

one of the two leading political parties opposite to the Governor's political party.

The Governor designates a Chairman who shall be also the Director of the Department of Public Works (Chapter 29, 1922).

The State Roads Commission administers all financial and physical transactions applicable to the construction and maintenance of all State roads and bridges on the Road System. (Chapter 539, 1931). The construction of new roads, whether Lateral or Post, on the System, is financed from the proceeds of one and one-half-cent (1½c) gasoline tax, Federal Aid, and with contributions from the counties through bond issues. New bridges on the State System of roads, are constructed from proceeds of Construction funds.

In twenty of the twenty-three counties of the State, the State Roads Commission of Maryland has been delegated the authority of performing all necessary functions in connection with the maintenance of the County Systems of Roads and Bridges. The cost of maintenance of the County Systems of Roads and Bridges is charged to those funds allotted to the counties and administered by the Commission for use of the respective counties (Chapter 425, 1933).

The cost of maintaining all existing roads and bridges on the State System, first is reserved and deducted from the net income derived from automobile license fees imposed and collected by the Commissioner of Motor Vehicles and remitted to this Commission, together with the net revenue derived from the two-cent (2c) gasoline tax set over to the use of this Commission. After deducting the cost of maintenance of the State System from the combined total receipts of the Commissioner of Motor Vehicles and the two-cent (2c) gasoline tax received by this Commission, the remainder of such fund is expended for projects of reconstruction, betterments, and additions to the entire system, or for costs of construction of new projects including those projects constructed by Federal Aid funds, fifty per cent. (50%) of such costs being contributed by the Commission. Grade crossings are eliminated by the expenditure of funds coming into the hands of this Commission from the one-half-cent (½c) gasoline tax, together with contributions by the Railroad companies.

The Commission, in 1934, issued the first of its series of Debentures. The total authorized issue was \$4,000,000.00 (Chapter 463, 1933), and an additional issue of \$3,000,000.00 was authorized at the Session of the General Assembly in 1935 (Chapter 563, 1935). The proceeds of the sales of these bonds were used in conjunction with Federal Funds made available to Maryland under the National Industrial Recovery Act—Public Works Administration, and used to construct new roads and bridges on the State System of Highways.

During the fiscal year ended September 30, 1934, the receipts of the Commission from all sources, were \$13,791,538.92, and the expenditures, \$14,537,049.93. The expenditures of this sum was made for the following purposes:

Maintenance of County System of Roads.....	\$1,818,030.30
Payments to Counties for Debt Service on Road Bonds.....	1,125,866.50
Construction of Roads and Other Projects in Counties.....	1,651,944.18
Cash Payments to Baltimore City, being 30% of one and one-half cent (1½c) Lateral Gasoline Tax and Refunds to "Incorporated Towns".....	1,067,517.35