

TENTH 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 FIFTEEN

TRENTON, N. J.
MacCrellish & Quigley Co., State Printers,
1916.

REPORT.

To the Legislature of the State of New Jersey:

GENTLEMEN—In compliance with Section 12, Chapter 113, Laws of 1906, I have the honor to present herewith a report of the operation of the Department of Motor Vehicles for the year ending December 31st, 1915.

Part I—Finances.

COLLECTIONS BY AGENCIES.

Collections made by agencies during the year and the commissions paid agents are as follows:

	<i>Collections.</i>	<i>Commissions.</i>
Asbury Park,	\$31,201 00	\$900 00
Atlantic City,	41,324 04	1,100 00
Bound Brook,	9,326 75	150 00
Bridgeton,	12,007 00	500 00
Camden,	54,385 81	1,600 00
Cape May,	12,311 25	500 00
Dover,	9,745 50	250 00
Elizabeth,	25,152 59	800 00
Englewood,	13,635 50	350 00
Englishtown,	5,361 00	150 00
Flemington,	7,038 25	191 25
Freehold,	6,804 75	250 00
Hackensack,	28,044 70	800 00
Hackettstown,	9,511 99	250 00
Hammonton,	4,519 00	150 00
Jersey City,	83,781 65	1,778 74
Keyport,	4,372 75	150 00
Lakewood,	8,812 75	250 00
Long Branch,	11,675 50	350 00
Manasquan,	5,407 75	150 00
Millville,	4,413 50	137 50
Morristown,	33,888 89	880 40

	<i>Collections.</i>	<i>Commissions.</i>
Mount Holly	\$16,385 26	\$500 00
Newark	185,277 62	2,100 00
New Brunswick	16,842 50	484 64
Newton	6,468 00	250 00
New York	83,439 11	1,700 00
Paterson	71,726 75	1,700 00
Pennsgrove	4,466 25	75 00
Perth Amboy	4,884 54	200 00
Perth Amboy	6 540 00	200 00
Philadelphia	13,511 00	250 00
Phillipsburg	12,085 00	350 00
Plainfield	16,169 11	240 84
Rahway	7,175 00	150 00
Red Bank	16,345 91	500 00
Salem	10,503 75	250 00
Sea Bright	6,501 50	200 00
Somerville	12,359 00	350 00
Spring Lake	7,599 00	250 00
Sussex	5,520 50	200 00
Trenton	82,007 95	1,300 00
Vineland	6,683 75	250 00
Woodbury	15,692 75	500 00
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	\$1,030,913 46	\$23,638 37
Discontinued agency	234 50	8 75
Discontinued agency	287 50	13 50
	<hr/>	<hr/>
	\$1,031,435 46	\$23,660 62

AGENTS' FEES.

In fixing the compensation paid to agents a graduated schedule has been determined by adding the car registrations and the drivers' licenses issued by each agent for the year 1915, as a basis of compensation for the year 1916, with the following result:

<i>Agency.</i>	<i>Items, 1915.</i>	<i>Compensation, 1915.</i>	<i>Compensation, 1916.</i>	<i>Class.</i>	<i>Basis of Rating.</i>
Newark	34,446	\$2,100 00	\$2,300 00	A.A.	Special.
Jersey City	15,479	1,778 74	2,100 00	A.	15,000 to 20,000
Paterson	13,826	1,700 00	1,900 00	B.	10,000 to 15,000
New York	11,639	1,700 00	1,900 00	B.	10,000 to 15,000
Camden	10,613	1,600 00	1,900 00	B.	10,000 to 15,000
Atlantic City	7,876	1,100 00	1,400 00	C.	7,000 to 10,000

<i>Agency.</i>	<i>Items, 1915.</i>	<i>Compensation, 1915.</i>	<i>Compensation, 1916.</i>	<i>Class.</i>	<i>Basis of Rating.</i>
Morristown	6,795	\$880 40	\$1,100 00	D.	6,000 to 7,000
Asbury Park	6,100	900 00	1,100 00	D.	6,000 to 7,000
Hackensack	6,979	800 00	900 00	F.	4,000 to 5,000
Elizabeth	4,555	800 00	900 00	F.	4,000 to 5,000
Plainfield (new agency)	240 84	900 00	F.	4,000 to 5,000
New Brunswick	3,158	484 64	650 00	H.	3,000 to 3,500
Woodbury	3,145	500 00	650 00	H.	3,000 to 3,500
Mount Holly	3,082	500 00	650 00	H.	3,000 to 3,500
Red Bank	3,014	500 00	650 00	H.	3,000 to 3,500
Bridgeton	2,826	500 00	500 00	I.	2,500 to 3,000
Cape May	2,610	500 00	500 00	I.	2,500 to 3,000
Hackettstown	2,533	250 00	500 00	I.	2,500 to 3,000
Salem	2,419	250 00	425 00	J.	2,000 to 2,500
Somerville	2,417	350 00	425 00	J.	2,000 to 2,500
Englewood	2,382	350 00	425 00	J.	2,000 to 2,500
Perth Amboy	2,216	400 00	425 00	J.	2,000 to 2,500
Phillipsburg	2,195	350 00	425 00	J.	2,000 to 2,500
Long Branch	2,122	350 00	425 00	J.	2,000 to 2,500
Dover	1,840	250 00	350 00	K.	1,500 to 2,000
Bound Brook	1,774	150 00	350 00	K.	1,500 to 2,000
Philadelphia	1,688	250 00	350 00	K.	1,500 to 2,000
Lakewood	1,639	250 00	350 00	K.	1,500 to 2,000
Vineland	1,404	250 00	250 00	L.	1,000 to 1,500
Flemington	1,348	191 25	250 00	L.	1,000 to 1,500
Freehold	1,330	250 00	250 00	L.	1,000 to 1,500
Rahway	1,307	150 00	250 00	L.	1,000 to 1,500
Newton	1,265	250 00	250 00	L.	1,000 to 1,500
Sussex	1,257	200 00	250 00	L.	1,000 to 1,500
Manasquan	1,079	150 00	250 00	L.	1,000 to 1,500
Sea Bright	1,072	200 00	250 00	L.	1,000 to 1,500
Englishtown	1,016	150 00	200 00	M.	800 to 1,000
Hammonton	916	150 00	200 00	M.	800 to 1,000
Pennsgrove	861	75 00	200 00	M.	800 to 1,000
Trenton	15,367	1,300 00	1,350 00		Central Office.

Discontinued agencies:

Keyport	150 00
Millville	137 50
Spring Lake	250 00
Bernardsville	8 75
Lambertville	13 50
(Perth Amboy included above)
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	\$23,660 62	\$28,400 00

Note.—Classification omitted from the above tabulation is as follows:

E. 5,000 to 6,000.	\$1,000
G. 3,500 to 4,000.	800
N. 600 to 800.	150

While the Department has been able to show a saving of \$3,274.13 over the amount paid for compensation of agents for the year 1914, it is obvious that this saving can no longer continue because of the fact that for the year 1916, due to the tremendous increase in business, many agencies will advance in class rating; and yet the system of compensation now in vogue is far preferable to the old-time scheme, when agents were paid on the basis of twenty-five cents per license issued.

Believing that the payment by the Department of a portion of the office expenses of any of the agencies was a dangerous precedent, when a change was made in the Jersey City office, the rule which heretofore prevailed with respect to this agency was abrogated.

The Department has adopted a new system of agency accounting, which, supplemented by the continuous auditing, enables the Department to have a constant check on the work of the various agencies, with the result that the money now handled by such agencies is transferred by draft every few days to the central depository in Trenton.

The following schedule of agents' bonds will be in force for the year 1916:

Charles R. Zacharias.	\$1,500
Andrew C. Orr,	1,500
George R. Bolmer,	500
B. Frank Edwards, Jr.,	500
A. C. Kraft,	2,000
William L. Ewing,	500
P. B. O'Leary,	500
Martin Kenely,	1,500
George Bates,	500
Charles R. English,	500
Charles S. Alvater,	500

Augustus R. White,	\$500
James J. Berthoff,	1,000
George J. Gannon,	3,000
W. C. O'Leary,	500
C. Dorman McFaddin,	500
Howard Height,	500
James J. Lyons,	500
Walter T. Stewart,	5,000
John Friend,	500
George Pressler,	500
A. B. Koyt,	3,000
Fred Kuser,	3,000
Frank A. Pawelski,	500
Vandever S. Homan,	500
Max Gibian,	500
James Lallou,	500
James VanBilliard,	1,000
James J. McCann,	500
James P. Boland,	500
Edward VonKattengell,	500
Oakford W. Acton,	500
H. L. Zobel,	500
W. R. Sutphen,	500
H. T. Harms,	3,000
Magnus Brøfenbek,	500
Frederick Bugbee,	500
Thomas Hutchinson,	500
Wilson S. Turner,	500

BANK BALANCES.

At the close of business on December 31st, 1915, the following balances were in the hands of banks to the credit of the Department of Motor Vehicles, the bank in each instance being located in the town or city named unless otherwise specified:

Asbury Park,	\$1,546 50
Atlantic City,	3,736 00
Bound Brook,	1,015 25
Bridgeton,	2,165 75
Camden,	7,285 75
Cape May,	1,373 00
Dover,	883 00
Elizabeth,	5,342 00
Englewood,	420 50
Englishtown,	661 50

Flemington,	\$1,260 00
Freehold,	524 00
Hackensack,	3,582 75
Hackettstown,	538 00
Hammonton,	339 00
Jersey City,	9,852 32
Keyport,	9 00
Lakewood,	1,431 00
Manasquan,	1,060 00
Morristown,	5,556 50
Mount Holly,	2,258 50
Newark,	3,998 02
New Brunswick,	809 50
Newton,	509 50
New York,	13,005 78
Paterson,	7,420 50
Pennsgrove,	50
Perth Amboy,	854 25
Philadelphia,	1,475 00
Phillipsburg,	1,590 99
Plainfield,	2,210 00
Rahway,	1,231 75
Red Bank,	2,446 00
Salem,	3,857 00
Sea Bright,	926 00
Somerville,	1,844 00
Spring Lake,	40 75
Sussex,	107 00
Trenton,	8,356 25
Vineland,	774 00
Woodbury,	2,965 00
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	\$105,262 11

The above balances cover business done for the year 1916, which the Department was unable to transfer by draft to Trenton, because of the inability of our auditors to properly audit 1916 business finally prior to the closing of this report.

REMITTANCE TO THE STATE TREASURER.

During the year 1915 the following monthly remittances were made to the State Treasurer:

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

The following statement by months will indicate the business done for a like period in 1914:

<i>Month.</i>	<i>Collections.</i>	<i>Fees.</i>	<i>Balance to State Treasurer.</i>
January,	\$259,835 31	\$4,851 57	\$254,983 74
February,	143,479 57	3,278 96	140,200 61
March,	38,686 65	1,514 47	37,172 18
May,	77,301 32	3,117 54	74,183 78
June,	68,059 79	2,503 56	65,554 23
April,	81,032 90	2,883 31	78,149 59
July,	55,173 23	1,997 97	53,175 26
August,	34,244 99	1,709 72	32,535 27
September,	22,365 89	1,368 47	20,997 42
October,	17,246 23	1,216 97	16,029 26
November,	11,346 51	1,305 46	10,041 05
December,	5,764 91	1,186 75	4,578 16
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	\$814,535 30	\$26,934 75	\$787,600 55

RETURNS FROM FINES.

The sum of \$27,420.85 was received by the Department in fines collected for violations of the Motor Vehicle Act, which sum is an increase of \$2,395.67 over the year 1915.

One of the provisions of the new Traffic Act is to allow municipalities to retain fines recovered for violations of that act and in many instances violations which otherwise would have been prosecuted under the Motor Vehicle Act have been brought under the Traffic Act, with a view of having the fine so recovered retained by the district in which the violation occurred. But for this fact the Department believes that several thousands of dollars more in fines would have been received during the year.

A comparative table follows, showing collections of fines by months with the year 1914:

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

COMPARISON OF LICENSES ISSUED.

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

Month.	Automobiles.		Motor Cycles.		1st Class Drivers.		2d Class Drivers.		Mfgs. Licenses.	
	1914.	1915.	1914.	1915.	1914.	1915.	1914.	1915.	1914.	1915.
January,	18,615	26,839	1,314	1,633	15,559	27,036	8,375	12,458	225	269
February,	11,593	12,088	1,285	1,445	6,901	5,432	3,049	2,073	238	185
March,	3,014	7,327	672	2,068	1,853	5,120	802	1,668	37	75
April,	6,264	6,841	1,918	1,686	4,401	5,765	1,747	1,889	41	44
May,	5,571	5,185	1,631	1,321	4,751	5,237	1,952	1,502	30	22
June,	4,510	5,132	1,184	1,202	4,215	5,858	1,927	2,202	19	33
July,	3,530	4,565	850	804	3,476	5,686	1,618	1,813	15	24
August,	2,072	3,208	472	613	2,612	4,251	870	1,167	10	20
September,	1,966	2,804	351	411	1,923	3,563	459	790	9	18
October,	1,608	2,068	215	245	1,440	2,709	321	482	6	8
November,	1,045	1,682	113	161	1,294	2,267	228	365	4	10
December,	460	493	24	27	470	696	70	86
	<u>60,248</u>	<u>78,232</u>	<u>8,419</u>	<u>11,616</u>	<u>38,283</u>	<u>73,630</u>	<u>16,963</u>	<u>26,496</u>	<u>634</u>	<u>708</u>

FINANCIAL STATEMENT.

Collection Accounts.

Paid State Treasurer,	\$1,039,867 99	
Cash on Hand, December 31st, 1915,	140,660 01	
Commissions of Agents from January 1st, 1915,	\$23,660 62	
Previous to January 1st, 1915,	146 25	
	<u>23,806 87</u>	
Due from bank,	105,262 11	
	<u>\$1,309,596 98</u>	
Agents' bank balances,	\$105,262 11	
Collections—1914 business,	4,862 91	
Collections January 1st, 1915, to December 31st, 1915,	1,062,922 96	
Collections on account of 1916,	136,549 00	
	<u>\$1,309,596 98</u>	

Detail and Character of Collections.

December 31st, 1915.

Car Registrations.	Amount.	Items.
First class—full rate,	\$6,295 50	1,363
half rate,		72
Second class—full rate,	428,748 75	54,419
half rate,		5,495
Third class—full rate,	246,210 00	15,945
half rate,		938
		<u>78,232</u>
Trucks in excess of 4,000 pounds,	36,160 00	3,616
Motor cycle licenses,	23,232 00	11,616
Manufacturers' three sets,	9,585 00	639
Manufacturers' five sets,	1,725 00	69
Trailer licenses,	315 00	105
Blanket licenses,	100 00	1
Transfers,	17,204 25	13,522
Duplicate certificates,	574 00	574
Duplicate markers,	1,764 50	R-1583—C-363
Drivers' licenses, 1st class,	147,260 00	75,630
Drivers' licenses, 2d class,	105,984 00	26,496
Drivers' licenses, duplicates,	1,231 00	1,231
Drivers' licenses increased,	4,936 00	2,468
Drivers' licenses, badges,	7 00	14
Interest on deposits—C. O.,	598 85	
Interests on Deposits—		
Agents—Direct,	20 55	
By draft,	203 46	
	<u>\$224 01</u>	

Fines for violations of laws,	27,420 85
Certified copies,	42 50
*Adjustment of fees,	3,212 50
Special inspectors' badges,	90 00
Miscellaneous receipts,	2 25
	<u>\$1,062,922 96</u>

*Adjustment of Fees.

Increased Registrations—		\$45 00
15 from 1st to 2d class @ \$3.00,		960 00
128 from 2d to 3d class @ \$7.50,		7 50
2 from 2d to 3d class @ \$3.75,		700 00
70 overweight trucks, @ \$10.00,		
Increased drivers' licenses—		40 00
20 from 1st to 2d class @ \$2.00,		14 00
2 H. P. overrated and weight underrated @ \$7.00,		1 00
1 double transfer @ \$1.00,		1,445 00
Adjustment of fees—Newark office,		<u>\$3,212 50</u>

RECAPITULATION.

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

Item.	1914.	1915.	Percentage of Increase.
Gross receipts,	\$814,535 30	\$1,063,207 71	30%
Receipts from auto licenses,	535,289 00	681,254 25	27%
Receipts from motor cycle licenses,	20,058 00	23,232 00	16%
Receipts from drivers' licenses, ..	186,316 00	253,244 00	36%
Receipts from fines,	25,025 18	27,420 85	9%
Number of auto licenses,	60,247 00	78,232 00	29%
Number of motor cycle licenses, ..	10,029 00	11,616 00	15%
Number of drivers' licenses, ...	70,313 00	100,126 00	42%
Agents' commissions,	26,934 75	23,806 87	Decrease 11%

Summarizing these figures it will be noted that from all sources the Department has collected during the year the sum of \$1,063,207.71, being an increase of \$248,672.41 in the gross receipts of the Department over the preceding year, equivalent to a gain of 30%.

The gross receipts of the Department by years follows:

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

APPROPRIATIONS.

The appropriations, annual and supplemental, for the year 1915 were as follows:

<i>Annual.</i>	
For salary for the Commissioner of Motor Vehicles,	\$1,500 00
For salary of the Chief Inspector,	1,800 00
For compensation for Inspectors,	20,250 00
For expenses and equipment of Inspectors,	13,000 00
For compensation for clerical services,	9,750 00
For postage, expressage and other incidental expenses,	5,000 00
For blanks and stationery,	7,000 00
For the purchase and packing of identification markers and dies for use in connection with the same,	22,000 00
For refunds,	500 00
	\$80,800 00
<i>Supplemental.</i>	
For Inspectors' salaries,	\$4,137 50
For expenses and equipment of Inspectors,	2,500 00
For postage, expressage and other incidental expenses,	500 00
For blanks and stationery,	500 00
For automobiles,	5,500 00
For laws,	500 00
For markers,	2,500 00
	\$16,137 50

Part II—Department Work with Relation to the Regulation of Motor Vehicles and Operators.

From the above amounts should be deducted the sum of \$2,957.68 unexpended and lapsed, so that the cost of maintenance for the year was \$93,979.82 or equivalent to nine per cent. (9%) on the net receipts of the Department.

OPERATOR'S INVESTIGATIONS.

During the year, the Commissioner referred to the inspection force of 904 special cases for investigation and report. The total number of cases reported to the Department by inspectors, police officials, private individuals, and through the press reached a total of 11,175 as against 10,073 for the year 1914. Of these cases so reported 10,033 were minor in character and disposed of by admonitory letters or action.

HEARINGS.

1,142 cases were heard with the Commissioner sitting as magistrate or as Commissioner to revoke licenses. This is an increase of 105 cases over last year. 177 licenses were revoked; 66 names were placed on the black list to be refused licenses; 45 licenses were suspended; \$2,258.35 in fines were collected by the Commissioner, which sum is an increase of \$1,002.45 over a like sum collected by the Commissioner during the year 1914; 23 reciprocal privileges were suspended, and the balance of the cases heard by the Commissioner were disposed of by admonitory or probationary action, suspended sentence or dismissal.

The number of hearings by months were: January, 26; February, 36; March, 43; April, 53; May, 100; June 139; July, 161; August, 180; September, 161; October, 130; November, 62; December, 51.

During the year inspectors adjusted, without report to the Department, 11,730 cases of minor violations, made 1,311 arrests,

which were heard before local magistrates, and served 1,121 summons returnable before local magistrates.

The following is a summary of this work:

Violations brought to a hearing before Commissioner,	1,142
Minor violations adjusted without a hearing,	10,033
Minor violations adjusted by Inspector,	11,730
Arrests made by Inspectors disposed of by local magistrates,	1,311
Summons served returnable before local magistrates,	1,453

The increase in the number of complaints handled by the Department is due entirely to the increase in the number of motorists, and from the fact that so many motorists from other States who come into New Jersey are not familiar with the motor vehicle laws or our State.

Many of the complaints were for minor violations, having to do with improper equipment of cars.

During the year inspectors on several occasions were required to stop all machines operating within the zone where the inspectors were stationed for the purpose of seeing the drivers' licenses, this work being made necessary as a result of knowledge of which the Department was in possession, showing that many thousands of drivers were either improperly licensed or not licensed at all.

An increase of 30,000 drivers' licenses during the year, with an increase of 2,468 licenses which have been increased from the first to second class, indicates more clearly than anything else the vigilance of the inspection work and the wisdom of interrogating the drivers from time to time.

One of the greatest evils with which the Department has had to deal is that of the failure of a car owner who sells his machine to have the license immediately transferred to the new owner. Many accidents have been reported during the year as involving registrations which upon investigation it was found had changed ownership several times and had never been reported to the Department.

The object of the Motor Vehicle Act in requiring that all motor vehicles be registered is to make identification easy, and whether the failure of motorists to transfer their registrations is inten-

tional or not, the practice is one that cannot be too strongly condemned.

SPEED TRAPS.

Realizing the continued use of speed traps savored too much of persecution, the Department, after investigation of a speed trap on the "White Horse Pike," issued an order in which the inspectors of the Department were prohibited from participating in the operation of a speed trap, and indicated very clearly to the many police officers in the State that the Department would no longer countenance the use of a speed trap in the regulation of vehicular traffic.

The policy of not making summary arrests of New Jersey offenders has been maintained, unless, in the judgment of the inspector, such arrest is a necessity. In complaints dealing with a foreign registration, however, in order that the State might not lose jurisdiction, summary arrests have been insisted upon; but in all instances of summary arrests, roadside arraignments have been prohibited, and the rights of the defendant to an orderly hearing before a magistrate sitting in his office has been strictly adhered to.

CO-OPERATION OF LOCAL AUTHORITIES.

In every city, town and township in which the department inspectors have been engaged during the year, special details of police to assist the inspectors in their work have been cheerfully given, and the co-operative spirit of the local authorities assisting this Department in its efforts to regulate vehicular traffic is worthy of the highest commendation. In only one instance has the Department found it necessary to criticise the work of a local police department.

EXAMINATIONS.

When it is considered that the State of Massachusetts is the only Commonwealth whose examination of automobile drivers is as broad as that of New Jersey, the virtue of the examination

work which this Department is now doing becomes at once apparent.

In 1914 the total number of drivers examined was 25,579, and it was thought at that time that the maximum number for any one year had been reached, but during the past year 40,040 have been examined, and judging from the great number of learners' permits that are being issued as this report closes, the ensuing year, 1916, promises greater activity in examination work than ever before.

The examination by months and the total number of applicants examined in the year 1915:

	<i>Passed.</i>	<i>Rejected.</i>	
January,	943	73	
February,	789	96	
March,	2,277	277	
April,	3,053	411	
May,	4,700	628	
June,	5,766	483	
July,	5,066	425	
August,	4,576	410	
September,	3,612	307	
October,	2,687	338	
November,	2,095	223	
December,	1,058	111	
	<hr/>	<hr/>	
	36,622	3,782	Total, 40,404
Newark,	11,336	1,264	
Asbury Park,	3,849	345	
Paterson,	3,964	507	
Morristown,	2,608	272	
Jersey City,	2,145	212	
Trenton,	3,565	397	
Hackettstown,	1,338	96	
Cape May Court House,	685	36	
Sussex,	267	29	
Camden,	3,155	287	
Atlantic City,	2,191	224	
Bridgeton,	833	54	
Salem,	686	59	
	<hr/>	<hr/>	
	36,622	3,782	Total, 40,404

In order to relieve the congestion at many of the examination points additional examination days have been assigned to Paterson and Jersey City, but, with the limited number of inspectors, it is now becoming a physical impossibility for the Department to cope with this phase of the work. Much criticism has been heaped upon us because of the delays to which applicants were being subjected, and this criticism is well taken for the reason that a department collecting over one million of dollars annually should not be hampered in its work by parsimonious appropriations, and the people who pay the freight, who in this instance are the motoring public, have a right to demand prompt service.

If a small tax of fifty cents were imposed for each learner's permit issued, it would enable the Department to provide for an examining board whose work would be devoted exclusively to work of examination of applicants for drivers' licenses and permit the regular inspectors to spend all of the time on the road in the enforcement of the Motor Vehicle and Traffic Acts and the apprehension of reckless offenders.

Dealing with the benefits to be derived from these examinations, it is pertinent to note that, unlike the States of New York and Pennsylvania, every driver in New Jersey, whether he be the owner of car or chauffeur, must submit to an examination before being licensed, and that but two accidents have been reported during the year involving drivers whose licenses had only been issued a short time prior to the accidents.

It is invariably true that the motorist involved in serious accidents is one who for many years experienced as a driver, feels secure in his ability to operate a motor vehicle safely under any and all conditions, with the result that he throws discretion to the winds, and the realization of the reckless abandon of his driving is never brought home to him until an accident occurs.

The examination itself consists in a practical test to determine the operator's ability to properly drive a car, coupled with a variety of questions dealing with motor vehicle construction, and the essential features of the Motor Vehicle and Traffic Acts. These questions are changed daily so that the possibility of cribbing is reduced to the lowest minimum.

Part III—Department Policy.

Owing to the congested condition of vehicular traffic and the limited number of inspectors now in the Department service, the wisdom of requiring the inspectors to devote a considerable portion of their time in the investigation of stolen cars is very questionable.

While it is proper that a rogue's gallery should be maintained in Trenton, so that the inspectors may familiarize themselves with the criminal drivers who resort to the use of the motor vehicle, yet the apprehension of this class of criminal properly belongs to the local police authorities, and, unless specially requested to do so, in the future the inspectors will cease their activities in this particular line of work. Of course, the department will continue to issue weekly bulletins in which a list of stolen cars and the description of such cars will be given publicity, and every effort compatible with the inspection work of the Department will be furnished to assist in apprehending and restoring such stolen cars to their rightful owners.

It is hard to believe that New Jersey, despite the advantages which it derives from its geographical position, "is the natural home of a receiver of stolen cars and the natural haunt of the car thief."

The Department regrets to record the fact that many magistrates in the State have dealt altogether too leniently with reckless drivers who have been brought before them. This is noticeably true with those drivers who have been charged with operating motor vehicles while under the influence of intoxicating liquors. In the judgment of the Department there is no more reprehensible crime than that of a drunken automobile driver, and Chapter 67 of the Laws of 1913, providing for a jail sentence in such cases where the driver is adjudged guilty, should be rigidly enforced. A great many accidents, some of them resulting fatally, as the result of intoxicated driving, have been reported during the year, and unless the Department is assisted by the magistrates of this State in bringing home forcibly to

the minds of the motoring public the serious consequences of driving a car while intoxicated, then the efforts of the Department in ridding the roads of these heinous offenders will be very much nullified.

As an evidence of the complex problems constantly confronting the Department, mention will be made of a case wherein a prominent citizen of this State was recently arrested by one of the inspectors for driving a car while intoxicated. When the case was brought to trial before a local justice of the peace, counsel for the defendant furnished the plea that his client had taken an overdose of morphia, and because the defendant was charged with operating a motor vehicle while under the influence of intoxicating liquors, contended that his client was guilty of no violation. The defendant himself admitted, under cross-examination, that he had absolutely no knowledge of the incidents leading up to his arrest, and although the inspector who made the same narrowly escaped serious injury as the result of the efforts of the defendant to ditch the inspector's car, the justice held the defendant not guilty, and the only redress which the State of New Jersey had in this particular instance was the revocation of the driver's license. If there is one violation above all others which this Department will never countenance, it is that of operating a motor vehicle while under the influence of intoxicating liquors or any drug or compound.

TRAFFIC ACT.

The new Traffic Act for the uniform regulation of vehicular traffic in all parts of New Jersey has been in force about eight months, and during this short period of time has been effectively enforced in nearly every section of the State.

The automatic repeal of all local ordinances dealing with the subject of traffic has enabled the motorist by a perusal of the Traffic Act, fifty thousand copies of which have been distributed gratuitously, to familiarize himself with the traffic conditions which obtain throughout the State.

The right of way, as defined by this act, requiring vehicles to stop in the rear of trolleys which are taking on or dis-

charging passengers, defining rights of pedestrians and various other regulations not heretofore covered by statute, including near-side trolley stops, has directed the attention of many States to our splendid regulatory measure, and while the future may develop situations necessitating amendments to this act, the immediate necessity of any changes are not now apparent.

HEADLIGHT LAW.

The amendments to section four of the Motor Vehicle Act, having for its object the elimination of the dazzle and glare from the intensely blinding headlights, has caused the Department much anxiety. As was to be expected, many persons of an inventive turn of mind have conceived ideas as to how best this question should be handled, and during the year several hundred devices were thoroughly tested in the basement of the State House, where a well-fitted testing room, having a one hundred and fifty feet range, has been provided for that purpose. Of the devices approved by the Department, several were dependent upon the proper focusing of the lamps, and many motorists, in their desire to comply with the law, simply purchased an approved device and hastily applied the same, without ascertaining whether such application accomplished the desired result. Another class of motorists felt that so long as they used their small dimmers in the cities they were privileged to burn the intensely glaring headlights in the country districts; but the Department has held that no device dependent upon the will of the operator should be allowed, that the blinding headlight is just as dangerous in the country districts as it is on the city streets, and that headlight regulation therefore should be absolutely uniform in character the State over.

Noticeable improvement in the eradication of this great danger is apparent, and from observation recently made in seventeen counties in this State, eighty-six per cent. of all the cars tabulated revealed some effort at least on the part of the owner to comply with the law.

In the judgment of this Department, the blinding headlight is fast disappearing and, if the contiguous States of New York

and Pennsylvania will but pass legislation similar in character, the Department believes that the day is not far distant when the danger from travel at night as a result of the intensely blinding headlight will be reduced to the lowest possible minimum.

In general the Department does not recommend a reduced volume of light, as upon proper lighting of the road at night depends the safety of motor operation, but holds that lights must be directed upon the road and not into the eyes of other users of the road.

Motor vehicles licensed by other States when touring in New Jersey are subject to New Jersey police regulations and the headlight law has equal application to them as to New Jersey cars. Very often, however, when the Department received a complaint dealing with a violation of the headlight law, an investigation revealed that the violator invariably is a driver from New York or Pennsylvania, ignorant of the provisions of the New Jersey headlight statute.

The law having made in mandatory for motor vehicles to be properly equipped with lights for the protection of the motoring public, the Department hopes for the speedy enactment of legislation which will make it a serious offense to allow horse-drawn vehicles to be used at night unless properly equipped with lights. Many accidents have occurred, the cause of which is directly traceable to the failure of horse-drawn vehicles to carry lights after dark, and the Department is pleased to acknowledge the assistance received from the various Grange Societies of the State in answer to the following letter, which was sent them:

A recent investigation conducted by this Department in all sections of New Jersey respecting the requirements of Chapter 27, P. L., 1915, making it mandatory that "Every vehicle drawn by horse, horses or other beasts shall carry during the period from thirty minutes after sunset and thirty minutes before sunrise, and whenever fog renders it impossible to see a long distance, at least one lighted lamp, which said light shall be of such nature and so displayed that it may be seen both from a point of at least two hundred and fifty feet distant in the direction toward which the vehicle is proceeding and from a point at least two hundred and fifty feet in the direction from which the vehicle is proceeding," reveals a condition suggesting that many of the owners and drivers of horse-drawn vehicles are not acquainted with the requirements of the act quoted above.

A large number of accidents have occurred during the year as the result of a motor vehicle crashing into a horse-drawn vehicle at night, and it is clearly shown that the majority of such accidents are due to the failure of the driver of the horse-drawn vehicle to carry the proper light, thus making it impossible for the operator of the motor vehicle to see such horse-drawn vehicle ahead of him.

In your capacity as an officer of the Grange, the thought has occurred to me that you might be kind enough to read this communication at your next meeting and impress upon your members the necessity of having their horse-drawn vehicles properly lighted at night to the end that all users of the road may be surrounded with every safeguard possible.

For failure to comply with the provisions of Chapter 27 a magistrate before whom a complaint is directed shall, upon conviction, impose a penalty of not less than \$2.50 or not more than \$5.00 for the first offense. While the imposition of such fine might serve as a deterrent for the offender not to again violate the law, the fact remains that few prosecutions are ever obtained for violations of this character, and when you consider the number of accidents that might have been avoided had horse-drawn vehicles been properly lighted, I am sure you will appreciate the necessity of co-operation on the part of all those who have occasion to use horse-drawn vehicles.

The Motor Vehicle Act provides an especially severe penalty for motorists who attempt to operate their cars without the proper lights, and there is no reason why the driver of a horse-drawn vehicle should drive at night without proper lights when a motorist to do so is in danger of losing his driver's license.

With assurance of my appreciation for your good offices in this matter, I am

Very truly yours,

(Signed) WM. L. DILL,
Commissioner of Motor Vehicles.

While there is a law on the statute books now providing for the imposition of a fine upon anyone who drives a horse-drawn vehicle at night unless the same is properly lighted, there is no provision for the collection of this fine, and it is this omission that the Legislature should apply.

A short time ago the Commissioner, in company with an inspector, while patrolling the road leading from Westfield to Elizabeth, encountered a large farm wagon, drawn by two horses, with no lights visible. An accident was narrowly averted, and the inspector's machine was brought to a stop and the driver of the farm wagon was requested to halt, so that he might be admonished for his failure to have any lights on the wagon. Imagine our surprise when three big huskies emerged from the wagon, and each one armed with a club, threatened the inspector and commissioner with bodily injury.

TRANSFER OF LICENSES.

Until this year all car registrations were required to remain with the car. As a result, however, of recent legislation, if a motorist desires to retain the original registration after he sells his car, such retention is permissible, and the registration can be transferred to another car upon the payment of one dollar transfer fee, and such additional registration fee as may be necessary because of increased horse power. This legislation is very meritorious, and has undoubtedly resulted in a saving of at least one hundred thousand dollars to the motoring public during the year 1915, as evidenced by the 13,522 transfers made during the year compared with 4,927 transfers made in 1914.

SUPERVISION OF INSPECTORS.

The inspection work in North Jersey is supervised by Chief Inspector Edward Johnson, in whom the responsibility is lodged of overseeing the field work in all counties in the State north of Mercer county. The southern tier of counties is in charge of Deputy Chief Inspector Anderson Shinn. Through the Chief Inspector and Deputy Chief Inspector weekly assignments are sent indicating the work that the inspectors are required to do for the ensuing week. In this manner the Department has been able to keep a close check on the field work.

EQUIPMENT OF INSPECTORS.

Supplementing the automobiles heretofore used by the inspectors, the Appropriations Committee of the Legislature of 1915 allowed the Department sufficient money to purchase one Mercer raceabout and three Buick cars.

By the use of automobiles, inspectors have been able to cover efficiently a greater territory than ever before, and enabled the Department to respond quickly to the countless number of demands made upon it by the several communities in this State for the presence of inspectors in their midst.

The equipment now consists of two Mercer raceabouts, three Buick runabouts and three Ford runabouts, also one Mercer four-passenger car, of 1912 construction, which has been used exclusively by the Chief Inspector for the transportation of inspectors from one examining point to another.

Besides the cars belonging to the State, Inspectors Wyckoff, Fulper, Teel and Stagg own cars which they have placed at the disposal of the Department, the only consideration being that the Department maintain the cars, which has cheerfully been done. It is hoped that more cars can be added to the Department equipment this year, so that every highway upon which excessive speed or reckless driving is at all common may be under strict supervision of an inspector of this Department.

VALUE OF INSPECTORS' EFFICIENCY REPORTS.

The report which each inspector is required to file with the Department shows that during the year the inspectors were instrumental in the collection of impositions of fines to the amount of \$16,870.60; that they brought to the agencies, in registrations, \$22,061.10, and in drivers' licenses \$4,988.00, making a total of money traceable to the activity of inspectors \$43,919.70, to which should be added \$3,212.50, collected as the result of the work of the inspector detailed to investigate the Department files for improperly-rated registrations and under-weighting of trucks. The value of these reports is most essential in determining the work which the Department inspectors are doing, for it is noticeable that in those sections where inspection has almost been continuous the regulation of vehicular traffic has improved one hundred per cent.

It is the judgment of the Commissioner that the number of inspectors should be materially increased, to the end that every main highway in the State may be constantly patrolled; for, after all, the work of the inspectors should not be measured so much in dollars and cents as should be their efforts to hold in check reckless driving, thereby lessening the number of killings and materially reducing the great number of accidents.

MIRRORS ON MOTOR VEHICLES.

The Traffic Act requires that every motor vehicle that is constructed or so covered in so as to prevent the driver thereof from having sufficient view of the traffic following and at the sides of such vehicle shall be equipped with a device that will show the driver the road to the rear and the road to the side. It is no longer necessary to comment on the efficacy of the rule of the Department which required that, prior to the passage of the Traffic Act, all trucks should be equipped with mirrors.

TRIAL DAYS.

The number of hearings before the Commissioner during the past year has been greater than ever before. Realizing the injustice which often results from requiring offenders to come to Trenton, the Commissioner has on many occasions transferred such hearing to the cities of Newark and Paterson, and during the coming year it is his purpose to sit every Monday in the city of Newark for the purpose of hearing cases involving motorists from North Jersey, in addition to the regular Wednesday trial day in the city of Trenton.

The Department should like to discourage the practice of parties employing counsel to represent them before the Commissioner, for it is the policy of the Commissioner to conduct informal investigations so that the interest of both parties may be absolutely protected.

Where an inspector in issuing a summons can direct the same before a magistrate in the district where the violation is noted this practice is urged, and only in dealing with questions concerning the competency of a driver and the wisdom of revocation of such driver's license, or where local magistrates are not available or where in the opinion of the inspector the local magistrate is incompetent or discriminatory in his action, it is urged that the summons be directed to Trenton.

RELATIONS WITH OTHER STATES.

The reciprocal arrangements on questions of regulation with other States has continued with much benefit to this Department. Close relations have existed between this State and New York, Pennsylvania and Delaware. In the latter State, however, a law was enacted removing the reciprocity on trucks, which made it necessary for New Jersey to immediately cancel its reciprocal relationship with Delaware on truck traffic.

From advices received it would appear that the action of the Delaware Legislature in cancelling the reciprocal privileges on trucks was ill-advised, and has resulted in a storm of protest which will undoubtedly lead to the repeal of this legislation at the next session of the Delaware Legislature.

New Jersey is, without a doubt, the greatest of all summer resort States, and is the Mecca for motorists of adjacent States with the result that the fifteen day touring privilege has been frequently abused. The rigid enforcement of this privilege on the part of the State of New York made it necessary for New Jersey to take a determined stand on the question of reciprocity. Inspectors were stationed at the ferries and at the resorts in Cape May and Monmouth counties, also at Atlantic City, for the purpose of tabulating foreign cars and for the first time in its history a tabulation was had of Pennsylvania cars coming into New Jersey via the Phillipsburg bridge.

The Department regrets to note that in several instances during the year motorists from other States while touring in New Jersey have violated our laws, injured our people and arrogantly refused to respond to a summons before the Commissioner to show cause why their reciprocal privilege should not be revoked. In every instance where action has been taken against such reciprocal privileges the States from which such offenders come have gladly joined with the Department in serving the necessary notice of revocation upon the offenders, and in this connection the Commissioner feels very strongly on the rights of our citizens regarding the necessity of going to a foreign State to secure service in a suit for damages. Many

poor people who cannot afford the expense of litigation away from home are thus denied the right of recovery.

SPECIAL INSPECTORS.

Despite a rule of this Department requiring special inspectors to make weekly reports of their observations during the spring, summer and fall, a few of such special inspectors have failed to make a single report during the year, and it therefore now becomes necessary for the Department to demand the resignation of such special inspectors in order that there may be appointed in their stead men who are desirous of rendering gratuitous service to the State.

A vast majority of the special inspectors have been very active and influential in assisting the Department to bring about better conditions of traffic regulation. Ofttimes these inspectors have expended considerable sums of money in their work, and it is a pleasure to record herewith the appreciation which the Department has for the high character of service that these special inspectors have rendered, for let it be understood that the appointment of a special motor vehicle inspector can no longer be regarded as a *carte-blanche* privilege to violate the Motor Vehicle and Traffic acts with impunity, and where special inspectors have so little interest in the work of the Department as to even fail to make reports, such inspectors should at once forward their resignation so that the criticism which heretofore has been directed against the unpaid branch of the inspection work can be entirely eliminated.

The work done by the special inspectors appointed upon recommendation of various State departments has been noticeably good. The inspectors attached to the Public Utilities Commission alone reported many hundreds of violations during the year.

MARKING OF INSPECTORS' CARS.

In lieu of the special inspector's tag heretofore permitted by the Department, on which appeared the words "New Jersey Special Inspector No. —," there will be used the regulation

number plate supplemented by a replica of the Department badge in brass, which can be affixed to the front of the inspector's machine. This will be an inconspicuous mark of authority which can be at once recognized by all municipal officers.

CONTRACTS FOR SUPPLIES.

All supplies used by the Department have been purchased under contract, after competitive bidding, and in the contract for furnishing the number plates for 1916, with the Federal Stamped Enamel and Sign Company of Providence, R. I., a saving of ten thousand dollars alone has been realized. As a result of this saving the opinion might gather that the plate for 1916 is inferior in quality, but the contrary is the case, for the most rigid test to determine the lasting quality of the new plate has satisfied the Department beyond any question of doubt that the plate for 1916 in point of durability and conspicuousness will be the best that has been used by New Jersey.

RE-RATING OF CAR REGISTRATIONS.

Continuing the policy of having all car registrations re-rated in the central office, one of the inspectors of the Department, expert in the question of car rating, has been detailed to audit every application, in addition to which tables and information concerning the proper rating of cars have been furnished to the various agencies. This year the sum of \$3,212.50 has been collected by the State as the result of such underratings.

AUTOMOBILE LISTS.

The records of the Department are open to the public, and availing themselves of this privilege, several concerns during the year elected to make copies of the list of automobile registrations. These lists were furnished the police departments in the larger cities, so that the identification of a car might thus be quickly attained without referring to Trenton, and were furnished gratuitously in return for the copying facilities afforded by the

Trenton office. Unfortunately, however, the service in the majority of cases was unsatisfactory, and those individuals, automobile manufacturers and dealers in automobile accessories who purchased the lists were very much imposed upon, necessitating the cancellation of the arrangement which the Department had with the Auto Directories Company of New York.

With the coming year several concerns in New Jersey of known responsibility have undertaken this work, and the Department believes that from now on accurate lists of registrations will be easily obtainable.

CONTRACT FOR SUPPLIES.

It was found during the early summer that insufficient funds had been provided for the purchase of markers to meet the demands occasioned by the increase in the department registration work. This deficit occasioned the Department much embarrassment, and until the State House Commission and Commissioner Stevens, of the Highway Department, came to the assistance of the Motor Vehicle Department and agreed to meet the deficit by paying the bills for the purchase of new markers out of the road fund, the Department was in a quandary as to how to meet the situation.

With money available additional markers were immediately secured, and with the sum of \$3,802.07, borrowed from the road fund, additional receipts, amounting to \$73,335.25 have been taken in, thus proving the wisdom of the State House Commission and Commissioner Stevens in taking the action which resulted in placing the money for the purchase of markers at the Department's disposal.

INVESTIGATION OF ACCIDENTS.

The State of New Jersey, being without a law making it mandatory to report all accidents to the Department, it has been necessary for the Chief Inspector to consult the newspapers and to clip therefrom all articles which relate to automobile accidents or happenings. These items are sent out to the inspectors within whose territory the accident occurred for special investigation.

VALUE OF CARS OWNED BY DEPARTMENT.

The following table shows the number of cars owned by the Department, the date of purchase, cost price, depreciation and the present valuation of the cars as of December 31st, 1915.

1914.	
May 2. Purchased from the Mercer Auto Company, Trenton, New Jersey, one 1911 30 C, Mercer touring car, . . .	\$1,300 00
May 6. Purchased from the Mercer Auto Company, Trenton, New Jersey, one 1913 35 J, Mercer raceabout, . . .	2,600 00
May 7. Purchased from Clayton & Donahy, Freehold, New Jersey—	
One 1914 T, Ford runabout,	515 00
One 1914 T, Ford runabout,	515 00
One 1914 T, Ford runabout,	515 00
	\$5,445 00
1915.	
May 13. Purchased from the Mercer Auto Company, Trenton, New Jersey, one 1914 35 J, raceabout,	\$1,950 00
May 13. Purchased from Birch & Bassett, Dover, New Jersey—	
One 1915 C 36, Buick runabout,	1,140 00
One 1915 C 36, Buick runabout,	1,140 00
One 1915 C 36, Buick runabout,	1,140 00
	\$5,370 00
VALUE DECEMBER 31, 1915.	
1914 Mercer raceabout, (Havens),	\$1,100 00
1913 Mercer raceabout, (Shedd),	750 00
1911 Mercer touring, (Johnson),	375 00
1915 Buick runabout, (Shinn),	600 00
1915 Buick runabout, (Sawyer),	600 00
1915 Buick runabout, (Vey),	600 00
1914 Ford runabout, (Mines),	200 00
1914 Ford runabout, (Lovett),	175 00
1914 Ford runabout, (Pedigree),	175 00
	\$4,575 00

MAINTENANCE OF DEPARTMENT CARS.

Every inspector to whom has been entrusted one of the Department cars is required to do all of the ordinary repair work, and where replacement of parts are necessary, such purchases are only made by the Department after estimates have been received as to the probable cost. Inspectors are required to make daily reports of mileage, which are checked, with the gasoline consumption of machines used, so that a determination can be had as to the mileage of each machine on a per gallon basis. The gasoline used is supplied by one company at wholesale rates to each inspector at the various distributing stations of this company throughout the State, and at the end of each month this supply company remits a statement showing the amount of gasoline consumption for the preceding month, which statement is checked with the daily reports of the inspectors to determine its accuracy.

S. A. E. RATING..

For the year 1916, and in keeping with Chapter 334, P. L. 1913, the Commissioner has adopted the formula of the Society of Automobile Engineers. There seems to be much diverse opinion as to the best formula in determining the true horse power of a motor vehicle, but no system has yet been devised which is more simplified or practical for the use of determining the fee to be paid by the applicant, hence the adoption of the S. A. E. formula for 1916.

DANGER SIGNS AND LIGHTS.

The Traffic Act describes at what points a pedestrian may cross a street, and these zones should be marked by proper signs for the guidance of the public. Uniform signs should likewise be used to apprise drivers of vehicles of the approach of a public school, and all railway crossings at grade should be prominently distinguished by a uniform system of signs, the same to be electrically lighted at night, such signs to be standard at a distance

at least far enough from the crossing to enable the driver of a vehicle to bring the vehicle to a complete stop, before reaching the crossing.

In all municipalities where lights are used to designate the course to be followed by vehicles, these lights should be green in every instance, for the practice of now using a green light in some cities and red lights in others is very confusing. The green lights being the regulation light in vogue by the police departments should be universally adopted in every section of the State.

Part IV—Remedial Legislation.

Chapter 67, P. L. 1913, should be amended so that anyone who drives a car while under the influence of drugs shall, upon conviction, be adjudged a disorderly person and be subjected to a jail sentence. The intent of the Legislature that an intoxicated driver of a motor, automobile or any other vehicle, shall, upon conviction, be punished by imprisonment of not less than thirty days and not more than six months should be vigorously enforced, and if the language of this act is not specifically clear, then the penalty which the act aims to provide should be rewritten, because the right of a magistrate to suspend sentence, while universally conceded, should not for a single moment obtain in violations of this character.

TAXATION OF MOTOR VEHICLES BY MUNICIPALITIES.

The Department feels that it owes a duty to the motoring public of New Jersey by pointing out the inequality which automobilists are now subjected to because of the system of "Double Taxation." There is no reason why the owner of a motor vehicle, after having paid the fee which the State exacts for the privilege of operating such vehicle, should be required to pay additional tax to the taxing district in which the motor vehicle may be found on the twentieth day of May. No system

of local taxation on automobiles has yet been devised that is at all satisfactory, for the depreciation in automobiles is so rapid, and assessors generally have so little knowledge of the value of automobiles, that the basis of assessment invariably is unfair; and the Department strongly urges that the Legislature enact a law similar to the provisions of the New York State statute, in which the registration fees imposed by the State upon motor vehicles shall be in lieu of all taxes, general or local, to which such motor vehicles may be subject.

HEADLIGHTS.

Section four of the Motor Vehicle Act should be amended so that the Commissioner of Motor Vehicles will have the absolute power to reject any device which is dependent upon the will of the operator, and in addition to which the Commissioner should be given power to adopt whatever rules and regulations as in his judgment are necessary for the enforcement of this section.

DRIVERS' LICENSES.

The Department believes that legislation should be enacted providing for uniform license fees for drivers. Under our present law two classes of licenses are issued, the first class license enabling the holder to operate a motor vehicle of less than thirty horse power, for which a fee of two dollars is charged, and the second class license for all drivers who operate motor vehicles of over thirty horse power, and for which a fee of \$4.00 is exacted.

Several thousands of violations occur annually as the result of the arbitrary manner in which the State distinguishes between the driver of a twenty-nine horse power car and one who operates a vehicle of thirty horse power or over, and the sum of \$4,936, received by the Department this year in fees for increase in drivers' licenses covering 2,468 violations, indicates very clearly how many people unconsciously violate this section of the Motor Vehicle Act annually. It is recommended, therefore, that a uniform fee of three dollars be charged for all drivers' licenses,

regardless of horse power. This change, if enacted into law, will materially increase the revenue of the Department without working the slightest hardship on anyone.

MANUFACTURERS' NUMBER PLATES.

The Department renews its recommendations with regard to the use of manufacturers' number plates, and strongly urges that the law be so amended as to confine the use of manufacturers' number plates exclusively to manufacturers of motor vehicles, and that to meet the demand of dealers that a system of registration be arranged whereby dealers in automobiles shall use number plates which will clearly designate that the car is the property of a dealer, that all commercial trucks be compelled to carry number plates setting forth that the truck in question is a commercial truck, and that livery licenses be provided for, so that any car registered by a liveryman will be allowed to transfer such registration from one vehicle to another when such vehicle is used exclusively for hacking purposes.

REGISTRATION OF TRUCKS.

Appreciating the damage now done to the highways of New Jersey by heavily laden trucks, the fee which is now derived from such registrations seems to be wholly inadequate, and the Department recommends that the law be so amended as to provide for the registration of all commercial trucks based upon carrying capacity, and that no commercial truck so registered shall be allowed to be used for any other purposes than those for which they are especially designed, it being the desire of the Department to make impossible the use of commercial trucks for the transportation of picnickers during the summer months, resulting, as it often does, in much damage to the roads by the promiscuous throwing of glass and other objectionable matter on the roadway.

REGISTRATION CARDS.

The Legislature in 1915 very wisely discontinued the use of the aluminum seal on the number plate.

To enable the authorities to determine the validity of all car registrations, the law should be so amended so that anyone failing to have in their possession the registration card shall be subject to a fine, recovered in the same manner as other fines for violations of the Motor Vehicle act are now recovered.

LIGHTS ON HORSE-DRAWN VEHICLES.

The act of 1901, requiring that horse-drawn vehicles carry lights at night, is defective, for the reason that it fails to allow the magistrate to commit any person charged with a violation and who refuses to pay the fine provided under the act. This law should be revised and an alternative of an imprisonment or fine should be included in the penalty.

LIGHTS ON MOTORCYCLES.

Many motorcycles are now equipped with side-baskets, and a law should be enacted making it compulsory for such side baskets being equipped with a light at night. Such a law failed of passage at the last session of the Legislature. Many motorcycles have been sideswiped during the year, as the result of the inability of the driver of a vehicle to see the width of such motorcycle, and it is earnestly hoped that this act will receive the favorable consideration of the next Legislature.

MOTORCYCLE NUMBER PLATES.

The Department recommends the enactment of a law requiring that motorcycles shall exhibit a number plate both on front and rear.

MOTORCYCLE NUMBER PLATES.

Insistent demands have been made by motorcycle dealers that a form of registration be adopted by the State which will permit the transfer of motorcycle number plates from one machine to another, as is done now by manufacturers and dealers. The Department is not prepared to urge this legislation, unless an increased fee is required, for it feels that the small fee of \$2.00 now exacted for the registration of a motorcycle is little enough to pay the State for the use of its roads by motorcyclists.

FEES FOR LEARNERS' PERMITS.

Under another section of this report the subject of drivers' examinations has been fully discussed. The necessity of additional inspectors must be apparent to everyone interested in motoring, and so the Department hopes that its recommendation providing for the payment of a fee of 50 cents for each learners' permit issued will be favorably regarded by the Legislature, and that such moneys be expended for the expense and salaries of the additional inspectors required by the Department.

The Department has been subjected to no expense in maintaining its examinations, as in every case the City Halls or other public buildings of the cities in which examinations are conducted have been gratuitously tendered to the Department, but the congestion which sometimes obtains is prolific of much disorder, and can only be eradicated by the employment of a sufficient inspection force to meet the demands of the motorists of this commonwealth.

MUFFLER CUT-OUT.

The use of the muffler cut-out is prohibited in every section of the State, unless the vehicle is ascending a hill of greater than five per cent. grade. The Department recommends an amendment to the law prohibiting the use of muffler cut-outs in its entirety. The muffler cut-out today is simply a plaything in the hands of many drivers and is such a disturbing factor in

districts where hospitals, schools, churches and the like are situated, that its use should be absolutely prohibited in this State.

REPORTS OF ACCIDENTS.

Several of the States have enacted laws requiring that every person involved in an accident shall make an immediate report to the licensing authorities, setting forth the causes of the accident, and the Department is satisfied that if such a law were passed in New Jersey it would undoubtedly result in keeping the Department in closer touch with the capabilities of all drivers and curb the reckless tendencies of many who now go unpunished.

Every paper in the State is scrutinized for the purpose of getting information dealing with accidents on the road, but, despite this precaution, and the assistance which many motorists now give us in reporting many accidents, a large number of such accidents escape our attention, and only when it is too late does the Department learn that many of these unreported accidents are the result of drivers who are unfit to be entrusted with the operation of a motor vehicle.

TROLLEY HEADLIGHTS.

It is a noticeable fact that in many sections of the State street railway cars are now operated with headlights and searchlights so dazzling as to blind other users of the road, and the Department urges the enactment of legislation that will require all railway cars operated upon tracks placed upon the public roads, highways or streets, to be equipped with only arc lights, the rays of which shall be non-blinding and directed on the road, and not into the eyes of other users of the road.

GRADE CROSSINGS.

The Department approves of the legislation proposed by Senator Pierce, of Union county, last year, which required that every automobile, motor vehicle, wagon, motor truck or other vehicle

be brought to a full stop within two hundred feet of a railroad crossing before crossing same, and expresses the hope that such a bill may be passed at this session of the Legislature.

CONCLUSION.

In concluding this report, it is the desire of the Department to pay a tribute to the unselfish devotion to duty of the motor vehicle inspectors, the attaches in the office at Trenton and the many agents throughout the State.

During the latter part of December, when the belated rush for 1916 registrations became so great as to result in congestion, making it necessary to call out the police reserves in several of the cities, the inspectors and clerks remained on duty continually day and night for several days, and it is pleasing to note that, despite the failure of the motoring public to co-operate with the Department by applying early for their registrations, all of the Department subordinates conscious of a desire to unselfishly serve the State, remained on duty as above noted, without a word of protest.

Respectfully submitted,

W. L. DILL,
Commissioner of Motor Vehicles.