

In addition to the roads constructed, there were built in 1932, forty-seven (47) bridges, replacing one-way or dangerous bridges.

It is anticipated that during 1933, seventeen (17) new bridges will be constructed, replacing existing one-way or dangerous structures.

Since the inauguration of the gasoline tax for Grade Elimination projects, the Commission has eliminated fifty (50) grade crossings, either by the construction of bridges or through road relocations.

THE COMMISSIONER OF MOTOR VEHICLES

Guilford Avenue and 21st Street, Baltimore.
(Term Expires May, 1935.)

Name.	Postoffice.
Commissioner:	
E. Austin Baughman.....	Frederick
Deputy Commissioner:	
D. Marshall Schroeder.....	Frederick
Registrar of Titles:	
Michael A. Nopping.....	Baltimore
Captain of State Police:	
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 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 horse-power 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. Under this new system, a gasoline tax became operative in Maryland on January 1st, 1924. This tax is in addition to a reduced horsepower fee and adjustments under the other types of fees.

Administration of the detail of collecting the gasoline tax is vested in the State comptroller, the Motor Vehicles 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.