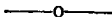


Potomac River Toll Bridge

October 1, 1940 to September 30, 1941.....	\$120,057.15	117,280
October 1, 1941 to September 30, 1942.....	176,744.10	181,445

The Chesapeake Bay Ferry System

June 10, 1941 to September 30, 1941 (3½ months).....	\$281,449.12	386,961
October 1, 1941 to September 30, 1942 (12 months).....	582,209.89	769,822



THE DEPARTMENT OF MOTOR VEHICLES

Guilford Avenue and 21st Street, Baltimore-18, Md.

(Term Expires May, 1945)

Name.	Postoffice
Commissioner:	
W. Lee Elgin.....	Hagerstown
Deputy Commissioner:	
D. Marshall Schroeder.....	Baltimore
Auditor:	
Owen R. E. McGeeney.....	Baltimore
Registrar of Titles:	
Michael A. Noppinger.....	Parkville

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 State officers, 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.

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'