

A classification of the roads maintained by the Commission, as at September 30, 1931, was:

- 164.71 miles of type "A", Bituminous materials with and without concrete shoulders
- 484.52 miles of type "B", Macadam with concrete shoulders
- 640.99 miles of type "C", Concrete 16' and wider
- 727.08 miles of type "D", Concrete 12' to 15'
- 97.21 miles of type "E", Concrete 9' to 12'
- 735.81 miles of type "F", Plain macadam
- 390.21 miles of type "G", Gravel surface treated
- 170.26 miles of type "H", Gravel untreated
- 1.26 miles of type "I", Brick

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3,412.05 Total Miles

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786.54 Miles of Concrete Shoulders

In addition to the roads constructed, the Commission has adopted a program involving the construction and reconstruction of ninety-four bridges throughout the State, the preliminary work or actual construction of which will be commenced in 1932.

Since the inauguration of the gasoline tax for Grade Elimination purposes, the Commission has constructed, or there is in the course of construction, thirty-two Railroad Grade Eliminations. Plans and studies for the elimination of seventeen additional Grade Crossing projects are now in the course of preparation.

## THE COMMISSIONER OF MOTOR VEHICLES

Guilford Avenue and 21st Street, Baltimore.

(Term Expires May, 1933.)

Name.	Postoffice.
<b>Commissioner:</b>	
E. Austin Baughman.....	Frederick
<b>Deputy Commissioner:</b>	
D. Marshall Schroeder.....	Frederick
<b>Registrar of Titles:</b>	
Michael A. Noppinger.....	Baltimore
<b>Captain of State Police:</b>	
Edward McK. Johnson.....	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