

## CHAPTER 498.

AN ACT to authorize and empower the Board of Public Works of Maryland to sell or lease to The Claiborne-Annapolis Ferry Company, a Maryland corporation, a certain tract or parcel of land in Talbot County known as the Ferry Property at Claiborne, Maryland; or to ratify any existing lease for said property made by the State Roads Commission of Maryland; and to authorize and empower the Board of Public Works of Maryland to sell or lease to The Claiborne-Annapolis Ferry Company, a Maryland corporation, a certain tract or parcel of land adjacent to said Ferry Property at Claiborne, Maryland, which parcel was conveyed to the State of Maryland by the Claiborne Wharf and Warehouse Company on July 23, 1919.

SECTION 1. *Be it enacted by the General Assembly of Maryland,* That the Board of Public Works of Maryland be and is hereby authorized and empowered to sell or lease to the Claiborne-Annapolis Ferry Company, a Maryland corporation, a certain tract or parcel of land known as the Ferry Property at Claiborne, Maryland, which property is described as follows:

BEGINNING for the same at the railroad rail on the end, marking the end of the third line of the land described in a deed from Theophilus Tunis to the Baltimore and Eastern Shore Railroad Company, dated February 27th, 1891, and recorded among the Land Records of Talbot County in Liber T. H. No. 114, folio 362, etc., said beginning being also at the end of the second line of the land described in a deed from Elijah J. Jarmon etc., to the Claiborne Wharf and Warehouse Company, dated September 12th, 1910, and recorded among the said land records in Liber F. G. W. No. 157, folio 431, etc., and running thence binding on the fourth line of the land described in said deed from Theophilus Tunis to the Baltimore and Eastern Shore Railroad Company, being also the third line of the land described in said deed from Elijah J. Harmon, etc., to the Claiborne Wharf and Warehouse Company, South eighty-nine degrees fifty-seven minutes West four hundred and thirty-five feet to the railroad rail on end; thence still continuing the same direction South eighty-nine degrees fifty-seven minutes West two hundred and thirty-three feet to the low water line of Broad Cove on Eastern Bay, thence parallel to the centre line of the tracks of the pier of the Baltimore, Chesapeake and Atlantic Railway, South sixty-eight degrees twenty-four minutes West one hundred and seventeen feet, more or less, to the edge of the dredged channel; thence South twenty-one degrees thirty-six minutes East one hundred and eight feet, more or less; thence parallel to and