

de Grace in Harford County. The bridge is constructed of steel and concrete and is approximately 7,613 feet in length. It was opened in August, 1940. The total cost of the bridge to September 30, 1950, was \$4,478,997.45, exclusive of bond discount. The income from tolls and the number of traffic transactions for the fiscal year ended September 30, 1950, were \$1,123,444.33 and 5,493,089, respectively.

#### Potomac River Bridge

Elwood E. Schaefer, Superintendent  
Newburg

The Potomac River Toll Bridge crosses the Potomac River from a point near Newburg, Charles County, Maryland, to a point in the State of Virginia near Dahlgren. The bridge is constructed of concrete and steel, and is approximately 11,446 feet in length. It was opened to traffic December 10, 1940. The total cost of the bridge to September 30, 1950, was \$5,381,057.18, exclusive of bond discount. The income from tolls and the number of traffic transactions for the fiscal year ended September 30, 1950, were \$988,453.00 and \$1,008,898, respectively.

#### Chesapeake Bay Ferry System

B. Frank Sherman, General Manager  
George W. Philips, Assistant General Manager  
J. L. Daniel, Port Engineer

State Office Building, Annapolis

Telephone: Annapolis 2354

In 1941, the State Roads Commission purchased certain properties of the Claiborne-Annapolis Ferry Company, which included everything used in connection with the operation of ferry service across Chesapeake Bay between Annapolis and Matapeake and across Eastern Bay between Romancoke and Claiborne. The name was changed to the Chesapeake Bay Ferry System. The system is self-supporting, deriving its revenue from ferry tolls. In 1943, a new ferry terminal was constructed and opened for traffic at Sandy Point, at which time the terminal facility at Annapolis was abandoned. Also, new ferry slips were constructed at Matapeake and at Claiborne. The existing ferry fleet now numbers five vessels—the Motorships “John M. Dennis”, “B. Frank Sherman”, “Governor Emerson C. Harrington, II”, “Governor Harry W. Nice”, and “Governor Herbert R. O’Conor”.

The capital value of the Ferry System, exclusive of road approaches, at May 31, 1950, was \$4,969,349.27. This amount includes \$1,577,566.73, representing the value of vessels, terminals, real property, shop and vessel equipment, piers, tools, equipment, passenger cars, etc. (giving effect to adjustment of capital properties acquired through the proceeds of Revenue Bonds and through general revenue). The amount of \$4,969,349.27 also includes \$3,391,782.54, representing properties acquired with funds derived from the sale of Chesapeake Bay Ferry System Improvement Bonds, from a portion of the proceeds of State Roads Commission of Maryland Refunding and Improvement Bonds, and from moneys advanced by the State Roads Commission.

The net income from tolls for the fiscal year ended May 31, 1950, was \$1,543,296.39 resulting from 1,947,282 traffic transactions including passengers; the net operating expenses including capital outlay for the same fiscal year were \$1,407,392.49.