

TWENTY-FIFTH 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 Thirty

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## REPORT

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*To the Legislature of the State of New Jersey:*

GENTLEMEN—I have the honor to present the Twenty-fifth Annual Report of the Commissioner of Motor Vehicles of the State of New Jersey for the calendar year ending December 31, 1930.

I am pleased to advise you that the year 1930 was marked, for the first time in many years, by a net decrease in the number of automobile fatalities in New Jersey. New Jersey was one of the ten States to show a decrease in motor vehicle fatalities during the past year. There were 1,269 automobile deaths during this period as against 1,275 for 1929. This was in spite of the fact that there was an increase of 6 per cent in the number of licensed drivers in New Jersey during this period, and an increase of 5.6 per cent in the number of registered vehicles in the State. All of us are looking for promising signs upon the business horizon, and I am, therefore, pleased to state that there was an increase of approximately \$565,000.00 in the revenues of the department exclusive of the gasoline tax. The gasoline tax exceeded by \$1,284,127.00 the amount collected during 1929, reflecting the fact that more miles are being travelled upon our roads.

Under the joint action of the Senate and House of Assembly, I became Commissioner of Motor Vehicles on April 1, 1930. It is perhaps needless to say that I appreciate the honor and that I have a sincere desire to justify the confidence that you have placed in me. While the duties of the office are responsible and exacting, I have found the work to be tremendously fascinating, and I have determined to make a thorough study of motor vehicle and traffic problems in the hope that with the cooperation of other State and local police and judicial agencies, New Jersey may attain a merited place in the forefront of the States that



have established an enviable record in motor vehicle legislation and administration. Work of this kind finds its loftiest conception in the opportunity to save human lives and to reduce the number of accidents that prevent our fellow beings from attaining their aims in life.

We have little reason in New Jersey to be proud of a record of 8,021 automobile fatalities since 1923. Every year, as there has been an appalling increase in the loss of life from automobile accidents, we have attempted to justify it by statistics—pointing out that we may expect to have increased fatalities as the number of vehicles and drivers increase upon our roads. It seems to me that we should lend our best efforts to bring about an actual saving in life, and to this end we must have the cooperation of the State Legislature in the enactment of sound motor vehicle and traffic legislation; the aid of the State and local police and courts, and, finally, the cooperation of the motorists, who should be made to feel that the laws are not enacted simply to restrict and harass them but to insure their own safety and the safety of their loved ones.

The Department of Motor Vehicles is not, and cannot be, a "one-man" organization. In the campaign to save lives and to improve driving conditions upon our roads, the Governor, the members of the Legislature and the Commissioner of Motor Vehicles may form, so to speak, the general staff and draw up the plan of battle, but it cannot be successfully carried out without the aid of the local traffic policemen and magistrates who really form the shock troops that meet face to face the enemies of society in the form of reckless and irresponsible drivers who endanger the lives and property of others.

During the initial months of my administration, I have had, generally, very fine cooperation from the employees of the department. Many of them have had years of experience, and I have been impressed by their loyalty and efficiency. I believe quite generally that the employees of this department do not receive salaries commensurate with their ability and service. Our department collects and turns over to the State Treasurer over \$26,000,000.00 in revenues annually. In spite of this, the

personnel in number is inadequate and we have upon our rolls many employees who receive as low as \$55.00 a month, and who are compelled, by reason of our restricted appropriation, to work at certain periods in the year twelve hours a day in order to keep up with the tremendous burdens of work attendant to the maintaining of records of over 1,000,000 licensed drivers and nearly that number of vehicles.

It is quite natural to expect that there should be some imperfections in an organization of such magnitude as the Department of Motor Vehicles, charged as it is, under the law, with duties that comprehend the exercise of quasi judicial functions, the enforcement of the law, and the collecting of revenues. The great majority of employees of this department, both at Trenton and in the field, are, I am convinced, honestly and conscientiously performing their duties, yet I have been considerably disturbed by rather shocking revelations of irregularities in the agency system and graft and collusion at the examining points covering a period of years. Six agents have been dismissed because of defalcations and a considerable amount of money has been recovered by the State. The inadequacy of our auditing facilities, and the destruction of records, will prevent us possibly from recovering thousands of dollars out of which the State has been defrauded in prior years. An extensive investigation of irregularities in the Inspection force is now under way. It is my intention to weed out of the department all those who have been unfaithful to their trust, and who have thus minimized the effectiveness of our examinations. It can readily be seen that if those who are rejected at the examinations as being unfit to operate cars can subsequently purchase their right to drive, these examinations will be of little value and would not justify the cost and time involved in their conduct. We are now in possession of information showing that wholesale frauds of this character have been perpetrated since 1926, and with this evidence we expect to bring about the indictment and conviction of the participants.

## THE AGENCY SYSTEM

There are at the present time one hundred and thirty-seven Agents of the Department of Motor Vehicles located in various communities of the State. They are actually branch offices of the department and render service that proves to be of great convenience to motorists in the territory served.

While the system is far from perfect, it would be difficult to effect a change at this time that would not impair the service that is rendered to the motorists of the State.

You will note that the cost of maintaining these agencies was over \$330,000 for 1930, and that it will be considerably in excess of that amount in 1931, and the subsequent years. In spite of the large aggregate amount that is paid, the individual compensation of the agents is so small that they are generally compelled to carry on this work in conjunction with the writing of automobile insurance, sale of automobiles, or some collateral line of business. This situation is not a healthy one, as there are many temptations to engage in "high pressure" methods in the sale of insurance and vehicles.

We have attempted to discourage many practices that have been considered unethical, and we have had fine cooperation from the agents throughout the State.

For years many problems attended the efforts to issue drivers' licenses and registration certificates in the closing days of the year. During the latter part of 1930 we conducted a campaign, with the cooperation of the newspapers and the radio stations, urging motorists to secure their licenses at an early date. The response was more than gratifying and there were very few complaints as to the service rendered during this trying period.

The agents of our Department are to be commended for the unusual efforts they put forth this year to furnish courteous service and to expedite the registration.

## AUTOMOBILE FATALITIES

Through Mr. David South, Registrar of Vital Statistics of the New Jersey State Board of Health, and to whom our Department is indebted for courteous and valuable cooperation throughout many years, we are able to present an analysis of the fatal accidents in our State involving both residents and non-residents, and the particular kind of an accident to which the fatality was charged.

During 1930 there occurred in New Jersey 1,269 deaths due to accidents in which moving automobiles were involved. The above figure includes 15 deaths due to motorcycle accidents, but is exclusive of 36 fatalities due to the inhalation of motor exhaust. The total of 1,269 deaths compares with 1,275 during the preceding year and is the first decrease shown since automobile fatalities were first separately recorded in 1923. While the number of deaths has been increasing annually the death rate per 100,000 registered motor vehicles has declined from 2.0 in 1923 to 1.6 for last year.

Analyzed, the motor fatality figures show the death of 683 pedestrians which number is equivalent to 53 per cent of the total. Approximately one-fourth of the pedestrians who died were children under fifteen years of age. Twenty-three per cent of the drivers and occupants of automobiles who were killed were under twenty years of age.

Collision of motor vehicles with railroad trains was responsible for 50 deaths. This is the lowest number of deaths from this type of accident since 1923. The highest number occurred in 1924 when 74 deaths took place. Collision with other automobiles, overturning and running into stationary objects were responsible for 486 deaths. Twenty-four fatalities were due to collisions with horse drawn vehicles and bicycles.

The following table shows deaths, in New Jersey, of both residents and non-residents of the State, arranged by age periods:

Age Periods	Pedestrians		Others		Totals	
	Residents	Non-Residents	Residents	Non-Residents	Residents	Non-Residents
Under 5 years	41	2	7	2	48	4
5-9	84	2	14	2	98	4
10-14	35	1	17	2	52	3
15-19	25	1	63	12	88	13
20-24	12	1	84	20	96	21
25-29	14	6	47	18	61	24
30-34	22	1	39	14	61	15
35-39	31	5	37	15	68	20
40-44	27	5	39	6	66	11
45-49	43	2	29	6	72	8
50-54	47	3	23	3	70	6
55-59	44	4	24	6	68	10
60-64	66	3	14	1	80	4
65-69	50	6	17	3	67	9
70 and over	97	3	15	7	112	10
Totals	638	45	469	117	1,107	162

MOTOR VEHICLE FATALITIES IN NEW JERSEY—1930

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Auto acc. and injuries—													
Pedestrian:													
Residents	55	48	50	33	37	43	48	63	73	56	61	71	638
Non-Residents	4	3	..	1	4	3	8	7	3	2	6	4	45
Collision auto and train or engine:													
Residents	4	..	6	11	1	6	4	2	2	1	2	2	41
Non-Residents	..	..	4	..	..	..	..	3	..	..	1	1	9
Collision auto and street car:													
Residents	1	..	..	..	..	2	..	..	..	..	..	..	3
Non-Residents	..	..	..	..	..	..	..	..	..	..	..	..	..
Collision auto with stationary objects or motor vehicle:													
Residents	23	26	25	21	32	48	41	35	42	42	45	31	411
Non-Residents	9	3	4	5	10	11	14	11	11	8	12	9	107
Motorcycle accidents:													
Residents	..	..	..	2	3	1	1	4	1	1	1	..	14
Non-Residents	..	..	..	..	..	..	..	..	1	..	..	..	1

AUTOMOBILE FATALITIES TO CHILDREN

Out of a rather discouraging mass of traffic accident statistics, one of the few bright spots that stand out is the reduction in the ratio of child to adult automobile fatalities in the past few years.

The accompanying table will show that there has been an almost steady decline in the ratio of child fatalities to total fatalities between the years 1923 and 1930, although there has been, up to the year 1930, a steady increase in the number of total deaths in New Jersey. This decline, it seems to me, may be attributed largely to the introduction and development of safety educational programs in our schools and playgrounds.

You will note a reduction in the ratio of child deaths (under 15 years of age) from 29.9 in 1923 to 16.4 per cent in 1930.

Year	Child Fatalities	Total Fatalities	Ratio Child to Total
1923	232	774	29.9
1924	232	849	27.3
1925	214	856	25.0
1926	211	868	24.3
1927	282	1,041	27.0
1928	253	1,089	23.2
1929	253	1,275	19.8
1930	209	1,269	16.4
Total	1,886	8,021	

Had the ratio of child to total automobile fatalities remained the same during the years 1924 to 1930, as in 1922—that is, had they increased at the same rate as the adult fatalities—the child mortality in New Jersey would have been greater than it was by an aggregate of 513, as shown in the following table. Thus there was a saving in child lives each year from 1924 to 1930, culminating in a saving of 128 during 1930 alone.



<i>Year</i>	<i>Actual Child Fatalities</i>	<i>Deaths if Based On 1923 Ratio</i>	<i>Reduction</i>
1923 .....	232	232	...
1924 .....	232	254	22
1925 .....	214	256	42
1926 .....	211	260	49
1927 .....	282	311	29
1928 .....	253	326	73
1929 .....	253	381	128
1930 .....	209	379	170
Total .....	1,886	2,399	513

The Safety Councils, Automobile Clubs, and the educational authorities responsible for the formation of school traffic patrols and for the furtherance of safety work in the schools and playgrounds, are to be commended for their efforts, which are reflected, undoubtedly in the saving of lives of children.

Throughout the State, this year, the American Legion, in many communities, erected attractive signs, cautioning motorists to "Protect . . . . . Children". It seems to me that signs of this type make a psychological appeal to the automobile driver and justify the investment that has been made in the hope of preventing accidents to children.

#### DRUNKEN DRIVERS

The drunken driver, it appears, will always be with us, and will continue to present a problem that is at once unpleasant and difficult of solution. He was with us before the world war, when liquor could be sold legally, and prohibition has failed to remove this evil.

According to the Department records, the first conviction for drunken driving was in 1914, when, following an appeal, a thirty-day jail sentence was sustained by the Supreme Court, under an old statute which held that "one who operates an ox-cart while under the influence of intoxicating liquor is a disorderly person". (It may be of interest to know that this offender did not have his license restored until this year—sixteen years after his conviction for the offence.)

In 1918 there were 135 persons convicted for drunken driving. In every subsequent year there has been an increase in this number, culminating in 1930 with 2,095 convictions for this almost unforgivable motoring crime. This figure either reflects the fact that drunken driving is upon the increase, or that greater vigilance is being used in the detection and prosecution of these offenders.

Under our law—one of the most stringent in the United States—a person who is convicted of drunken driving in one of the lower courts, and who fails to prosecute a successful appeal to the Court of Common Pleas in the County of jurisdiction (notice of appeal having been filed within ten days after a conviction), loses his right to drive for two years. The second offence results in permanent revocation of license. This is mandatory. The Commissioner of Motor Vehicles has no right, legally, to restore the license of any drunken driver before the expiration of the period of revocation.

Since April 1st, when I assumed this office, I have not restored the license of a single drunken driver until it could be legally permitted.

Where it has come to my attention that there has been a miscarriage of justice in the courts where persons actually driving while drunk have been acquitted, I have caused an investigation to be made, and have, under the authority vested in me by Section 6 of the Motor Vehicle Act, summoned the offender to appear before me upon a rule to show cause why his license should not be revoked. This section of the Motor Vehicle Act has been most helpful in bringing about the merited punishment of offenders who, through personal or political influence, have endeavored to escape the consequences of their illegal acts.

In a great majority of the 2,095 cases cited, the revocations were made by justices of the peace and police recorders. I wish to set out this fact clearly, not by reason of the fact that I do not care to assume the responsibility for this action, but because I believe that merited recognition should be given to the police and judicial officers who are courageously performing their duty in an effort to rid the roads of the drunken drivers.

*State v. Rogers*, 91 N. J. L. 212, states:

"\* \* \* It is not essential to the existence of the statutory offense that the driver of the automobile should be so intoxicated that he cannot SAFELY drive a car. The expression—under the influence of intoxicating liquor—covers not only all the well-known and easily recognized conditions and degrees of intoxication, but any abnormal mental or physical condition which is the result of indulging in any degree in intoxicating liquors and which tends to deprive him of that clearness of intellect and control of himself which he would otherwise possess \* \* \* One driving an automobile on a public street while under the influence of intoxicating liquor offends against the \* \* \* Act even though he drives so slowly and so skillfully and carefully that the public is not annoyed or endangered. \* \* \*"

It is to be noted then that a person charged with operating a motor car while under the influence of intoxicating liquor need not be in such a physical condition as to be helplessly drunk. The test is whether he varies in any degree from normal mental or physical state, and if he does, and the same is the result of the consumption of any liquid which causes intoxication, he is guilty of the offense.

While the most expert method of ascertaining the condition of the accused is by a doctor's examination and should be followed whenever possible, such examination is not always essential in order that the defendant be found guilty. The law permits the testimony of any person to prove the physical or mental condition of the accused.

In a number of cases pressure has been brought to bear upon complaining witnesses not to appear against the offending driver, and in some cases where there have been accidents, settlements have been made with the understanding that the complaining witnesses were not to appear. Where such cases come to our attention, action is taken by the Department to revoke the right to drive of any motorist who fails to join in the prosecution of persons actually driving while drunk.

A growing evil is the tendency to set up as a defense the fact that the liquor causing intoxication was prescribed by a physician, or was given as a stimulant by a dentist. There are some cases where physicians have testified that the condition of a person charged with driving while drunk was brought about by taking medicine containing a high percentage of alcohol, or some drug

that would produce similar symptoms. It seems to me that no reputable physician would prescribe medicine containing a dangerous percentage of alcohol or other drugs, without warning the patient as to the effects, and without advising him that he could not drive a car without endangering his own life and the lives of others.

We have caused to be circulated from time to time, among police and judicial officials of the State, circulars setting out the procedure to be followed, and other important points in the apprehension and conviction of drunken drivers.

The Department of Motor Vehicles alone cannot stamp out this evil in the State of New Jersey. It seems to me that in every community public officials and good citizens in general, should insist upon the prosecution and conviction of persons who drive while intoxicated, and should insist upon the removal of police officers and magistrates who attempt to "white-wash" these criminal motorists.

Attention is called to the fact that New Jersey extends its punishment for driving while drunk to the car owner who permits another who may be under the influence of liquor to operate his automobile; the penalty is the same as that imposed upon a drunken driver, and the owner faces a fine, a possible jail sentence, and mandatory revocation of operator's license for a period of two years. This provision of the law will be as distinctly enforced as all others relating to the elimination of drunken drivers from New Jersey highways. This is entirely fair, since the car owner who knowingly permits an intoxicated person to drive is quite as much a menace to society.

#### AUTOMOBILE MANSLAUGHTER CASES

This Department has made a survey of cases involving criminal prosecutions for fatalities involved in automobile accidents in this State. It disclosed that not only are convictions difficult to obtain for automobile manslaughter before a trial or petit jury, but even indictments before grand juries are difficult to obtain.

I also had a survey made of the same situation in other sections of the country, which revealed that in those States where person



operating motor vehicle resulting in fatality to another is charged with manslaughter, prosecutions are also difficult and convictions are rare. The reason is the same—jurors believe the charge of manslaughter is too strong and are therefore reluctant to indict or convict.

Attempts have been made to overcome this by creating a special offence, known as "involuntary homicide". Several states have already adopted said act—Rhode Island and Louisiana having recently adopted it. New York, Illinois and Ohio are now considering its enactment.

Recently, the sub-commission of the Baumes Crime Commission of New York recommended that "a new crime—'involuntary homicide'—be set up", stating in connection therewith that:

"It has been said that grand juries fail to indict and trial juries fail to convict persons charged with killing others in this manner (by negligent operation of automobiles) for various reasons, among which is expressed the thought that to be charged with manslaughter for such an offence is too strong a charge, especially where no intent to kill is an element of the crime. 'Involuntary homicide' covers the operation or use of any vehicle in a culpably negligent manner resulting in the death of any person. \* \* \*"

In my opinion, the enactment of such a law in this State would tend to overcome the reluctance of jurors to convict in automobile manslaughter cases, and I, therefore, recommend its adoption by the Legislature as a means of reducing automobile accidents and fatalities.

In response to a letter of inquiry which was sent to the prosecutors of the counties throughout the State, the Department was advised that there were only sixteen convictions for manslaughter during the year 1930.

The small number of convictions in comparison with the number of fatalities (1,269) is an evidence of the failure or reluctance of grand juries to impose the penalty made necessary for conviction for the crime of manslaughter. In most cases some form of punishment is necessary, as the drivers are negligent to a certain degree, although not sufficiently negligent to warrant the heavy penalty which the crime of manslaughter imposes. Therefore, in many cases, drivers have escaped all

punishment. It is the opinion of this Department that there should be a middle course which would prevent the driver from escaping all penalties, and at the same time would protect him from too severe a sentence.

Following is a table showing the number of convictions in each county and the number of cases brought before the grand jury during the year 1930:

County	Total Cases	Number of Convictions
Atlantic .....	47	2
Bergen .....	15	0
Burlington .....	31	0
Camden .....	83	1
Cape May .....	4	2
Cumberland .....	4	0
Essex .....	218	4
Gloucester .....	20	0
Hudson .....	160	1*
Hunterdon .....	3	0
Mercer .....	43	1
Middlesex .....	70	0
Monmouth .....	34	0
Morris .....	23	1
Ocean .....	13	2
Passaic .....	62	0
Salem .....	11	1
Somerset .....	31	1
Sussex .....	0	0
Union .....	67	0
Warren .....	4	0
Total .....	943	16

\* For assault and battery.

FINANCIAL RESPONSIBILITY ACT

I am convinced that the Financial Responsibility Act, in its existing form, has been a distinct failure. It has in no way justified the cost of its administration and the effort expended. It should either be perfected through commonsense amendments, or should be repealed.

When this legislation was enacted, it was represented that it could be handled with four additional clerks in the Department



of Motor Vehicles. When I assumed this office, on April 1st, there were twenty-eight clerks working in this Division, and, in some phases, they were five and six months behind in their work.

In June I found myself revoking the licenses of persons who had failed to comply with the provision of the Act, after such minor infractions as driving with one light, failure to have their driver's licenses in their physical possession, etc. Over 6,000 people under this act have lost their right to drive in the State of New Jersey, and many of these were persons who, in the language of the legislation, were simply "concerned" in an automobile accident, but who in no way were at fault.

There have been instances where motorists who had left their cars properly parked and unoccupied at the time when these vehicles were crashed into by drunken or reckless drivers, have been unable to furnish proof of financial responsibility, and have lost their right to drive.

The estimated loss of revenue from the registrations and licenses revoked is \$60,000 and in salaries, etc., over \$30,000 has been expended. While there have been 40,000 cases, in all but approximately 18,000 of these instances the cars were already insured, and thus it has cost us between \$75,000 and \$100,000 to bring about the insurance of less than 1.8 per cent of the motor vehicles of our State.

There have been many cases of tragic injustice where breadwinners of families have lost their means of livelihood through no fault of their own, yet the law does nothing for the person who becomes the victim of the first accident of a driver who has no degree of moral or financial responsibility. This law gives legislative sanction to the archaic theory that "every dog is entitled to one bite", or rather, that "every motorist is entitled to one crash."

I would not presume, with my brief experience as your Commissioner, to simply give you my personal opinion as the foundation for a change in the law, but I have consulted with representatives of insurance companies, motor clubs, and those engaged in motor vehicle administration in other states, and have found

them to be practically unanimous in the opinion that this farcical legislation should be either immediately perfected or repealed.

AUTOMOBILE INSURANCE

It occurred to me that you would be interested in knowing that the figures show that 53.5 per cent of the passenger cars in the State of New Jersey are insured for public liability. This figure is based upon the 1929 registration.

The figures for 1930 will not be available for some time. So that we may establish a ratio with our neighboring state, I am submitting a table showing the percentage of private passenger automobiles insured:

	<i>Private Passenger Cars 1929 Registration</i>	<i>Percentage of Registered Cars Insured</i>
Pennsylvania .....	1,515,875	32.5
New Jersey .....	698,959	53.5
Connecticut .....	278,057	54.5
New York .....	1,922,068	45.4

The above figures do not include commercial cars. The following is the commercial car table for the nation:

<i>1929 Registration</i>	<i>Percentage of Registration Insured</i>
3,379,854	33.1

REVOCATIONS

During the calendar year over 5,000 people lost their right to drive in the State by reason of violations. The following table sets out the number of revocations of driver's licenses and car registrations, and the classification of the offenses:

Licenses Revoked .....	3,815
Placed upon Prohibitory List .....	711
Reciprocity Privilege Revoked .....	395
Car Registration Revoked .....	20
Motorcycle Operator Licenses Revoked .....	2
Dealer's Registration Revoked .....	6

ANALYSIS

Reckless Driving and Speeding .....	720
Intoxication .....	2,095
Manslaughter .....	1,569
Various other Violations .....	575

SERVICE OF PROCESS ON NON-RESIDENTS

In 1924, a law was passed which provided for service of process on non-resident automobile owners through the Secretary of State of New Jersey. If a non-resident caused an accident in the State of New Jersey, under the provisions of Chapter 232 of the Laws of 1924 the papers in the damage suit arising as the result of such accident could be served on the defendant by the Secretary of State.

In 1930 the Legislature passed a law providing for service on non-residents through the Office of the Commissioner of Motor Vehicles instead of the Secretary of State. This law became effective on April 9, 1930. From April 9, 1930, to December 31, 1930, the records show that the Commissioner of Motor Vehicles served the papers on non-resident defendants in 1,246 cases.

Service is made in the following manner: The original summons and complaint, and a carbon copy, together with the service fee of \$2.00, is sent to the Commissioner of Motor Vehicles by the lawyer for the plaintiff. The Commissioner then acknowledges the service and sends the carbon copy by registered mail to the defendant. As soon as the return registry card is received showing that the defendant has accepted the papers, then the return is made to the court. The original papers, together with an affidavit showing that the service has been made, and the return registry receipt, are sent to the court and the lawyer for the plaintiff is so notified. A total amount of \$2,934.00 was received from April 9, 1930, to December 31, 1930, in service fees, listed as follows:

April .....	\$88 00
May .....	220 00
June .....	408 00
July .....	206 00
August .....	316 00
September .....	433 00
October .....	414 00
November .....	489 00
December .....	360 00
Total .....	\$2,934 00

SAVE-A-LIFE CAMPAIGNS

During the years of 1928 and 1929 the State of New Jersey conducted Save-A-Life campaigns. The campaigns consisted of the inspection of motor vehicles registered in the State of New Jersey. These campaigns were productive of some results and had the support of over 70 per cent of all motorists. The campaigns were voluntary upon the part of each motorist and were not compulsory. During the year 1928, 549,062 cars were inspected, 91,439 had defective light, 18,000 defective steering mechanism, 87,000 defective brakes. The 1928 campaign caused these unsafe cars to be put in a safe condition for operation on the streets and highways and was productive of such results that the Commissioner again in 1929 conducted the second campaign.

In the second campaign 566,135 motor vehicles were inspected. Of this number 79,000 were found to have defective brakes, 90,000 defective lights, 15,000 defective steering mechanism. During the 1929 campaign approximately 75 per cent of all motor vehicles registered in the State were inspected. The reason for such a law in New Jersey is to compel the 25 per cent who have no regard, not only for their own safety but also for the other users of New Jersey's highways. This 25 per cent is generally made up of the worthless junk cars, and it is necessary that some action be taken so as to compel the owners of such cars to have them put in a safe condition at least once a year.

The following states have already enacted legislation making it compulsory for all motor vehicle owners to submit their cars at least once a year for inspection as to their safety factors:



Pennsylvania, Maryland and Massachusetts. New Jersey should be one of the leaders in motor vehicle legislation, and if we are to keep abreast of the times and to keep step with our neighboring states we should enact a compulsory motor vehicle equipment inspection law.

National statistics obtained from the National Conference on Street and Highway Safety show that 15 per cent of all motor vehicle accidents are due to defective mechanism, or, in other words, lack of proper brakes, steering mechanism, and lights.

The National Conference on Street and Highway Safety at its last session which was held in Washington, D. C., on April 21st, 1930, recommended to all states adoption into law the Report of the Committee on Maintenance of the Motor Vehicle. This report recommends to all states the adoption of a motor vehicle equipment inspection law.

The following states have conducted one or more Save-A-Life Motor Vehicle Equipment Inspection Campaigns: Tennessee (1), Massachusetts (3), Pennsylvania (3), Delaware (2), New Jersey (2), New York (1), Rhode Island (1), New Hampshire (1), Vermont (1), Maine (1), Connecticut (1).

During the year 1929 four States, namely, Delaware, Maryland, New Jersey, Pennsylvania, conducted campaigns. The following are the results:

	Delaware	Maryland	New Jersey	Pennsylvania	Total
Cars Registered .....	49,086	292,164	786,092	1,754,821	2,882,163
Cars Inspected .....	39,466	281,269	566,135	1,522,558	2,409,428
Per Cent Inspected .....	81	96	72	86.76	84
Brakes O. K. ....	28,206	210,953	487,217	1,090,286	1,816,662
Brakes Adjusted .....	7,739	50,628	61,899	352,029	472,295
Brakes Relined .....	3,521	19,688	17,019	80,243	120,471
Headlights O. K. ....	22,036	198,295	475,519	466,527	1,162,377
Headlights Adjusted ....	15,934	60,473	69,895	1,005,069	1,151,371
Headlights Replaced ....	1,458	22,501	20,721	50,962	95,642
Horns O. K. ....	37,784	267,205	549,154	1,464,012	2,318,155
Horns Adjusted .....	301	9,845	13,491	49,880	73,517
Horns Replaced .....	1,199	4,219	3,490	8,666	17,574
Steering O. K. ....	27,374	260,777	551,218	1,392,670	2,232,039
Steering Adjusted .....	11,301	14,767	11,683	96,535	134,286
Steering Replaced .....	755	5,725	3,234	33,353	43,067
Mirrors O. K. ....	38,325	270,019	555,091	1,444,774	2,308,209
No Mirrors .....	.....	.....	.....	14,130	.....

	Delaware	Maryland	New Jersey	Pennsylvania	Total
Mirrors Adjusted .....	620	4,219	6,743	18,998	30,580
Mirrors Replaced .....	453	7,031	4,301	44,656	56,441
Windshield Wipers O. K.	35,867	263,772	544,263	1,419,085	2,262,987
No Wipers .....	.....	.....	.....	10,478	.....
Windshield Wipers Adj.	1,355	8,438	13,551	54,124	77,468
Windshield Wipers Rep.	2,174	9,059	8,321	38,871	58,425
License Tags O. K. ....	37,849	276,348	554,363	1,465,414	2,333,974
License Tags Corrected ..	1,561	4,921	11,772	57,144	75,398

During the year 1930 ten states conducted Save-A-Life campaigns as against four during the year 1929 showing the recognition that this safety movement has received from other states.

This year it is proposed that New York and New Jersey join together in a Save-A-Life campaign. The public would derive great benefits from such a campaign.

#### STOLEN CARS—BILL OF SALE ACT

It has long been known that New Jersey is an open market for stolen cars, lying as it does between the great metropolitan sections. Hundreds of cars are stolen from other states and imported to New Jersey, where crooks find a ready sale.

The existing bill of sale legislation has proven no detriment to the automobile thief. Under it legitimate buyers and honest dealers have been subjected to delays and unnecessary restrictions, while the automobile crook, who is able to easily procure bill of sale forms, and to negotiate them, has had no difficulty in registering these cars.

It would seem that our people exercise little caution in buying second-hand automobiles. Many persons who would not buy a small piece of real estate without having the lot surveyed and the title searched, will become an easy prey for the glib-tongue automobile crook who has a "hard luck" story and an automobile which looks as if it is worth twice the amount for which it is offered.

In the wake of the stolen car trade, there is an economic loss, and much suffering. A person buying a stolen car may not only lose in its entirety the amount paid for the vehicle, but runs the

risk of having his license revoked for having the car in his possession.

The attention of our inspectors has been directed to the necessity of stamping out the stolen car "racket" in New Jersey. In our efforts to do this I feel that we have made some progress in a raid conducted in Hudson County, with the cooperation of the Prosecutor's Office, the State Police and the Jersey City police, we recovered in one day, twenty-five stolen cars. In passing I wish to commend Prosecutor John Drewen of that county, and members of his enforcement personnel, for the energy and ability with which they have tackled this problem. They have been able to secure several indictments and convictions.

Everyone realizes, of course, that the automobile thief cannot be entirely eliminated, but I am convinced that the enactment of the proposed Grimm Bill of Sale Act will go far to stamp out this obnoxious traffic.

Every conceivable group interested in curbing this evil, has been consulted, and the bill represents the advanced thought of some of the nation's experts upon this subject.

I append herewith, a letter setting out the views of Harry M. Shedd, who was formerly connected with this Department, and who is now Director of the Automobile Underwriters Detective Bureau, setting out his views upon the stolen car situation in New Jersey, and pending legislation for its correction.

December 30, 1930.

*Hon. Harold G. Hoffman, Commissioner of Motor Vehicles, Trenton, N. J.:*

DEAR COMMISSIONER—Pursuant to our telephone conversation, I am writing to give you my views covering theft conditions as I believe them to exist in New Jersey at the present time.

The efforts you have put forth in stamping out the automobile thief and in curtailing the sale of stolen cars in New Jersey has proved of great value and is, to say the least, most commendable. The work accomplished by your Inspectors and particularly in Hudson County has, I believe, acted as a deterrent in registering fraudulent cars particularly those stolen in other states and brought to New Jersey for disposition. Besides having brought forcibly to the attention of the thieves that the Department means business and will not tolerate the theft of cars or the sale of stolen cars in New Jersey if in your power to prevent it.

May I refer to the raid conducted by your Department in conjunction with the State Police in Hudson County on June 24th, 1930, at which time twenty-five cars were recovered, nineteen persons cited before you on revocation proceedings, and several arrests also made. Needless to say the moral effect of this raid was far reaching and the salvage recovered amounted to many thousands of dollars, also the return of stolen cars to their rightful owners.

Since you inaugurated a campaign against the automobile thief and his allies I have noted with keen interest the number of recoveries effected by the Inspectors under your direction and the vast amount of work done towards accomplishing the desired results, and I feel sure that with proper laws to back you, as well as sufficient appropriation to carry through your ideas, New Jersey will soon become a dangerous state for automobile thieves and receivers to ply their trade.

Too much importance can not be attached to the theft of automobiles for the reason that the automobile figures in almost every major crime of today whether it be murder, house-breaking, hold-up, or other serious crime, and machinery for quickly establishing the identity of automobiles even though the license plates be removed, is necessary and desirable.

May I call your attention to the breaking down of the present law covering the sale of automobiles, and I refer particularly to the method now use in issuing bills of sale by the dealers as well as persons who sell cars to other individuals. With the present plan no uniformity of blanks exists and a bill of sale, if worded in accordance with the law, may be used and made to look genuine although it may be full of false statements and, in addition, a rank forgery. It fails not only in protecting persons who buy a car with fraudulent documents to the extent of reimbursement in case the car is taken from them, but renders them liable to criminal prosecution which while on the statutes does not seem to be construed as binding by the various judges who have passed on the same, they taking the stand that it must be proved beyond reasonable doubt that the person purchasing the car knew through some circumstance or otherwise that the same was stolen.

I am firmly convinced that in order to protect the general public and at the same time render a service as well as a protection to the automobile dealer, some form of uniform bill of sale, preferably furnished by the State, serially numbered and recorded, must be used as after all the ease with which automobile thieves and receivers are able to register cars in New Jersey under the present system is most regrettable and certainly damaging.

In conducting my work for the past eighteen years, which has been devoted exclusively to the running down of automobile thieves and the return of stolen cars to their rightful owners, I have seen hundreds of fraudulent bills of sale, executed in New Jersey, some of which were very bad in appearance and some very well executed so far as appearance goes. These bills of sale were taken from persons who had purchased stolen automobiles and had successfully registered the same in the State of New Jersey and, in addition, they bore the stamp of the Department of Motor Vehicles as approved for registration.

Should the Department design and furnish to dealers a standard bill of sale, which it would be almost impossible to duplicate, and should the State insist on these standard blanks being used in all sales of motor vehicles in



New Jersey, I believe that much would be accomplished and the dealer particularly would benefit as it would then be hard for thieves to sell cars which would otherwise be sold by dealers and they would thereby be able to obtain the profit, whereas they can not hope to compete with the sale of stolen cars as the thief can make any price he chooses and still make a profit.

I am heartily in favor of the enactment of a stringent bill of sale law and after viewing the draft copy which you submitted to me, and after the various ideas which I talked over with Mr. Green are incorporated, I believe much good can be done, and the dealer and citizens of New Jersey will be protected to an extent that heretofore has been quite impossible.

In addition to a bill of sale law I believe that a strong law should be enacted making it a serious crime to give false information when registering an automobile, for the reason that the whole system is based upon quick and accurate identification in case of need, whereas the whole system would seem to fail if false addresses, false names, or other fictitious information is made part of the application.

In addition to this, I would also recommend a severe penalty for impersonating a notary public in the State of New Jersey, and while I am aware of the existence of a law covering oaths and affidavits I believe that in order to successfully combat the automobile thief and his kind, every known step should be taken to effect more stringent laws particularly as to penalties. I am heartily in favor of jail sentences without fines, and would even go so far as to recommend mandatory penalties if such could be accomplished.

No document was ever designed which at some time was not imitated or forged. However, if proper safeguards are thrown around the printing of the various blanks used by the Motor Vehicle Department, particularly covering the sale of motor vehicles, and penalties are invoked, New Jersey instead of being practically the dumping ground for two large states, namely New York and Pennsylvania, will undoubtedly rise as a model state insofar as automobile thefts are concerned.

Another system which I believe to be of the utmost importance is the installation of a motor and serial index file which would enable the Department to quickly identify any car found in the State of New Jersey in the commission of a crime or for any other reason, even though the license plates had been removed.

Respectfully submitted,

H. M. SHEDD.

#### ROAD HOGS

Roads apparently never will become so wide that some motorists will not use the middle lane and thus make of themselves that obnoxious phenomenon known as "road hog".

It would seem that the widening of highways would have been so obvious in its purpose that all motorists must appreciate it. That, unfortunately, has not been the case. There still are many who insist upon taking their "slice out of the middle" regardless of the menace such a practice creates.

And, there never was a time when road hogging was more dangerous and less justified.

The greater danger lies in the fact that traffic is denser and moving at a higher speed. All of the efforts to make this heavy and rapid flowing stream of motor vehicles safe and smooth can be nullified by a single slow driver who persists in maintaining his smug, slow pace in the center of the highway.

Every driver has seen this work out in practice. Out on the ever-wider open highway a line of cars is moving smoothly and swiftly. All at once the leader of this orderly, fast-moving parade comes up behind a torpid driver. He blows his horn but the "road hog" refuses to move out to permit himself to be passed. The overtaking driver is forced to make a quick application of his brakes. So are all others behind him. Traffic piles up and the once orderly line of cars becomes a milling mass.

The stupid selfishness of one driver evokes irritation on the part of those behind. In its turn, the irritation impels those who feel it to pass at any price. The price, frequently, is higher than anyone in the group has anticipated.

Now, as to the fact that there is less justification than ever for "road hogging". Highways have been widened. So have city streets. The outer lanes of both are quite as smooth as that in the center. The shoulder of the road in most cases is wide and smooth.

It is just as easy and just as safe to drive in the outer lane. The driver who is afraid of his ability to steer a straight course in the outside lane simply demonstrates that he is not a good driver. As a matter of fact there is no more conspicuous mark of bad road manners or a driving inferiority complex than staying in the middle of the street or highway and proceeding at a slow pace.

There are some drivers of the "road hog" type who believe they are supported in their abominable tactics by the motor vehicle regulations. They would do well to peruse the regulations again in such case. In them it is specified that when an overtaking driver gives a signal that he wishes to pass, the driver ahead must permit him to do so.

Clearly, the law gives no encouragement to the fatuous sense of road possession that some drivers reveal. It should not be necessary, however, to invoke the threat of punishment for such a practice. Each driver should possess a concept of good manners that would prevent him from becoming a "road hog".

The thought is one that can be commended to all who operate automobiles.

#### SPEED

One of the most controversial problems in motor vehicle administration throughout the country is that of speed limitations. It is the duty of those engaged in motor vehicle administration to keep abreast of the times, and I believe that a searching study should be made before we abandon the numerical limitations we have placed upon the rate of travel on our streets and our open roads.

The State Highway Commission has made a great contribution toward safety in the State of New Jersey. Roads are being freed from obstruction such as embankments, trees and shrubbery, billboards and other structures which impede vision at points of intersection with other arteries, and our highways are being built with the express purpose of permitting traffic to flow smoothly, swiftly and without any of the dangers inherent on the older types of roads.

The Automotive Engineers too have made their valuable contributions. We now have cars with four wheel brakes; high compression engines; more sensitive steering and other features which make them more controllable vehicles. These developments clearly indicate a trend toward the permission of higher speed on the open road. Whether New Jersey should increase its limit arbitrarily to a higher figure, or whether it should adopt a prima facie limit that should apply in case of accidents only, or place no numerical restriction, but govern driving solely upon conditions prevailing at the time, is a problem, as I see it, which we should endeavor to solve.

In the "Traffic Officer's Training Manual," compiled by the National Safety Council, we find the following expression of opinion upon motor vehicle speed:

"There are two opposite views with regard to legislation on the subject of speed. One is that it is impossible to name any speed limit or limits that will be satisfactory under all conditions; and that there should be only a general rule making it unlawful to drive at any speed which may be dangerous. According to the other view such a rule is too vague, leaving too much to the judgment of the driver, and therefore a fixed limit is recommended.

*Prima Facie Speed Laws*—Out of these two views have grown the prima facie speed laws, by which definite speed limits are established, but beyond which a careful driver may go with impunity if conditions are favorable. Suppose that an officer should arrest an operator for speeding; under the prima facie law the court would assume that the defendant was guilty as soon as it was established that he exceeded the limits set by law. After that, if the driver could prove that the conditions under which he was driving were such that he was not endangering any one, the court would find him not guilty.

It is for the officer to anticipate such a defense and to be able to prove, if true, that some one's life, limb or property was materially endangered by the speed at which the defendant drove his car.

The obviously dangerous methods of operation usually are prohibited by city ordinances or by State law. An officer will greatly strengthen his case if he can cite an offender for one of these violations in addition to the speed offense; thus, 'excessive speed past a standing street car.' It is now generally recognized that speed alone is not hazardous. This principle is implied in the so-called prima facie rule. It is only when speed is combined with dangerous practices that it becomes dangerous. If the practice were followed of not making arrests for speeds moderately in excess of the legal limits unless in conjunction with other prohibited practices, public support of speed law enforcement would be greater.

Unfortunately, in actual practice the prima facie law works about as if it were a fixed-limit law, because most of the motoring public are ignorant of its true character; moreover, few traffic officers take note of the conditions surrounding an alleged violation. But officers should be careful not to ignore the spirit and intent of the law when making arrests.

'Clear Space Ahead' Theory—Another interesting theory has been developed, that speed limits should be based upon the clear space ahead. The idea is that the farther ahead and to each side an operator can see, the faster he should be permitted to go, so long as he is able to stop his car in time to prevent a collision.

*Provisions of Uniform Vehicle Code*—The speed regulations in the 1930 revision of the Uniform Vehicle Code represent a combination of these different ideas. The basic rule requires that speed shall be 'reasonable and prudent' under the existing conditions and shall not be greater than will permit the driver to control the vehicle and avoid collision with any other vehicle or person lawfully on the highway. Next, certain 'indicated speed limits' are specified: 15 at schools and obstructed grade crossings; 20 in business districts, 25 in residence districts, 45 outside. To secure conviction in court, a violation of the basic rule must always be shown. However, if a driver is convicted of violating either the basic speed rule or any other of the rules of the road—such as driving on the wrong side of the street, failing to grant right of way, passing a standing car and similar offenses—and was also going faster than



the indicated limits, then such combination offense is given a heavier penalty, the same as for reckless driving. It is probable that state legislation on speed will gradually tend toward this type of regulation which corresponds closely to the actual driving habits of careful drivers, and at the same time places a heavy penalty on the sort of speeding that causes accidents and confusion.

*Speed Law Enforcement*—The speed trap has fallen into disrepute, and its use should be discontinued. No traffic officer can afford to jeopardize the reputation of himself or his department by using methods which foster criticism. Although the speed trap is accurate and effective, it has been applied too zealously by a few."

#### BUS OPERATION

We have periodically received many complaints alleging reckless and fast driving on the part of bus drivers and the publishing of time schedules by bus owners, encouraging such driving.

In order to control the situation some inspectors were given a special detail to patrol highways for a distance of about five miles, with the result that we discontinued receiving complaints, and the reckless and fast driving was to a great extent controlled.

We were unable to continue permanently the special assignment of inspectors to this work, their services being necessary in other departmental matters.

Schedules were obtained from the bus owners, and after examination, requests were made that the schedule be changed if the time shown was not reasonable. We received the owners' cooperation, and a reduction in the number of reported violations leads us to believe that there has been a general improvement in this situation.

#### COMPRESSED AIR TRUMPETS

Scores of complaints were received by the Department regarding nuisance and dangers of compressed air trumpets, commonly used on buses.

The blast of this type of horn was extremely loud, some even equalling a locomotive or fire whistle in volume. The effect of this noise on the highways was enough to startle the average motorist, to the extent of causing accidents; and the effect upon the sick, people who were sleeping, and in fact, everyone, was rather nerve racking.

The Department felt that a warning signal of this type was unnecessary, and constituted a public nuisance—hence, upon advice from the Attorney General, a ruling prohibiting the use of this horn was promulgated on September 11, 1930.

The effect of this ruling has been most beneficial, as our residents are now free from this distressing annoyance.

#### AUTOMOBILE LIGHTING

Improper lighting of cars continues to be one of our great problems.

Statistics compiled by the National Safety Council show that there is an average of around 99.4 per cent of obedience to the law requiring two headlights, yet the "one-eyed" car is so noticeable at night, that there is hardly any violation of the law to which attention is as quickly directed, and about which there is more comment.

Police officers generally are not diligent in correcting this evil. They realize that it is far more difficult when driving to know when one light goes out than it is to notice when both lights are out, and they are inclined to be lenient with this class of violators.

There have been, nevertheless, a number of accidents attributable to improper lighting, and I would urge both State and municipal enforcement officials, to direct their attention to this matter.

At the Eastern Conference of Motor Vehicle Administrators, your Commissioner proposed that laws be enacted in the several states requiring extra light bulbs, suitable for replacement, as part of the equipment of a car; it being understood that the possession of these bulbs would be prima facie evidence of intent to comply with the law, and that summons should be given to the operators of cars with one light only when they had failed to have on hand a bulb to correct the condition. This thought found favor with the administrators, who are members of the Conference, and a resolution was adopted urging the enactment of such a statute.

Miller McClintock, Director of The Albert Russel Erskine Bureau for Street Traffic Research, has the following to say upon glaring headlights:

"The typical accident due to glaring lights is one in which a driver while approaching a vehicle with glaring lights, becomes virtually blinded and can see neither the roadway nor the objects upon it. At a distance the operator often believes that he can endure the glare, so fails to slow down or stop; but shortly he finds himself unable to see where he is going, and to escape mishap must rely upon his memory of conditions along the road, or trust to good fortune, because it has become too late to stop. At this point, if he is unfortunate, he may run down a pedestrian, strike some other object, or his vehicle may leave the road. If the driver has poor lights on his own car the glare is intensified.

"It has been found in some places that more than half of the automobiles have glaring lights. Consequently, the elimination of glare is the major problem in headlighting."

In correcting this evil, intelligent enforcement has its place, but it is not the complete solution. Realizing this, New Jersey prohibits the sale of illegal equipment such as certain highpowered or defective globes, and particular kinds of lenses. We approve only those lighting devices that have the endorsement of the Lighting Advisory Committee of the Eastern Conference. James J. Shanley, Chief Inspector of this Department, and recognized as one of the automobile lighting experts of the country, is a member of this Committee.

The enforcement of headlight provisions, year in and year out is superior, of course, to an occasional campaign or raid, but there are times when it has been thought necessary to have what is known as night "hold-ups", conducted by inspectors of our Department, to direct attention in a particular locality to the necessity for proper lighting.

#### AUTOMOBILE PLATES

During the last few years, several other States have had license plates with colors very similar to the State of New Jersey. In order to forestall a recurrence, the Department of Motor Vehicles will select colors far in advance and each State will be notified of our selection, so there will be no duplication of colors.

For 1932 the colors will be a black background with white numerals.

We are considering the advisability of maintaining the black background, in future years, with a change of color for the numerals. With this standardization of colors, and having all plates made a uniform size with the exception of motorcycle plates, the Department of Institutions and Agencies, manufacturers of the plates, have assured us that for 1932 there will be a reduction of \$.02 a set, which will amount to over \$18,000.00 per year, and with the continuance of the black background the following year, there will be an additional reduction of at least \$.01 a set.

#### COURTESY

The motorists of the State of New Jersey contribute annually over \$25,000,000 in revenue to the State Treasury. I have repeatedly said that in view of this fact, the motorist should not be looked upon as potential criminals. I feel that there is a duty upon those engaged in motor vehicle administration, as long as the motorist makes a decent effort to abide by our laws, and shows due regard for the safety of others, to expedite his travel; promote his comfort, and insure his safety.

I have felt that the activity of our Department and of the local police, should not be based upon the thought that we are obliged to "get" every motorist for each real or fancied violation of the law. It is especially unwise, it seems to me, to take this attitude toward the out-of-state driver.

There is scarcely anything that is so beneficial to a state or community, as courtesy shown to the visiting motorist. It is from the persons he meets more than in any other way that the tourist obtains his impression of a town or city in which he finds himself for the first time. Unless their treatment of him is friendly, he is very likely to go away with the hope that he will not have to return. In this day of rapid transportation which brings states and communities so much closer in time and distance, one need stay no longer than is absolutely necessary. If a motorist is given unfair and discourteous treatment, he can bestow his favor upon another city or another state.



The policeman frequently is the first individual the traveler meets as he enters a community. On that policeman's attitude may depend the visitor's impression of the whole town. If the officer acts as a friend and shows a reasonable consideration for the motorist's lack of knowledge of the law, the community gains a friend immediately.

The violation may be one of pure thoughtlessness and a well-tempered warning will serve the purpose of preventing its repetition. Such a course does not mean laxity in enforcement, but rather a discretion between a person who has acted unthinkingly and a criminal. It will breed a far greater respect for law than a bullying attitude that is entirely unnecessary and ineffective. Courtesy is a practice that pays and pays well.

There are many of our magistrates who render efficient and courteous service for which they do not receive commensurate compensation; there are others who show an astonishing lack of knowledge of the law and a dearth of good judgment in handling the cases that are brought before them.

Our Department has no jurisdiction over local magistrates and police, but invariably complaints arise out of improper arrests and unfair treatment, are brought to the attention of the Commissioner of Motor Vehicles, and they carry with them, a reflection upon the administration of justice in our State. I cannot condemn too strongly, the practice of using traps and means of "baiting" motorists into violations of the law. Such practices inevitably give rise to suspicion that enforcement officers are working in collusion with justices of the peace who are upon a fee basis in order to share in the returns.

It seems to me that the revocation of a license should be resorted to only as punishment for what might be considered the major motoring crimes, and I am opposed to the practice of magistrates indiscriminately taking away the privilege of driving from minor offenders. Revocations, too, should be confined generally in violations of the Motor Vehicle and Traffic Acts; it seems to me it is unwise for magistrates to use this form of punishment for violations that are entirely foreign to the operation of a motor vehicle.

There has been a tendency too, to term nearly every infraction of the Motor Vehicle or Traffic Act, "reckless driving". This is generally done because there may be some effort involved in looking up the law to ascertain the proper violation such as "passing stop street signs", "speeding", etc. Our Financial Responsibility Act classifies "reckless driving" as one of the major motoring crimes, and for this offense proof of responsibility is required along with three other violations—drunken driving; hit-and-run driving and manslaughter. There should be a proper classification of the offense, and police officers and magistrates who have been prosecuting and hearing nearly all cases as "reckless driving" charges, should take cognizance of the fact that this is improper and places an undue burden of work upon a busy Department of the State Government.

The inspectors of this Department have been directed to handle their cases with courtesy and dispatch. We have adopted a policy under which warning notices are given to motorists who are operating their cars with some minor infraction of the law; a copy of this report is sent to the Department and filed with the driving record of the motorist. We then make an effort to direct a letter to each offending motorist in this class, calling his attention to this fact, and requesting his future cooperation and careful regard for the lives and rights of others upon the highways. I believe that the results of this appeal to the sportsmanship and good judgment of the motorists will more than justify the expenditure of time involved.

There are always a few people who seem unable to learn from courteous treatment, and who must be, unfortunately, compelled to perform our duties. Among such individuals are those who fail to repair their lights after being told, and who again drive after dark with the same defect. It is futile to reason with them and they should be taken into court.

#### NEW JERSEY TRAFFIC COMMISSION

When the New Jersey Traffic Commission was organized under legislative enactment, there were many people who expressed the opinion that this body would interfere with the Department of Motor Vehicles, and usurp its functions.

May I say that these fears have not been justified. I consider that the Traffic Commission has proved to be a valuable and necessary ally of our Department, and its organization marks, I believe, one of the most important developments in this field in many years.

The approval of the Commissioner of Motor Vehicles had previously been required before a municipal traffic ordinance might become effective. Experience in the past was that this Department, without adequate personnel and technical advisors, was unable to make the proper physical inspection, with the result that traffic lights, signal devices and "stop street" signs have been placed indiscriminately all over our State, and have been a menace rather than an aid to proper traffic control.

Members of the Traffic Commission, from my observation, have been giving earnest and effective thought to the solution of these problems, and I am convinced that the coming years will show a great improvement that may be directly attributable to the work of this Commission.

#### TRAFFIC ACCIDENT STATISTICS

In the past there has been apparently no effort made in the Department of Motor Vehicles to compile accurate traffic accident statistics. The result is that our accident figures have been in the main hap-hazard guesses, and had no value for the study of the causes and correction of the conditions under which accidents had reached such a high mark in the State of New Jersey.

I am glad to report that with the cooperation of the Traffic Commission, on April 1st, 1931, we will inaugurate a policy of uniform accident reporting under a plan that will enable us to compile statistics as to the place, time, character, age and condition of the driver, and other important details.

We cannot hope very well to eliminate accidents, without first determining the cause of these mishaps. The compilation of proper statistics should be of great aid in a scientific effort to reduce the appalling toll of life, limb, and property upon New Jersey highways.

#### PRESS COOPERATION

In the campaign to reduce the loss of life and number of automobile accidents, as well as to promote better driving conditions in general, there is no agency that can be of greater aid to the Department of Motor Vehicles than the press of the State.

The splendid results attained through the educational program in safety upon our schools and playgrounds, has, as has been pointed out, resulted in an actual saving of lives of children. It has seemed to me that we may hope for comparable results from an educational campaign for the adult motorist.

The school, of course, cannot be used as the medium for the promotion of safety education to the grown-up motorist, and we must depend upon the newspapers, reaching as they do, thousands of readers in our State, to carry an appeal to the good judgment and sportsmanship of the motorist, and to give him a non-technical explanation of the laws in such a way that he will feel that the statutes are not enacted simply for his restriction, but for his own protection and comfort.

Almost without exception, the newspapers of the State have subscribed to this program. They have been liberal in devoting space to the news releases from the Department, and in giving editorial comment that is playing a big part, I feel, in making the motoring public "safety conscious".

#### STATE POLICE

The Inspection force of the Department is entirely inadequate if it is to be expected that the inspectors are to continue to patrol the roads and be of assistance to any appreciable degree in the detection and prosecution of those who are offenders against the laws of safety upon our roads. We have at the present time only sixty-eight Inspectors. Their time is taken up almost continuously in holding examinations and in making special investigations. Road patrol is only incidental to their other duties.

The real police duties, therefore, upon our highways fall upon the State Police. This admirable organization functions in complete cooperation with our Department and the troopers make



their presence felt upon the highways, particularly in the rural districts, in such a way that this department becomes a valuable ally to motor vehicle administration. Almost daily there comes to my desk some favorable expression upon the work of the State Police in handling motor vehicle and traffic cases. Invariably they reflect the fact that the cases are handled with courtesy and good judgment. In my initial year of service, Colonel Schwarzkopf and the personnel of his organization have given splendid cooperation, and I am deeply indebted to them.

#### MOTOR CLUBS

Upon assuming office in April, 1930, I extended invitations to responsible motor clubs in this State to offer suggestions and constructive criticisms to this Department; advised them that I would be glad to confer with them and also stated that they were welcome to this Department.

In so doing, I recognized that responsible motor clubs play an important part in the motoring world, and can be of great help to a Department of Motor Vehicles. I felt that they were not only of great value and service to their motorist members, but that they were an influence for good to the motoring public at large because of their interest and watchfulness in legislative matters affecting motorists, their educational propaganda in reducing accidents and fatalities, their denunciation of drunken, reckless and hit-and-run drivers, and their interest in all matters pertaining to the motorist and his problems.

I am very happy to state that the motor clubs responded to my invitations in a cheerful and cooperative spirit, and have assisted and helped me in some of the important tasks of this Department. I look forward to further cooperation with these organizations, and know that they will respond with even a greater degree of helpfulness in the future.

#### INFORMATION REGARDING LICENSE RECORDS

All applications for registrations and licenses are filed at the main office as soon as received from the agencies. It can readily be understood, therefore, how assential it is that this work of filing be expedited with all possible speed and accuracy, in order to meet the tremendous volume of inquiries which are received daily at the central office for information regarding registrations and licenses. While statistics have not been kept for the full year, our records show that from June 1, 1930 to December 31, 1930 the clerks in this Research Division have taken care of 132,303 inquiries from all sources regarding the ownership of registration and license numbers.

We believe that our system of having twenty-four hour service has been most effective, and has aided Police Departments and others in fixing the blame and establishing identity in accident cases, as well as cases involving theft of cars. The letters of commendation which we have received from Police Departments have encouraged us to continue this service even though it necessitates the employment of a clerk for all night duty.

During the renewal season from November to February it is almost a Herculean task to cope with this work. In order that the information shall be readily accessible, the filing must be kept up to date and during the months of December and January the task of promptly filing registration and license records is a particularly difficult one, and it is necessary to employ an extra corps of clerks to assist in the work during these two months. The necessary expenditure, however, we believe is justified by the results obtained, as we are glad to report that our various Police Departments have expressed their appreciation for the service which is rendered when inquiries are made for information.

Following is the report of the clerk in charge of this work:

*William J. Dearden, Chief Clerk:*

December 31, 1930.

I am submitting herewith a report of the number of look-ups completed by the Information Clerks from June 1, 1930 to December 31, 1930.

	June	July	August	September	October	November	December	Total	Average Per Day
Total Letters Answered .....	11,094	12,212	11,668	11,578	11,786	10,200	11,586	80,124	450
Telephone Calls Received .....	4,609	4,976	5,519	5,805	5,581	4,990	6,084	37,563	211
Bills of Sale Checked .....	2,257	2,332	2,203	687	477	298	546	8,800	49
People for Information .....	875	817	736	744	821	693	1,130	5,816	33
Total Look-ups .....	18,835	20,337	20,126	18,813	18,655	16,181	19,346	132,303	743

The following is a detailed report of telephone calls received during this period:

	June	July	August	September	October	November	December	Total	Average Per Day
Local, 9 A. M. to 5 P. M. ....	1,853	1,969	2,091	2,367	2,240	1,920	2,399	14,839	83
Long Distance, 9 to 5 .....	1,925	2,075	2,391	2,354	2,202	1,927	2,363	15,237	86
Local, 5 P. M. to 1 A. M. ....	212	258	226	308	320	316	493	2,133	12
Long Distance, 5 to 1 .....	388	462	537	520	525	501	524	3,457	20
Local, 1 A. M. to 9 A. M. ....	63	60	68	91	77	116	123	598	3
Long Distance, 1 to 9 .....	168	152	206	164	217	210	182	1,299	7
Total Calls .....	4,609	4,976	5,519	5,804	5,581	4,990	6,084	37,563	211

Respectfully submitted,

JOSEPH M. BRIGHT,  
Chief Information Clerk.

## RECIPROCITY

### OVERLOADING OF COMMERCIAL VEHICLES

Because of New Jersey's position among the States, it becomes a main route to New York, New England and Canada, and from these points to Philadelphia, Baltimore, and the South, also our numerous coast resorts cause this State to have heavy non-resident traffic.

New Jersey allows ninety days touring privilege for passenger cars and fifteen days for commercial vehicles of non-residents.

There is little check on the passenger car, because the ninety day clause makes it almost impossible to check these cars. Very little damage is done by them to our highways, and the passengers of these cars bring much business into New Jersey.

The commercial vehicles in operation upon our highways, however, do damage amounting to hundreds of thousands of dollars to the roads, bridges, and road supports, because of their weight.

This statement may seem to be an exaggeration, but when it is taken into consideration that the average cost to build one mile is approximately one hundred thousand dollars, it can readily be seen that the damages caused by these overloaded vehicles will reach into the millions, as the roads require constant reconstruction in consequence of this deterioration caused by heavy trucks. When we consider the cost of construction of many of our bridges, which in many cases exceed the cost of construction of one mile of highway, we believe that our statement regarding the damages caused to the bridges by heavy and overloaded trucks is not over-estimated.

City engineers have also claimed that the underground piping for water, gas, sewer, etc., is damaged considerably by the crushing weights of this type of vehicle.

These commercial vehicles produce very little business and pay no license fees, with the result that New Jersey taxpayers must pay for these expensive highway repairs and reconstruction for the benefit of private businesses, which pay nothing for their



right of way, and are competing with New Jersey firms and the railroads, who do pay a heavy tax for this privilege.

Bus lines with a thousand or more omnibuses are running through the State continually, and are not registered, and many do not even stop in New Jersey.

Until July, 1930, very little checking or enforcement was done on this situation, at which time inspectors were detailed to cover the State, but by the time the movement was under way, the half fee period of August first was in effect. However, notwithstanding this fact, an exceptional result was obtained, and a total of over thirty thousand dollars was collected at the half-rate fee.

We believe that the State of New Jersey has lost \$100,000.00, or more, by failure to insist upon registration of out-of-state trucks, to say nothing of fines for overloading.

Overloading of trucks is a common violation with very disastrous results for the highways. Hundreds were fined from \$100.00 to \$250.00 for this particular violation.

Until this drive was started nothing but eight platform scales were in use. These scales were erected by the Highway Department, and had been in use about eight years and were in bad condition, some being out of order entirely.

To replace these scales and to add others enough to make this work at all efficient, would cost the State an initial outlay of at least \$200,000.00. Three sets of portable loadometer scales were purchased, after a consultation with and recommendation of the Department of Weights and Measures and Bureau of Standards, at a cost of \$1,800.00. This type of scale is in use in practically every Motor Vehicle Department in the United States and has proved to be very efficient in correcting overloading violations.

A dozen sets of these scales in the hands of inspectors distributed about the State would hold this type of violation under control, and would save the State many thousands in highway deterioration.

Our inspectors are most active in their endeavor to apprehend not only non-resident commercial vehicle owners whose trucks are overloaded, but also those commercial vehicle owners of New Jersey who have failed to observe the law with reference to the allowable gross weight.

Such overloading is most unfair to the driver of the truck, as the usual reason for this violation is business competition and a lowering of prices. The reputable trucker figures his prices on a basis of the gross weight that the truck can carry legally. His competitor cuts this price in half, with the result that in order to make a profit in this business, he must overload the truck beyond all limits of safety, with the resultant damage to the highway, not to mention the danger of an accident, as a vehicle of this type, overloaded beyond its capacity becomes most unsafe—the brakes, steering gear and other parts of the vehicle that are designed to hold, are incapable of doing the work, and the consequence is that the vehicle frequently gets beyond the control of the driver and becomes unmanageable, and is a menace from the standpoint of safety.

For the year of 1931, a campaign for cleaning up the reciprocity and overload situation has been arranged. The State has been divided into four parts, and eighteen inspectors under three deputy chiefs are assigned to this work. Every port of entry will be checked, both by day and night, and through contact, a card file system of the number of times every bus or truck is in the State will be kept at the Trenton office, and immediate action will be taken as soon as the reciprocity limit has expired.

It is not the intention of the Department to cause any hardship upon foreign cars, and each case will be treated with the utmost courtesy and consideration, but every one must comply with the act.

For the information of the Legislature I have caused to be made an accurate card-to-card check of all commercial registrations issued in 1930, and have ascertained that there were 5,555 commercial vehicles licensed in this State from non-resident States; the total fees paid for the registration of these vehicles amounted to \$237,925.85.

There has been some agitation for a change in the law which would allow unlimited reciprocity for commercial vehicles, and I am, therefore, setting out this figure to advise you of the amount that would be lost in revenues if this change should be made.

The fees for 1931 will exceed, by far, those for 1930, due to the check-ups that are being made, and insistence upon compliance with the existing laws.

It occurred to me that it would also be of interest to the members of the Legislature to have before them, a comparative statement of the registration fees charged commercial vehicles in our neighboring States, and I am therefore submitting the following table compiled by R. Earle Leonard, Assistant Chief Clerk of our Department:

<i>Pennsylvania</i>	<i>New Jersey</i>
1,001 to 5,000 lbs. Pneumatic tires ..... \$16 50 Cushion solid tires .. 25 00 Solid tires ..... 28 00	1001 to 2,000 ..... \$12 00 2,001 to 3,000 ..... 15 00 3,001 to 4,000 ..... 20 00 4,001 to 5,000 ..... 24 00
5,001 to 7,000 lbs. Pneumatic tires ..... \$26 00 Cushion solid tires .. 35 00 Solid tires ..... 45 00	5,001 to 6,000 ..... 27 00 6,001 to 7,000 ..... 30 00 7,001 to 8,000 ..... 33 00 8,001 to 9,000 ..... 36 00
7,001 to 11,000 lbs. Pneumatic tires ..... \$35 00 Cushion solid tires .. 50 00 Solid tires ..... 60 00	9,000 to 10,000 ..... 39 00 10,001 to 11,000 ..... 42 00 11,001 to 12,000 ..... 45 00 12,001 to 13,000 ..... 48 00
11,001 to 13,000 lbs. Pneumatic tires ..... 45 00 Cushion solid tires .. 60 00 Solid tires ..... 75 00	13,001 to 14,000 ..... 51 00 14,001 to 15,000 ..... 54 00 15,001 to 16,000 ..... 57 00 16,001 to 17,000 ..... 60 00
13,001 to 18,000 lbs. Pneumatic tires ..... 63 00 Cushion solid tires .. 85 00 Solid tires ..... 105 00	17,001 to 18,000 ..... 63 00 18,001 to 19,000 ..... 66 00 19,001 to 20,000 ..... 69 00 20,001 to 21,000 ..... 72 00
18,001 to 22,000 lbs. Pneumatic tires ..... 90 00 Cushion solid tires .. 125 00 Solid tires ..... 150 00	21,001 to 22,000 ..... 75 00 22,001 to 23,000 ..... 78 00 23,001 to 24,000 ..... 81 00 24,001 to 25,000 ..... 84 00
22,001 to 25,000 lbs. Pneumatic tires ..... 110 00 Cushion solid tires .. 150 00 Solid tires ..... 190 00	25,001 to 26,000 ..... 87 00 26,001 to 27,000 ..... 90 00 27,001 to 28,000 ..... 93 00 28,001 to 29,000 ..... 96 00
25,001 to 26,000 lbs. Pneumatic tires ..... 155 00 Cushion solid tires .. 200 00 Solid tires ..... 300 00	29,001 to 30,000 ..... 99 00
26,001 to 30,000 lbs. up to 36,000 lbs. six wheels Pneumatic tires ..... 225 00 Cushion solid tires .. 275 00 Solid tires ..... 350 00	

<i>New York</i>	<i>Maryland</i>
2,000 lbs. .... \$16 00 3,000 lbs. .... 24 00 4,000 lbs. .... 32 00 5,000 lbs. .... 40 00 6,000 lbs. .... 48 00 7,000 lbs. .... 56 00 8,000 lbs. .... 64 00 9,000 lbs. .... 72 00 10,000 lbs. .... 80 00 11,000 lbs. .... 88 00 12,000 lbs. .... 96 00 13,000 lbs. .... 104 00 14,000 lbs. .... 112 00	2,000 lbs. .... \$10 00 3,000 lbs. .... 15 00 4,000 lbs. .... 20 00 5,000 lbs. .... 25 00 6,000 lbs. .... 30 00 7,000 lbs. .... 40 00 8,000 lbs. .... 50 00 9,000 lbs. .... 62 50 10,000 lbs. .... 75 00 40,000 lbs. .... 165 00
In New York, rate is based on weight of vehicle empty. No load limit in New York City. Outside of New York gross weight is limited to 28,000 lbs.	In Maryland, rate is based on carrying capacity. Maximum gross weight on 4 wheels 25,000 lbs. Maximum gross weight on 6 wheels 40,000 lbs. Commercial vehicles equipped with pneumatic tires are allowed gross weight of 40,000 lbs. and rated at 32 c. per horsepower, S. A. E.

January 14, 1931.

Honorable Harold G. Hoffman, State House, Trenton, N. J.:

DEAR COMMISSIONER—The Financial Responsibility Division, in operation from November 15, 1929 to December 31, 1930, under Chapter 116, Laws of 1929 reports the attached list of items received and handled in accordance therewith.

Respectfully submitted,

GEORGE B. SCHWOEBEL,  
Chief of Financial Responsibility Division.

ACCIDENTS

Accident Reports received, November 15 to December 31, 1929 .....	4,355
Accident Reports received, January 1 to December 31, 1930 .....	35,358
Total Accident Reports received since the Financial Responsibility Law became effective .....	39,713
Total cases in which evidence of financial responsibility was required from individuals who were concerned in accidents resulting in property damage in excess of \$100.00, death or personal injury ....	31,307
Total cases, evidence of financial responsibility filed .....	27,972
Total cases revoked for failure to file evidence of financial responsibility	2,100
Total of cases, evidence of financial responsibility requested where sufficient time has not elapsed, for certificate to be filed or any other action taken; pending cases .....	1,235



CONVICTIONS

Magistrates Reports received covering convictions of certain Sections of the Motor Vehicle or Traffic Acts which are set forth by the New Jersey Financial Responsibility Law.

Evidence of financial responsibility required .....	17,767
Total cases evidence of financial responsibility filed .....	13,012
Total cases revoked for failure to file evidence of financial responsibility .....	2,254
Total cases evidence of financial responsibility requested where sufficient time has not elapsed for a certificate to be filed or other action taken; pending cases .....	2,501

SUMMARY

Total cases required, evidence of financial responsibility .....	49,074
<i>Financial Responsibility Filed</i>	
Insurance Certificates .....	40,902
Financial Statements .....	17
Surety Bonds .....	65
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Revoked cases for failure to file evidence of financial responsibility .....	40,984
Restorations, evidence of financial responsibility filed after licenses have been revoked .....	6,425
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Total revocations .....	2,071
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Total cases, evidence of financial responsibility requested where sufficient time has not elapsed for a certificate to be filed or other action taken; pending cases .....	4,354
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Total cases, evidence of financial responsibility requested where sufficient time has not elapsed for a certificate to be filed or other action taken; pending cases .....	3,736

The Commissioner of Motor Vehicles shall furnish upon request a certified abstract of the operating record of any person subject to the Financial Responsibility Law and shall charge a fee of \$1.00 for each.

Abstracts furnished, 708.

Fees Collected .....	\$686 00
Fees Uncollected .....	22 00

I have in my possession a list of 1,182 plates which were revoked for failure to comply with Chapter 116, Laws of 1929.

These plates have been forwarded to the New Jersey State Prison for disposal.

This list may be secured for reference at any time.

Trenton, N. J., January 20, 1931.

Hon. Harold G. Hoffman, Commissioner of Motor Vehicles, Trenton, N. J.:

SIR—The following is a brief summary concerning the Inspection Force for the calendar year of 1930.

It is with regret that I record the deaths of two Inspectors, Charles D. Pedigree of Camden died March 6, 1930 after nearly 22 years of service, and

Joseph Cusack of Paterson passed away on July 21, 1930 after nearly ten years of service. The vacancies were filled later in the year by new appointments.

Driver's examinations continued to constitute the greater part of our work and we examined 142,245 applicants; a decrease of over 19,000 as compared with the year 1929. Rejections totaled 27,527 or about 19.3 per cent. 4,461 applicants were rejected because of some serious defect in vision. During the year, we have had to contend, as usual, with a large number of minors and illiterates who used all kinds of subterfuges to obtain a license. Sometimes these abortive attempts were aided by persons holding positions of trust.

Road-patrol work is our second largest item and in 1930 the 40 cars assigned to the Department covered 775,246 miles. During the months of heaviest traffic, every Inspector did a 12 hour trick on the road on all Saturdays, Sundays and holidays.

A not inconsiderable portion of each Inspector's time has been given over to the routine Departmental investigations and the picking up of revoked licenses. Since the Inspectors are always on duty and have no fixed hours, much of this work has been done in the evenings after the completion of their other work.

The Inspection Force made an audit of the Motor Vehicle Docket of every Magistrate and Justice of the Peace in the State. Numerous irregularities and shortages were discovered and duly reported to you and considerable moneys collected for the State.

With the advent of your administration, many new policies and methods were adopted; a few of which were as follows: The Inspectors were given one day off in every seven. This was a humane decision and has bolstered the morale a lot—a more benevolent view in enforcement work was adopted towards the average law-abiding motorist who might transgress—a concerted drive was made against the traffic in stolen cars—out-of-state driver's licenses are now accepted in lieu of a road-test—a shorter period of rejection was adopted at examinations thereby lessening the inclination to juggle permits.

The past nine months have fully demonstrated the wisdom of the adoption of the above and the other new changes not set forth here, and I venture to predict a further progress for 1931.

Respectfully submitted,

JAMES J. SHANLEY,  
Chief Inspector.

LOCATION OF EXAMINATION BUREAUS

Cities, 1930	Passed	Rejected	Total
Asbury Park .....	3,024	876	3,900
Atlantic City .....	2,571	715	3,286
Bridgeton .....	1,201	367	1,568
Camden .....	7,531	2,026	9,557
Cape May Court House .....	1,006	233	1,239
Dover .....	1,429	320	1,749
Elizabeth .....	10,050	2,426	12,476

Cities, 1930	Passed	Rejected	Total
Englewood .....	4,915	862	5,777
Hackettstown .....	854	248	1,102
Hammonton .....	407	112	519
Jersey City .....	12,529	3,294	15,823
Morristown .....	1,966	423	2,389
Newark .....	26,779	5,631	32,410
New Brunswick .....	2,464	623	3,087
Newton .....	725	141	866
Ocean City .....	1,070	276	1,346
Passaic .....	3,987	1,207	5,194
Paterson .....	5,807	1,474	7,281
Perth Amboy .....	1,231	273	1,504
Phillipsburg .....	888	227	1,115
Plainfield .....	2,474	536	3,010
Red Bank .....	2,980	759	3,739
Ridgewood .....	3,757	759	4,516
Salem .....	1,097	290	1,387
Somerville .....	2,143	548	2,691
Summit .....	1,193	255	1,448
Sussex .....	350	85	435
Toms River .....	809	154	963
Trenton .....	6,279	1,579	7,858
Woodbury .....	3,202	808	4,010
<b>Total .....</b>	<b>114,718</b>	<b>27,527</b>	<b>142,245</b>

EXAMINATION STATISTICS

1930	Illiterates Rejected	Over 75 Years Rejected	Eye Rejections	Unsatisfactory Driving Tests	Inability to Pass Satis. Written Ex.
January .....	229	4	255	377	859
February .....	232	0	206	364	830
March .....	261	0	364	698	1,166
April .....	298	2	360	1,095	1,340
May .....	457	0	472	1,641	1,674
June .....	497	0	582	1,663	1,966
July .....	507	0	565	1,499	1,884
August .....	587	0	528	1,514	1,943
September .....	468	0	392	1,061	1,604
October .....	436	2	372	831	1,476
November .....	225	0	145	303	638
December .....	198	1	220	248	853
<b>Total .....</b>	<b>4,395</b>	<b>9</b>	<b>4,461</b>	<b>11,294</b>	<b>16,233</b>
<b>Total rejections .....</b>				<b>27,527</b>	

RESULTS OF DRIVER'S LICENSE EXAMINATIONS DURING 1930

Month, 1930	Passed	Rejected	Total
January .....	6,645	1,236	7,881
February .....	6,047	1,194	7,241
March .....	9,011	1,864	10,875
April .....	10,948	2,435	13,383
May .....	13,157	3,315	16,472
June .....	14,715	3,629	18,344
July .....	13,278	3,383	16,661
August .....	12,935	3,457	16,392
September .....	9,616	2,665	12,281
October .....	8,077	2,307	10,384
November .....	3,408	941	4,349
December .....	6,881	1,101	7,982
<b>Totals .....</b>	<b>114,718</b>	<b>27,527</b>	<b>142,245</b>

Year	Passed	Rejected	Total Examined
1913 .....	9,403	1,453	10,856
1914 .....	22,847	2,732	25,379
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
1920 .....	66,830	7,908	74,738
1921 .....	77,144	12,808	89,952
1922 .....	86,158	19,587	105,745
1923 .....	109,877	26,667	126,544
1924 .....	103,642	30,495	134,137
1925 .....	113,689	26,187	139,876
1926 .....	118,158	27,350	145,508
1927 .....	116,617	28,877	145,494
1928 .....	116,074	26,924	142,998
1929 .....	129,164	32,145	161,309
1930 .....	114,718	27,527	142,245



	PASSED	
	Males	Females
January .....	5,554	1,091
February .....	4,937	1,110
March .....	6,915	2,096
April .....	7,812	3,136
May .....	9,038	4,119
June .....	9,804	4,911
July .....	8,499	4,779
August .....	8,429	4,506
September .....	6,406	3,210
October .....	5,443	2,634
November .....	2,509	899
December .....	5,448	1,433
<b>Total</b> .....	<b>80,794</b>	<b>33,924</b>
Total passed .....	114,718	142,245
Total examined .....	142,245	142,245

RECAPITULATION OF EFFICIENCY REPORT OF INSPECTORS FOR 1930

Inspector	Violations Reported	Violations Adjusted	Arrests	Summons	Cases Investigated	Fines Collected	Amt. of Reg. Collected	Amt. of Drivers' Licenses Collected
Bading, Herman	56	732	86	35	28	\$502 50	\$326 30	\$15 00
Baldwin, Frank W.	36	1,378	58	32	1	1,868 00	33 00	3 00
Baldwin, John D.	...	549	55	1	146	839 00	...	...
Baldwin, John W.	...	31	2	2	11	30 00	1,026 00	63 00
Barchi, Joseph	43	275	77	40	23	827 00	...	...
Barclay, Harry E.	...	248	9	40	30	118 00	...	...
Boutillier, E. Frank	...	100	10	2	115	125 00	...	...
Boyle, Patrick	...	187	1	25	73	854 00	...	...
Brede, Jr., Henry	1	960	70	27	86	892 50	95 40	6 00
Brettell, Jos. E.	30	374	25	11	131	227 00	24 00	3 00
Buckley, Robert V.	59	477	22	22	81	240 00	...	...
Burfield, Jos. L.	2	525	57	39	38	2,096 00	1,938 00	...
Campbell, Lee S.	196	225	85	53	49	796 00	149 00	60 00
Cassidy, William	...	...	91	...	28	1,102 00	310 80	9 00
Cohen, Mortimer A.	3	14	63	37	64	282 00	...	...
Coleman, Daniel T.	3	1,160	16	44	113	1,355 00	184 50	...
Cranmer, Chester A.	...	247	164	7	7	2,238 00	54 10	3 00
Cummings, John J.	63	2,927	103	67	34	1,453 00	341 50	15 00
Cusack, Joseph	...	23	...	1	...	...	...	...
Dennen, Alex J.	156	1,016	107	27	141	494 50	468 00	75 00
Dorfman, Albert N.	164	4,894	146	141	324	1,738 00	15 20	23 00
Dougher, Watson	...	733	16	4	53	118 00	45 00	3 00
Doyle, David	55	980	125	8	229	1,789 00	91 50	15 00
Dutch, Andrew K.	81	982	184	86	52	7,569 00	16,712 00	42 00
Dykeman, William H.	...	34	...	1	21	...	...	...
Eyres, John W.	10	379	32	35	144	458 50	...	...

RECAPITULATION OF EFFICIENCY REPORT OF INSPECTORS FOR 1930—Continued

Inspector	Violations Reported	Violations Adjusted	Arrests	Summons	Cases Investigated	Fines Collected	Amt. of Reg. Collected	Amt. of Drivers' Licenses Collected
Finegan, Terence P. ....	564	608	40	49	57	1,660 00	400 00	3 00
Fitzpatrick, Michael .....	1	293	5	165	34	1,218 00	45 00	9 00
Fowlie, Alexander S. ....	...	710	90	61	54	1,547 00	.....	.....
Gill, Edgar A. ....	...	413	114	10	10	978 00	81 00	3 00
Harford, Thomas .....	2	1,082	122	128	67	746 00	.....	.....
Hart, Roger D. ....	3	2	31	81	18	4,123 00	227 90	84 00
Henzler, John C. ....	3	565	75	4	77	1,033 00	144 00	27 00
Hoagland, William .....	...	296	121	...	78	1,610 00	213 80	66 00
Johnson, John .....	171	457	171	2	100	2,252 00	828 40	24 00
Killeen, John A. ....	59	36	...	4	15	330 00	20 00	.....
Lagay, R. William .....	6	782	46	225	184	3,423 50	.....	.....
Lanning, Leroy .....	120	320	68	3	7	1,927 00	129 00	21 00
Lawlor, Roy W. ....	...	122	51	11	144	1,071 00	.....	.....
Lipman, Abner .....	...	20	4	3	31	152 50	.....	.....
Lockwood, Gustave S. ....	11	138	7	23	5	398 00	.....	.....
Loper, Robert W. ....	495	618	209	...	94	2,215 50	786 80	131 00
Loveland, Leon .....	...	412	122	2	275	1,251 00	6 40	3 00
Luyster, Walter G. ....	...	...	12	10	3	65 00	.....	.....
Martens, Edward A. ....	10	199	102	28	27	2,380 00	.....	.....
McCabe, Joseph .....	...	1,414	49	19	110	287 00	.....	.....
Manley, William .....	...	3,650	31	...	154	322 00	.....	.....
Meagher, John A. ....	81	734	82	5	170	1,343 00	411 00	.....
Muller, Emil J. ....	...	145	51	9	35	313 00	.....	.....
O'Neill, William .....	10	30	32	4	21	205 00	.....	.....
Pedigree, Charles .....	...	...	...	...	...	.....	.....	.....
Pigott, Harry L. ....	...	14	2	...	9	110 00	.....	.....
Parker, Courtlandt K. ....	1,731	2,396	412	33	130	375 00	4,332 00	78 00
Raskopf, Fred .....	36	7	31	26	109	645 00	.....	.....
Ruffing, William L. ....	102	171	7	78	82	877 00	.....	.....
Rush, Peter D. ....	...	...	6	2	...	90 00	.....	.....
Ryan, George W. ....	185	935	130	83	270	3,561 00	.....	.....
Sawyer, Dane B. ....	58	61	51	136	105	1,210 50	1,872 00	.....
Severs, Earl B. ....	135	198	117	4	114	1,466 00	640 00	24 00
Shinn, Anderson .....	...	...	...	...	...	.....	.....	.....
Snyder, Frank .....	21	233	32	95	273	1,499 00	631 00	6 00
Stagg, A. A. ....	25	374	35	5	31	443 10	1,119 00	18 00
Teel, William K. ....	...	549	7	1	42	85 00	2,126 00	237 00
Troy, George .....	...	885	38	38	6	1,080 00	12 00	.....
Wagner, Peter .....	1	1,476	45	90	2	1,029 00	87 00	.....
Weigand, Peter O. ....	51	121	71	50	144	604 00	146 95	81 00
Welch, Leo .....	...	89	21	...	65	213 00	.....	.....
Wilson, H. C. ....	63	436	241	14	75	3,499 00	9,607 80	186 00
Wyckoff, Leroy .....	337	497	92	6	204	546 50	146 95	207 00
Wintermute, Harold .....	...	327	12	1	42	313 00	.....	.....
Zeigler, George W. ....	4	534	53	33	90	217 00	1,413 00	372 00
	5,243	41,800	4,642	2,328	5,585	\$76,725 60	\$47,241 30	\$1,915 00
Total revenue for registrations and licenses .....						\$49,156 30		
Total revenue from fines .....						76,725 60		
Total collections account inspection force .....						\$125,981 90		



December 31, 1930.

*Hon. Harold G. Hoffman, Trenton, N. J.:*

DEAR COMMISSIONER—The fleet of cars used in the Department of Motor Vehicles, for the enforcement of the Motor Vehicle Act, consisted of forty-one automobiles, classified as follows:

- 2—1931 Pierce Arrow sedans.
- 5—1930 Buick coupes.
- 1—1930 Chevrolet coupe.
- 1—1929 Chrysler roadster, Model 75.
- 19—1929 Chrysler roadsters, Model 65.
- 13—1928 Buick roadsters.

The total mileage covered by these cars, one Pierce Arrow excepted, totaled 766,427 miles. The total amount of gasoline used for the year was 65,858 gallons and 2,975 gallons of motor oil was consumed.

These cars, which were in the past placed in storage on November 30 until March 30, were not laid up this year, but were kept in continuous service. The use of the cars for highway patrol work, checking of reciprocity, and the many investigations entailed by the Financial Responsibility Act, has been an absolute necessity, and the continued operation of these cars has resulted in a material reduction in the amount of monies that would have been spent for car fare and other transportation.

The type, year, motor and serial number of the cars, are given below:

Reg. No.	Serial No.	Engine No.
SG 2—1931 Pierce Arrow sedan	2502665	202889
2—1931 Pierce Arrow sedan	2501947	202312
3—1930 Chevrolet coupe	2 AD 56780	1882567
4—1928 Buick roadster	210399	2186466
9—1929 Chrysler roadster "75"	CD 609 Y	R 297815
10—1929 Chrysler roadster "65"	DC 064 E	236925
11—1930 Buick coupe	2407569	2524886
12—1928 Buick roadster	2103996	2186414
13—1930 Buick coupe	2424425	2536079
15—1928 Buick roadster	2103997	2184667
19—1928 Buick roadster	2089185	2186044
20—1928 Buick roadster	2089206	2186143
21—1929 Chrysler roadster "65"	DC 058 Y	P 236608
22—1928 Buick roadster	2104013	2186362
23—1929 Chrysler roadster "65"	DC 068 C	236863
24—1930 Buick coupe	2424602	2537648
26—1928 Buick roadster	2104007	2186636
27—1928 Buick roadster	2089184	2186033
28—1928 Buick roadster	2089204	2186093
29—1929 Chrysler roadster "65"	EC 058 E	P 236782
31—1929 Chrysler roadster "65"	DC 057 E	236692
32—1929 Chrysler roadster "65"	DC 065 C	236856
33—1928 Buick roadster	2104001	2186247

Reg. No.	Serial No.	Engine No.
34—1929 Chrysler roadster "65"	DC 064 L	236701
35—1929 Chrysler roadster "65"	DC 064 D	236658
36—1929 Chrysler roadster "65"	DC 058 D	236756
37—1929 Chrysler roadster "65"	DC 057 D	236670
38—1929 Chrysler roadster "65"	DC 065 P	236599
39—1929 Chrysler roadster "65"	DC 058 S	235610
40—1928 Buick roadster	2104012	2186530
43—1930 Buick coupe	2441676	2566424
46—1929 Chrysler roadster "65"	DC 058 W	236244
47—1929 Chrysler roadster "65"	DC 965 W	235624
48—1930 Buick coupe	2424477	2536641
49—1929 Chrysler roadster "65"	DW 129 W	214434
50—1929 Chrysler roadster "65"	DC 057 S	236698
51—1928 Buick roadster	2103994	2186148
52—1928 Buick roadster	1997091	2083425
53—1929 Chrysler roadster "65"	DC 058 L	P 236754
65—1929 Chrysler roadster "65"	DC 064 S	236744
H59761—1929 Chrysler roadster "65"	DC 068 H	235583

65,858 gallons gasoline; 2,975 gallons motor oil.

Very truly yours,

R. EARLE LEONARD,

Assistant Chief Clerk.

## 1930 REGISTRATIONS BY COUNTIES

County	Letter	Passenger Tags	Commercial Registrations	Omnibus Registrations	Total
Atlantic	A	21,759	5,165	715	27,639
Bergen	B	76,384	9,333	737	86,454
Burlington	N	18,448	3,505	86	22,039
Camden	C	39,931	7,012	567	47,510
Cape May	F	7,534	2,084	124	9,742
Cumberland	Y	15,358	4,280	148	19,786
Essex	E	145,536	24,925	3,374	173,835
	1E				
	2E				
	3E				
	4E				
	5E				
	6E				
Gloucester	Z	14,971	3,379	119	18,469
Hudson	H	72,134	14,415	1,525	88,074
Hunterdon	J	8,048	2,017	53	10,118
Mercer	L	32,419	7,071	374	39,864
Middlesex	K	35,382	5,387	304	41,073
Monmouth	M	39,808	8,346	475	48,629
Morris	V	25,840	3,896	417	30,153
Ocean	ON	10,071	2,316	137	12,524

County	Letter	Passenger Tags	Commercial Registrations	Omnibus Registrations	Total
Passaic	P	49,235	9,342	606	59,183
Salem	S	8,594	2,417	45	11,056
Somerset	I	13,860	2,549	150	16,559
Sussex	R	7,188	1,831	74	9,093
Union	U	57,473	8,284	612	66,369
Warren	W	10,316	2,321	175	12,812
Non-Resident	4	4,634	3,034	192	7,860
		* 714,923	132,909	11,009	858,841

\* Included in this figure are the various classes of passenger tag issuances as per the following table:

Passenger registrations, full rate	663,952
Passenger registrations, half rate	44,145
Duplicate tags	5,675
Exchanges	449
No fee registrations	112
Undertaker registrations	590
<b>Total</b>	<b>714,923</b>

February 6, 1931.

Hon. Harold G. Hoffman, Commissioner of Motor Vehicles:

DEAR COMMISSIONER—I beg to report that all agents' accounts for the year 1930 have been audited and closed. Supplies sent to the agent have been balanced with the serial numbers issued and the unissued supplies have been returned counted and credited to the agents' account.

During the year with the assistance of Bernard E. O'Keefe, Auditor, nearly all agencies have been visited and audited. Methods and office procedure have been noted. With the exception of very few instances, agents accounts have been in very good condition. All differences have been immediately adjusted and the agents' accounts brought into balance.

In the year 1930 the Comptroller's Department audited our accounts up to March 31. Report of this audit is on file at this office.

I am attaching hereto statements, showing total of our collections and the disposition of same, also the detail and character of the various collections.

We have on file at this office records showing a balance of all plates delivered to us by the Department of Institutions and Agencies and all registration and drivers license certificates delivered to us by the Purchasing Agent. These may be examined by whoever may care to do so.

I am also attaching hereto statement of the clerks of the accounting department certifying that they have properly entered and audited the work assigned to them.

Respectfully submitted,  
**WILLIAM J. DEARDEN,**  
*Chief Clerk and Accountant.*

FINANCIAL STATEMENT

COLLECTION ACCOUNTS

Paid State Treasurer, 1930 Account	\$15,036,784 52	
On deposit December 31, 1930 on account of 1931 collections	7,510,488 99	
Commissions paid to Agents, 1930 Account	331,409 63	
Commissions paid to Agents, 1931 Account	424 98	
* Due from Banks	4,244 65	
* Agents' Bank Balances		\$4,244 65
Collections, November 15, 1929 to December 31, 1930, Account 1930 business	15,368,194 15	
Collections, November 15, 1930 to December 31, 1930, Account 1931 business	7,510,913 97	
	\$22,883,352 77	\$22,883,352 77

\* Included in these items, are the sums of \$1,738.20 on deposit in the Vineland Trust Co., Vineland, N. J., and \$523.18 on deposit in the Port Newark National Bank, Newark, N. J., these banks having been closed.

In explanation of the classification of commercial motor vehicles, omnibus vehicles, etc., the tabulation which follows shows that 2,524 commercial vehicles having a gross registration capacity of 2,000 lbs. were registered during the year; that 365 vehicles with a gross weight of 30,000 lbs. were registered, etc.

CLASSIFICATION OF COMMERCIAL MOTOR VEHICLES

Lbs.	No.	Lbs.	No.	Lbs.	No.
1,000	3	11,000	2,029	21,000	723
2,000	2,524	12,000	1,987	22,000	1,042
3,000	29,898	13,000	1,822	23,000	702
4,000	16,646	14,000	1,670	24,000	1,006
5,000	21,702	15,000	1,703	25,000	685
6,000	13,848	16,000	1,266	26,000	1,256
7,000	10,555	17,000	1,079	27,000	1,216
8,000	6,174	18,000	1,479	28,000	2,827
9,000	3,214	19,000	845	29,000	836
10,000	2,690	20,000	1,117	30,000	365

Total number of vehicles registered, 132,909. Total M. pounds, 1,029,780.

CLASSIFICATION OF OMNIBUS VEHICLES

Passengers	No.	Passengers	No.	Passengers	No.
1 to 5	3,769	9 to 12	103	18 to 22	310
6 to 8	2,104	13 to 17	129	23 to 26	265

Number of passengers in excess of 30 on all registrations for over thirty passengers, 52,679.

Total number of vehicles registered, 11,009. Total passengers, 232,964.



## CLASSIFICATION OF UNDERTAKER VEHICLES

Lbs.	No.	Lbs.	No.	Lbs.	No.
2,000	1	4,000	46	6,000	306
3,000	5	5,000	194	7,000	38

Total number of vehicles registered, 590. Total M. pounds, 3,273.

## AMOUNTS COLLECTED MONTHLY AND DISPOSITION

1930	Collections	Agents' Fees	Balance to State Treasurer
January	\$11,331,129 79	\$32,561 97	\$11,298,567 82
February	569,731 47	28,074 60	541,656 87
March	723,651 96	28,074 60	695,577 36
April	502,554 16	27,994 88	474,559 28
May	569,717 04	27,511 58	542,205 46
June	466,163 61	27,331 29	438,832 32
July	373,541 73	27,255 76	346,285 97
August	278,173 98	27,001 89	251,172 09
September	251,335 60	26,807 34	224,528 26
October	176,789 64	26,486 41	150,303 23
November	76,665 63	26,160 06	50,505 57
December	48,739 54	26,149 25	22,590 29
	<u>\$15,368,194 15</u>	<u>\$331,409 63</u>	<u>\$15,036,784 52</u>

## COMPARATIVE STATEMENT

	1929	1930	Per Cent of Increase
Gross receipts	\$14,803,015 62	\$15,368,194 15	3.9
Receipts from passenger, commercial and omnibus registrations	10,813,722 11	11,269,515 40	4.2
Receipts from driver's licenses	2,901,719 00	3,060,836 00	5.5
Receipts from motorcycle registrations	13,062 00	11,996 00	8.2 *
Receipts of fines	221,596 08	220,175 00	0.6 *
Agents' commissions	289,724 96	331,409 63	14.4
Interest on deposits	22,125 94	21,421 07	3.0 *
Number of passenger, commercial and omnibus registrations	832,102 00	852,703 00	2.5
Number of drivers' licenses	971,235 00	1,024,166 00	5.5
Number of dealers registration	3,418 00	3,207 00	6.2 *
Number of motorcycle registrations	6,531 00	5,998 00	8.2 *
Number of trailer registrations	2,424 00	2,582 00	6.0
Number of transfers and exchanges	199,684 00	177,379 00	11.2 *

\* Decrease.

March 27, 1931.

Hon. Harold G. Hoffman, Commissioner of Motor Vehicles, Trenton, N. J.:

DEAR SIR—I am submitting herewith for the Annual Report to the Legislature an itemized statement of Motor Vehicle Department receipts and expenditures.

I am confident we have a complete record of all financial transactions and that the money deposited by the agents have been drafted regularly and turned over to the State Treasurer.

Conditions in general at the agencies, according to reports, are satisfactory, and there is every indication that the agencies are being conducted in the proper manner.

Respectfully submitted,

A. W. MAGEE,  
Deputy Commissioner.

## PASSENGER REGISTRATIONS—FIRST CLASS

This item includes the registrations issued for all passenger vehicles with a horsepower (S. A. E.) of from 10 to 29. Fees collected are at a rate of 40c. per horsepower, with a minimum fee of \$4.00.

Total number	617,604	
Total horsepower	14,544,792	
Total fees		\$5,821,916 80
Total number * H. R.	41,559	
Total horsepower	1,018,518	
Total fees		194,125 60

\* H. R.—In accordance with the Motor Vehicle Act, all registrations for passenger, commercial, omnibus and trailers are reduced to one-half on and after August 1st.

## PASSENGER REGISTRATIONS—SECOND CLASS

This item includes the registrations issued for all vehicles with a horsepower (S. A. E.) of 30 or over. Fees collected are at a rate of 50c. per horsepower.

Total number	46,348	
Total horsepower	1,591,086	
Total fees		796,043 00
Total number H. R.	2,586	
Total horsepower	89,305	
Total fees		22,326 25
Total number vehicles registered	708,097	
Total fees collected—passenger registrations		\$6,834,411 65

COMMERCIAL REGISTRATIONS

This item includes the registrations issued for all commercial vehicles. The rate of fees is from \$12.00 for a vehicle with a gross weight of 2,000 lbs. to \$99.00 for a vehicle with a gross weight of 30,000 lbs. Gross weight is the weight of the vehicle and the weight of the load combined.

UNDERTAKERS REGISTRATIONS

This item includes all registrations issued to undertakers hearses. These are classified as commercial vehicles and are registered as such. The fee is charged on this basis. They are issued passenger plates in order that they may have free access to travel through parks where regular commercial vehicles are excluded.

Total number	123,094		
Total gross weight		960,989	
Total fees			\$3,885,878 00
Total number H. R.	9,815		
Total gross weight		68,791	
Total fees			142,862 50
Total number	577		
Total gross weight		3,200	
Total fees			14,730 00
Total number H. R.	13		
Total gross weight		73	
Total fees			167 50
Total number vehicles registered	133,499		
Total fees collected—commercial registrations			\$4,043,638 00

OMIBUS REGISTRATIONS

This item includes all registrations issued for vehicles used for the carrying of passengers for hire. These are divided into 4 classes— U-drive (UD)—taxi (T)—private livery (L)—and buses (B). Fees are based on the number of passengers to be carried commencing at \$15.00 for 5 passengers or less to \$40.00 for 30 passengers. For buses carrying over 30 passengers a fee of \$2.00 is charged for each passenger in addition.

Total number (UD)	454		
Total number passengers		2,272.5	
Total fees (UD)			\$6,812 50
Total fees (UD)			\$6,812 50
Total number (T)	3,463		
Total number passengers		19,082.5	
Amount of fees			53,712 50
Total number (T) (H. R.)	64		
Total number passengers		430.0	

Amount of fees (H. R.)			535 00
Total fees (T)			54,247 50
Total number (L)	1,572		
Total number passengers		11,427.5	
Amount of fees			27,147 50
Total number (L) (H. R.)	67		
Total number passengers		475.0	
Amount of fees (H. R.)			572 50
Total fees (L)			27,720 00
Total number (B)	5,234		
Total number passengers		194,978.0	
Amount of fees			299,526 00
Total number (B) (H. R.)	155		
Total number passengers		4,298.5	
Amount of fees			3,159 75
Total fees (B)			302,685 75

Total number vehicles registered	11,009		
Total fees collected—omnibus registrations			\$391,465 75

TRAILER REGISTRATIONS

This item includes all registrations issued for vehicles to be trailed by any motor vehicle whether 2 or 4 wheels. The fees are based upon the gross weight the same as commercial vehicles. Special trailer registrations are issued in accordance with Chapter 150, P. L., 1927, for the carrying of road building machinery, etc. for a fee of \$150.00. These vehicles cannot be registered as regular trailers, as the gross weight exceeds 30,000 lbs.

Total number	2,321		
Total gross wt. in thos.		23,004	
Amount of fees			\$87,990 00
Total number (H. R.)	261		
Total gross weight		2,271	
Amount of fees			4,435 00
Total number (Special)	57		
Amount of fees			8,550 00

Total number vehicles registered	2,639		
Total fees collected—trailer registrations			\$100,975 00

TRACTOR REGISTRATIONS

This item includes all registrations issued for agricultural tractors and traction engines. The fee is \$3.00.

Total number	245		
Total fees collected—tractor registrations			\$735 00



## MOTORCYCLES REGISTRATIONS

This item includes all registrations issued for motorcycles. The fee is \$2.00.

Total number .....	5,998	
Total fees collected—motorcycle registrations .....		\$11,996 00

## DEALERS REGISTRATIONS

This item includes all registrations issued to dealers. Automobile dealers are issued 5 sets of tags and certificates at a fee of \$25.00 per set. Motorcycle dealers are issued 3 sets of tags and certificates at a fee of \$15.00 per set.

Total number (auto) .....	3,189	
Amount of fees .....		\$79,725 00
Total number (M. C.) .....	18	
Amount of fees .....		270 00
Total number registered .....	3,207	
Total fees collected—dealers registrations .....		\$79,995 00

## TRANSFERS OF REGISTRATIONS

This item includes all transfers of registrations issued to applicants for different cars than those first registered. The fee is \$1.00 plus any increase in horsepower if passenger, gross weight if commercial or number of passengers if omnibus. Excess represents this amount. Transfers are allowed from one car to another in the same registered owners name only.

Total number .....	173,355	
Excess amounts .....		\$205,737 06
Total fees collected from transfers .....		\$379,092 06

## EXCHANGE OF REGISTRATIONS FROM PASSENGER TO COMMERCIAL OR OMNIBUS

This item includes all issues of registrations exchanged upon application of the registrant, who desires to use the car registered for commercial or omnibus purposes. Exchanges are made by collecting the original tags issued and issuing new tags for the class of registration applied for. The fee is \$1.00 plus the difference between the original fee paid and the fee for the new registration applied for.

Total number .....	4,024	
Differences in fees .....		\$25,326 80
Total fees collected for exchanges .....		\$29,350 80

## DUPLICATE CERTIFICATES

This item includes all issues of duplicate certificates to applicants, who have lost the original certificates issued them. The fee is \$1.00.

Total number .....	24,567	
Total fees collected for duplicate certificates .....		\$24,567 00

## DUPLICATE TAGS

This item includes the issue of all tags to applicants who have lost one or both of the original tags issued to them. Upon application new tags are issued and the remaining tag, if only one has been lost, is returned. Fees are \$1.00 for each auto tag lost and \$.50 for each motorcycle tag lost. Where a fee of \$2.00 was collected for both tags lost the excess of \$1.00 is included with the excess amount collected on transfers.

Note.—P. for passenger, C. for commercial, O. for omnibus, T. for trailer, D. for dealers, MC. for motorcycle.

Total number P. ....	5,675	
Amount of fees .....		\$5,675 00
Total number C. ....	3,911	
Amount of fees .....		3,911 00
Total number O. ....	189	
Amount of fees .....		189 00
Total number T. ....	78	
Amount of fees .....		78 00
Total number D. ....	1	
Amount of fees .....		1 00
Total number MC. ....	108	
Amount of fees .....		54 00
Total number issued .....	9,962	
Total fees collected from duplicate tags .....		\$9,908 00

## DRIVERS LICENSES

This item includes all licenses issued to applicants to drive an automobile or motorcycle. The fee is \$3.00 for auto and \$1.00 for motorcycle.

Total number automobiles .....	1,018,335	
Amount of fees .....		\$3,055,005 00
Total number motorcycles .....	5,831	
Amount of fees .....		5,831 00
Total number of licenses .....	1,024,166	
Total fees collected from drivers licenses .....		\$3,060,836 00

## LEARNERS PERMITS

This item includes all permits issued to applicants who desire to learn how to drive and are afterwards examined, before drivers license is issued. The fee is 50c.

Total number automobiles .....	290,238	
Amount of fees .....		\$145,119 00
Total number motorcycles .....	5,485	
Amount of fees .....		2,742 50
Total number of permits .....	295,723	
Total fees collected from permits .....		\$147,861 50

## INTEREST ON DEPOSITS—AGENTS

This item is the interest credited on deposits of collections made by agents in their local banks in the name of the Department.

Total amount of interest ..... \$12,146 93

## CHARGES FOR 1929 ISSUES

This item includes charges for items issued by agents in 1929. These items were not included in their report of issuances and were charged after the close of the 1929 accounts.

Total amount ..... \$180 12  
Total fees collected by agents ..... \$15,127,158 81

## TOTAL FEES PAID TO AGENTS

Agents are paid fees for the issuances of registrations and drivers licenses, which fees have been limited to a maximum. These fees are based upon the volume of business done by the agent. No expenses are allowed the agent, nor does the Department pay any rent, light, heat or clerk hire.

2.2% of collections ..... \$331,409 63

## COLLECTIONS BY CENTRAL OFFICE—FINES FOR VIOLATIONS OF LAW

In all arrests for violations of the Motor Vehicle or Traffic Acts, by Motor Vehicle Inspectors or members of the State Police where fines are imposed, the Magistrate must forward such fine to the Commissioner of Motor Vehicles.

Total fines collected ..... \$220,175 00

## CERTIFIED COPIES

Certified copies of any record at this office are acceptable in any court as evidence. By furnishing these the Department is not called upon to send a witness to substantiate the record.

Total collected from certified copies ..... \$3,063 50

## DEALERS DUPLICATE TAGS

Rather than issue a new set of tags consisting of 5 pairs where dealers report the loss of one or more tags these tags are manufactured and sent them. The fee is \$1.00 for each tag.

Total collected from duplicate dealer tags ..... \$230 00

## DEALERS "IN TRANSIT TAGS"

Where dealers are transporting cars from the factory or railroad siding to their place of business they may upon application be issued (Intransit) tags at a fee of \$2.00 per pair. These tags are manufactured the same number as their dealers tags.

Total collections from dealers intransit tags ..... \$746 00

## SPECIAL PERMITS

Due to the change from solid to pneumatic tire, some commercial vehicles were made wider than 8 feet, which is the maximum width allowed by the Motor Vehicle Act. In accordance with this Act the Commissioner may issue special permits allowing the use of these vehicles. Permits were issued at a fee of \$5.00 each.

Total collections from special permits ..... \$3,015 00

## INFORMATION REQUESTS

In some instances where information as to owners of certain registration numbers is to be used for commercial purposes the Department charges the applicant a fee of 6c. per number for the information requested.

Total collections from information requests ..... \$136 14

## NON-RESIDENT POWER OF ATTORNEYS PROCESS FEES

In accordance with the law every non-resident who registers his vehicle in this State files a Power of Attorney appointing the Commissioner of Motor Vehicles his lawful attorney upon whom service may be served. Fees received from serving of process.

Total collection from service of process ..... \$2,934 62

## LIST PRIVILEGE

This Department after proper advertising accepts bids for the privilege of copying its records for commercial purposes. This privilege in 1930 was awarded to the New Jersey Motor List Company for a bid of \$3,500.00.

Total collection from list privilege ..... \$3,500 00

## MISCELLANEOUS COLLECTIONS

This item is made up of \$120.10 collected from registrants on account of wrong fees, charged \$100.75 from insurance company for damage to department car, 42c. refund on expressage and \$1.05 refund on telephone calls.

Total collection from miscellaneous ..... \$222 32

## INTEREST ON DEPOSITS C. O.

This item is the interest accrued on deposits of the central office.

Total interest ..... \$9,274 14  
Total collections—agents and central office ..... \$15,370,455 53

## GAS TAX

This department has also collected from gasoline distributors a tax of 2c. per gallon from January to November and 3c. per gallon for the month of December.

Total collections for gasoline tax ..... \$11,357,097 69

## GASOLINE DEALER LICENSES

Gasoline dealers are licensed at a fee of \$2.00 per annum. 1931 licenses are issued on and after November 15, 1930.

Total collections for gasoline dealers license, 1930 .....	\$4,172 00
Total collections for gasoline dealers license, 1931 .....	14,486 00

## INTEREST ON DEPOSITS

This item includes the interest accrued on deposit of collections from gasoline tax.

Total interest .....	\$4,475 38
Total collections—gasoline tax division .....	11,380,231 07
Total collections for department .....	\$26,750,686 60

## DISPOSITION OF MONIES RECEIVED FROM COLLECTIONS OF THIS DEPARTMENT

On or before the tenth of each month this department turns over to the State Treasurer its collections for the preceding month.

Total to State Treasurer .....	\$26,417,015 59
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## AGENTS FEES

In accordance with the Motor Vehicle Act agents are paid fees from their collections.

Total agents fees .....	331,409 63
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## SPECIAL

During the past year the Vineland Trust Company and the Port Newark National Bank have closed their doors and this Department had on deposit with these two banks a total of \$2,261.38, which it has been unable to collect.

On deposit, Vineland Trust Co. ....	1,738 20
On deposit, Port Newark National Bank .....	523 18
Total .....	\$26,750,686 60

DISBURSEMENTS BY DEPARTMENT FROM REGULAR APPROPRIATION ACCOUNTS  
FISCAL YEAR—JULY 1, 1929 TO JUNE 30, 1930

## Salaries

This item includes the total payroll of the department exclusive of agents fees .....

	\$320,288 82
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## Materials and Supplies

Blanks and stationery .....	\$55,712 89
Purchase of autos .....	12,476 50
Automobile markers .....	199,999 90
Filing cabinets and furniture .....	3,612 37
Typewriters for agencies .....	6,000 00
Total material and supplies .....	\$277,801 66

## Other Expenses

Refunds for errors in rating fees .....	\$3,422 98
Payment of judgment in accident case—Inspector F. Baldwin .....	901 84
Postage and expressage .....	23,906 93
Telephone and telegraph .....	4,810 37
Liability insurance and bond of agents .....	5,491 23
Financial responsibility, division expense .....	11,578 24
Inspectors travelling expenses .....	48,989 00
Total other expenses .....	\$99,100 59
Total expenses from appropriation accounts .....	697,191 07
Agents fees .....	331,409 63
Total of department expenses .....	\$928,600 70

Total expenses are 3.47 per cent of the total receipts.



## 1930 GASOLINE TAX DIVISION ANNUAL REPORT

Hon. Harold G. Hoffman, Commissioner of Motor Vehicles, State of New Jersey:  
 DEAR COMMISSIONER—I respectfully submit herewith reports covering receipts of the Gasoline Tax Division for the period of  
 January 1, 1930 to December 31, 1930:

For 1930	Received From Distributors	Miscellaneous Receipts (2)	1930 Gasoline Dealers	1931 Gasoline Dealers	Bank (3) Interest	Total Receipts	Paid State Treasurer
January	\$652,767 43	\$1,522 66	\$400 00	.....	\$19 18	\$654,709 27	\$654,709 27
February	652,525 33	1,780 04	538 00	.....	29 03	654,872 40	654,872 40
March	796,811 11	1,255 79	520 00	.....	234 19	798,821 09	798,821 09
April	873,100 52	1,723 24	852 00	.....	407 18	876,082 94	876,082 94
May	991,793 34	1,313 12	496 00	.....	366 45	993,968 91	993,968 91
June	1,000,628 48	967 47	424 00	.....	759 00	1,002,778 95	1,002,778 95
July	1,128,436 87	1,252 36	346 00	.....	374 23	1,130,409 46	1,130,409 46
August	1,112,900 16	1,015 63	258 00	.....	402 05	1,114,575 85	1,114,575 85
September	1,001,006 97	890 90	160 00	.....	450 95	1,002,508 82	1,002,508 82
October	973,791 64	792 66	128 00	\$7,384 00	617 21	982,713 51	982,713 51
November	956,934 06	729 70	50 00	5,904 00	384 76	964,002 52	964,002 52
December (1)	1,202,199 67	958 54	.....	1,198 00	431 15	1,204,787 36	1,204,787 36
Total	\$11,342,895 58	\$14,202 11	\$4,172 00	\$14,486 00	\$4,475 38	\$11,380,231 07	\$11,380,231 07

N. B.—Receipts from Distributors cover reports of fuel sold by Licensed Distributors, of whom there were thirty-three at the close of business for December 31, 1930, and from thirty-three non-licensed concerns operating in this State. The latter companies, because of the nature of their business, do not qualify as Distributors, and so cannot be licensed under the provisions of the Gasoline Tax Law. Returns from Distributors are made in accordance with Section 4, Chapter 234, P. L. 1927, on the first day of the calendar month succeeding the filing of reports of fuels sold or used.

(1) Chapter 239, Public Laws of 1930, imposed an additional tax of one cent per gallon on gasoline, effective December 1, 1930, making the rate at this time three cents per gallon. Provision was made in this act that it would become operative provided all or any one of the three bond issues, submitted to the people at the general election in November, 1930, were approved. Besides the change in the tax rate, and the provision for the payment of \$5,000,000.00 annually to the counties from the gasoline tax receipts, this law made only one other regulation. This is a provision for the refund of one cent per gallon on fuels used to operate motor boats or motor vessels, upon which the three cents per gallon tax was paid at time of purchase. Since the word "refund" is used, credit for this extra cent could not be supplied by the use of exemption claims as in force in regard to non-taxable uses of gasoline, and since no provision was made for the Commissioner of Motor Vehicles to retain or pay out any funds received from the gasoline tax receipts, arrangements were effected between the Commissioner, the State Treasurer and the State Comptroller, whereby these claims will be received, checked and audited in this office, and then passed for payment by the Treasurer, through the Comptroller, in the usual manner.

To safe-guard the interest of the State, it is demanded that receipts showing the three cents per gallon tax to have been paid, accompany the refund claims. A special form has been prepared which meets the approval of the Comptroller and Treasurer, upon which these claims shall be made, and every effort has been made to expedite this refund to the claimant.

(2) Miscellaneous receipts cover returns of tax by consumers on fuel upon which tax exemption was claimed at time of purchase. These returns are mostly due to close checking of the sworn statements against the exemption slips as submitted by the Gasoline Dealers. A small portion of the returns have been to cover fuel originally intended to be used for a non-taxable purpose. A large part, however, is to cover fuels on which exemption was claimed, but which was not a legal claim; e. g. to propel motor boats; and the rest of the miscellaneous covers tax claimed exempt upon slips which could not be verified, because of incomplete addresses or illegible signature, or possibly fictitious names.

(3) It will be noted that this Division has received \$4,475.38 as interest by the banks on our account for the year 1930, as compared with only its \$1,047.13 received for the year 1929, and only \$128.71 for the year 1928. This increased revenue is due to the fact that arrangements were made with the banks to secure for this Department generally the same rate of interest as is paid on other accounts, and demand that full credit for time be given these State deposits.

Comparative schedule of moneys received and paid to the State Treasurer by months, for the period during which the Gasoline Tax Law has been operative.

Month	1927	1928	1929	1930
January	Law	\$571,514 48	\$568,724 15	\$654,709 27
February	became	508,675 43	607,875 61	654,872 40
March	effective	605,458 92	682,605 89	798,821 09
April	July	590,771 31	755,396 15	876,082 94
May	first,	782,656 97	877,272 19	993,968 91
June	1927	751,938 95	1,025,213 36	1,002,778 95
July	\$666,212 17	859,406 04	1,057,820 66	1,130,409 46
August	767,241 00	874,468 97	1,082,209 17	1,114,575 84
September	742,137 70	779,915 09	886,158 83	1,002,508 82
October	682,095 95	786,731 49	897,376 77	982,713 51
November	635,865 76	686,095 15	798,800 44	964,002 52
December	604,432 80	672,703 05	756,650 91	1,204,787 36
Total	\$4,097,985 38	\$8,470,335 85	\$9,996,104 13	\$11,380,231 07

## SUMMARY OF MONTHLY REPORTS OF FUELS SOLD OR USED BY DISTRIBUTORS

1930	Taxable Gallons	Tax-Exempt Gallons	Agricultural Exemption Certificates	Other Exemption Certificates	Total
January	32,638,371½	6,151,341¾	4,224	16,330	20,554
February	32,626,266½	5,325,486½	3,764	14,737	18,501
March	39,840,555½	5,850,068½	8,870	15,817	24,687
April	43,655,026	6,012,212¾	11,836	16,295	28,131
May	49,589,667	6,508,660½	13,574	15,626	29,200
June	50,031,424	6,522,512¾	9,837	17,380	27,217
July	56,421,843½	6,495,489	9,379	16,406	25,785
August	55,645,008	6,862,849½	10,075	20,743	30,818
September	50,050,348½	10,810,030½	9,731	17,471	27,202
October	48,689,582	13,964,283½	8,942	17,856	26,798
November	47,846,703	12,768,067	4,891	15,742	20,633
December (1)	22,553				
December (2)	1,291,581½cr.				
Total @ 2c	505,765,767				
December (3)	40,919,341.1	9,410,079½	4,794	16,912	21,706
Total	546,685,108.1	96,681,080¾	99,917	201,315	301,232

(1) Gallons @ 2c. tax rate sold prior to December 1, 1930 which were not reported until December returns were due.

(2) Allowances made for tax exempt sales prior to December 1, 1930 for which G-52 forms not received in time to be credited against November report.

(3) Sales at 3c. tax per gallon, in accordance with Chapter 239, P. L. 1930.

This shows a total of 301,232 exemption certificates were filed by the Distributors during 1930, upon which 201,315 were properly filed and assigned our file numbers, and upon all of which certification is required as to the quantity received, and the use to which it was put. The 99,917 agricultural slips

represent those upon which certification was not required, as the gallonage was small and covered use by farmers, who would be greatly inconvenienced by a demand for affidavit. On the latter uses, however, when the gallonage was large, and so netting the farmer a large saving, or whenever conditions seemed to warrant such action by this office, then certification was demanded.

The tax exempt sales of gasoline show a sharp increase starting with September, 1930. This is due to the fact that audits revealed that refiners of gasoline were making sales of same to certain jobbers and assumed the responsibility for determining whether the sale was subject to the State Tax, which depended upon whether same was ultimately moved without the State of New Jersey, or whether it was consigned to a purchaser within this State.

In the case of one refiner my report of audits will show that the Tide Water Oil Company had to pay \$724.46 for the 36,223 gallons of gasoline which the audit revealed had been consigned to such distributors, and upon which they had failed to collect and report to this office the tax upon same, and was subsequently recovered.

This misunderstanding being existent among the trade prompted the Commissioner to issue ruling which specified that every time control of gasoline, irrespective of the nature of container, is surrendered within the territorial limits of the State of New Jersey, the accountability for the tax rests upon that company, and must enter their reports to this office. That means that on every sale of gasoline, whether it is consigned in care of a railroad agent for reconsignment or not, the tax must be charged thereon. Should it later develop that this gasoline is moved for export from the State, exemption from the tax should be claimed in the usual manner. This method of procedure must also apply against gasoline which is sold to another distributor, and which he insists to be placed out of the original container and into his own bulk storage plant, some part of which he blends with Ethyl or other products; other parts of which are exported from the State of New Jersey, and some of which are resold herein. That last distributor claims exemption upon the G-52 form from the first owner, but he is licensed by this office and must render accounting for all of the gasoline as though he were the first owner. This is not only the most equitable manner of handling the situation and safe-guards the State of New Jersey's interest in the matter of tax, but our law places prohibition upon the collection of any tax on fuels which are sold for export from the State of New Jersey.

I do not believe that any tax has been lost to the State of New Jersey due to a need for the above ruling. If there were such instances on which exemption claims were not secured on such sales, or if any were ultimately consigned to the State of New Jersey, then my audits of the distributors' records have revealed same and they have been adjusted. Requiring exemption tickets on all movements of gasoline, including those which are surrendered in tank car lots to railroad agents, may place an added burden on this Department in auditing and checking these individual claims, still I feel that the guaranteeing that all tax due is paid, warrants the added effort.

Accordingly it must not be assumed that all of the gasoline listed under tax-exempt sales were all used in the farm implements and other vehicles or engines specified in the law as being exempt of tax, for there are also included "blending", "exports", and in some cases duplication of the gallons which appeared



under the head of "taxable" sales, for some of these gallons are certain to appear again in the report of the distributors reselling them in this State.

The following are the distributors who paid this State monthly during the past year (some of whose licenses are now canceled due to discontinuance of business in this State or through arrangements whereby fuels are purchased from other licensed distributors).

No.	No.
3. Gulf Refining Co. (N. Y. C.)	46. James B. Berry Sons' Co.
4. Gulf Refining Co. of Penna.	48. Johnson & Connel, Inc.
7. Warner-Quinlan Co.	54. Rhodes Bros.
13. Lincoln Oil Corp.	57. Sherwood Bros.
16. Sinclair Refining Co.	61. National Speedway Refining Co.
17. Public Service Corp. of N. J.	64. Standard Oil Co. of N. J.
18. Barber Asphalt Co.	70. Morris County Oil Co., Inc.
20. The Pure Oil Co.	72. American Oil & Supply Co.
23. Sun Oil Co.	73. Fleet-Wing Oil Corp.
24. *Walburn Petroleum Co.	74. Shell Eastern Petroleum Products, Inc.
26. Friars, Inc.	75. Mexican Petroleum Corp. of Maine
33. The Texas Co.	77. Continental Oil Co.
34. Crew Levick Co.	79. Richfield Oil Corp. of New York
35. American Oil Co.	80. Hartel Products Corp.
37. Vacuum Oil Co.	81. *Bayone Refining Co.
38. Tide Water Oil Co.	82. Utility Oil Corp.
42. Valvoline Oil Co.	83. Brown-Tattersall, Inc.
45. Atlantic Refining Co.	

\* Now canceled.

The following non-licensed concerns report and pay tax whenever same is due, directly to this office, under Chapter 193, P. L. 1928:

Asbestos Transportation Co.	Ingersoll-Rand Co.
Jos. & Walter Augustine	Inter-City Oil Co.
B. B. Oil Co.	Kieckhefer Container Co.
Beacon Oil Co.	Robert B. Lewis
Norman Bright	Mahoney-Culver Oil Company
Camden Bridge Garage, Inc.	McKean & Menges
Camden Lime Co.	Minnisink Oil Co.
C. & C. Development Co.	Quality Oil Co.
Colonial Beacon Oil Co.	August Renkevich
Crane Oil Co.	Satterfield Oil Co.
Dealers Oil Co.	Clarence Schellenger Co.
Fidelity Oil Corp.	Solar Oil Co.
Gomery-Schwartz Motor Car Co.	Fletcher Somers
J. Hager	Herman Stoffman
Milton Hagerthoy	W. H. Swartwout
Lewis B. Hoffman	Walton Tire Service Corp.
R. M. Hollingshead	

## AUDITS

Due to the change of the administration of this Department on April 1st, coming in the middle of the season best devoted to the auditing of the oil companies' accounts, I was not able to start this work until after the vacation season, and had to stop this work by the end of October, due to the increased work attendant upon getting out the Gasoline Dealers' Licenses for the year 1931, all of which were issued directly from this office, mostly by mail. However, I was able to visit the home offices of the following licensed distributors:

Warner-Quinlan Company  
 The Texas Company  
 Tide Water Oil Company  
 Shell Eastern Petroleum Products, Inc.  
 Mexican Petroleum Corp. (of Maine)  
 Continental Oil Company  
 Richfield Oil Corp. of New York  
 Hartol Products Corporation

The auditing of the remaining companies will be resumed immediately after the work of closing the year is disposed of, and rushed to completion, so that I may be able to start down the list and accomplish an audit of all companies for 1931 before the year is ended.

A separate report of each audit has been filed by me in the office of the Commissioner, which covers the actual figures and indicating that adjustments of tax have been made wherever required, a supplementary report having been filed with us by each company against whom such adjustments were required. The adjustments have become necessary through clerical error or misunderstanding of our requirements, and I must say that I have never found any indication on the part of the regularly licensed distributor of motor fuels to wilfully evade the payment of tax.

My visits to those companies, besides being used to compile actual figures on tax due from the source records of that company, have also been utilized to review the methods in force in those offices for the accumulation of the tax; consequently, I have frequently been able to make certain recommendations, the pursuance of which would more certainly guarantee an accurate return of tax to the State of New Jersey throughout the entire year. Whenever such adjustments in bookkeeping systems have been found possible, they have always been made without delay.



## 1930 GASOLINE DEALERS' LICENSES

Accounted on Report for	No. Plates		No Fee *		Proceeds
	C. O.	Inspectors	C. O.	Inspectors	
January .....	235	..	35	..	\$400 00
February .....	237	75	41	2	538 00
March .....	271	11	21	1	520 00
April .....	359	97	29	1	852 00
May .....	290	7	49	..	496 00
June .....	257	4	49	..	424 00
July .....	180	18	25	..	346 00
August .....	134	13	18	..	258 00
September .....	100	..	20	..	160 00
October .....	73	..	9	..	128 00
November .....	28	..	3	..	50 00
December .....	..	..	..	..	.....
Total .....	2,164	225	299	4	\$4,172 00
1929					
Annual Report .....	2,044	5,948	1,131	235	\$13,252 00
Total by C. O. ....	4,208	....	1,430	....	.....
Total by Inspector ..	6,173	....	239	....	.....
Totals .....	10,381	....	1,669	....	\$17,424 00
Items issued .....					10,381
† Plates returned to prison .....					619
Total plates manufactured .....					11,000

† The plates above referred to have been returned to the prison for cancellation, and a receipt for the return of same is held in this office.

The total proceeds for the sale of these licenses shows a decrease of \$360.00 from the total received for the sale of 1929 Gasoline Dealers' Licenses, although 129 more licenses were issued for 1930 than for 1929. This is caused by the trend from privately owned service stations to chain stations operated by the larger producing companies, which has caused the issuance of 309 more "No Fee" licenses than were issued for 1929, and if the increase of all plates is deducted from this "No Fee" increase, then the loss of such revenue is exactly accounted for.

\* "No Fee" plates are issued only to the owners of chain stations. Under the provisions of the Gasoline Tax Act an applicant for dealers' license must pay the fee of \$2.00, but this Department must issue a license to cover every location from which gasoline is sold by applicant. For example, the Standard Oil Company of New Jersey holds 376 such licenses at present, but have paid only the initial fee of \$2.00, and the remaining 375 plates are supplied gratuitously.

## 1931 GASOLINE DEALERS' LICENSES

Accounted on Report for	No. Plates	No Fee	Proceeds
October .....	5,013	1,321	\$7,384 00
November .....	3,667	715	5,904 00
December .....	638	39	1,198 00
Total .....	9,318	2,075	\$14,486 00

## REPORT OF EXPENDITURES

Period January 1, 1930 to December 31, 1930

Salaries of Auditor, Clerks, etc. ....	\$12,475 00
Filing Cabinets .....	419 80
Auditors Traveling Expenses .....	245 31
Postage, Blanks, Stationery and Incidentals .....	2,906 81
Manufacture of Dealers' Plates .....	1,320 00
Total .....	\$17,366 92

It will be noted that the above cost of operating the Gasoline Tax Division is \$57.08 less than the amount received for the sale of 1930 Gasoline Dealers' Plates. This, therefore, leaves entirely intact the moneys received from the tax on gasoline for the purpose for which the tax was originated.

This report shows an increase of \$2,506.66 over the expenditures for the year 1929, although some items have been reduced. This is chiefly attributable to the increase of \$3,192.50 in the salary item, which is due to the fact that although no additional clerks were employed this year, in previous years the salaries of certain clerks were charged against the Department of Motor Vehicles' general expenditures, despite the fact that they were engaged exclusively in the work of this division.

The above report of expenditures now includes every expense incident upon the collection of this tax, even to the traveling expenses of the auditor, which were also charged against the Department's general account in prior years.

Despite this apparent increase in expenditures, it will be noted that the tax is collected, all avenues of evasion of tax most carefully watched, and accountings closely audited at an expense of only 0.152 per cent of the total collected.

Respectfully submitted,

JOS. L. McLAUGHLIN, Chief,  
Gasoline Tax Division.  
March 17, 1931.

Hon. Harold G. Hoffman, Commissioner of Motor Vehicles,  
State House, Trenton, N. J.:

DEAR COMMISSIONER—I beg to submit, herewith, report of the activities of the Motor Vehicle Billboard Division for the year ending December 31, 1930.

On August 1st, temporary inspectors were engaged to make a survey of the State to ascertain the names of all persons firms or corporations using outdoor

advertising. No attempt was made to determine the number of boards any one person, firm or corporation was maintaining, as the law requires that the owner of the board or boards furnish this Department with such a statement.

These inspectors were also required to report all hazardous boards and boards that were located in such a way as to obstruct the view of an especially fine piece of scenery. As a result of these reports several very hazardous conditions were remedied and a number of locations where an unnecessary congestion of boards existed, were cleaned up. The most important case of this kind was at the intersection of the Red Bank-Shrewsbury Road at the railroad crossing, where eight large billboards were removed, clearing up one of the most hazardous and unsightly conditions in the State. Two very large boards were also removed at Kingston, which were so located as to mar the scenic beauty of this particular spot.

From November 20th, until December 31st, two of the inspectors devoted their time exclusively to removing obsolete and illegal signs, in Monmouth and Ocean Counties. The result of their work is shown in the summary given below.

A metal tag, similar to a motorcycle license plate, has been provided for each board for which a permit is issued. They will conform in color, with the current auto license plates, the colors for 1931 being, of course red background with white numerals. The permit plate must be displayed on the board in such a way as to be plainly visible from the street or highway.

A metal tag has also been provided for boards which are exempt from permit under paragraph eleven of the Billboard Law. These plates will remain on the board until the exemption period has expired and will not therefore conform in color with the regular permit plates, after 1931. It is estimated that there will be approximately 6,500 exempt boards. A charge of ten cents each is made for the exempt plates.

Route 26, known as the Brunswick Pike or Super Highway has been restricted between the circle at Trenton and the first intersection north of the Memorial Bridge at New Brunswick. Positively no permits will be issued for the erection of any more boards on this highway between those points. Restrictions on other highways will undoubtedly be made as the need for such restrictions becomes apparent.

Following is a summary of the accomplishments of this Department up to and including December 31, 1930:

- (a) 3,143 firms notified by circular letter.
- (b) 7,326 applications for permits received.
- (c) 96 boards removed entirely.
- (d) 87 boards relocated.
- (e) 65 private owners of boards to discontinue outdoor advertising.
- (f) 15 firms granted us permission to remove all boards bearing their name.
- (g) 4,209 obsolete and illegal signs were removed in Monmouth and Ocean Counties.

Received from permit fees .....	\$6,702 59
Received from license fees .....	300 00
<b>Total</b> .....	<b>\$7,002 59</b>

The amount received from permit fees, given above, does not correspond with the number of permits received. The amount given is the amount actually deposited on December 31st, it being physically impossible to check and record all of the applications received, between December 15th and January 1st.

Respectfully submitted,

ROBERT B. CHAPMAN,  
*Director of New Bureaus.*

March 17, 1931.

*Hon. Harold G. Hoffman, Commissioner of Motor Vehicles,  
State House, Trenton, N. J.:*

DEAR COMMISSIONER—I beg to submit, herewith, report of the activities of the Motor Vehicle Junk Yard Division for the year ending December 31, 1930. The Motor Vehicle Junk Yard Law became effective on July 4, 1930.

Clerks in all municipalities were requested to furnish the Department with the names and location of every junk yard in their respective communities. These names were turned over to the regular inspectors for investigation with instructions to report those yards that were adjacent to or visible from a State highway.

Considerable delay was experienced because of the failure of some of the municipalities to act on the application for certificates of approval. Most of these delays occurred in the townships and were due to the absence of a quorum which necessitated holding the matter over until a later date.

Following is the result of these investigations:

Number of yards licensed .....	14
Number of yards that disposed of all cars and parts, thereby making it unnecessary for them to secure a license .....	26
Number of yards refused license because governing body would not issue certificate of approval .....	1
Revenue received from license fees .....	\$700 00
Revenue received from inspection fees .....	350 00
<b>Total</b> .....	<b>\$1,050 00</b>

The fourteen yards that were licensed, were inspected and suitable regulations imposed on them by the director of the Department.

In most cases the owners were required to erect a board fence of suitable height to hide from view the accumulation of junked cars and used parts which necessarily must be a part of any Motor Vehicle Junk Yard. This, however, does not relieve the owner from the responsibility of keeping his yard in a neat and orderly condition at all times.

Respectfully submitted,

ROBERT B. CHAPMAN,  
*Director of New Bureaus.*

December 31, 1930.

*Hon. Harold G. Hoffman, Commissioner of Motor Vehicles, Trenton, N. J.:*

DEAR COMMISSIONER—The following is a summarized account of my activities for the year 1930 as counsel to your Department.

## CASES TRIED

It is to be noted that the cases listed below in the Common Pleas Courts were prosecuted by me on behalf of the State under Section 28 of the Motor Vehicle Act and Article 15 of the Traffic Act, which provide new trials in the Courts of Common Pleas for persons convicted for violations thereof by police court judges or other magistrates and who appeal therefrom. Both acts also provide that when the complainants are members of the Motor Vehicle Department or the State Police, the Attorney General shall represent the State. In all the Common Pleas cases mentioned below, the complainant was either a Motor Vehicle Inspector or a State Trooper. All other appeals from the Motor Vehicle Act and Traffic Act have been prosecuted by the Prosecutors of the various counties.

## OCEAN COUNTY COURT OF COMMON PLEAS

January 10th. State vs. Eugene Sanders, charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

January 10th. State vs. Rodney Bahr, charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

January 10th. State vs. Arthur B. Marston, charged with violation of section 1, article 9 of the Traffic Act (reckless driving). Convicted.

## ESSEX COUNTY COURT OF COMMON PLEAS

January 15th. State vs. U. S. Garage, Inc. Charged with violation of subdivision 12 of section 14 of the Motor Vehicle Act (permitting a non-licensed driver to drive). Acquitted.

## CAMDEN COUNTY COURT OF COMMON PLEAS

January 17th. State vs. Benjamin Stagner. Charged with violation of section 1, article 9 of the Traffic Act (reckless driving). Convicted.

January 17th. State vs. Thomas B. Chambers. Charged with violation of subdivision 8, section 14 of the Motor Vehicle Act (operating a motor car after revocation of license). Conviction reversed because lower court had no jurisdiction.

January 17th. State vs. Thomas B. Chambers. Charged with violation of subdivision 14, section 14 of the Motor Vehicle Act. Conviction reversed because lower court had no jurisdiction.

January 17th. State vs. Lorens Ruder. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

January 17th. State vs. Thomas Lepore. Charged with violation of subdivision 14, section 14 of the Motor Vehicle Act (making misstatement of

address in application for driver's license and registration certificate). Acquitted.

## NEW JERSEY SUPREME COURT. ESSEX COUNTY

January 25th. State of New Jersey, Roger Hart, Motor Vehicle Inspector, Prosecutor vs. Harold Simandl, Judge of the First Criminal Court of Newark and William P. Sackman, defendants. On application for writ of certiorari to review decision of Judge Simandl allowing William P. Sackman, convicted of violation of subdivision 4, section 11 of the Motor Vehicle Act (truck overloading), to pay his fine in instalments, application denied by Chief Justice Gummere. The decision resulted in legislation by the 1930 Legislature. See below.

## MONMOUTH COUNTY COURT OF COMMON PLEAS

February 25th. State vs. James L. Kearny. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Acquitted.

February 25th. State vs. Otis Maguire. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

## GLOUCESTER COUNTY COURT OF COMMON PLEAS

February 20th. State vs. Peter Scott. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Acquitted.

## OCEAN COUNTY COURT OF COMMON PLEAS

March 10th. State vs. Warren Penn. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

March 10th. State vs. Joseph Hart. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

March 10th. State vs. Samuel H. Davis. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

## MORRIS COUNTY COURT OF COMMON PLEAS

March 14th. State vs. Patrick Skelly. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

## CAMDEN COUNTY COURT OF COMMON PLEAS

March 21st. State vs. Luigi Ciferni. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Acquitted.

March 21st. State vs. Daniel McSweeney. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

March 21st. State vs. Angelo Fichetola. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

## NEW JERSEY SUPREME COURT. MERCER COUNTY

April 15th. State of New Jersey vs. Allen Seaman. Judgment for \$2,826.34. Seaman was a Justice of the Peace and failed to forward fines collected by him to the Motor Vehicle Department.



## CUMBERLAND COUNTY COURT OF COMMON PLEAS

May 2nd. State vs. Lewis Bonham. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Acquitted.

## MORRIS COUNTY COURT OF COMMON PLEAS

May 9th. State vs. Lloyd Nelson. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

## ATLANTIC COUNTY COURT OF COMMON PLEAS

May 15th. State vs. Clarence Hickman. Charged with violation of section 4, article 9 of the Traffic Act (speeding). Acquitted.

May 15th. State vs. Jacob M. Holmes. Charged with violation of section 1, article 9 of the Traffic Act (reckless driving). Acquitted.

May 15th. State vs. Marshall Smith. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

May 15th. State vs. Louis Mesedor. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

May 15th. State vs. Max Scheiber. Charged with violation of section 1, article 9 of the Traffic Act (reckless driving). Acquitted.

## MIDDLESEX COUNTY COURT OF COMMON PLEAS

June 20th. State vs. George Engel. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

June 20th. State vs. Ray Dege. Charged with violation of section 1, article 9 of the Traffic Act (reckless driving). Acquitted.

## SECOND DISTRICT CRIMINAL COURT OF BERGEN COUNTY

July 7th. State vs. Albino. Prosecution of defendant for possession of stolen motor car. Held for the action of the Bergen County Grand Jury.

## MERCER COUNTY COURT OF COMMON PLEAS

July 16th. State vs. Marvin Leming. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (permitting a drunken driver to operate a motor car). Acquitted.

July 16th. State vs. Joseph Sweeney. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

## MIDDLESEX COUNTY, METUCHEN RECORDERS COURT

July 29th. State vs. Otto P. Rosenvinge. Charged with violation of section 197 of the Crimes Act and held to await the action of the Middlesex County Grand Jury. Rosenvinge was a Motor Vehicle Agent charged with issuing a predated driver's license to an individual after he was arrested for driving a car without a license.

## BURLINGTON COUNTY COURT OF COMMON PLEAS

October 10th. State vs. Charles B. Hood. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Acquitted.

October 10th. State vs. Newton Branson. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Acquitted.

October 10th. State vs. Payton Gray. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Acquitted.

October 10th. State vs. Charles Kleid. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

## NEW JERSEY SUPREME COURT. ESSEX COUNTY

October 11th. George W. Pressler vs. Harold G. Hoffman, Commissioner of Motor Vehicles. On application for writ of certiorari to review his discharge as Motor Vehicle Agent. Denied by Chief Justice Gummere.

October 11th. James P. Gerrity vs. Harold G. Hoffman, Commissioner of Motor Vehicles. On application for writ of certiorari to review his discharge as Motor Vehicle Agent. Denied by Chief Justice Gummere.

## GLOUCESTER COUNTY COURT OF COMMON PLEAS

October 24th. State vs. Charles F. Atkinson. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Acquitted.

October 24th. State vs. Jesse Cancelmo. Charged with violation of subdivision 4, section 14 of the motor vehicle Act (failure to stop after being involved in an accident). Convicted.

October 24th. State vs. Jesse Cancelmo. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Acquitted.

October 24th. State vs. John B. Thomas. Charged with violation of section 1, article 9 of the Traffic Act (reckless driving). Acquitted.

October 24th. State vs. Oscar W. Johnson. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

## NEW JERSEY SUPREME COURT. MERCER COUNTY

October 25th. Harold G. Hoffman, Commissioner vs. Charles G. Matthews and John H. Hansmann, judgment for \$1,034.75. Matthews was a Justice of the Peace who failed to forward fines collected by him and Hansmann was his bondsman.

## CAMDEN COUNTY COURT OF COMMON PLEAS

October 30th. State vs. Anthony Appalucci. Charged with violation of section 1, article 9 of the Traffic Act (reckless driving). Convicted.

October 30th. State vs. Albert Compton. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Acquitted.

October 30th. State vs. William Hickman. Charged with violation of subdivision 4, section 21 of the Motor Vehicle Act (overlength). Complaint

dismissed on request of State, Motor Vehicle Inspector making complaint having died.

October 30th. State vs. William Hickman. Charged with violation of subdivision 4, section 11 of the Motor Vehicle Act (overloading). Complaint dismissed on request of State, Motor Vehicle Inspector making complaint having died.

October 30th. State vs. David Dillon. Charged with violation of section 1, article 9 of the Traffic Act (reckless driving). Acquitted.

October 30th. State vs. Raymond Archer. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

#### SALEM COUNTY COURT OF COMMON PLEAS

November 5th. State vs. William Jackson. Charged with violation of subdivision 4, section 11 of the Motor Vehicle Act (overloading). Decision reserved.

November 5th. State vs. William Kelly. Charged with violation of subdivision 4, section 11 of the Motor Vehicle Act (overloading). Decision reserved.

November 5th. State vs. Charles Kobel. Charged with violation of subdivision 4, section 11 of the Motor Vehicle Act (overloading). Decision reserved.

November 5th. State vs. Allen Zane. Charged with violation of section 1, article 9 of the Traffic Act (reckless driving). Convicted.

#### MIDDLESEX COUNTY COURT OF COMMON PLEAS

November 7th. State vs. John Strogan. Charged with violation of subdivision 3, section 10 of the Motor Vehicle Act (driving without license). Conviction of lower court reversed for lack of jurisdiction.

#### CUMBERLAND COUNTY COURT OF COMMON PLEAS

November 14th. State vs. Rocco Pistone. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Acquitted.

November 14th. State vs. George H. Taylor. Charged with violation of subdivision 3, section 14 of the Motor Vehicle Act (drunken driving). Convicted.

November 14th. State vs. Ferdinand Patrizzi. Charged with violation of section 1, article 9 of the Traffic Act (reckless driving). Convicted.

#### LEGISLATION

I prepared the following acts which were subsequently enacted into law:

Chapter 69, Laws of 1930.

"An Act providing for the service of process in the civil suits upon nonresident chauffeurs, operators, or nonresident owners whose motor vehicles are operated within the State of New Jersey, without being licensed under the provisions of the laws of the State of New Jersey

providing for the registration and licensing of drivers and operators and motor vehicles, requiring the execution by them of a power of attorney to the Commissioner of Motor Vehicles of the State of New Jersey to accept civil process for them under certain conditions."

This act was a substitute for Chapter 232, Laws of 1924, as amended by Chapter 232, Laws of 1927 and transferred the service of process in civil suits arising out of motor vehicle accidents or collisions from the Secretary of State to the Commissioner of Motor Vehicles.

Chapter 183, Laws of 1930.

"A Supplement to an act entitled 'An act authorizing and regulating the use of probation and the suspension of sentence in certain courts and providing for the appointment of probation officers, and defining their powers and duties' (Revision of 1929), approved April twenty-second, one thousand nine hundred and twenty-nine."

When Chapter 156, Laws of 1929, commonly known as the Probation and Suspension of Sentence Act was adopted, it was my opinion that the same conferred jurisdiction upon police court and other magistrates to impose probation and suspend sentence upon persons convicted of those violations of the Motor Vehicle and Traffic Acts, as amended and supplemented, for which mandatory penalties had been designated therein. My opinion was later confirmed by Chief Justice Gummere in the certiorari proceedings instituted in the case of State of New Jersey, Rogert Hart, Prosecutor vs. Harold Simandl, Judge, et al. (see above). Upon the instructions of your predecessor in office, I drafted Chapter 183 which prevents police court judges and other magistrates from imposing probation and suspending sentence for violations for which the Legislature had designated mandatory penalties.

Chapter 192, Laws of 1930.

"Act to amend an act entitled 'An act providing for the regulation of vehicles, animals and pedestrians on all public roads and turnpikes, and prescribing and regulating process and the service thereof and proceedings for the violation of the provisions of the act, and penalties for said violations, and granting authority to towns, cities, boroughs and townships, under certain restrictions for the adoption of ordinances further regulating vehicles, pedestrians and animals, and designating the authorities to enforce its provisions, and defining their powers and their authority' (Revision of 1928), approved July fourteenth, one thousand nine hundred and twenty-eight."

When the Traffic Act (Chapter 281, P. L. 1928) was adopted, article 15 failed to define the procedure the defendant should take upon an appeal from a conviction and the result was, in numerous instances, the State was not represented by counsel upon new trials in the Court of Common Pleas. Under Chapter 192, the State is now represented by the Prosecutor of the Pleas in all cases except where the complainant is a member of either the Motor Vehicle Department or the State Police, in which case the Attorney General represents the State.

## Chapter 207, Laws of 1930.

"An Act to amend an act entitled 'An act defining motor vehicles and providing for the registration of the same and the licensing of the drivers thereof; fixing rules regulating the use and speed of motor vehicles; fixing the amount of license and registration fees; prescribing and regulating process and the service thereof and proceedings for the violation of the provisions of the act and the penalties for said violations,' approved April eighth, one thousand nine hundred and twenty-one."

Circumstances arose when it became necessary to permit a vehicle to be operated whose gross width was in excess of ninety-six inches, or longer than twenty-eight feet, or possessing a weight in excess of thirty thousand pounds. Chapter 207 conferred power upon you to issue a special permit to operate vehicles which were wider, longer or heavier than the legal limits, under such circumstances as you deemed the same permissible.

As a result of the numerous conferences held with you, Deputy Commissioner Magee and other executive members of your official family, I have drafted a number of amendments to the Motor Vehicle Act which is ready for submission to the 1931 Legislature. Each is briefly described as follows:

1. Compels production of the certificate of registration by the motor vehicle driver or owner.
2. Places the use of lamps and lights under regulation of the Motor Vehicle Commissioner.
3. Makes compulsory the carrying of spare lamp bulbs.
4. Makes windshield wipers compulsory equipment.
5. Provides a punishment for drivers who violate conditional licenses (licenses granted on condition that glasses or other appliances be used by the driver).
6. Authorizes the issuance of registration certificates and drivers licenses for the following year on and after November 1st of each year and permits their use for the subsequent year on and after December 15th.
7. Makes compulsory the execution by a nonresident motor vehicle registrant of a power of attorney to the Commissioner of Motor Vehicles to accept service of process in civil suits.
8. Forbids a person from employing another to take his driver's examination and forbids a person from taking a driver's examination for another and provides penalties therefor.
9. Forbids a person from attempting to or procuring a driver's license without taking examination and forbids any person from attempting to or procuring a driver's license for another without taking an examination and provides penalties therefor.
10. Reduces to fifteen days reciprocity privilege of omnibuses not registered in New Jersey.
11. Permits nonresident drivers to operate vehicles for ninety days in each year.
12. Eliminates "M" (manufacturers) plates and substitutes "D" plates therefor.

13. Provides for reduction in fees for registration on and after August first.
  14. Transfers punishment for overloading from motor vehicle operator to motor vehicle owner.
  15. Forbids commercial vehicles to be operated with impaired solid rubber tires and provides punishment thereof.
  16. Provides that a drunken driver shall be punished as a second offender even though the complaint fails to charge him as such.
  17. Provides that the use of a driver's license issued to A and used by B shall be prima facie evidence to sustain conviction against A for lending the same.
  18. The operation of a motor car by a nonlicensed driver shall be prima facie evidence of permission to operate the same to sustain a conviction for permitting a nonlicensed driver to operate a motor car.
  19. Giving a fictitious name in an application for registration or driver's license is forbidden and punishable.
  20. A penalty for failure to notify the Commissioner of Motor Vehicles of a change in the residence of the owner of a registered motor vehicle or a licensed driver is provided for.
  21. Provides for punishment for a person who attempts to procure a driver's license after the same has been revoked.
  22. Makes it compulsory for a Justice of the Peace or other judicial officer to immediately furnish a convicted offender with a proper itemized receipt showing the fine and costs collected.
  23. Trailers are compelled to have metal plates attached showing weight of vehicle and the allowable load and the gross weight.
  24. Provides a table of sizes for pneumatic tires.
  25. Compels service of Notice of Appeal upon Attorney General in cases where a member of the Motor Vehicle Department or the State Police is the complainant.
  26. Provides for penalty for a violation of section 21 of the Motor Vehicle Act.
  27. Section 25 is changed so that a complaint can be made within thirty days of the discovery of an offense.
  28. Substitutes the words "State Police" for the words "State Constabulary".
- I have drafted amendments to the Traffic Act which are to be submitted to the next Legislature. They are remedial in character and are as follows:
1. Making it unnecessary for complaints and summonses for reckless driving to specify the speed at which the defendant is alleged to have driven.
  2. Compels service of Notice of Appeal upon Attorney General in cases where a member of the Motor Vehicle Department or the State Police is the complainant.
- I have prepared a draft of supplement to the Traffic Act which provides as follows:
1. Makes it compulsory for magistrates to remit fines collected by them within thirty days of receipt to the Commissioner of Motor Vehicles or the proper financial officer of the county and providing punishment for failure to do so.
  2. Makes it compulsory for magistrates to furnish convicted offenders with proper itemized receipts showing the fine and costs collected.



The final draft of "An Act relating to and regulating the sale and purchase of motor vehicles, both voluntary and involuntary; requiring presence of manufacturer's motor and serial numbers thereon; requiring issuance of bill of sale in original and duplicate original and assignment of same in same manner; providing for issuance of permits to motor vehicle dealers to issue bills of sale, and revocation thereof, by Commissioner of Motor Vehicles; providing for correction of bills of sale by Commissioner of Motor Vehicles; empowering Commissioner to refuse to grant registration certificate and plates for motor vehicle unless bill of sale and/or assignments conforms with this act; providing penalties for violations, and repealing Chapter 168, Laws of 1919, and amendments thereof, and acts and parts of acts, inconsistent herewith," is now ready for approval by the Legislative body of this State.

Our present law provides that in order for a person to transfer title to a motor car, it is necessary for him to execute an assignment of the bill of sale in the presence of two witnesses and acknowledge the same. All subsequent transfers of title must be made in the same manner.

The object was to retard fraudulent transfers of title. Time has shown its weaknesses. Automobile thieves have not hesitated to use fake bills of sale or to forge assignments and innocent purchasers are the sufferers. There is no statutory supervision of a sale held by virtue of a judgment or other judicial authority. Stolen motor cars have been received by dishonest garage keepers and automobile repairmen and sold under the Garage Lien Act by reason of fraudulent garage liens.

The new act, among other features, provides as follows:

1. At time of sale of new car, a bill of sale must be issued in duplicate containing the name and address of the dealer and buyer and signed by both. The dealer must have a license from the Commissioner of Motor Vehicles before he can issue bills of sale.
2. In a sale of a used car, the bill of sale must be assigned in duplicate and signed by the seller and buyer. The addresses of both seller and buyer must be mentioned therein. The assignment must be witnessed by two persons and their addresses furnished and properly acknowledged.
3. The purchaser, within five days, must file duplicate original bill of sale with the Commissioner of Motor Vehicles who retains it. Subsequent duplicate assignments must also be filed with him within the five day period. At time of filing, the original is stamped by the Department and returned to the purchaser.
4. On the sale of a motor vehicle under judicial process, the officer selling must execute and deliver to the buyer a bill of sale in original and duplicate containing the history of the proceedings under which the sale was held and the purchaser is then obliged to follow the same procedure in order to obtain registration as is required when a new car is sold. Subsequent transfers of title must be made by assignment in the same manner as hereinabove described.
5. On a sale of a motor vehicle under chattel mortgage, foreclosure, garage lien or other statutory sale, the seller must execute and deliver to the buyer a bill of sale in original and duplicate, containing the history of the proceedings under which the sale was held and the purchaser is then obliged to follow the same procedure in order to obtain registration as is required when a new car

is sold. Subsequent transfers of title must be made by assignment in the same manner as hereinabove described.

6. The Commissioner of Motor Vehicles is not obliged to issue registration unless title of the owner is in conformity with this act.
7. Provides for penalties of violation thereof.

Its provisions are the result of the numerous conferences held by you, Deputy Commissioner Magee, representatives of automobile theft insurance companies, automobile finance companies, Assistant Chief Clerk Leonard and myself. It is a great improvement over our present law and should retard, considerably, the commission of motor vehicle thefts by reason of the repeated scrutiny of title by the Department when registration is requested. It will afford the Department an opportunity to check up title before the issuance of registration plates.

Acknowledgement is hereby made of the valuable assistance rendered by Harry Green, Esq., a member of the New Jersey Bar and counsel for automobile finance interests, who drafted the major portion of this bill.

Acting upon your instructions, I have drafted a bill authorizing the Department to inspect the motor cars of this State at stated periods, to be designated by the Governor by proclamation, and requiring the owners thereof to make repairs thereto found necessary, and providing for penalties for failure to do so and authorizing the Commissioner of Motor Vehicles to revoke registration, if necessary. I need not comment on the benefit to the public of such legislation.

An amendment to the Financial Responsibility Law has been prepared whose main features are as follows:

Evidence of financial responsibility must be filed by the person convicted of any of the following offenses:

- (a) Operating or permitting another person to operate a motor vehicle while under the influence of intoxicating liquor or any narcotic or habit producing drug.
- (b) Not stopping at once when involved in an accident.
- (c) Reckless driving.
- (d) Homicide or assault and battery arising out of the operation of a motor vehicle.
- (e) Any other offense which requires revocation of license.
- (f) An offense committed in another State, which if committed in this State would be a violation of the law of this State.

The driver's license and the registration certificates of a person shall be revoked if he fails to satisfy, within thirty days, a judgment for damages on account of personal injury, including death, or a judgment for damages to property in excess of \$100.00, resulting from the ownership, maintenance, use, or operation of a motor vehicle. No driver's license or registration shall thereafter be issued to said person until he satisfies the judgment and also furnishes proof of financial responsibility for the future.

Satisfaction of a judgment is construed to mean, so far as the amended act is concerned, by the payment of \$5,000.00 on account of any judgment involving injury or death of one person as a result of any one accident, or \$10,000.00 on account of any judgments for personal injury or death of more than one

person as a result of any one accident or the payment of \$1,000.00 on account of any judgment or judgments for property damage as a result of one accident.

The proof of financial responsibility required may be evidenced by the certificate of insurance carrier certifying the issuance of an insurance policy providing for the payment of \$5,000.00 for injury and death of one person in any one accident and \$10,000.00 for injury and death to more than one person as a result of any one accident and \$1,000.00 for property damage resulting from any one accident; other evidence of proof of financial responsibility is also specified in the act. The amended act also includes other features now contained in the present Financial Responsibility Act.

The administration of the Gasoline Tax Act under Joseph McLaughlin, Chief of the Gasoline Tax Division has shown that the law requires several important changes in order to effectuate a more efficient tax collection. He has made certain recommendations which I have embodied in the proposed amendment whose main features are as follows:

- (1) Fuel used for aircraft is exempted from taxation.
- (2) The definition of fuels is changed so as to keep abreast with the development of fuels for combustible type engines.
- (3) A license must be obtained by a retail gas dealer for each establishment operated by him.
- (4) A tax evader becomes liable to a penalty for double the amount of the gas tax due from him. Under our present law if he fails to pay the tax, suit must be instituted for the amount of tax due and no extra burden is placed upon the tax evader by reason of his evasion.
- (5) The punishment for a retail gas dealer who fails to display a price sign is drastically reduced. Juries were loath to convict a retailer for this offense because of the existing heavy penalty of \$1,000.00 fine.
- (6) The Commissioner of Motor Vehicles is given power to subpoena persons and records. The lack of this power has retarded him considerably in his investigations of tax evasions.
- (7) Water and rail transportation companies are compelled to notify the Commissioner of Motor Vehicles at the end of each month of the quantity of fuel shipments made by them into the State, together with the names of the consignees and other information.

It is your opinion as well as mine that this amendment will put "teeth" in the gasoline tax law so that the Department can cope with the wily and unprincipled tax evader.

I have prepared an amendment to "An Act relating to the receipt and disbursement of State moneys" approved March 1, 1918, under which the moneys collected or received by the Department during the month of December shall be paid to the Treasury of the State not later than the tenth day of the month of February following that during which said moneys were collected or received. Under the existing law all moneys collected by any department of the State government during the month must be deposited in the State Treasury not later than the tenth of the month following. In your Department, the so-called "rush period" starts on December 15th and it is impossible to have these funds properly deposited, accounted for and audited by the tenth of January and the agents throughout the State have considerable difficulty in forwarding their December records and moneys to Trenton before the middle

of January. The result has been a physical impossibility to comply with the present law; hence the proposed amendment.

Municipalities cannot be held liable for the negligent acts of their employees committed during the operation of motor vehicles or horse drawn trucks, but the drivers are personally liable even though the negligent act is committed while in the performance of duty. The drivers have been sued and have been compelled to pay damages (Florio et al. vs. City of Jersey City, 101 N. J. L., page 535). It is clearly evident what a hardship this is, for example, upon a driver of fire department apparatus, who while responding to a fire alarm, causes injury. He may be a \$2,000.00 a year city employee and may be obliged to pay a judgment for \$5,000.00. The fair thing to do would be to compel a municipality to obtain adequate liability insurance. This would furnish municipal drivers with the same protection they would receive had they been employed by private firms or corporations. To that end, I have prepared "An Act concerning the insuring against liability of certain employees and other persons of political subdivisions of this State" which would make it compulsory upon municipalities to carry insurance for the protection of its drivers up to an amount of \$5,000.00 covering injury or death of one person and \$10,000.00 covering injury or death of more than one person and \$1,000.00 to cover property damage.

#### OTHER LEGAL WORK

Numerous legal problems are necessarily bound to arise in the administration of a department so comprehensive as yours. You exercise jurisdiction over, approximately, a million licensed drivers and approximately, a million registered motor vehicles. You have been the recipient of many millions of dollars derived from registration and license fees, gasoline taxes and fines. You are engaged in law enforcement work and a constant campaign of public safety. You have been ably aided and efficient and whole hearted cooperation has been furnished, by your subordinates Deputy Commissioner Magee, Chief Clerk Dearden, Assistant Chief Clerk Leonard, Chief of the Financial Responsibility Division Schwoebel, Chief of the Gasoline Tax Division McLaughlin, Chief of the Fines Division Schnorbus and your Motor Vehicle Agents and Inspectors throughout the State. I have attempted, in every instance, to furnish you and them with speedy and accurate legal opinion, both oral and written, whenever necessary. I trust that my services have proven satisfactory.

I hope that my frequent conferences with Mr. Robert Chapman, Director of New Bureaus, have aided him considerably in the formation and administration of the Billboard Tax Division which will commence to function on January 1, 1931.

In conclusion, Commissioner, I wish to express to you the pleasure and satisfaction I have derived from my association with you and Deputy Commissioner Magee. I have found both of you always to be considerate and courteous and possessing a keen sense of duty and public service. You are devoting all of your energy and thought to make your Department a bigger and better instrumentality of benefit to the residents of the State of New Jersey. I shall always particularly remember, with pleasant recollection, the warm and



yet good natured discussions we have had during the first year of your regime, which have culminated in the adoption by you of important policies of administration.

Sincerely yours,  
**GEORGE M. EICHLER,**  
*Assistant Attorney General.*

March 24, 1931.

*Hon. Harold G. Hoffman, Commissioner of Motor Vehicles, Trenton, N. J.:*

DEAR COMMISSIONER—In accordance with assignment, I have made a thorough audit of Magistrates' Accounts, Fines Division, for fiscal year, ending September 30, 1930, reconciling the receipts with the fines imposed and as a result delinquent accounts of various magistrates, aggregating \$5,713.50, have been collected. In a number of cases it was necessary to audit also the 1929 and 1928 dockets in order to arrive at a clear statement of the delinquencies.

The amounts collected and represented by counties are as follows:

Atlantic County .....	\$357 50
Bergen county .....	888 00
Burlington County .....	113 00
Camden County .....	316 00
Cape May County .....	15 00
Cumberland County .....	271 00
Essex County .....	110 00
Gloucester County .....	66 00
Hudson County .....	7 00
Hunterdon County .....	340 00
Mercer County .....	5 00
Middlesex County .....	1,235 00
Monmouth County .....	151 00
Morris County .....	130 00
Ocean County .....	967 00
Passaic County .....	364 00
Salem County .....	85 00
Somerset County .....	70 00
Sussex County .....	193 00
Union County .....	.....
Warren County .....	30 00

Total (collected) ..... \$5,713 50

Delinquent Accounts still pending are as follows:

E. A. Burdick, Atlantic County (1930) .....	\$22 00
Frank G. Smith, Bergen County .....	5 00
Gouverneur Price, Bergen County (1930) .....	176 00
R. A. Johnson, Camden County (1930) .....	95 00
Alfred P. Courtney, Camden County (appealed case pending) .....	300 00
Harry H. Walton, Camden County February 1, 1930 .....	75 00

E. R. Noble, Clerk, First Criminal Court, Newark,  
 Magistrate Simandl.

Probation cases pending:		\$100 00
October 31, 1929 .....	200 00	
February 8, 1930 .....	20 00	
August 19, 1930 .....		320 00
Edward R. Whitehead, Mercer County (1929) .....		10 00
Otto Linke, Middlesex County (1930) .....		20 00
Charles G. Mathews, (Raritan Township, Middlesex County) .....		805 00
Joseph T. Wincklhofer, Middlesex County (Bad checks. Has been indicted by Grand Jury) .....		42 00
B. W. Vogel, Middlesex County, due from 1929 .....	\$160 00	
Collected from him March 7, 1931 .....	60 00	100 00
John H. Van Keuren, Morris County (whereabouts unknown) ....		220 00
F. W. Briggs, Ocean County (disputed items from 1928) .....		45 00
W. C. Steel, Salem County (1930) .....		25 00
T. R. Potts, Somerset County (1928) .....		10 00
Charles Baker, Warren County (cases appealed) (1930) .....		35 00
Total .....		\$2,305 00

#### INACTIVE DELINQUENT ACCOUNTS

A. L. Seaman, Ocean County (1929) .....	\$2,755 00
O. C. Simpson, Sussex County (1929) (deceased) .....	1,268 00
Total .....	\$4,023 00

There are also a number of other appealed cases, some of which are of quite long standing.

#### APPEALED CASES

In order that the status of each appealed case might be more readily ascertained at any time, I would recommend that an "Appealed Cases Register" be provided in which all appealed cases are to be entered and the progress made in each case recorded from time to time until final disposition is made of each. Entries in this register should be indexed under magistrates' names and cross-indexed under defendants' names or vice versa. (Or, if desired, a card system filing record may be used instead of the register.)

#### MANDATORY FINES

A number of cases were found in which magistrates rendered suspended sentences or dismissed the cases covering violations where the imposition of fines is mandatory according to law.



SUSPENDED SENTENCES

In several instances magistrates reopened where fines had been imposed and either reduced the fines or rendered suspended sentences. This, naturally, would cause considerable confusion in the matter of record keeping, inasmuch as the arrest reports sent in by the State Troopers or the Motor Vehicle Inspectors would indicate that fines had been imposed and collected. Besides if tolerated it might easily lead to the setting up of a "racket" by unscrupulous magistrates and defeat the intent and purpose of the law.

INSTALLMENT PAYMENTS

In a few cases magistrates placed violators on probation, permitting the payment of fines in weekly or monthly installments. See cases listed above of E. R. Noble, Clerk, First Criminal Court, Newark (Magistrate Simandl), where a fine of \$100.00 was imposed, October 31, 1929, payable \$2.00 weekly, and a fine of \$200.00, imposed February 8, 1930, payable \$4.00 weekly; and, although these fines should now have been paid in full by these defendants, the money has not yet been sent in to the Motor Vehicle Department, nor has it been possible to get satisfactory replies to the many letters sent out.

In other cases magistrates, after imposing a fine would, upon one plea or another, let the violator go upon his promise to return and pay the fine. Several magistrates have had to pay the fines where violators have failed to return. Magistrates should be warned about these practices especially in the cases of out-of-state violators, because of the difficulty of apprehending such violators after they are once out of the State.

ERRORS AND CORRECTIONS

In the case of "duplications", "received in error" and "errors in entry", where these were substantiated, proper correcting entries have been made.

ARREST REPORTS

In order to facilitate the collection of money from magistrates whose accounts might become delinquent, I would recommend that a file be provided for the arrest reports turned in by Troopers of the N. J. State Police and that these reports be filed under magistrates' names until the fines imposed are received, when these reports should be promptly checked off and then filed alphabetically according to defendants' names. In this manner delinquent items could be readily ascertained at any time, supported by proper evidence, and if followed up promptly collections would be speedy.

This method would also bring to light promptly any errors that might possibly have been made in the arrest reports as in the cases of Justice of the Peace Price, of Bergen County and Justice of the Peace Potter, of Ocean County, where three cases were charged to the former and two cases to the latter according to arrest reports turned in by State Troopers. These magistrates disclaimed any knowledge or record of these cases and upon further investigation it was found that these five cases had been heard by other

magistrates and the fines paid to the Motor Vehicle Department by them. This matter has been called to the attention of the State Police Department.

CONCLUSION

In general, the magistrates' accounts are in very good condition at this time, as is evidenced by trial balance as of March 1, 1931, showing outstanding accounts amounting to \$5,702.00, whereas the trial balance as of January 1, 1930, showed outstanding accounts brought over from 1929, totaling \$14,644.50.

In conclusion I wish to express my appreciation of the cooperation accorded me by Mr. Dearden, Chief Clerk, and by Mr. Schnorbus and his assistants, and I want to thank you very kindly, Mr. Commissioner, for this opportunity to render service.

Respectfully submitted,  
O. J. MORGENSON.

RETURN FROM FINES

Fines collected for violations of the Motor Vehicle Act amount to \$220,175.00. A comparative table follows, showing the collections of fines by months for the years 1925, 1926, 1927, 1928, 1929 and 1930:

	1930	1929	1928	1927	1926	1925
January	\$11,941 00	\$7,131 83	\$40,688 40	\$31,497 25	\$17,498 03	\$14,435 50
February	19,632 50	15,601 00	40,243 51	25,808 30	13,459 50	11,483 50
March	29,061 00	15,187 00	36,924 20	41,219 10	18,655 14	21,255 00
April	21,258 00	24,755 00	21,632 40	45,689 90	33,820 20	26,520 15
May	17,692 50	18,751 00	28,772 80	44,194 10	38,125 85	36,572 75
June	19,496 50	16,139 00	13,476 00	51,171 73	51,580 84	39,324 60
July	23,043 00	21,944 50	13,578 50	58,556 60	73,271 33	43,773 00
August	19,169 50	26,601 00	16,739 17	64,041 45	54,773 55	44,050 50
September	18,400 50	24,243 50	12,838 00	43,380 05	54,025 24	50,212 05
October	15,206 50	15,610 75	11,850 00	49,709 90	57,572 90	47,432 16
November	12,896 50	14,679 50	11,724 00	53,290 70	52,450 85	33,718 10
December	12,377 50	11,227 00	7,343 00	52,803 55	46,280 05	22,334 05
Totals	\$220,175 00	\$211,871 08	\$255,809 98	\$561,362 63	\$511,613 48	\$391,111 36

COUNTY TABULATION OF FINES IMPOSED AND TURNED IN

County	Amount Due Dec. 31, 1929	Fines Imposed 1930	Cash Received 1930	Amount Due Dec. 31, 1930
Atlantic	\$901 00	\$18,891 50	\$19,782 50	\$10 00
Bergen	457 00	15,736 50	16,138 50	55 00
Burlington	145 00	7,307 50	7,477 50	25 00 O. P.
Camden	3,517 50	17,761 50	21,254 00	25 00
Cape May	13 00 O. P.	4,342 50	4,329 50	.....
Cumberland	24 00 O. P.	4,635 00	4,635 00	24 00 O. P.
* Essex	496 00	13,021 00	12,976 00	214 00
Gloucester	25 00	4,381 00	4,401 00	5 00
* Hudson	707 00	7,891 00	8,191 00	.....
Hunterdon	.....	6,624 00	6,624 00	.....
Mercer	490 00	17,662 00	18,102 00	50 00
* Middlesex	1,454 00	25,379 00	25,786 00	957 00

County	Amount Due Dec. 31, 1929	Fines Imposed 1930	Cash Received 1930	Amount Due Dec. 31, 1930
* Monmouth ..	811 00	13,890 50	14,700 50	24 00 O. P.
* Morris .....	10 00	10,226 00	10,011 00	220 00
Ocean .....	3,511 00	14,248 00	14,859 00	2,900 00
* Passaic .....	211 00	8,239 50	8,169 50	275 00
Salem .....	49 00	3,634 00	3,658 00	25 00
Somerset .....	4 00	7,128 50	7,123 50	9 00
* Sussex .....	1,863 00	3,071 50	3,180 50	1,499 00
Union .....	15 00	3,122 00	3,137 00	.....
Warren .....	15 00	5,624 00	5,639 00	.....
<b>Total .....</b>	<b>\$14,644 50</b>	<b>\$212,816 50</b>	<b>\$220,175 00</b>	<b>\$6,171 00</b>

\* Cancelled reports, received in error, duplications and appeals ... \$1,115 00

\$13,529 50

ATLANTIC COUNTY

MAGISTRATES	Amt. Due Dec. 31, 1929	Fines Imposed 1930	Cash Received 1930	Amt. Due Dec. 31, 1930
Fred Berchtold, Egg Harbor ..	\$27 50	\$270 00	\$297 50	.....
Robt. Bicknell, Oceanville ..	.....	32 50	32 50	.....
Geo. F. Bradley, Elwood .....	.....	20 00	20 00	.....
E. A. Burdick, Hammonton .....	35 00	2,924 00	2,949 00	10 00
Peter A. Capizola, Buena .....	5 00	111 00	116 00	.....
Nicholas Cushman, Hammonton ..	.....	517 50	517 50	.....
Andrew J. Craven, Absecon .....	181 00	4,386 00	4,567 00	.....
Joseph Garrity, Curditt .....	.....	109 00	100 00	.....
A. Gillespie, Mays Landing .....	.....	349 00	349 00	.....
Theo. Harris, Mizpah .....	.....	25 00	25 00	.....
W. Harry Jones, Ventnor City .....	.....	110 00	110 00	.....
L. B. Mathias, Somers Point .....	.....	12 00	12 00	.....
Wm. Mischlich, Egg Harbor .....	40 00 O.P.	4,820 00	4,780 00	.....
James E. Myers, Hammonton .....	654 50	445 00	1,099 50	.....
C. Nassokin, Elwood .....	20 00	1,860 00	1,880 00	.....
Gertrude Peoples, Absecon .....	.....	1,250 00	1,250 00	.....
B. Lehr Scull, Mays Landing .....	.....	479 50	479 50	.....
Jos. T. Smith, Minotola .....	.....	277 00	277 00	.....
Wm. B. Stephens, Pleasantville ..	18 00	258 00	276 00	.....
Joseph Wolfhart, Mays Landing ..	.....	645 00	645 00	.....
<b>Totals .....</b>	<b>\$901 00</b>	<b>\$18,891 50</b>	<b>\$19,782 50</b>	<b>\$10 00</b>

BERGEN COUNTY

H. F. Baker, Ridgely .....	.....	\$81 00	\$81 00	.....
L. A. Bigelow, Jr., Harri. Pk. ..	\$10 00	.....	10 00	.....
Joseph L. Boden, Westwood .....	.....	10 00	10 00	.....
John J. Breslin, Lyndhurst .....	2 00	8 00	8 00	.....
M. S. Brickner, E. Rutherford .....	.....	60 00	60 00	.....
Raymond Brown, Park Ridge .....	.....	55 00	55 00	.....
Almeron Bruce, Bergenfield .....	.....	98 00	98 00	.....
J. F. Conway, Cresskill .....	5 00	256 00	261 00	.....
W. W. Daniels, River Edge .....	.....	70 00	70 00	.....
Leo C. Doran, Mahwah .....	30 00	1,503 00	1,533 50	.....
James Dwyer, Little Ferry .....	.....	132 00	132 00	.....
K. V. Fisher, Allendale .....	.....	10 00	10 00	.....
W. R. Foster, Glen Rock .....	.....	10 00	10 00	.....
Geo. M. Gillette, Norwood .....	.....	7 00	7 00	.....
Phillip Gottenberg, Oakland .....	.....	10 00	10 00	.....
E. R. Granert, Alpine .....	.....	12 00	12 00	.....
L. M. Hargreaves, Hackensack .....	375 00	987 00	1,307 00	\$55 00
W. A. Harrison, Fairlawn .....	.....	50 00	50 00	.....
Herman G. Honig, Waldrick .....	.....	3 00	3 00	.....
Leroy B. Huckin, Englewood .....	.....	200 00	200 00	.....
E. M. Hussey, Ramsey .....	.....	2,460 00	2,460 00	.....

BERGEN COUNTY—Continued

MAGISTRATES	Amt. Due Dec. 31, 1929	Fines Imposed 1930	Cash Received 1930	Amt. Due Dec. 31, 1930
T. W. Jacoby, Cliffside Park .....	.....	119 00	119 00	.....
J. F. Kearney, Palisades Park .....	.....	33 00	33 00	.....
H. B. Kiefer, Rochelle Park .....	.....	100 00	100 00	.....
John Lambden, Saddle River .....	.....	10 00	10 00	.....
Wm. P. Leary, Edgewater .....	.....	15 00	15 00	.....
Edw. H. Leddy, Westwood .....	.....	5 00	5 00	.....
Henry G. Leist, Tenafly .....	.....	97 00	97 00	.....
August Luennig, Rutherford .....	.....	31 00	31 00	.....
Henry H. Mandle, Closter .....	25 00	.....	25 00	.....
Jos. D. Marrese, Westwood .....	.....	15 00	15 00	.....
F. Matisovsky, Garfield .....	.....	8 00	8 00	.....
C. K. McLaughlin, Hohokus .....	.....	68 00	68 00	.....
James D. Moore, Hackensack .....	15 00 O.P.	80 00	65 00	.....
Charles Morris, Mahwah .....	.....	653 00	653 00	.....
F. E. Munley, Cliffside .....	.....	138 00	138 00	.....
Fred H. Puvogel, Montvale .....	.....	20 00	20 00	.....
Gouverneur Price, Mahwah .....	.....	1,431 00	1,431 00	.....
Truman Rodgers, Oakland .....	.....	30 00	30 00	.....
Filomeno Sansone, Hackensack .....	.....	10 00	10 00	.....
Anthony Scarpelli, E. Paterson .....	.....	8 00	8 00	.....
Fred W. Schaaf, Cresskill .....	.....	48 00	48 00	.....
Richard H. Scheller, Lodi .....	.....	62 00	62 00	.....
Frank G. Smith, Allendale .....	.....	2,437 00	2,437 00	.....
Sidney V. Stoldt, Ridgely Pk. ....	.....	5 00	5 00	.....
David L. Swenson, N. Arlington ..	.....	66 00	66 00	.....
J. W. Tatton, Glen Rock .....	.....	5 00	5 00	.....
Wm. Umbach, Jr., Carlstadt .....	.....	51 00	51 00	.....
H. VanBrede Rode, Midland Pk. ....	.....	38 00	38 00	.....
Wm. Vickers, Tenafly .....	25 00	2,289 00	2,314 00	.....
Edw. Vossler, Closter .....	.....	24 00	24 00	.....
John W. Waldron, Teaneck .....	.....	96 00	96 00	.....
C. Jack Ward, Wyckoff .....	.....	20 00	20 00	.....
W. W. Washer, Hohokus .....	.....	1,680 00	1,680 00	.....
George Winans, Ramsey .....	.....	24 00	24 00	.....
<b>Totals .....</b>	<b>\$457 00</b>	<b>\$15,736 50</b>	<b>\$16,138 50</b>	<b>\$55 00</b>

BURLINGTON COUNTY

A. M. Addison, Maple Shade .....	.....	\$167 50	\$167 50	.....
Joseph Asson, New Egypt .....	\$10 00	.....	10 00	.....
J. J. Blankenmeyer, Riverside .....	.....	15 00	15 00	.....
Cecil H. Bowers, Riverton .....	.....	433 00	433 00	.....
Wm. Branin, Vincentown .....	.....	10 00	10 00	.....
Thomas A. Callery, Roebling .....	.....	100 00	100 00	.....
Charles L. Carslake, Columbus .....	165 00	.....	165 00	.....
J. M. Coddington, Riverton .....	.....	14 50	14 50	.....
James Dickinson, Marlton .....	.....	30 00	30 00	.....
Wm. L. Fichter, Palmyra .....	.....	689 00	689 00	.....
Alonzo B. Fox, Burlington .....	.....	18 00	18 00	.....
F. Geo. Furth, Moorestown .....	.....	6 00	6 00	.....
J. B. Hancock, N. Hanover Twp. ....	.....	5 00	5 00	.....
W. W. Hargrove, Browns Mills .....	.....	303 00	303 00	.....
Enoch C. Johnson, Delanco .....	.....	8 00	8 00	.....
Joseph W. Johnston, Morrestown ..	.....	242 00	242 00	.....
Jos. C. Kingdon, Mt. Holly .....	.....	974 00	974 00	.....
D. E. Lambert, New Greta .....	.....	522 00	522 00	.....
H. S. Lippincott, Marlton .....	.....	29 00	29 00	.....
F. M. Lockman, Columbus .....	.....	1,355 50	1,355 50	.....
Wm. F. McCaffrey, Riverside .....	.....	135 00	135 00	.....
H. P. McCloskey, Beverly .....	.....	428 00	428 00	.....
J. E. McNulty, Riverside .....	.....	173 50	173 50	.....
Lester Merrill, Riverside .....	25 00 O.P.	.....	.....	25 00 O.P.
W. F. Middleton, Moorestown .....	5 00 O.P.	.....	.....	.....
Geo. W. Perrins, Delanco .....	.....	2 50	2 50	.....
Geo. J. Ringles, Browns Mills .....	.....	5 00	5 00	.....
Elmer E. Shant, Delanco .....	.....	13 00	13 00	.....
J. L. Smith, Burlington .....	.....	613 00	613 00	.....
John Thompson, Beverly .....	.....	68 00	68 00	.....
J. P. Throckmorton, Mt. Holly .....	.....	198 00	198 00	.....
Wm. Tunney, Bordentown .....	.....	727 00	727 00	.....
<b>Totals .....</b>	<b>\$145 00</b>	<b>\$7,307 50</b>	<b>\$7,477 50</b>	<b>\$25 00 O.P.</b>



CAMDEN COUNTY

MAGISTRATES	Amt. Due Dec. 31, 1929	Fines Imposed 1930	Cash Received 1930	Amt. Due Dec. 31, 1930
D. M. Anderson, Gloucester City	.....	\$5 00	\$5 00	.....
F. Belsito, Blackwood Ter. . .	.....	15 50	15 50	.....
Ashton D. Berry, Merchantville	.....	56 00	56 00	.....
H. L. Bialy, Collingswood . . .	\$10 00	197 00	207 00	.....
Arch, Boardman, Elm . . . . .	45 00	452 00	497 00	.....
James T. Carey, Haddonfield	.....	232 00	232 00	.....
Frank B. Clapp, Magnolia . . .	5 00 O.P.	962 50	957 50	.....
John F. Cook, Clementon . . .	.....	87 50	82 50	\$25 00
A. B. Courtney, Audubon . . .	.....	166 00	166 00	.....
Geo. W. Diehl, Merchantville	.....	367 50	367 50	.....
Wm. J. Duncan, Berlin . . . . .	\$15 00	5,817 00	5,632 00	.....
Geo. H. Fox, Haddon Twp. . . .	10 00	.....	10 00	.....
Wm. P. Fraser, Mt. Ephraim	.....	180 00	180 00	.....
Erford D. Hunter, Waterford	.....	582 00	562 00	.....
Charles H. Jackson, Runnemede	.....	75 00	75 00	.....
Wm. R. Jamison, Merchantville	.....	75 00	75 00	.....
Frank W. Lindsay, Audubon . .	.....	10 00	10 00	.....
Henry Parker, Blackwood . . . .	.....	37 50	37 50	.....
J. W. Paul, Haddonfield . . . .	.....	80 00	80 00	.....
F. N. Richardson, Brooklawn	.....	212 50	212 50	.....
H. R. Schooley, Collingswood	.....	25 00	25 00	.....
Frank C. Schramm, Atco . . . . .	15 00	5,197 00	5,212 00	.....
W. Raymond Scott, Brooklawn	3,127 50	.....	3,127 50	.....
James S. Smith, Camden . . . . .	.....	585 00	585 00	.....
O. J. Stretser, Gloucester City	.....	2,069 00	2,069 00	.....
John Vallely, Oaklyn . . . . .	.....	60 00	60 00	.....
Charles W. Voight, Lindenwold	.....	115 00	115 00	.....
H. H. Walton, Mt. Ephraim . . .	.....	618 00	618 00	.....
G. W. T. Wilkenson, Clementon	.....	2 50	2 50	.....
<b>Totals</b> . . . . .	<b>\$3,517 50</b>	<b>\$17,761 50</b>	<b>\$21,254 00</b>	<b>\$25 00</b>

CAPE MAY COUNTY

J. F. Barteo, Whitesboro . . . .	.....	\$15 00	\$15 00	.....
G. A. Brownmiller, Ocean City	.....	15 00	15 00	.....
John W. Dalziel, Ocean City . .	.....	165 00	165 00	.....
J. P. Delaney, Sea Isle City . .	.....	65 00	65 00	.....
Wm. S. Dougherty, N. Wildwood	.....	10 00	10 00	.....
J. V. Peoney, Cape May C. H.	\$12 00	763 00	775 00	.....
Floyd Gandy, Oceanview . . . .	.....	2 00	2 00	.....
Jos. Kohle, Cape May C. H. . . .	.....	461 00	461 00	.....
Jacob S. Levine, Woodbine . . .	.....	614 00	614 00	.....
Launing Myers, Wildwood . . . .	.....	45 00	45 00	.....
E. P. Nittinger, Cape May . . . .	.....	85 00	85 00	.....
J. J. O'Farrell, Wildwood Crest	25 00 O.P.	85 00	60 00	.....
Paul Sharp, Tuckahoe . . . . .	.....	182 50	182 50	.....
E. D. Steelman, N. Wildwood	.....	1,538 00	1,538 00	.....
Leslie Tenenbaum, Cape May	.....	297 00	297 00	.....
<b>Totals</b> . . . . .	<b>\$13 00 O.P.</b>	<b>\$4,342 50</b>	<b>\$4,329 50</b>	.....

CUMBERLAND COUNTY

Claude Bateman, Mauricetown . .	.....	\$10 00	\$10 00	.....
Chas. P. Brewer, Vineland . . .	.....	109 00	109 00	.....
Wolfe Cohen, Vineland . . . . .	.....	101 00	101 00	.....
Hildreth M. Davis, Bridgeton	.....	1,009 00	1,004 00	\$5 00
Peter D'Orto, Vineland . . . . .	.....	1,069 00	1,069 00	.....
Wm. S. Fisher, Halesville . . . .	\$28 00 O.P.	32 00	32 00	28 00 O.P.
Maurice Florentino, Vineland	.....	52 00	52 00	.....
Samuel C. Johnson, Bridgeton	.....	75 00	75 00	.....
Harry Jones, Millville . . . . .	.....	374 00	374 00	.....
Frank Lore, Bridgeton . . . . .	.....	296 00	296 00	.....
C. M. Robbins, Port Norris . . .	.....	710 00	710 00	.....
L. R. Smith, Cedarville . . . . .	4 00	188 00	193 00	.....
R. W. Sockwell, Millville . . . .	.....	12 00	12 00	1 00 O.P.
Sewell Troth, Millville . . . . .	.....	15 00	15 00	.....
Philip Walters, Vineland . . . .	.....	65 00	65 00	.....
Burton C. Zane, Leesburg . . . .	.....	518 00	518 00	.....
<b>Totals</b> . . . . .	<b>\$24 00 O.P.</b>	<b>\$4,635 00</b>	<b>\$4,635 00</b>	<b>\$24 00 O.P.</b>

GLOUCESTER COUNTY

MAGISTRATES	Amt. Due Dec. 31, 1929	Fines Imposed 1930	Cash Received 1930	Amt. Due Dec. 31, 1930
H. F. Branson, Franklinville . .	.....	\$146 00	\$146 00	.....
H. B. Curriden, Clarksboro . . .	\$10 00	.....	10 00	.....
Edw. H. Curtis, Woodbury . . . .	.....	1,225 00	1,225 00	.....
Oliver Daniels, Gibbstown . . .	.....	5 00	5 00	.....
C. J. Davenport, Sewell . . . . .	10 00	.....	10 00	.....
Wm. C. Finger, Glassboro . . . .	.....	15 00	15 00	.....
A. Frederick, Williamstown . . .	10 00	90 00	90 00	\$10 00
Harry F. Friant, Woodbury . . . .	5 00 O.P.	66 00	66 00	5 00 O.P.
John F. Gallenthin, Mantua Ter.	.....	65 00	65 00	.....
Samuel B. Haines, Pitman . . . .	.....	5 00	5 00	.....
A. D. Miller, Glassboro . . . . .	.....	367 50	367 50	.....
C. L. Pithers, Swedesboro . . . .	.....	10 00	10 00	.....
Fred Simmler, Westville . . . . .	.....	328 00	328 00	.....
W. Reed Skinner, Clayton . . . .	.....	1,377 00	1,377 00	.....
John T. Smith, Newfield . . . . .	.....	254 00	254 00	.....
H. S. Twiss, Swedesboro . . . . .	.....	144 00	144 00	.....
James A. Wert, Paulsboro . . . . .	.....	283 50	283 50	.....
<b>Totals</b> . . . . .	<b>\$25 00</b>	<b>\$4,381 00</b>	<b>\$4,401 00</b>	<b>\$5 00</b>

ESSEX COUNTY

A. H. Backman, Maplewood . . . .	.....	\$86 00	\$86 00	.....
Lloyd G. Beatty, Glen Ridge . . .	\$5 00	75 00	80 00	.....
Edw. L. Davis, Orange . . . . .	.....	152 00	152 00	.....
P. L. DeVita, Livingston . . . . .	56 00	76 00	132 00	.....
August O. Feld, W. Caldwell . . . .	.....	62 00	62 00	.....
Geo. Fitzsimmons, Belleville . .	.....	710 00	710 00	.....
Geo. A. Flammer, Roseland . . . .	35 00	5 00	40 00	.....
John I. Jacobus, W. Caldwell . . .	15 00	46 00	46 00	.....
Peter S. Johnson, W. Caldwell	1 00 O.P.	.....	.....	1 00 O.P.
Herbert-Lightthipe, W. Orange	.....	206 00	206 00	.....
E. R. Noble, Newark (Clerk Court) . . . . .	15 00	9,440 00	9,240 00	215 00
Thomas Peer, Caldwell . . . . .	.....	55 00	55 00	.....
Wm. H. Rawson, Bloomfield . . . .	.....	297 00	297 00	.....
G. Noyes Slatton, Millburn . . . .	.....	90 00	90 00	.....
* W. A. Smith, Nutley . . . . .	10 00	.....	.....	.....
Frederick Stoddard, Irvington . .	59 00	640 00	690 00	.....
P. Henry Strazza, Montclair . . .	.....	180 00	180 00	.....
J. Frank Tilley, E. Orange . . . .	.....	646 00	646 00	.....
L. L. Vanderbilt, Verona . . . . .	.....	136 00	136 00	.....
* Chester Wright, N. Caldwell	2 00	.....	.....	.....
* Charles Young, Nutley . . . . .	300 00	110 00	110 00	.....
<b>Totals</b> . . . . .	<b>\$496 00</b>	<b>\$13,021 00</b>	<b>\$12,976 00</b>	<b>\$214 00</b>

\* Cancelled reports, received in error, duplications and appeals . . . . . \$327 00  
 \$169 00

HUDSON COUNTY

Dept. of Revenue and Finance,				
Jersey City . . . . .	\$250 00	\$365 00	\$615 00	.....
Morris E. Barison, Jersey City	.....	4,514 00	4,514 00	.....
Wm. J. Cain, Bayonne . . . . .	50 00	157 00	207 00	.....
* Anthony E. Casale, Kearny	407 00	2,692 00	2,692 00	.....
Archibald F. Couch, Secaucus	.....	40 00	40 00	.....
A. M. Miles, N. Bergen . . . . .	.....	86 00	86 00	.....
A. L. Nunan, Weehawken . . . . .	.....	37 00	37 00	.....
<b>Totals</b> . . . . .	<b>\$707 00</b>	<b>\$7,891 00</b>	<b>\$8,191 00</b>	.....

\* Cancelled reports, received in error, duplications and appeals . . . . . \$407 00  
 \$300 00

HUNTERDON COUNTY

Elston Beatty, Califon . . . . .	.....	\$218 00	\$218 00	.....
David Crampton, Glen Gardner	.....	34 00	34 00	.....
G. H. Gramer, High Bridge . . . .	.....	214 00	214 00	.....
J. J. Cruise, Lambertville . . . .	.....	340 00	340 00	.....
Barton Huffman, Ringoes . . . . .	.....	55 00	55 00	.....
T. G. Kitchen, Lambertville . . . .	.....	642 00	642 00	.....



HUNTERDON COUNTY—Continued

MAGISTRATES	Amt. Due Dec. 31, 1929	Fines Imposed 1930	Cash Received 1930	Amt. Due Dec. 31, 1930
Lester W. Oliver, Clinton .....		2,014 00	2,014 00	.....
G. E. Opdyke, West Portal .....		52 00	52 00	.....
Thos. Read, Lebanon .....		1,175 00	1,175 00	.....
Alfred Rogers, Sr., Lambertville .....		25 00	25 00	.....
Rodney L. Sheets, Bloomsbury .....		20 00	20 00	.....
Oris H. Smith, Hampton .....		10 00	10 00	.....
J. C. Voorhees, Readington .....		825 00	825 00	.....
Geo. Webster, Flemington .....		1,000 00	1,000 00	.....
Totals .....		\$6,624 00	\$6,624 00	.....

MERCER COUNTY

J. J. Boscarell, Trenton Jct. ....		\$517 00	\$517 00	.....
Edmond O. Boyer, Penns Neck .....		571 00	571 00	.....
Edwin A. Carpenter, Lawrenceville .....	\$10 00	3,513 00	3,483 00	\$40 00
David Chance, Trenton .....	15 00	556 00	571 00	.....
Wm. F. Crowley, Pennington .....		10 00	10 00	.....
Geo. J. Dibilin, Hightstown .....		1,035 00	1,035 00	.....
Wm. L. Dill, Trenton .....		275 00	275 00	.....
Chas. H. Drainie, Lawrenceville .....		25 00	25 00	.....
Andrew J. Duch, Clerk of Court Trenton .....		6,351 00	6,351 00	.....
P. J. Golden, Princeton .....		1,635 00	1,635 00	.....
J. Roy Harbourt, Titusville .....		99 00	99 00	.....
James Hilland, Hightstown .....		1,696 00	1,696 00	.....
Jos. S. Hoff, Princeton .....		173 00	173 00	.....
Harold G. Hoffman, Trenton .....		700 00	700 00	.....
Edd P. Jefferies, Trenton .....	450 00	410 00	\$60 00	.....
Chas. Palmatier, Hopewell .....		5 00	5 00	.....
Jas. A. Tallon, Trenton .....		20 00	20 00	.....
Edw. R. Whitehead, Hopewell .....	15 00	71 00	76 00	10 00
Totals .....	\$490 00	\$17,662 00	\$18,102 00	\$50 00

MIDDLESEX COUNTY

* F. E. Blodgett, Morgan .....	\$50 00	\$499 00	\$499 00	.....
John C. Bowers, Metuchen .....		2,990 00	2,990 00	.....
Anthony DiTomaso, Iselin .....	25 00	.....	25 00	.....
* Harry L. Emmons, Jamesburg .....	5 00	.....	.....	.....
E. Jas. Ferrara, N. Brunswick .....		222 00	222 00	.....
A. J. Fillhower, Jamesburg .....		120 00	120 00	.....
Lee Forman, South Amboy .....		771 00	771 00	.....
Samuel B. Frank, Dunellen .....		1,083 00	1,083 00	.....
Wm. W. Giddes, Dunellen .....	10 00	108 00	116 00	.....
Walter Harris, Cranbury .....		75 00	75 00	.....
Jos. A. Headley, Milltown .....		25 00	25 00	.....
Harry L. Ivins, N. Brunswick .....		1,209 00	1,209 00	.....
Nathaniel Jacoby, Carteret .....		56 00	56 00	.....
Jos. T. Karcher, Sayreville .....		50 00	50 00	.....
Chas. W. Larson, N. Brunswick .....		5 00	5 00	.....
F. Otto Linke, S. Plainfield .....		10 00	10 00	.....
Chas. G. Matthews, New Brunswick .....	1,145 00	.....	230 00	915 00
Jacob Morris, Milltown .....		17 00	17 00	.....
H. E. Pickersgill, Perth Amboy .....		217 00	217 00	.....
Harold O. Schiller, Avenel .....		675 00	675 00	.....
* Geo. W. Schutzer, Old Bridge .....		10 00	.....	.....
Justin Shearn, Bound Brook .....		5 00	5 00	.....
Louis Shepherd, No. Brunswick .....	155 00	9,029 00	9,184 00	.....
Wm. Smith, E. Brunswick .....		14 00	14 00	.....
G. A. Spillator, Monmouth Jct. ....		5,060 00	5,000 00	.....
C. E. Tindell, N. Brunswick .....		7 00	7 00	.....
John A. Troisi, Highland Park .....		75 00	75 00	.....
Liuwood Van Cleaf, S. Amboy .....		558 00	558 00	.....
John Van Norden, Jr., S. River .....		378 00	378 00	.....
Wm. Von Syckle, Dunellen .....		5 00	5 00	.....
* Bernard W. Vogel, Woodbridge .....	29 00	240 00	244 00	.....
R. P. F. Von Minden, Dunellen .....		49 00	49 00	.....
Stephen Walker, Menlo Park .....	5 00	240 00	245 00	.....

MIDDLESEX COUNTY—Continued

MAGISTRATES	Amt. Due Dec. 31, 1929	Fines Imposed 1930	Cash Received 1930	Amt. Due Dec. 31, 1930
Geo. Walters, Deans .....		90 00	90 00	.....
Washington Wilson, Metuchen .....	20 00	445 00	465 00	.....
Jos. T. Wincklehofer, Cranbury .....		354 00	312 00	42 00
Vincent Young, Monmouth Jct. ....		700 00	700 00	.....
Totals .....	\$1,454 00	\$25,379 00	\$25,786 00	\$957 00

\* Cancelled reports, received in error, duplications and appeals ..... \$90 00  
\$1,364 00

MONMOUTH COUNTY

Neil Alger, Belmar .....		\$79 00	\$79 00	.....
Leon Anschelwitz, Belmar .....		13 00	13 00	.....
Harry Bolte, Matawan .....		358 50	358 50	.....
Harry M. Burke, Freehold .....	501 00	4,359 00	4,858 00	2 00
J. D. Campbell, Sea Bright .....	100 00	.....	100 00	.....
J. J. Carew, Rumson .....		82 00	82 00	.....
* A. Randolph Chinery, West Long Branch .....	25 00	63 00	63 00	.....
Jos. M. Cox, Deal .....		75 00	75 00	.....
Edw. J. Currie, Keapport .....		686 00	706 00	20 00 O.P.
Peter J. Dodd, Neptune .....		25 00	25 00	.....
C. R. D. Foxwell, Red Bank .....		25 00	25 00	.....
Wm. A. N. Haag, Keansburg .....		88 00	88 00	.....
W. C. Haight, Freehold .....		5 00	5 00	.....
W. S. Holmes, Freehold .....		49 00	49 00	.....
Henry F. Hylin, Red Bank .....		10 00	10 00	.....
Geo. N. Irons, Adelphia .....		7 00	7 00	.....
Wm. O. Irwin, Atlantic Highlands .....		242 00	242 00	.....
Lemuel H. Jones, Keyport .....		906 00	906 00	.....
James Kearns, Freehold .....		10 00	10 00	.....
Jos. F. Mattice, Asbury Park .....		10 00	10 00	.....
Louis H. Meese, Belford .....		35 00	35 00	.....
C. S. H. Mount, Freehold .....	91 00	952 00	1,043 00	.....
W. Standish Nichols, Brielle .....		14 00	14 00	.....
Andrew J. Reid, Eatontown .....		2,135 00	2,135 00	.....
Jas. H. Rice, Manasquan .....		492 00	492 00	.....
Jos. F. Rosen, Long Branch .....		138 00	138 00	.....
Curt Schur, Englishtown .....		34 00	34 00	.....
Thos. Shebell, Asbury Park .....		5 00	5 00	.....
C. A. Spellman, Union Beach .....		10 00	10 00	.....
K. Herman Stoye, Eatontown .....	5 00 O.P.	270 00	270 00	5 00 O.P.
Albert A. Taylor, Allentown .....		62 00	62 00	.....
Wm. A. Throp, Manasquan .....	100 00	25 00	125 00	.....
Frank E. Tilton, Creamridge .....		50 00	50 00	.....
Louis I. Tumen, Asbury Park .....		15 00	15 00	.....
E. C. Wainwright, Shrewsbury .....	1 00 O.P.	2,039 00	2,039 00	1 00 O.P.
M. F. Walsh, Sea Girt .....		519 00	519 00	.....
Totals .....	\$811 00	\$13,890 50	\$14,700 50	\$24 00 O.P.

\* Cancelled reports, received in error, duplications and appeals ..... \$25 00  
\$786 00

MORRIS COUNTY

* A. M. Adolf, Pequannock .....	\$15 00	\$120 00	\$130 00	.....
F. N. Banta, Boonton .....		3 00	3 00	.....
C. Barbanes, Morris Plains .....		5 00	5 00	.....
Wm. Bishop, Jr., Butler .....		39 00	39 00	.....
Wm. W. Cordingly, Mendham .....		4 00	4 00	.....
F. A. DeCamp, Succussunna .....		120 00	120 00	.....
Richard P. Deary, Mine Hill .....		5 00	5 00	.....
Henry K. Fancher, Fort Morris .....		25 00	25 00	.....
Wm. Gardner, Dover .....		310 00	310 00	.....
Richard Growney, Denville .....		5 00	5 00	.....
Thos. J. Hannon, Rockaway .....		94 00	94 00	.....
Gustaxe Hartdorn, Riverdale .....		5 00	5 00	.....
Wm. Higgins, Dover .....		20 00	20 00	.....
Louis M. Huyler, Netcong .....		182 00	182 00	.....
Frank L. Jacobus, Towaco .....		10 00	10 00	.....

MORRIS COUNTY—Continued

MAGISTRATES	Amt. Due Dec. 31, 1929	Fines Imposed 1930	Cash Received 1930	Amt. Due Dec. 31, 1930
Fred Judd, Mountain Lakes ..	15 00	15 00	15 00	.....
W. A. Keefe, Denville .....	235 00	235 00	235 00	.....
D. M. Kenworthy, Millington ..	10 00	10 00	10 00	.....
Henry A. Klein, Lincoln Park ..	20 00	20 00	20 00	.....
Alan W. Knowles, Budd Lake ..	131 00	131 00	131 00	.....
Thos. B. Lee, Mt. Arlington ..	10 00	10 00	10 00	.....
Wm. R. Lucas, Dover .....	178 00	178 00	178 00	.....
Geo. W. McPeak, Hackettstown ..	425 00	425 00	425 00	.....
Walter C. Neis, Madison .....	38 00	33 00	33 00	.....
R. Y. Rinehart, Chester .....	26 00	26 00	26 00	.....
Duncan S. Smith, Rockaway ..	5 00 O.P.	15 00	10 00	.....
Jos. Thomas, Madison .....	4,215 00	4,215 00	4,215 00	.....
Roy S. Tinney, Chatham .....	40 00	40 00	40 00	.....
Louis Tremallo, Morristown ..	1,098 00	1,098 00	1,098 00	.....
J. W. Trengrove, Wharton ..	1,626 00	1,626 00	1,626 00	.....
John O. Van Keuren, Riverdale ..	496 00	496 00	278 00	220 00
Albert Van Saun, Prompton Pl. ..	10 00	10 00	10 00	.....
Louis Waxberg, Pine Brook ..	619 00	619 00	619 00	.....
Howard Young, Florham Park ..	77 00	77 00	77 00	.....
Totals .....	\$10 00	\$10,226 00	\$10,011 00	\$220 00

\* Cancelled reports, received in error, duplications and appeals ..... \$5 00  
\$5 00

OCEAN COUNTY

W. Irwin Almeda, Ship Bottom ..	\$35 00	\$35 00	.....	.....
Lester Baxter, Berkeley .....	582 00	582 00	.....	.....
P. J. Becker, Laurelton .....	226 00	228 00	.....	.....
Raymond Bennett, Pt. Pleasant ..	873 00	873 00	.....	.....
Isaac Berkowitz, Lakewood ..	1,748 00	1,748 00	.....	.....
F. O. W. Briggs, Forked River ..	\$45 00	684 50	684 50	\$45 00
John P. Cassidy, Pt. Pleasant ..	42 00	42 00	42 00	.....
W. S. Cramer, Cedartown .....	5 00	5 00	5 00	.....
James B. Esty, Lavelette .....	30 00	30 00	30 00	.....
Louis H. Ewing, B. Arlington ..	5 00	5 00	5 00	.....
G. Elliott Giles, Barnegat ..	\$511 00	768 00	1,179 00	100 00
A. Hollander, Lakewood .....	467 00	467 00	467 00	.....
Jas. L. Irons, Bayhead .....	2 00	2 00	2 00	.....
Jos. Kieferle, Seaside Park ..	9 00	9 00	9 00	.....
A. C. King, Toms River .....	162 50	162 50	162 50	.....
Wm. R. Leary, Toms River ..	2,682 00	2,682 00	2,682 00	.....
Frederick A. Mahland, Manahawken .....	2,465 00	2,465 00	2,465 00	.....
Frank McCraigh, Beachwood ..	20 00	20 00	20 00	.....
Stephen Morris, Lakehurst ..	2 50	2 50	2 50	.....
Edw. F. Potter, West Creek ..	1,603 50	1,603 50	1,603 50	.....
Geo. A. Rawley, New Egypt ..	303 00	303 00	303 00	.....
Allen L. Seaman, Tuckerton ..	2,755 00	52 00	52 00	2,755 00
Henry A. Smith, Barnegat ..	200 00	1,175 00	1,375 00	.....
Horace B. Spackman, Tuckerton ..	35 00	35 00	35 00	.....
Arthur O. Taylor, Toms River ..	105 00	105 00	105 00	.....
Thos. W. Terry, Pine Beach ..	151 00	151 00	151 00	.....
J. Twobig, Jr., Seaside Heights ..	5 00	5 00	5 00	.....
J. Lester Yoder, Toms River ..	10 00	10 00	10 00	.....
Totals .....	\$3,511 00	\$14,248 00	\$14,859 00	\$2,900 00

PASSAIC COUNTY

MAGISTRATES	Amt. Due Dec. 31, 1929	Fines Imposed 1930	Cash Received 1930	Amt. Due Dec. 31, 1930
C. F. Adams, Pompton Lakes ..	\$15 00	.....	\$15 00	.....
Jas. T. Anderson, Little Falls ..	.....	\$191 00	191 00	.....
Samuel D. Babcock, Bloomingdale .....	.....	200 00	200 00	.....
Edw. E. Ball, Bloomingdale ..	.....	10 00	10 00	.....
Louis A. Cowley, Passaic .....	.....	1,917 00	1,717 00	\$200 00
* Mitchell Dawes, Pompton L. ..	41 00	2 00	37 00	.....
Jos. A. Flinn, Ringwood .....	140 00	2,755 00	2,820 00	75 00
Albert Haldinger, Totowa .....	.....	97 00	97 00	.....
G. C. Houman, Pompton Lakes ..	.....	35 00	35 00	.....
Richard Husk, Mountainview ..	.....	385 00	385 00	.....
Harry Joelson, Paterson .....	.....	408 00	408 00	.....
Jas. F. Kimble, Newfoundland ..	15 00	697 00	712 00	.....
Jos. S. Phillips, Jr., Hewitt ..	.....	60 00	60 00	.....
Edward Pries, Haledon .....	.....	30 00	30 00	.....
Oliver H. Rooney, Ringwood ..	.....	5 00	5 00	.....
Manor .....	.....	154 00	154 00	.....
Geo. F. Schmidt, Clifton .....	.....	130 00	130 00	.....
H. P. Schoonmaker, Hawthorne ..	.....	415 00	415 00	.....
L. H. Shorter, Jr., Haskell ..	.....	748 50	748 50	.....
John Weaver, Bloomingdale ..	.....	.....	.....	.....
Totals .....	\$211 00	\$8,239 50	\$8,169 50	\$275 00

\* Cancelled reports, received in error, duplications and appeals ..... \$6 00  
\$205 00

SALEM COUNTY

Samuel M. Barish, Vineland ..	\$5 00	\$5 00	.....	.....
Herman Bostian, Penns Grove ..	25 00	25 00	25 00	.....
Chas. A. Campbell, Pennsville ..	40 00	40 00	40 00	.....
Wm. A. Carpenter, Pennsville ..	115 00	115 00	115 00	.....
Stanton B. Cole, Penns Grove ..	41 00	41 00	41 00	.....
J. J. Critchlaw, Pittsgrove ..	60 00	60 00	60 00	.....
D. G. Humphreys, Woodstown ..	86 00	86 00	86 00	.....
John Jacobsen, Pedricktown ..	62 00	62 00	62 00	.....
Robert W. Kidd, Penns Grove ..	257 00	257 00	257 00	.....
Halle H. Linch, Elmer .....	10 00	10 00	10 00	.....
Elizabeth Shaw Smith, Salem ..	626 00	626 00	626 00	.....
Wm. C. Steel, Elmer .....	49 00	1,875 00	1,899 00	\$25 00
Elmer O. Stewart, Piles Grove ..	15 00	15 00	15 00	.....
Chas. Summerill, Penns Grove ..	407 00	407 00	407 00	.....
S. H. Wright, Elmer .....	10 00	10 00	10 00	.....
Totals .....	\$49 00	\$3,634 00	\$3,658 00	\$25 00

SOMERSET COUNTY

Jos. G. Baier, New Brunswick ..	\$5 00	\$5 00	.....	.....
Francis E. Bodin, Plainfield ..	40 00	40 00	40 00	.....
Ida T. C. Brown, N. Brunswick ..	\$10 00	423 00	433 00	.....
Robt. E. Darling, Jr., Far Hills ..	20 00	20 00	20 00	.....
Chas. Dolliver, N. Plainfield ..	60 00	60 00	60 00	.....
Herbert Durham, Somerville ..	94 00	94 00	94 00	.....
Wm. Lifgren, Kingstou .....	26 00 O.P.	369 00	344 00	\$1 00 O.P.
A. A. Palmer, Bernardsville ..	140 00	140 00	140 00	.....
Theo. A. Potts, Kingston ..	10 00	160 00	160 00	10 00
Carl E. Rehder, Somerville ..	343 00	343 00	343 00	.....
Geo. M. Smith, Plainfield .....	125 00	125 00	125 00	.....
Raymond H. Sutphen, Somerville ..	1,395 00	1,395 00	1,395 00	.....
Wm. R. Sutphen, Somerville ..	15 00	15 00	15 00	.....
Geo. D. Totten, Somerville ..	2,201 50	2,201 50	2,201 50	.....
Chas. H. Wikoff, Gladstone ..	15 00	15 00	15 00	.....
Jos. J. Williams, Bound Brook ..	10 00	1,723 00	1,733 00	.....
Totals .....	\$4 00	\$7,128 50	\$7,123 50	\$9 00

SUSSEX COUNTY

MAGISTRATES	Amt. Due Dec. 31, 1929	Fines Imposed 1930	Cash Received 1930	Amt. Due Dec. 31, 1930
Edgar Case, Sussex .....		\$3 00	\$3 00	
C. K. Clopper, Franklin .....		1,297 00	1,297 00	
James Dalling, Stillwater .....		200 00	200 00	
F. B. Ewald, Sussex .....		77 00	77 00	
J. W. Fountain, Frankford .....		10 00	10 00	
Jos. H. Greene, Franklin .....		67 00	67 00	
Wm. D. Moyse, Hauburg .....		25 00	25 00	
Geo. A. Prickett, Hopatcong ..	\$15 00	105 00	120 00	
J. J. Shaw, Stanhope .....		57 00	57 00	
* Ora C. Simpson, Newton .....	1,523 00			\$1,268 00
John W. Smith, Glenwood .....		10 00	10 00	
Jas. O. Sutton, Sussex .....	10 00	385 00	395 00	
Chas. Van Ness, Sussex .....	315 00	798 00	882 00	231 00
Henry N. White, Andover .....		37 50	37 50	
<b>Totals .....</b>	<b>\$1,863 00</b>	<b>\$8,071 50</b>	<b>\$3,180 50</b>	<b>\$1,499 00</b>

\* Cancelled reports, received in error, duplications and appeals ..... \$255 00  
\$1,608 00

UNION COUNTY

Jas. F. Brown, Elizabeth .....		\$798 00	\$798 00	
W. R. Buckley, Scotch Plains .....		55 00	55 00	
Henry L. Compton, Hillside .....		180 00	180 00	
Wm. G. DeMeza, Plainfield ..	\$5 00	338 00	338 00	
Chas. Evans, Vaux Hall .....		191 00	191 00	
Anthony Grippo, Kenilworth ..		20 00	20 00	
E. F. Harney, Garwood .....		81 00	81 00	
H. A. Klubenspies, Linden .....		498 00	498 00	
L. L. Loveland, Cranford .....		55 00	55 00	
Chas. Maxfield, Clark .....	10 00	70 00	80 00	
A. C. Nash, Westfield .....		192 00	192 00	
Chas. Sheelen, Fanwood .....		20 00	20 00	
Everett T. Spinning, Short Hills		10 00	10 00	
F. N. Talley, Rahway .....		526 00	526 00	
E. H. Ullrich, Union .....		8 00	8 00	
R. F. Williams, Summit .....		40 00	40 00	
W. L. Winckler, Mountainside ..		50 00	50 00	
<b>Totals .....</b>	<b>\$15 00</b>	<b>\$3,122 00</b>	<b>\$3,187 00</b>	

WARREN COUNTY

Chas. P. Baker, Belvidere .....		\$732 00	\$732 00	
Edw. K. Baker, Washington .....		53 00	53 00	
John R. Bellis, Hackettstown ..	\$15 00	63 00	78 00	
Albert B. Craig, Blairstown ..		75 00	75 00	
B. Frank Fox, Hackettstown ..		112 00	112 00	
Wm. L. Hendrickson, Belvidere ..		25 00	25 00	
Albert G. Jones, Townsbury ..		6 00	6 00	
David F. Kennedy, Phillipsburg ..		67 00	67 00	
F. A. Lindaberry, Hackettstown ..		20 00	20 00	
M. A. Pierson, Washington .....		2,464 00	2,464 00	
E. W. Sharps, Oxford .....		5 00	5 00	
Edgar W. Snook, Broadway .....		4 00	4 00	
Harry W. Van Curen, Washington .....		20 00	20 00	
Jas. Von Billiard, Phillipsburg ..		10 00	10 00	
Ray M. Weiss, Phillipsburg .....		1,065 00	1,065 00	
E. J. Wildrick, Hackettstown ..		903 00	903 00	
<b>Totals .....</b>	<b>\$15 00</b>	<b>\$5,624 00</b>	<b>\$5,639 00</b>	

DELINQUENT MAGISTRATES

We have been unable to collect moneys due the State of New Jersey from the following Magistrates:

Allen L. Seaman, Tuckerton, Ocean County .....	\$2,755 00
Ora C. Simpson, Newton, Sussex County .....	1,268 00

These accounts have been referred to George M. Eichler, Assistant Attorney General, for collection.

CONCLUSION

The past year has been one of unusual activity for the Department of Motor Vehicles, and it is my hope that these efforts have not been unattended by achievements that will be reflected in a reduction in the loss of life and in the general improvement of driving conditions in the State. Development in the automotive industry, the rapid growth in numbers of motor vehicles and their attendant accident and congestion problems afford a constant challenge to those who are engaged in motor vehicle administration. These things make the work interesting and useful.

I have greatly enjoyed the work, with its opportunities for contact with members of the Legislature, other State Officials, representatives of the Automobile Clubs, and hundreds of other people who are interested in motor vehicle and safety work. It has been necessary to draw freely upon the experience and knowledge of Deputy Commissioner Magee and many employees of the department who have had years of service in this important work. They have freely given their time beyond ordinary working hours. I have been impressed by their loyalty, and I am sure they share with me a sincere desire to place New Jersey in the forefront of states with a low accident record and with legislation that makes for facility of travel and the convenience of the motoring public.

May I say in conclusion that I am sincerely indebted to all those who have aided in the work of the Department during the past year.

HAROLD G. HOFFMAN,  
*Commissioner of Motor Vehicles.*