

Expenses in connection with issuance of Bonds.....	6,077.75
Debenture Reserve for 1935 State Roads Commission	
Bond Issue	150,000.00
Reversions to the State Treasury:	
One-half Cent (½c) Gasoline Tax.....	810,000.00
Sign License Revenue.....	3,147.51
Impounded Cash transferred to Accounts Receivable....	359,614.26
Contribution to General Fund.....	513,920.40

Total\$13,946,686.60

The total worth of the State Roads System as of September 30, 1935, was \$141,683,074.69.

Maryland Road Accomplishments in Figures by Years
1920 to 1935, Inclusive

Year.	Additions to System.	Accumulative Mileage on State System.
1920.....	171.06	1,666.09
1921.....	131.10	1,797.19
1922.....	87.31	1,884.50
1923.....	211.04	2,095.54
1924.....	151.72	2,247.26
1925.....	181.76	2,429.02
1926.....	109.08	2,538.10
1927.....	105.46	2,643.56
1928.....	144.85	2,788.41
1929.....	183.29	2,971.70
1930.....	281.41	3,253.11
1931.....	158.94	3,412.05
1932.....	231.96	3,644.01
1933.....	113.10	3,757.11
1934.....	69.13	3,826.24
1935.....	84.72	3,910.96

A classification of the roads maintained by the Commission, as of September 30, 1935, was:

Type "A"—Bituminous materials with and without concrete shoulders	266.34
Type "B"—Macadam with concrete shoulders.....	510.53
Type "C"—Concrete, 16 feet and wider.....	858.12
Type "D"—Concrete, 12 to 15 feet.....	676.02
Type "E"—Concrete, 9 to 12 feet.....	105.62
Type "F"—Plain Macadam.....	825.61
Type "G"—Gravel, surface-treated	615.33
Type "H"—Gravel, untreated	51.61
Type "I"—Brick	1.78

Total Miles	3,910.96
Miles of Concrete Shoulders.....	907.37

In addition to the roads constructed, there were built in 1935, 18 bridges, replacing one-way or dangerous bridges.

It is anticipated that during 1936, 49 new bridges will be constructed, replacing existing one-way or dangerous structures.

Since the inauguration of gasoline tax for Grade Elimination projects, the Commission has eliminated 60 grade crossings, either by the construction of bridges or through road relocations.

In view of the vast expenditure under the direction of this body and at the suggestion of Governor Nice, the first Legislative Session during his Administration, authorized compensation for three full-time members of the Commission, with a view to the elimination of waste and extravagance and the reducing of operating costs to a minimum.