

Two Toll Spans At Cabin Creek, Nitro Planned

Local Men With Pittsburgh
And Eastern Capitalists
Have Arranged Finances,
Announcement.

Expect Construction
To Start In Three Weeks

State Charters Companies,
And Only Formality of
Obtaining Federal Permit
Remains.

Construction of two new toll bridges crossing the Kanawha river, appeared certain yesterday, when charters were granted by the secretary of state to the St. Albans-Nitro Bridge company, and the Cabin Creek-Kanawha bridge company. Construction may start within three weeks, it was announced.

Both of the bridges will be constructed by private interests said to be backed by Pittsburgh and eastern capitalists and engineers. One will cross the Kanawha near Nitro, connecting that chemical town with St. Albans, while the other will span the river at Cabin Creek Junction affording a connection with the Midland Trail at a point about three miles south west of Cedar Grove.

Capitalists from the territories effected by each of the bridges are included in the lists of incorporators of the companies. These lists vary only slightly, and the persons forming the St. Albans-Nitro company are J. V. R. Skinner, St. Albans; E. C. Colcord, Jr., St. Albans; D. L. Ambler, Nitro; Nathan F. Poffenberger, Charleston; John H. Charnock, Charleston, and George E. Sutherland, Charleston. Incorporators of the Cabin Creek company include: John L. Dickinson, Houston G. Young, Nathan F. Poffenberger, Ernest M. Merrill, and John H. Carmock, all of Charleston.

Must Obtain Permit

Construction work upon the bridges will be started, it was declared last night by stockholders, within three weeks. Financing of the companies has been completed, they said, preliminary engineering work is finished, and a traffic survey has been made.

Only one matter, which is said to be a more formality, remains to be disposed of before actual work of securing the rights of way and erecting the bridges can be started. This is the securing of a permit from the federal government, and it is thought by stockholders that formal application for the permit will be made early next week, and the permits will be returned a few days later.

Approximately \$750,000 each will be expended upon the spans by the companies, which plan to operate their bridges upon a toll basis.

No discussion of the toll charge has as yet been made by the stockholders of the companies, but it is understood that the rate will be approximately the same as that in effect upon other bridges of the district. This could not be definitely stated, however, for tolls are fixed by the public service commission and are based upon the sums expended in the construction of a bridge.

Unrelated To City Plan

The bridges will in no way be connected with the spans planned by the city of Charleston to alleviate traffic difficulties within the city for they will afford relief to communities adjacent to Charleston, but not close enough to be served by the contemplated city spans.

Traffic surveys have shown, it is said, that the bridges contemplated by the two companies are badly needed, and it is declared that counts made by engineers working under the supervision of V. R. Phillips have revealed that thousands of persons will be benefited by the spans.

Definite location of the two bridges has not been decided upon, pending securing of the rights of way, but it is stated by stockholders, that exact sites will be chosen immediately after the federal permits are granted.