

Public Service Commission not authorized to permit operation of ferry across Chesapeake Bay contrary to the provisions of secs. 102-121. *Public Service Comm. v. Md. Bay Co.*, 176 Md. 59.

Secs. 102-122 referred to in construing secs. 123-147. *Wyatt v. State Roads Comm.*, 175 Md. 258.

1935, ch. 330, sec. 76.

**103.** A Board to be known as Chesapeake Bay Authority is hereby created. Such Board shall be a public body, corporate and politic, and shall consist of three members. The original Board shall consist of S. Bonsal Brooks, Emerson C. Harrington and a third member to be appointed by the Governor. The terms of the original members shall be for six, four and two years respectively. All terms subsequent to the first term shall be for six years. The first term shall begin as of June 1, 1935. All appointments to the Board, other than those named in this sub-title, shall be by the Governor. Any vacancy in the Board by death, resignation or otherwise, shall be filled for the unexpired term by the Governor. The Chairman of the Board shall be appointed by the Governor. The Governor may remove any member of the Board for neglect of duty or misconduct in office, giving him a copy of the charges against him and an opportunity of being heard in person or by counsel, on not less than ten days' notice. Until funds for expenses are available from moneys borrowed by the Board or from revenues from the projects, it shall be the duty of the State Roads Commission of Maryland to furnish quarters for the Board and necessary clerical assistance. Upon the purchase and operation of the Ferry by the Board, as hereinafter provided for, the Chairman shall receive a salary at the rate of \$1,500 annually, and each of the other members a salary at the rate of \$1,250 annually. Upon the making of a contract by the Board for the construction of the Bridge, as hereinafter provided for, the salary of the Chairman shall be \$3,000 annually, and of each of the other members \$2,500 annually. The Board shall apportion the expenses of administration between the Bridge project and the Ferry project according to its best judgment, but subject to any agreement with bondholders. In the event that no contract for the construction of the Bridge is entered into within a period of two years from the passage of this sub-title, all of the rights, powers, duties and obligations of the Board with respect to the acquisition, maintenance and operation of the Ferry, and the payment of the debt service requirements of any bonds issued for the purchase of the Ferry shall be taken over, transferred to, and shall thereafter be exercised and performed by the State Roads Commission of Maryland to the same extent as if the State Roads Commission had been named in this sub-title instead of said Board. And in such event, it shall be the duty of said Board to transfer to the State Roads Commission all of the assets of the Ferry, and acquired with the Ferry Property, and all books, records, documents in any manner relating to the Ferry, its acquisition and operation. The powers of said corporation shall be vested in and exercised by a majority of the members of the Board then in office. Said Board may delegate to one or more of its agents and members such powers as it may deem proper. Said Board shall keep accurate and complete records of all of its proceedings and transactions. Said Board, in its corporate existence, shall continue only for a period of ten years and thereafter until all of its liabilities have been met and its obligations have been paid in full, or such liabilities and obli-