

be of great public utility and general convenience, he may serve notice on the board of county commissioners of such county, and shall file one in the county auditor's office, designating the highways already constructed and the existing termini and the section or sections, in his opinion, necessary to be constructed and his reasons therefor, and it shall be the duty of the board of county commissioners to provide for the construction of such connecting highway or section thereof, within one year after the service and filing of such notice under this act.

Construction of
railroads
upon roads.

SEC. 17. No street surface railroad shall be constructed upon a portion of a highway, which portion has or may be hereafter improved under the provisions of this act and the acts amendatory thereof and supplemental thereto, except upon the consent of, and under such conditions and regulations as may be prescribed by the State Highway Commissioner, and by and with the consent of the board of county commissioners of the county wherein such road may be located.

Passed the House March 1st, 1907.

Passed the Senate March 6th, 1907.

Approved by the Governor March 13th, 1907.

CHAPTER 151.

[H. B. 467.]

PROVIDING FOR THE ESTABLISHMENT, CONSTRUCTION AND MAINTENANCE OF STATE ROADS AND MAKING APPROPRIATIONS FOR CERTAIN STATE ROADS.

AN ACT providing for the establishment, construction and maintenance of state roads and making appropriations for state roads heretofore established.

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

Terms
defined.

SECTION 1. The term State Aid Roads shall be construed to mean improved roads constructed along the main lines of travel, the cost of which is distributed between the state and any county. The term State Roads shall be construed to mean roads constructed in the sparsely settled and

mountainous regions of the state, the entire expense of engineering and construction being borne by the state and paid for out of the highway fund.

SEC. 2. No road shall hereafter be established as a state road until the same shall have been surveyed and found to be feasible, and of public utility, and all the facts concerning its feasibility and utility have been reported to the State Legislature by the State Highway Board.

Survey and report on State roads.

SEC. 3. The following described roads are hereby declared to be state roads and shall be known and described as hereinafter set forth.

State roads enumerated.

SEC. 4. State Road No. 1, or the White River-Natches road: This road shall begin at a point on the west side of section 9 in township 19, north of range 7, east W. M., in King county, Washington, and shall run thence by the most practicable route to the summit of the Cascade mountains near the head of American river; thence down the valley of the American river in Yakima county, as nearly as practicable as now surveyed, to the point where it will intersect State Road No. 5, otherwise known as the Cowlitz Pass road.

No. 1—
White
River-
Natches.

State Road No. 2, or the Newport-Orient Road: This road shall begin at the town of Newport in Stevens county, Washington, and shall run thence down the west bank of the Pend d'Orielle river to Tiger, or a point in that vicinity; thence by the most practicable route to Colville; thence to Marcus; thence by the most practicable route to Orient in Ferry county, Washington.

No. 2—
Northport-
Orient.

State Road No. 3, or the Chelan-Skagit Road: This road shall begin at a point where the present wagon road running north from Leavenworth to Lake Wenatchee in Chelan county crosses the north boundary line of the northwest quarter of section 5, township 26, north range 18, east W. M., and shall run thence along the present constructed state road and surveyed state road line to the mouth of Phelps creek; thence by the most practicable route to the summit of the Cascade mountains; thence from said Summit to the headwaters of Suiattle creek in Snohomish county; thence over and along the most practicable

No. 3—
Chelan-
Skagit.

route to connect with the Sauk-Darrington county road in Skagit county.

No. 4—Sans
Poil-Loomis.

State Road No. 4, or the Sans Poil-Loomis road: This road shall begin at the mouth of the Sans Poil creek on the Columbia river, and run thence as nearly as practicable over the present road to the city of Republic in Ferry county, Washington, and thence from said city of Republic over the present traveled road as nearly as may be practicable to the town of Loomis, in Okanogan county, Washington.

No. 5—
Cowlitz-
Natches.

State Road No. 5, or the Cowlitz-Natches road: This road shall begin at a point in the center of the public highway running from the town of Napavine to Klickitat prairie in Lewis county, Washington, at the point nearest to the southeast corner of section 10, in township 12, north of range 1 east W. M., and shall run thence over the present surveyed line on such state road, by the way of Klicitat prairie and Riffe postoffice up the Cowlitz river and its tributaries, and over the summit of the Cascade mountains at the Carlton pass; thence over such surveyed line for said road down Bumping river and the Natches river to a point which bears south 73 degrees and 24 minutes east and is 2,356 feet distant from the corner of sections 27, 28, 33 and 34, in township 15, north range 16, east W. M., in Yakima county, Washington.

No. 6—
Waterfront.

State Road No. 6, or the Waterfront road: This road shall begin on the public road at a point one mile north of that point where the same intersects the north line of Skagit county in section 6, township 36, north range 3, east W. M., and shall run thence southerly by the most practicable route to connect with the public road at the Blanchard slough in Skagit county, Washington.

No. 7—
Snoqualmie
Pass.

State Road No. 7, or the Snoqualmie Pass road: This road shall begin at North Bend, in King county, Washington, and run thence by the most practicable route to the summit of the Cascade mountains at the Snoqualmie pass; thence over the line as surveyed for the said road as nearly as practicable to Easton, in Kittitas county.

No. 8—
Columbia
River.

State Road No. 8, or the Columbia River road: This road shall begin at the town of Washougal in Clarke

county, Washington, and run thence over the line as surveyed for such state road through Clarke and Skamania counties, and thence over the most practicable route to the town of Goldendale, in Klickitat county.

State Road No. 9, or the Montesano-Port Angeles road: This road shall begin at the city of Montesano in Chehalis county, Washington, and shall run westerly to Aberdeen; thence to Hoquiam; thence over the county road to Hump-tulips; thence northerly to Quinault postoffice; thence northerly to Bogachiel in Jefferson county, following as nearly as practicable the line as now surveyed for said state road; thence northerly to Forks, in Clallam county; thence northeasterly over the county road as nearly as practicable to Beaver; thence by the most practicable route to Port Angeles, in Clallam county, Washington.

No. 9—
Montesano-
Port
Angeles.

State Road No. 10, or the Wenatchee-Oroville road: This road shall begin at the lower bridge on the Wenatchee river in Chelan county, Washington, and shall run thence over the present constructed state road to the forty-eight mile post; thence by the most practicable route to the town of Pateros, in Okanogan county; thence over the present constructed county road as nearly as practicable through the towns of Brewster and Alma, and thence by the most practicable route to the north line of Okanogan county, Washington.

No. 10—
Wenatchee-
Oroville.

State Road No. 11, or the Skagit River road: This road shall begin at Marblemount in Skagit county, Washington, and shall run thence in a northerly direction up the Skagit river by the most practicable route to make connection with the present wagon road near the mouth of Mill creek; thence by the most practicable route to Barron, in Whatcom county, Washington.

No. 11—
Skagit
River.

State Road No. 12, or the Methow-Barron road: This road shall begin in the county road on the south side of and near the mouth of the Methow river and shall follow as nearly as practicable the present surveyed line for such road, to a point opposite the town of Twisp; thence by the most practicable route to the town of Winthrop; thence up the south fork of the Methow river valley and over the summit of the Cascade mountains, by the most

No. 12—
Methow-
Barron.

practicable route, to Barron, in Whatcom county, Washington.

No. 13—
Cascade.

State Road No. 13, or the Cascade Wagon road: The following changes shall be made in the old location of certain portions of said road, viz.: Beginning at the town of Twisp in Okanogan county and running thence by the most practicable route to the county seat at Conconully; also beginning at the city of Republic and running thence by the most practicable route to the Columbia river in the vicinity of the mouth of Sherman creek.

The old locations of these sections of said road between such points having proved impracticable.

Appropriation \$225,000.

SEC. 5. For the purpose of constructing the state roads described in section four of this act and making the necessary surveys for the proposed new state roads, there is hereby appropriated out of the state highway fund, the sum of two hundred and twenty-five thousand dollars (\$225,000), to be apportioned as hereinafter provided, to-wit:

For State Road No. 1, the sum of . . .	\$15,000
For State Road No. 2, the sum of . . .	10,000
For State Road No. 3, the sum of . . .	6,000
For State Road No. 4, the sum of . . .	6,000
For State Road No. 5, the sum of . . .	40,000
For State Road No. 7, the sum of . . .	30,000
For State Road No. 8, the sum of . . .	25,000
For State Road No. 9, the sum of . . .	30,000
For State Road No. 10, the sum of . . .	12,000
For State Road No. 11, the sum of . . .	25,000
For State Road No. 12, the sum of . . .	15,000
For State Road No. 13, the sum of . . .	5,000
For surveys to determine the feasibility of proposed state roads, the sum of . .	6,000

Passed the House March 1st, 1907.

Passed the Senate March 6th, 1907.

Approved by the Governor March 13th, 1907.