

WHEREAS, as a result of recent litigation in the Circuit Court for Worcester County, it has been determined that a controversy exists as to the proper location of said public highway in respect to the plats of record in said County; now therefore be it

*Resolved by the General Assembly of Maryland,* That the State Roads Commission of Maryland is hereby authorized and directed to make a re-survey of the public highway beginning with the northernmost boundary of the corporate limits of Ocean City and running along the Atlantic seaboard to the Delaware-Maryland Line, and be it further

*Resolved,* That if such re-survey discloses that the road is not in the proper location, then and in that case, the State Roads Commission is authorized to effect an equitable adjustment with the property owners whose interests have been damaged because of the present location of said road.

Approved May 6, 1949.

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NO. 24

(Senate Joint Resolution 18)

Joint Resolution authorizing the State Roads Commission to make a study of the feasibility of putting into service the Chesapeake Bay Ferry Boats between Solomons, in Calvert County, and Crisfield, in Somerset County, when the service between Sandy Point and Matapeake is terminated, and to make a report of such study to the General Assembly when it convenes in 1950.

WHEREAS, the Chesapeake Bay Ferry boats are still capable of rendering excellent service, and will not be necessary for their present service from Sandy Point to Matapeake after the Chesapeake Bay Bridge is erected; and

WHEREAS, it is desirable to link Solomons in Calvert County with Crisfield in Somerset County, so as to provide a direct route across the Bay between the Eastern and Western Shores of Southern Maryland; and

WHEREAS, such a communication link would have the natural advantage of tying in with the system of Virginia ferries and traffic over the Patuxent River Bridge, and would provide