

786.93 miles of type "F," Plain Macadam;
 618.71 miles of type "G," Gravel, Surface treated;
 32.50 miles of type "H," Gravel, untreated;
 1.78 miles of type "I," Brick.

3,826.24 Total Miles.

915.71 Miles of Concrete Shoulders.

In addition to the roads constructed, there were built in 1934, forty-six (46) bridges, replacing one-way or dangerous bridges.

It is anticipated that during 1935, fifty (50) new bridges will be constructed, replacing existing one-way or dangerous structures.

Since the inauguration of the gasoline tax for Grade Elimination projects, the Commission has eliminated fifty-five (55) grade crossings, either by the construction of bridges or through road relocations.

In view of the vast expenditures under the direction of this body and at the suggestion of Governor Nice, the first Legislative Session during his Administration authorized compensation for three full-time members of the Commission, with a view to the elimination of waste and extravagance and the reducing of operating costs to a minimum.

THE COMMISSIONER OF MOTOR VEHICLES

Guilford Avenue and 21st Street, Baltimore.

(Term Expires May, 1937.)

Name.	Postoffice.
Commissioner:	
Walter R. Rudy.....	Mt. Airy
Deputy Commissioner:	
D. Marshall Schroeder.....	Frederick
Registrar of Titles:	
Michael A. Noppinger.....	Baltimore

The Commissioner exercises, subject to review by the Courts, entire jurisdiction over titling, registration and licensing of all motor vehicles owned or operating continuously within the State. He has jurisdiction and, subject to review by the Courts, sole authority in the examination, qualifications and licensing of all persons operating motor vehicles continuously within the State. Reciprocity with other States gives to owners and drivers of cars coming into Maryland a period of grace before they become subject to car registration, car licensing and driver's permit regulations as provided in the Maryland statutes.

All licensing fees, both for titling and registering cars, and registering drivers, as well as all fines for violations of the traffic regulations and motor vehicle statutes, are collected and accounted for by the Commissioner. The judges of the Baltimore City Traffic Court and the police magistrates in the towns and rural sections make return to the Commissioner on all fines collected. No part of the costs of arrests or prosecutions goes to the State officers operating under authority of the Commissioner, where these officers make the arrests.

The system of licensing all pleasure vehicles on a horse-power basis, commercial vehicles and trucks on a tonnage basis, and public service