

interstate bridge, the same shall be maintained and operated by the state, in conjunction with the proper authorities of the State of Oregon or the county of Multnomah without the imposition and collection of tolls from pedestrians, horse-drawn vehicles or privately-owned motor vehicles, but the state may impose and collect such tolls for the use of such bridge by street and interurban railways, auto transportation companies, and motor vehicles operated for hire as the state highway committee and the proper authorities of the State of Oregon or the county of Multnomah may prescribe.

Passed the House February 28, 1923.

Passed the Senate March 6, 1923.

Permitted to become a law without the signature of the Governor.

J. GRANT HINKLE,
Secretary of State.

CHAPTER 167.

[H. B. 156.]

INTERSTATE BRIDGES.

AN ACT relating to interstate bridges and amending section 6545 of Remington's Compiled Statutes.

Be it enacted by the Legislature of the State of Washington:

SECTION 1. That section 6545 of Remington's Compiled Statutes be amended to read as follows:

Section 6545. In case any county is obligated to pay any bonded indebtedness for the construction of any such interstate [interstate] bridge and so long as any part of the principal or interest of such bonded indebtedness remains unpaid, fifty per cent (50%) of all moneys accruing to such county from the tolls shall be placed in a separate fund in the county treasury to be known as the interstate bridge fund and

Amends Rem.
Comp. Stat.
§ 6545;
Pierce's Code
§ 559.

Toll monies,
how disposed
of.

be expended for interest on and to redeem such bonded indebtedness, and the remaining fifty per cent (50%) of such moneys shall be placed in the road and bridge fund of the county, and if at the time of the taking effect of this act, there shall be on hand and unexpended in the interstate bridge fund in any such county, moneys in excess of one hundred twenty-five thousand dollars (\$125,000), then and in that event, the sum of one hundred twenty-five thousand dollars (\$125,000) shall be transferred from the interstate bridge fund of the county to the road and bridge fund of the county and all moneys so transferred to the road and bridge fund and all moneys accruing to the road and bridge fund of the county under the provisions of this section during the biennium ending April 30, 1925, to the extent that the same may be matched by federal aid moneys or state moneys, shall be expended in the construction of state highways and bridges in such county, and the balance of any such moneys transferred, placed in or accruing to the road and bridge fund of the county, in excess of the moneys matched by federal aid or state moneys, shall be expended in the manner provided by law. From and after the time when such bonded indebtedness is fully paid, all moneys accruing to such county from tolls shall be placed in the road and bridge fund of the county.

Passed the House February 23, 1923.

Passed the Senate March 6, 1923.

Permitted to become a law without the signature of the Governor.

J. GRANT HINKLE,
Secretary of State.