AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

[CHAPTER 64]

AN ACT

April 4, 1938
[H. R. 7266]
[Public, No. 460]

Authorizing the State of Rhode Island, acting by and through the Jamestown Bridge Commission as an agency of the State, to construct, maintain, and operate a toll bridge across the west passage of Narragansett Bay between the towns of Jamestown and North Kingstown.

Narragansett Bay, west passage.
Rhode Island may bridge, Jamestown to North Kingstown.

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 State of Rhode Island, acting by and through the Jamestown Bridge Commission or the successors of said Commission, as an agency of the State, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the west passage of Narragansett Bay, at a point suitable to the interests of navigation, between the towns of Jamestown and North Kingstown, 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.

34 Stat. 84.
33 U. S. C. §§ 491–498.

Toll charges.

SEC. 2. The State of Rhode Island, acting by and through the Jamestown Bridge Commission or the successors of said Commission, as an agency of the State, is hereby authorized 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.

Application of tolls to maintenance, sinking fund, etc.

SEC. 3. 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, with other funds available for the purpose, if any, 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 reasonable interest and financing cost, as soon as possible, under reasonable charges, but within a period of not to exceed forty years from the completion thereof. In the event bridge-revenue bonds are issued to provide funds for the construction of such bridge, such tolls may be continued and adjusted at such rates as may be necessary to pay such bonds with interest thereon and any lawful premium for the retirement thereof before maturity, subject only to the power of the Secretary of War or other authorized Federal authority to regulate such rates.

Continuation, until retirement, if bonds are issued.

Maintenance as free bridge after amortizing costs, etc.

SEC. 4. After a sinking fund sufficient to amortize the cost of such bridge or sufficient to pay the principal and interest on bonds issued for the purpose of financing such bridge shall have been provided to the extent hereinbefore required, such bridge shall thereafter be maintained and operated free of tolls.

Record of expenditures and receipts.

SEC. 5. An accurate record of the cost of the bridge and its approaches; the expenditures for maintaining, repairing, and operating the same; and of the daily tolls collected shall be kept and shall be available for the information of all persons interested.

Amendment.

SEC. 6. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, April 4, 1938.