

[CHAPTER 613]

AN ACT

Authorizing the Indiana State Toll Bridge Commission to construct, maintain, and operate a toll bridge or a free bridge across the Ohio River at or near Cannelton, Indiana.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to promote interstate commerce, improve the postal service, and provide for military and other purposes, the Indiana State Toll Bridge Commission be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Ohio River, at a point suitable to the interests of navigation, at or near Cannelton, Indiana, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters", approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

SEC. 2. There is hereby conferred upon the Indiana State Toll Bridge Commission all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, maintenance, and operation of such bridge and its approaches, as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which such real estate or other property is situated, upon making just compensation therefor, to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in the condemnation or expropriation of property for public purposes in such State.

SEC. 3. The Indiana State Toll Bridge Commission is hereby authorized either to operate said bridge free of tolls or to fix and charge tolls for transit over such bridge, and the rates of toll so fixed shall be the legal rates until changed by the Secretary of War under the authority contained in the Act of March 23, 1906.

SEC. 4. In fixing the rates of toll to be charged for the use of such bridge the same shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the cost of such bridge and its approaches, including interest at a rate of not to exceed 5 per centum per annum and reasonable financing cost, as soon as possible, under reasonable charges, but within a period of not to exceed thirty years from the completion thereof. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls. An accurate record of the cost of the bridge and its approaches, the expenditures for maintaining, repairing, and operating the same, and the daily tolls collected shall be kept and shall be available for the information of all persons interested.

SEC. 5. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved July 24, 1946.

[CHAPTER 614]

AN ACT

To extend the times for commencing and completing the construction of a bridge across the Calcasieu River at or near Lake Charles, Louisiana.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the

July 24, 1946
[H. R. 6065]

[Public Law 541]

Bridge.
Ohio River.

34 Stat. 84.
33 U. S. C. §§ 491-
498.

Acquisition of real
estate, etc.

Tolls.

Supra.

Sinking fund.

Records.

July 24, 1946
[H. R. 6222]

[Public Law 542]

Bridge.
Calcasieu River.

Calcasieu River, at or near Lake Charles, authorized to be built by the State of Louisiana, by an Act of Congress approved June 22, 1943, and heretofore extended by the Act approved June 1, 1944, are hereby extended two and four years, respectively, from June 22, 1946.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved July 24, 1946.

[CHAPTER 615]

AN ACT

To amend the Act entitled "An Act authorizing the Nebraska-Iowa Bridge Corporation, a Delaware corporation, its successors and assigns, to construct, maintain, and operate a bridge across the Missouri River between Washington County, Nebraska, and Harrison County, Iowa", approved March 6, 1928.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the second sentence of Section 4 of the Act entitled "An Act authorizing the Nebraska-Iowa Bridge Corporation, a Delaware corporation, its successors and assigns, to construct, maintain, and operate a bridge across the Missouri River between Washington County, Nebraska, and Harrison County, Iowa", approved March 6, 1928, is amended by striking out the word "twenty" and inserting in lieu thereof the word "thirty".

SEC. 2. The second sentence of section 5 of such Act is amended to read as follows: "After a sinking fund sufficient to pay the cost of acquiring the bridge and its approaches shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls."

SEC. 3. Said Act is further amended by adding thereto four new sections to be numbered 9, 10, 11, and 12, respectively, as follows:

"SEC. 9. Approval is hereby granted, insofar as such approval by the Congress is required, of the agreement entered into on the 9th day of May 1946, by and between the Nebraska-Iowa Bridge Corporation and the State of Iowa, acting by and through its State highway commission, and the State of Nebraska, acting by and through its department of roads and irrigation, which agreement provides for the liquidation of all indebtedness outstanding against said Nebraska-Iowa Bridge Corporation on account of said bridge on the date that said agreement was entered into, for the acquisition by said States and liquidation in like manner of said corporation's equity in said bridge over and above such outstanding indebtedness (the total amount of such outstanding indebtedness and the amount of value of the equity which said corporation shall have in said bridge after liquidation of said indebtedness having been heretofore determined and agreed upon and set forth in said agreement), and for the said Nebraska-Iowa Bridge Corporation on and after the date thereof to continue in control of and to maintain and operate said bridge as trustee for all of the parties to said agreement for the purpose of carrying out the terms thereof.

"SEC. 10. When the revenues derived from the operation of the bridge, after meeting reasonable annual maintenance, repair, and operation costs, shall have provided funds sufficient to pay all outstanding indebtedness and pay the equity of said Nebraska-Iowa Bridge Corporation in said bridge, pursuant to the terms of the hereinabove-mentioned agreement, the Nebraska-Iowa Bridge Corporation shall by deed or other suitable instrument of conveyance transfer to the State of Iowa all right, title, and interest held by said corporation in and to that portion of said bridge and its approaches, rights, rights-of-way,

57 Stat. 160; 58 Stat. 267.

July 24, 1946
[H. R. 6515]
[Public Law 543]

Bridge,
Missouri River.

45 Stat. 194.

45 Stat. 195.
Tolls.

Approval of agree-
ment.

Transfer of title,
etc., to States.