

EIGHTH 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 Thirteen*



UNION HILL, N. J.  
DISPATCH PRINTING COMPANY

1914

# Report

To the Legislature of the State of New Jersey:

GENTLEMEN—In pursuance of the provisions of Chapter 113 of the Laws of 1906, known as the Motor Vehicle Act, I take pleasure in herewith transmitting to the Legislature a report of the operations of the Department of Motor Vehicles for the year 1913 and recommendations for its improvement.

## Part I.

### FINANCIAL.

COLLECTION BY AGENTS—For the convenience of the public, the work of licensing is divided among agents established in different parts of New Jersey. The following table will indicate the manner in which this work is divided and the amount collected by each agent:

AGENCY.	COLLECTIONS.		COMMISSIONS.
<i>Asbury Park</i> —			
Chas. R. Zacharias .....		\$20,164.00	\$927.75
<i>Atlantic City</i> —			
W. Chandler Stewart ....		24,327.00	1,189.75
<i>Bernardsville</i> —			
Isaiah B. Bowers .....		1,488.75	75.50
<i>Bound Brook</i> —			
George R. Bolmer .....		2,433.50	128.50
<i>Bridgeton</i> —			
*W. L. Evans .....	\$182.50		\$8.25
B. Frank Edwards, Jr. ..	6,845.25	7,027.75	408.00
			416.25
<i>Camden</i> —			
Joseph H. Forsyth .....	17,287.50		194.47
A. C. Kraft .....	21,842.00	39,129.50	1,263.83
			†1,458.38

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AGENCY.	COLLECTIONS.	COMMISSIONS.
<i>Cape May</i> — Wm. L. Ewing .....	6,207.00	316.25
<i>Dover</i> — P. B. O'Leary .....	332.75	25.50
<i>Elizabeth</i> — *Stanley L. Reed .....	15,898.22	752.25
Martin F. Kenely .....	20.50	2.00
<i>Englewood</i> — George A. Bates .....	7,188.00	313.25
<i>Englishtown</i> — Charles R. English .....	2,834.75	155.75
<i>Flemington</i> — Samuel F. Case .....	2,753.25	144.25
<i>Freehold</i> — Augustus R. White .....	4,834.75	253.50
<i>Hackensack</i> — *William D. Newman .....	1,429.75	46.00
James J. Bertholf .....	17,100.50	828.50
<i>Hammonton</i> — W. S. Turner .....	1,811.50	96.50
<i>Jersey City</i> — *A. E. Kittredge .....	63,706.17	1,717.56
Peter J. Devine .....	274.25	226.66
<i>Keyport</i> — John J. Schanck .....	2,247.00	118.75
<i>Lakewood</i> — W. C. O'Leary .....	5,097.25	247.50
<i>Lambertville</i> — P. A. Cane .....	783.75	43.00
<i>Long Branch</i> — C. Dorman McFaddin ..	6,369.50	285.25
<i>Manasquan</i> — Howard Height .....	826.00	46.25
<i>Milville</i> — Mulford Ludlam .....	1,879.50	110.50
<i>Morristown</i> — Willis H. Dutton .....	24,186.68	1,166.25
	85.75	7.00
<i>Mount Holly</i> — Walter T. Stewart .....	9,028.50	455.75
<i>Newark</i> — John M. Rhodabek .....	126,654.34	†2,179.17

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AGENCY.	COLLECTIONS.	COMMISSIONS.
<i>New Brunswick</i> — Walter M. Williamson ..	9,716.75	474.00
<i>Newton</i> — A. B. Koyt .....	4,626.00	247.75
<i>New York</i> — Fred. Kuser .....	50,057.75	50,065.25
*Auto Club .....	7.50	1,892.25
		0.00
<i>Paterson</i> — Frank A. Pawelski .....	41,825.25	2,013.50
<i>Penns Grove</i> — Vandever S. Homan .....	1,534.50	81.25
<i>Perth Amboy</i> — John S. Taylor .....	2,132.25	107.00
Albert Bollschweiler .....	1,922.50	110.00
Max Gibian .....	3,428.00	175.25
<i>Philadelphia</i> — *G. Douglas Bartlett .....	3,401.50	111.50
James Lallou .....	560.25	17.00
<i>Phillipsburg</i> — *J. H. Adams .....	789.00	35.26
James VanBilliard .....	7,417.00	365.25
<i>Plainfield</i> — *F. L. C. Martin .....	588.00	23.50
Henry P. Vosseller .....	16,958.75	834.00
<i>Rahway</i> — James P. Boland .....	2.00	.25
<i>Red Bank</i> — Edward VonKattengell ..	9,772.25	466.25
<i>Salem</i> — Oakford W. Acton .....	5,346.25	299.50
<i>Sea Bright</i> — H. L. Zobel .....	5,874.75	246.75
<i>Somerville</i> — Henry Vanderveer .....	4,548.00	223.50
W. R. Sutphen .....	2,916.25	178.75
<i>Spring Lake</i> — Clark Clayton .....	7,004.50	306.75
<i>Sussex</i> — H. T. Havens .....	1,201.75	70.75
<i>Trenton</i> — *John L. Brock .....	28,265.25	1,409.50
Magnus Bredenk .....	21,070.75	422.89
	49,336.00	1,832.39

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AGENCY.	COLLECTIONS.		COMMISSIONS.
<i>Vineland</i> —			
Frederick A. Bugbee . . . .	4,000.50		231.25
<i>Washington, D. C.</i> —			
Leroy Mark . . . . .		13.50	
<i>Woodbury</i> —			
Thomas Hutchinson . . . .	7,032.00	7,032.00	383.50
		<u>\$638,132.91</u>	<u>\$24,460.58</u>

† Includes payment for December 15 to 30, 1912.

\* Commission as Agent has terminated.

## FEES OF AGENTS.

These agents are paid, in accordance with the statute, a commission of twenty-five cents for each license issued, with the exception of the large agencies, which are paid on a fixed fee basis, for the reason that the twenty-five cents per license would make their compensation too large, and would increase the expenses of the state out of proportion to the work accomplished.

From the above table, it will be observed that the agents at New York, Morristown, Paterson and Atlantic City have transacted a very large bulk of business for the year. In the interests of economy, these agencies for the year 1914 will be paid a fixed fee.

The following table will show a comparison of the amount paid these agents during the year 1913 and the amount which will be paid in 1914.

AGENCY	FEE, 1913	FEE, 1914
New York . . . . .	\$1,892.25	\$1,500
Morristown . . . . .	1,173.25	900
Paterson . . . . .	2,013.50	1,500
Atlantic City . . . . .	1,189.75	900
Total . . . . .	<u>\$6,268.75</u>	<u>\$4,800</u>

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## AMOUNT SAVED.

Under this ruling, the state will save, taking the 1913 figures as a basis, \$1,468.95.

If a twenty per cent increase is added for the normal increase in the business for 1914, \$2,722 will be saved.

On the other hand, the business at the Camden agency has so far increased that for the year 1914, an increase of two hundred dollars per annum will be allowed to this agent.

The Commissioner is of the opinion that with the increase in the receipts of the department, fewer agencies should be paid upon the twenty-five cents commission basis, and that a fixed fee should be established in order that the work be more economically administered. In fact, it would be wise to eliminate entirely from our statutes the payment of a fee on a per license basis.

## DEPOSIT OF FUNDS BY AGENTS.

Each agent is required to deposit immediately all funds collected by him in a bank in the place where the agency is established. These accounts are all opened in the name of the Department of Motor Vehicles, and the funds collected are required to be deposited daily. Such funds are not subject to the draft or check of the agent, and can only be drawn by draft executed at the main office and signed by the Commissioner.

## DRAFTING OF FUNDS.

In this way, no funds are permitted to remain for more than one day in the hands of any agent, thus lessening the possibility of embezzlement or misuse of state funds held for the credit of the department. The banks in which such funds are deposited are designated by the Commissioner, and it is the policy of the Commissioner to designate, especially in the smaller communities, the largest and apparently strongest bank in that community. Funds so deposited are drawn by the department and credited to the general department account at least twice a month, and with the larger agencies, each week or oftener, thus preventing accumulation of large balances in local banks and reducing the possibility of loss through bank failure.

The schedule adopted by the Commissioner for the return of reports from agencies is as follows:

AGENCY	Report to the nearest Weekday of the month			
Newark	5	12	19	26
Jersey City	6	13	20	27
New York	7	14	21	28
Paterson	8	15	22	29
Camden	9	16	23	30
Morristown	11	18	25	2
Central Office	12	19	26	3
Hackensack	13	20	27	4
Atlantic City	14	21	28	5
Plainfield	15	22	29	6
Elizabeth	16	23	30	7
Asbury Park	17	24	1	8
New Brunswick	18		2	
Mount Holly	19		3	
Red Bank	20		4	
Somerville	21		5	
Englewood	22		6	
Bridgeton	23		7	
Phillipsburg	24		8	
Salem	25		9	
Freehold	26		10	
Lakewood	27		11	
Cape May	28		12	
Spring Lake	29		13	
Newton	30		14	
Sea Bright	1		15	
Long Branch	2		16	
Vineland	3		17	
Perth Amboy (B)	4		18	
Perth Amboy (G)	5		19	
Flemington	6		20	
Bound Brook	7		21	
Englishtown	8		22	
Hammonton	10		24	
Keyport	10		24	
Millville	11		25	
Philadelphia	12		26	
Penns Grove	13		27	
Bernardsville	14		28	
Sussex	15		29	
Lambertville	16		30	
Manasquan	17		1	
Woodbury	18		2	
Dover	19		3	
Rahway	9		23	

## BANK BALANCES.

At the close of business December 31, 1913, the following balances were in the hands of banks to the credit of the Department of Motor Vehicles:

AGENCY	BANK	BALANCE
Asbury Park	Asbury Park & Ocean Grove Bank, Asbury Park, N. J.	\$ 700.50
Atlantic City	Guarantee Trust Company, Atlantic City, N. J.	718.50
Bernardsville	Bernardsville National Bank, Bernardsville, N. J.	
Bound Brook	First National Bank, Bound Brook, N. J.	
Bridgeton	Bridgeton National Bank, Bridgeton, N. J.	
Camden	Security Trust Company, Camden, N. J.	7,324.50
Cape May	The Merchants National Bank, Cape May, N. J.	759.00
Dover	National Union Bank, Dover, N. J.	249.00
Elizabeth	Union County Trust Company, Elizabeth, N. J.	1,131.00
Englewood	Palisades Trust Guaranty Co., Englewood, N. J.	312.50
Englishtown	The First National Bank, Englishtown, N. J.	282.00
Flemington	Flemington National Bank, Flemington, N. J.	175.00
Freehold	First National Bank, Freehold, N. J.	197.50
Hackensack	People's National Bank, Hackensack, N. J.	
Hammonton	Hammonton Trust Co., Hammonton, N. J.	
Jersey City	Commercial Trust Co. of N. J., Jersey City, N. J.	6,120.29
Keyport	The People's National Bank, Keyport, N. J.	
Lakewood	Lakewood Trust Company, Lakewood, N. J.	345.25
Lambertville	Lambertville National Bank, Lambertville, N. J.	
Long Branch	The Citizens' National Bank, Long Branch, N. J.	
Manasquan	Manasquan National Bank, Manasquan, N. J.	154.00
Millville	Millville National Bank, Millville, N. J.	
Morristown	National Iron Bank of Morristown	2,210.45
Mount Holly	Union National Bank, Mount Holly, N. J.	1,336.00
Newark	National Newark Banking Co., Newark, N. J.	13,969.14
New Brunswick	National Bank of New Jersey, New Brunswick, N. J.	1,281.75
Newton	Newton Trust Co., Newton, N. J.	267.00
New York	Astor Trust Company, New York City	12,623.35
Paterson	German American Trust Co., Paterson, N. J.	4,098.75
Penns Grove	Penns Grove National Bank, Penns Grove, N. J.	57.00
Perth Amboy	First National Bank, Perth Amboy, N. J.	510.00
Perth Amboy	First National Bank, Perth Amboy, N. J.	
Philadelphia	Franklin National Bank, Philadelphia	169.50
Phillipsburg	Second National Bank, Phillipsburg, N. J.	1,274.75
Plainfield	The State Trust Company, Plainfield, N. J.	1,613.95
Rahway	Rahway National Bank, Rahway, N. J.	302.00
Red Bank	The First National Bank, Red Bank, N. J.	398.00
Salem	The Salem National Banking Co., Salem, N. J.	1,265.50
Sea Bright	The Citizens National Bank, Long Branch, N. J.	
Somerville	First National Bank, Somerville, N. J.	436.50
Spring Lake	First National Bank, Spring Lake, N. J.	
Sussex	Farmers National Bank, Sussex, N. J.	124.00
Trenton	Mechanics National Bank, Trenton, N. J.	11,929.00
Vineland	Vineland Trust Company, Vineland, N. J.	
Woodbury	Woodbury Trust Company, Woodbury, N. J.	446.00

\$72,781.68

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## REMITTANCES TO STATE TREASURER.

The balances above represent the 1914 business done by agents since December 15, as all 1913 business has been returned to the main office and remitted to the State Treasurer as follows:

MONTH	COLLECTIONS	FEES	BALANCE TO STATE TREASURER
January	\$167,600.34	\$ 4,084.76	\$163,515.58
February	138,188.19	4,224.87	133,963.32
March	76,502.39	2,927.58	73,574.84
April	59,142.57	2,522.37	56,620.20
May	52,768.75	2,023.02	50,745.73
June	46,295.04	1,781.21	44,513.83
July	48,510.85	2,026.60	46,484.25
August	26,840.61	996.48	25,844.13
September	18,055.98	1,270.56	16,785.42
October	11,794.69	899.92	10,894.77
November	1,243.10	302.65	940.45
December	9,394.28	898.66	8,495.62
	5,109.52	944.56	4,164.96
	\$661,446.31	\$24,903.24	\$636,543.07

The following is a statement by months of the business done for the year 1912:

MONTH	COLLECTIONS	FEES	BALANCE TO STATE TREASURER
January	\$ 44,159.57	\$ 2,624.32	\$ 41,535.25
February	64,707.11	2,223.96	62,483.15
March	44,454.50	2,072.40	42,382.10
April	88,450.01	3,964.05	84,485.96
May	51,140.00	2,623.70	48,516.30
June	29,675.72	1,350.65	28,325.07
July	64,042.99	2,708.78	61,334.21
August	43,879.48	2,081.86	41,797.62
September	30,420.95	1,603.02	28,817.93
October	14,176.87	882.49	13,294.38
November	9,388.70	711.92	8,676.78
December	9,805.95	948.20	8,857.75
	2,351.50	310.89	2,040.61
	\$496,653.35	\$24,106.24	\$472,547.11

A comparison of these reports shows a vast increase in the total collections, while there has been an increase in the fees of only \$797 for the year.

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## RETURNS FROM FINES.

During the year 1913, \$21,285.31 was turned over to the Department in fines collected in violation of the motor vehicle act, as against \$15,356.00 for the year 1912, showing an increase of \$5,929.31, or about 38% over 1912.

The great bulk of the increase from this source is due to the increased activity of our inspectors. The following table shows the collection of fines by the month:

MONTH	FINES, 1913	FINES, 1912
January	\$ 589.75	\$ 1,499.00
February	354.50	570.00
March	390.00	1,250.50
April	679.86	375.00
May	749.90	95.00
June	1,952.55	1,352.75
July	4,308.35	2,895.40
August	4,890.00	2,541.00
September	3,091.15	1,603.35
October	1,532.00	1,175.00
November	1,641.65	1,436.00
December	1,105.60	563.00
	\$21,285.31	\$15,356.00

## NUMBER OF LICENSES.

With the increase in the inspection force, it will be possible to largely increase this source of revenue for the year 1914. From the following table, it will be possible to see the percentage of increase in the number of motor vehicle licenses over the year 1912.

ITEM	1912	1913	PERCENTAGE OF INCREASE
Registration			
(Automobiles)	43,919	49,588	13%
(Motor Cycles)	6,188	8,419	35%
Drivers' Licenses	51,145	55,246	8%

## COMPARISON OF LICENSES ISSUED.

The following table shows the number of licenses issued by months as compared with 1912:

## MOTOR VEHICLES REPORT.

	Automobiles		Motor Cycles		1st Class Drivers		2d Class Drivers	
	1912	1913	1912	1913	1912	1913	1912	1913
January	4,308		256		2,785		1,376	
February	6,243	12,176	211	719	3,235	8,855	2,623	4,909
March	4,286	10,546	332	1,080	3,167	8,182	1,740	3,694
April	8,462	5,936	890	1,666	6,447	5,055	3,609	1,662
May	4,520	4,490	868	1,251	4,022	3,838	1,672	1,245
June	2,452	3,970	601	1,076	2,290	2,890	863	1,266
July	4,728	3,276	1,200	746	4,220	2,118	1,772	1,191
August	2,856	3,149	709	745	2,929	2,321	1,330	1,249
September	1,893	1,510	567	454	2,152	1,482	876	657
October	1,249	1,436	267	327	1,164	1,383	371	486
November	922	1,128	167	177	855	921	292	330
December	933	925	103	133	922	792	215	168
Mfg. Licenses	204	414	17	45	182	446	36	106
Blanket Licenses	857	652						
	6	4						
	43,919	49,548	6,188	8,419	34,370	38,283	16,775	16,963

## SURPLUS IN LOST MARKER ACCOUNT.

Through the fact that the department secured a very reasonable figure in its contract with the manufacturer of tags for the manufacture of duplicate markers, it was possible to turn over to the State Treasurer from the lost marker account \$1,188.13. This is the first time in the history of the department that such a balance has accrued in this account.

## PERCENTAGE OF INCREASE IN REVENUE.

From all sources the department has collected \$661,446.31 for the year 1913, as against \$496,653.35 for the year 1912, showing an increase of 33% in the total receipts of the department.

## FINANCIAL MANAGEMENT.

The management of the department has been economical. It is a department that from its very nature cannot decrease in its expenditures. Each year shows an average increase of about twenty per cent in its business, entailing, of course, an increased expenditure for such items as printing, stationery, tags and salaries.

The increase in the number of inspectors granted by the Legislature will mean an increase in the revenue of the department more

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than sufficient to meet the necessary increase in the salary account, and at the same time insuring safer traffic conditions on our roads. The funds appropriated for the maintenance of the Department are only nine per cent of the department revenue,—a lower percentage than is shown by any other state in the East.

## PROTECTION AGAINST LOSS.

During the past year stricter methods of audit have been established at the main office as a check upon the work of agents. The auditor has visited from time to time all agents, and has inaugurated a comprehensive system of checking their business, removing further the possibility of irregularity in dealing with the funds handled by such agents. To insure absolute safety against loss to the state, the department has bonded all agents as follows:

Name of Agent.	Amount of Bond.
Charles R. Zacharias	\$1,500
W. Chandler Stewart	500
Isaiah B. Bowers	500
George R. Bolmer	500
B. Frank Edwards, Jr.	500
A. C. Kraft	1,500
Wm. L. Ewing	500
P. B. O'Leary	500
Martin Kenely	500
George Bates	500
Charles R. English	500
Samuel F. Case	500
Augustus R. White	500
James J. Bertholf	500
Peter J. Devine	2,000
John J. Schanck	500
W. C. O'Leary	500
P. A. Cane	500
C. Dorman McFaddin	500
Howard Height	500
Mulford Ludlam	500
Frank McGoldrick	500
Walter T. Stewart	500
John M. Rhodabeck	2,000
Walter M. Williamson	500
A. B. Koyt	500
Fred. Kuser	1,500
Frank A. Pawelski	1,500
Vandever S. Homan	500
Clarence A. Sexton	500
Max Gibian	500
James Lallou	500
James VanBilliard	500

Name of Agent.	Amount of Bond.
Henry P. Vosseller .....	500
James P. Boland .....	500
Edward VonKattengell .....	500
Oakford W. Acton .....	500
H. L. Zobel .....	500
W. R. Sutphen .....	500
Clark Clayton .....	500
H. T. Havens .....	500
Magnus Bredenbeck .....	2,000
Frederick Bugbee .....	500
Thomas Hutchinson .....	500
Wilson S. Turner .....	500

The amount of each bond of the above agents has been determined by the Commissioner on the basis of the volume of business handled by them, making such bond double the amount of money that any agent can possibly handle under the rules of the department in any one day.

At the main office, reports are subject to a double check, and all drafts and checks drawn in the collection of funds from agents must pass through the hands of at least two duly constituted employees of the office before being signed by the Commissioner.

#### FINANCIAL STATEMENT.

At the close of business on December 31, 1913, the financial statement of the Department is as follows:

#### TRIAL BALANCE.

December 31, 1913.

Paid State Treasurer:	
From Nov. 1, 1912, to Dec. 31, 1912 .....	\$10,898.36
From Jan. 1, 1913, to Dec. 31, 1913 .....	632,378.11
	<u>\$643,276.47</u>
Cash on hand Dec. 31, 1913 .....	4,164.96
Commissions of Agents .....	24,460.58
Notary Fees, etc. ....	81.00
	<u>24,541.58</u>
Due from Banks .....	72,781.68
	<u>\$744,764.69</u>
Agents' Bank Balances .....	\$ 72,781.68
Collections from Nov. 1, 1912, to Dec. 31, 1912 .....	10,898.61
Collections from Jan. 1, 1913, to Dec. 31, 1913 .....	661,084.40
	<u>\$744,764.69</u>

#### DETAILS AND CHARACTER OF COLLECTIONS—1913.

Character.	No. Items.	Totals.	Amount.
Registrations—1st class, full rate .....	1,846		\$8,511.75
Registrations—1st class, half rate .....	91	1,937	
Registrations—2d class, full rate .....	31,416		245,077.50
Registrations—2d class, half rate .....	2,522	33,938	
Registrations—3d class, full rate .....	12,137		188,655.00
Registrations—3d class, half rate .....	880	13,017	
Revenue from trucks in excess of 4,000 lbs. (1,772 trucks) .....			17,720.00
Manufacturers—3 set, full rate .....	558		8,400.00
Manufacturers—3 set, half rate .....	4	562	
Manufacturers—5 set, \$9-1 at \$10.....		90	2,235.00
"Blanket" Licenses—4 .....		4	400.00
Motor cycles .....		8,419	16,838.00
		<u>57,967</u>	
Registration Transfers .....		3,072	3,072.00
Duplicate Registration Cards .....		205	205.00
Loan Tags .....			1,188.13
Drivers' Licenses—1st class .....	38,283		76,566.00
Drivers' Licenses—2d class .....	16,963	55,246	67,852.00
Drivers' Licenses Increased .....		1,018	2,036.00
Duplicate Cards .....		369	369.00
Interest on Deposits—Agents' Accounts ..			151.16
Interest on Deposits—General Accounts..			522.55
Fines for Violations of Laws .....			21,285.31
			<u>\$661,084.40</u>

#### RECAPITULATION.

The following statement will show a recapitulation of the percentage of increase:

Percentage of increase in number of car registrations over 1912 .....	13%
Percentage of increase in number of motor cycle registrations over 1912..	35%
Percentage of increase in number of drivers' licenses over 1912 .....	8%
Percentage of increase in revenue over 1912 .....	33%

## Part II.

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### REGULATION.

Upon the direction of the inspection force and the co-operation of the local authorities depends the regulation of motor vehicle traffic.

#### TRAFFIC REGULATION.

During the year 1913, the inspection work was divided into two classes: traffic regulation and the inspection of licenses. Inspectors were under continual detail on the main highways of the state. While during most of 1913 the department had only eight inspectors, it was possible to regulate traffic on all the main highways, although such regulation could not be continuous, owing to the necessity of transferring inspectors from one part of the state to another.

During the summer months, inspectors constantly patrolled the main highways to the seashore and mountain resorts with excellent results.

#### CO-OPERATION OF LOCAL AUTHORITIES.

In 1914, with the increased force of men, it will be possible to make a much more scientific system of traffic regulation. The department has gained the co-operation of the authorities in a number of local communities in its efforts to establish uniform regulation. Arrangements are now being perfected, whereby in every large municipality, during the coming year, special details will be made of men by the local authorities to take up the work of traffic regulation. In this way, there will be no portion of New Jersey which will not be proceeding in exact accord in this particular with the other parts of the state.

## LICENSE INVESTIGATION.

The inspectors detailed to investigate infringements of the license laws, such as improperly licensed cars and drivers, and violations of the touring privilege, have, during the summer months, increased the revenue of the department at least one hundred dollars a day for each inspector so detailed.

Practical systems of checking out of state cars have been adopted, and systematic investigations of garages have been undertaken.

In order to compel the taking out of drivers' licenses, frequent road inspections have been made by our inspectors in different portions of the state.

## INSTRUCTING LOCAL AUTHORITIES.

Many requests for assistance from local communities have been taken up by the department, and inspectors have been detailed to these communities for the purpose of instructing the local authorities in the proper methods of traffic regulation.

## USE OF SUMMONSES.

The act of 1913 allowing the serving of summons without the formality of a complaint or warrant has been found most effective, and has inured to the comfort of motorists, many of whom were arrested for minor violations and were entitled to better treatment than would be accorded the average law breaker.

## NUMBER OF CASES INVESTIGATED.

During the year 1913, 8,306 cases of alleged violations have been reported to the department by inspectors, private individuals, the public press and local authorities. Many of these cases were minor violations and were disposed of by admonitory letters. Others were referred to inspectors for investigation and still others resulted in hearings before the Commissioner.

## TRIALS.

There were 423 cases brought to formal trial before the Commissioner, which resulted in either revocation of license, suspension of license, probationary action or dismissal.

In addition to these, the Commissioner personally supervised the disposal of all the 8,306 cases reported.

## REVOCATIONS, SUSPENSIONS, REINSTATEMENTS.

Eighty-five licenses were revoked, 38 of which were summarily revoked by the Commissioner, and 43 were revoked after trial; 2 licenses were suspended pending the outcome of criminal proceedings, and 2 licenses were revoked by the local judges and sustained by the Commissioner.

Thirty-one licenses were reinstated after a period of time, which in the judgment of the Commissioner was sufficient to provide proper punishment for the offenses charged, or on the recommendation of the prosecutor or committing magistrate when the cases were heard by other tribunals.

Probationary action was taken in 102 cases after hearing.

The Commissioner has adopted a rule that no license will be restored in cases where the prosecution is in the hands of local authorities, without the recommendation of the local judge or prosecuting attorney.

In cases where accidents have resulted in death, it is the custom to suspend a license of such driver pending the outcome of any criminal action, provided the inspector detailed to investigate the case reports that there was any fault whatsoever on the part of the driver.

Licenses revoked by local magistrates—which as a practice is discouraged by the department—are not restored without the recommendation of the judge making such revocation. Two such licenses were revoked during the year 1913.

## SUSPENSION OF RECIPROCITY.

The reciprocity privilege has been suspended in three cases, one of which was restored after hearing. It is the policy in dealing with drivers from out of the state to bring them before a magistrate rather than to suspend the privilege.

## TRIAL DAY.

The Commissioner has set aside Wednesday as trial day, and dur-

ing the summer months there are rarely less than twenty-five or thirty cases to be heard on revocation proceedings.

Sitting as a magistrate, the Commissioner has heard forty-seven cases brought before him on summons. Seventeen of these cases resulted in fines; thirty in suspended sentence.

#### POLICY IN TRIALS.

It is the policy of the Commissioner to deal with these cases informally when on revocation proceedings, deeming this the best method of arriving at an understanding as to whether the driver should lose his license or not. It is the experience of the department that fear of revocation is the best means of compelling observance of the law, and that it is far more effective in compelling proper traffic regulations than summary arrest and roadside tribunals. In addition to this, the inspectors have prosecuted a number of cases in local courts.

#### EXAMINATIONS.

Up to May of 1913, the provision in the motor vehicle act requiring the examination of drivers was practically a dead letter, the only examination being conducted by agents and of a perfunctory character, affording no real guide as to the qualifications of the applicant.

In May, 1913, the Commissioner ruled that no person who was not licensed during the preceding year should receive a driver's license without first subjecting himself to a practical examination. The Chief Inspector was detailed in charge of examinations, and a schedule of such work was established as follows:

#### SUMMER SCHEDULE.

##### EACH MONTH.

First, Second and Third Monday in Newark.  
First and Third Wednesday in Camden and Trenton.  
First and Third Friday in Asbury Park.  
Fourth Monday in Morristown.  
Second and Fourth Wednesday in Paterson.  
Second and Fourth Friday in Atlantic City.  
First and Second Saturday in Jersey City.

The above schedule expired on October first, and on that date the winter schedule was adopted as follows:

#### WINTER SCHEDULE.

##### EACH MONTH.

Every Monday in Newark.  
Every Wednesday in Trenton.  
First Friday in Asbury Park and Atlantic City.  
Second and Fourth Fridays in Paterson and Camden.  
Third Friday in Bridgeton.  
First and Third Saturdays in Morristown.

Arrangements were perfected with the municipal authorities in each of the above cities for the use of their city halls free of charge, at which such examinations could be conducted.

Every applicant for license reported at one of the above points and was required to demonstrate his ability as a driver. The test is conducted by an inspector sitting beside the driver, the driver being required to perform the ordinary acts which every driver of a motor vehicle must perform in order to operate properly his car. If the applicant passes the road test, he is given a written examination consisting of about eight questions dealing with elementary construction of motor vehicles, road rules and motor vehicle laws. The results of this test are amazing. During the first weeks of its operation about thirty per cent of all applicants were refused license, proving that under the old system the state was giving licenses to persons who could not handle a machine under the most favorable conditions. The percentage of rejections has dropped to about fifteen per cent. and few now apply for licenses without first having learned how to operate a car.

The following table will show the work of this branch of the department:

Month.	Number Passed.	Number Rejected.
May .....	715	137
June .....	1,759	253
July .....	1,874	263
August .....	1,239	242
September .....	1,299	220
October .....	1,156	143
November .....	843	120
December .....	518	75
	<hr/> 9,403	<hr/> 1,453

New Jersey has the unique distinction of being the only state in the Union whose license is accepted by the State of Massachusetts in lieu of their examination. This privilege was granted by the State of Massachusetts after the authorities of that state had inspected our system of examinations.

In several other states similar examinations have proved a source of illicit revenue to the examiners, and scandals have been the result in such departments. In order to eliminate the possibility of such a danger in New Jersey the department has from time to time employed operatives from private detective agencies for the purpose of inspecting our examinations. This fact is known to our inspectors, and while it is believed that no employee of the department would be open to bribe, it has served as a means of absolute check upon favoritism in the work of examining applicants for drivers' licenses. The department is convinced that this examination has greatly improved traffic conditions in New Jersey, and has resulted in great saving of life and property.

## Part III.

### DEPARTMENT POLICY.

#### GENERAL.

The department does not believe that it is constituted alone for the purpose of licensing and regulating motor vehicles, but to protect the safety of motorists on the highways as well. The department has sought to occupy an unprejudiced position as between the conflicting demands of organized motor vehicle associations and the associations whose policy has been against the demands of the motorists.

In strict and impartial regulation rests the solution of the problem, and in this work the department desires the co-operation of the motorists as well as of the general public. There should be no organized opposition to the motorists, nor should there be any organized opposition on the part of motorists to the reasonable demands of the general public. The motor vehicle has passed the stage where there should be any question involved as to its use, and co-operation between the public and the motorists is the best way in which to insure the safety of our roads and establish a unity of interests in the protection of life and property.

#### LIBERAL CONSTRUCTION.

The laws governing motor vehicles are hardly beyond the formative period, through which every important problem must pass before a scientific law is evolved.

Such a situation entails the continued occurrence of problems which do not seem to be covered by the present motor vehicle act, and require that a liberal construction often be placed upon its provisions by those charged with its enforcement.

## CO-OPERATION BETWEEN DEPARTMENTS.

The department has appreciated that with its inspection force, it could be of great service in investigating those matters which are of a kindred nature to motor vehicle work, and which would inure to safety upon the public highway.

In furtherance of this policy, our inspectors have made very extensive investigation of grade crossings upon traveled highways, for the purpose of assisting the Public Utility Board in compelling the placing of proper protection by railroads at these crossings.

Motor vehicles have figured in a number of very serious accidents at grade crossings during the past year, so serious as to demand immediate and comprehensive action from the authorities having charge of this work, by compelling the Railroads to surround each crossing with every protection possible.

The department has forwarded to the Public Utility Board reports on a number of important grade crossings in the state, and is glad to acknowledge the active and energetic support accorded this work by the Public Utility Board.

## RELATIONS WITH STATES.

During the past year, the department has perfected relations with a number of motor vehicle departments of other states, so that reports made by our inspectors concerning any violations by the holders of licenses issued by other states can be forwarded to the department issuing the license, where action will be taken.

This arrangement has been made reciprocal, with the result that we receive the reports of these states concerning any infractions caused by holders of our own licenses. In a number of cases summary action has been taken. In this way, we have endeavored to perfect a continuous system of regulation, so that at all times a license will be subject to the summary control of the department issuing same.

Owing to the defects of the New York law, it has been impossible for us to establish such a relation with the New York authorities, which has acted as a very serious handicap to the proper regulation of motor vehicles from that state.

## LOCAL AUTHORITIES.

The department issued to all police departments of the state the following letter:

"To the Police Departments of the Various Municipalities of this State:  
"Under section 113, of the Session Laws of 1906, the Commissioner of Motor Vehicles is given the following power:

"Said Commissioner shall be empowered to communicate with the police departments and peace officers of the State for the purpose of and with the object of the proper enforcement of this act."

Pursuant to this provision of the statute, the Department of Motor Vehicles hereby asks the co-operation of your department in the work of regulating traffic and especially in preventing violations of the speed laws.

The great increase in motor vehicles during the past few years has made it increasingly important that local authorities should co-operate with the State Department in properly regulating motor vehicle traffic. It is manifestly clear that the State Department, without the co-operation of the local authorities, must be powerless to handle so large a problem.

During this season of the year when motor vehicle travel is heaviest, the various communities are repeatedly shocked by the recurrence of dangerous accidents, both to property and to life. There seems, therefore, to be only one method of ending this condition, and that is by concerted action on the part of all branches of the State, county, or local governments charged with the enforcement of the law.

Your department is asked to co-operate in this work, and the Department of Motor Vehicles submits for your consideration the following course of action:

FIRST. That speed traps be established on the various thoroughfares of travel in your county.

SECOND. That all minor infractions of the law, such as the use of the muffler cut-out, swinging registration numbers, improper lighting of markers, etc., be reported to the Commissioner of Motor Vehicles at Trenton, by taking the registration number.

THIRD. That all cases of serious violations of the motor vehicle law resulting in arrests be reported to the Motor Vehicle Department, in order that revocation of license may be undertaken by the Commissioner.

FOURTH. That your department make free use of the facilities of the Motor Vehicle Department and that you notify the Commissioner of Motor Vehicles from time to time when you need the assistance of an inspector from the Motor Vehicle Department.

The inspectors of the Motor Vehicle Department are at all times subject to the call of the local authorities, and stand ready to give your officers instructions as to the best methods of proceeding in cases of motor vehicle violations.

If the suggestions made above be followed by departments throughout New Jersey, there would seem to be no good reason why speeding and other sources of danger to life and property should not be quickly terminated.

The department recommends that local authorities, in dealing with such cases, use practical judgment, and that nothing be done which can be construed by motor vehicle operators as persecution.

In enforcing the speed laws, for instance, the department would recommend that machines which do not violate in a flagrant manner be subject only to repre-

mand, and that arrests or summons be not resorted to except in cases of flagrant violations of the law.

In dealing with drivers of cars bearing licenses from other states, which for any reason cannot be summarily arrested, the department recommends that the number of such cars be sent to the Commissioner of Motor Vehicles, together with a statement of the nature of the violation, in order that the Commissioner may take up the question of suspension of the reciprocity privilege against such machine.

The department would be very glad to enter into correspondence with your department concerning any phase of this work. We confidently believe that through co-operation, both life and property can be better protected in New Jersey.

Respectfully submitted,

(Signed) JOB H. LIPPINCOTT,  
Commissioner of Motor Vehicles."

The object of this letter was to bring the local authorities into closer relationship with the work of the state department. The result has been partially successful, and the department hopes by a continuation of this policy to establish uniform methods of regulating traffic throughout the length and breadth of the State of New Jersey.

#### EQUIPMENT OF INSPECTORS.

Every inspector is equipped with a copy of the motor vehicle act, order book containing numbered slips on which are written the instructions of the department, summons book, a police whistle, a stop watch, department badge and manual of the Department.

From the months of May to October the inspectors will be uniformed. The inspection force has grown so large that it is necessary to create a service in order that each inspector may feel that he has a uniform which will make his action known to the public. The uniform will serve the purpose of automatic regulation of road traffic, as well as preventing the inspector from shirking his work when detailed to isolated districts, as he would at all times feel that whatever he does will be known to somebody familiar with his uniform.

Appreciating that the work of the inspectors is largely detective, and that often justice would be defeated by a conspicuous uniform, the department has adopted a neat uniform not calculated to attract wide attention. Inspectors will not wear a uniform in winter, and at other times will often be detailed in plain clothes.

A number of inspectors who own their own cars have turned them over to state service. Other inspectors should be equipped with a mode of conveyance. The motor cycle is not practical for this work. The Department recommends the purchase of high-powered runabouts.

#### AGENTS.

With the increased business in the department, the Commissioner has reduced the compensation of agents in a number of instances to a fixed fee, instead of allowing a deduction of twenty-five cents for each license. This has been done in the interests of economy, and in order that the cost of maintaining these agencies should be reduced to a minimum.

Many agents are of necessity engaged in other business, as the department cannot afford to pay in commission enough to retain the services of each agent exclusive of other work, nor would such a system be desirable were it financially possible, as agencies are constituted for the convenience of the public, and in many instances the amount of work done during the year does not demand exclusive attention.

This condition has made it necessary that the department adopt drastic rules in reference to the separation of the work of licensing by agents from their other business, and rules have been adopted prohibiting agents from in any wise soliciting or drawing attention to their private business in dealing with the customers of the Motor Vehicle Department. In several instances, it has been necessary to administer severe reprimands to agents and even to make removals. The department, however, believes that this condition has been entirely corrected, and that there will be no further cause for complaint in this particular.

The agents are subject to rigid supervision by our department Auditor.

#### CHAUFFEURS' BADGES.

A number of states require that all chauffeurs be equipped with a badge, the number of which will appear upon their driver's certificate.

New Jersey has no such requirement, nor is there any need that such requirement be enacted by the Legislature. The department has, however, procured a small supply of these badges which can be obtained by motorists on payment of fifty cents, in order that they may be used by New Jersey motorists in touring in other states where such badges are required, as very frequently chauffeurs are subject to much inconvenience owing to the interference of authorities from other states, who are under the impression that a driver without a badge is not licensed. These chauffeurs' badges can be obtained only on application to the main office at Trenton.

#### LICENSING PERSONS UNDER SIXTEEN YEARS OF AGE.

Under the law passed by the last legislature, the Commissioner is responsible for the licensing of all persons under the age of eighteen and over the age of sixteen.

In carrying out the provisions of this act, the Commissioner has required that all such applicants appear in person at his office on Wednesday of each week and submit themselves to an examination under his direction. Especial care has been given by the Commissioner to the physical ability of such applicants to operate a car properly, and also the kind of car which they will operate if licensed. A number of undersized or otherwise incapable applicants have been refused.

#### STOLEN CARS.

There would appear to be a system informally organized in the cities of New York and Philadelphia, for the purpose of stealing and disposing of automobiles. The ramifications of this system have extended into the State of New Jersey, and at the present time some of our best men are engaged in a comprehensive investigation of this matter. With the co-operation of the authorities of New York City, it is believed that this gang of automobile thieves can be completely broken up, and what is more important, that the receivers of stolen goods—a number of whom we have reason to believe are located in New Jersey—will be forever retired from business, prosecuted and sent to State Prison.

#### AUTOMOBILE LISTS.

The department has perfected an arrangement with a concern which makes a specialty of compiling and selling automobile lists to receive from such concern free of charge, the lists of registrations from states which are needed in the police work in New Jersey. These lists will be placed by the department in the hands of the Jersey City, Newark and Camden police, in order that they may afford a ready reference of the name and address of the owner, and description of machine.

In addition to this, lists will be sent out to the above police authorities, giving the name and address of the owners, and description of machines licensed in New Jersey.

While this information can be gained by communication with this office, it is often important during the night that the police be informed of the identity of the owner of a car, and as the police departments in the above cities are open all night, it has been deemed wise to place these lists as above.

#### CONTRACT FOR TAGS.

The contract for motor vehicle markers has been awarded to the Quayle Enamel Company of Albany, who were the lowest bidders.

Their bid on fifty thousand pairs of automobile markers, and on eight hundred sets of manufacturer's markers and on five hundred pairs of o numbers, averages about twenty-seven cents a pair for automobile markers, about forty cents for manufacturer's tags, and twenty-three cents for the o numbers.

This contract is somewhat lower than the contract awarded last year, and will mean a saving to the state of some thousands of dollars when figuring the average of cost per pair of markers for 1913.

The motor cycle markers were not included in this contract, for the reason that this company does not do the character of work which has been adopted by the Commissioner. Enameled motor cycle markers have been found to be unsatisfactory, for the reason that in placing same on the motor cycle, it has been found that the tag was not large enough to retain the enamel when slightly bent or when clamped by any system of bracket.

For the year 1914 the Commissioner has adopted a lithographed process on 20 gauge steel for motor cycle markers. This marker can be readily bent and is almost as durable against the weather as the enamel marker. The cost of these markers is eleven cents each. The color for the motor vehicle marker is vermilion background with white letters. The color for the motor cycle marker is white background with blue letters.

#### NEWSPAPER CLIPPINGS.

The department has established, under the chief inspector, the work of carefully scrutinizing all reports of accidents made through the public press and for keeping all clippings pertaining to automobile accidents within New Jersey. Many of these clippings are sent to inspectors for special investigation, and in a number of instances have resulted in bringing to the attention of the department serious accidents of which, under our laws, we could have been informed in no other way.

#### ORDER BOOK AND REPORTS.

With the increase in the number of inspectors, a systematic method of issuing orders has been established at the main office. Each inspector is equipped with an order book, and all orders are sent out on numbered sheets, copy of which numbered sheets is kept at the main office, and every report made under such order must be accompanied by the original numbered sheet sent to the inspector. In this way, all matters referred to inspectors in distant parts of the state can be traced at any moment by the department, and in this way inspectors are under strict supervision from the central office.

In carrying out this system the Chief Inspector is required to prepare each week a schedule showing the exact location of each inspector during all parts of each day of the week.

This is further verified by the daily report blanks sent by each Inspector noting his expenses and the place where working.

The reports of such work and of all cases under investigation are made on a uniform sheet.

#### MANUAL.

For the year 1914, the rules and regulations and the policy of the department, together with such information as the employees of the department should have, has been reduced to the form of a Manual, and has been placed in the hands of every agent, inspector and employee.

#### INSPECTION DISTRICT DIRECTORY.

With the districting of the state into inspection districts, reports have been compiled by each one of the inspectors in charge of each district, showing the names and addresses of each one of the chiefs of police of the various towns and cities within the district, the names of the justices of the peace and magistrates with the hours at which they would be available, also extended investigations have been made of the amount of motor vehicle travel on all the main highways in the district and the condition of grade crossings on such roads.

The object of this compilation is to afford a basis for inspection work in each district, so that should the inspector familiar with the district be detailed elsewhere and his place taken by a new man, such information could be immediately placed in his hands, and he would become more rapidly familiar with the work.

#### S. A. E. RATING.

The S. A. E. rating, formerly known as the A. L. A. M. rating, has been adopted for the year 1914, under the provisions of an act passed by the Legislature. The Commissioner adopted this rating, believing that the provisions of the act of 1913 requiring that no rating be adopted except such as is generally used by the standard trade associations prevented him from altering the old A. L. A. M. rating at this time.

The Commissioner feels, however, that this formula does not afford as true a means of determining horse power resulting in an underrating.

## Part IV.

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### LEGISLATIVE RECOMMENDATIONS.

#### REGISTRATION FEES AND PERSONAL TAXATION.

The increasing need of funds for the purpose of repairing roads makes it important that there should be an increased revenue derived from licensing motor vehicles, and that such revenue should increase in proportion to the requirements of the Road Department.

A number of states have abandoned the system of taxing license fees within arbitrary limits on a horse power basis, and have adopted the plan of charging a fixed amount per horse power.

While this is not an absolute means of justly apportioning revenue among the owners of cars, yet it seems to be the only practical method of assessing registration fees in the present development of the subject.

The department recommends that the present schedule of fees be repealed and that a charge on a basis of a set fee per horse power be adopted within certain limits; also, that in the determination of such classification, the element of weight shall be a factor.

Dependent upon this question is the personal taxation of automobiles. The department would recommend the exemption of automobiles from personal taxation and a registration fee to be determined on a basis of the present registration fee plus the average amount paid in personal taxation. Such scheme could of course only be approximate, as there are varying rates in different portions of the state upon which personal taxation of automobiles is determined, and also various systems of valuation.

The department would also recommend, should this plan be adopted, that a portion of this revenue should be devoted to the construction of new roads.

## RECIPROCITY.

During the past year, many demands have been made upon the Department to recommend a repeal of our present reciprocity law, and the adoption of the thirty days' residence plan.

The plan proposed would be to define "residence" as the maintenance of a place of abode within the limits of New Jersey for thirty days, and to exempt all persons not maintaining such residence from requirement to license within New Jersey.

This would give a free touring privilege between states. The department does not recommend that such a plan be adopted, having regard for the fact that New Jersey from its peculiar situation is subject to exceptionally heavy automobile travel, and believing that the present fifteen day reciprocity law is a liberal law.

To adopt the thirty-day residence scheme would be to further injure our roads without providing revenue sufficient to repair them. New Jersey offers more advantages to the tourist from other states than are given in return by the states from which such tourists come. If New Jersey is to maintain her present high standard of roads, there must be reasonable restriction as to the cost of unlimited touring on the part of those who contribute nothing toward their maintenance.

## APPROPRIATION.

The appropriation granted by the Legislature to the Motor Vehicle Department for the year ending October 31, 1914, is as follows:

Item.	Annual.	Supplemental:
For Salary for the Commissioner of Motor Vehicles ....	\$1,500	
For Salary for the Chief Inspector .....	1,500	
For compensation for inspectors .....	8,800	\$4,800
For expenses and equipment of inspectors .....	5,000	1,500
For compensation for clerical services .....	6,000	470
For postage, expressage and other incidental expenses..	3,500	300
For blanks and stationery .....	3,000	2,500
For the purchase and packing of identification markers and dies for use in connection with the same .....	17,000	1,800
	\$46,300	\$11,370

The rapid growth of the department demands that appropriations should be increased from year to year. The strictest methods of economy have been inaugurated in the management of the department, and yet from its very nature it must increase its facilities each year. The largest item in the above statement is the cost of salaries for inspectors; yet this branch of the work provides from fines and from licenses a sum far in excess of salary and expenses. The great need of the department is proper equipment for the inspectors operating in country districts. The department needs to purchase at least three or four high powered machines, in order that inspectors assigned to large districts can properly regulate traffic and conduct the regular inspection work of the department.

From the above statement it will be seen that the appropriations made to the Department of Motor Vehicles average only 9% of the gross income.

From an examination of the appropriations made to similar departments in other states, we are very glad to report that the percentage of cost of maintaining the New Jersey Department of Motor Vehicles is lower than that of almost any other state in the East.

## REPORTS OF ACCIDENTS.

The department recommends the adoption of a law compelling the driver of every car which has been in an accident to make a detailed report of same by letter addressed to the Commissioner of Motor Vehicles. The owner of the car, if present at the time of such accident, shall be held accountable for the forwarding of such report. Failure on the part of the driver or owner to comply with such provision should result in revocation or suspension of license.

The need of such a law is to inform the department concerning every accident, in order that the record of each operator be complete as a guide for relicensing and for the proper disposition of any cases which may accrue against such owner before either the Commissioner or any courts in the state.

This law has been adopted in Massachusetts with the result that the Massachusetts Department has handled during the past year almost three times as many accident cases as were reported under the old system during the year previous.

#### JUSTICE OF THE PEACE RECORDS.

The department recommends the passage of an act compelling all justices of the peace, other magistrates, or judges, to forward to the department a brief statement of the nature of all automobile cases brought before them, together with recommendations and comments. In order that the justices may be reimbursed for this work, the department would recommend that one dollar be added to the regular costs in automobile cases, and that a penalty be established for the failure on the part of any justice of the peace or other magistrate to make such return to the motor vehicle department.

The department needs this law, in order that its records may be complete and in order that it may deal properly with all persons charged with any infraction of the motor vehicle law or any other law which may be infringed by a motorist. It will also serve the purpose of providing a means of supervising the work of local justices of the peace.

#### TRAFFIC COMMISSION.

The department recommends that a traffic commission be constituted by joint resolution of the Senate and Assembly for the purpose of formulating road rules which will apply to all parts of the state and to all cities, adjusting same in accordance with the class of such cities and in accordance with the individual needs of each class. The disposition on the part of cities of the first and second class to pass traffic ordinances has led to some confusion from the fact that these ordinances are not uniform.

Many ordinances passed intending to deal directly or indirectly

with motor vehicles are of doubtful legality under the provisions of the present motor vehicle act.

It has seemed to the department that the matters covered by such local ordinance could very properly be engrossed into a general traffic act, which would provide absolute uniformity all over the state in the matter of requirements.

This principle has been recognized by the Maryland Legislature, and at the present time a traffic commission is formulating a statute for that state along the lines above indicated.

#### POLICE POWER OF INSPECTORS.

All inspectors of the department should be vested with power not alone to regulate motor vehicle traffic, but traffic generally. The practice existing in many sections of driving horse drawn vehicles either with no lights or improper lights at night should be corrected by drastic action, and there seems to be no duly constituted authority which could properly take this matter up, except the inspectors of motor vehicles. Under the present system, our inspectors are powerless to correct this menace to road travel. The department believes that this power should be given our inspectors in order to protect automobilists against the danger of accidents from improperly lighted horse drawn vehicles and other traffic irregularities caused by motor vehicles. Inspectors should have power not alone to regulate motorists, but to protect motorists.

#### SPECIAL INSPECTORS.

The number of special inspectors should be increased to thirty, and all inspectors of the departments of the state government doing work which takes them upon the highways of the state should be vested with the power of special inspectors.

In this way, co-operation between state departments can be effected, and the inspection work of the motor vehicle department materially strengthened.

#### GARAGE RECORD.

The department recommends the adoption of the Massachusetts plan of requiring garage records, showing the incoming and out-

going cars in each garage, such records to be open to public inspection.

The object of this law is to assist the police and the inspectors of this department in the detection of crime and in locating cars which may be wanted by the authorities. The automobile has created an entirely new class of criminals and is used more and more as a means of assisting in the perpetration of crime. This condition can only be met by requiring garage keepers to insist that accurate records be kept.

This law was passed by the Massachusetts Legislature some years ago, at the request of the reputable automobile owners of the state. Their contention was that it would be a protection to them as well as to their customers and would prevent the unauthorized use of cars by chauffeurs or employees.

#### UNIFORMITY BETWEEN STATES.

The department recommends that regard be had for the policy of other states in adopting new automobile laws. The operator of a motor vehicle, upon traveling between states, is seriously handicapped by a lack of uniformity in the state laws.

This lack of uniformity causes a pardonable ignorance on the part of motorists of the laws of the state through which they are frequently compelled to tour. There is no basic reason for this lack of harmony between states as regards essentials, and our legislature may correct this condition by adopting a policy of passing no new automobile law without first having reference to the policy of other states.

#### LIVERY LICENSE.

The department recommends that another form of license be adopted, to be known as the "livery license," in order that a large class of vehicles used for hacking purposes may be licensed separately from vehicles used in other service.

The department recommends that a fixed fee be paid for the licensing of this class of vehicles, as a number of dealers are in the business of hacking, and have in the past abused the manufacturer's privilege in order to operate their machines. A number of

machines used in the hacking business are only held temporarily by the dealers, and are afterwards sold.

It does not seem fair to the department that these dealers should be required to license each one of these cars upon a per horse power basis, but that a livery license be granted which can be used on different machines used for this purpose by dealers.

#### MANUFACTURERS' AND DEALERS' LICENSE.

The manufacturer should be defined under our statute and so limited as to apply to one who constructs cars or who equips cars with manufactured devices, such devices to be manufactured at the place where such cars are equipped.

A dealer should be defined, under our statute, as one who sells motor vehicles in the open market.

The manufacturer should have a license permitting the use of cars held by him for delivery to dealers, as it is manifestly unfair to manufacturers to compel them to license each individual car when testing. A strict construction of our present law would make such a course necessary. The dealer should be given a license for use by him when demonstrating motor vehicles for sale to a specific purchaser. Should this system be adopted, it will provide for a new license in place of the old manufacturer's tag, which in the present development of the motor vehicle trade fails to meet changed conditions.

#### MOTOR BUSES.

The establishment of motor buses, both for passenger, traffic, and for the transfer of freight, opens in New Jersey a new field in which legislative action is imperative. There are operated in New Jersey at least twenty such lines and other similar lines are in the course of organization. The fact that these lines operate heavy machines at regular intervals upon given routes causes great damage to our roads, and such machines should be compelled to pay a license fee or a tax in proportion to the damage done. In several states and in a number of foreign countries, this class of vehicle is compelled to pay, in addition to the regular license fee, a sum

based upon a percentage of the gross receipts. In some of our states, notably in New York, they are brought under the jurisdiction of the Public Utility or Public Service Boards, and cannot operate without first obtaining the consent of such boards, subject to their regulation.

The question of whether motor bus lines should be given a franchise and whether any one line should obtain a practical monopoly of such business on any given route are questions which the legislature must settle in its wisdom.

The department recommends that each motor bus operated by a motor bus line be charged a license fee in addition to the regular fee charged on a horse power basis, the sum to be determined upon a certain amount per running mile, and that each company operating such buses when applying for license, shall file with their application a map of their route, together with affidavits indicating the mileage within counties.

This system, together with express authority vested in this department to regulate the character and size of cars, would create an income commensurate with the amount needed to repair the damage to roads done by this class of vehicle. This money could be apportioned by the counties by the State Road Department in accordance with the mileage traversed in each one of the given counties.

The so-called "sight-seeing" vehicle should be included in the definition of a motor bus.

#### LOCAL ORDINANCES.

The department recommends that the present law be so amended as to permit the passage of local ordinances regulating motor vehicle traffic.

In order that there be a uniformity in such ordinances, and in order that there be no diversion of funds collected in fines from use on the state roads, the department recommends that before such ordinances become effective, they have the approval of the Commissioner of Motor Vehicles, or that they be subject to specific limitations outlined in the proposed statute.

#### MOTOR CYCLE MARKERS.

The present motor vehicle act is very indefinite as to the proper placing of motor cycle markers, with the result that the markers are placed on almost any part of a motor cycle, and are frequently obscured from view. The law does not provide that such markers shall be lighted at night, the result being that there is practically no identification upon a motor cycle which can be read.

The department recommends that the law require all motor cycle markers to be placed on the rear mud guard sufficiently low that they may not interfere with the rider, and that the same be illuminated at night by a lamp placed upon the rear of the machine in such a manner that the rays will shine downward on the number.

#### MUFFLER CUT-OUTS.

The department recommends that the Legislature prohibit the licensing of any machine in the State of New Jersey which is equipped with a device known as the "muffler cut-out." This device serves no utilitarian purpose on automobiles, and serves simply as a means of making unnecessary noise and causing many motor vehicles to become a nuisance to the community.

At the present time, we have a law forbidding the use of muffler cut-outs within the limits of a city. It has always been very difficult to enforce this provision. The object would be attained in a more expeditious manner were no machines licensed which have a muffler cut-out.

#### SEARCH LIGHTS.

With the installation of electric lights on automobiles and the perfection of high powered search lights, steps toward the regulation of the use of such search lights should be taken by the legislature. A powerful search light, while serving to make the operation of a motor vehicle easier for the driver of the car equipped with such search lights, often causes the eyes of pedestrians and drivers coming in opposite directions to be dazzled and has been responsible for numerous accidents on our roads. The use of such search lights should be restricted either on the basis of candle power, or

the search lights themselves should be required to be arranged or constructed in such a way as to eliminate the blinding glare which is now thrown in the eyes of other users of the highway.

No machine should be equipped with a center search light of such power as to dim the side lights. Cars so equipped have caused numerous accidents.

Respectfully submitted,

JOB H. LIPPINCOTT,

*Commissioner of Motor Vehicles.*