

BRIDGE BILL WILL COME UP MONDAY

Substitute Prepared by Johnson Is
Intended to Meet Objections
of Public

The state senate tomorrow will consider on the amendment stage, Senator Clyde B. Johnson's substitute for house bill No. 511, better known as the Kanawha county bridge bill, the main features of which are to call a special bond election for four bridges, not to exceed \$1,750,000, the bonds to be retired within five years with funds derived from tolls to be collected on the four bridges during that period and no longer.

The substitute, as prepared by Mr. Johnson is intended to meet the objections expressed at the public hearing 10 days ago, when protestants argued against the levy-laying alternative to bonds and other features.

The bill authorizes and directs the county court to call a special election of the voters of Kanawha county for the purpose of authorizing, with the consent of three-fifth of all the votes cast for and against, the issuance of "not to exceed \$1,750,000 of special bridge bonds, for the purpose of constructing or purchasing four bridges across the Kanawha river." If the election is favorable, the court, under the terms of the substitute, is then authorized to issue the bonds in accordance with the state laws.

The bill sets the date for the election as July 7, next.

Location of Bridges

The proposed measure sets forth the location of the bridges, if the issue carries as follows: One bridge shall connect the districts of Jefferson and Union; one shall connect the districts of Charleston and Loudon at a point near the west end of the corporate limits of the city; one shall connect the city with Kanawha City at a point near the east end of the corporate limits and the other bridge shall be located at some point in Cabin Creek district.

Each of the locations, the bill provides, shall be definitely fixed by the county court in the order submitting such election and in the same order the county court shall submit the closest estimate of the cost of each bridge which it shall be able to ascertain with the aid of the engineers.

The proposed bill directs that the bridges shall be "free and open to public travel without toll on and after five years after purchase or construction," puts the management of the bridges in the hands of the county court and makes the sheriff the treasurer of the funds collected as tolls, to be used for overhead charges, costs of upkeep and for a sinking fund for retiring the bonds.

It is provided that in the event a sufficient amount is collected from the tolls to pay the annual interest and provide a sinking fund for the retirement of the bonds "then the county court shall not lay a levy for sinking fund purposes as authorized by this act, and chapter 14 of the acts of 1923."

Contract Power

In the construction or purchase of any one of the bridges, the county court is empowered to enter into a contract with the Charleston Inter-urban Railway company or any other public utility relative to construction, maintenance and use thereof, which shall appear just and reasonable and which shall assure street car travel after five years to be free of tolls. The tolls collected on street cars or other public conveyances shall be paid into the sinking fund and all agreements made must meet with the approval of the state road commission.

The bill directs that the order calling the election shall contain all the information about the bridges, directs that the ballots shall be simple, provides for two election clerks at each of the polls in the county, and gives both sides of the question the right to be represented officially at the polls.

The registration used at the election last November shall be used at the polls and it is further provided that two registrars shall be appointed to register voters at a convenient date before the election.

Full co-operation with the state road commission as to the construction and financing of the bridges is directed.