillhower, A. J.		16.00	16.00		
Forgotson, Reuben	1,279.00	151.00	1,258.00	172.00	

M I D D L E S E X continued

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Frank, Samuel		147.00	147.00		
Grossman, Leo		41.00	41.00		
Hand, William		133.00	133.00		
Harris, Walter		291.00	291.00		
Henry, Lloyd		233.00	233.00		
Hillpot, Arthur		200.00	200.00		
Holohan, John		4,615.40	4,615.40		
Ivins, Harry	34.00	127.00	162.00		1.00 OP
Kienzle, William		1.00	1.00		
Kovacs, Louis		61.00	61.00		
Lynch, John		200.00	200.00		
Mac Manis, Elmer		1,261.00	1,261.00		
Matthews, Charles	655.00				655.00
Mayer, Maxwell		412.00	412.00		
Medinets, Harry		275.00	275.00		
Melko, Matthew		20.00	20.00		
Morris, John		15.00	15.00		
Quakenbush, Percy		8.00	8.00		
Rynone, Albert		148.00	148.00		
Santoro, Edward		19.00	19.00		
Schiller, Harold		1,773.50	1,773.50		
Schmitt, Fred		17.00	17.00		
Shepherd, Louis	1,845.00		1,845.00		
Smith, William		274.00	274.00		
Spilatore, Frank		7,147.00	7,147.00		
Spilatore, George		145.00	145.00		
Tegen, John		55.00	55.00		
Tetlow, Joseph		511.00	511.00		
Tindell, Charles		5.00	5.00		
Vogel, Bernard		70.00	70.00		
Walter, George	10.00 OP	2,618.00	2,608.00		
Westmayer, John		533.00	533.00		
Bowers, John		5.00	5.00		
Totals	$3,803.00	$25,473.40	$28,450.40	$172.00	$654.00

MONMOUTH

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Barker, Stephen		2.00	2.00		
Bolte, Sr., Harry		700.00	700.00		
Bolte, Jr., Harry		403.00	403.00		
Bry, Jr., Louis		86.00	86.00		
Clot, Marcel C.	232.00				232.00
Eiseman, Sigmund		263.00	263.00		
Emmons, Walter		2.00	2.00		
Evans, Alton		5.00	5.00		
Greene, George		13.00	13.00		
Holmes, W. D.		3.00	3.00		
Irwin, W. P.		10.00	10.00		
Krusen, W. L.		601.00	601.00		
Meese, L. H.		288.00	288.00		
Megill, J. R.		27.00	27.00		
Nichols, W. S.		29.00			29.00
Packer, W. K.		60.00	60.00		
Quinn, Fred		935.00	935.00		
Rue, H. E.		5.00	5.00		
Schooley, J. H.		17.00	17.00		
Schur, Curt		90.00	90.00		
Smith, Thomas		474.00	474.00		
Thorp, William		13.00	13.00		
Wainright, E. C.		121.00	121.00		
Weeks, J. H.		27.00	27.00		
Weigand, J. F.		100.00	100.00		
Totals	$232.00	$4,274.00	$4,245.00		$261.00

MORRIS

Adolff, A. M.		105.00	105.00		
Beatty, James		16.00	16.00		
Brown, Albert		18.00	18.00		
Budd, Hulse		15.00	15.00		
Closter, William		65.50	65.50		
Cooke, J. D.		92.00	92.00		

M O R R I S continued

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
De Camp, F. A.		11.00	11.00		
Doney, Clarence		198.00	198.00		
Ehert, Meyer		3.00	3.00		
Finnegan, George		18.00	18.00		
Francis, David		2.00	2.00		
Gardner, William		257.00	257.00		
Gensheimer, Frank		18.00	18.00		
Gilliland, Arthur		59.00	59.00		
Hartdorn, Gustav		114.50	114.50		
Higgins, William		102.00	102.00		
Huyler, Louis		274.00	274.00		
Keefe, William		407.00	407.00		
Keeler, Henry		18.50	18.50		
Lucas, William		914.00	914.00		
McPeak, George		74.00	74.00		
Mischiara, R. Sar		103.50	103.50		
Myers, William		1,760.00	1,760.00		
Rennie, Alexander		187.00	187.00		
Rolston, R. P.		5.00	5.00		
Stell, R. J.		25.00	25.00		
Tinney, R. S.		115.00	115.00		
Tintle, M. F.		5.00	5.00		
Van Keuren, J.C.	220.00				220.00
Watson, F. G.		19.00	19.00		
Waxberg, Louis		213.00	213.00		
Totals	$220.00	$5,214.00	$5,214.00		$220.00

O C E A N

Becker, Fred		32.00	32.00		
Bennett, Raymond	143.00				143.00
Berkowitz, Isaac		409.00	409.00		
Briggs, Frank		169.50	169.50		
Burbol, Joseph		111.00	111.00		
Butler, Mabel		2.00	2.00		

O C E A N continued

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Connors, Robert		17.50	17.50		
Cranmer, W S.		379.00	379.00		
Curtis, Arthur		13.00	13.00		
Farrow, William		354.00	354.00		
Ferguson, Charles		13.00	13.00		
Harker, Sr., Story		12.00	12.00		
Leary, William	200.00	395.00	395.00		200.00
Mahland, Fredrk.	196.00				196.00
Novins, Benjamin		695.00	695.00		
Polk, John		202.00	202.00		
Potter, Edward	55.00	289.50	317.50	27.00	
Smith, Henry		872.00	872.00		
Stratton, A. V.		2.00	2.00		
Whitson, W. W.		9.00	9.00		
Woerner, Jr., Charles		50.00	50.00		
Yoder, J. L.		2.00	2.00		
Totals	$594.00	$4,028.50	$4,056.50	$27.00	$539.00

P A S S A I C

Adams, Fred		110.00	110.00		
Arnold, Eric		2.00	2.00		
Ball, Edward	140.00		10.00		130.00
Byrne, Charles		49.00	49.00		
Conant, Fred		1,009.00	1,009.00		
Duffy, Vincent		130.00	130.00		
Gall, Ronald		776.00	893.00		117.00 OP
Gardner, Walter		110.00	110.00		
Houman, Garret		437.00	437.00		
Hughes, D. L.		9.00	9.00		
Husk, Richard		107.00	107.00		
Klein, Moritz		689.00	689.00		
Pries, Edward		1.00	1.00		
Ricker, Robert		100.00	100.00		
Schmidt, George	46.00	241.00	287.00		

PASSAIC continued

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Schoonmaker, Harold		11.00	11.00		
Smith, R. B.		261.00	261.00		
Van Dorn, Harry		25.00	25.00		
Totals	$186.00	$4,067.00	$4,240.00		$ 13.00

SALEM

Alterman, Joseph		55.00	55.00		
Barish, Samuel		12.50	12.50		
Conine, Walter		176.00	176.00		
Glick, Harry		304.00	304.00		
Humphreys, D. G.		383.00	383.00		
Kidd, Robert		38.00	38.00		
Kirk, George		3.00	3.00		
Krause, Theodore		15.00	15.00		
Lippincott, Walter		104.50	104.50		
Miller, William		5.00	4.50	.50	
Smith, Elizabeth S.		32.00	32.00		
Trice, Preston		5.00	5.00		
Wright, Samuel		49.50	49.50		
Totals		$1,182.50	$1,182.00	$ .50	

SOMERSET

Dean, Charles		147.00	147.00		
Delmonte, James		3.00	3.00		
Dreier, Augustus		356.00	356.00		
Durham, Herbert		20.00	20.00		
Mathews, O. B.		3.00	3.00		
Rehder, Carl		22.00	22.00		
Schuessler, Irving		2.00	2.00		
Smith, George		11,544.00	11,544.00		
Sutphen, R. P.		62.00	62.00		
Totten, George		5,991.00	5,991.00		
Williams, Joseph		1,506.00	1,506.00		
Wyckoff, Frank		18.00	18.00		
Totals		$19,674.00	$19,674.00		

State of New Jersey Department of Motor Vehicles.

SUSSEX

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Borst, C. R.		2.00	2.00		
Case, Edgar		2.00	2.00		
Mendell, H. M.		36.00	36.00		
Miller, F. M. K.		5.00	5.00		
Moyse, W. D.		27.00	27.00		
Shaw, J. J		6.00	6.00		
Sutting, E. M.		140.00	140.00		
Sutton, J. O.		13.00	13.00		
Van Ness, C. L.	5.00	329.00	329.00		5.00
White, H. N.		45.00	45.00		
Young, G. G.		88.00	88.00		
Totals	$5.00	$ 693.00	$ 693.00		$5.00

UNION

Buckley, W. R.		108.00	108.00		
Ceglowski, W.M.	200.00				200.00
Compton, H. L		25.00	25.00		
De Meza, W.G.		3.00	3.00		
Grindley, J. C.		40.00	40.00		
Kein, Jr., G B.	200.00	147.00	147.00		200.00
Kirk, J. T.		407.00	407.00		
Loveland, L. L.		133.50	133.50		
Nash, A. C.		20.00	20.00		
Portugol, Jerome		9.00	9.00		
Rakin, Louis		45.00	45.00		
Rumpf, Fred		496.00	496.00		
Ward, C. A.		155.00	155.00		
Warnock, M. B.		100.00	100.00		
Weiner, F. S.		50.00	50.00		
Williams, R. B.		200.00	200.00		
Winckler, W L.		218.00	218.00		
Totals	$400.00	$2,156.50	$2,156.50		$400.00

W A R R E N

Magistrates	Amt.due 12-31-34	Fines imposed 1935	Cash Received 1935	Cancellations adjustments	Amt.due 12-31-35
Baker, C. P.		207.00	207.00		
Baker, E K.		81.00	81.00		
Craig, A. B.		229.00	229.00		
Dalling, J. R.		5.00	5.00		
Fisher, C F.		685.00	685.00		
Fuller, G. W.		149.50	149.50		
Hutchinson, Jr., Thos.		52.00	52.00		
Linaberry, F. A.		9.00	9.00		
Mazzotta, Benjamin		53.00	53.00		
Pierson, M. A.		304.00	304.00		
Sharps, E. W.		5.00	5.00		
Sloan, Alvin		102.50	102.50		
Smith, Louis		8.00	8.00		
Snyder, B. E.		298.00	298.00		
Van Billiard, James	70.00				70.00
Weiss, Ray		118.00	118.00		
Wildrick, E. J.		222.00	222.00		
Willever, C. C.		79.00	79.00		
Totals	$70.00	$2,607.00	$2,607.00		$70.00

December 31, 1935.

Honorable Arthur W. Magee,
Acting Commissioner of Motor Vehicles,
State House,
Trenton, New Jersey.

My dear Commissioner:

I respectfully enclose a list of matters that have been committed to me for advice and consideration throughout the year of 1935:

In the matter of Daniel Ahearn
Re: Appeal

In the matter of Maurice Alpaugh
Re: Tax on peddlers of bread and produce.

In the matter of All Way Laundry
Re: Memorandum concerning Mary Beagen.

In the matter of proposed Amendment to Section 14, Subdivision 1 of the Motor Vehicle Act.

In the matter of Asbury Park and Ocean Grove Bank
Re: Claim (In Chancery)

In the matter of Atlantic Coast Transportation Company, Asbury Park, New Jersey, and Coast Cities Coaches, Inc., Allenhurst, New Jersey.
Re: 2% Filing Fee Tax.

In the matter of Harold Baird
Re: Appeal

In the matter of L. W. Barber
Re: Use of Commercial Plates on Cars Distributing Telephone Books.

State vs. Basil
Re: Appeal

In the matter of State vs. Charles Beckford and Alphonse Robinson
Re: Appeal

In the matter of Bill of Sale Act
Re: Chapter 166, Laws of 1931, Section 9

State vs. Bradley
Re: Fines

In the matter of John Brennan
Re: Brief

In the matter of Alexander Budson
Re: 2% Filing Fee Tax

In the matter of Buses
Re: Occasional Drivers

In the matter of State vs. Blauvelt
Re: 2% Filing Fee Tax

In the matter of Joseph Buehler
Re: 2% Filing Fee Tax

In the matter of Fred Brown
Re: Financial Responsibility Act

In the matter of David Check
Re: Inquiry concerning Justice of the Peace

In the matter of Frank Cianpolillo
Re: Financial Responsibility Act.

In the matter of Chapter 49, P.L. 1934
Re: Refusal to Surrender Driver's license or Registration Certificate.

State vs. James Collins
Re: Appeal

In the matter of Conditional Sales
Re: General Motors Acceptance Corporation

State vs. Costanza
Re: Appeal

In the matter of Joseph M. Cox
Re: Rubin Pollack

In the matter of Irwin Cubberly
Re: Dealer*s licenses

In the matter of Danforth Welding & Repair Co.
Re: Bill of Sale Act.

In the matter of Demarest A. Del Mar, Judge, Common Pleas Court, Bergen County
Re: Fines

In the matter of Diamond Taxicab Co.
Re: Violation of Chapter 289, Laws of 1935.

In the matter of Daniels vs. Sages, et al.
Re: Financial Responsibility Act.

District Court
Re: Service on nonresident defendants.

In the matter of Alfred Eichler
Re: Financial Responsibility Act.

In the matter of Elizabeth Safety Council
Re: Tickets

In the matter of Hilton Elliott
Re: Trailers

In the matter of Federal Owned Vehicles
Re: Exemptions of Drivers

In the matter of H. J. Ferrell
Re: Illegal Loan by Finance Company

In the matter of Ferguson's Express
Re: Harry Eckman vs. John Pilgrim

In the matter of Financial Responsibility Act
Re: Payment and Satisfaction of Judgment.

In the matter of Firemen
Re: Free Licenses

In the matter of Foreign Tags
Re: Cars in New Jersey

In the matter of Freedman Service, Inc.
Re: Merger

In the matter of Henry G. Friedlander
Re: Summons by mail

In the matter of Filing Fees
Re: 2% Tax

In the matter of Garageman's Lien Act
Re: Sale of Cars abandoned.

In the matter of Gasoline Tank Wagons
Re: Selling Direct to Customers

In the matter of Gasoline Trucks at Newark Airport
Re: Requiring licenses

In the matter of Philip Gaudiosi
Re: Police magistrates

In the matter of Louis A. J. Geleng,
Re: Motor Vehicle Act in full.

In the matter of Joseph E. Gold
Re: State vs. Mory & Kurby

In the matter of Richard B. M. D. Good
Re: Snow on Roads

In the matter of Bernard A. Green
Re: Dodge Trucks

In the matter of Harry Green
Re: Bill of Sale Act

In the matter of L. M. Hargreaves
Justice of the Peace

In the matter of Al Heinroth
Re: Using City Trucks with MG Plates for contractors

Cornelia Hill vs. Simon Hampton
Re: Court Order

In the matter of Hitch-hiking
Re: Louis C. Knorr

In the matter of Income Tax
Re: Payment by agents

In the matter of Inspectors
Re: Acting as Notary Publics in New York

In the matter of Inspection Stations
Re: Chapter 127, P. L. 1931

In the matter of Inter-county Motor Corporation
Re: Amount due to Excise Division

In the matter of Interstate Commerce Commission
Re: Forms & Certificates

In the matter of John P. Jacobs
Re: Article 9, sub-division 3 of the Traffic Act

In the matter of State vs. Herbert Johnson
Re: Appeal

In the matter of Josephson vs. Rogers
Re: Chapter 69 of the Laws of 1930

In the matter of Justice of the Peace
Re: Definition

In the matter of Howard Johnson
Re: Parking Regulations

In the matter of Harry Kay
Re: Costs in Friedlander case

In the matter of Kehoe vs. Forbes
Re: Service

In the matter of Kenneally & Kenneally
Re: Notice to employe before suit is brought.

In the matter of Col. P. M. Keasler
Re: Drunken driving within Government Reservation.

In the matter of Kramer Lumber & Supply Company
Re: Costs

In the matter of Salvatore Larceri, Bankrupt.
Re: Bill of Sale Act

State vs. La Rose
Re: Appeal

In the matter of Eldon Lawson
Re: Towed vehicles requiring licenses

In the matter of Howard J. Lepper
Re: Bond

In the matter of Samuel Levenson
Re: Financial Responsibility Act

In the matter of Life's Fresh Air Fund
Re: Exemptions from registration fees

In the matter of State vs. Oscar Lind
Re: Borough Attorney question

In the matter of Robert F. McAlevy, Jr.,
Re: Service on Nonresident motor vehicle operators.

In the matter of Elsie McBride
Re: Filing of complaint within time limit.

In the matter of Magistrates
Re: Warrant after defendant fails to answer

In the matter of Matthews vs. Hansmann
Re: Collection of Fines

In the matter of Clifton Troy Mattix
Re: Financial Responsibility Act

In the matter of E. A. Merrill
Re: Chapter 69, P. L. 1933 and Chapter 69, P. L. 1930

In the matter of Motor Carrier Act
Re: Provisions

In the matter of Motor Fuel Division
Re: Augustine case.

In the matter of Motor Vehicles
Re: Fingerprinting of operators.

In the matter of Edward Mundy
Re: Purchase of cars directly from manufacturers

In the matter of Gerald Malanka
Re: Revocation of license

In the matter of F. A. Newton
Re: 2% Filing Fee.

In the matter of Newark Barboard Co.
Re: Ramp #2--Pulaski Skyway

In the matter of Louis Oliveri
Re: Financial Responsibility Act

In the matter of T. B. Reed Pancoast, Surrogate
Re: Laws of 1915, Chapter 138

In the matter of Richard A. Parelli
Re: Financial Responsibility Act

In the matter of Passaic-Bergen Lumber Co.
Re: Bill of Sale Act

In the matter of Arthur Peck
Re: License plates on cars (commercial) used for pleasure and not business.

In the matter of Permits
Re: Proposed form of permits to be used by dealers

In the matter of Pillar of Fire
Re: Humane Societies

In the matter of Newton H. Porter
Re: Transfer of Title--Mental incapacity

In the matter of Martin H. Post
Re: Fish and Game appeal

In the matter of Prudential Insurance Company vs. Bob A. Cefarelli
Re: Bill of Complaint

In the matter of Public Service Co.
Re: Trackless Trolleys

In the matter of Public Instruction Department
Re: Pupil Transportation

In the matter of State vs. James Pulis
Re: Rule to Show Cause

In the matter of Conrad Hume Pinches
Re: 2% Filing Fee

In the matter of Recorder Rakin
Re: Reversal of Judgment

In the matter of Records
Re: Destruction of same in compliance with Motor Vehicle Act

In the matter of Frederick Repperberger
Re: Appeals

In the matter of Road Scrapers
Re: Renewal of license

In the matter of Irving I. Rubin
Re: Leaving scene of accident.

In the matter of Filomeno Sansone
Re: Section 31. Paragraph 1 of Motor Vehicle Act--Adjournments

Max Schwartz and Edna Franklin vs. Edward Robinowitz
Re: Service

In the matter of C. J. Scholland
Re: Recovery of Driver's license

In the matter of State vs. Shane
Re: Robbery

State vs. Hugh Shea
Re: Drunken Driving

In the matter of Charles Sherry & Charles Sherry as next of friend of Genevieve Sherry vs. Joseph J. Lynch
Re: Foreclosure of mortgage

In the matter of Silverbert vs. Appelbaum
Re: Financial Responsibility Act

In the matter of Sisters of Christian Charity
Re: Issuance of N. F. Tags.

State vs. Slotkin
Re: Appeal

Sorgento, Frank & Sorgento, Joseph
Re: Financial Responsibility Act

State vs. Emidio Spino
Re: Appeal filed out of time

In the matter of Maurice Spritzer
Re: Assembly Bill 114

In the matter of Samuel Starr
Re: Louis Krueger.

State vs. D'Agostino
Re: Bill of Particulars

In the matter of Charles H. Stewart
Re: Overtaking and passing motor vehicles

In the matter of Studebaker Convertible Coupe
Re: Ownership and possession.

In the matter of Sun Oil Company
Re: 2% Filing Fee

In the matter of George B. Turton
Re: Chapter 413, Laws of 1935

In the matter of Mrs. Helen S. Tekel & Mr. Charles Oxley, et al.
Re: Forged Bill of Sale

In the matter of Thermoid Rubber Co.
Re: Classification as to dealers' plates, insurance companies, finance companies, etc.

In the matter of Traffic Light Signals
Re: Control of same.

In the matter of Mrs. Kate Trinkle
Re: Fees.

In the matter of J. M. Tyson
Re: Page 39 of Motor Vehicle Act.

State vs. Ulrich
Re: Appeal

In the matter of United Fast Freight
Re: 2% Filing Fee

In the matter of U. S. Military Reservation
Re: Accident on Same.

In the matter of Van Etten & Cook
Re: Reciprocity between New Jersey and New York on judgments.

In the matter of Veteran's Free Licenses
Re: Query as to whether they are entitled.

In the matter of Walter F. Voorhies
Re: 2% Filing Fee.

In the matter of Waldwick
Re: Ordinance

State vs. Ward and Bell
Re: N. J. Automobile Supply Co. Bill

In the matter of White Motor Trucks
Re: 2% Filing Fees

In the matter of William Otto
Re: Authority of local officer on overloading.

State vs. Dorch & Rowe
(Court of Errors and Appeals)

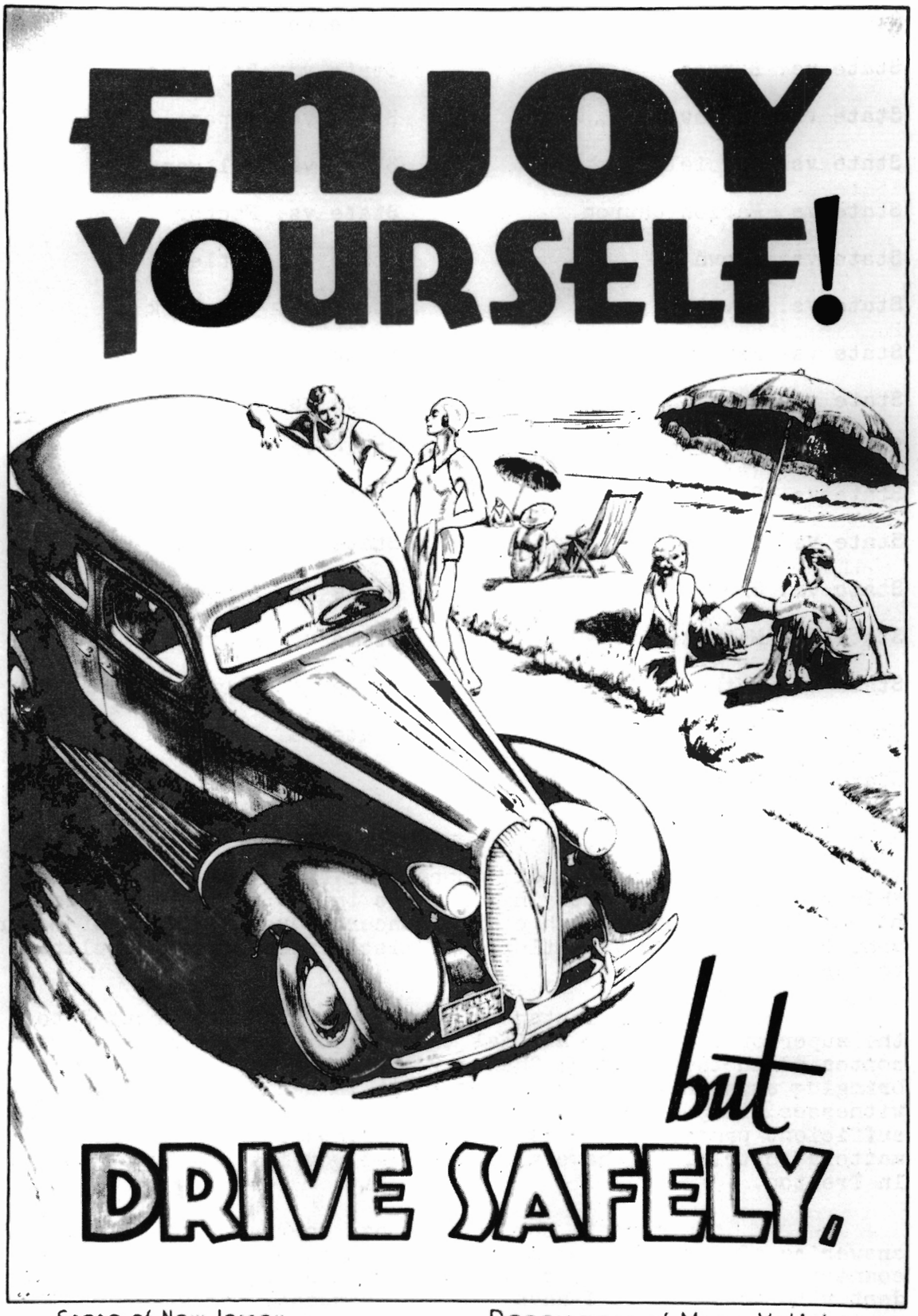
State vs. Alexander Fowlie
(New Jersey Supreme Court)

Marie Magee vs. Acting Recorder Brown
(New Jersey Supreme Court)

State vs. Walter Fredericks
Re: Mandamus Proceedings (New Jersey Supreme Court)

State vs. Dumont
State vs. Kerrigan
State vs. Gleason
State vs. Tabas
State vs. Urgo
State vs. Truxton
State vs. Marshall
State vs. Barbour
State vs. O'Keefe
State vs. Blount
State vs. Bridgeman
State vs. Mandragona
State vs. Sturm
State vs. Freer
State vs. Morrocco
State vs. Bradway
State vs. Welt
State vs. Tomlin
State vs. Spencer
State vs. Giles
State vs. Baab

State vs. Soltner
State vs. Hazelton
State vs. Goldberg
State vs. Warrington
State vs. Mory
State vs. Kirby
State vs. Conran
State vs. Danley
State vs. Ogden
State vs. Bintliff
State vs. Loveland
State vs. Merritt
State vs. Pinto
State vs. Kline
State vs. Samarco
State vs. Cassidy
State vs. Zeller
State vs. Joseph Applebee
State vs. Joseph Necci
State vs. Manahan
State vs. Chrenko



State of New Jersey Department of Motor Vehicles.

State vs. Ghadiali
State vs. Muta
State vs. Byrons
State vs. Haddow
State vs. Cerciello
State vs. Marion Church
State vs. Brown
State vs. Devitt
State vs. Newman
State vs. Ryan
State vs. Jastrzebski
State vs. Reed
State vs. Griggs
State vs. Shotwell
State vs. Matusz
State vs. Roth
State vs. Eaton
State vs. Miles
State vs. Roughgarden
State vs. Sehorn Lee
State vs. Billingham
State vs. Alperti
State vs. Feltman
State vs. Factor
State vs. Butler
State vs. Van Kirk
State vs. Mitchell
State vs. Craig
State vs. Gibe
State vs. Schadt
State vs. Caputo
State vs. Albisser
State vs. Librizzi
State vs. Kurzer
State vs. Blank

You undoubtedly appreciate the fact that much of this work involves the trying of cases in the several counties of our State and that such causes concern several phases of motor vehicle and traffic violations and miscellaneous issues relating to our department.

In some instances, these cases are prosecuted to the superior courts for a final determination while others are contested in the Court of Chancery and in inferior courts. In bringing such work to a conclusion, it is necessary to interview witnesses, inspectors and officials, to examine pleadings and sufficient preparation must be accomplished for bringing the matters to trial. I have also assisted you in your hearings held in Trenton.

Telephonic communications, correspondence, the answering of inquiries of matters both directly and indirectly connected with this part of the departmental routine are coincident with this work. I have, at your request, attended and participated in Safety and Crime Conferences called by the Honorable Harold G. Hoffman, our Governor, and also took active part in a conference called by you of the Prosecutors of our State with a view of establishing a better understanding with respect to the enforcement of our motor vehicle and traffic law violations. I have made public addresses concerning the promotion of general safety and given instructions along your planned safety campaigns. I have also assisted in preparing new legislation pertaining to the motor vehicle and traffic laws.

I have also been personally available at your command to advise you as to your inquiries as Acting Commissioner of Motor Vehicles in the performance of your duties.

May I take this opportunity to advise you that a vast amount of progress of this work has been brought about by not only your earnest cooperation but the entire membership of the Motor Vehicle Department.

Respectfully submitted,

Alexander F. Ormsby

Alexander F. Ormsby
Assistant Attorney General.