

CHAPTER 141.

[S. B. 396.]

VACATION OF MONTLAKE BOULEVARD IN SEATTLE IN
EXCHANGE FOR LANDS OF NORTHERN
PACIFIC RAILWAY.

AN ACT relating to the vacation of certain portions of the boulevards in section sixteen (16), township twenty-five (25) north, range four (4) east Willamette Meridian, the widening of other portions thereof, and for an exchange of certain lands in said section with the Northern Pacific Railway Company, a corporation.

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

SECTION 1. That whenever the board of regents of the University of Washington shall have petitioned the city council of the city of Seattle for the vacation of the following described portions of the street heretofore dedicated in section sixteen (16), township twenty-five (25) north, range four (4) east, Willamette meridian, to-wit:

Beginning at the northwest corner of section sixteen (16), township twenty-five (25) north, range four (4) east, Willamette meridian; thence south no degrees, two minutes, thirteen seconds west (S. $0^{\circ} 2' 13''$ W.), a distance of thirty-five (35) feet to a point on the southerly margin of East Forty-fifth street; thence south eighty-nine degrees, fifty-seven minutes, forty-seven seconds east (S. $89^{\circ} 57' 47''$ E.) along said southerly margin a distance of two thousand six hundred fifty-five and one one-hundredth (2655.01) feet to the point of tangency with the easterly margin of Montlake boulevard, which point is the true point of beginning; thence westerly and southerly along said easterly margin on a curve to the left having a uniform radius of fifty (50) feet, a distance of eighty-eight and thirty-four one-hundredths (88.34) feet to a point of reverse curve; thence continuing along said easterly margin on a curve to the right having a uniform radius of two thousand nine hundred seventy-four and ninety-three one-hundredths (2974.93) feet a distance of seven hundred forty-eight and thirty-five one-hundredths

Petition for
vacation.

Description
of lands.

(748.35) feet; thence southwesterly, westerly and northwesterly on a curve to the right having a uniform radius of twenty and six one-hundredths (20.06) feet a distance of sixty and ten one-hundredths (60.10) feet to a point of reverse curve; thence northerly on a curve to the left having a uniform radius of three thousand seven hundred sixty-seven and eighteen one-hundredths (3767.18) feet a distance of seven hundred forty-four and five one-hundredths (744.05) feet to a point of reverse curve; thence northerly and easterly on a curve to the right having a uniform radius of fifty (50) feet a distance of eighty-five and eighty-one one-hundredths (85.81) feet to a point of tangency on the southerly margin of East Forty-fifth street; thence south eighty-nine degrees, fifty-seven minutes, forty-seven seconds east (S. $89^{\circ} 57' 47''$ E.), along said southerly margin a distance of twenty-one and sixty one-hundredths (21.60) feet to the true point of beginning, containing fifty-eight one-hundredths (.58) acres;

Also beginning at the northwest corner of section sixteen (16), township twenty-five (25) north, range four (4) east, Willamette meridian; thence south no degrees, two minutes, thirteen seconds west (S. $0^{\circ} 2' 13''$ W.) a distance of thirty-five (35) feet to a point on the southerly margin of East Forty-fifth street; thence south eighty-nine degrees, fifty-seven minutes, forty-seven seconds east (S. $89^{\circ} 57' 47''$ E.) a distance of two thousand three hundred twenty-six and sixty-four one-hundredths (2326.64) feet to a point on the westerly margin of Montlake boulevard, which point is the true point of beginning; thence southerly along said westerly margin on a curve to the right having a uniform radius of two thousand seven hundred fourteen and ninety-three one-hundredths (2714.93) feet a distance of one thousand one hundred eighty-one and eighty-five one-hundredths (1181.85) feet to a point of tangency; thence south eleven degrees, twenty-one minutes, fifty-two seconds west (S. $11^{\circ} 21' 52''$ W.) a distance of ninety-six and thirty-five one-hundredths (96.35) feet to a point of curvature; thence on a curve

to the left having a uniform radius of twenty (20) feet, a distance of twenty and ninety-four one-hundredths (20.94) feet to a point of tangency; thence continuing on the westerly margin of Montlake boulevard, south forty-eight degrees, thirty-seven minutes, fifty-eight seconds east (S. $48^{\circ} 37' 58''$ E.) a distance of eighty and eighty-three one-hundredths (80.83) feet; thence north eleven degrees, twenty-one minutes, fifty-two seconds east (N. $11^{\circ} 21' 52''$ E.) a distance of twenty-five and sixty-nine one-hundredths (25.69) feet to a point of curvature; thence northerly on a curve to the left having a uniform radius of three thousand six hundred seventeen and eighteen one-hundredths (3617.18) feet a distance of one thousand three hundred twenty-one and forty one-hundredths (1321.40) feet to a point on the southerly margin of East Forty-fifth street; thence north eighty-nine degrees, fifty-seven minutes, forty-seven seconds west (N. $89^{\circ} 57' 47''$ W.) along said southerly margin a distance of ninety-six and thirty-nine one-hundredths (96.39) feet to the true point of beginning, containing two and thirty-six one-hundredths (2.36) acres;

Also beginning at the northwest corner of section sixteen (16), township twenty-five (25) north, range four (4) east, Willamette meridian; thence south sixty-five degrees, thirty-six minutes, twenty-two seconds west (S. $65^{\circ} 36' 22''$ W.) a distance of one thousand seven hundred twenty-seven and twenty-seven one-hundredths (1727.27) feet; thence south eighty-three degrees, ten minutes, fifty-five seconds east (S. $83^{\circ} 10' 55''$ E.) a distance of four thousand fifty-three (4053) feet to a point of tangency on the westerly margin of Northern Pacific Railway Company's present right-of-way and the northeasterly margin of Montlake boulevard, which point is the true point of beginning; thence southerly along the northeasterly margin of said Montlake boulevard on a curve to the left having a uniform radius of fifty (50) feet, a distance of forty-eight and thirty-nine one-hundredths (48.39) feet to a point of tangency; thence south forty-eight degrees,

thirty-seven minutes, fifty-eight seconds east (S. $48^{\circ} 37' 58''$ E.) continuing on said northeasterly margin a distance of forty-two and sixteen one-hundredths (42.16) feet to a point of curve; thence southerly on a curve to the right having a uniform radius of three thousand six hundred ninety-seven and eighteen one-hundredths (3697.18) feet a distance of one hundred two and sixteen one-hundredths (102.16) feet to a point of tangency; thence south eleven degrees, twenty-one minutes, fifty-two seconds west (S. $11^{\circ} 21' 52''$ W.) a distance of seventy-one and eighty-eight one-hundredths (71.88) feet to a point on the southwesterly margin of Montlake boulevard; thence north forty-eight degrees, thirty-seven minutes, fifty-eight seconds west (N. $48^{\circ} 37' 58''$ W.) a distance of fifty-nine and seventy-five one-hundredths (59.75) feet to a point on the westerly margin of the Northern Pacific Railway Company's present right-of-way; thence northerly along said westerly margin on a curve to the left having a uniform radius of four thousand fifty-three (4053) feet a distance of two hundred four and eighty-eight one-hundredths (204.88) feet to the true point of beginning, containing twenty-two one-hundredths (.22) acres;

Also beginning at the northwest corner of section sixteen (16), township twenty-five (25) north, range four (4) east, Willamette meridian; thence south no degrees, two minutes, thirteen seconds west (S. $0^{\circ} 2' 13''$ W.) a distance of thirty-five (35) feet to a point on the southerly margin of East Forty-fifth street; thence south eighty-nine degrees, fifty-seven minutes, forty-seven seconds east (S. $89^{\circ} 57' 47''$ E.) a distance of two thousand four hundred twenty-three and five one-hundredths (2423.05) feet to a point on the westerly margin of the Northern Pacific Railway Company's present right-of-way, which point is the true point of beginning; thence southerly along said westerly margin on a curve to the right having a uniform radius of four thousand fifty-three (4053) feet a distance of one thousand three hundred sixty-seven and thirteen one-hundredths (1367.13) feet to a point on the south-

westerly margin of Montlake boulevard; thence north forty-eight degrees, thirty-seven minutes, fifty-eight seconds west (N. $48^{\circ} 37' 58''$ W.) along said southwesterly margin a distance of thirty-two and sixty-two one-hundredths (32.62) feet; thence north eleven degrees, twenty-one minutes, fifty-two seconds east (N. $11^{\circ} 21' 52''$ E.) a distance of twenty-five and sixty-nine one-hundredths (25.69) feet to a point of curvature; thence northerly on a curve to the left having a uniform radius of three thousand six hundred seventeen and eighteen one-hundredths (3617.18) feet a distance of one thousand three hundred twenty-one and forty one-hundredths (1321.40) feet to a point on the southerly margin of East Forty-fifth street; thence south eighty-nine degrees, fifty-seven minutes, forty-seven seconds east (S. $89^{\circ} 57' 47''$ E.) along said southerly margin a distance of one one-hundredth (.01) foot to the true point of beginning, containing thirty one-hundredths (.30) acres;

Disclaimer
of railway
company.

and the Northern Pacific Railway Company, a corporation, shall have filed for record in the office of the auditor of King county, Washington, a good and sufficient instrument, disclaiming any right, title and interest on its part in and to the above described lands or any portion thereof by reason of such vacation, except as hereinafter in this act provided; and such portions of said street shall be regularly vacated; and the said Northern Pacific Railway Company, a corporation, shall have conveyed by deed to the city of Seattle for public park and parkway purposes and as a part of its public park and parkway system, the following described lands, to-wit:

Conveyance
by Northern
Pacific
Railway
Company.

Description
of lands.

Beginning at the one-quarter corner on the west line of section sixteen (16), township twenty-five (25) north, range four (4) east, Willamette meridian; thence south no degrees, forty-two minutes, fifty-four seconds west (S. $0^{\circ} 42' 54''$ W.) along said section line three hundred thirty-eight and twenty-three one-hundredths (338.23) feet to the center line of the Northern Pacific Railway Company's track; thence south fifty-three degrees, six

minutes, twenty-seven seconds east (S. $53^{\circ} 6' 27''$ E.) one thousand one hundred thirty-nine and eighty-three one-hundredths (1139.83) feet along said center line of the Northern Pacific Railway; thence south thirty-six degrees, fifty-three minutes, thirty-three seconds west (S. $36^{\circ} 53' 33''$ W.) forty (40) feet to a point on the southerly margin of the Northern Pacific Railway Company's present right-of-way, said point being the true point of beginning; thence in a northeasterly direction on a curve to the left having a radius of eight hundred four and forty-nine one-hundredths (804.49) feet a distance of one thousand six hundred twenty-two and thirteen one-hundredths (1622.13) feet to a point of tangency; thence north eleven degrees, twenty-one minutes, fifty-two seconds east (N. $11^{\circ} 21' 52''$ E.) one thousand eight hundred eighty-two and sixty-eight one-hundredths (1882.68) feet parallel to and thirty (30) feet westerly from, measured at right angles to the easterly margin of the Northern Pacific Railway Company's present right-of-way to a point of tangency; thence in a northerly direction on a curve to the left having a radius of three thousand six hundred ninety-seven and eighteen one-hundredths (3697.18) feet, a distance of one thousand three hundred thirty-seven and twenty-three one-hundredths (1337.23) feet to a point on the south line of East Forty-fifth street; thence south eighty-nine degrees, fifty-seven minutes, forty-seven seconds east (S. $89^{\circ} 57' 47''$ E.) along said south line of East Forty-fifth street, a distance of two one-hundredths (.02) foot to a point on the easterly margin of the Northern Pacific Railway Company's present right-of-way; thence in a southerly direction along said right-of-way line on a curve to the right having a radius of four thousand one hundred thirty-three (4133) feet a distance of one thousand four hundred ninety-nine and eighty-eight one-hundredths (1499.88) feet to a point of tangency; thence south eleven degrees, twenty-one minutes, fifty-two seconds west (S. $11^{\circ} 21' 52''$ W.) along said right-of-way line a distance of one thousand seven hundred thirty-eight and

eleven one-hundredths (1738.11) feet to a point of curvature; thence continuing along said right-of-way line on a curve to the right having a radius of eight hundred four and forty-nine one-hundredths (804.49) feet, a distance of one thousand six hundred twenty-two and thirteen one-hundredths (1622.13) feet to a point of tangency; thence north fifty-three degrees, six minutes, twenty-seven seconds west (N. 53° 6' 27" W.) thirty-three and twenty-five one-hundredths (33.25) feet to the true point of beginning, containing two and forty-six one-hundredths (2.46) acres; and the city of Seattle by and through its board of park commissioners shall by resolution agree to at its cost and expense maintain the lands hereinabove last described in a suitable manner as part of its public park and parkway system; and upon the Northern Pacific Railway Company, a corporation, filing with the board of regents of the University of Washington an agreement extending to the lands to be conveyed to it all of the terms and conditions of the present contract dated January 30th, 1913, and covering its right-of-way abutting upon the property so to be deeded to it, and covering maintenance, construction of crossings, etc., then and upon the happening of all of such events, the board of regents of the University of Washington be and they are hereby authorized, empowered and directed to convey unto the Northern Pacific Railway Company, a corporation, for railroad right-of-way purposes, the following described lands, to-wit:

Conveyance
by State
University
to railway
company.

Description
of lands.

Beginning at the one-quarter corner on the west line of section sixteen (16), township twenty-five (25) north, range four (4) east, Willamette meridian; thence south no degrees, forty-two minutes, fifty-four seconds west (S. 0° 42' 54" W.) along said section line three hundred thirty-eight and twenty-three one-hundredths (338.23) feet to the center line of the Northern Pacific Railway Company's track; thence south fifty-three degrees, six minutes, twenty-seven seconds east (S. 53° 6' 27" E.) one thousand one hundred thirty-nine and eighty-three one-hundredths (1139.83) feet along said center line of North-

ern Pacific Railway; thence north thirty-six degrees, fifty-three minutes, thirty-three seconds east (N. $36^{\circ} 53' 33''$ E.) forty (40) feet to a point on the northerly margin of the present right-of-way of the Northern Pacific Railway Company, said point being the true point of beginning; thence in a northeasterly direction on a curve to the left having a radius of seven hundred twenty-four and forty-nine one-hundredths (724.49) feet a distance of one thousand four hundred sixty and eighty-two one-hundredths (1460.82) feet to a point of tangency; thence north eleven degrees, twenty-one minutes, fifty-two seconds east (N. $11^{\circ} 21' 52''$ E.) one thousand eight hundred eighty-two and sixty-eight one-hundredths (1882.68) feet parallel to and thirty (30) feet westerly from, measured at right angles to the westerly margin of the Northern Pacific Railway Company's present right-of-way, to a point of curvature; thence in a northerly direction on a curve to the left having a radius of three thousand six hundred seventeen and eighteen one-hundredths (3617.18) feet, a distance of one thousand three hundred twenty-one and fifty-three one-hundredths (1321.53) feet to a point on the south line of East Forty-fifth street; thence south eighty-nine degrees, fifty-seven minutes, forty-seven seconds east (S. $89^{\circ} 57' 47''$ E.) along said south line of East Forty-fifth street, a distance of one one-hundredth (.01) foot to a point on the westerly margin of the Northern Pacific Railway Company's present right-of-way; thence in a southerly direction along said right-of-way on a curve to the right having a radius of four thousand fifty-three (4053) feet a distance of one thousand four hundred eighty-four and eighteen one-hundredths (1484.18) feet to a point of tangency; thence south eleven degrees, twenty-one minutes, fifty-two seconds west (S. $11^{\circ} 21' 52''$ W.) along said right-of-way line a distance of one thousand seven hundred thirty-eight and eleven one-hundredths (1738.11) feet to a point of curvature; thence continuing along said right-of-way line on a curve to the right having a radius of seven hundred twenty-four and forty-nine one-hundredths

(724.49) feet, a distance of one thousand four hundred sixty and eighty-two one-hundredths (1460.82) feet to a point of tangency; thence north fifty-three degrees, six minutes, twenty-seven seconds west (N. $53^{\circ} 6' 27''$ W.) thirty-three and twenty-five one-hundredths (33.25) feet to the true point of beginning, containing two and thirty-seven one-hundredths (2.37) acres more or less, excepting therefrom that portion of the described strip of land in Montlake boulevard;

Also beginning at the northwest corner of section sixteen (16), township twenty-five (25) north, range four (4) east, Willamette meridian; thence south sixty-five degrees, thirty-six minutes, twenty-two seconds west (S. $65^{\circ} 36' 22''$ W.) a distance of one thousand seven hundred twenty-seven and twenty-seven one-hundredths (1727.27) feet; thence south eighty-three degrees, ten minutes, fifty-five seconds east (S. $83^{\circ} 10' 55''$ E.) a distance of four thousand fifty-three (4053) feet to a point of tangency on the westerly margin of the Northern Pacific Railway Company's present right-of-way and the northeasterly margin of Montlake boulevard, which point is the true point of beginning; thence southerly along the northeasterly margin of said Montlake boulevard on a curve to the left having a uniform radius of fifty (50) feet a distance of forty-eight and thirty-nine one-hundredths (48.39) feet to a point of tangency; thence south forty-eight degrees, thirty-seven minutes, fifty-eight seconds east (S. $48^{\circ} 37' 58''$ E.) continuing on said northeasterly margin a distance of forty-two and sixteen one-hundredths (42.16) feet to a point of curve; thence southerly on a curve to the right having a uniform radius of three thousand six hundred ninety-seven and eighteen one-hundredths (3697.18) feet a distance of one hundred two and sixteen one-hundredths (102.16) feet to a point of tangency; thence south eleven degrees, twenty-one minutes, fifty-two seconds west (S. $11^{\circ} 21' 52''$ W.) a distance of seventy-one and eighty-eight one-hundredths (71.88) feet to a point on the southwesterly margin of Montlake boulevard; thence north forty-eight degrees,

thirty-seven minutes, fifty-eight seconds west (N. 48° 37' 58" W.) a distance of fifty-nine and seventy-five one-hundredths (59.75) feet to a point on the westerly margin of the Northern Pacific Railway Company's present right-of-way; thence northerly along said westerly margin on a curve to the left having a uniform radius of four thousand fifty-three (4053) feet a distance of two hundred four and eighty-eight one-hundredths (204.88) feet to the true point of beginning; and further to confirm in the city of Seattle by quit-claim deed for public park and parkway purposes the property so to be deeded by the Northern Pacific Railway Company, a corporation, to the said The City of Seattle.

Quit claim
to City of
Seattle.

Passed the Senate March 4, 1915.

Passed the House March 10, 1915.

Approved by the Governor March 17, 1915.

CHAPTER 142.

[S. H. B. 121.]

MOTOR VEHICLES.

AN ACT relating to the use of the public highways, and the rights and remedies of persons thereon, and fixing penalties for a violation of the conditions imposed; and providing for the licensing of motor vehicles and the collecting of fees therefor and repealing sections 5562, 5563, 5564, 5565, 5566, 5567, 5568, 5569, 5570, 5571, 5572, 5573 and 5574 of Remington & Balinger's Annotated Codes and Statutes of Washington.

Repeals
Rem.-Bal.
§§ 5562-5574.

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

SECTION 1. Except as otherwise provided by law this act shall be controlling: Scope of act.

(1) Upon the registration and numbering of motor vehicles;

(2) Upon the use of motor vehicles upon the public highways;

(3) Upon penalties for the violation of any of the provisions of this act.