

Irvin Jones	Salisbury, Md.
Bernard Keller	Washington, D. C.
F. W. Link	Lauraville, Md.
W. C. Lochner	Mt. Pleasant, Md.
G. H. McCauley	Chestertown, Md.
Marshall M. Merritt	Stockton, Md.
M. C. Plowman	Towson, Md.
Frank P. Prince	Baltimore, Md.
Robert M. Reese	Baltimore, Md.
George B. Roth	Baltimore, Md.
Albert D. Sharp	Belair, Md.
Irvin Walters	Baltimore, Md.
Melvin Wicks	Baltimore, Md.
Robert Whitler	Paris, Md.
Robert Wilson	Baltimore, Md.

Investigators:

George W. Mumford	Annapolis, Md.
G. S. Noble	Arnolds, Md.
Cordova De Garmendia	Baltimore, Md.
Roy R. Ruland	Baltimore, Md.
C. R. Phillips	Baltimore, Md.
George White, Jr.	Baltimore, Md.
Thomas J. Bradley	Baltimore, Md.
David Webster	Baltimore, Md.
C. M. Jefferson	Baltimore, Md.

Sergeant Mechanic:

Walter E. Leutbecher	Baltimore, Md.
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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