

1904, motor vehicle owners registered in the office of the Secretary of State in Annapolis (Chapter 518, 1904). Upon payment of a one dollar fee, owners were issued a certificate and required to place their number on the vehicle in a conspicuous spot. Required safety measures included two front lighted lamps, one rear red light, good brakes, a bell, horn, or other signalling device, and a means of locking the starting mechanism. The first speed limits were set at ten miles per hour on the open road and six miles per hour on sharp curves, at intersections, and in town. The statute also addressed automobile etiquette upon meeting horses or other animals, either ridden or driven. A 1906 law was more explicit, requiring drivers to stop their vehicles upon request of women and children riding or driving horses or other draft animals and assist them in getting by the automobile. It became illegal for anyone to "hurl stones or other missiles" at automobiles; the speed limit rose to twelve miles an hour; and the registration fee increased to three dollars, two of which went to the State road fund (Chapter 449, Acts of 1906). In 1910, the responsibility for registering automobiles was shifted from the Secretary of State's office to the new Commissioner of Motor Vehicles (Chapter 207, Acts of 1910). Rules of the road proliferated and the speed limit gradually crept up, but enforcement was limited until 1914, when the Commissioner of Motor Vehicles began hiring motorcycle deputies to enforce motor vehicle and traffic laws throughout the State (Chapter 564, Acts of 1914). These deputies ultimately became the Maryland State Police with jurisdiction over both criminal law and traffic law in 1935, although the operating expenses for the new Department of Maryland State Police continued to be paid out of revenues from the office of the Commissioner of Motor Vehicles (Chapter 303, Acts of 1935).

Agitation for better roads came from farmers prior to 1900. The legislature heeded their appeal by authorizing the State Geological and Economic Survey to investigate the condition of roads throughout the State and estimate the cost of improving them (Chapter 454, Acts of 1898). An 1899 report of the Survey described the massive effort necessary to upgrade Maryland's highways. The Survey acquired a Division of Highways in 1904 to assist counties with plans, specifications, and estimates for building or improving their roads. Such roads were required to have a macadamized or stone surface, and an annual State appropriation of \$200,000 was apportioned to the counties according to the proportion of existing public roads in each county. The Survey oversaw construction and the State paid up to half the cost of each project, but the counties were responsible for their share of construction costs and for maintenance on all roads so built and could lose State funding for additional projects if maintenance failed to meet Survey specifications (Chapter 225, Acts of 1904). This act was the first step towards State responsibility for roads. The growing number of automobiles intensified the need for better roads while their registration fees provided new revenue to apply towards roads. In 1908, the State Roads Commission was formed to construct, improve, and maintain a State system of improved roads and highways, and the State borrowed five million dollars for a seven-year construction program (Chapter 141, Acts of 1908). The Commission began first by paving roads, then widening them and removing railroad crossings. Encouraged by federal aid for highway construction, initiated by the Federal Cooperative Extension Act of 1914, Maryland implemented long-range highway building projects. In a 1922 executive reorganization, the State Roads Commission became the head of the Department of Public Works (Chapter 29, Acts of 1922). In 1937, the Commission was authorized to construct bridges and tunnels financed by tolls to be collected on the completed projects (Chapter 356, Acts of 1937). This led to the Susquehanna and Potomac River Bridges, the Baltimore Harbor Tunnel, and the Chesapeake Bay Bridge.

Airports. Although possibly the first recorded manned flight occurred over Baltimore in a balloon in 1784, Maryland did not pass its Uniform State Law for Aeronautics until 1927 (Chapter 637, Acts of 1927), followed by the creation of the State Aviation Commission in 1929 (Chapter 318, Acts of 1929). The Commission licensed aviators and airships, set air traffic rules, regulated the construction and operation of airfields, and otherwise conformed to federal regulations. The Commission became an Administration in 1970 when the Department of Transportation was formed and in 1972 took over operation of Friendship International Airport (now BWI) after its purchase by the State. The Administration at that time went from three employees to over two hundred.

Port of Baltimore. As Baltimore grew into a city during the Revolutionary War, the Port of Baltimore became a center for the trade with the West Indies that supported the war effort. Wardens of the Port were authorized in 1783 to oversee construction of wharves, clear waterways, and collect duties from vessels entering and clearing the port (Chapter 24, Acts of 1783). By the 1780s, Baltimore began to trade with China and, during the nineteenth century, Baltimore clipper ships sped around the world and developed a particularly lucrative trade with South America.

Although Baltimore was a port long before it was a city, the State delayed its role in port development until 1827. Then the Governor began annually to appoint State wharfingers to take charge of State-owned or leased docks, particularly those adjacent to the State Tobacco Warehouse. Yet, considerable time elapsed before Maryland had a State agency to oversee port operations. The Maryland Port Authority assumed that role in 1956 (Chapter 2, Acts of Special Session of 1956). The Authority's prime concern was to