

Eleventh 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
SIXTEEN

TRENTON, N. J.

MACCRELLISH & QUIGLEY CO., State Printers

1917.

REPORT.

To the Legislature of the State of New Jersey:

GENTLEMEN:—I beg to respectfully present herewith a report of the work of the Department of Motor Vehicles for the year ending December 31, 1916, as required by Chapter 113, Section 12, P. L. 1906.

FINANCIAL STATEMENT.

COLLECTION ACCOUNTS.

Paid State Treasurer,	\$1,368,057 98	
Cash on hand December 31, 1916,	277,911 42	
Commissions of agents from January 1, 1916,	\$29,051 66	
Previous to January 1, 1916,	12 50	
	29,064 16	
Due from banks,	208,656 06	
Agents' bank balances,		\$208,656 06
Collections, 1915 business,		4,739 26
Collections, December 1, 1915, to December 31, 1916,		1,402,066 80
Collections on account of 1917 business,		268,227 50
	\$1,883,689 62	\$1,883,689 62

DETAIL AND CHARACTER OF COLLECTIONS, DECEMBER 31, 1916.

Items.	<i>(By Agents.)</i>	
104,341 car registrations, classified as follows:		
638 first class, pleasure,	\$2,796 75	
593 first class, commercial,	2,623 50	
74,183 second class, pleasure,	530,741 25	
9,970 second class, commercial,	71,070 00	
16,565 third class, pleasure,	242,932 50	
2,392 third class, commercial,	34,845 00	
	\$885 009 00	
5,073 trucks in excess of 4,000 pounds,	50,730 00	
12,209 motor cycle licenses,	24,418 00	
807 manufacturers, three sets,	12,105 00	
107 manufacturers, five sets,	2,675 00	
321 trailer licenses,	963 00	
20,957 transfers,	29,233 00	
3,086 duplicate certificates,	3,086 00	
3,162 duplicate markers (automobile and motor cycle),	2,889 00	

137,855 drivers' licenses, classified as follows:	
105,788, first class,	\$211,576 00
32,067, second class,	128,268 00
	<hr/>
	\$339,844 00
3,272 drivers' licenses increased,	6,544 00
3 drivers' license badges,	1 50
*Miscellaneous collections,	76 25
Interest on deposits—agents,	757 98

(By Central Office.) \$1,358,331 73

Interest on deposits,	\$922 46
Certified copies,	56 50
Blanket licenses,	100 00
Fines for violation of the law,	41,161 10
*Adjustment of fees,	1,279 75
*Miscellaneous receipts,	210 76
Special Inspectors' badges,	4 50
	<hr/>
	43,735 07

*MISCELLANEOUS COLLECTIONS. \$1,402,066 80

Return of Inspector's salary (Leroy Wyckoff),	\$56 25
Court costs from Attorney-General (Pedigree vs. Frost),	16 84
Reimbursement from express company for lost shipments,	10 00
Sheriff's fee from J. W. Fleming (Meginnis vs. Shiel),	2 00
Insurance claim (Inspector Harry G. Burton, for injuries received while engaged on examination work),	60 00
Returned premiums—official bonds,	13 00
Sales of old tags,	7 00
Sales of old tires,	45 67

*ADJUSTMENT OF FEES. \$210 76

Increased registrations—	
80 overweight trucks, at \$10.00,	\$800 00
58 from second to third class, at \$7.50,	435 00
1 overweight and additional horse power,	17 50
1 double transfer and additional horse power,	8 50
3 from second to third class (half rate), at \$3.75,	11 25
1 from first to second class, at \$3.00,	3 00
1 transfer and additional horse power (first to second, half rate),	2 50
2 double transfers, at \$1.00,	2 00

\$1,279 75

COLLECTIONS BY AGENCIES.

Collections made by Agencies during the year and the commissions paid to agents, as compared with collections made in 1915, are as follows:

	1916.	1915.	1916.	1915.
	Collections.	Commissions.	Collections.	Commissions.
Asbury Park,	\$39,983 90	\$1,100 00	\$31,201 00	\$900 00
Atlantic City,	48,920 22	1,400 00	41,324 04	1,100 00
Bound Brook,	7,782 92	350 00	9,326 75	150 00
Bridgeton,	16,869 00	500 00	12,007 00	500 00
Camden,	59,538 97	1,900 00	54,385 81	1,600 00
Cape May,	15,740 00	500 00	12,311 25	500 00
Cedar Run,	1,470 00	165 66		
Dover,	15,458 25	350 00	9,745 50	250 00
Elizabeth,	31,636 37	900 00	25,152 59	800 00
Englewood,	16,641 25	425 00	13,635 50	350 00
Englishtown,	7,802 34	250 00	5,361 00	150 00
Flemington,	10,425 00	250 00	7,038 25	191 25
Freehold,	10,670 50	250 00	6,804 75	250 00
Hackensack,	38,318 00	910 00	28,044 70	800 00
Hackettstown,	12,158 02	500 00	9,511 99	250 00
Hammonton,	7,076 01	200 00	4,519 00	150 00
Jersey City,	128,173 08	2,100 00	83,781 65	1,778 74
Lakewood,	11,985 80	350 00	8,812 75	250 00
Long Branch,	17,327 08	425 00	11,675 50	350 00
Manasquan,	11,940 00	250 00	5,407 75	150 00
Morristown,	41,008 59	1,100 00	33,888 89	880 40
Mount Holly,	23,069 62	650 00	16,385 26	500 00
Newark,	255,560 44	2,300 00	185,277 62	2,100 00
New Brunswick,	25,541 38	650 00	16,842 50	484 64
Newton,	8,391 99	250 00	6,468 00	250 00
New York,	110,088 92	1,900 00	83,439 11	1,700 00
Passaic,	9,269 75	425 00		
Paterson,	89,783 05	1,900 00	71,726 75	1,700 00
Penn's Grove,	7,536 25	200 00	4,466 25	75 00
Perth Amboy,	18,647 47	425 00	11,424 54	400 00
Philadelphia,	16,578 81	350 00	13,511 00	250 00
Phillipsburg,	16,008 50	425 00	12,085 00	350 00
Plainfield,	28,744 74	900 00	16,169 11	240 84
Rahway,	11,046 91	250 00	7,175 00	150 00
Red Bank,	22,531 22	650 00	16,345 91	500 00
Salem,	14,762 50	425 00	10,503 75	250 00
Sea Bright,	7,905 57	250 00	6,501 50	200 00
Somerville,	16,169 50	425 00	12,359 00	350 00
Sussex,	7,975 75	250 00	5,520 50	200 00
Trenton,	80,910 56	1,350 00	82,007 95	1,300 00
Vineland,	13,265 75	250 00	6,683 75	250 00
Woodbury,	23,632 25	650 00	15,692 75	500 00
	<hr/>			
	\$1,358,346 23	\$29,051 66	\$1,014,528 21	\$23,100 87
Discontinued agencies,	9 00	12 50	16,907 25	559 75
	<hr/>			
	\$1,358,355 23	\$29,064 16	\$1,031,435 46	\$23,660 62

REMITTANCES TO THE STATE TREASURER.

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

Month.	1916. Collections.	Fees.	Balance to State Treasurer.
Balance on hand January 1, 1916,	\$4,111 01		
January,	594,184 41	\$1,279 02	\$140,659 51
February,	133,077 10	1,839 28	456,356 64
March,	57,850 96	2,649 65	131,238 07
April,	115,014 92	2,047 59	55,201 31
May,	109,939 78	2,887 06	112,967 33
June,	113,961 81	2,102 71	107,052 72
July,	89,594 86	2,346 54	111,859 10
August,	76,148 88	2,579 81	87,248 32
September,	38,876 18	2,430 88	73,569 07
October,	37,803 65	2,648 18	36,445 30
November,	22,416 25	2,111 12	35,155 47
December,	13,826 24	4,142 32	20,305 14
	<u>\$1,406,806 06</u>	<u>\$29,064 16</u>	<u>\$1,368,057 98</u>
Balance on hand December 31, 1916,			9,683 92
			<u>\$1,377,741 90</u>

The following statement will indicate the business done for a like period in 1915:

Month.	1915. Collections.	Fees.	Balance to State Treasurer.
Balance on hand January 1, 1915,	\$4,578 16		
January,	381,297 00	\$1,245 37	\$76,789 16
February,	140,738 58	1,933 49	307,840 72
March,	90,253 16	2,094 74	138,805 09
April,	93,860 73	2,130 96	88,158 42
May,	71,915 77	1,592 47	91,729 77
June,	79,373 72	2,016 73	70,323 30
July,	71,199 38	1,949 38	77,356 99
August,	51,814 51	2,049 72	69,250 00
September,	33,716 69	1,818 48	49,764 79
October,	22,875 24	1,639 31	31,898 21
November,	18,929 91	2,214 30	21,235 93
December,	7 232 93	3,121 92	16,715 61
	<u>\$1,067,785 87</u>	<u>\$23,806 87</u>	<u>\$1,039,867 99</u>
Balance on hand December 31, 1915,			4,111 01
			<u>\$1,043,979 00</u>

RETURNS FROM FINES.

Fines collected for violations of the motor vehicle act amounted to \$41,161.10, this sum showing an increase of \$13,740.25 over the year 1915.

A comparative table follows, showing collections of fines by months for the years 1914, 1915 and 1916:

	FINES.		
	1916.	1915.	1914.
January,	\$1,163 75	\$753 80	\$1,139 45
February,	428 90	836 60	522 30
March,	362 25	1,361 95	432 50
April,	1,029 55	1,864 15	531 60
May,	3,001 85	1,509 55	2,819 75
June,	4,698 15	2,619 35	3,559 15
July,	5,637 25	3,811 65	3,291 95
August,	5,862 85	4,027 00	3,609 95
September,	5,907 15	3,907 75	3,274 03
October,	7,017 60	2,543 30	3,068 00
November,	3,179 00	2,174 10	1,451 20
December,	2,872 80	2,011 65	1,324 50
	<u>\$41,161 10</u>	<u>\$27,420 85</u>	<u>\$25,025 18</u>

RECAPITULATION.

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

Item.	1915.	1916.	Percent- age of Increase.
Gross receipts,	\$1,063,207 71	\$1,402,695 05	32%
Receipts from auto licenses,	681,254 25	885,009 00	29%
Receipts from motorcycle licenses,	23,232 00	24,418 00	5%
Receipts from drivers' licenses, ..	253,244 00	339,844 00	34%
Receipts from fines,	27,420 85	41,161 10	50%
Number of auto licenses,	78,232	104,341	33%
Number of motorcycle licenses, ..	11,616	12,209	5%
Number of drivers' licenses,	100,126	137,855	37%
Agents' commissions,	\$23,806 87	\$29,064 16	22%
Interest on deposits,	822 86	1,680 44	104%
Manufacturers' licenses,	708	914	29%
Trailers,	105	321	206%
Trucks over 4,000 lbs.,	3,616	5,073	40%
Transfers,	13,522	20,957	55%

It will be noted that from all sources the Department collected during 1916 the sum of \$1,402,066.80, an increase of \$338,-859.09 in gross receipts over the preceding year.

The increase of over 100% in interest on deposits is due to the fact that until one year ago, many of the depositories never allowed any interest on our deposits, and the Department, therefore, notified these banks that unless interest was allowed on daily balances, the accounts would be placed elsewhere; and how well this notification was complied with is shown by the interest return above.

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 1916, as a basis of compensation for the year 1917.

This compensation is in lieu of all overhead office charges, which are defrayed by the agent.

Items, 1916.	Compensation, 1916.	Compensation, 1917.	Class.	Basis of Rating.	
Newark,	48,365	\$2,300	\$2,500	AA	Special.
Jersey City,	22,713	2,100	2,300	AA	Special.
Paterson,	17,306	1,900	2,100	A	15,000 to 20,000
New York,	15,352	1,900	2,100	A	15,000 to 20,000
Camden,	11,872	1,900	1,900	B	10,000 to 15,000
Atlantic City,	9,515	1,400	1,400	C	7,000 to 10,000
Morristown,	8,461	1,100	1,400	C	7,000 to 10,000
Asbury Park,	7,439	1,100	1,400	C	7,000 to 10,000
Hackensack,	6,739	900	1,100	D	6,000 to 7,000
*Passaic,	22,168	425	1,100	D	6,000 to 7,000
Elizabeth,	5,913	900	1,000	E	5,000 to 6,000
Plainfield,	5,426	900	1,000	E	5,000 to 6,000
New Brunswick,	5,237	650	1,000	E	5,000 to 6,000
Woodbury,	4,637	650	900	F	4,000 to 5,000
Mount Holly,	4,356	650	900	F	4,000 to 5,000
Red Bank,	4,208	650	900	F	4,000 to 5,000
Bridgeton,	3,973	500	800	G	3,500 to 4,000
Perth Amboy,	3,569	425	800	G	3,500 to 4,000
Long Branch,	3,486	425	650	H	3,000 to 3,500
Salem,	3,407	425	650	H	3,000 to 3,500
Cape May,	3,323	500	650	H	3,000 to 3,500
Hackettstown,	3,153	500	650	H	3,000 to 3,500
Somerville,	3,119	425	650	H	3,000 to 3,500
Phillipsburg,	2,981	425	500	I	2,500 to 3,000
Englewood,	2,936	425	500	I	2,500 to 3,000
Dover,	2,878	350	500	I	2,500 to 3,000
Vineland,	2,810	250	500	I	2,500 to 3,000
Lakewood,	2,336	350	425	J	2,000 to 2,500

Items, 1916.	Compensation, 1916.	Compensation, 1917.	Class.	Basis of Rating.	
Manasquan,	2,202	\$250	\$425	J	2,000 to 2,500
Philadelphia,	2,156	350	425	J	2,000 to 2,500
Freehold,	2,122	250	425	J	2,000 to 2,500
Flemington,	2,069	250	425	J	2,000 to 2,500
Rahway,	2,038	250	425	J	2,000 to 2,500
Sussex,	1,798	250	350	K	1,500 to 2,000
Newton,	1,683	250	350	K	1,500 to 2,000
Bound Brook,	1,535	350	350	K	1,500 to 2,000
Penn's Grove,	1,517	200	350	K	1,500 to 2,000
Englishtown,	1,502	250	350	K	1,500 to 2,000
Hammonton,	1,387	200	250	L	1,000 to 1,500
Sea Bright,	1,299	250	250	L	1,000 to 1,500
*Cedar Run,	302	166 66	250	L	1,000 to 1,500
Trenton,	16,029	1,350	1,350	..	Central Office.

Agents' accounts are audited at frequent intervals, and Department funds are transferred to the central depository at Trenton every few days. All funds are deposited in the local banks in the name of the State of New Jersey, and are subject to draft only in the name of the Department. It is a great pleasure to record the fact that not a single dollar of moneys during the past year miscarried in any way whatsoever.

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

BANK BALANCES.

At the close of business on December 30, 1916, the following balances were in the hands of banks to the credit of the Motor Vehicle Department, these balances representing the amount of business audited by the Department account of 1917 registrations:

Asbury Park,	\$2,702 44
Atlantic City,	13,927 60
Bound Brook, .....	.....
Bridgeton,	3,799 00
Camden,	15,823 45
Cape May,	942 00
Cedar Run,	1,550 00
Dover,	1,208 50
Elizabeth,	9,959 94

* The Passaic and Cedar Run Agencies were established February 28th and March 1st, 1916, respectively, after the rush of 1916 business was over. However, their receipts for 1917, as this report closes, justify the ratings which have been given them above.

Englewood,	\$2,656 50
Englishtown,	2,694 50
Flemington,	998 00
Freehold,	1,460 00
Hackensack,	7,793 25
Hackettstown,	1,756 00
Hammonton,	1,808 50
Jersey City,	16,253 52
Lakewood,	2,748 50
Long Branch,	2,229 50
Manasquan, .....	.....
Morristown,	7,049 61
Mount Holly,	5,334 50
Newark,	29,209 90
New Brunswick, .....	.....
Newton,	811 50
New York,	14,577 75
Passaic,	8,464 75
Paterson,	6,553 00
Penn's Grove,	457 00
Perth Amboy,	3,764 00
Philadelphia,	2,246 50
Phillipsburg,	3,315 17
Plainfield,	3,308 20
Rahway,	1,695 00
Red Bank,	2,637 50
Salem,	3,333 25
Sea Bright,	571 50
Somerville,	2,767 00
Sussex,	1,952 00
Trenton,	8,764 75
Vineand,	3,110 50
Woodbury,	9,319 00
	<hr/>
	\$208,656 06

The gross receipts of the Department by years follows:

1906,	\$67,963 00
1907,	92,763 25
1908,	188,742 94
1909,	247,424 21
1910,	322,649 66
1911,	413,786 27
1912,	496,653 35
1913,	661,084 40
1914,	814,535 30
1915,	1,063,207 71
1916,	1,402,695 05

COMPARISON OF LICENSES ISSUED DURING THE PAST THREE YEARS.

The following table shows the number of licenses issued by months as compared with 1914 and 1915:

	Automobiles			Motorcycles			1st Class Drivers			2d Class Drivers			Mfg.		
	1914.	1915.	1916.	1914.	1915.	1916.	1914.	1915.	1916.	1914.	1915.	1916.	1914.	1915.	1916.
January, ...	18,615	26,839	46,055	1,314	1,633	2,222	15,559	27,036	37,513	8,375	12,458	15,394	225	269	540
February, ..	11,593	12,088	9,957	1,285	1,445	1,413	6,901	5,432	10,841	3,049	2,073	3,235	238	185	111
March,	3,014	7,327	4,118	672	2,086	902	1,853	5,120	3,845	802	1,668	1,209	37	75	51
April,	6,264	6,841	8,940	1,918	1,686	2,244	4,401	5,765	7,895	1,747	1,889	2,062	41	44	55
May,	5,571	5,185	7,894	1,631	1,321	1,792	4,751	5,237	8,426	1,952	1,502	2,167	30	22	36
June,	4,510	5,132	7,555	1,184	1,202	1,232	4,215	5,858	9,004	1,927	2,202	2,662	19	33	39
July,	3,530	4,565	5,707	850	804	826	3,476	5,686	7,233	1,618	1,813	2,076	15	24	21
August,	2,072	3,208	4,800	472	613	657	2,612	4,251	7,189	870	1,167	1,502	10	20	30
September, .	1,966	2,804	3,501	351	411	436	1,923	3,563	4,793	459	790	649	9	18	19
October, ...	1,608	2,068	2,779	215	245	277	1,440	2,709	4,565	321	482	613	6	8	6
November, ..	1,045	1,682	1,991	113	161	146	1,294	2,267	2,915	228	366	335	4	10	4
December, ..	460	493	1,044	24	27	62	470	696	1,569	70	86	163	...	...	2
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	60,248	78,232	104,341	8,419	11,616	12,209	38,383	73,630	105,788	16,963	26,496	32,067	634	708	914

APPROPRIATIONS.

The appropriations, annual and supplemental, for the year 1916 were as follows:

ANNUAL.

For salary for the Commissioner of Motor Vehicles,	\$1,500
For salary for the Chief Inspector,	1,800
For compensation for inspectors,	28,350
For expenses and equipment of inspectors,	17,000
For compensation for clerical services,	9,750
For postage, expressage, and other incidental expenses,	5,500
For blanks and stationery,	7,500
For the purchase and packing of identification markers and dies for use in connection with the same,	27,300
For refunds,	200
	<hr/>
	\$98,900

SUPPLEMENTAL.

For additional allowance for compensation for inspectors,	\$4,725
For additional allowance for expenses and equipment of inspectors,	2,300
For additional allowance for compensation for clerical services,	500
For additional allowance for postage, expressage, and other incidental expenses,	500
For additional allowance for blanks and stationery,	500
For additional allowance for reimbursement of applicants who have made errors in the rating of their machines,	100
For the purchase of automobiles,	5,000
For accident liability insurance,	500
	<hr/>
	\$14,125

The total of the above appropriations amounts to \$113,025, of which sum, \$93,388.74 was expended, leaving a balance of \$19,636.26. A saving alone of \$6,504.76 was effected in the purchase of markers, \$3,855.29 account expenses and equipment of inspectors, and \$2,772.17 in postage and expressage, this latter saving being due principally to the fact that the manufacturers of markers were required to make shipments direct to agents instead of to Trenton as heretofore.

It will thus be seen that the total expenditures of the Department for the year amounted to \$122,452.90, made up as follows:

Appropriations,	\$93,388 74
Agents' commissions,	29,064 16
	<hr/>
	\$122,452 90

which sum is equivalent to 83 $\frac{1}{4}$ % on the gross receipts of the Department.

DEPARTMENT WORK WITH REFERENCE TO ENFORCEMENT OF MOTOR VEHICLE AND TRAFFIC ACTS.

Hearings Before Commissioner.

1,365 cases were heard before the Commissioner sitting as a magistrate. This is an increase of 223 cases over last year. 251 drivers' licenses were revoked; 164 names were placed on the black list to be refused licenses; 52 licenses were suspended; 26 reciprocity privileges were suspended; 54 car registrations were revoked, 13 motorcycle registrations were revoked and 62 licenses were restored.

Fines amounting to \$4,291.75 were imposed and collected by the Commissioner, which sum is an increase of \$2,033.40 over 1915.

The number of hearings by months were:

January,	31
February,	46
March,	58
April,	73
May,	125
June,	169
July,	198
August,	216
September,	171
October,	145
November,	72
December,	61
	<hr/>
	1,365

Realizing the injustice of requiring residents of North Jersey to make answer to summons by coming to Trenton, the Commissioner early in the year established a weekly court in the cities of Newark, Paterson and Passaic, suitable accommodations being provided by the authorities of the cities named.

These hearings have been largely attended and the publicity incident to their holding has undoubtedly had a deterrent effect

on those motorists who heretofore had little regard for law enforcement.

WORK OF INSPECTORS.

During the year, 796 cases were referred to the inspectors for investigation and report.

The total number of cases reported to the Department numbered 10,167, of which 8,802 were minor in character and adjusted without the necessity of a hearing.

The inspectors adjusted during their work in the field 10,392 cases of minor violations, made 2,138 arrests which were heard before local magistrates and served 1,405 summons.

A summary of the above follows:

Cars with headlights not properly dimmed,	4,738
Cars not equipped with mirrors,	507
Cars with swinging numbers,	43
Drivers' licenses increased from first to second class,	104
New registrations and licenses (licenses),	932
New registrations and licenses (registrations),	1,616
Speeding and reckless driving,	463

EXAMINATIONS FOR DRIVERS' LICENSES.

A total of 54,605 applicants were examined for drivers' licenses, of which number 7,164 were rejected as incompetent. The following comparisons will be interesting as showing the astonishing increase in new drivers in New Jersey during the past two years:

	1916		1915	
	Passed.	Rejected.	Passed.	Rejected.
January,	1,704	176	943	73
February,	1,092	201	789	96
March,	1,610	324	2,277	277
April,	3,588	657	3,053	411
May,	6,060	1,072	4,700	628
June,	6,909	920	5,766	483
July,	6,774	770	5,066	425
August,	6,675	905	4,576	410
September,	4,836	744	3,612	307
October,	4,289	784	2,687	338
November,	2,608	465	2,095	223
December,	1,296	192	1,058	111
	47,441	7,210	36,622	3,782
Total, 1916, 54,651.	Total, 1915, 40,404.			

	1916		1915	
	Passed.	Rejected.	Passed.	Rejected.
Newark,	13,514	1,927	11,336	1,254
Asbury Park,	2,361	330	3,849	345
Paterson,	3,430	705	3,964	507
Morristown,	2,917	372	2,608	272
Jersey City,	5,669	863	2,145	212
Trenton,	4,219	685	3,565	397
Hackettstown,	1,373	68	1,338	96
Cape May Court House,	706	65	685	36
Sussex,	390	29	267	29
Camden,	2,921	513	3,155	287
Atlantic City,	2,236	423	2,191	224
Bridgeton,	1,111	231	833	54
Salem,	904	133	686	59
New Brunswick,	1,770	336	.....	.....
Long Branch,	1,738	205	.....	.....
Toms River,	239	25	.....	.....
Passaic,	1,885	291	.....	.....
Englewood,	58	9	.....	.....
	47,441	7,210	36,622	3,782
Total, 1916, 54,651.	Total, 1915, 40,404.			

It is generally admitted by those States which do not require an examination for all automobile drivers that the law in New Jersey covering this phase is the best of any that obtains elsewhere.

Aside from the personal contact with the inspection force and the applicant, the fact that the applicant must have a knowledge of the fundamentals of the motor vehicle and traffic acts is of tremendous value in equipping the applicant, so that ignorance of the law can no longer be advanced as an excuse for accidents.

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 Boutillier—
\$7,941.50; 600 registrations; 267 drivers' licenses.
- Inspector Gilbert—
\$5,074.50; 278 registrations; 169 drivers' licenses.

Inspector Lovett—
 \$2,578.00; 230 registrations; 7 drivers' licenses.
 Inspector Pedigree—
 \$2,628.75; 180 registrations; 194 drivers' licenses.
 Inspector Baldwin—
 \$1,462.50; 82 registrations; 64 drivers' licenses.
 Inspector Martens—
 \$854.75; 39 registrations; 29 drivers' licenses.
 Inspector Shedd—
 \$275.00; 11 truck registrations.
 Inspector Mines—
 \$178.50; 13 truck registrations; 10 drivers' licenses.
 Inspector Stagg—
 \$86.25; 5 truck registrations.
 Inspector Grant—
 \$528.50; 37 registrations; 28 drivers' licenses.
 Inspector Teel—
 \$2,052.50; 147 registrations; 164 drivers' licenses.

The grand total for this work amounts to \$23,660.75.

To the above may safely be added the sum of one hundred thousand dollars (\$100,000) additional, as a conservative estimate of the amount received by the Department for registration and drivers' licenses directly traceable to the activities of the inspectors in the apprehension of reciprocity violations.

SPECIAL ACCIDENT REPORTS.

As the result of passage of Chapter 163, P. L. 1916, requiring that all accidents involving personal injury or property damage to an amount exceeding ten dollars, be reported to the Department, six hundred and forty such reports were received and referred to the inspectors for investigation.

Undoubtedly, many of these reports would never have reached the Department had the Act quoted not been in operation, and the value of such reports is that it enables the Department to keep an accurate card index of the competency of all licensed drivers, enabling the Department to tell at a glance whether such driver has ever been embroiled in more than one accident.

INVENTORY, DECEMBER 30, 1916.

<i>Date of Purchase.</i>	<i>Year and Model.</i>	<i>Make.</i>	<i>Type.</i>	
May 2, 1914,	One 1913, 35 T,	Mercer,	Raceabout.	
May 13, 1915,	One 1914, 35 T,	Mercer,	Raceabout.	
May 13, 1915,	One 1915, C. 36,	Buick,	Runabout.	
May 13, 1915,	One 1915, C. 36,	Buick,	Runabout.	
May 13, 1915,	One 1915, C. 36,	Buick,	Runabout.	
May 10, 1916,	One 1916, 22-72,	Mercer,	Raceabout.	
April 22, 1916,	One 1916,	Dodge,	Touring.	
April 22, 1916,	One 1916,	Dodge,	Runabout.	
April 22, 1916,	One 1916,	Dodge,	Runabout.	
May 22, 1916,	One 1916, T,	Ford,	Runabout.	
May 22, 1916,	One 1916, T,	Ford,	Runabout.	
				\$1,500 00
1916, Mercer Raceabout (Grant),				700 00
1914, Mercer Raceabout (Havens),				500 00
1913, Mercer Raceabout, (Shedd),				375 00
1913, Buick Runabout, (Shinn),				375 00
1913, Buick Runabout (Sawyer),				375 00
1913, Buick Runabout (Vey),				400 00
1915, Dodge Runabout (Pedigree),				400 00
1915, Dodge Runabout (Mines),				400 00
1915, Dodge Touring (Johnson),				225 00
1915, Ford Runabout (Martens),				225 00
1915, Ford Runabout (Lovett),				
				\$5,475 00

GENERAL.

During the year 1916 two hundred and fifteen persons were killed in New Jersey by automobiles as compared with two hundred and forty-one persons killed by autos in this State in 1915, showing a decrease for the year of twenty-six persons, New Jersey being the only Eastern State to thus reduce the number of automobile fatalities. Referring to this decrease, the National Highway Protective Society in its Annual Report, released January 1st, 1917, said: "Stricter regulation and the licensing of every operator is responsible for the decrease in deaths and accidents in New Jersey."

DISPOSITION OF FINES.

The Department expresses the hope that the Legislature will not permit the emasculation of the Motor Vehicle Act so that fines recovered for penalties of said Act will revert to the municipalities in which the violations were noted instead of the State as at present, for past experience offers the most convincing proof that if the municipalities are permitted to retain the fines the State will soon be overrun with speed traps, and instead of an orderly system of regulation, persecution of the motoring public will be the vogue and the freedom with which our highways are now used by tourists will no longer be the rule.

In the neighboring State of Pennsylvania speed traps in countless number are now maintained and little opportunity is afforded the traveling public to properly defend the alleged charges of excessive speeding frequently brought against them. The practice of many justices in Pennsylvania is to simply take the registration number of visiting cars, and then a week or two perhaps after the visitor has returned to his home he receives a notice commanding him to appear before the justice on a certain day, or in the event of his inability to appear, to send a check for \$13.65, upon receipt of which complaint will be disposed of. Very often the motorist whose home is situate one hundred or more miles from the scene of the alleged violation will meet the demands of the justice by sending a check rather than to be further burdened with the matter. If the law in Pennsylvania would require that all fines be forwarded to the State Treasurer and the fees which a magistrate was permitted to charge were written in the statute, as is the case in New Jersey, no such petty scheme of levying tribute as has been outlined above would be possible.

CO-OPERATION BY LOCAL AUTHORITIES.

Better co-operation and support on the part of local officials with respect to the enforcement of the Motor Vehicle and Traffic Act is noticeable although there is much room for improvement.

and until those charged with the enforcement of the law awaken to the realization that reckless driving and the operation of motor vehicles by intoxicated drivers will no longer be tolerated in New Jersey, shocking accidents will continue to occur. Numerous citations establish that intoxication may be proved by the observation of witnesses and that expert testimony is not necessary, and it should not be a difficult matter for any magistrate to determine from the evidence whether or not the driver was intoxicated, and if adjudged guilty the penalty provided in Chapter 67, P. L. 1913, of a minimum sentence of thirty days to six months in jail, should unhesitatingly be invoked. The imposition of a drastic penalty, coupled with the loss of the driver's license, must be brought home forcibly to the motoring public if the minimum of fatalities is to be maintained as the congestion in traffic, due to the rapidly growing number of automobiles, increases.

HOME RULE AS IT RELATES TO VEHICULAR TRAFFIC.

The attention of the Legislature is especially directed to the danger of giving to the municipalities of the State, under any Home Rule Legislation, the right to regulate vehicular traffic by fixing the speed of vehicles and to adopt rules for the guidance of automobile and team drivers other than the rights now accorded to municipalities by the Traffic Act. The argument that a municipality should have the right to govern itself is sound doctrine, but it should never extend over so wide a range as to permit every municipality in the State to pass ordinances incompatible with one another as dealing with vehicular traffic. If the right of the State to regulate this matter uniformly is taken away, every motorist and team driver will have to be a traveling encyclopedia, for what is lawful in one place will be unlawful in another. The successful operation of our present Traffic Act lies in the fact that it automatically repealed all local ordinances, rules and regulations dealing with vehicular traffic, and that a driver needs but to acquaint himself with the provisions of the act to know what is lawful and what is unlawful in New Jersey.

RELATIONS WITH CONTIGUOUS STATES.

Cordial relations have been maintained with the States of New York, Pennsylvania, Delaware and Maryland, and at a conference, called by Governor Miller, of Delaware, in December last, an arrangement was entered into whereby the State of Delaware agrees to repeal during the next few months the obnoxious feature of its reciprocity law which requires that all commercial trucks be registered in Delaware immediately upon entering that State.

It is worthy of note that the States of Pennsylvania and New York are to make an effort to enact a law requiring that all motor vehicle operators be licensed. To differentiate between the automobile driver, whose very livelihood is dependent upon the competency with which he operates an automobile and the car owner, whose only claim for distinction is that he owns an automobile, is certainly discriminatory, and if Pennsylvania and New York will write upon the statute books legislation making it mandatory for all car drivers to first submit to an examination before a license is issued, such laws will be of material assistance to the New Jersey authorities in determining whether drivers from the two States mentioned are operating legally.

INDEMNITY FOR AUTOMOBILE ACCIDENTS.

Suggestion has been made to the Department that a thorough investigation be made of the reliability and responsibility of every owner of a car applying for a registration, to the end that if such owner cannot show sufficient personal financial responsibility, a bond or insurance policy should be filed with the Department to cover the owner's liability for personal injury and property damage occasioned by the car.

The justice of compensating the workingman for injuries received was recognized in this State by the enactment of a Workmen's Compensation Law, and considerable merit, therefore, seems to attach to the proposition of protecting the public against the chances of injury at the hands of a reckless auto-

mobilst by providing indemnity for injury or death. However, to require a New Jersey motorist to file a bond or insurance policy with the Department at the time of the issuance of the registration, while no such exaction obtains in the other States, would fall far short of affording the protection desired, and so the Department refrains from making any specific recommendation at this time, preferring to await concerted action on the part of those States contiguous to this State.

REGULATION OF COMMERCIAL TRUCKS.

By virtue of the authority vested in the Commissioner of Motor Vehicles, P. L. 1915, Chapter 148, it became necessary several months ago to take up the question of regulating the width, height, tires and equipment with safety devices of any commercial vehicle of over four thousand pounds in weight with a view for its safety for use on the roads.

The disintegration of our highways as a result of this heavy hauling, and numerous protests from the traveling public because of the menacing manner in which trucks were being operated, prompted the appointment of a committee of five engineers who have spent considerable time in assisting the Commissioner to solve the problem, and appended to this report is the report of the Engineering Committee whose recommendations the Department unqualifiedly endorses and urges the enactment into law of the bills which will shortly be introduced covering the Engineering Committee's findings. From every State in the Union have come requests for copies of the report on this subject, clearly indicating the widespread interest which is being taken in the work of the New Jersey authorities in the regulation of commercial trucks.

In urging an increase in registration fees for commercial trucks the Department has no hesitancy in stating its belief that the schedule of increases as proposed by the Engineering Committee is absolutely fair and equitable, and that some increase must obtain if our highways are to be kept in condition to meet the heavy hauling in which the motor vehicle has now adapted itself.

It will be noted that the report exempts commercial vehicles equipped with pneumatic tires.

NEW LEGISLATION.

Aside from the preceding recommendations, anent the registration and regulation of commercial trucks, the Department does not believe that material changes should be made in either the Motor Vehicle or Traffic Act, but rather the Legislature should see to it that no radical amendments are accepted, for it is generally recognized that the Laws of New Jersey dealing with vehicular traffic are the best of any State, and an orderly enforcement is all that is necessary to safeguard the users of our highways.

The Department, therefore, urges only the following amendments:

That reciprocity be extended to embrace the Dominion of Canada and Province of Quebec;

That the use of registration numbers for the new year be allowed on the last day of the year preceding;

That the use of spot lights, so-called, for driving purposes, be prohibited;

That the term "Motorcycle" be more clearly defined so as to include the "Auto-ped";

That only two white lights be allowed on the front of a motor vehicle; and

That the salaries of the inspection force be increased, as follows:

Chief Inspector from \$1,800 to \$2,000 per annum,
Deputy Chief Inspector from \$1,500 to \$1,800 per annum,
Inspectors from \$1,350 to \$1,600 per annum.

CONCLUSION.

It is gratifying to make mention of the assistance rendered to the Department by the police departments of the larger cities where requests for local officers to assist the Department Inspectors have been cheerfully complied with.

The various agencies have been well conducted and the local representatives of the Department have been conscientious in the discharge of their duties. To the inspection force especially great credit is due for the unselfish manner in which they have discharged their duties. Frequently they have been called upon to work twenty hours a day and in all kinds of weather have unflinchingly met every demand made upon them by the motoring public. They have served the State well and the Department is pleased to urge an increase in their salaries in recognition of this service.

Respectfully submitted,
WM. L. DILL,
Commissioner of Motor Vehicles.

ADDENDA.

**Report of the Special Committee of County Engineers Appointed
by the Commissioner of Motor Vehicles to Consider
the Question of Regulation of Commercial
Motor Vehicle Traffic.**

TRENTON, NEW JERSEY, December 12, 1916.

*Honorable William L. Dill,
Commissioner of Motor Vehicles, State of New Jersey,
Trenton, New Jersey.*

DEAR SIR—The Special Committee of County Engineers appointed by you last May, to take up the question of regulation of commercial motor vehicle traffic on the highways of the State, have reached their final conclusions after having held ten meetings and two open hearings.

At the various meetings of the Committee the question has been considered in every phase suggested by yourself and the members of the Committee, and from the suggestions and criticisms received in the open meetings and from a large number of letters received from manufacturers of trucks, tire companies, operators and from interested parties. We have also had reports from several State Highway Departments concerning the necessity for regulations of this character and have further received many valuable suggestions from periodicals and engineering papers.

The Committee have considered said regulations from the viewpoint of the road builder and also view the question as to the users of the highways, and has endeavored to reach a conclusion which would be fair, just and equitable to all parties.

Throughout the entire study of this question there has existed the closest harmony, and each member of the Committee has added substantially to the conclusions arrived at herein.

The report of your Committee becomes therefore a composite report of the thought and suggestions of the various members of the Committee and is unanimously recommended to you.

In closing their work, the Committee desires to express their appreciation for the opportunity which you have given them to work with you in the formulation of these regulations.

Respectfully submitted,

THOMAS J. WASSER, *Chairman*,
 JOHN J. ALBERTSON,
 ALVIN B. FOX,
 GARWOOD FERGUSON,
 FREDERICK A. REIMER, *Secretary*,
Special Committee.

**Report of Special Committee for Formulation of Regulations
 Governing use of Commercial Motor Vehicles and
 Motor-Drawn Vehicles on the Highways
 of New Jersey.**

DEFINITIONS.

COMMERCIAL MOTOR VEHICLE.

A commercial motor vehicle, as referred to in this report, shall include every type of motor-driven vehicle used for commercial purposes on the highways, excepting such vehicles as run only upon rails or tracks.

MOTOR-DRAWN VEHICLE.

A motor-drawn vehicle, as referred to in this report, shall include trailers, semi-trailers or any other type of vehicle drawn by a motor-driven vehicle.

TRAILERS.

Trailers referred to in this report are vehicles of more than two wheels, without motor power.

SEMI-TRAILERS.

Semi-trailers referred to in this report are two-wheel vehicles without motor power.

PNEUMATIC TIRES.

A pneumatic tire, as referred to in this report, is a rubber tire in which the air chamber has a cross section area of at least fifty per cent. of the total cross section area of the tire and air chamber combined, and which depends upon the sustaining power of compressed air therein contained to support the load.

SOLID RUBBER TIRES.

All other tires, as referred to in this report, shall be classed as solid rubber tires.

1.

All commercial motor vehicles equipped on all wheels with pneumatic tires shall pay the same registration fee as now provided for pleasure cars in subdivision 3, section 16-B, of the Motor Vehicle Act, and in lieu of sealed governor or other mechanical device shall be operated in accordance with section 23 of said act.

Vehicles of this class shall not be required to have attached to chassis the metal plate as hereinafter provided for on other vehicles.

2.

No commercial motor vehicle or motor-drawn vehicle shall be more than 96 inches in width, outside measurements; in extreme cases the Commissioner of Motor Vehicles shall be privileged to issue special permits for the operation of commercial motor vehicles with a width of load over 96 inches where the weight of the load is not a factor.

Such special permits may be granted by the Commissioner of Motor Vehicles gratuitously, and for such period of time as in the judgment of the Commissioner may be necessary to meet the needs of the applicant, but in no event shall such special permit exceed the period of time for which vehicle is registered.

3.

The height of all commercial motor vehicles and motor-drawn vehicles, including load, shall be limited to 12 feet 2 inches.

4.

The extreme over-all length of commercial motor vehicles shall not exceed 26 feet 6 inches.

5.

All commercial motor vehicles or motor-drawn vehicles shall be equipped with rubber tires.

No commercial motor vehicle or motor-drawn vehicle shall be equipped with metal tires that may be in contact with the surface of the road, nor shall any such vehicle be equipped with any tires which may have a partial contact of the metal with the surface of the road.

6.

No commercial motor vehicle or motor-drawn vehicle shall be equipped with any tire covering of metal, with lugs or hobs, or other sharp devices, which would be in contact with the surface of the road; chains or other devices acceptable to the Commissioner of Motor Vehicles may be used in accordance with section 6 of the Motor Vehicle Act.

Traction machines and agricultural machinery, the equipment of which does not comply with this report, may be licensed by the Commissioner of Motor Vehicles to travel upon the highways in cases where coverings of wood or other substance are attached to the wheels in such manner as to present a smooth surface, and in accordance with regulations and fee to be fixed by the Commissioner of Motor Vehicles.

The speed of such vehicles shall not exceed the rate of four miles per hour.

7.

All commercial motor vehicles not equipped on all wheels with pneumatic tires shall be equipped with a sealed governor, or other automatic control, by which the speed shall be regulated so as not to exceed the schedule of speeds contained herein.

8.

Every commercial motor vehicle shall be lighted in accordance with section 4 of the Motor Vehicle Act, and no center searchlight is to be allowed on any such vehicle.

9.

Not more than one trailer or semi-trailer shall be allowed to be drawn by any commercial motor vehicle at the same time.

10.

The commercial size of tires used on all commercial motor vehicles or motor-drawn vehicles shall be determined on the maximum width of rubber, and in no case shall the width of bearing surface unloaded be less than two-thirds of the commercial size.

11.

Whenever any tire or wheel on any commercial motor vehicle or motor-drawn vehicle is damaged so as to allow the metal to come in contact with the surface of the road, in every such instance the vehicle shall immediately stop and not proceed until proper repairs have been made.

A penalty not exceeding five hundred dollars shall be imposed by the Commissioner of Motor Vehicles for violation of this section.

12.

All commercial motor vehicles not equipped on all wheels with pneumatic tires shall have on the left-hand side of the chassis, in plain view, a metal plate giving the following information:

- Maker's name,
- Number,
- Model,
- Motor number,
- Weight of vehicle,pounds,
- Allowable load,pounds,
- Gross weight,pounds,
- Maximum speed,miles per hour.

An affidavit at the time of registration will be required from the licensee that the gross weight in accordance with said plate shall not be exceeded.

13.

No commercial motor vehicle shall be used as a pleasure vehicle without securing a special permit for every such occasion from the Commissioner of Motor Vehicles or his authorized agent. No charge will be made for such permit.

14.

No registration will be issued for any commercial motor vehicle, tractor, trailer, or semi-trailer, equipped with tires smaller than tires as required by schedule contained herein.

15.

Load for each rear wheel of commercial motor vehicles and motor-drawn vehicles.

Not more than one-third of the gross weight of vehicle and allowable load combined, as shown on the chassis plate, shall exceed the limits of the schedule of the respective diameter of wheel, size of tire, and speed in miles per hour, as shown in the schedule herein contained.

16.

Load for front wheel or wheels of commercial motor vehicles and motor-drawn vehicles.

The front axle shall carry the balance of the gross weight of vehicle and allowable load combined, as shown on the chassis plate, and must be within the limits of the schedule of the respective diameter of wheel and size of tire, as shown in the schedule herein contained.

17.

All commercial motor vehicles or motor-drawn vehicles carrying loads extending beyond the outside dimensions of said vehicles shall have displayed at the outside extremities of load red flags by day, which shall be not less than twelve inches square, and red lights by night, and they shall be so hung as to present a full view to drivers of approaching vehicles. Such red lights shall be in addition to the red light now provided for in section 4 of the Motor Vehicle Act.

18.

The authorities having control of the several bridges on the highways and over the highways in the State shall place and maintain signs in a conspicuous place on each bridge, showing the clearance where the headroom is less than 12 feet 6 inches.

19.

The authorities having control of the bridges in the counties of this State shall place and maintain in conspicuous places on each bridge signs stating the gross weight which said bridges will carry, and all owners of commercial motor vehicles or motor-drawn vehicles will be responsible for any damage done to any bridge where the gross weight carried by such commercial motor vehicle or motor-drawn vehicle exceeds the carrying capacity of bridge.

20.

All motor vehicle inspectors shall be authorized to make such tests as in their judgment may be necessary for the purpose of determining the gross weight, size of tires and speed in miles per hour, of all commercial motor vehicles and motor-drawn vehicles operated on the highways of this State and licensed in accordance with the provisions contained herein.

21.

All trailers or semi-trailers shall be licensed on their carrying capacity; where the carrying capacity in pounds is equivalent to the gross weight of load in schedule for license fees, the charge shall be the same.

Tractors are motor power vehicles without bodies, and shall be licensed on their gross operating weight at the price fixed in the schedule for gross weight. Size of wheel and tire and speed shall conform to the schedule contained herein.

22.

All commercial motor vehicles and motor-drawn vehicles which do not in every particular conform to the requirements herein contained, and which have been licensed in New Jersey prior to

the approval of the act embodying the recommendations of this report, shall be permitted to operate within this State from January 1st, 1917, to December 31, 1918, under the following conditions:

a. Where the dimensions of any such vehicle exceeds the dimensions required herein; said vehicle will not be compelled to reduce dimensions, but in no case shall the dimensions be increased.

b. Vehicles equipped with steel tires will not be required to change said tires to comply with the requirements herein contained.

c. Vehicles not equipped with a sealed governor will not be required to install same, but no vehicle will be permitted to remove sealed governor where it is now part of equipment of vehicle.

d. License fees for all vehicles referred to in this section shall be within the requirements of wheel loads in sections 15 and 16 and schedule of license fees.

GROSS WHEEL LOAD IN POUNDS AND MAXIMUM SPEED IN MILES PER HOUR FOR COMMERCIAL MOTOR AND MOTOR-DRAWN VEHICLES EQUIPPED WITH TIRES OF A GIVEN SIZE AND DIAMETER.

Size of Tires. (Single.)	Diameter of Wheel and Carrying Capacity.						Speed miles per hour for rear Wheels.
	32"	34"	36"	38"	40"	42"	
2 inches,	585	595	625	660	690	720	20
2½ inches,	840	890	940	990	1,040	1,090	20
3 inches,	1,125	1,190	1,250	1,315	1,375	1,440	20
3½ inches,	1,415	1,490	1,565	1,640	1,715	1,790	18
4 inches,	1,690	1,780	1,875	1,970	2,065	2,155	16
5 inches,	2,250	2,375	2,500	2,825	2,750	2,875	14
6 inches,	2,815	2,970	3,125	3,285	3,440	3,595	12
7 inches,	3,375	3,565	3,750	3,940	4,125	4,315	10
(Double.)							
2 inches,	1,125	1,188	1,250	1,312	1,375	1,438	18
2½ inches,	1,575	1,775	1,875	1,975	2,075	2,175	18
3 inches,	2,250	2,375	2,500	2,625	2,750	2,875	16
3½ inches,	2,825	2,975	3,125	3,275	3,425	3,575	14
4 inches,	3,375	3,560	3,750	3,940	4,125	4,310	13
5 inches,	4,500	4,750	5,000	5,250	5,500	5,750	12
6 inches,	5,625	5,940	6,250	6,565	6,875	7,190	10
7 inches,	6,750	7,125	7,500	7,875	8,250	8,625	10

COMMISSIONER OF MOTOR VEHICLES.

SCHEDULE SHOWING ANNUAL FEE AND FEE IN SEPTEMBER BASED ON
GROSS WEIGHT.

<i>Gross Weight of C. M. V. and Carrying Capacity, Pounds.</i>	<i>Annual Fee.</i>	<i>Fee in September.</i>
4,000 or less,	\$15 00	\$7 50
4,000 to 5,000,	17 00	8 50
5,001 to 6,000,	19 00	9 50
6,001 to 7,000,	21 00	10 50
7,001 to 8,000,	23 00	11 50
8,001 to 9,000,	25 00	12 50
9,001 to 10,000,	27 00	13 50
10,001 to 11,000,	29 00	14 50
11,001 to 12,000,	31 00	15 50
12,001 to 13,000,	33 00	16 50
13,001 to 14,000,	35 00	17 50
14,001 to 15,000,	37 00	18 50
15,001 to 16,000,	39 00	19 50
16,001 to 17,000,	41 00	20 50
17,001 to 18,000,	43 00	21 50
18,001 to 19,000,	45 00	22 50
19,001 to 20,000,	47 00	23 50
20,001 to 21,000,	49 00	24 50
21,001 to 22,000,	51 00	25 50
22,001 to 23,000,	53 00	26 50
23,001 to 24,000,	55 00	27 50
24,001 to 25,000,	57 00	28 50
25,001 to 25,875,	59 00	29 50

(Signed), THOMAS J. WASSER,

Chairman,

GARWOOD FERGUSON,

JOHN J. ALBERTSON,

ALVIN B. FOX,

FRED. A. REIMER.

Secretary.