

- Bethesda: 7801 Woodmont Avenue
- Cambridge: 101 Race Street
- Chestertown: Townshend Building, Spring Avenue
- Centreville: 208 N. Commerce Street
- Crisfield: 831 West Main Street
- Cumberland: 239 North Mechanic Street
- Easton: 26 West Dover Street
- Elkton: 1 Brown Court
- Frederick: Masonic Temple Building, West Church Street
- Hagerstown: 111 South Potomac Street
- Hyattsville: 5122 Baltimore Avenue
- Oakland: 17 Alder Street
- Salisbury: 724 East Main Street
- Silver Spring: 952 Sligo Avenue
- Towson: 311 East Pennsylvania Avenue
- Westminster: 25 Liberty Street
- Snow Hill: 422 W. Market Street

Under the terms of the Social Security Act, the Department of Employment Security is a State agency entirely financed by the Federal Government.

	1959	1960
Federal Funds	\$5,150,000	\$5,000,000
Staff: 945.		

Promotion of Industry and Agriculture

MARYLAND PORT AUTHORITY

Commissioners

- Chairman: John L. Kronau, City of Baltimore, 1963
- Vice-Chairman: R. Paul Smith, Western Maryland, 1960
- Avery W. Hall, Eastern Shore, 1961; Edward S. Corcoran, Anne Arundel County, 1962; D. Luke Hopkins, Baltimore County, 1964.
- Joseph L. Stanton, Executive Director

Pier 2, Pratt Street, Baltimore 2

Telephone: Plaza 2-2118

The Maryland Port Authority, a semi-autonomous State agency, was established in 1956 by act of the General Assembly.

The Authority consists of five commissioners appointed by the Governor for five-year terms, one term expiring each year. Three of the five members must at all times be residents of Anne Arundel County, Baltimore City, and Baltimore County, respectively. Of the other two, one must be a resident of the Western Shore of Maryland outside of Anne Arundel County, Baltimore City, and Baltimore County, and one must be a resident of the Eastern Shore of Maryland. The Governor designates one of the members to act as Chairman, and the members of the Authority annually elect one of its members as Vice-Chairman.

The Commissioners appoint the Executive Director, who exercises such administrative powers as they delegate.

In creating the Maryland Port Authority, the primary objective of the General Assembly was to improve the facilities and strengthen the workings of the private operator. If private facilities are inadequate, however, or inadequately operated at any time, the Authority may construct, and if necessary, operate supplementary public facilities (Code 1957, Art. 62B).