

Purchasing Agent: R. F. Going.  
 Chief Engineer: Harry D. Williar, Jr.  
 Assist. Chief Engineer: R. M. Reindollar.  
 Bridge Engineer: Walter C. Hopkins.  
 Engineer of Surveys: Austin F. Shure.  
 Asst. to Chief Engineer: L. A. Kahn.  
 Maintenance Engineer: F. P. Scrivener, Jr.  
 Materials Engineer: C. B. Bryant.  
 Rights of Way Engineer: L. W. Kern.  
 District Engineers:

P. A. Morison.....	Salisbury
Rolph Townshend.....	Chestertown
E. G. Duncan.....	Hyattsville
D. P. Campbell.....	Towson
T. M. Linthicum.....	Frederick
L. T. Downey.....	Cumberland
E. H. Nunn.....	Glen Burnie
Jos. E. Chaney.....	Upper Marlboro

The Commission consists of three members appointed by the Governor for no specified term of office. One shall be appointed from that one of the two leading political parties opposite to the Governor's political party.

The Governor designates a Chairman who shall also be the Director of the Department of Public Works. (Ch. 29, 1922.)

This Department administers all financial and physical transactions applicable to the construction and maintenance of all State roads and bridges on the road system. (Ch. 539, 1931.) The construction of new roads, whether Lateral or Post, on the system is financed from the proceeds of one and one-half cent (1½c) gasoline tax, Federal Aid and with contributions from the Counties through bond issues. New bridges on the State system of roads are constructed from proceeds of State Bonds.

The cost of maintaining all existing roads and bridges on the system is first reserved and deducted from the net income derived from automobile license fees imposed and collected by the Commissioner of Motor Vehicles and remitted to this Commission, together with net revenue derived from the two cent (2c) gasoline tax set over to the use of this Commission. After deducting the cost of maintenance from the combined total receipts of the Commissioner of Motor Vehicles, and the two cent (2c) gasoline tax received by this Commission, the remainder of such fund is expended for projects of reconstruction, betterments and additions to the entire system. Grade crossings are eliminated by the expenditure of funds coming into the hands of this Commission from the one-half cent (½c) gasoline tax, together with contributions by the Railroad companies.

During the fiscal year ended September 30, 1932, the receipts of the Commission from all sources, were \$13,216,568.66, and the expenditures \$13,469,938.08. The expenditure of this sum was made for the following purposes:

Reconstruction, Betterments and Additions.....	\$2,531,615.23
Maintenance of entire road system.....	2,234,805.41
Lateral Road Construction in all	
Counties .....	\$2,314,757.68
Lateral Road Construction, Baltimore City	996,348.72
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	3,311,106.40
Elimination of Grade Crossings.....	744,534.97
Post Road Construction in all Counties.....	935,392.06