warrants shall be payable only from the funds created by
the special taxes or assessments hereinbefore authorized
upon the property in the said local improvement district,
and the holder of any such bond or warrant shall look only
to such fund for the payment of the principal and interest
thereof and shall have no claim or lien therefor against the
city by which the same was issued except from such fund.

Sec. 6. The provisions and remedies provided by this
act are and shall be cumulative of existing provisions and
remedies, and nothing in this act contained shall be held
to repeal any provision of the existing law or of any char-
ter of any city upon the subject matter thereof, but such
existing law or charter provision shall continue in full force
and effect, and it shall be optional with the city authori-
ties to proceed under either such existing law, charter pro-
vision or this act.

Passed the House March 8th, 1907.
Passed the Senate March 13th, 1907.
Approved by the Governor March 18th, 1907.

CHAPTER 244.
[H. B. 231.]
AMENDING ACT RELATING TO APPROPRIATION OF LANDS
AND HIGHWAYS FOR CORPORATE PURPOSES.

An Act to amend an act entitled “An act to amend section 4334
of Ballinger’s Annotated Codes and Statutes of Washington
relating to the appropriation of lands and highways for cor-
porate purposes.” (Section 7089 of Pierce’s Code.)

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

Section 1. That section 1 of an act to amend an act
entitled “An Act to amend section 4334 of Ballinger’s
Annotated Codes and Statutes of Washington relating to
the appropriation of lands and highways for corporate
purposes,” (section 7089 of Pierce’s Code) be, and the
same is hereby amended to read as follows: Sec. 1. Every
corporation organized for the construction of any railway,
macadamized road, plank road, clay road, canal or bridge, is hereby authorized and empowered to appropriate, by condemnation, land and any interest in land or contract right relating thereto, including any leasehold interest therein and any rights-of-way for tunnels beneath the surface of the land, and any elevated rights-of-way above the surface thereof, including lands granted to the State for university, school or other purposes, and also tide and shore lands belonging to the State (but not including harbor areas), which may be necessary for the line of such road, railway or canal, or site of such bridge, not exceeding two hundred feet in width, besides a sufficient quantity thereof for toll houses, workshops, materials for construction, excavations and embankments and a right-of-way over adjacent lands or property, to enable such corporation to construct and prepare its road, railway, canal or bridge, and to make proper drains; and in case of a canal, whenever the court shall deem it necessary, to appropriate a sufficient quantity of land, including lands granted to the State for university, school or other purposes, in addition to that before specified in this section, for the construction and excavation of such canal and of the slopes and bermes thereof, not exceeding one thousand feet in total width; and in case of a railway to appropriate a sufficient quantity of any such land, including lands granted to the State for university, schools and other purposes and also tide and shore lands belonging to the State (but not including harbor areas), in addition to that before specified in this section, for the necessary side tracks, depots and water stations, and the right to conduct water thereto by aqueduct, and for yards, terminal, transfer and switching grounds, docks and warehouses required for receiving, delivering, storage and handling of freight, and such land, or any interest therein, as may be necessary for the security and safety of the public in the construction, maintenance and operation of its railways; compensation therefor to be made to the owner thereof irrespective of any benefit from any improvement proposed by such corporation, in the manner provided by law: And provided further, That if such corporation lo-
cate the bed of such railway or canal upon any part of
the track now occupied by any established State or county
road, said corporation shall be responsible to the county
commissioners of said county or counties in which such
State or county road so appropriated is located, for all
expenses incurred by such county or counties in relocating
and opening the part of such road so appropriated. The
term land as herein used includes tide and shore lands but
not harbor areas; it also includes any interest in land or
contract right relating thereto, including any leasehold
interest therein.

Passed the House March 11, 1907.
Passed the Senate March 13th, 1907.
Approved by the Governor March 18, 1907.

CHAPTER 245.
[H. B. 349.]
ANNEXATION OF UNINCORPORATED TERRITORY TO
CITIES OF THE FIRST CLASS.

An Act providing for the annexation to cities of the first class of
unincorporated territory contiguous thereto and providing a
method therefor.

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

SECTION 1. Any portion of a county not heretofore
incorporated as a municipal corporation, lying contiguous
to any city of the first class, may become annexed to such
city under the provisions of this act, and when so annexed
shall become a part of said city: Provided, That whenever any such unincorporated territory is separated from
any city of the first class by water, or by tide or shore lands
on which no bona fide residence is maintained by any per-
son, said unincorporated territory shall be deemed contigu-
ous for all the purposes of this act.

SEC. 2. A petition shall be presented to the board of
county commissioners of such county, signed by at least
twenty per centum of the qualified electors of such county,