

THIRTEENTH 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 EIGHTEEN

NEW JERSEY STATE PRISON PRINT

REPORT

To the Legislature of the State of New Jersey.

GENTLEMEN:—I have the honor to submit herewith the thirteenth annual report of the Department of Motor Vehicles, for the year ending December 31, 1918, as required by Section 12 of Chapter 113. P. L., 1906.

FINANCIAL STATEMENT

COLLECTION ACCOUNTS

Paid State Treasurer.....	\$2,393,939 33
Cash on hand, December 31, 1918	377,473 00
Commissions of Agents.....	46,045 61
Due from banks.....	316,866 53
	<hr/>
	\$3,134,324 47

Agents' bank balances.....	\$ 316,866 53
Collections, 1917 business.....	8,228 24
Collections, December 1, 1917 to December 31, 1918.....	2,431,756 70
Collections, December 1, 1918 to December 31, 1918, (on account of 1919 business)	377,473 00
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	\$3,134,324 47

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DETAIL AND CHARACTER OF COLLECTIONS, DECEMBER 31, 1918

(BY AGENTS)

ITEMS

163,519 car registrations, classified as follows:

476 first class, pneumatic tired	\$ 2,065 50
121,529 second class pneumatic tired	895,473 75
17,778 third class pneumatic tired	263,002 50
15,736 solid tired vehicles	429,059 00

\$1,589,600 75

12,517 motor cycle licenses	25,034 00
1,102 dealers (3 set) automobiles	16,530 00
250 dealers (5 set) automobiles	6,250 00
4 dealers (3 set) motor cycles	60 00
203 livery licenses	3,045 00
16 manufacturers	400 00
26,890 transfers	36,863 75
5,009 duplicate certificates	5,009 00
44 trailers (pneumatic tires)	132 00
5,733 duplicate tags	5,442 00
561 trailers (solid tires)	13,614 50
59 tractors (agricultural)	177 00
201,022 automobile drivers' licenses	603,066 00
7,282 motor cycle drivers' licenses	7,282 00
109,981 learners' permits	54,990 50
Interest on deposits---agents	1,510 72
Miscellaneous collections	528 50
4 Drivers' badges	2 00
	\$2,369,540 72

BY CENTRAL OFFICE

Interest on deposits---Central office	\$ 1,189 44
Fines for violation of the law	60,070 65
Certified copies	76 50
*Adjustment of fees	138 75
Blanket licenses	100 00
*Miscellaneous collections	643 64

\$2,431,756 70

COMMISSIONER OF MOTOR VEHICLES

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*ADJUSTMENT OF FEES

6 trucks of over 4,000 pounds, at \$10.00	\$60 00
8 auto registrations from second to third class, at \$7.50	60 00
1 auto registration from first to second class	3 75
5 double transfers	5 00
5,000 lbs., increased weight on trucks	10 00

\$138 75

*MISCELLANEOUS RECEIPTS

Gratuities offered to inspectors for examination privileges, confiscated	\$ 6 00
Received for insurance on cars and personal injuries from insurance companies	198 35
Miscellaneous, 1917 collections	22 00
Return of salary of inspector on leave of absence	213 50
Sale of junk	202 98
Difference in protested check (Protested check and fees, \$22.94; New check, \$23.75)	81

\$643 64

TOTAL COLLECTIONS

Drafts, (1918)	\$2,369,537 72
Drafts, (1919)	377,473 00
Interests on Deposits, C. O.	1,189 44
Fines	60,070 65
Certified copies	76 50
Adjustment of fees	138 75
Blanket license	100 00
Miscellaneous	643 64

\$2,809,229 70

COLLECTIONS BY AGENCIES

Collections made by Agencies during the year and the commissions paid to agents, as compared with collections made in 1917, are as follows:

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REMITTANCES TO THE STATE TREASURER

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

1918			
MONTH	COLLECTIONS	FEES	BALANCE TO STATE TREASURER
Bal. on hand, Jan. 1, '18	\$ 8,228 24		
January.....	1,043,688 21	\$ 1,773 85	\$ 196,305 24
February.....	214,389 74	3,909 09	853,837 36
March.....	238,312 36	3,553 89	210,479 65
April.....	236,150 45	3,572 61	234,759 47
May.....	175,929 46	4,299 67	232,577 84
June.....	157,367 77	3,608 03	171,629 79
July.....	134,636 44	4,374 70	153,759 74
August.....	103,093 08	3,803 88	130,261 74
September.....	51,359 16	3,612 24	99,289 20
October.....	35,034 37	3,891 39	47,746 92
November.....	25,078 65	3,393 53	31,142 98
December.....	16,717 01	6,252 73	32,149 40
	\$2,439,984 94	\$46,045 61	\$2,393,939 33

The following statement will indicate the business done during a like period in 1917:

1917			
MONTH	COLLECTIONS	FEES	BALANCE TO STATE TREASURER
Bal. on hand, Jan. 1, '17	\$ 9,683 92		
January.....	914,628 60	\$ 1,144 91	\$ 277,811 42
February.....	133,305 14	3,574 07	645,356 19
March.....	108,749 21	2,728 12	129,731 07
April.....	159,532 32	3,266 31	106,021 09
May.....	126,045 18	2,982 98	156,266 01
June.....	130,347 22	2,538 25	123,062 20
July.....	125,197 88	3,402 73	127,808 97
August.....	83,914 70	2,475 72	121,795 15
September.....	54,906 57	3,332 98	81,438 98
October.....	45,896 95	3,467 32	51,573 39
November.....	27,781 19	3,110 08	42,429 63
December.....	12,858 87	4,630 63	24,671 11
	\$1,932,847 55	\$36,654 10	\$1,887,965 21
Balance, December 31, 1917			8,228 24
			\$1,896,193 45

1918		1917	
	COLLECTIONS	COMMISSIONS	
Asbury Park.....	\$ 46,214 09	\$ 1,400 00	\$ 45,935 11
Atlantic City.....	55,931 24	1,900 00	58,989 97
Bound Brook.....	12,070 81	350 00	10,182 50
Bridgeton.....	29,628 00	1,000 00	25,062 00
Camden.....	107,539 67	1,900 00	79,959 00
Cape May.....	25,304 75	900 00	22,367 50
Cedar Run.....	6,273 00	249 90	5,112 25
Dover.....	32,549 98	900 00	23,626 25
East Orange.....	52,174 88	1,612 38	276 50
Elizabeth.....	57,147 49	1,400 00	42,503 86
Englewood.....	35,051 91	900 00	27,292 81
Englishtown.....	19,345 50	350 00	10,878 25
Flemington.....	19,340 00	500 00	16,094 75
Freehold.....	15,917 50	500 00	14,454 25
Hackensack.....	46,353 49	1,100 00	40,403 43
Hackettstown.....	24,228 05	900 00	20,505 19
Hammonton.....	14,179 16	350 00	8,769 62
Jersey City.....	236,886 03	2,300 00	190,692 27
Lakewood.....	15,824 12	500 00	14,525 55
Long Branch.....	23,098 54	900 00	21,826 62
Manasquan.....	15,543 75	500 00	14,704 75
Morristown.....	50,748 27	1,400 00	51,336 20
Mount Holly.....	48,414 33	1,000 00	33,702 09
Newark, Friend.....	407,058 98	2,700 00	352,693 46
New Brunswick.....	52,467 83	1,400 00	40,438 64
Newton.....	13,815 75	425 00	12,009 25
New York.....	160,189 68	2,000 00	126,098 16
Passaic.....	59,583 04	1,400 00	44,113 00
Paterson.....	139,255 07	2,100 00	111,201 41
Penns Grove.....	15,259 75	350 00	10,569 00
Perth Amboy.....	40,193 71	1,000 00	29,720 64
Philadelphia.....	23,998 85	500 00	18,896 63
Phillipsburg.....	25,724 00	800 00	21,177 25
Plainfield.....	48,078 25	1,400 00	39,875 50
Pleasantville.....	15,625 00	350 00	1,469 75
Rahway.....	15,918 81	500 00	14,664 66
Red Bank.....	32,164 39	1,000 00	28,566 84
Salem.....	27,419 25	900 00	21,650 25
Sea Bright.....	8,505 28	350 00	8,441 94
Somerville.....	24,784 50	800 00	21,250 00
Sussex.....	12,932 25	425 00	11,967 00
Trenton.....	150,499 88	1,800 00	115,002 00
Union Hill.....	27,373 89	1,133 33	
Vineland.....	29,763 75	900 00	22,025 00
Woodbury.....	49,166 00	1,000 00	34,963 00
	\$2,369,542 47	\$46,045 61	\$1,865,994 09
			\$36,654 10

RETURNS FROM FINES

Fines collected for violations of the motor vehicle act amounted to \$60,070.65, this sum showing an increase of \$5,406.40 over the year 1917.

A comparative table follows, showing the collections of fines by months for the years 1915, 1916, 1917 and 1918:

	FINES			
	1918	1917	1916	1915
January	\$ 1,115 45	\$ 1,532 85	\$ 1,163 75	\$ 753 00
February ...	736 00	1,050 25	428 90	836 60
March	1,758 25	1,580 25	362 25	1,361 95
April	4,093 75	2,558 00	1,029 55	1,864 15
May	6,896 30	4,931 55	3,001 85	1,509 55
June	8,359 00	6,975 90	4,698 15	2,619 35
July	7,962 05	8,766 35	5,637 25	3,811 65
August	7,141 75	6,653 40	5,862 85	4,027 00
September..	7,406 70	5,903 35	5,907 15	3,907 75
October ...	5,323 80	7,038 00	7,017 60	2,543 30
November..	3,725 00	3,930 85	3,179 00	2,174 10
December..	5,552 60	3,724 50	2,872 80	2,011 65
	\$60,070 65	\$54,664 25	\$41,161 10	\$27,420 85

The fines collected during the year 1918 by counties is as follows:

Atlantic	\$ 3,030 70
Bergen	7,776 10
Burlington	524 50
Camden	4,821 50
Cape May	265 00
Cumberland	653 45
Essex	9,068 15
Gloucester	568 50
Hudson	7,140 00
Hunterdon	7 00
*Mercer	12,434 50
Middlesex	3,092 00
Monmouth	2,518 50
Morris	1,007 25
Ocean	213 00

Passaic	\$ 1,934 00
Salem	675 00
Somerset	13 00
Sussex	137 00
Union	3,924 00
Warren	267 00

\$60,070 65

*Includes the sum of \$9,291.50 collected by the Commissioner of Motor Vehicles.

RECAPITULATION

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

	1917	1918	PERCENTAGE OF INCREASE
Gross receipts	\$1,925,163 63	\$2,431,756 70	26
Receipts from auto licenses...	1,124,232 75	1,589,600 75	41
Receipts from drivers' licenses	532,704 00	603,066 00	13
Receipts from motor cycle licenses	26,396 00	25,034 00	* 5
Receipts from fines	54,664 25	60,070 65	10
Number of auto licenses	134,964	155,519	15
Number of motor cycle licenses	13,198	12,517	* 5
Number of drivers' licenses...	177,568	201,022	13
Agents' commissions	\$36,654 10	46,045 61	25
Interest on deposits	1,738 41	2,700 16	55
Dealers' licenses	1,242	1,356	25
Trailers	585	605	3
Transfers	26,114	26,890	3

* Decrease

AGENTS' FEES

The compensation paid to agents has been determined by adding the car registrations and the drivers' licenses issued through each agency for the year 1918, as a basis of compensation for the year 1919; all overhead office charges, such as rentals, clerical assistants, etc., are defrayed by the agent.

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	ITEMS	COMPENSA- TION, 1918	COMPENSA- TION, 1919	CLASS	BASIS OF RATING
Newark	65,155	\$2,700	\$2,700	Special	Special
Jersey City.....	33,194	2,300	2,500	Special	Special
Trenton	24,492	1,800	2,000	Special	Special
Paterson	22,722	2,100	2,300	Special	Special
New York City...	19,935	2,100	2,100	AA	Special
Camden	18,368	1,900	2,100	AA	Special
Atlantic City.....	8,841	1,900	1,600	C	8,500 to 10,000
Elizabeth	9,292	1,400	1,600	C	8,500 to 10,000
Morristown	9,139	1,400	1,600	C	8,500 to 10,000
New Brunswick.....	9,229	1,400	1,600	C	8,500 to 10,000
Passaic	9,738	1,600	1,600	C	8,500 to 10,000
Plainfield	8,154	1,400	1,400	D	7,000 to 8,500
Asbury Park	8,000	1,400	1,400	D	7,000 to 8,500
East Orange.....	7,746	1,900	1,400	D	7,000 to 8,500
Hackensack	7,009	1,100	1,400	D	7,000 to 8,500
* Union Hill	4,177		1,400	D	7,000 to 8,500
Mount Holly.....	7,281	1,000	1,400	D	7,000 to 8,500
Woodbury	7,589	1,100	1,400	D	7,000 to 8,500
Perth Amboy.....	6,248	1,000	1,100	E	6,000 to 7,000
Bridgeton	5,632	1,000	1,000	F	5,000 to 6,000
Dover.....	5,431	900	1,000	F	5,000 to 6,000
Englewood.....	5,973	900	1,000	F	5,000 to 6,000
Red Bank	5,432	1,000	1,000	F	5,000 to 6,000
Salem.....	5,380	900	1,000	F	5,000 to 6,000
Vineland	5,211	900	1,000	F	5,000 to 6,000
Cape May	4,601	900	900	G	4,000 to 5,000
Hackettstown	4,671	900	900	G	4,000 to 5,000
Long Branch	4,079	900	900	G	4,000 to 5,000
Phillipsburg	4,370	800	900	G	4,000 to 5,000
Somerville.....	4,193	800	900	G	4,000 to 5,000
Englishtown.....	3,128	350	650	I	3,000 to 4,000
Flemington	3,401	500	650	I	3,000 to 4,000
Pleasantville	3,217	250	650	I	3,000 to 4,000
Freehold.....	2,691	500	500	J	2,500 to 3,000
Lakewood	2,817	500	500	J	2,500 to 3,000
Manasquan.....	2,724	500	500	J	2,500 to 3,000
Rahway	2,596	500	500	J	2,500 to 3,000
Penns Grove	2,500	350	500	J	2,500 to 3,000
Bound Brook.....	2,013	350	425	K	2,000 to 2,500
Hammonton	2,084	350	425	K	2,000 to 2,500
Newton	2,405	425	425	K	2,000 to 2,500
Sussex.....	2,448	425	425	K	2,000 to 2,500
Cedar Run.....	1,157	250	250	M	1,000 to 1,500
Sea Bright	1,295	250	250	M	1,000 to 1,500

* Union Hill is a new agency, and has been placed in Class D.

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BANK BALANCES

At the close of business on December 31, 1918, the following balances were in the hands of banks to the credit of the Motor Vehicle Department, the balances representing the amount of business audited by the Department account of 1919 registrations.

Asbury Park	\$ 107 50
Atlantic City	6,370 75
Bound Brook	740 50
Bridgeton	5,264 50
Camden	20,718 25
Cape May	1,432 60
Cedar Run	850 00
Dover	482 00
East Orange	11,937 25
Elizabeth	10,810 15
Englewood	3,844 75
Englishtown	3,288 10
Flemington	5,771 50
Freehold	1,720 00
Hackensack	1,679 75
Hackettstown	383 75
Hammonton	2,319 25
Jersey City	55,690 75
Lakewood	2,012 00
Long Branch	1,353 50
Manasquan	842 50
Morristown	7,119 00
Mount Holly	6,841 80
Newark (Friend)	36,483 76
Newark (Thompson)	30,949 50
New Brunswick	6,789 50
Newton	1,708 50
New York	2,419 28
Passaic	5,871 25
Paterson	18,776 68
Penns Grove	1,805 00
Perth Amboy	127 25
Phillipsburg	4,215 25
Plainfield	4,678 50

(over draft)

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Pleasantville.....	\$ 854 25	
Rahway.....	1,305 50	
Red Bank.....	149 50	
Salem.....	6,929 00	
Sea Bright.....	825 50	
Somerville.....	3,134 00	
Sussex.....	4 25	
Trenton.....	13,320 66	
Union Hill.....	7,177 00	
Vineland.....	3,695 25	
Woodbury.....	14,321 50	
	<u>\$316,993 78</u>	
Less Revenue Stamps.....	127 25	(over draft)
		<u>\$316,866 53</u>

GROSS RECEIPTS OF DEPARTMENT BY YEARS

The gross receipts of the Department by years follows:

1906.....	Commissioner J. B. R. Smith.....	\$ 67,963 00
1907.....	Commissioner J. B. R. Smith.....	92,763 25
1908.....	Commissioner J. B. R. Smith.....	188,742 94
1909.....	Commissioner J. B. R. Smith.....	247,424 21
1910.....	Commissioner J. B. R. Smith.....	322,649 66
1911.....	Commissioner J. B. R. Smith.....	413,786 27
1912.....	Commissioner Job H. Lippincott	496,653 35
1913.....	Commissioner Job H. Lippincott	661,084 40
1914.....	Commissioner Job H. Lippincott	814,535 30
1915.....	Commissioner William L. Dill	1,063,207 71
1916.....	Commissioner William L. Dill	1,402,695 05
1917.....	Commissioner William L. Dill	1,923,163 63
1918.....	Commissioner William L. Dill	2,431,756 70

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COMPARISON OF LICENSES ISSUED DURING THE PAST FOUR YEARS

The following table shows the number of licenses issued by months as compared with 1915, 1916, and 1917.

AUTOMOBILE REGISTRATION

	1915	1916	1917	1918
January.....	26,839	46,055	69,157	72,020
February.....	12,088	9,957	9,474	14,093
March.....	7,327	4,118	7,781	17,106
April.....	6,841	8,940	11,227	15,432
May.....	5,185	7,894	7,814	10,173
June.....	5,132	7,555	7,940	8,296
July.....	4,565	5,707	7,147	6,796
August.....	3,208	4,800	4,406	4,854
September.....	2,804	3,501	4,069	2,678
October.....	2,068	2,779	3,371	1,995
November.....	1,682	1,991	1,926	1,427
December.....	493	1,044	652	649
	<u>78,232</u>	<u>104,341</u>	<u>134,964</u>	<u>155,519</u>

MOTOR CYCLE REGISTRATIONS

	1915	1916	1917	1918
January.....	1,633	2,222	2,553	1,541
February.....	1,445	1,413	1,515	1,285
March.....	2,086	902	1,535	2,856
April.....	1,686	2,244	2,501	2,148
May.....	1,321	1,792	1,558	1,394
June.....	1,202	1,232	1,157	1,083
July.....	804	826	890	876
August.....	613	657	627	625
September.....	411	436	393	348
October.....	245	277	315	192
November.....	161	146	126	135
December.....	27	62	28	34
	<u>11,616</u>	<u>12,209</u>	<u>13,198</u>	<u>12,517</u>

DRIVERS' LICENSES

	1915	1916	1917	1918
January.....	39,494	52,907	82,993	81,587
February.....	7,505	14,076	12,390	16,292
March.....	6,788	5,054	8,912	20,514

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April	7,654	9,957	14,162	20,373
May	6,739	10,593	12,105	15,085
June	8,060	11,666	11,779	14,416
July	7,499	9,309	11,931	11,476
August	5,418	8,691	8,556	9,178
September	4,353	5,442	5,963	5,136
October	3,191	5,178	4,798	3,521
November	2,633	3,250	3,095	2,342
December	782	1,732	884	1,102
	100,126	137,855	177,568	201,022

MANUFACTURERS AND DEALERS

	1915	1916	1917	1918
January	269	540	754	844
February	185	111	112	142
March	75	51	77	106
April	44	55	89	103
May	22	36	45	68
June	33	39	55	45
July	24	21	29	32
August	20	30	24	15
September	18	19	18	6
October	8	6	12	2
November	10	4	8	7
December	2	1	2
	634	708	1,224	1,372

LEARNERS' PERMITS

	1917	1918
January	2,922	1,485
February	3,928	2,342
March	5,167	6,380
April	9,261	13,804
May	10,895	15,955
June	12,337	17,266
July	13,783	15,668
August	11,524	14,069
September	8,705	8,257
October	7,116	6,308
November	4,129	4,663
December	2,193	3,784
	91,960	109,981

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APPROPRIATIONS

The appropriations for Departmental maintenance for the year 1918 were as follows:

For salaries and for the expense of maintenance and operation of the Motor Vehicle Department:

Commissioner, for salary	\$ 1,500 00
Chief Inspector, for salary	2,100 00
Deputy Chief Inspector, for salary	1,800 00
Inspectors (32) for salary	47,500 00
Compensation for assistants	13,860 00
Inspectors (32) for expenses and equipment...	25,000 00
Postage, expressage, and incidentals	6,000 00
Blanks and stationery	9,800 00
Liability insurance of inspectors	500 00
Purchase of automobiles	5,000 00
Refunds to applicants	300 00
Automobile markers	60,000 00
	\$175,360 00

There was expended for Department main-

tenance, the sum of	\$135,856 10
Agents' commission	46,045 61

\$181,901 71 *

*Includes the sum of \$22,160.44 transferred account automobile markers, by arrangement of State House Commission. This sum is in excess of appropriation for markers, due to increased cost of material, additional quantities, etc.

The sum of \$181,901.71 is a trifle less than 7½ per cent of the gross receipts of the Department. A result which indeed is a matter of pride, when it is considered that the cost of number plates, due to scarcity of sheet steel, increased \$22,160.44 during the year, while all employees in the office were given a salary bonus and the inspectors were likewise the recipients of a salary increase due to legislative enactment.

HEARINGS BEFORE COMMISSIONER

2,547 cases were heard before the Commissioner sitting as a magistrate. This is an increase of 426 cases over last year.

325 licenses were revoked; 213 names placed on the prohibitory list to be denied drivers' licenses; 57 licenses were suspended; 32 reciprocity privileges were revoked; 48 car registrations were revoked; 22 motor cycle registrations were revoked, and 5 motor cycle operators' licenses were revoked.

187 licenses were restored.

Fines amounting to \$9,291.50 were imposed and collected by the Commissioner, which sum is an increase of \$1,635 over 1917.

The number of hearings by months were:

January	70
February.....	86
March	125
April	190
May.....	268
June	337
July	365
August	350
September	291
October	227
November	125
December.....	113
	<hr/> 2,547

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

Licenses revoked.....	325
Blacklisted	213
Suspended	57
Reciprocity privileges revoked	32
Registrations revoked.....	48
Motor cycle registrations revoked	22
Motor cycle operators' licenses revoked	5

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

Driving while intoxicated.....	135
Reckless driving.....	39
Driving without consent of owner.....	78
Accident	105
Driving without license.....	89
Failure to appear in answer to summons.....	53
Larceny and receiving.....	67
Violation of section 23 (speeding).....	44
Not obtaining transfer	2
Using permit without licensed driver.....	5
Allowing unlicensed driver to operate car.....	3
Failure to pay registration fee.....	5
Borrowed license.....	6
Driving after license had been suspended.....	5
Physically incompetent.....	6
Defective hearing.....	2
Misrepresenting age when obtaining license, under age.....	21
Refusing to obey traffic officer.....	1
Perjury	1
Improper brakes.....	1
Insolence.....	1
Failure to pay fines.....	5
Carrying concealed weapons.....	1
Tags not issued to machine.....	7
Changing date on permit.....	1
Fictitious numbers.....	1
Offering bribe.....	2
Driving through barricades or gates.....	2
Riding on sidewalk.....	1
No registration.....	2
Failure to stop after accident.....	2
Fictitious names.....	2
Failure to answer letters.....	3
Passed standing trolley.....	2
Manslaughter	2

The Commissioner, sitting as a Magistrate, devoted 158 days to the hearing of complaints, holding his Court on these days in the following Cities :

52 days in the City of Newark,
25 days in the City of Paterson,
22 days in the City of Passaic,
59 days in the City of Trenton.

Acknowledgment is hereby made of the courtesies extended to the Department by the officials of the Cities of Newark, Paterson, and Passaic. Not only have these officials placed a commodious Court Room at the disposal of the Commissioner, but they have given publicity to the presence of the Motor Vehicle Court in their City on given days.

The hearings are largely attended, and the greatest credit for the success of our efforts is due the newspapers of the State for the complete manner in which they have covered our work.

ACCIDENT REPORTS

1,767 reports of accidents were received, such reports being made in compliance with the law which requires that all accidents involving personal injury or property damage exceeding \$10.00 must forthwith be reported to the Department.

VIOLATIONS

The total number of violations reported to the Department numbered 10,326, of which number 7,779 were minor in character and adjusted without the necessity of a hearing, 2,045 were held to be due to errors of judgment and so carded, while 502 were referred to the Inspectors for investigation, and subsequently disposed of by hearing before the Commissioner or a local Magistrate.

FATALITIES DURING THE YEAR

	AUTOMOBILES	RAILROADS & TROLLEYS	WAGONS
January.....	3	2	2
February.....	5	2	..
March.....	24	3	..
April.....	11	2	3
May.....	26	3	7
June.....	20	3	..
July.....	27	5	3
August.....	20	7	6
September.....	25	4	3
October.....	10	6	3
November.....	16	3	3
December.....	10	4	..
Total.....	197	44	30

The function of the Motor Vehicle Department is primarily the conservation of human life, by requiring that the laws be enforced in such manner as will remove from the highways the presence of every reckless motor driver. With an increase of 20,549 automobile registrations in 1918, and a similar increase in registrations in the States of New York and Pennsylvania, vehicular traffic on the roads of New Jersey during the year was more congested than ever before, and the fact, therefore, that 48 less persons were fatally injured than during the year 1917, furnishes the most convincing proof of the progress which the Department is making.

In its Annual Report for the year 1918, the National Highways Protective Society of New York City, in commenting on the work of this Department, has the following to say:

"The continuous and large number of deaths which were prevalent in New Jersey some years ago and which were cut down to 245 in 1917 were still further reduced in 1918 to 197. Adequate laws justly administered were the cause of the decrease."

WORK OF THE INSPECTORS

The inspectors adjusted during their work in the field 10,125 cases of minor violations; made 1,742 arrests, which were heard

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before local magistrates, and served 2,118 summons.

The inspectors collected in fines the sum of \$21,809.60.

The amount of new registrations and license fees collected by inspectors totaled \$55,821.10

A summary of the above follows:

Cars with headlights not properly equipped.....	1,392
Cars not equipped with mirrors.....	224
Cars with swinging numbers.....	42
New registrations.....	6,522
New licenses.....	1,493
Speeding and reckless driving.....	452

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

Inspector Lovett.....	580 registrations; 243 drivers' licenses	\$ 6,079 00
Inspector Fitzgerald ...	1925 registrations; 180 drivers' licenses	14,072 50
Inspector Pedigree.....	702 registrations; 139 drivers' licenses	5,350 50
Inspector Baldwin	130 registrations; 33 drivers' licenses	1,038 00
Inspector Gilbert	866 registrations; 89 drivers' licenses	6,329 00
Inspector Teel	248 registrations; 304 drivers' licenses	2,351 25
Inspector Burton.....	130 registrations; 36 drivers' licenses	1,020 75
Inspector Stagg	414 registrations; 117 drivers' licenses	3,253 00
Inspector Ackermann..	13 registrations; 10 drivers' licenses	127 25
Inspector Cooper	86 registrations; 14 drivers' licenses	651 00
Inspector Dykeman ...	103 registrations; 11 drivers' licenses	754 50
Inspector Headley.....	146 registrations; 33 drivers' licenses	1,140 00
Inspector McCabe ...	31 registrations; 3 drivers' licenses	159 00
Inspector Mines.....	205 registrations; 40 drivers' licenses	1,565 00
Inspector Snyder.....	140 registrations; 5 drivers' licenses	5,490 00
<i>(All solid tire trucks)</i>		
Inspector Parker.....	607 registrations; 49 drivers' licenses	607 00
Inspector Sawyer	24 registrations; 24 drivers' licenses	246 00
Inspector Frost	96 registrations; 9 drivers' licenses	707 00

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Inspector Fulper	32 registrations; 19 drivers' licenses	285 50
Inspector Hannan.....	7 registrations; 3 drivers' licenses	65 00
Inspector Fitzpatrick..	290 registrations; 46 drivers' licenses	2,178 75
Inspector Martens	2 registrations; 2 drivers' licenses	24 75
Inspector Wyckoff ...	27 registrations; 11 drivers' licenses	222 00
Inspector Thompson..	11 registrations; 5 drivers' licenses	110 00
Inspector Boutillier ...	19 registrations; 2 drivers' licenses	141 00
Inspector Wintermute	21 registrations; 2 drivers' licenses	147 60
Inspector Cooper (Frank)	70 registrations; 8 drivers' licenses	523 00
Inspector Dennen ...	87 registrations; 12 drivers' licenses	635 50
Inspector Kuehnle...	27 registrations; 13 drivers' licenses	229 75
Inspector Vey.....	11 registrations; 14 drivers' licenses	127 00
Inspector Lanning...	19 registrations; 17 drivers' licenses	189 50

Total registrations..... 6,522

Total drivers' licenses..... 1,495

Total revenue for above work..... \$55,821 10

From March 1st until December 31st, 1918, the inspectors in their road patrol work covered 185,726 miles with a total gas consumption of 12,870 gallons. This work was apportioned as follows:

INSPECTOR TEEL Car No. 95600		INSPECTOR WINTERMUTE Car No. 51770	
November.....	1,435 miles	November	967 miles
October	1,850 "	October	764 "
September	1,580 "	September.....	1,590 "
August	2,438 "	August	1,564 "
July	1,102 "	July	2,744 "
June	2,035 "	June	1,699 "
May	1,750 "	May	2,382 "
April	1,150 "	April	50 "
March	705 "		
14,045 miles		11,860 miles	

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INSPECTOR DOWNS Car No. 31777

November.....	1,395	miles
October.....	1,364	"
September.....	1,170	"
August.....	547	"
July.....	1,417	"
June.....	1,275	"
May.....	1,550	"
April.....	500	"
	<u>9,218</u>	miles

INSPECTOR MCCABE Car No. 78750

December.....	100	miles
November.....	550	"
October.....	900	"
September.....	400	"
August.....	640	"
July.....	1,120	"
June.....	1,250	"
May.....	1,250	"
April.....	900	"
March.....	501	"
February.....	15	"
	<u>7,626</u>	miles

INSPECTOR THOMPSON Car No. 121625

November.....	1,337	miles
October.....	1,030	"
September.....	1,297	"
August.....	1,779	"
July.....	1,861	"
June.....	1,878	"
May.....	1,663	"
April.....	1,423	"
March.....	230	"
	<u>12,498</u>	miles

INSPECTOR FROST Car No.

April.....	358	miles
	<u>358</u>	miles

INSPECTOR PARKER Car No. 66702

June.....	1,631	miles
May.....	1,294	"
April.....	1,633	"
	<u>4,558</u>	miles

INSPECTOR LOVETT Car No.

November.....	1,433	miles
October.....	304	"
September.....	1,328	"
August.....	1,653	"
July.....	1,994	"
June.....	1,776	"
May.....	1,666	"
April.....	1,373	"
March.....	528	"
	<u>12,055</u>	miles

COMMISSIONER OF MOTOR VEHICLES 25

INSPECTOR MINES Car No. 11811

November.....	250	miles
September.....	1,150	"
August.....	902	"
July.....	1,844	"
	<u>4,146</u>	miles

INSPECTOR SAWYER Car No. 36000

December.....	600	miles
November.....	1,170	"
October.....	1,350	"
September.....	1,405	"
August.....	1,465	"
June.....	1,050	"
May.....	1,335	"
	<u>8,375</u>	miles

INSPECTOR LANNING Car No. 4334

November.....	1,400	miles
October.....	1,400	"
September.....	1,300	"
August.....	95	"
	<u>4,195</u>	miles

INSPECTOR DYKEMAN Car No. 33406

June.....	180	miles
May.....	1,430	"
April.....	1,470	"
	<u>3,080</u>	miles

INSPECTOR WYCKOFF Car No. 120120

June.....	2,109	miles
May.....	1,874	"
March.....	96	"
February.....	32	"
	<u>4,111</u>	miles

INSPECTOR STAGG Car No. 27777

November.....	955	miles
October.....	1,221	"
September.....	1,001	"
August.....	1,012	"
July.....	1,376	"
June.....	1,199	"
May.....	1,182	"
April.....	1,019	"
March.....	783	"
	<u>9,748</u>	miles

INSPECTOR DENNEN Car No. 63868

November.....	777	miles
October.....	1,412	"
September.....	983	"
August.....	1,541	"
July.....	1,994	"
	<u>6,707</u>	miles

INSPECTOR VEY Car No. 37777

August.....	1,400	miles
July.....	1,600	"
June.....	1,400	"
May.....	1,500	"
April.....	1,250	"
March.....	650	"
	<u>7,800</u>	miles

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INSPECTOR FITZGERALD
Car No. 120120

December.....	885 miles
November.....	1,200 "
October.....	850 "
September.....	640 "
August.....	1,716 "
July.....	1,735 "
	<u>7,026 miles</u>

INSPECTOR HEADLEY
Car No. 142000

August.....	51 miles
July.....	1,354 "
	<u>1,405 miles</u>

INSPECTOR FITZPATRICK
Car No. 66702

November.....	1,482 miles
October.....	1,248 "
September.....	1,166 "
August.....	852 "
July.....	1,611 "
June.....	1,148 "
May.....	897 "
April.....	275 "
	<u>9,679 miles</u>

INSPECTOR SNYDER
Car No. 33406

November.....	1,003 miles
September.....	1,100 "
August.....	1,127 "
October.....	670 "
July.....	1,419 "
June.....	927 "
	<u>6,446 miles</u>

INSPECTOR PEDIGREE
Car No. 71777

November.....	1,030 miles
October.....	1,600 "
September.....	1,460 "
August.....	1,856 "
July.....	2,050 "
June.....	1,626 "
May.....	1,766 "
April.....	1,141 "
March.....	150 "
	<u>12,679 miles</u>

INSPECTOR MARTENS
Car No. 60565

December.....	800 miles
November.....	1,500 "
October.....	1,250 "
September.....	1,200 "
August.....	1,254 "
July.....	1,776 "
June.....	1,520 "
May.....	1,650 "
April.....	1,200 "
March.....	1,050 "
February.....	980 "
January.....	980 "
	<u>15,560 miles</u>

COMMISSIONER OF MOTOR VEHICLES 27

INSPECTOR COOPER
Car No. 63868

April.....	485 miles
March.....	200 "
February.....	140 "
January.....	75 "
	<u>900 miles</u>

INSPECTOR SHINN
Car No. 5555

12,054 miles

INSPECTOR ACKERMANN
Car No. 37777

October..... 495 miles

Sixty-seven evenings were spent on the road in the enforcement of the Head-lamp law and the examination of Drivers' Licenses, car registrations, and an inspection of foot and emergency brakes.

Much of this work was on the outlying highways where police assistance was not obtainable. In every city and town, however, where it was possible to obtain police co-operation, the same was cheerfully given and the most cordial relationship was evidenced throughout.

EXAMINATIONS FOR DRIVERS' LICENSES

A total of 65,692 applicants were examined by the Inspectors for drivers' licenses, of which number 7,044 were rejected as incompetent.

The examinations by months and the Cities and Towns where the same were held will be shown by the tabulation below:

	1918	PASSED	REJECTED
January.....		1,206	96
February.....		1,356	149
March.....		4,394	615
April.....		8,139	966
May.....		9,390	1,204
June.....		9,024	1,100
July.....		8,874	839
August.....		6,725	737
September.....		4,012	391
October.....		2,813	358
November.....		1,546	188
December.....		1,171	99
		<u>58,650</u>	<u>7,042</u>

1918	PASSED	REJECTED
Asbury Park	1,911	169
Atlantic City	2,914	444
Bridgeton	1,328	160
Camden	4,298	515
Cape May	1,014	99
Dover	37	5
Englewood	1,234	132
Hackettstown	1,228	89
Jersey City	6,588	792
Long Branch	1,684	129
Morristown	2,596	255
Newark	16,179	2,157
New Brunswick	3,157	324
Passaic	3,346	488
Paterson	3,003	469
Phillipsburg	525	70
Salem	1,276	188
Sussex	381	34
Toms River	182	6
Trenton	5,769	518
	58,650	7,042

It will be interesting to note the astonishing increase in the number of licensed drivers as shown by the following abstract of the examination work of the Department since the inception of this work in 1913:

YEAR	PASSED	REJECTED	TOTAL EXAMINED
1913.....	9,403	1,453	10,856
1914.....	22,847	2,732	25,579
1915.....	36,622	3,782	40,404
1916.....	47,441	7,210	54,651
1917.....	53,868	6,616	60,484
1918.....	58,650	7,042	65,692

An additional examination point was established at Dover, New Jersey on November 1, 1918, and the City of Plainfield will be included in the schedule of examinations effective May 1, 1919.

No applicant for a driver's license is permitted to be examined through an interpreter; knowledge of the English language is an essential, and the applicant must be able to write his or her name. The applicant, moreover, is closely examined for any apparent physical defects, such as impaired hearing, defective vision, or other physical infirmity.

The States of New York and Pennsylvania are still sadly lacking in proper laws for the regulation of vehicular traffic. We in New Jersey have a right to demand from those States whose resident motorists come into our state in such great numbers as do the motorists from New York and Pennsylvania that every non-resident motorist should be properly licensed.

At present, the vast majority of automobile drivers from the contiguous states mentioned, have never been subjected to an examination and know nothing whatsoever about the motor vehicle law. The result is that the New Jersey resident is constantly menaced by the recklessness of those non-residents, many of whom have absolutely no regard for the law and who believe themselves immune because of the lack of enforcement in the state from whence they come.

It also happens frequently that a non-resident who has violated our law, and who, because of the absence of an officer at the time of the violation escapes the jurisdiction of the state, ignores our summons to return and answer for the infraction, and while the revocation of the reciprocity privilege of such non-resident invariably follows, the ban against his returning to the state is not possible of enforcement, because he has no license to drive, and there is no way unless he has a driver's license, to apprehend him. If he were required to have a driver's license, the licensing power could compel the offender to return to New Jersey and answer for his violation of our law, under penalty of the revocation of his license. This is the policy of New Jersey whenever it is established that a New Jersey driver infracts the law of another state, and we are entitled to the same protection at the hands of the authorities of our neighboring states.

RECIPROCITY

On two occasions during the year it became necessary for the Department to invoke a ban against Commercial Motor Vehicles displaying registrations issued by the States of New York and Maryland, due to the fact that the states mentioned, without warning of any kind, proceeded to hold up New Jersey Commercial Motor Vehicles, and cause them to be registered, regardless of the reciprocity privileges which the New Jersey vehicles were privileged to enjoy. This reprisal on the part of New Jersey soon had its effect. In one week, Inspector Snyder, working at Cortlandt Street Ferry, collected \$5,490 in fees, covering the registration of New York trucks. A request from Secretary of State Hugo of New York and the Commissioner of Maryland for conferences, was followed by a statement from New Jersey that we insist upon the same liberal treatment of the New Jersey motorist on the matter of reciprocity, regardless of the type of vehicle involved, as we in New Jersey had been extending to the motorists from New York and Maryland. A stipulation was thereupon entered into whereby the States of New York and Maryland agreed to recognize the rights of the New Jersey Commercial Motor Vehicle while operating in those states for a period of fifteen days in any one year, and the raising of the ban immediately followed.

If unlimited reciprocity is ever adopted in New Jersey, the Department expresses the hope that such action will at least be deferred until such time as other states enact comprehensive laws whereby the same control may be had over non-resident operators as is now exercised over the licensed operator who resides in New Jersey.

INTOXICATED DRIVERS

The revocation of 135 drivers' licenses, due to intoxication, evidences no abatement in this most serious of all violations. We feel that the failure to have enacted into law three bills which the Department caused to be introduced, providing for the repeal of three laws which give the Magistrate discretionary power in the matter of

imposing a fine or a jail sentence, has been a contributing factor, in that the offender fails to realize the seriousness of his infraction, due to the belief that "pull" or the sympathy of the Judge will enable the driver to get off with a light sentence; and it frequently follows that a Magistrate will find the defendant guilty, suspend sentence and pass the license along to the Commissioner for revocation. When the influenza epidemic was at its height last fall, many intoxicated drivers attempted to alibi the offense by alleging that their condition was due to indulgence in liquor, as a means of warding off the disease.

PROSECUTIONS FOR MANSLAUGHTER

One of the most difficult problems which now confronts the Prosecuting Attorneys of the State, is their inability to secure convictions when a charge of manslaughter is involved. Jurors as a rule are reluctant to brand a motorist as a murderer, and for this reason many defendants are acquitted when a conviction would surely follow if the penalty were less severe.

A particularly flagrant violation had to do with the killing of one of Paterson's most prominent citizens who was about to alight from a trolley car. A heavy motor truck swept by the trolley just as the passenger stepped off, and after striking the man, the truck continued on for several feet before being brought to a stop. It developed at the trial that the driver was not only operating his truck in a reckless manner, but the defendant admitted that his brakes were defective and would not check the speed of the truck when he realized that danger was impending, and yet, the defendant was acquitted.

MILITARY CAMPS

The Department closely associated itself with the Military Police authorities of the various camps in the state, and during the year sent its inspectors into these camps, in order that reckless driving might be curbed.

At Camp Dix an order was promulgated by the Camp Com-

mander whereby every member of the Army, even though engaged on government work, was required to undergo an examination and secure a driver's license.

One of the greatest evils with which we have contended has been the practice of soldiers operating cars without displaying thereon responsive identification numbers.

Repeated protests to the War Department resulted in the issuance of an order requiring all government owned vehicles to display thereon proper identifying plates and compelling the individual car owner to secure a state license. This order, however, is still more honored in the breach than in the observance, and in the cases of contractors, who have enjoyed profitable days while engaged on government work, many of them have taken advantage of their position and by ingenious methods have evaded the payment of the registration fee which the state was entitled to receive.

Only a short while ago, a passenger automobile was seen on the streets of Newark, without registration markers either on the front or rear of the machine; when the driver was spoken to about it by an officer, the officer was politely informed that the driver was attached to the Department of Justice and that by virtue of his position was privileged to operate his car without any numeral plates thereon. Unfortunately, the officer, in doubt as to his right to arrest the driver, permitted him to go on his way. This violation may seem a trifling matter, yet it is of great moment when considered with the countless number of similar character which have occurred during the year as the result of the activities of the military camps within the state.

ALIEN ENEMIES

On July first, 1918, the Department issued an order forbidding the issuance of drivers' licenses to Alien Enemies classified as such in 5 E of the Selective Military Service, and likewise applying to other aliens, who within the military draft age had evaded military service solely upon the grounds of non-citizenship and not upon the grounds of dependency, physical infirmity or engaged in an essential

war industry. We were influenced to a great extent by the knowledge that the number of applicants for drivers' licenses was constantly increasing and that the majority of these applicants were men who, because of non-citizenship, remained behind and then assumed to fill the void occasioned by the going away of our soldiers and thus reap the benefit of an inflated wage due to an alleged shortage of licensed drivers; many suspects too were arrested while operating motor vehicles within restricted zones, and in most instances they proved to be enemies of our government. To have made an exception to our ruling would have deluged the Department with all sorts of demands on the part of those who felt themselves entitled to licenses, and so we have declined to exempt any applicant within the purview of our ruling, and will continue to maintain this position until the Peace Conference has sufficiently advanced in its labors to make certain that the terms of the Armistice are not finally to be repudiated by the Central Powers.

Much as we have been criticised by those who felt the sting of our ruling, we feel that the correctness of our position from the moral view point is not even debatable. We know too, that we have awakened within the minds of many foreigners the advantages that are enjoyed by those of their fellow countrymen who have become citizens of this land of their adoption, while for the slacker, it is best that he be denied a driver's license until the home coming soldier boy has had opportunity to fill every open position. The soundness of our reasoning has been approved in a legal opinion from the Attorney General, and we await with confidence the outcome of the case in which an Alien Enemy has asked the Supreme Court of New Jersey to issue an order directing that the Commissioner of Motor Vehicles license Alien Enemies.

GRADE CROSSINGS

During the Legislative Sessions of 1916 and 1917, the Department has made every effort to have a law enacted, requiring all motor vehicles to be brought to a stop before crossing a railroad at grade; the Legislature, however, did not take kindly to our recom-

mendations, with the result that last year more motorists were killed in this state as the result of grade crossing accidents than ever before. Particularly is it necessary to halt the practice of Jitney or Omnibus drivers, who with great frequency attempt to "beat" an approaching train across. Fatal accidents of this character in which Jitney busses were involved and which could have been avoided but for the recklessness of the driver, occurred no less than twelve times during the year; the loss of life in each instance ranging from one to five passengers. To those municipalities now regulating the Jitney by Ordinance or otherwise, we would urge the adoption of a rule requiring every Jitney operator to halt his vehicle not less than twenty-five feet from a railroad grade crossing, and "stop, look, and listen", before going across, making the penalty for non-observance of this rule the cancellation of the Jitney privilege and the subsequent suspension or revocation of the operator's license by this department.

Such an order was recently issued to all their drivers by the Oil Companies of this state following a number of distressing accidents in which Oil Tank Vehicles were struck by locomotives, with the result that not a single Tank Vehicle has been involved in an accident since we requested the Oil Companies to co-operate with us in the enforcement of the suggested rule.

ADEQUATE HIGHWAY POSTING

The Department urges that the recommendations of the State Association of County Engineers, respecting the posting of our highways with uniform and conspicuous signs indicating to the highway user the locations of various Cities and Towns and the distances thereto, dangerous curves and pronounced grades, be put into execution at the earliest possible date.

The sign posts should be erected on the right side of the road, and such signs as refer to curves should show whether curve is right or left hand curve, and the grade signs should state the per cent of grade and the distance in feet beyond the sign post where the grade commences.

The Committee of County Engineers have adopted a series

of signs uniform in character, and have given to the subject conscientious study, with the result that if their recommendations are adopted by either the State Highway Commission or the various County Boards of Freeholders, New Jersey at an early date will be able to boast of the most complete system of uniform road signs of any state.

COMMERCIAL MOTOR VEHICLES

Despite all the objection which the bills for the regulation of Commercial motor vehicles met with at the hands of the Truck interests of New Jersey, after one year of operation under our new commercial Vehicle Laws, it is the consensus of opinion that instead of working a hardship upon the truck owner, they have been of material assistance to him, and it is pleasing to record that the objectors to the measures one year ago are today its greatest friends and advocates.

Who will say that New Jersey is exorbitant in its registration fees for trucks, when we point out that the maximum fee for a five ton truck in Maryland is \$500 while in New Jersey it is but \$49.00?

Massachusetts, too, is considering legislation with a view of fixing registration fees for Commercial Motor Vehicles upon a basis greatly in excess of the charges made in New Jersey.

Truck overloading still continues, but as time goes on, the practice of heavy motor hauling upon trucks not built to sustain such overloading will gradually disappear, for it is the purpose of the Department to inspect at frequent intervals all motor truck equipment that is rolling with a view of prosecution against those who would attempt to haul a load of six tons upon a vehicle of a maximum carrying capacity of three tons.

MANUFACTURE OF NUMERAL PLATES AT PRISON

The plant for the manufacture of the 1919 numeral plates was installed in the State Prison, and commenced operation on July 1st, 1918. Governor Edge was present for the opening ceremonies and turned out the first plate. Daily thereafter, Sundays and holidays excepted, the plant has been in constant operation, and so

well was the detail supervised that by December 1st, 1918, every registration Agency had a sufficient number of plates on hand to meet every requirement. A remarkable achievement, indeed, when we recall that at no time since 1915 has the Department been thus so over abundantly supplied with plates.

Although Pennsylvania manufactures its plates by the employment of prison labor, it was impossible for them to supply the wants of the Pennsylvania motorists, and in consequence, it became necessary for them to request New Jersey to allow the use of 1918 plates on Pennsylvania cars in this state until February 1st, 1919. New York State, whose plates are furnished by a manufacturer on contract, likewise was overwhelmed with applications for 1919 plates and has asked us to recognize the 1918 New York State plate in New Jersey until February 15, 1919.

The New Jersey 1919 plate is a model in workmanship and is easily read at a distance and will without question stand up under exposure and resist ordinary wear and tear. As this report closes, work on the 1920 plate is well under way.

REWRITING OF MOTOR VEHICLE ACT

Annually since Chapter 113 of the Laws of 1906 was approved, Amendments and Supplements have been made to the Law until today it is almost impossible for a layman to intelligently follow the intent of the Act. The Department, therefore, has undertaken to rewrite the Motor Vehicle Act and to present the same to the 1920 Legislature in such a manner as will make it readily understood by every reader, and then, if such revision is enacted into law, to repeal the present act and all amendments and supplements thereto.

CONCLUSION

We cannot close this report without referring to the splendid service rendered the State by the Inspectors and office attaches alike. With our force considerably depleted as the result of the war, and an increased business of over one-half million dollars to cope with, additional burdens confronted us all, and yet every subordinate

happily faced a trying situation and devoted longer hours daily to their tasks, constantly keeping abreast of the work.

It is with a feeling of the most genuine regret that the Department chronicles the death of two of its most valued employees:

Miss Anna M. Weier, Stenographer and Typist, Died on Friday, October 4, 1918. Miss Weier was a most competent clerk, and her devotion to duty was ever apparent.

Inspector William F. Fitzgerald, Died on December 31, 1918. He entered the Department on April 1, 1917, after several years spent in the journalistic field. With an ability that fitted him for executive work of the most intricate detail, he soon grasped a thorough knowledge of the functions of the Department, and enjoyed the closest relationship with the Commissioner, as well as the confidence of all those associated with him. His death has left a void that will be hard to fill. Good-bye "Fitz". You are gone, but the memory of our association will never die.

NEW LEGISLATION

The Department recommends the passage of legislation along the following lines:

A law to regulate the sale or exchange of used cars, by requiring a dealer to take precautionary measures to prevent the sale or exchange of cars upon which the motor number has been altered, removed, or mutilated.

Reduction of the penalty for automobile fatalities, so that punishment may be meted out to the guilty. Under the present criminal code, an indictment must be found for manslaughter, and many juries, despite the character of the evidence, are reluctant to convict because of the severity of the penalty.

An amendment to section four of the motor vehicle act, restoring the penalty for use of the spot light for driving purposes, and increasing the penalty for operating a car, or truck, without proper lamp equipment.

Respectfully submitted,

WILLIAM L. DILL,
Commissioner of Motor Vehicles.