

agreement has been entered into between most of the Eastern and Southern States under which an operator resident in one State, but convicted in another State of driving under the influence of liquor or of other serious offenses, is not only refused permission to continue to drive in the State of his conviction, but also suffers suspension or revocation of his license in his home State. Senate Bill No. 103 would nullify this reciprocal agreement so far as Maryland is concerned, and if the bill were approved, then Maryland operators could violate the laws of adjacent States and be penalized there, but would not be penalized in Maryland.

In addition to this, Senate Bill No. 103 apparently fixes three months as the limit of suspension or revocation of an operator's license. Under the present law, three months is the minimum, and the Commissioner has the discretion of extending the same beyond that time. There are many kinds of violation of the motor vehicle laws which justify suspension or revocation of the operator's license for a longer period than three months.

For these reasons, the bill will be vetoed.

#### STATE POLICE FORCE.

(Chapter 527, House Bill No. 58.)

This bill gives the Commissioner of Motor Vehicles the right to discharge or dismiss the motorcycle deputies who constitute the State Police Force in his discretion and with or without other cause than may appear to him sufficient. This would remove the members of the State Police Force from the protection of the State Merit System.

For this reason, the bill will be vetoed.

#### OPERATOR'S LIABILITY TO GUEST.

(Chapter 391, House Bill No. 530.)

This bill provides that the driver or the employer of the driver shall not be civilly liable for injuries to a gratuitous passenger without gross negligence on the driver's part. This bill would change the established rules and standards of liability for negligence in a special class of cases, and there seems to be no sound reason for the distinction thus undertaken to be made.