

rural post roads in the various States sufficient to equal the amounts herein respectively appropriated for said purpose in Maryland, then, and in that event the money herein appropriated to be used in connection with said Federal appropriations for the building of rural post roads, or so much thereof as shall not be matched by Federal appropriations, shall on and after December 15, 1924, December 15, 1925 and December 15, 1926, respectively, become available, in the discretion of the State Roads Commission, for use by said State Roads Commission in the construction of roads in the various counties of the State, said money to be appropriated by the State Roads Commission to the various counties of the State in the same ratio which the public road mileage of each county bears to the total public road mileage of the several counties of the State, and it shall not be necessary for the various counties to add to such monies any county funds whatever.

1924, ch. 277, sec. 12.

89. The State Roads Commission is hereby authorized and directed to ask for bids and enter into contracts in the usual form for the construction of such rural post roads or lateral roads as it may from time to time under the provisions hereof determine to construct, said contracts to be made in the name of the State Roads Commission, and to contain the same provisions now required by law for contracts of such roads. The term "rural post roads" as used herein, provided it shall not be contrary to the Act or Acts of Congress appropriating Federal aid therefor, and the term "lateral road" as used herein shall include bridges, and authority is hereby given to the State Roads Commission to build such bridges as it may decide to be a proper part of the rural post road and lateral road system, as herein described; such bridges, if upon lateral roads, to be charged against the counties in which the same are located, in the same manner as are lateral roads, and to be paid for by said counties to the same extent.

Bridges and Grade Crossings.

1924, ch. 279, sec. 1.

90. In order to provide for the construction of bridges, the elimination of dangerous railroad grade crossings, paving in Baltimore City, and substitution for the Susquehanna River Bridge Loan of 1922 now in the Sinking Funds, a loan is hereby created to be known as the "Bridge and Grade Crossing Loan of 1924," to the amount of nine hundred thousand dollars (\$900,000). Three hundred thousand dollars (\$300,000) of such loan shall be dated on the 15th day of June, 1924, and three hundred thousand dollars (\$300,000) of said loan shall be dated on the 15th day of June, 1925, and the remaining three hundred thousand dollars (\$300,000) of said loan shall be dated the 15th day of June, 1926. Said loan shall bear interest at a rate to be fixed by the Governor of the State, the Comptroller of the Treasury and the Treasurer of the State, or a majority of them, not to exceed four and one-half ($4\frac{1}{2}\%$) per centum per annum, and the said interest shall be paid semi-annually, and the said