continue until final enactment thereof in both Houses of Congress; and such committee may also curtail the number of copies of such bills or resolutions, including the slip form of such public Act or public resolution.

Approved, June 13, 1934.

[CHAPTER 484.]

AN ACT

Authorizing the Oregon-Washington Bridge Board of Trustees to construct, maintain, and operate a toll bridge across the Columbia River at Astoria, Clatsop County, Oregon.

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, Guy Boyington, judge of the county court of Clatsop County, Oregon, and his successors in office, J. C. Ten Brook, mayor of the city of Astoria, Oregon, and his successors in office, and L. D. Williams, chairman of the Board of County Commissioners of Pacific County, Washington, and his successors in office, all as trustees, are hereby authorized to construct, maintain, and operate a bridge and approaches thereto across the Columbia River, at a point suitable to the interests of navigation, at Astoria, Clatsop County, Oregon, 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; and said trustees shall own and hold said bridge in trust for Clatsop County, Oregon, Pacific County, Washington, and the city of Astoria, Oregon; said trustees being known as and functioning as the Oregon-Washington Bridge Board of Trustees, and serving without compensation. Said board of trustees is hereby granted the right to assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act.

Sec. 2. There is hereby conferred upon said board of trustees 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 said board of trustees 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.

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 reasonable interest and financing cost, as soon as possible, under reasonable charges, but within a period of not to exceed twenty-five years from the completion thereof. After a sinking fund sufficient for such amortization
shall have been so provided, such bridge shall thereafter be main-
tained and operated free of tolls, or the rates of toll shall thereafter
be so adjusted as to provide a fund of not to exceed the amount neces-
sary for the proper maintenance, repair, and operation of the bridge
and its approaches under economical management. An accurate rec-
ord 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 informa-
tion of all persons interested.

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

Approved, June 13, 1934.

[CHAPTER 485.]

AN ACT

Authorizing the county of Wahkiakum, a legal political subdivision of the State
of Washington, to construct, maintain, and operate a bridge and approaches
thereto across the Columbia River between Puget Island and the mainland,
Cathlamet, State of Washington.

Be it enacted by the Senate and House of Representatives of the
United States of America in Congress assembled, That the consent
of Congress is hereby granted to the county of Wahkiakum, a legal
political subdivision of the State of Washington, its successors and
assigns, to construct, maintain, and operate a free highway bridge
and approaches thereto across the Columbia River between Puget
Island and the mainland, Cathlamet, State of Washington, at a
point suitable to the interests of navigation, 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 said Act.

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

Approved, June 13, 1934.

[CHAPTER 486.]

AN ACT

To provide a preliminary examination of Stillaguamish River and its tributaries
in the State of Washington, with a view to the control of its floods.

Be it enacted by the Senate and House of Representatives of the
United States of America in Congress assembled, That the Secretary
of War be, and he is hereby, authorized and directed to cause a
preliminary examination to be made of the Stillaguamish River and
its tributaries in the State of Washington, with a view to the con-
trol of its floods, in accordance with the provisions of section 3 of
an Act entitled "An Act to provide for the control of the floods of
the Mississippi River, and of the Sacramento River, California, and
for other purposes", approved March 1, 1917, the cost thereof to be
paid from appropriations heretofore or hereafter made for examina-
tions, surveys, and contingencies of rivers and harbors.

Approved, June 13, 1934.