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FAIRLEIGH SICKINSON UNIVERSITY

THIRTY-SECOND
 ANNUAL REPORT
 OF THE
 COMMISSIONER OF MOTOR VEHICLES
 OF THE
 STATE OF NEW JERSEY



FOR THE YEAR
 1937



CONTENTS

Accident Statistics

Enforcement

Revocations

Safety Education

Financial Responsibility

Bill of Sale

Traffic Law Convictions

Information Service

Licenses and Registrations

Excise Taxes

ARTHUR W. MAGEE
 COMMISSIONER

WILLIAM J. DEARDEN
 DEPUTY COMMISSIONER

January 1, 1938

TO THE LEGISLATURE OF THE STATE OF NEW JERSEY:

GENTLEMEN: The Department of Motor Vehicles respectfully submits herewith a report for the year 1937.

Gross receipts were \$19,369,940.61, an increase of 7.9 per cent over the previous year; 1,008,909 motor vehicle registrations were issued, an increase of 5 per cent and 1,224,557 persons were licensed to drive, an increase of 5 per cent.

Reportable traffic accidents totaled 38,410 which was 11.8 per cent more accidents than the previous year and traffic fatalities numbered 1,278.

Despite the tragic side of these figures and their numerical increase over last year, there is evidence that the automobile is slowly being brought under some semblance of control. Taking the 1,278 casualties at their face, shows that deaths resulting from motor vehicle accidents increased 15.4 per cent as compared with 1936. Considering the exposure factor or, in other words, the number of automobiles in daily use and total gasoline consumption, the traffic death toll was the lowest in ten years. Although encouraging, these comparisons do not offset the fact that more people were killed and injured in accidents in 1937 than in recent years but they do indicate that effective traffic control methods can and do reduce tolls of death and injury.

It is necessary, therefore, to expand these methods if better control is desired. More automobiles are being used and more use is being made of these vehicles as the record of registrations and gasoline consumption show, presenting additional traffic problems with which the present inadequate enforcement facilities must contend. The New York Worlds Fair in 1939, which will attract millions of additional tourists from all parts of the country - over New Jersey highways - will further tax these facilities to a breaking point.

Under these circumstances, there is stressed the need for additional highway patrol officers to supervise and regulate the flow and control of traffic on the State Highways. The Department has requested 25 additional patrolmen to supplement the present patrol of like number which has been operating effectively at the danger spots along Highways #25 and #29 during the past four months of the year. The present patrol has more than paid its way in revenues collected and has eliminated many of the dangerous conditions that formerly prevailed on these two important through routes.

Compared with other States, in none of which are traffic problems on State Highways comparable with those here, New Jersey gives a woefully inadequate measure of protection to the traveling public. On the basis of registration alone, New Jersey has but one inspector for every 10,500 registered vehicles, while a neighboring State has one inspector for every 1,450 vehicles, on the average. This does not take into consideration the thousands of out-of-state cars which travel over New Jersey highways.

Adequate highway patrols, operating twenty-four hours per day, will positively reduce the number of accidents, deaths, injuries and extent of property damage on the State Highway system.

Extending the adult safety education program has been one of the aims of the Department. Adults are slowly and sometimes painfully learning that attempts to "kill" summonses are no longer in good form, while careless driving which may endanger life or property, is being frowned upon in most circles.

Definite approach to the subject of re-examination of drivers is being made in cooperation with the State Medical authorities. The increasing number of licensed drivers who are stricken with heart attacks, epileptic seizures, chronic blood pressure and other serious ailments while at the wheel of an automobile (many of which attacks have resulted in death or injury to others) is now being studied by the medical authorities in an effort to decide just what ailments make a person unsafe and unfit to drive a motor vehicle. Once the medical profession is in accord on these ailments, the Department will request legislation that will require reporting such cases to the Motor Vehicle Department, which would establish reasonable grounds for prohibiting such persons from operating a motor vehicle.

The State Medical Board is also cooperating with the Department to create a standard, uniform medical examination of persons charged with operating an automobile while under the influence of intoxicating liquor. When this is accomplished, it will be possible to close loopholes in the law through which many guilty parties are escaping punishment.

Due to unavoidable delays in the acquisition of property leases, construction of buildings and purchase and delivery of equipment, the State's 28 motor vehicle inspection stations, created in accordance with Chapter 169, Laws of 1936, were not ready for use until December. The entire month was devoted to preliminary instruction for automobile dealers, garagemen and repairmen and the training of personnel. During this training period, more than 50,000 motor vehicles were given preliminary but unofficial inspections. The official opening date has been fixed for January 10, 1938; hence a complete account of operation and results are not available for this report.

Among its many other safety educational activities, the Department conducted conferences with municipal officials in the counties of Atlantic, Bergen and Camden during the year, taking to these counties complete studies and analyses of their traffic and accident problems. Similar activity is planned in the remaining counties.

Consideration should be given to the matter of providing for the appointment of an additional deputy commissioner of motor vehicles if the Department is to be conducted on the same basis of efficiency as in the past. The fact that department revenues have increased from eleven millions of dollars in 1926 when appointment of the first deputy commissioner was authorized, to over nineteen millions in 1937, indicates the steady growth of the Department and the need for additional administrative assistance.

Respectfully submitted,



Arthur W. Magee,
Commissioner of Motor Vehicles.

ACCIDENT STATISTICS

The Department received reports during the year 1937 of 38,410 traffic accidents that caused the death of 1,278 and the personal injury of 28,835 persons. This was an increase over the previous year of 4,061 accidents, 171 deaths and 2,650 personal injuries.

As in previous years, one of the most serious phases of the accident problem was that involving the pedestrian. There were 7,711 accidents of this type that killed 691 and injured 7,308 persons. A more vivid picture is drawn when it is stated that while collisions with pedestrians constituted only one-fifth of the total traffic accidents, they accounted for 54 per cent of the fatalities and one-fourth of the total injured.

Of the various types of traffic accidents, those involving collisions between two or more motor vehicles showed up 68 per cent of the total, an increase of 1.43 per cent over the previous year. The number of deaths caused by this type of accident was 26 per cent of the total, an increase of 2.53 per cent.

TYPES OF ACCIDENTS AND NUMBER KILLED AND INJURED

	<u>Number of Accidents</u>	<u>Per Cent</u>	<u>Number Killed</u>	<u>Per Cent</u>	<u>Number Injured</u>	<u>Per Cent</u>
Collision with						
Pedestrian	7,711	20.08	691	54.069	7,308	25.345
Other motor vehicle	26,186	68.176	336	26.292	17,779	61.657
Horse-drawn vehicle	124	.323	1	.078	77	.267
Railroad train	66	.171	25	1.956	46	.159
Street car	164	.426	2	.156	97	.336
Bicycle	641	1.667	26	2.035	606	2.102
Fixed object	2,555	6.652	126	9.859	1,953	6.774
Non-col. operating	848	2.208	70	5.477	944	3.273
Non-operating	6	.015	1	.078	6	.02
Miscellaneous	109	.282			19	.066
Total	38,410	100.	1,278	100.	28,835	100.

Despite the 15 per cent increase in deaths, there was an appreciable decrease in fatal accidents when considered on an exposure basis, that is, when compared with the increase in motor vehicle registration and motor vehicle travel.

For example, the number of deaths per 10,000 vehicles registered decreased 9.5 per cent in 1937 over 1936. On the basis of gasoline consumption, the number of deaths per 10,000,000 gallons of gasoline consumed decreased 6 per cent in 1937 over 1936.

The more or less constant improvement from year to year in the rate of deaths on New Jersey's highways considered on an exposure basis, is shown as follows:

<u>Year</u>	<u>Number of Deaths Per 10,000 Vehicles Registered</u>	<u>Number of Deaths Per 10,000,000 Gallons Of Gasoline Consumed</u>
1928	14.0	25.5
1929	15.3	25.6
1930	14.9	23.2
1931	15.0	22.8
1932	13.7	21.3
1933	14.0	21.7
1934	14.2	21.7
1935	13.2	20.0
1936	11.6	17.0
1937	10.5	16.0

A review of the foregoing indicates an approximate 25 per cent decrease in the number of deaths per 10,000 vehicles registered in the past ten years and a slightly more than a 37 per cent decrease in the number of deaths per 10,000,000 gallons of gasoline consumed during the same period.

PEDESTRIANS. Analysis of the records of pedestrian accidents clearly indicates the need for more rigid enforcement of the traffic laws and wider education of the pedestrian if this particular type of accident is to be reduced. The figures show that of the 691 pedestrians killed and 7,308 injured by automobiles, more than one-half were guilty of contributory negligence in that they were making improper use of the highways when struck. Nearly 28 per cent of the victims crossed the street between intersections, a rash form of jay walking; nearly 21 per cent stepped out from behind parked vehicles into the path of oncoming automobiles; nearly 5 per cent crossed the intersection against the red light and 2 per cent crossed the intersection diagonally.

An encouraging feature of the pedestrian problem, however, was the reduction in the number of children killed and injured while playing in the street; 22 children were killed and 779 injured while thus engaged as compared with 41 fatalities and 845 injuries the previous year. There are some who will argue that children have no right to play in the streets and that when they do and are struck by an automobile, the driver should not be blamed. Theoretically, this conclusion is sound but common sense should impel drivers to make allowances for the impulsiveness of children who, when engaged in play, may dart off the curb into the path of a car without warning. Children ahead should be a danger signal to drivers; a signal to slacken speed, keep the foot on the brake and be prepared for sudden emergency.

Reduction is also noted in the number of persons injured while walking along the roadway but there was an increase in the number killed; 119 were killed and 290 injured as compared with 104 killed and 373 injured in 1936. Safety education was undoubtedly responsible for this reduction in the number of pedestrians injured but the casualties are still unreasonably high. Many of these accidents would be avoided if the pedestrian would walk against instead of with traffic.

ACTIONS OF PEDESTRIANS KILLED AND INJURED

	<u>Total</u>	<u>Per</u>	<u>In Fatal</u>	<u>Per</u>	<u>Non-Fatal</u>	<u>Per</u>
	<u>Accidents</u>	<u>Cent</u>	<u>Accidents</u>	<u>Cent</u>	<u>Accidents</u>	<u>Cent</u>
Getting on or off street car	16	.2	2	.289	14	.191
Getting on or off other vehicle	71	.887	2	.289	69	.944
In street, not at intersection	2235	27.941	246	35.604	1989	27.219
Playing in street	801	10.014	22	3.183	779	10.659
Coming from behind parked vehicle	1670	20.879	109	15.778	1561	21.363
In safety zone	12	.15	1	.144	11	.150
At work on car in roadway	52	.65	11	1.591	41	.561
Walking on or along roadway	409	5.113	119	17.221	290	3.968
Crossing at intersect. with signal	186	2.325	8	1.157	178	2.435
Crossing intersec. against signal	381	4.763	31	4.486	350	4.789
Crossing at intersec., no signal	1752	21.903	102	14.762	1650	22.578
Crossing at intersec. diagonally	166	2.076	19	2.749	147	2.011
Hitching on vehicle	34	.425	1	.144	33	.451
Not in roadway	149	1.862	7	1.012	142	1.943
Other actions	65	.812	11	1.591	54	.738
Total	7999	100.	691	100.	7308	100.

Further study of the "walking in roadway" victims shows that 108 of the 119 fatalities and 210 of the 290 pedestrians injured occurred during hours of darkness. It would appear from this that poor driver vision, the result of inadequate street illumination and improper adjustment of headlights, is an important factor in these accidents. Inspection of headlights, as now being done by the Motor Vehicle Department, at the inspection stations, should reduce this particular hazard during the coming year.

NIGHT ACCIDENTS. The need for greater caution at night, on the part of both the driver and the pedestrian, is revealed in a study of accidents during the year that occurred during normal hours of darkness. During these hours only 20 per cent of the 24-hour day's traffic is on the roads. Yet, 45 per cent of all accidents and 68 per cent of total deaths occurred at night.

Dark hours were extremely hazardous for the pedestrian. Slightly more than half the accidents involving the pedestrian and seventy-eight per cent of the pedestrian deaths occurred under cover of darkness.

The following table shows the relationship of night accidents, fatalities and injuries to the total:

	<u>TOTAL</u>	<u>NIGHT</u>
Accidents	38,410	17,407
Fatalities	1,278	871
Pedestrian Fatalities	691	538
Injuries	28,835	13,634

HOURS OF OCCURRENCE. Eight and one-half per cent of all accidents occurred between the hours of 5:00 P.M. and 6:00 P.M. which, as in other years was the most hazardous hour of the day. More persons were killed, however, during the later hour, 6:00 P.M. to 7:00 P.M., whereas in the year 1936, the peak hour of fatalities was 7:00 P.M. to 8:00 P.M. The safest hour of the day was between 5:00 A.M. and 6:00 A.M. when only one per cent of the day's accidents took place.

HOURS OF OCCURRENCE OF AUTOMOBILE ACCIDENTS

	<u>Total</u>	<u>Per</u>	<u>Fatal</u>	<u>Per</u>	<u>Other</u>	<u>Per</u>
	<u>Accidents</u>	<u>Cent</u>	<u>Accidents</u>	<u>Cent</u>	<u>Accidents</u>	<u>Cent</u>
12 to 1 A.M.	1,258	3.276	65	5.508	1,193	3.204
1 to 2 A.M.	1,100	2.863	46	3.898	1,054	2.831
2 to 3 A.M.	1,074	2.796	57	4.830	1,017	2.731
3 to 4 A.M.	882	2.296	33	2.796	849	2.280
4 to 5 A.M.	514	1.338	28	2.372	486	1.306
5 to 6 A.M.	385	1.002	27	2.288	358	.962
6 to 7 A.M.	484	1.260	11	.932	473	1.271
7 to 8 A.M.	1,118	2.910	20	1.694	1,098	2.949
8 to 9 A.M.	1,304	3.394	26	2.203	1,278	3.432
9 to 10 A.M.	1,097	2.856	22	1.864	1,075	2.888
10 to 11 A.M.	1,394	3.629	23	1.949	1,371	3.682
11 to 12 Noon	1,790	4.660	37	3.135	1,753	4.708
12 to 1 P.M.	1,660	4.321	31	2.627	1,629	4.375
1 to 2 P.M.	1,592	4.144	15	1.271	1,577	4.235
2 to 3 P.M.	1,769	4.605	27	2.288	1,742	4.679
3 to 4 P.M.	2,034	5.425	28	2.372	2,056	5.522
4 to 5 P.M.	2,447	6.370	43	3.644	2,404	6.459
5 to 6 P.M.	3,277	8.537	91	7.717	3,186	8.559
6 to 7 P.M.	2,647	6.896	115	9.749	2,532	6.804
7 to 8 P.M.	2,630	6.847	108	9.152	2,522	6.772
8 to 9 P.M.	2,356	6.133	97	8.222	2,259	6.068
9 to 10 P.M.	1,837	4.782	82	6.949	1,755	4.714
10 to 11 P.M.	1,566	4.077	72	6.101	1,494	4.012
11 to 12 P.M.	1,643	4.277	64	5.423	1,579	4.241
Not Stated	502	1.306	12	1.016	490	1.316
Total	38,410	100.	1,180	100.	37,230	100.

DAYS OF OCCURRENCE OF ACCIDENTS. Saturday, as in former years, continued to be the worst day of the week for accidents. It likewise took the lead in the matter of traffic fatalities, increasing nearly five per cent over the previous year. The safest day was Tuesday.

DAYS OF OCCURRENCE OF AUTOMOBILE ACCIDENTS

	<u>Total</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>	<u>Fatal</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>	<u>Other</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>
Sunday	6,857	17.854	237	20.085	6,620	17.783
Monday	5,115	13.316	153	12.967	4,962	13.328
Tuesday	4,288	11.163	112	9.492	4,176	11.216
Wednesday	4,411	11.483	114	9.661	4,297	11.541
Thursday	4,697	12.229	135	11.440	4,562	12.253
Friday	5,936	15.454	181	15.338	5,755	15.458
Saturday	6,990	18.198	248	21.017	6,742	18.109
Not Stated	116	.303			116	.312
Total	38,410	100.	1,180	100.	37,230	100.

FATALITIES IN URBAN AND RURAL DISTRICTS. A study of fatal accidents in urban (municipalities with 10,000 population and over) and rural districts again shows more fatalities having occurred in the rural sections of the State. Rural district fatalities comprised 51.6 per cent of the total.

However, the urban districts showed that 66 per cent of the casualties involved pedestrians while in the rural districts the pedestrian fatalities were 43 per cent of the total. The following tables show the record of fatalities in urban and rural districts according to types of accidents and age groups:

FATALITIES IN URBAN DISTRICTS ACCORDING TO AGE GROUPS

Collision with	<u>Total</u> <u>Killed</u>	<u>0-4</u>	<u>5-14</u>	<u>15-21</u>	<u>22-64</u>	<u>65-Over</u>
Pedestrian	408	22	37	10	233	106
Other motor vehicle	129	3	5	20	88	13
Horse-drawn vehicle	1				1	
Railroad train	4	1		1	2	
Street car						
Bicycle	13		7	5	1	
Fixed object	44			10	31	3
Non-collision opr.	19	1	1	6	11	
Non-operating	—	—	—	—	—	—
Total	618	27	50	52	367	122

FATALITIES IN RURAL DISTRICTS ACCORDING TO AGE GROUPS

Collision with	<u>Total</u> <u>Killed</u>	<u>0-4</u>	<u>5-14</u>	<u>15-21</u>	<u>22-64</u>	<u>65-Over</u>
Pedestrian	283	5	38	11	172	57
Other motor vehicle	207	2	6	38	138	23
Horse-drawn vehicle						
Railroad train	21	1	2	6	11	1
Street car	2				2	
Bicycle	13		3	7	2	1
Fixed object	82		1	11	63	7
Non-collision opr.	51		6	9	35	1
Non-operating	1	—	—	—	1	—
Total	660	8	56	82	424	90

ROAD AND WEATHER CONDITIONS. Three-fourths of all accidents occurred in clear weather and on dry road surfaces, which conditions were general throughout the country.

ROAD CONDITIONS UNDER WHICH ACCIDENTS OCCURRED

	<u>Total</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>	<u>Fatal</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>	<u>Other</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>
Dry	28,842	75.091	935	79.23	27,907	74.959
Wet	8,304	21.619	222	18.833	8,082	21.708
Muddy	19	.049			19	.051
Snowy	701	1.825	10	.847	691	1.856
Icy	544	1.416	13	1.1	531	1.426
Total	38,410	100.	1,180	100.	37,230	100.

WEATHER CONDITIONS UNDER WHICH ACCIDENTS OCCURRED

	<u>Total</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>	<u>Fatal</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>	<u>Other</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>
Clear	29,646	77.184	936	79.323	28,710	77.117
Fog	638	1.661	47	3.983	591	1.587
Rain	7,236	18.838	180	15.254	7,056	18.952
Snow	890	2.317	17	1.440	873	2.344
Total	38,410	100.	1,180	100.	37,230	100.

ACCIDENTS INVOLVING DRIVERS WHO "HAD BEEN DRINKING". While "had been drinking" driver accidents were about in line with the general increase in accidents, the number of persons who lost their lives in these collisions more than doubled. Fatalities totaled 118 as compared with 57 in the previous year. This was an increase of 107 per cent; 1,554 persons were injured, an increase of 15 per cent.

It should be understood that not all the drivers involved in these accidents were convicted under the drunken driving law. They represented different degrees of intoxication, some drivers having imbibed only a few drinks while others were inebriated in the full meaning of the word. In every case there were evidences of alcoholic influence on the part of a driver or drivers which undoubtedly was the direct cause of the accident.

The unfortunate phase of accidents involving "had been drinking" drivers is the relatively small number of offending operators found among the casualties. Of the 118 persons who lost their lives last year only 28 were the alcoholic operators responsible for the accidents. The great majority were innocent victims, eight being other drivers unfortunate enough to be in the zig-zagging path of the inebriate drivers' cars, fifty-five were passengers and twenty-seven were pedestrians. Fifteen of the offending drivers in fatal accidents hit and ran.

As a class, there were more multiple-death accidents among "had been drinking" drivers than any other group of drivers. While the deaths totaled 118, these occurred in but 97 accidents, three of which were four-death accidents, three were three-death accidents and there were six two-death accidents.

ACCIDENTS INVOLVING DRIVERS WHO "HAD BEEN DRINKING".

	<u>ACCIDENTS</u>		<u>KILLED</u>		<u>INJURED</u>	
	<u>1937</u>	<u>1936</u>	<u>1937</u>	<u>1936</u>	<u>1937</u>	<u>1936</u>
Collision with						
Pedestrian	41	31	27	11	21	27
Other motor vehicle	1,670	1,425	51	30	1,378	1,201
Horse-drawn vehicle	3	10				11
Railroad train	2	3				1
Street car	3				1	
Bicycle	8	1	4		9	2
Fixed object	123	106	27	15	104	90
Non-collision opr.	37	10	9	1	41	6
Total	1,887	1,586	118	57	1,554	1,338

Nearly forty per cent of the drinking driver accidents occurred between 10:00 P.M. and 3:00 A.M. while more fatal accidents took place between midnight and 1:00 A.M. than during any other hour. The outstanding violation was "on wrong side of road", which is easily understandable in a driver under the influence of alcohol.

The vast majority of cars involved were the passenger type although there were 119 commercial vehicles propelled by drinking drivers, twelve taxicabs and four motorcycles.

DRIVERS ASLEEP. Although not a major cause of accidents, the driver who falls asleep at the wheel merits grave consideration on the basis of his record during the year. There were 416 of these cases reported in which 30 lives were lost and 321 persons were injured. The increase in accidents was 48 per cent.

As would be expected, more than three-fifths (or 65 per cent) of the sleepy driver accidents occurred during the seven-hour period between midnight and 7:00 A.M. One-half the accidents involved collisions with other motor vehicles and 46 per cent were collisions with fixed objects. More than one-half the drivers who fell asleep were between the ages of eighteen and thirty-four.

ACCIDENTS INVOLVING DRIVERS WHO FELL ASLEEP AT THE WHEEL

	<u>ACCIDENTS</u>		<u>KILLED</u>		<u>INJURED</u>	
	<u>1937</u>	<u>1936</u>	<u>1937</u>	<u>1936</u>	<u>1937</u>	<u>1936</u>
Collision with						
Pedestrian	4	5	1		10	6
Other motor vehicle	207	131	16	8	180	140
Horse-drawn vehicle	2	2			3	
Street car	1	2		1	2	
Bicycle	1	1			1	2
Fixed object	191	130	11	8	115	104
Non-collision opr.	<u>10</u>	<u>10</u>	<u>2</u>	<u>2</u>	<u>10</u>	<u>15</u>
Total	416	281	30	19	321	267

AGE OF DRIVERS. Between 25 and 34 years was the dangerous age for drivers, there being more in this group involved in accidents during the year than any other ages. The driver under eighteen years figured in one and one-half per cent of the total accidents.

AGES OF DRIVERS INVOLVED IN ACCIDENTS

	<u>Total</u>	<u>Per</u>	<u>Fatal</u>	<u>Per</u>	<u>Other</u>	<u>Per</u>
	<u>Accidents</u>	<u>Cent</u>	<u>Accidents</u>	<u>Cent</u>	<u>Accidents</u>	<u>Cent</u>
Under 18	1,042	1.556	22	1.439	1,020	1.559
18 to 24	13,733	20.516	423	27.684	13,310	20.348
25 to 34	16,736	25.002	465	30.432	16,271	24.875
35 to 50	16,150	24.126	401	26.244	15,749	24.077
51 to 64	4,057	6.06	79	5.17	3,978	6.081
65 and over	651	.972	18	1.178	633	.967
Not stated	<u>14,572</u>	<u>21.768</u>	<u>120</u>	<u>7.853</u>	<u>14,452</u>	<u>22.093</u>
Total	66,941	100.	1,528	100.	65,413	100.

TYPES OF VEHICLES. More than four-fifths of the vehicles in accidents were of the passenger type. Nearly fourteen per cent were commercial vehicles, two per cent were buses, eight-tenths of one per cent were taxicabs and one-half of one per cent were motorcycles.

TYPES OF VEHICLES INVOLVED IN ACCIDENTS

	<u>Total</u>	<u>Per</u>	<u>Fatal</u>	<u>Per</u>	<u>Other</u>	<u>Per</u>
	<u>Accidents</u>	<u>Cent</u>	<u>Accidents</u>	<u>Cent</u>	<u>Accidents</u>	<u>Cent</u>
Passenger	55,094	82.305	1,183	77.423	53,911	82.42
Commercial	9,286	13.872	243	15.904	9,043	13.828
Taxi	583	.870	12	.785	571	.872
Bus	1,506	2.249	39	2.552	1,467	2.243
Motorcycle	385	.575	29	1.897	356	.544
Not stated	<u>87</u>	<u>.129</u>	<u>22</u>	<u>1.439</u>	<u>65</u>	<u>.093</u>
Total	66,941	100.	1,528	100.	65,413	100.

LOCATION OF ACCIDENTS. A study of the location of the year's accidents reveals that fifty-one per cent occurred at intersections. This was a three per cent increase in intersection accidents over the previous year. The fatal accident picture, however, presents a different story. Here, two-thirds of the accidents occurred between intersections and but thirty-one per cent at intersections.

ROAD LOCATION OF ACCIDENTS

	<u>Total</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>	<u>Fatal</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>	<u>Other</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>
At intersection	19,594	51.013	367	31.102	19,227	51.644
Not at intersection	18,251	47.517	779	66.017	17,472	46.93
On bridge	499	1.299	18	1.525	481	1.292
Railroad crossing	66	.171	16	1.356	50	.134
Total	38,410	100.000	1,180	100.000	37,230	100.000

ACCIDENTS BY COUNTIES. With few exceptions, every county contributed to the State's increase in accidents, deaths and injuries. Essex County led all other counties in accidents while rural Sussex had the fewest. One of the interesting features of the accident analysis is that while Hudson County ranked second in total accidents, it was exceeded by both Bergen and Middlesex Counties in the number of traffic deaths.

Following is a two year comparison of the counties:

TOTAL ACCIDENTS, TOTAL KILLED AND NUMBER INJURED

ACCORDING TO COUNTIES

	<u>TOTAL ACCIDENTS</u>		<u>NUMBER KILLED</u>		<u>NUMBER INJURED</u>	
	<u>1937</u>	<u>1936</u>	<u>1937</u>	<u>1936</u>	<u>1937</u>	<u>1936</u>
Atlantic	679	651	72	61	698	704
Bergen	2,696	2,331	110	95	1,979	1,763
Burlington	679	609	45	36	626	585
Camden	2,084	2,049	104	83	1,857	1,833
Cape May	335	269	18	22	236	200
Cumberland	283	223	31	19	255	204
Essex	11,231	9,525	195	148	7,631	6,567
Gloucester	636	523	33	47	585	608
Hudson	4,533	4,022	109	91	3,238	2,950
Hunterdon	370	300	20	14	302	226
Mercer	1,761	1,384	55	46	1,243	1,170
Middlesex	2,139	1,840	121	97	1,837	1,574
Monmouth	1,436	1,102	49	71	1,077	1,028
Morris	1,041	929	47	24	812	658
Ocean	432	386	18	23	338	345
Passaic	3,152	2,855	63	67	2,297	2,095
Salem	222	195	19	25	190	200
Somerset	670	611	55	32	557	553
Sussex	290	260	7	13	242	227
Union	3,409	3,455	95	74	2,527	2,404
Warren	332	340	12	19	258	291
Total	38,410	34,349	1,278	1,107	28,835	26,185

STATE HIGHWAY ACCIDENTS. Twenty-three per cent of all accidents, thirty-eight per cent of all fatalities and twenty-six per cent of all injuries occurred on State Highways. The highest accident severity was found on Route #25 (one of the busiest thoroughfares in the East) where 2,012 accidents, 80 fatalities and 1,695 personal injuries were recorded for the year. Route #4, the longest of State highways, ranked second with 675 accidents, 37 deaths and 619 injuries.

ACCIDENTS, FATALITIES AND PERSONAL INJURIES ON
STATE HIGHWAY ROUTES IN 1937

<u>ROUTE</u>	<u>ACCIDENTS</u>	<u>DEATHS</u>	<u>INJURIES</u>
1	294	17	229
2	269	13	187
3	150	4	114
4	675	37	619
4-N	114	1	56
5	1	1	
5-N	13		7
6	392	32	353
7	50	2	44
8	19		29
8-N	9	1	
10	162	10	145
12	12	2	14
21	266	10	169
23	265	10	213
24	207	7	143
S-24	88	2	53
25	2,012	80	1,695
26	227	9	173
27	401	14	271
28	393	23	307
S-28	65	11	51
29	489	39	437
30	126	9	92
31	132	5	109
S-31	43	2	45
32	77	4	55
33	146	8	136
34	69	3	61
35	276	14	237
36	56	4	56
37	89	2	91
38	29	3	24
39	86	3	80
40	74	5	85
S-40	13	1	11
41	14		10
S-41	25	1	22
42	160	20	189
43	320	36	329
44	110	9	91
45	122	8	113
46	34	3	37
47	118	7	108
48	101	4	124
49	68	4	82
S-49	32	5	39
50	27	2	19
Total	8,920	487	7,554

In keeping with the general increase, fatalities on the Brunswick Pike, which comprises Route #25 between Jersey City and North Brunswick and Route #26 between North Brunswick and Trenton, jumped from 49 in 1936 to 63 this year. Newark, Woodbridge and Raritan were the danger spots along this route, while South Brunswick and Plainsboro, where the highway has been improved with a safety island, had no fatal accidents.

The following table shows the location of fatalities over a four year period:

LOCATION OF FATALITIES ON BRUNSWICK PIKE

	<u>1937</u>	<u>1936</u>	<u>1935</u>	<u>1934</u>
Jersey City	3		2	4
Kearny	2	1	1	
Newark	10	6	13	5
Elizabeth	5	3	8	9
Linden	8	9	8	7
Rahway		1	5	
Woodbridge	11	5	4	7
Metuchen				
Raritan	13	9	2	13
New Brunswick			1	1
North Brunswick	5	3	12	12
South Brunswick		7	4	15
Plainsboro		2	2	6
West Windsor	1	1	3	2
Lawrence	<u>5</u>	<u>2</u>	<u>2</u>	<u>9</u>
Total	63	49	67	90

Route #29, the second ranking State Highway from the standpoint of traffic had a fifty per cent increase in deaths, the toll jumping from 26 in 1936 to 39. Following is a four-year record of fatalities on this route:

LOCATION OF FATALITIES ON ROUTE #29

	<u>1937</u>	<u>1936</u>	<u>1935</u>	<u>1934</u>
Newark	1	1	2	
Hillside	7		3	2
Union Twp.	4	1	3	2
Springfield	3			1
Mountainside	3	8	3	2
Scotch Plains			2	4
North Plainfield	6	1	11	4
Green Brook	3	5		
Bound Brook	1			
Watchung		1		
Bridgewater	10	4	7	3
Somerville		1		3
Branchburg Twp.	1	2		
Readington		1	4	
Raritan Twp.				
East Amwell				
West Amwell		<u>1</u>		
Total	39	26	35	21

The White Horse Pike had the highest death rate in its history, 39 fatalities having occurred during the year. The casualties in the previous year numbered 23. The four-year record of deaths is as follows:

LOCATION OF FATALITIES ON WHITE HORSE PIKE

	<u>1937</u>	<u>1936</u>	<u>1935</u>	<u>1934</u>
Absecon	1			1
Egg Harbor City		1		
Galloway	3	4	3	4
Mullica	5	2	2	4
Hammonton	5	2	1	1
Winslow	1	1		3
Chesilhurst	1			2
Somerdale	1	3		
Stratford		1		
Waterford	1	1	2	3
Berlin	5	3	4	1
Clementon	3			
Laurel Springs	1			
Magnolia		2	4	2
Lawnside	3	1	2	
Barrington	3			
Haddon Heights	2	1		1
Audubon		1	3	3
Hi-Nella			1	
Oaklyn				2
Collingswood				1
Camden	<u>1</u>	<u> </u>	<u> </u>	<u> </u>
Total	36	23	22	28

ENFORCEMENT

Besides its many other departmental responsibilities, the Motor Vehicle Inspection Staff made 11,451 arrests during the year for violations of the Motor Vehicle and Traffic Laws that netted the State Treasury \$122,506.50. Its other outstanding accomplishment was the examination of 135,043 applicants for drivers' licenses of which number 112,324 were passed and 22,219 were rejected.

The present personnel consists of a chief inspector, seven deputy-chief inspectors and 89 inspectors. The personnel increase over the previous year was the result of Legislative act which added a road patrol of twenty-five men to operate in areas of greatest congestion and need-an increment which permitted a much superior type of patrol.

Because of its limited personnel, this special patrol has been somewhat restricted in its activity. At the present time it is operating, twenty-four hours per day, on Route #29 between Newark and the Raritan traffic circle and on Route #25 between the Elizabeth traffic circle and the Raritan River. The gratifying results of this activity can be seen in the closing paragraphs of this chapter.

As usual, the drivers' license examinations have been carried on without interruption. Tests are conducted at 34 points in the State, located where they are of convenience to the greatest number of motorists.

Until such time as larger appropriations and personnel will permit, the Department will be unable to add to the rigidity of its drivers' examinations which authorities agree is necessary in keeping with present day driving conditions. With sufficient man-power it would be possible to use a greatly extended road test and to substitute for the present written test an oral examination which could be used as a means of imparting a safety message to new drivers as well as to determine the extent of the applicant's knowledge of the traffic and motor vehicle laws.

It should be understood, however, that any change in the examination method of drivers would not completely correct the situation. There are too many thousands of drivers, licensed in other States, using New Jersey highways who would not be affected by any restrictions imposed on local drivers. It would however, be a step in the right direction and would not be long before other States adopted our policy.

In addition to the regular examination, the Department conducts a different test for persons desirous of operating vehicles licensed for the transportation of passengers for hire. This special test includes a physical examination by a physician. Today, all men engaged in operating buses carry special licenses thus assuring the public they possess a reasonable degree of physical fitness.

Another responsibility of the inspection force is the check made, at various times, of license cards and the condition of safety equipment on vehicles. This type of work has proved effective in the past and will be continued in the future whenever schedules can be so arranged.

The Inspection Force is charged with the duty of investigating automobile junk yards and it has been used on numerous occasions to check magistrates' dockets with reference to fines collected. The Force likewise assists in the administration of the Bill of Sale Law and has investigated every application for dealers' licenses and dealers' registration plates.

An important phase of investigation work is that conducted in connection with fatal accidents. Every fatal traffic accident is probed and a report made to the Commissioner to be used as a basis for action against the operator or operators responsible. Complaints received from citizens as well as those received by other departmental divisions are also investigated by the Force. It also collects drivers' licenses and registrations

- 12 -

which have been revoked -- an activity that consumes a great deal of the inspectors' time.

On two special occasions during the year, all available members of the Force were assigned to road work in certain congested areas during the early Sunday morning hours in a campaign against the dangerous practice of driving while under the influence of liquor. This form of activity had a salutary effect and will be continued in the future.

The truck overload situation has been somewhat remedied as the result of the Department's activity. The task of weighing trucks has been carried out whenever opportunity was available.

Many special details were provided during the year. A number of the inspectors voluntarily joined the speakers bureau of the Division of Safety Education and delivered numerous safety addresses which have undoubtedly contributed to the increased interest in safety. Two inspectors are assigned exclusively to the Safety Education Division where they are engaged in the showing of safety motion pictures and other work of a technical nature. One inspector was permanently assigned to the Division of Traffic Regulation and Control for the purpose of making investigations. Another inspector was assigned to the task of checking stolen cars and running down notorious automobile theft rings.

During the license renewal season it is the custom to assign a group of inspectors to transport reports from the agencies to the central office, thus effecting a great saving in time and money.

The most effective method of reducing the increasing accident toll is the reasonably strict but continuous enforcement of the traffic laws. In order to be effective, authorities contend that enforcement should be increased to the point where the enforcement index will show a reading of at least 12 and preferably 15. The 1937 enforcement index for New Jersey was 3.8 -- far too low to be effective. On the other hand in the areas where the special patrols operated during the last four months of the year, the enforcement index was 13.5.

It is obvious that enforcement work should be increased to a point where the index will reach a proper figure. In order to be effective, such enforcement should cover at least every main traffic artery and should be on a 24-hour basis. The work should be performed by trained men who have no other duties to hamper them. They should be specialists in their line -- devoting their time only to improving highway safety.

Herewith is a breakdown of Inspection Force activities and results:

Total hours	199,762 3/4
Sick days	474
Days Off	4,389
Vacation	960 days
Travel	24,711 1/4 hours
Patrol	70,243 3/4 hours
Look-ups	17,052 1/2 hours
Pick-ups	5,041 1/2 hours
Check-ups	2,104 3/4 hours
Scales	242 1/2 hours
Examinations	52,109 1/4 hours
Court	6,194 3/4 hours
Safety education	5,760 1/4 hours
Stolen cars	615
Special detail	4,109
Traffic engineering	1,432 1/2 hours
Administration	5,929 hours
Miscellaneous	4,211 3/4 hours
Violations reported	11,225
Violations adjusted	46,416
Summonses	1,903
Cases investigated	11,465
Registrations collected	\$7,902.25
Drivers' licenses collected	\$1,498.00
Mileage	1,531,096
Gas	109,995 3/4 gallons
Oil	6,165 quarts
Fines	\$122,506.50
Arrests	11,451
Inspectors	97

Following are the results of the Special Patrol covering the months of September, October, November and December; the net operating cost for which was \$19,453.81 leaving a net balance for the State during this period of \$24,590.69. (These figures are included in the figures for the entire Inspection Force proceeding):

SPECIAL PATROL

Total hours	19,484
Sick days	6
Days off	520
Vacation	64 days
Patrol	18,271 hours
Court	1,213 hours
Violations reported	2,925
Violations adjusted	10,360
Summonses	715
Registrations collected	\$684.20
Drivers' licenses collected	\$156.00
Mileage	267,769
Gas	20,788 gallons
Oil	988 quarts
Fines	\$ 44,044.50
Arrests	5,086
Inspectors	33
Warnings	110

- 14 -

DRIVERS EXAMINATIONS FOR 1937

<u>Location</u>	<u>Passed</u>	<u>Rejected</u>	<u>Total</u>
Asbury Park	2,149	373	2,522
Atlantic City	2,679	755	3,434
Bridgeton	1,385	365	1,750
Burlington	570	139	709
Camden	6,082	1,318	7,400
Cape May Court House	839	214	1,053
Dover	1,415	161	1,576
Elizabeth	9,692	1,970	11,662
Englewood	1,587	156	1,743
Freehold	1,021	263	1,284
Hackensack	20,179	3,849	24,028
Hackettstown	916	104	1,020
Hammonton	462	102	564
Jersey City	8,190	1,555	9,745
Morristown	1,640	155	1,795
Mount Holly	582	156	738
Newark	20,239	3,670	23,909
New Brunswick	2,473	641	3,114
Newton	724	74	793
Ocean City	820	161	981
Passaic	1,945	339	2,284
Paterson	2,655	494	3,149
Perth Amboy	1,322	326	1,648
Phillipsburg	995	104	1,099
Plainfield	2,254	328	2,582
Red Bank	1,926	416	2,342
Ridgewood	1,529	190	1,719
Salem	1,167	279	1,446
Somerville	2,830	623	3,453
Summit	893	111	1,004
Sussex	313	26	339
Toms River	630	98	728
Trenton	6,408	1,598	8,006
Woodbury	4,313	1,106	5,419
	<hr/>	<hr/>	<hr/>
	112,824	22,219	135,043

DRIVERS' EXAMINATIONS FOR 1937

<u>Month</u>	<u>Passed</u>	<u>Rejected</u>	<u>Total</u>
January	8,486	1,037	9,523
February	6,513	942	7,455
March	8,748	1,443	10,191
April	10,536	1,992	12,528
May	13,551	2,932	16,483
June	13,615	3,018	16,633
July	14,508	3,249	17,757
August	12,185	2,998	15,183
September	8,956	1,779	10,735
October	5,842	1,208	7,050
November	2,263	499	2,762
December	7,821	1,072	8,893
	<hr/>	<hr/>	<hr/>
	112,824	22,219	135,043

	<u>Males</u>	<u>Females</u>
Passed	81,416	31,408
Rejected	17,810	4,409
	<hr/>	<hr/>
	99,226	35,817

Classes of Rejections

Illiteracy	3,024
Impaired vision	3,268
Driving test	9,232
Written test and miscellaneous	6,695
	<hr/>
	22,219

HEARINGS AND REVOCATIONS

The operating privilege of 5,876 persons was revoked by the Department during the year for various infractions of the Motor Vehicle and Traffic Laws. Over a twenty year period, the Department has taken this direct action against 60,261 individuals.

A year-by-year record of total revocations since 1918 is as follows:

<u>YEAR</u>	<u>REVOCATIONS</u>
1918	702
1919	707
1920	770
1921	956
1922	931
1923	2,080
1924	2,429
1925	2,886
1926	2,750
1927	3,987
1928	3,657
1929	4,991
1930	4,949
1931	4,993
1932	4,034
1933	3,294
1934	2,863
1935	3,281
1936	4,125
1937	<u>5,876</u>
TOTAL	60,261

Following is a break-down of the revocations:

	<u>1937</u>	<u>1936</u>	<u>1935</u>
Drivers' licenses revoked	4,335	3,078	2,348
Placed on prohibitory list	573	499	397
Reciprocity privileges revoked	901	480	478
Passenger registrations revoked	39	42	35
Motorcycle drivers' licenses revoked	19	10	13
Dealer registrations revoked	9	14	9
Bus registrations revoked	-	2	1
Total	<u>5,876</u>	<u>4,125</u>	<u>3,281</u>

LICENSE REVOCATIONS FOR THREE YEAR PERIOD

	<u>1937</u>	<u>1936</u>	<u>1935</u>
Driving while intoxicated	1,690	1,534	1,305
Reckless driving	493	402	372
Speeding	708	180	138
Fatal accidents through violations of law	366	194	76
Obtaining license while on revoked list	60	81	67
Habitual violators	703	257	30
Failure to appear in answer to summonses	797	616	557
Failure to pay fine	50	45	47
Leaving scene of accident	81	59	49
Misstatement of facts on application	44	43	25
Larceny and receiving and driving without consent	85	95	110
Defective vision	12	14	11
Physically or mentally unfit	87	59	54
Fraud at examination	57	55	44
Driving without a license	55	70	55
Misrepresenting age	25	11	12
Permanent revocations due to bad records	3	0	0
Other violations	<u>560</u>	<u>410</u>	<u>329</u>
TOTAL	5,876	4,125	3,281

The increase in revocations over the year 1936 was 42 per cent but the number of cases considered by the Department was 11,370. Thus revocation of registration or driver's license was directed in 51 per cent of the total cases considered.

A general tightening of the traffic laws on the part of local magistrates was responsible for the increase in the number of cases considered. Many magistrates are now revoking licenses of offenders instead of imposing fines, a practice heartily approved by the Department in cases of flagrant violations.

The following table shows the month-by-month record of cases considered during the past three years:

	<u>1937</u>	<u>1936</u>	<u>1935</u>
January	764	527	439
February	719	443	351
March	774	648	415
April	881	709	471
May	911	739	454
June	1,043	737	435
July	972	800	465
August	991	614	444
September	1,086	690	408
October	1,185	675	568
November	1,025	533	485
December	<u>1,021</u>	<u>711</u>	<u>475</u>
TOTAL	11,370	7,826	5,266

DRUNKEN DRIVERS

Driving while under the influence of liquor led all other causes for revocation, a total of 1,690 drivers having been brought to judgment for this serious offense. This was a ten per cent increase over the previous year. During the past twenty years, the Motor Vehicle Department has revoked the licenses of 23,914 alcoholic drivers. Beginning with 135 revocations in 1918, the yearly totals went steadily upward until 1930 when an all-high total of

2,095 license revocations was recorded. The following year this figure dropped slightly to 2,089 and when the Depression was at its "peak" in 1932 convictions fell to 1,432 and in the following year dropped to 1,227. Since that time the curve has been steadily upward.

The yearly record of drunken driver revocations during the twenty year period, is as follows:

CONVICTIONS FOR DRUNKEN DRIVING

<u>YEAR</u>	<u>REVOCATIONS</u>
1918	135
1919	115
1920	314
1921	430
1922	352
1923	832
1924	971
1925	1,155
1926	1,259
1927	1,640
1928	1,952
1929	2,044
1930	2,095
1931	2,089
1932	1,432
1933	1,227
1934	1,443
1935	1,305
1936	1,534
1937	1,690
Total	<u>23,914</u>

STUDY OF DRUNKEN DRIVER REVOCATIONS

CLASSIFICATION

	1937	1936
New Jersey residents arrested in New Jersey	<u>1,284</u>	<u>1,122</u>
New Jersey residents arrested in other States	67	122
New Jersey residents not holding driver's licenses, placed upon prohibitory list	158	142
Nonresidents arrested in New Jersey	161	148
Total	<u>1,690</u>	<u>1,534</u>

RESIDENTS ARRESTED OUT-OF-THE STATE

	<u>1937</u>	<u>1936</u>
New York	18	25
Pennsylvania	30	49
Massachusotts	8	7
Delaware	3	9
Connecticut	4	7
Virginia	7	6
Rhode Island	1	-
West Virginia	-	3
Maryland	8	10
Maine	1	1
North Carolina	5	1
Michigan	-	2
New Hampshire	2	2
Total	<u>87</u>	<u>122</u>

NON-RESIDENT VIOLATORS AND WHERE THEY RESIDE

	<u>1937</u>	<u>1936</u>
New York	71	66
Pennsylvania	74	68
Maryland	3	3
Delaware	-	-
Connecticut	3	1
Massachusetts	2	1
Kentucky	-	1
Wyoming	-	-
District of Columbia	-	1
Illinois	-	1
Georgia	-	-
Ohio	-	2
Nebraska	-	-
Florida	-	1
Washington	-	1
Michigan	2	1
Virginia	2	1
Alabama	1	-
South Carolina	1	-
Indiana	1	-
Idaho	1	-
Total	<u>161</u>	<u>148</u>

SEX OF VIOLATORS

Males	1,648	1,511
Females	<u>42</u>	<u>23</u>
Total	1,690	1,534

NATURE OF PENALTIES IMPOSED

These totals do not include the number of convictions reported by various States wherein New Jersey operators were apprehended and convicted.

	<u>Resident Drivers</u>		<u>Residents No License Pre. List</u>		<u>Non Residents</u>		<u>Total</u>	
	<u>1937</u>	<u>1936</u>	<u>1937</u>	<u>1936</u>	<u>1937</u>	<u>1936</u>	<u>1937</u>	<u>1936</u>
Fine penalty imposed and paid	629	517	57	31	78	77	764	625
Jail sentence imposed	326	279	61	65	25	35	412	379
Defaulted payment of fine and thereby served time in jail	<u>329</u>	<u>326</u>	<u>40</u>	<u>46</u>	<u>58</u>	<u>36</u>	<u>427</u>	<u>408</u>
Totals	1,284	1,122	158	142	161	148	1,603	1,412

CLASSIFICATION OF VIOLATORS AS TO AGE

	<u>1937</u>	<u>1936</u>
17 to 24	175	24
25 to 35	489	448
36 to 50	553	512
51 to 64	139	125
65 and over	<u>15</u>	<u>13</u>
Total	1,571	1,122

COUNTIES WHERE VIOLATORS RESIDE AND COUNTIES WHERE ARRESTED

Counties where violators reside		Counties where violators arrested			
	<u>1937</u>	<u>1936</u>			
Atlantic	26	14	Atlantic	36	15
Bergen	131	113	Bergen	138	107
Burlington	63	41	Burlington	77	40
Camden	133	102	Camden	144	108
Cumberland	51	47	Cumberland	63	43
Cape May	10	4	Cape May	14	6
Essex	196	176	Essex	153	134
Gloucester	48	23	Gloucester	44	21
Hudson	186	112	Hudson	196	108
Hunterdon	12	14	Hunterdon	15	13
Mercer	95	59	Mercer	80	55
Middlesex	79	69	Middlesex	85	68
Monmouth	73	48	Monmouth	89	41
Morris	58	53	Morris	57	55
Ocean	26	9	Ocean	25	19
Passaic	82	69	Passaic	84	77
Salem	38	16	Salem	35	15
Somerset	27	27	Somerset	45	30
Sussex	16	12	Sussex	15	14
Union	152	105	Union	178	140
Warren	<u>27</u>	<u>9</u>	Warren	<u>30</u>	<u>13</u>
	1,529	1,122		1,603	1,122
Non-residents arrested in N. J.	161		N. J. residents arrested in other States	87	
	<u>1,690</u>			<u>1,690</u>	

HABITUAL VIOLATORS

Because the Department keeps an ever watchful eye on the accident reports and records of magistrates' convictions for traffic violations, it was possible to "bear down" on these undesirables during the year. A total of 3,694 such drivers were selected for summary action, 2,421 receiving warning letters, 570 being dismissed with a warning after hearing and 703 being deprived of their operating licenses.

The Department regards these operators both unfit and unsafe to be behind the wheel of a motor vehicle. Those who received warning letters usually had one serious traffic violation and one or two minor violations charged against them - enough to indicate the need of some corrective influence. Those who lost their licenses had two or more serious violations or two or more serious accidents against their driving records.

Since the Department instituted this activity against the habitual offender, it is no longer possible for an operator to "get away" with re-

peated or habitual violations of the traffic laws. Records of magistrates' convictions and accidents are filed in such a manner that when two convictions or two accidents show up against a driver he immediately becomes subject to direct action by the Department. Action depends upon the severity and the frequency of offences. It is gratifying to state that very few repeaters have been found among habitual violators.

FATAL ACCIDENTS

Since December, 1935 the Department has investigated all fatal traffic accidents for the purpose of determining whether the accidents were the result of improper, or illegal driving. Sufficient evidence to warrant a hearing was found in 393 cases. In 283 cases the driver's license was revoked with no hearing requested, 83 were revoked after a hearing and 27 were dismissed after hearing.

In many of these cases, the revocation was for a five year period. This activity against drivers involved in fatal accidents is gradually teaching the public that it is no longer possible to take a human life as the result of careless operation of a motor vehicle, and escape punishment. Investigation has shown that many of these fatal accidents were the direct result of some minor violation of the traffic laws and that the accident would not have occurred if the driver had exercised due caution and care.

HEARINGS

A total of 1,408 drivers were accorded hearings during the year before Deputy Commissioner William J. Dearden for violations of the Motor Vehicle and Traffic Acts. Included in the hearings were the fatal accident and habitual violator cases as well as applications for license restoration.

Following is a record of the types of hearings held:

CLASSIFICATION OF HEARINGS

HABITUAL VIOLATORS

Licenses revoked after a hearing	329	
Dismissed with a warning	<u>570</u>	899

RESTORATIONS

Restored after a hearing	257	
Denials	<u>77</u>	334

FATAL ACCIDENTS

Revoked after a hearing	83	
Dismissed (no action)	<u>27</u>	110

RECKLESS DRIVING

Revoked after a hearing	13	
Dismissed (no action)	<u>3</u>	16

PHYSICALLY UNFIT

Revoked after a hearing	10	
Dismissed (no action)	<u>3</u>	13

MISCELLANEOUS

Speeding	6
Careless driving	4
Violating bill of sale law	4
Mentally unfit	3
Not a proper person	2
Not qualified to operate a motor vehicle with safety	3
Misstatement of facts in application	1
Accident	1
Fraud at motor vehicle agency	1
Disregarding railroad signal	1
Improper use of a driver's license	1
Improper use of a motor vehicle	1
Obtaining a license under a fictitious name	1
Leaving scene of accident	1
Failure to answer summons	1
Withholding information regarding accident	1
Unlawful stopping of an automobile	1
Obtaining money under false pretense	1
False testimony under oath	1
Accident prone	1
TOTAL HEARINGS HELD	<u>1,408</u>

WARNING LETTERS SENT 2,421

SAFETY EDUCATION

Although handicapped by insufficient personnel and facilities, the Division of Safety Education increased its activities during the year in assisting the state, county, municipal, fraternal, industrial officials and school authorities with highway safety projects.

Hundreds of thousands of people were reached through these activities in which not only the seriousness of the highway accident problem, but the civic and individual responsibility of both motorists and pedestrians alike were stressed.

PRE-SCHOOL CHILD SAFETY

Appreciating that safety of the pre-school child rests in a large measure with parents, the Department made many contacts with fathers and mothers during the year. The point particularly emphasized at these meetings was that small children, as a rule, lose their lives or are hurt in auto accidents that occur in close proximity to their homes. Naturally, no effort or sacrifice should be spared to insure a safe play area, proper instructions about street dangers, and constant vigilance over children during the time spent out-of-doors.

SCHOOL CHILD SAFETY

Upon reaching school age parents should give every consideration to instructing children the safest way of going back and forth to school. Mothers particularly were advised to take daily walks with their children showing them the safest places to cross streets or highways, the proper observance of traffic signals, the necessity of looking to the right and left before leaving the curb, and other fundamentals that instil lasting safety habits in the child.

Splendid cooperation was given by the Elementary Schools in this connection. The fact that fewer children were injured while riding bicycles during the year is evidence of the effectiveness of school instruction. The school boy patrol was likewise an important factor in the school safety work.

Used in connection with the Elementary Schools were several films, particularly adapted for the younger folks. These included "Safety for Primary Grades", "Safety for Advanced Grades", and "Speaking of Safety". Many appreciative letters from principals, teachers, and children followed the showing of these films of which a typical one is quoted herewith:

"Yesterday afternoon in three different assemblies, we had the privilege of observing your safety picture and lecture service in our auditorium.

We congratulate you on the excellent work being done in this field. The pictures are splendidly planned for the different age-groups of children and the speaker's talks are most effectively given. The manner in which she adapts them to the different groups shows on her part a very keen appreciation of their capacities and interests.

We enjoyed meeting and chatting with your representatives and we wish you to know that we thoroughly appreciate the value of this most important work. It's too bad that you will never have the satisfaction of knowing the number of lives that you are saving through this quality of SAFETY education.

We hope we may have this program again."

The Safety Division's activity was not confined to the exhibition of safety films. Further service was rendered in the distribution of literature, posters, statistics to principals, teachers, classes, and individual students.

HIGH SCHOOL SAFETY

Keeping in mind that the safety of tomorrow lies with the youth today, unusual activity was carried on in the upper grades. Among other things was a course of driving instruction to students approaching the age of seventeen (17) when they will be legally permitted to drive an automobile on the streets and highways. The first of these driving courses was in Bergen County in the year 1932-1933, which place still leads with an enrollment of 100 per cent.

Safety Education is an optional course in the High Schools, but it is gratifying to state that it is fast becoming one of the most popular studies. Its popularity was no doubt enhanced as the result of a publication, "HIGHWAY SAFETY, a Course of Study for High Schools", copies of which were supplied to every supervising and high school principal in the State. This helpful guide was made possible through the joint efforts of the Department of Motor Vehicles and the Department of Public Instruction. The manual was written by a group headed by Dr. Allen G. Ireland, Director of Health, Safety and Physical Health Education, which included supervising principals, high school principals, and representatives of this Department. Prior to the publication, the only guidance on the subject were publications of some of the larger insurance companies and the A.A.A.

The Division of Safety Education was most cooperative with the school authorities in developing these safe "Driving Courses". The Division had available for this purpose an experienced inspector who visited the different high schools and gave information and instruction on the practical side of the subject. The Division also cooperated by supplying school instructors with literature, posters, up-to-the-minute statistics, law books, etc. In addition, the Division frequently supplied speakers who discussed enforcement, engineering, financial responsibility, and the Division frequently exhibited its two safety films, "Highway Mania", and "Hit and Run Driver".

As the instructor progresses with the "Driving Course", the Department continues its cooperation. Toward the close, an inspector again visits the class to prepare the students for examination. This preparation includes a discussion on good driving habits and attitudes, the common sense purpose of motor vehicle regulations and the civic responsibility of the individual as a driver.

Used in this instruction course were four enlarged, colored photographs of a traffic circle, a clover-leaf, an underpass, and the approach to the George Washington Bridge, the purpose being to better acquaint students with the proper use of these highway construction features.

The "Driving Course" concludes with an actual examination of the student. Twelve different sets of question sheets are used, and the student receiving an average of seventy (70) or over is presented with a card signed by the inspector and the principal of the school. This is his reward for the time and effort spent, and relieves the student of the necessity for taking the written test when applying for a driver's license.

The Department feels that this training, if applied throughout the State, will undoubtedly result in a class of safer drivers in the years to come because they will be possessed not only of a general knowledge of the vehicle at their command, but the dangers that result in the abuse of this power.

Youth has unusual aptitude for good driving. Youth has excellent coordination of mind and muscle, lusty physical fitness, and usually good vision. While such qualifications are truly a great asset they cannot, however, replace good judgment. Since maturity of judgment is denied them, this Department is optimistic enough to believe that the Driving Course will develop this to a safe degree. They should be substantially better drivers than those who do not have the benefit of a high school driving course.

It is fitting to recognize the men upon whose shoulders have fallen the burden of assisting in this high school work. They are Inspectors Richard V. Buckley, Richard Stearn, William Ruffing, Leo Welch and Earl Severs.

ADULT EDUCATION

The thanks and appreciation of the Motor Vehicle Department is extended to the clergy of the State for its ready response to an invitation to assist in safety activities during the year. In the Roman Catholic churches, a special Sunday was set aside by the presiding bishops, at which a Safety Appeal from the Department was read and commented on. The same full measure of cooperation was given by the Protestant churches where in many instances the entire sermon was given over to Safety.

The Safety Division played an important part in the conferences held during the year in Atlantic, Bergen, Burlington and Camden counties. These conferences were attended by municipal and county officials by invitation of the Motor Vehicle Department for a discussion of local traffic problems.

SPEAKERS' BUREAU

One of the most active branches of the Safety Education Division was the Speakers' Bureau, comprised of division heads and inspectors. This Bureau has supplied safety speakers to organizations in every nook and corner of the State. Most of the appearances have been made after regular working hours, and entailed no additional compensation for these individuals. The groups visited by the Speakers' Bureau included grammar schools, junior high schools, senior high schools (public, parochial and private), Parent Teachers' Associations, schoolmen's clubs, CCC Camps, municipal meetings, county affairs, industrial concerns, Elks, Masons, Knights of Columbus, Holy Name Societies, Rotary, Kiwanis, Lions, Exchange, and American Business Clubs, Magistrates' Associations, Volunteer Firemen's Associations, Fire Chiefs' Associations, Engineering Clubs, Federation of Women, Political Clubs, and many other organizations.

A typical letter of appreciation following one of these appearances is as follows:

"I want to tell you how much the Rotary Club benefited by the very excellent program that your Department put on at our Club. Such an activity by a Division of the State Government may certainly be called "a wise expenditure of public funds". I should like particularly to comment on the remarks of the speaker. He gave us a great deal to think about."

POSTERS

Five different safety posters were printed and distributed during the year by the Safety Education Division. They included "The World's Meanest", "Your License is Revoked", "Accidents are Caused", "You've Got a Date with Junior", and "Stand Back Folks". These posters came in two sizes. They were distributed among the schools, industries, licensing agencies, police stations, and other places. In most instances the demand for posters too quickly exhausted the supply.

LITERATURE

Wide circulation was given during the year of a pamphlet entitled "Bad Habits Create Accidents". This pamphlet contained many pictures and figures showing how careless driving affects the pocketbook, accident statistics, safe driving habits, and other safety messages. The pamphlet was distributed in quantity at the Holland Tunnel, George Washington Bridge, Camden-Philadelphia Bridge, interstate ferries, and other bridges over the Hudson and Delaware Rivers during the season when traffic was unusually heavy. It was also displayed and distributed at the various public exhibitions, at safety meetings, in libraries, schools, and in connection with all safety campaigns in the State. The larger insurance brokers in New York and Pennsylvania were supplied, upon request, with quantities of the pamphlets, which were distributed with insurance policies. Other safety pamphlets distributed by the Division were "Creating Safer Communities", "A Busy Governor Speaks", "Getting Away with Murder and Mile-A-Minute Men", "Questions and Answers on Motor Vehicle Laws", "Trio of Warnings" and "Highway Safety; A Course of Study for High Schools".

- 26 -

SAFETY EXHIBITS

The Department made wide use of a large safety exhibit, which consisted of nine panels with ball optican for showing eighty slides continuously in a center panel and two life-like scenes at each end; one portraying a typical city intersection and the other a rural scene. This exhibit was displayed at the following places:

Flemington Fair---August 31 to September 6, 1937.
American Legion State Convention, Ocean City---
September 9 to September 11, 1937.
Morris County Fair---September 8 to September 11, 1937.
Governors' Conference at Atlantic City---September 13
to September 15, 1937.
New Jersey State Fair, Trenton---September 27 to
October 2, 1937.
National Motor Truck Show, Newark---November 10 to
November 13, 1937.
Newark Auto Show---November 10 to November 13, 1937.
Trenton Automobile Show---November 10 to November 13, 1937.

In addition to the regular exhibit at Flemington, the Division displayed a wrecked car on the grounds - a car in which five persons had previously been killed in an accident. This shocking example of the result of recklessness and speed attracted huge crowds and carried with it a strong message for safety.

SAFETY FILMS

The Department's sound film, "Highway Mania", was extensively shown throughout the year. This picture continues to hold the interest of audiences and many unsolicited letters are in the files expressing its merit. It has now been shown uninterruptedly for a year and a half, and will be replaced in the near future by a new film.

Shown in connection with "Highway Mania" to the various audiences in the State, was the Metro-Goldwyn-Mayer film "Hit and Run Driver", which was purchased from the Department of Commerce. Three other films, "Saving Seconds", "Everybody's Business", and "Remember Jimmy", loaned through the courtesy of the Aetna Insurance Company, the Chrysler Corporation and the Fireman's Insurance Company were also displayed by the Department.

Since the latter half of the year, the Division used for its child audiences, the educational, animated production of the Films of Commerce Company, "Speaking of Safety". This film became very popular with the children and is regarded as the most modern and effective in the field of child safety.

The Department's own film, "Highway Safety" was in great demand by groups beyond the borders of the State. On November 15, 1937, a print was sent to the Department of Finance in San Juan, Puerto Rico, and a print was also used during November at the First National Safety Congress in Mexico. The latter showing was so successful that a request was made for permission to retain the film for the purpose of showing it throughout the Republic of Mexico.

- 27 -

FINANCIAL RESPONSIBILITY

In the eight years of its operation, the Financial Responsibility Law has removed from the highways 63,186 undesirable drivers.

Primarily a safety feature, the law provides an especially effective weapon with which to combat irresponsible driving and traffic accidents because it strikes a most vital spot--the pocketbook. When all drivers become familiar with its provisions and realize how costly careless driving can be made, they will, of their own accord, see the wisdom of care and prudence in the operation of their cars on the public highways.

Statistics show that the majority of drivers do not have accidents and are not involved in violations of the Motor Vehicle and Traffic Acts. It is the small minority that is responsible for traffic problems and it is this small minority against which the Financial Responsibility Law is directed.

This minority group of drivers in a given year may include new and different drivers in other years, but when it is considered that the Financial Responsibility Law is enforced on a three year basis, and that these three year periods interlock and form a continuous chain (each year adding to and eliminating drivers who are violating the laws and causing accidents), it is evident that a good cross-section of the minority class is brought within the law. By forcing drivers and owners in this class to prove evidence of financial responsibility, or removing them from the highways, the Department affords protection to the great majority of drivers and owners who are law-abiding and careful. If they choose to continue driving by filing evidence of financial responsibility, these drivers and owners will be thus able to assume their obligations that may arise from their future negligence.

The intent of the Financial Responsibility Law is that anyone who becomes subject shall operate in the future only insured motor vehicles, covering which evidence of financial responsibility is filed with the Department. Since September 1, 1935, the activities were further strengthened by restricting the driver's license of anyone subject to the law, to the operation of only those vehicles covered by the certificate of insurance which is accepted to cover his case. In addition to the new cases set up on and after September 1, the application of this ruling was made retroactive, and as renewal certificates are received covering old cases, the driver's license of the defendant has been restricted to operate the vehicles covered by the renewal certificate.

Enforcement of this ruling, while both increasing the Department's work and in many cases imposing an added burden on those subject to the law, has eliminated a heretofore glaring weakness in the law. Before its application, a defendant, upon filing a certificate of insurance, was permitted to retain an unrestricted driver's license and, with such a license, could operate any motor vehicle without violating the law. Many of the vehicles which might have been operated would not have been insured and in the event of an accident, there would have been no financial responsibility to compensate anyone injured or who had suffered property damage.

- 28 -

BILLS OF SALE

Since the inception of the Bill of Sale Law in July, 1931 approximately 4,500,000 bills of sale for motor vehicles have been filed with the Department. Total revenue for the year 1937 from this source was \$599,385.26.

The end of the year found 2,165 dealers registered to issue bills of sale, 381 of whom were licensed as new dealers during 1937. Of this group 1,235 are licensed to sell new and used cars while 930 are licensed to sell used cars only.

It was necessary, during the year, to revoke the bill of sale licenses of 259 dealers for reasons that included their having retired from business, misuse of dealer's plates, misuse of bill of sale forms or improper business practices in connection with the issuance of titles.

TRAFFIC LAW CONVICTIONS

More drivers and owners were apprehended in 1937 for violations of the Traffic and Motor Vehicle Acts than any year in the history of the Department. The number of magistrates' reports of arrests was 110,263.

Of this number, 19,653 were convictions resulting from complaints made by Motor Vehicle Inspectors and State Police. They represent fines totaling \$202,237.26 which went into the revenues of the Motor Vehicle Department. This was an increase of 27 per cent over the previous year. Whenever complaints under the Traffic or Motor Vehicle Acts are made by municipal officers or others, the fines collected are turned over to the county treasury. It is impossible, therefore, to state the total fines collected in all the 110,263 complaints reported.

Approximately 5,000 reports of arrests were of New Jersey motorists apprehended in other States. The information contained in these notices was copied and placed in the permanent file.

In 3,406 cases reported, magistrates recommended revocation of the driver's license.

In the process of filing these magistrates' reports, 3,694 drivers were found to have three or more violations against their driving records. These cases were referred to Deputy Commissioner William J. Dearden for action.

In order to obtain a better idea of law enforcement in the various municipalities and counties, the Department began, as of May 1, a break-down of arrests and convictions. The following table shows the number of traffic and motor vehicle cases and their disposition in each county during the eight months period:

REPORT FROM MAY 1, 1937 TO DECEMBER 31, 1937 OF ALL VIOLATIONS OF THE MOTOR VEHICLE AND TRAFFIC ACT

	<u>Total</u> <u>Cases</u>	<u>Fine or</u> <u>Jail</u>	<u>Susp.</u> <u>Sent.</u>	<u>Other</u> <u>Cases</u>	<u>Reckless</u> <u>Driving</u>	<u>Speed</u>	<u>Drunken</u> <u>Driving</u>	<u>Hit &</u> <u>Run</u>	<u>Death</u>	<u>Careless</u> <u>Driving</u>	<u>Misc.</u>
Atlantic	2,338	2,068	202	68	95	1,228	30	9	9	470	497
Berger	10,247	7,685	2,005	557	446	6,189	136	35	4	1,186	2,251
Burlington	1,681	1,477	156	48	73	885	55	5	0	296	367
Camden	1,963	1,751	168	44	163	604	122	29	5	612	428
Cape May	696	667	20	9	50	289	9	6	4	233	105
Cumberland	1,536	1,392	117	27	91	472	47	6	2	555	563
Essex	9,708	6,258	2,749	701	253	4,212	120	108	9	576	4,430
Gloucester	2,584	2,367	163	54	242	775	25	11	1	700	330
Hudson	1,771	1,114	408	249	312	696	123	15	3	84	538
Hunterdon	2,537	2,477	86	24	37	736	11	5	1	511	1,286
Mercer	2,937	2,710	123	104	296	1,557	43	31	3	262	745
Middlesex	7,451	6,705	576	170	252	3,501	103	26	12	1,071	2,436
Monmouth	1,765	1,409	206	150	261	349	71	20	1	342	721
Morris	2,081	1,607	295	179	180	793	44	15	3	663	333
Ocean	1,938	1,502	333	103	143	694	19	7	0	436	539
Passaic	3,872	1,796	1,436	590	172	1,338	76	38	3	505	1,740
Salem	903	818	45	40	21	174	29	6	0	323	350
Somerset	5,445	4,351	972	122	123	3,217	41	13	5	695	1,351
Sussex	651	555	74	22	72	135	10	10	0	219	205
Union	8,178	5,496	2,105	577	288	2,299	124	46	9	584	4,328
Warren	557	516	25	16	41	141	23	5	0	175	172
Total	70,889	54,721	12,314	3,854	3,611	30,284	1,261	446	74	10,493	24,715

- 31 -

INFORMATION SERVICE

Perhaps the most outstanding public service rendered by the Department is the dispatch with which requests for information are handled every day in the year, twenty-four hours a day.

An idea of the great volume of requests can be seen in the fact that during the year there were 178,627 telephone, 366,482 written, and 19,163 verbal requests, making a total of 564,482 requests. This was an average of 1,546 per 24-hour day during the year.

Police and other law enforcement agencies especially find the 24-hour telephone service valuable in connection with criminal investigations. The same can be said of private individuals who may need license data without delay. The clerks have also cooperated with the State Police Teletype Bureau by supplying information on requests received over the Telautograph machine at State Police Headquarters.

Another service rendered by this departmental branch was the preparation of 349 certified copies, photostatic copies and certified photostatic copies of official records for which fees were collected in the amount of \$1,433.60. None of these certified records were of accident reports, which are not open for public scrutiny.

LICENSES AND REGISTRATIONS

For the first time in its history, New Jersey has joined the ranks of the few States having over a million registered motor vehicles.

Registrations issued during the year totaled 1,008,909, which was a five per cent increase over the previous twelve months period.

Licensed drivers numbered 1,224,557, representing a five per cent increase.

Gross revenue totaled \$19,369,940.61, which was 7.9 per cent higher than the 1936 revenue.

Following is a two-year comparison of registrations, licenses and income:

REGISTRATIONS, LICENSES AND REVENUE

	<u>ITEMS</u> 1936	<u>ITEMS</u> 1937	<u>FEES</u> 1936	<u>FEES</u> 1937
Passenger Vehicles	804,417	852,889	\$8,455,715.40	\$9,206,169.50
Comm. Vehicles	115,091	117,647	3,611,386.00	3,802,901.50
Farmer Comm. Veh.	14,849	15,055	200,708.50	212,350.25
Undertaker Veh.	702	743	18,030.00	18,950.50
Omnibus Vehicles	8,353	8,163	343,694.00	346,496.75
Trailer Registrations	5,645	6,692	208,818.00	262,318.50
Motorcycles	4,739	4,674	9,478.00	9,348.00
Dealers (Auto & M.C.)	2,422	2,665	60,360.00	66,415.00
Agric. Tractors	283	381	849.00	1,143.00
Total Registrations	<u>956,501</u>	<u>1,008,909</u>		
Dup. Certificates	22,490	23,194	22,490.00	23,194.00
Transf. & Exchanges	258,460	287,966	600,630.02	664,104.28
Dup. Tags, (Auto & M.C.)	13,483	16,065	13,466.50	16,046.00
Auto Dr. Licenses	1,155,214	1,224,557	3,465,642.00	3,673,671.00
M.C. Dr. Licenses	4,212	4,317	4,212.00	4,317.00
Learner Permits	224,878	271,337	112,439.00	135,668.50
Int. on Accounts			9,459.42	8,020.51
Fines, State			146,361.66	202,237.26
Certified Copies			1,973.73	1,848.60
Commercial Permits			12,242.00	13,489.50
Registration Permits			945.00	1,232.50
Power of Attorney Fees			3,396.61	3,944.50
Miscellaneous Receipts			8,388.74	10,083.54
Bill of Sale Division			546,383.69	599,385.26
Excise Division			90,957.43	85,189.65
Junk Yard Division			1,000.86	1,415.51
Gross Income			<u>\$17,949,027.56</u>	<u>\$19,369,940.61</u>

- 33 -

EXCISE TAX

On the basis of a half cent per mile, a total of \$85,189.65 was collected during the year in excise taxes from operators of passenger buses transporting from:

- (1) a point outside the State to another point outside the State,
- (2) a point outside the State to another point within the State,
- (3) a point within the State to another point outside the State, by virtue of Chapter 68, Laws of 1934.

Because of its geographical location, New Jersey is widely travelled by buses in their migrations to all points North, South, East and West. The limited personnel of the Excise Division is concentrated therefore, at the bridge, tunnel and ferryboat approaches. Monthly mileage reports are checked by route inspections and observations and in addition, the books of the established bus companies are examined. The experience of the Department with interstate operators running on daily schedule has been highly satisfactory.

Attention is called to a condition that existed during the Summer months when a substantial volume of passengers was transported, for hire, to the Catskill Mountains, New York, from New York City via the Bergen County highways, in motor vehicles of the "pleasure type". Profiting by experience of the previous Summer when many of these operators failed to file schedules and pay taxes, the Department strictly enforced the policy by which these operators were required to file surety bonds to guarantee compliance with the law. Approximately 450 operators posted bonds and subsequently paid the proper amount of tax. In order to accomplish this, almost continuous scrutiny was necessary, particularly on week-ends when eighteen hour stretches of duty for the inspectors was common.

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