

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.

All fine and fee income collected by the Commissioner, above the costs of administration of his office and field forces, goes into the State Highway Maintenance fund of the State, thus putting back into the highways built by other means by the State what the motorist is assumed to have taken out in depreciation of surface and base.

While trials, with either dismissals or convictions, carrying fines or jail sentences before magistrates furnish a part of the machinery of the enforcement of the motor vehicle statutes, control of all drivers' permits to operate cars or motorcycles is vested solely in the Commissioner. He not only controls issuance of licenses and can refuse to permit an unfit applicant to operate a car in the State, but in addition he holds the power of suspension for a stated period or the absolute revocation of a driver's permit. This without regard to the action of the Courts in cases tried before them.

Appeal to the Courts from the action of the Commissioner, in suspending, refusing or revoking licenses, is provided in the law, however.

By recent Acts of the Legislature, the following appear as safety measures designed to enable the Commissioner of Motor Vehicles to make the state highways safe and thereby reduce accidents to a minimum, viz: (1) upon inability to satisfy a judgment arising from an automobile accident or collision or certain infractions of the motor vehicle laws, certain evidence of financial responsibility must be produced to the Commissioner before licenses may be restored; (2) shatter-proof glass is required in all motor vehicles manufactured or assembled, sold and registered in this State after July 1, 1935; (3) periodical inspection of vehicles by designated agencies.

State Departments having to do with regulating the operation of motor vehicles are as follows: (1) Commissioner of Motor Vehicles; (2) Public Service Commission; (3) State Roads Commission; (4) Maryland State Police.