

Investigators:

H. R. D. Wilson.....	Baltimore, Md.
George W. Munford.....	Annapolis, Md.
Cordova de Garmendia	Baltimore, Md.
Thomas J. Bradley.....	Baltimore, Md.

Sergeant Mechanic:

Walter E. Leutbecher.....	Baltimore, Md.
---------------------------	----------------

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 horsepower basis, commercial vehicles and trucks on a tonnage basis, and public service lines, both freight and passenger, on ton mile or passenger mile basis, which had obtained for years in arriving at licensing charges, was changed by the Legislature in 1922. Substituted therefore, except in the case of public lines, the gasoline tax becomes operative in Maryland on January 1st, 1924. This tax is fixed at 2 cents per gallon. In advance of its becoming operative and superceding the horsepower and tonnage system, during such period from June 1st, 1922, until a deficit in the State highway maintenance fund has been made up, a supplemental tax of one cent a gallon in addition to the old charges is being collected in Maryland. Administration of the detail of collecting the gasoline tax is vested in the State Comptroller, the Motor Vehicle commissioner retaining, however, his former duties in the issuance, at a nominal cost, covering cost of tags and clerical work, of the licensing and registration of cars. The gasoline tax is imposed as an additional charge upon public service vehicles. Their ton-mile and passenger-mile ratings and charges will continue to be computed and enforced by the Commissioner.

All fine and fee income collected by the Commissioner, above the costs of administration of his office and field forces, goes into the State Highway Maintenance fund of the State, thus putting back into the highways built by other means by the State what the motorist is assumed to have taken out in depreciation of surface and base. The last fiscal year's figures available show the cost of maintenance of the Commissioner's department to be but 65-10 per cent. of the total revenue collected.

In addition to the headquarters supervision of titling all motor vehicles purchased new or changing ownership in the State, and registering and licensing the automobiles, and registering and licensing all drivers of motor vehicles, there operates under the Commissioner's appointment and jurisdiction a corps of motor vehicle enforcement