

Congress approved January 30, 1924, being Public Law No. 2 (Chapter 5) of the Public Laws of the Sixty-eighth Congress of the United States, First Session, and an Act of Congress approved January 26, 1926, being Public Law No. 1 (Chapter 5) of the Public Laws of the Sixty-ninth Congress of the United States, First Session.

2. THAT CERTAIN FRANCHISE granted by Hood River County, Oregon, on the 4th day of March, 1925, by an order of the County Commissioners of said county and supplemental resolutions and amendments thereto granting a franchise for the construction and operation of a public toll bridge at the point above described and the collection of tolls thereon.

3. THAT CERTAIN FRANCHISE granted by Skamania County, Washington, dated the 6th day of April, 1925, and supplemental resolutions and amendments thereto, granting a franchise for the construction and operation of said toll bridge and the collection of tolls thereon at rates and tolls fixed by the Secretary of War.

4. THAT CERTAIN RIGHT AND PERMIT to construct, operate and maintain the aforementioned bridge over and across the right of way, tracks, and property of the Spokane, Portland and Seattle Railway Company, a corporation, all as granted and provided in that certain agreement dated July 11, 1924, by and between the Spokane, Portland & Seattle Railway Company and The Bridge of the Gods Corporation, as amended and modified by that certain agreement dated February 15, 1940, by and between the Spokane, Portland & Seattle Railway Company and the Wauna Toll Bridge Company.

5. THAT CERTAIN LICENSE, PERMIT AND EASEMENT to construct and maintain the aforementioned bridge and approaches thereto over and across the right of way, other property and tracks of the Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, all as granted and provided in that certain agreement dated February 11, 1926, by and between Oregon-Washington Railroad & Navigation Company (therein called "Railroad Com-