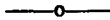


Matapeake, on the Eastern Shore of Maryland, and is supplemented by an auxiliary service between Romancocke and Claiborne, crossing the Eastern Bay. Frequent daily and Sunday crossings are maintained throughout the year. The State Roads Commission acquired and began the operation of the System on June 10, 1941. The State Roads Commission acquired the Ferry System properties at a cost of approximately \$1,023,000.

Income and Traffic Transactions, Toll Facilities	Income	Traffic Transactions
Susquehanna River Toll Bridge		
October 1, 1944 to August 31, 1945 (11 months period).....	\$376,090.69	2,004,424
Potomac River Toll Bridge		
(11 months period).....	234,357.20	232,244
October 1, 1944 to August 31, 1945		
Chesapeake Bay Ferry System		
October 1, 1944 to August 31, 1945 (11 months period).....	593,658.82	628,168



CHESAPEAKE BAY FERRY SYSTEM

Office: State Office Building, Annapolis, Maryland

Telephone: 2121

Name	Address
B. Frank Sherman, General Manager.....	Claiborne, Md.
Geo. W. Phillips, Assistant General Manager.....	Annapolis, Md.
J. L. Daniel, Port Engineer.....	Stevensville, Md.

By virtue of Chapter 856, Acts of 1941, the State Roads Commission purchased the Claiborne-Annapolis Ferry Company, acquiring vessels, terminals, etc. used in connection with the operation of ferry service across Chesapeake Bay between Annapolis and Matapeake and across Eastern Bay between Romancocke and Claiborne. The purchase was effective June 10, 1941, at which time the name was changed to the Chesapeake Bay Ferry System. The system is self-supporting, deriving its revenue from ferry tolls, and has approximately 120 employees.

Since acquisition by the State, ferry traffic has increased yearly, to such an extent that a new terminal was constructed at Sandy Point and opened for traffic November 1, 1943. Traffic now is carried across Chesapeake Bay in approximately 25 minutes as against 45 via the Annapolis to Matapeake route. A new ferry slip was constructed likewise at Claiborne.

As a further provision for the continually increasing service across Chesapeake Bay, Senate Bill No. 584, Chapter 755, Acts of 1945, authorizes construction of a new all-steel, diesel-powered ferry boat, the Governor Herbert R. O'Connor, to supplement service between Sandy Point and Matapeake; and the modernization of the Matapeake terminal.