

FOURTEENTH 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 NINETEEN

REPORT

To the Legislature of the State of New Jersey.

Gentlemen:—I have the honor to submit herewith the fourteenth annual report of the Department of Motor Vehicles, for the year ending December 31, 1919, as required by Section 12 of Chapter 113, P. L., 1906.

FINANCIAL STATEMENT

COLLECTION ACCOUNTS

Paid State Treasurer	\$2,880,033.13	
Cash on Hand, December 31, 1919	331,916.00	
Commissions of Agents	51,869.02	
Due from banks.....	<u>689,194.19</u>	
		\$3,953,012.34
Agents' bank balances.....	\$ 689,194.19	
Collections, December 1, 1918 to December 31, 1919.....	2,931,902.15	
Collections, December 1, 1919 to December 31, 1919 (on account of 1920 business).....	<u>331,916.00</u>	
		\$3,953,012.34

DETAIL AND CHARACTER OF COLLECTIONS (December 31, 1919)

(By Agents)

ITEMS

190,873 car registrations, classified as follows:		
471 first class, pneumatic tired.....	\$2,052.00	
151,509 second class, pneumatic tired..	1,095,622.50	
19,394 third class, pneumatic tired.....	284,347.50	
19,499 solid tired vehicles	<u>515,135.50</u>	
		\$1,897,157.50

COMMISSIONER OF MOTOR VEHICLES

11,416 motor cycle licenses.....	\$ 22,832.00
1,430 dealers (3 set) automobiles.....	21,450.00
311 dealers (5 set) automobiles.....	7,775.00
10 dealers (3 set) motor cycles.....	150.00
313 livery licenses.....	4,695.00
14 manufacturers.....	350.00
39,173 transfers.....	50,982.25
6,796 duplicate certificates.....	6,796.00
53 trailers (pneumatic tires).....	159.00
5,997 duplicate tags.....	5,791.00
644 trailers (solid tires).....	15,403.50
92 tractors (agricultural).....	276.00
251,539 automobile drivers' licenses.....	754,617.00
8,933 motor cycle drivers' licenses.....	8,933.00
125,337 learners' permits.....	57,998.50
Interest on deposits—agents.....	1,528.05
Miscellaneous collections.....	308.25
3 drivers' badges.....	1.50
	<u>\$2,861,873.55</u>

BY CENTRAL OFFICE

Interest on deposits—Central office.....	1,110.85
Fines for violation of the law.....	68,075.80
Certified copies.....	153.75
*Adjustment of fees.....	40.00
†Miscellaneous collections.....	648.20
	<u>\$2,931,902.15</u>

*ADJUSTMENT OF FEES

2 auto registrations from second to third class, at \$7.50, \$15.	
1 double transfer.....	1.
11,000 lbs. increased weight on trucks.....	22.
1 motor cycle driver's license changed to automobile driver's license.....	2.
	<u>\$40.00</u>

CLASSIFICATION OF SOLID TIRE VEHICLES

(Classified by thousand pounds)

Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	No.
2	4	8	1379	13	389	18	301	23	194	28	24
3	54	9	1707	14	286	19	308	24	131	29	11
4	390	10	1542	15	575	20	451	25	106	30	27
5	3571	11	1072	16	578	21	657	26	22		
7	2728	12	817	17	386	22	463	27	38		
6	1326										

COMMISSIONER OF MOTOR VEHICLES

†MISCELLANEOUS RECEIPTS

Gratuities offered to inspectors for examination privileges, confiscated	\$ 6.00
Received for insurance on cars and personal injuries from insurance companies.....	327.90
Miscellaneous, 1918 collections, licenses not issued.....	43.00
Return of express charges.....	.48
Sale of old cars.....	270.82
	<u>\$648.20</u>

TOTAL COLLECTIONS

Drafts, (1919).....	\$2,861,873.55
Drafts, (1920).....	331,916.00
Interests on Deposits, C. O.	1,110.85
Fines.....	68,075.80
Certified copies.....	153.75
Adjustment of fees.....	40.00
Miscellaneous.....	648.20
	<u>\$3,263,818.15</u>

COLLECTIONS BY AGENCIES

Collections made by Agencies during the year and the commissions paid to agents, as compared with collections made in 1918, are as follows:

	1919		1918	
	Collections	Commissions	Collections	Commissions
Asbury Park.....	\$54,434.12	\$ 1,399.94	\$46,214.09	\$ 1,400.00
Atlantic City.....	74,319.30	1,600.00	55,931.24	1,900.00
Bound Brook.....	14,426.53	425.00	12,070.81	350.00
Bridgeton.....	35,277.50	1,000.00	29,628.00	1,000.00
Camden.....	154,442.72	2,100.00	107,539.67	1,900.00
Cape May.....	31,163.00	900.00	25,304.75	900.00
Cedar Run.....	7,742.50	250.00	6,273.00	249.90
Dover.....	37,048.27	1,000.00	32,549.98	900.00
East Orange.....	86,623.41	1,458.33	52,174.88	1,612.38
Elizabeth.....	72,293.18	1,600.00	57,147.49	1,400.00
Englewood.....	44,931.67	1,000.00	35,051.91	900.00
Englishtown.....	26,118.50	650.00	19,345.50	350.00
Flemington.....	25,010.75	650.00	19,340.00	500.00
Freehold.....	19,531.75	500.00	15,917.50	500.00
Hackensack.....	56,648.58	1,400.00	46,353.49	1,100.00
Hackettstown.....	26,181.01	900.00	24,228.05	900.00
Hammononton.....	17,999.13	425.00	14,179.16	350.00
Jersey City.....	246,413.98	2,500.00	236,886.03	2,300.00
Lakewood.....	19,652.06	500.00	15,824.12	500.00
Long Branch.....	27,296.70	900.00	23,098.54	900.00
Manasquan.....	19,541.00	500.00	15,543.75	500.00
Morristown.....	55,007.22	1,600.00	50,748.27	1,400.00
Mount Holly.....	63,078.13	1,400.00	48,414.33	1,000.00
Newark (Friend).....	333,143.61	2,700.00	407,058.98	2,700.00
Newark (Radcliffe).....	154,313.57	2,052.42		

New Brunswick.....	62,373.34	1,600.00	52,467.83	1,400.00
Newton.....	18,295.01	425.00	13,815.75	425.00
New York.....	159,458.66	2,100.00	160,189.68	2,000.00
Passaic.....	79,452.58	1,600.00	59,583.04	1,400.00
Paterson.....	170,850.79	2,300.00	139,255.07	2,100.00
Penns Grove.....	17,766.00	375.00	15,259.75	350.00
Perth Amboy.....	46,960.14	1,100.00	40,193.71	1,000.00
Phillipsburg ..	31,233.50	900.00	25,724.00	800.00
Plainfield.....	60,712.29	1,400.00	48,078.25	1,400.00
Pleasantville.....	16,898.50	650.00	15,625.00	350.00
Rahway.....	21,639.00	500.00	15,918.81	500.00
Red Bank.....	35,663.70	1,000.00	32,164.39	1,000.00
Salem.....	31,218.75	1,000.00	27,419.25	900.00
Sea Bright.....	9,969.07	250.00	8,505.28	350.00
Somerville.....	28,369.75	900.00	24,784.50	800.00
Sussex.....	14,881.75	425.00	12,932.25	425.00
Trenton.....	180,020.50	2,000.00	150,499.88	1,800.00
Union Hill.....	74,855.53	1,400.00	27,373.89	1,133.33
Vineland.....	37,445.75	1,000.00	29,763.75	900.00
Woodbury.....	61,259.00	1,500.00	49,166.00	1,000.00
Hoboken.....		133.33		
	<u>\$2,861,961.80</u>	<u>\$51,869.02</u>	<u>\$2,369,542.47</u>	<u>\$46,045.61</u>

REMITTANCES TO THE STATE TREASURER

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

1919			
MONTH	COLLECTIONS	FEES	BALANCE TO STATE TREASURER
January.....	\$1,497,928.74	\$1,916.55	\$377,473.00
February.....	238,141.94	4,524.69	1,118,539.19
March.....	182,200.82	4,075.66	233,617.25
April.....	172,878.63	3,782.14	178,125.16
May.....	162,799.53	4,846.57	169,096.49
June.....	185,365.27	4,520.43	157,952.96
July.....	161,574.90	3,753.89	180,844.84
August.....	119,585.05	4,729.28	157,821.01
September.....	77,935.47	4,010.72	114,865.77
October.....	62,175.13	4,046.42	73,924.75
November.....	44,468.12	3,919.48	58,128.71
December.....	26,838.53	7,743.19	59,644.00
	<u>\$2,931,902.15</u>	<u>\$51,869.02</u>	<u>\$2,880,033.13</u>

The following statement will indicate the business done during a like period in 1918:

1918			
MONTH	COLLECTIONS	FEES	BALANCE TO STATE TREASURER
Bal. on hand, Jan. 1, '18	\$8,228.24		
January.....	1,043,688.21	\$1,773.85	\$196,305.24
February.....	214,389.74	3,909.09	853,837.36
March.....	238,312.36	3,553.89	210,479.65
April.....	236,150.45	3,572.61	234,759.47
May.....	175,929.46	4,299.67	232,577.84
June.....	157,367.77	3,608.03	171,629.79
July.....	134,636.44	4,374.70	153,759.74
August.....	103,093.08	3,803.88	130,261.74
September.....	51,359.16	3,612.24	99,289.20
October.....	35,034.37	3,891.39	47,746.92
November.....	25,078.65	3,393.53	31,142.98
December.....	16,717.01	6,252.73	32,149.40
	<u>\$2,439,984.94</u>	<u>\$46,045.61</u>	<u>\$2,393,939.33</u>

RETURN FROM FINES

Fines collected for violations of the motor vehicle act amounted to \$68,075.80, this sum showing an increase of \$8,005.15 over the year 1918.

A comparative table follows, showing the collection of fines by months for the years 1915, 1916, 1917, 1918, and 1919:

	1919	1918	1917	1916	1915
January.....	\$2,131.50	\$1,115.45	\$1,532.85	\$1,163.75	\$ 753.00
February....	3,125.15	736.00	1,050.25	428.90	836.00
March.....	3,445.10	1,758.25	1,580.25	362.25	1,361.95
April.....	2,922.35	4,093.75	2,558.00	1,029.55	1,864.15
May.....	4,650.10	6,896.30	4,931.55	3,001.85	1,509.55
June.....	7,537.00	8,359.00	6,975.00	4,698.15	2,619.35
July.....	8,630.40	7,962.05	8,766.35	5,637.25	3,811.65
August.....	6,427.20	7,141.75	6,653.40	5,862.85	4,027.00
September..	11,376.95	7,406.70	5,903.35	5,907.15	3,907.75
October....	5,899.55	5,323.80	7,038.00	7,017.60	2,543.30
November..	5,939.75	3,725.00	3,930.85	3,179.00	2,174.10
December..	5,990.75	5,552.60	3,724.50	2,872.80	2,011.65
	<u>\$68,075.80</u>	<u>\$60,070.65</u>	<u>\$54,664.25</u>	<u>\$41,161.10</u>	<u>\$27,420.85</u>

The fines collected during the year 1919 by counties is as follows:

Atlantic.....	\$4,302.55
Bergen.....	9,574.20
Burlington.....	467.25
Camden.....	2,564.20
Cape May.....	357.00
Cumberland.....	307.50
Essex.....	12,225.40

BANK BALANCES

At the close of business on December 31, 1919, the following balances were in the hands of banks to the credit of the Motor Vehicle Department, the balances representing the amount of business audited by the Department account of 1920 registrations.

Asbury Park.....	\$ 6,985.00
Atlantic City.....	12,757.50
Bound Brook.....	2,823.84
Bridgeton.....	11,596.50
Camden.....	21,665.00
Cape May.....	3,954.10
Cedar Run.....	1,700.00
Dover.....	905.00
East Orange.....	28,538.75
Elizabeth.....	27,008.00
Englewood.....	8,271.25
Englishtown.....	2,932.00
Flemington.....	5,375.50
Freehold.....	5,421.25
Hackensack.....	9,067.50
Hackettstown.....	3,513.25
Hammonton.....	2,719.00
Hoboken.....	6,983.75
Jersey City.....	77,914.00
Lakewood.....	4,201.00
Long Branch.....	4,236.00
Manasquan.....	4,192.00
Morristown.....	14,569.00
Mount Holly.....	9,405.00
Newark (Friend).....	30,544.75
Newark (Radcliffe).....	127,745.43
New Brunswick.....	19,524.50
Newton.....	3,586.50
New York.....	21,337.75
Passaic.....	14,333.50
Paterson.....	46,431.83
Penns Grove.....	2,996.00
Perth Amboy.....	4,903.62
Phillipsburg.....	7,425.00
Plainfield.....	13,670.50
Pleasantville.....	2,949.50
Rahway.....	1,890.50
Red Bank.....	5,258.00
Salem.....	3,461.21
Sea Bright.....	575.50
Somerville.....	5,264.00

Sussex.....	2,802.50
Trenton.....	58,360.91
Union Hill.....	16,579.50
Vineland.....	5,623.00
Woodbury.....	17,196.00

\$689,194.19

GROSS RECEIPTS OF DEPARTMENT BY YEARS

The gross receipts of the Department by years follows:

1906.....	Commissioner J. B. R. Smith.....	\$67,963.00
1907.....	Commissioner J. B. R. Smith.....	92,763.25
1908.....	Commissioner J. B. R. Smith.....	188,742.94
1909.....	Commissioner J. B. R. Smith.....	247,424.21
1910.....	Commissioner J. B. R. Smith.....	322,649.66
1911.....	Commissioner J. B. R. Smith.....	413,786.27
1912.....	Commissioner Job H. Lippincott.....	496,653.35
1913.....	Commissioner Job H. Lippincott.....	661,084.40
1914.....	Commissioner Job H. Lippincott.....	814,535.30
1915.....	Commissioner William L. Dill.....	1,063,207.71
1916.....	Commissioner William L. Dill.....	1,402,695.05
1917.....	Commissioner William L. Dill.....	1,923,163.63
1918.....	Commissioner William L. Dill.....	2,431,756.70
1919.....	Commissioner William L. Dill.....	2,931,902.15

COMPARISON OF LICENSES ISSUED DURING THE PAST FIVE YEARS

The following table shows the number of licenses issued by months as compared with 1915, 1916, 1917, and 1918.

AUTOMOBILE REGISTRATION

	1915	1916	1917	1918	1919
January.....	26,839	46,055	69,157	72,020	103,651
February.....	12,088	9,957	9,474	14,093	15,687
March.....	7,327	4,118	7,781	17,106	12,139
April.....	6,841	8,940	11,227	15,432	11,092
May.....	5,185	7,894	7,814	10,173	9,579
June.....	5,132	7,555	7,940	8,296	10,163
July.....	4,565	5,707	7,147	6,796	8,262
August.....	3,208	4,800	4,406	4,854	5,758
September.....	2,804	3,501	4,069	2,678	4,809
October.....	2,068	2,779	3,371	1,995	4,623
November.....	1,682	1,991	1,926	1,427	3,404
December.....	493	1,044	652	649	1,706
	78,232	104,341	134,964	155,519	190,873

MOTOR CYCLE REGISTRATION

	1915	1916	1917	1918	1919
January	1,633	2,222	2,553	1,541	2,721
February	1,445	1,413	1,515	1,285	1,446
March	2,086	902	1,535	2,856	1,642
April	1,686	2,244	2,501	2,148	1,419
May	1,321	1,792	1,558	1,394	1,030
June	1,202	1,232	1,157	1,083	1,054
July	804	826	890	876	736
August	613	657	627	625	576
September	411	436	393	348	368
October	245	277	315	192	248
November	161	146	126	135	137
December	27	62	28	34	39
	<u>11,616</u>	<u>12,209</u>	<u>13,198</u>	<u>12,517</u>	<u>11,416</u>

DRIVERS' LICENSES (Automobile)

	1915	1916	1917	1918	1919
January	39,494	52,907	82,993	81,587	116,698
February	7,505	14,076	12,390	16,292	22,323
March	6,788	5,054	8,912	20,514	15,545
April	7,654	9,957	14,162	20,373	15,079
May	6,739	10,593	12,105	15,085	15,048
June	8,060	11,666	11,779	14,416	17,740
July	7,499	9,309	11,931	11,476	16,818
August	5,418	8,691	8,556	9,178	11,902
September	4,353	5,442	5,963	5,136	7,592
October	3,191	5,178	4,798	3,521	6,785
November	2,633	3,250	3,095	2,342	4,174
December	782	1,732	884	1,102	1,835
	<u>100,126</u>	<u>137,855</u>	<u>177,568</u>	<u>201,022</u>	<u>251,539</u>

MANUFACTURERS AND DEALERS

	1915	1916	1917	1918	1919
January	269	540	754	844	1,031
February	185	111	112	142	158
March	75	51	77	106	112
April	44	55	89	103	93
May	22	36	45	68	88
June	33	39	55	45	81
July	24	21	29	32	68
August	20	30	24	15	53
September	18	19	18	6	42
October	8	6	12	2	27
November	10	4	8	7	9
December		2	1	2	3
	<u>634</u>	<u>708</u>	<u>1,224</u>	<u>1,372</u>	<u>1,751</u>

LEARNERS' PERMITS

	1917	1918	1919
January	2,922	1,485	3,917
February	3,928	2,342	5,728
March	5,167	6,380	8,967
April	9,261	13,804	11,362
May	10,895	15,955	14,632
June	12,337	17,266	17,953
July	13,783	15,668	16,347
August	11,524	14,069	14,702
September	8,705	8,257	10,752
October	7,116	6,308	9,856
November	4,129	4,663	6,040
December	2,193	3,784	5,080
	<u>91,960</u>	<u>109,981</u>	<u>125,337</u>

APPROPRIATIONS

The appropriations for Departmental maintenance for the year 1919 were as follows:

Commissioner, for salary	\$1,500.00
Compensation inspectors, clerks, etc.	66,443.00
Inspectors (32) for expenses and equipment	24,500.00
Postage, expressage and incidentals	5,500.00
Blanks and stationery	8,900.00
Liability Insurance of inspectors	500.00
Purchase of automobiles	5,000.00
Refunds to applicants	300.00
Automobile markers	60,000.00
	<u>172,643.00</u>

There was expended for Department maintenance, the sum of \$170,540.74
 Agents' Commissions

	<u>51,869.02</u>
	\$222,409.76

The cost of maintaining the Department for the year 1919 amounted to 7½% of the gross receipts, a fact, which is especially gratifying in that our expenses, due to economies practised was less than for the year 1918, despite increased salaries to deserving assistants.

HEARINGS BEFORE COMMISSIONER

2,682 cases were heard before the Commissioner sitting as a Magistrate. This is an increase of 135 cases over last year.

335 licenses were revoked; 210 names were placed on the

prohibitory list to be denied driving licenses; 75 licenses were suspended; 37 reciprocity privileges were revoked; 36 car registrations were revoked; 11 motor cycle registrations were revoked, and 3 motor cycle operators' licenses were revoked.

275 licenses were restored.

Fines amounting to \$10,695.65 were imposed and collected by the Commissioner, which sum is an increase of \$1,404.15 over 1918.

The number of hearings by months were:

January.....	75
February.....	92
March.....	141
April.....	207
May.....	293
June.....	350
July.....	376
August.....	356
September.....	298
October.....	238
November.....	135
December.....	121

2,682

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

Licenses revoked.....	335
Blacklisted.....	210
uspended.....	75
Reciprocity privileges revoked.....	37
Registrations revoked.....	36
Motor cycle registrations revoked.....	11
Motor cycle operators' licenses revoked.....	3

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

Driving while intoxicated.....	115
Accident.....	90
Driving without consent of owner.....	70
Driving without license.....	65
Reckless driving.....	34
Speeding.....	41
Stolen car in possession.....	3

Manslaughter.....	2
Disorderly conduct.....	4
Improper registration.....	12
Failing to pay fine.....	13
Racing.....	3
Failing to answer letter.....	3
Larceny and receiving.....	18
Embezzling.....	3
Giving false name.....	2
Traffic Act violation.....	4
Failing to appear in answer to summons.....	45
Misrepresenting age when obtaining license, under age.....	11
Using borrowed license.....	5
Theft of auto.....	28
Violating reciprocity privilege.....	5
Driving after license had been revoked.....	1
Failing to report accident.....	4
Throwing glass in road.....	1
Failing to stop on signal.....	4
Alien enemy.....	14
Stealing.....	2
Fictitious name.....	2
Loaning gun to fugitive from justice.....	1
Refusing to stop after accident.....	6
Loaning license.....	10
No license in possession.....	4
Assault and battery.....	4
Cut out open.....	2
Stealing silk.....	2
Illegally selling car.....	2
Using permit without licensed driver.....	3
Swinging plates.....	1
Using borrowed license.....	4
Receiving stolen goods.....	3
Failure to transfer.....	7
Insolent toward officer.....	2
Getting license after being rejected by inspector.....	1
Sec. 4 (light law).....	4
Disregard of officer's signal.....	3
Extortion.....	1
Misuse of license.....	1
Physically unfit.....	2
Theft of tires.....	4
Receiving stolen goods.....	1
Mutilating motor numbers.....	3
Forgery.....	1
Fictitious address; signing another's name on application.....	1
Killing pedestrian.....	1

Murder.....	1
Passing standing trolley.....	1
Failing to observe law of road.....	1
Conspiracy to qualify applicants without examination....	1
Fictitious plates.....	4
Obtaining license under false statement.....	4
Misuse of D. Plates.....	2
Allowing unlicensed driver to operate car recklessly.....	2
Failure to register.....	4
Guaranteeing licenses.....	1
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The Commissioner, sitting as a Magistrate, devoted 157 days in the hearing of complaints, holding his court on these days in the following cities:

51 days in the City of Newark,
28 days in the City of Paterson,
22 days in the City of Passaic,
56 days in the City of Trenton.

The Commissioner acknowledges with sincere appreciation the courtesies extended to him by the officials of the Cities of Newark, Paterson and Passaic. Not only have these officials placed a commodious Court Room at the disposal of the Commissioner, often adjourning important meetings of their own in order that a room might be available for the use of the Motor Vehicle Court, but they have given publicity to the presence of the Commissioner in their City on given days, and caused City Hall attaches to assist the Court.

ACCIDENT REPORTS

3,113 reports of accidents were received, such reports being made in compliance with the law which requires that all accidents involving personal injury or property damage exceeding ten dollars must forthwith be reported to the Department.

VIOLATIONS

The efficiency reports of our Inspectors show the following summary:

Violations reported by inspectors to Trenton.....	1,749
Violations adjusted on road and at examinations.....	9,593
Arrests by inspectors for violations.....	1,297
Summons served by inspectors for violations.....	1,532
Total number of violations.....	<hr/> 14,171

In addition to the above, the inspectors investigated 452 cases, consisting of reports and communications sent to the Department at Trenton, and referred to the inspectors for investigation and report.

The above figures are in addition to the reports of violations received at the main office from various sources, and which may be classified as follows:

Complaints from private individuals of reckless driving, speeding, light violations, disregard for road rules and rights of complainant.....	4,000
Reports of magistrates of every case tried before them, numbering in the aggregate approximately.....	15,000
Cases tried personally before the Commissioner of Motor Vehicles.....	2,682
Accidents reported in compliance with the law requiring such reports from person causing accident.....	3,113
Total number carded and filed.....	<hr/> 24,795

WORK OF THE INSPECTORS

The inspectors adjusted during their work in the field, 9,593 cases of minor violations; made 1,297 arrests, which were heard before local magistrates, and served 1,532 summons, also reported to the main office for adjustment by the Commissioner, 1,749 cases.

The inspectors collected in fines the sum of \$24,231.00.

The amount of new registrations and license fees collected by inspectors totaled \$51,936.10

A summary of the above follows:

Cars with headlights not properly equipped.....	1,701
Cars not equipped with mirrors.....	636
Cars with swinging numbers.....	470
New registrations.....	6,112
New licenses.....	2,313
Speeding and reckless driving.....	963
No license cards in possession.....	958
Passing standing trolley and traffic violations.....	399

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

	Registrations	Amount	Drivers' Licenses	Amount
Inspector Wyckoff	1,130	\$7,948.25		
Inspector Sawyer	223	1,562.50	85	\$254.00
Inspector Snyder	43	3,395.25	111	33.00
Inspector Pedigree	570	3,994.50	162	487.00
Inspector Teel	248	1,738.75	195	587.00
Inspector Wintermute	4	36.00	6	20.00
Inspector Cruikshank	1	7.50	1	3.00
Inspector Cooper F.	46	327.25	15	45.00
Inspector Lovett	573	4,015.25	225	675.50
Inspector Mines	533	3,753.00	321	963.00
Inspector Burton	68	478.75	9	427.00
Inspector Baldwin	267	1,868.50	102	406.00
Inspector Boutilier	31	408.50		
Inspector Dykeman	66	198.00	3	15.00
Inspector Dennen	125	375.50	32	96.00
Inspector Fitzpatrick	408	2,864.50	83	249.00
Inspector Weigand	1	7.50	1	3.00
Inspector Stag	240	1,672.50	125	372.00
Inspector Cooper Wm.	209	1,461.00	22	66.00
Inspector Parker	534	3,753.00	321	963.00
Inspector Kuehnle	674	4,712.50	541	1,623.00
Inspector Headley	91	637.50	37	112.00
Inspector Lanning	27	195.25	17	51.00
	6,112	\$42,156.50	2,313	\$9,779.60

Total revenue for above work \$51,936.10

During the year, the inspectors in their road patrol work covered 200,499 miles with a total gas consumption of 13,839 gallons. The work was apportioned as follows:

INSPECTOR DOWNS	
Car No. 27999.	
	MILES
January	946
February	1008
March	1330
April	1513
May	1416
June	1584
July	1563
August	1261
September	1676
October	1400
November	1195
December	260
	15152

INSPECTOR WINTERMUTE	
Car No. 27127	
	MILES
March	1859
April	1749
May	1812
June	1866
July	1750
August	1955
September	1690
October	1018
November	174
	13873

INSPECTOR LOVETT

Car No. 49149

	MILES
January	837
February	70
March	966
April	892
May	1454
June	1364
July	2195
August	1715
October	1270
	9763

INSPECTOR SAWYER

Car No. 13087

	MILES
January	490
February	1240
March	1400
April	
May	1600
June	1700
July	1600
August	1750
September	790
October	1400
November	1000
December	785
	13755

INSPECTOR MINES

Car No. 8304

	MILES
June	1260
July	350
August	1204
September	402
	3216

INSPECTOR MARTENS

Car No. 104493

	MILES
January	1040
February	1230
March	1120
May	1430
June	1650
July	1920
August	1100
September	1150
October	1580
November	930
December	1650
	14800

INSPECTOR THOMPSON

	MILES
January	432
February	1500
March	100
	2032

INSPECTOR FITZPATRICK

Car No. 103255

	MILES
April	1174
May	1640
June	1702
July	1077
August	2009
September	1313
October	1181
November	1195
	11291

COMMISSIONER OF MOTOR VEHICLES

INSPECTOR COOPER

Car No. 9000

MILES

April.....	825
May.....	1820
June.....	1800
July.....	1560
August.....	510
September.....	1000
October.....	825
November.....	580
December.....	260
	<u>9180</u>

INSPECTOR LANNING

Car No. 4334

MILES

February.....	70
March.....	90
April.....	1300
May.....	1500
June.....	1700
July.....	1600
August.....	1600
September.....	1400
October.....	1200
November.....	1290
December.....	85
	<u>11830</u>

INSPECTOR PEDIGREE

Car No. 48888

MILES

March.....	270
April.....	1111
May.....	1676
June.....	1981
July.....	2184
August.....	2103
September.....	1854
October.....	1832
November.....	842
December.....	50
	<u>13903</u>

INSPECTOR DENNEN

Car No. 27072

MILES

March.....	475
April.....	975
May.....	1503
June.....	1758
July.....	1422
August.....	1708
September.....	1618
October.....	1248
November.....	770
December.....	1120
	<u>12605</u>

INSPECTOR McCABE

Car No. 28124

MILES

January.....	350
February.....	680
March.....	690
April.....	1060
May.....	950
June.....	1200
July.....	1100
August.....	520
September.....	1000
October.....	1400
November.....	1080
	<u>9940</u>

INSPECTOR SHINN

Car No. 5555

MILES

April.....	500
May.....	1440
June.....	568
July.....	1021
August.....	600
	<u>8929</u>

COMMISSIONER OF MOTOR VEHICLES

INSPECTOR GILBERT

Car No. 107207

MILES

April.....	1513
May.....	1700
June.....	1900
	<u>5113</u>

INSPECTOR TEEL

Car No. 154170

MILES

April.....	1000
May.....	2500
June.....	2300
July.....	2100
August.....	1200
September.....	2100
October.....	1602
November.....	1112
	<u>13914</u>

INSPECTOR WYCKOFF

Car No. 28220

MILES

March.....	80
April.....	600
May.....	1820
June.....	1120
July.....	1190
August.....	411
September.....	549
October.....	1690
November.....	1335
	<u>8795</u>

INSPECTOR SNYDER

Car No. 101820

MILES

March.....	700
April.....	1150
May.....	1420
June.....	1533
July.....	1575
August.....	1400
September.....	1300
October.....	1100
November.....	1200
	<u>11178</u>

INSPECTOR STAGG

MILES

March.....	857
April.....	1101
May.....	1193
June.....	1472
July.....	1242
August.....	826
September.....	1419
October.....	1415
November.....	329
December.....	1248
	<u>11103</u>

INSPECTOR SHANLEY

Car No. 162746

MILES

July.....	643
August.....	1874
September.....	2203
October.....	1219
November.....	1002
December.....	780
	<u>7721</u>

Seventy-four evenings were spent on the road in the enforcement of the Motor Vehicle and Traffic Acts, particular attention being directed to the detection of headlamp violations, driving without licenses, without owners' consent, joy riding, etc.

Most of this work was done on the outlying highways where police assistance was not obtainable. Occasional visits were made to the cities and towns of the State, and in every instance the hearty co-operation of the police authorities was had and the utmost good will and cordial endeavor obtained.

EXAMINATIONS FOR DRIVERS LICENSES

A total of 72,790 applicants were examined by the inspectors for drivers' licenses, of which number 6061 were rejected as incompetent.

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

1919	PASSED	REJECTED
January	2,557	285
February	2,881	382
March	4,594	472
April	6,696	666
May	8,143	847
June	10,000	806
July	9,134	847
August	7,562	654
September	5,727	505
October	5,035	362
November	2,700	158
December	1,700	77
	<u>66,729</u>	<u>6,061</u>

1919	PASSED	REJECTED
Asbury Park	2,542	123
Atlantic City	3,085	437
Bridgeton	1,305	214
Camden	5,075	686
Cape May	1,156	100
Dover	778	52
Englewood	1,641	110
Hackettstown	808	38
Jersey City	7,629	654

Long Branch	1,690	84
Morristown	1,458	89
Newark	19,067	1,361
New Brunswick	2,980	363
Passaic	3,627	391
Paterson	3,457	328
Phillipsburg	767	28
Salem	1,222	146
Sussex	259	10
Toms River	234	27
Trenton	5,965	705
Newton	322	14
Plainfield	1,662	101
	<u>66,729</u>	<u>6,061</u>

The examination of applicants for drivers' licenses was instituted in 1913 and each subsequent year has shown a marked increase in the number of applicants as shown by the following abstract:

YEAR	PASSED	REJECTED	TOTAL EXAMINED
1913	9,403	1,453	10,856
1914	22,847	2,732	25,579
1915	36,622	3,782	40,404
1916	47,441	7,210	54,651
1917	53,868	6,616	60,484
1918	58,650	7,042	65,692
1919	66,729	6,061	72,790

An additional examination point was established in the town of Newton, Sussex County, on May 1, 1919, and the City of Hoboken will be included in the schedule of examinations effective May 1, 1920.

The Department regrets to chronicle the failure of the States of Pennsylvania and New York to enact laws making mandatory the examination of all those who desire to operate a motor vehicle. Until this is done, New Jersey motorists must expect many distressing experiences due to the incompetency of the unlicensed drivers who infest our state.

FATALITIES DURING THE YEAR

	AUTOMOBILES	RAILROADS AND TROLLEYS	WAGONS
January	19	2	1
February	11	3	
March	19	5	
April	29	3	
May	24	4	
June	21	4	
July	26	2	
August	29	3	
September	21	16	
October	19	23	2
November	13	12	
December	12	1	
Total	243	78	3

In 1918 the number of automobile fatalities amounted to 197, thus an increase of 46 fatalities is shown for the year 1919, with a corresponding increase of 34 railroad crossing fatalities.

RELATIONS WITH OTHER STATES

A delightful spirit of co-operation has been established with the States of Pennsylvania, New York, Connecticut and Maryland. The States of Maryland and Connecticut have enacted laws very much similar in character to the New Jersey Motor Vehicle Act, and in these two states examinations for drivers licenses are made mandatory for all classes of drivers.

The Department gratefully acknowledges the kindly words of approval voiced by Magistrates Frederick B. House and W. Bruce Cobb, of the New York City Traffic Court, in the matter of benefits derived from the New Jersey Motor Vehicle and Traffic Laws. These two eminent jurists, in an opinion filed in this office, hold that the New Jersey laws afford so splendid an opportunity for the apprehension of the reckless driver that the provisions thereof should be adopted by the State of New York.

RECIPROCITY

The question of unlimited reciprocity continues to be the all absorbing topic amongst motorists, and the Department renews its suggestions of a year ago that New Jersey should take a decided

stand against unlimited reciprocity until such time at least as other states enact comprehensive laws for the regulations of vehicular traffic whereby the same control may be had over the non-resident operator as is now exercised over the licensed operator who resides in New Jersey.

While the New Jersey law allows but fifteen days of reciprocity to the non-resident, this law is construed very liberally, as evidenced by the fact that Pennsylvania and New York both have been compelled to request thirty days extension of the time for the year 1920 in which to enable them to place in the hands of the motorists of those states the necessary registration plates for the current year, so that here we have a condition where forty-five days of reciprocity is promised to New York and Philadelphia motorists for the year 1920.

In this connection it is pertinent to note that New Jersey was able to furnish registration plates to all motorists who applied for the same in time for use on January 1st of this year.

Pennsylvania is still without an examination law and has also restricted reciprocity in so far as same applies to a commercial motor vehicle by limiting the use of a commercial motor vehicle registered in another state, to one day per week, unless such vehicle be registered with the Pennsylvania Department. The summary enforcement of this law by the Pennsylvania authorities, shortly after it became operative last July, has compelled this Department to exercise greater vigilance than ever at all points of entry into this State from Pennsylvania, to the end that the Pennsylvania truck owner who uses the New Jersey highways on more than one day per week be required to register his commercial motor vehicle in this state.

REGULATION OF JITNEYS

We earnestly recommend the enactment of legislation that will require municipalities to exercise a more rigid regulation of jitney buses. Especially should attention be given to over-crowding, smoking on the part of passengers, and the use of the abominable siren horn or whistle. The jitney bus is rapidly growing in favor,

and we have no desire to curb its development. Those who employ this means of transportation, however, are entitled to every protection and jitney accidents can only be avoided by seeing that the equipment is well kept and in compliance with our laws and that no driver be allowed to overload his bus in such a manner as to make it impossible for him to safely operate the same.

Smoking on the part of the passenger is an evil that should not be tolerated, and the quiet and peace of the community should not be subjected to discomfiture by the incessant blowing of a siren horn as is now so frequently done.

INCREASING OF REGISTRATION FEES

Numerous bills will undoubtedly make their appearance during the present session of the Legislature providing for an increase in registration fees of commercial motor vehicles. Obviously, the moneys collected by this department are inadequate to properly maintain our roads. No legislation, however, should be enacted without a careful study being given to the question and an opportunity afforded to the motorists to present their views. Much of the unrest in the matter of fees is due to the abuse of the privileges accorded to the commercial vehicle users, the registration of which class of vehicles is now based upon the combined weight of vehicle and maximum carrying capacity. Instead of the commercial vehicle user confining his load to the maximum set forth in the registration certificate, the vast majority of them are today greatly overloading their vehicles with the result that our roads are rapidly disintegrating due to the heavy haulage to which they are being subjected. The proposition of registering all vehicles, regardless of tire equipment, upon the weight of the same, charging for commercial motor vehicles an additional fee based upon the maximum carrying capacity, and limiting loads to 25,000 pounds, is worthy of consideration.

Whatever the conclusions as to the best plan for determining the registration fee of all classes of vehicles, the question of removing the motor vehicle from the personalty tax should not be overlooked. The registration law in the State of New York, which

fixes the fee first upon a horse power rating of the car and secondly upon the purchase price thereof, is partially distributed to the counties so as to furnish the taxing districts of these counties with a revenue sufficient to offset the amount which the taxing districts would otherwise collect if a personalty assessment upon a motor vehicle were had, with the proviso, of course, all such registration fees to be used exclusively for the maintenance of the roads, and we submit that an extraordinary increase in fees in New Jersey would entitle the motor vehicle owner to relief from the personalty assessment.

For the information of those interested in the subject, we annex a schedule showing the registration fees collected by the several states:

AUTOMOBILE LICENCE FEES FOR UNITED STATES (For Passenger Vehicles)

STATE	BASIS OF LICENSE	RATE ANNUALLY	AVERAGE PER H. P.
Alabama	Horse Power	Up to 20, \$7.50; 20-30, \$12.50; 30-40, \$17.50; over 40, \$20	.40
Arizona	Horse Power	Up to 25, \$5; 25-40, \$10; over 40, \$15	.24
Arkansas	Flat Rate	\$10	
California	Horse Power	\$.40 per H. P.	.40
Colorado	Horse Power	To 20, \$2.50; 20-40, \$5; over 40, \$10	.13
Connecticut	Horse Power	\$.50 per H. P.	.50
Delaware	Flat Rate	\$5	
Florida	Horse Power	\$.50 per H. P. Minimum \$5	.50
Georgia	Horse Power	To 25, \$3.25; 40, \$4; over 40, \$5	.12
Idaho	Horse Power	To 30, \$15; 30-40, \$20; 40-50, \$25; over 50, \$40	.50
Illinois	Horse Power	To 10, \$3; 10-25, \$4; 25-35, \$6; 35-50, \$8; over 50, \$10	.20
Indiana	Horse Power	To 25, \$5; 25-40, \$8; 40-50, \$15; over 50, \$20	.24
Iowa	Valuation and Weight	1% of value—plus \$.40 per 100 lbs weight	
Kansas	Flat Rate	\$5	
Kentucky	Horse Power	To 25, \$6; 25-50, \$11; over 50, \$20	.23
Louisiana	Horse Power	\$.25 per H. P. Minimum \$5	.25
Maine	Horse Power	To 20, \$5; 20-35, \$10; over 35, \$15	.26
Maryland	Horse Power	\$.50 per H. P.	.50
Massachusetts	Horse Power	\$.40 per H. P. Minimum \$5	.40

Michigan	Value Plus Weight	\$.25 per H. P. plus \$.25 per 100 lbs weight	
Minnesota	Flat Rate	\$1.66	
Mississippi	Horse Power	\$.36 per H. P.	.36
Missouri	Horse Power	To 10, \$2; 10-25, \$3; 25-35, \$5; over 35, \$10	.12
Montana	Flat Rate	\$2	
Nebraska	Flat Rate	\$3	
Nevada	Horse Power	To 20, \$3; 20-40, \$5.59; over 40, \$8	.15
New Hampshire	Horse Power	To 15, \$10; 15-30, \$15; 30-40, \$20; 40-60, \$30; over 60, \$40	.54
New Jersey	Horse Power	To 10, \$4.50; 10-30, \$7.-50; over 30, \$15	.35
New Mexico	Horse Power	\$.40 per H. P., minimum \$6	.40
New York	Horse Power	\$.25 per H. P. plus fee based upon purchase price	.45
North Carolina	Horse Power	To 25, \$5; 25-40, \$7.50; over 40, \$10	.20
North Dakota	Flat Rate	\$3	
Ohio	Flat Rate	\$5	
Oklahoma	Horse Power	\$.50 per H. P. for first year; 2nd \$.40; 3rd \$.30; each year thereafter \$.20	.50
Oregon	Horse Power	To 25, \$3; 25-35, \$5; 35-40, \$7.50; over 40, \$10	.15
Pennsylvania	Horse Power	To 20, \$5; 20-35, \$10; 35-50, \$15; over 50, \$20	.28
Rhode Island	Horse Power	To 15, \$5; 15-30, \$10; 30-40, \$15; over 40, \$25	.34
South Carolina	Flat Rate	\$1	
South Dakota	Flat Rate	\$3	
Tennessee	Capacity	To 4 passenger \$5; more than 4, \$7.50; plus extra fee \$1	
Texas	Horse Power	\$.50	
Utah	Horse Power	To 25, \$5; 25-40, \$10; over 40, \$15	.23
Vermont	Horse Power	\$1 per H. P.	1.00
Virginia	Horse Power	\$.40 per H. P.	.40
Washington	Horse Power	To 25, \$3; 25-40, \$5; over 40, \$7.50	.12
West Virginia	Flat Rate	\$10	
Wisconsin	Flat Rate	\$5	
Wyoming	Flat Rate	\$5	

Number of states with license based on H. P.—32

Range of license ratings, \$.12 to \$1.00. Average \$.356 per H. P.

Number of states based on flat rate—13. Average \$4.512

Number of states based on value plus weight—2

Number of states based on capacity—1

MENTAL DEFECTIVES

Considerable study has been given to the question of providing means to prevent the issuance of drivers' licenses to mental defectives. In this work, we have been much benefited by the advice of some of the Directors of the Binet classes attached to the public schools of the larger cities of the State. In one class devoted exclusively to the teaching of defectives, it was found that from 1911 to 1919, seventeen pupils had left the school, procured licenses to operate motor vehicles and were now engaged in driving jitney buses or large commercial trucks.

The matter is one that is most vital and will require a working agreement between the State Board of Education, the Labor Department and the Department of Motor Vehicles, in order that a clearing house may be established whereby these defectives can be weeded out, the possibility of securing drivers' licenses precluded, and the likelihood of not obtaining a position fraught with danger made certain.

This clearing house could be established by having the various local Boards of Education certify to the State Board of Education the names and addresses of mental defectives who were leaving school for the purpose of going to work. The State Board of Education would in turn forward these names to the Commissioner of Labor and Commissioner of Motor Vehicles, who would thereupon set the machinery in motion.

ACTIVITIES OF COUNTY AUTHORITIES

During the last year, the Department was invited to present facts to the Grand Juries of Bergen, Passaic and Burlington Counties whereby these forums might interest police officials and magistrates of all the municipalities in said counties in a vigorous enforcement of our laws, and we believe that these discussions are going to be of great benefit to the counties named during the coming year, inasmuch as the meetings were largely attended and the willingness to assist was unanimately evidenced by all.

Many Justices of the Peace throughout the State evidence reluctance to entertain complaints for violations of the Motor Vehicle

and Traffic Acts because of the minimum amount of costs they are permitted to impose. The Department has always felt that the first duty of a Justice is to assist in the enforcement of law in his municipality and any effort on his part to safeguard the lives of his fellow citizens should be the first incentive.

A Magistrate who will conduct his court solely upon the fees derived therefrom and who declines to lend his good offices in the hearing of cases where the fees are virtually nil, is unworthy of the high honor which attaches to Justices of the Peace; and the voters of the districts, wherein Justices of the Peace are elected, should see to it that the names of only those men are placed on the ballot for this high and exalted office who are willing, regardless of the magistrate's fee involved, to co-operate in the enforcement of the law to the end that our highways may be made safer and the number of automobile accidents lessened.

NEW LEGISLATION

We again press our recommendations of a year ago respecting the re-writing of the Motor Vehicle and Traffic Acts. So many amendments and supplements to these Acts have been enacted since 1906 that unless codified in compact form it is well nigh impossible for the layman to intelligently follow the intent of these laws. This codification should embrace the necessary changes and should be accompanied by a general repealer of all the existing legislation.

We believe it is necessary that the Motor Vehicle Act should more clearly differentiate between bona fide dealers in new cars and second hand or junk dealers, and urge an amendment accordingly so that the use of dealer plates by second hand or junk dealers may be limited in scope.

We recommend the repeal of that portion of the Motor Vehicle Act which now allows the transfer of registrations from one owner to another owner because of the failure of many of the purchasers of the cars heretofore registered with the Department to effect the necessary transfer.

We see no objection to an amendment which permits the use

of more than one trailer so long as the load carried by these trailers is properly distributed upon each wheel and the tire equipment of these wheels is sufficiently strong enough to sustain the load. Certainly, this means of transportation is rapidly coming to the fore and its progress should not be blocked by legislation which limits the number of motor propelled vehicles to be trailed to one.

The bill of sale law should be amended so that the right to take acknowledgments be accorded to any one in our state now authorized to do so, and not limited solely to a Notary Public as is now the case.

The section of the Motor Vehicle Act which requires that all motor vehicles shall be provided with at least two brakes carries with it no penalty for a violation thereof.

This penalty should be provided by an amendment to Section five of the Act.

An ambiguity in the Traffic Act should be clarified so that the right of way accorded to fire apparatus in cities should be extended to all class of municipalities.

The Traffic Act furthermore provides that in other than Cities and Towns two blasts of a police whistle shall cause the driver of a vehicle to stop, while in cities and towns one blast of a police whistle is all that is necessary. This regulation should be made uniform.

The work of the Commissioner has grown to such proportions that it is well nigh impossible to keep pace with the same single handed; and a Deputy Commissioner should be provided to assist in the work and to have powers co-extensive with that of the Commissioner in sitting as a magistrate.

We strongly recommend the passage of a law that will enable the Department to charge a reasonable fee of six cents to cover postage and labor involved in the answering of the countless number of requests which deluge the Department annually for information concerning license numbers, names of persons to whom issued, etc.

Necessary legislation should be enacted giving the Commissioner of Motor Vehicles the power to issue specially designed registration

plates for use by dealers exclusively engaged in the transportation of motor vehicles from the factory to the dealer's place of business. These plates should be marked with the words "In Transit", and should be issued for a fee not exceeding the cost of production of the plate and the necessary expense involved in the issuance of the same.

A law making it mandatory for the proprietors of public garages to keep a complete record of all motor vehicles left for repairs, storage or other purposes, so that police officials and inspectors of the Department may have recourse to the same, is absolutely essential.

FILING

The Department hopes to obtain a sufficient appropriation during the next fiscal year to enable the installation of a system of filing so that the car registration applications in addition to being filed alphabetically and numerically may be sub-divided under the heading of *municipalities* and *counties*, and that an additional sub-division may be had particularizing as to the kind of car registered.

The remarkable growth of the Department is responsible for a great many queries seeking information that can only be answered by filing the applications as herein indicated.

CONCLUSION

It is with very deep regret that we chronicle the death of Inspector James P. Hannan, which occurred on April 5, 1919, due to an attack of influenza. Mr. Hannan was one of the most valuable members of the inspection force, and his loss is keenly felt.

I make free to again acknowledge the indebtedness which this Department owes to the newspapers of New Jersey for the unlimited publicity which they have given to our work. I feel our success in no small measure is due to the support given us by the press.

To the various municipal authorities our thanks are extended for their co-operation, and, finally, I want to bear tribute to the splendid corps of assistants which it has been my good fortune to labor with, and whose loyalty I shall always hold in grateful remembrance.

Respectfully submitted,

WM. L. DILL

Commissioner of Motor Vehicles