

CHAPTER 190.

[S. B. 81.]

ESTABLISHMENT OF PRIMARY STATE HIGHWAYS.

AN ACT relating to public highways, creating and establishing, describing and designating the primary state highways of the State of Washington and declaring an emergency.

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

SECTION 1. A primary state highway to be known as Primary State Highway No. 1, or the Pacific Highway, is hereby established according to description as follows: Beginning at the international boundary line in the vicinity of Blaine in Whatcom county, thence in a southerly direction by the most feasible route by way of Bellingham, thence to the east of Lake Samish, thence in a southerly direction by the most feasible route by way of Mt. Vernon, Everett, Seattle, Tacoma, Olympia, Centralia, Chehalis, Kelso and Vancouver to the Washington-Oregon boundary line on the interstate bridge over the Columbia river; also beginning at Bellingham on Primary State Highway No. 1, as herein described, thence in an easterly direction by the most feasible route to a point in the vicinity of Austin Pass in Whatcom county; also beginning at Bellingham on Primary State Highway No. 1, as herein described, thence in a southerly direction by the most feasible route by way of Blanchard to a junction with Primary State Highway No. 1, as herein described, in the vicinity of Mt. Vernon; also beginning at Mt. Vernon on Primary State Highway No. 1, as herein described, thence in a westerly direction by the most feasible route to Anacortes; also beginning at Everett in the vicinity of Broadway Avenue, thence in a southwesterly direction by the most feasible route to a junction with Primary State Highway No. 1, as herein described, in the vicinity south of Everett.

Primary
state high-
way No. 1, or
Pacific
Highway.

Primary
state high-
way No. 2, or
Sunset
Highway.

SEC. 2. A primary state highway to be known as Primary State Highway No. 2, or the Sunset Highway, is hereby established according to description as follows: Beginning at Seattle in King county, thence in an easterly direction by the most feasible route by way of Renton, Snoqualmie Pass, Cle Elum, Blewett Pass, Wenatchee, Waterville, Wilbur, Davenport and Spokane to the Washington-Idaho boundary line; also beginning at Seattle in King county, thence in an easterly direction by the most feasible route to the north of Lake Washington to a junction with Primary State Highway No. 2, as herein described, in the vicinity west of Snoqualmie Pass; also beginning at Almira, on Primary State Highway No. 2, as herein described, thence in a northerly direction by the most feasible route to the Grand Coulee Dam.

Primary
state high-
way No. 3, or
Inland
Empire
Highway.

SEC. 3. A primary state highway to be known as Primary State Highway No. 3, or the Inland Empire Highway, is hereby established according to description as follows: Beginning at a junction with Primary State Highway No. 2 in the vicinity east of Cle Elum, thence southeasterly by the most feasible route by way of Ellensburg, Yakima, Pasco and Wallula to Walla Walla, thence in a northerly direction by the most feasible route by way of Dayton, Dodge, Colfax, Rosalia, Spokane and Colville to the international boundary line in the vicinity of Laurier; also beginning at a junction with Primary State Highway No. 3, as herein described, in the vicinity of Dodge, thence in an easterly direction by the most feasible route by way of Pomeroy and Clarkston to the Washington-Idaho boundary line; also beginning at Clarkston on Primary State Highway No. 3, as herein described, thence in a southerly direction by the most feasible route by way of Asotin to the Washington-Oregon boundary line; also beginning at Wallula on Primary State Highway No. 3,

as herein described, thence in a southwesterly direction to the Washington-Oregon boundary line; also beginning at Walla Walla on Primary State Highway No. 3, as herein described, thence in a southerly direction to the Washington-Oregon boundary line; also beginning at a junction with Primary State Highway No. 3, as herein described, in the vicinity south of Rosalia, thence in a southerly direction by the most feasible route by way of Pullman to a point of junction southeast of Uniontown, thence in an easterly direction by two most feasible routes to two points on the Washington-Idaho boundary line; also beginning at Colfax on Primary State Highway No. 3, as herein described, thence in a southeasterly direction by the most feasible route to Pullman on Primary State Highway No. 3, as herein described, thence in an easterly direction by the most feasible route to a point on the Washington-Idaho boundary line; also beginning at Palouse on Primary State Highway No. 3, as herein described, thence in a northeasterly direction by the most feasible route to a point on the Washington-Idaho boundary line.

SEC. 4. A primary state highway to be known as Primary State Highway No. 4, or the Tonasket-San Poil Highway, is hereby established according to description as follows: Beginning at Wilbur on Primary State Highway No. 2, thence in a northerly direction by the most feasible route to Republic, thence in a westerly direction by the most feasible route by way of Tonasket to a junction with Primary State Highway No. 10.

Primary state highway No. 4, or Tonasket-San Poil Highway.

SEC. 5. A primary state highway to be known as Primary State Highway No. 5, or the National Park Highway, is hereby established according to description as follows: Beginning at Seattle, thence in a southerly direction by way of Bryn Mawr and the vicinity of Renton on Primary State Highway No. 2, thence in a southerly direction by the most feasible

Primary state highway No. 5, or National Park Highway.

route to Auburn, thence in a southeasterly direction by the most feasible route by way of Enumclaw and Chinook Pass to Yakima on Primary State Highway No. 3; also beginning at a junction with Primary State Highway No. 1 in the vicinity south of Chehalis, thence in an easterly direction by the most feasible route by way of Kosmos and White Pass to a junction with Primary State Highway No. 5, as herein described, northwest of Yakima; also beginning at Tacoma on Primary State Highway No. 1, thence in a southerly direction by the most feasible route by way of Elbe, thence in an easterly direction by the most feasible route to a southwest entrance to Mount Rainier National Park; also beginning at Elbe on Primary State Highway No. 5, as herein described, thence in a southerly direction by the most feasible route to a junction with Primary State Highway No. 5, as herein described, in the vicinity of Kosmos; also beginning at Enumclaw on Primary State Highway No. 5, as herein described, thence in a southerly direction by the most feasible route to a northwest entrance to Mount Rainier National Park; also beginning at Auburn on Primary State Highway No. 5, as herein described, thence in a southerly direction by the most feasible route by way of Sumner, thence in a westerly direction by the most feasible route to Tacoma on Primary State Highway No. 1; also beginning at Auburn on Primary State Highway No. 5, as herein described, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 1; also beginning at a junction with Primary State Highway No. 5, as herein described, in the vicinity west of Chinook Pass, thence in a southerly direction by the most feasible route to a junction with Primary State Highway No. 5, as herein described, in the vicinity west of White Pass; also beginning at Sumner on Primary State Highway No. 5,

as herein described, thence in an easterly direction by the most feasible route to a junction with Primary State Highway No. 5, as herein described, in the vicinity of Buckley; also beginning at Enumclaw on Primary State Highway No. 5, as herein described, thence in a northwesterly direction by the most feasible route by way of Summit to a junction with Primary State Highway No. 2, as herein described, in the vicinity of Renton.

SEC. 6. A primary state highway to be known as Primary State Highway No. 6, or the Pend Oreille Highway, is hereby established according to description as follows: Beginning at a junction with Primary State Highway No. 3, in the vicinity north of Spokane, thence in a northerly direction by the most feasible route by way of Newport and Metaline Falls to the international boundary line; also beginning at Newport on Primary State Highway No. 6, as herein described, thence in an easterly direction to the Washington-Idaho boundary line.

Primary
state high-
way No. 6, or
Pend Oreille
Highway.

SEC. 7. A primary state highway to be known as Primary State Highway No. 7, or the North Central Highway, is hereby established according to description as follows: Beginning at Ellensburg on Primary State Highway No. 3, thence in an easterly direction by the most feasible route by way of Vantage Bridge, thence in a northeasterly direction by the most feasible route by way of Quincy, Ephrata and Odessa to Davenport on Primary State Highway No. 2; also beginning at a point on Primary State Highway No. 7, as herein described, in the vicinity of Soap Lake, thence in a northerly direction by the most feasible route to a junction with Primary State Highway No. 2 west of Coulee City.

Primary
state high-
way No. 7, or
North
Central
Highway.

SEC. 8. A primary state highway to be known as Primary State Highway No. 8, or the Evergreen Highway, is hereby established according to description as follows: Beginning at Vancouver on Pri-

Primary
state high-
way No. 8, or
Evergreen
Highway.

mary State Highway No. 1, thence in an easterly direction by the most feasible route by way of Stevenson to Goldendale, thence in a northeasterly direction by the most feasible route by way of Satus Pass to a junction with Primary State Highway No. 3, southeast of Yakima; also beginning at a junction with Primary State Highway No. 8, as herein described, in the vicinity of Maryhill, thence in a southerly direction by the most feasible route to the ferry landing of the Maryhill Ferry on the Columbia river.

Primary
state high-
way No. 9, or
Olympic
Highway.

SEC. 9. A primary state highway to be known as Primary State Highway No. 9, or the Olympic Highway, is hereby established according to description as follows: Beginning at Olympia on Primary State Highway No. 1, thence in a westerly direction by the most feasible route by way of Elma, Montesano and Aberdeen to Hoquiam, thence in a northwesterly direction by the most feasible route by way of Lake Quinault to Forks, thence in an easterly direction by the most feasible route by way of Port Angeles to the vicinity of Discovery Bay, thence in a southerly direction by the most feasible route by way of Shelton to a junction with Primary State Highway No. 9, as herein described, in the vicinity west of Olympia; also beginning at a junction with Primary State Highway No. 9, as herein described, in the vicinity of Discovery Bay, thence in a northeasterly direction by the most feasible route to Port Townsend; also beginning at Elma on Primary State Highway No. 9, as herein described, thence in a southeasterly direction by the most feasible route to a junction with Primary State Highway No. 1, in the vicinity north of Centralia; also beginning at a junction with Primary State Highway No. 9, as herein described, at Montesano, thence in a southwesterly direction by the most feasible route to a junction with Primary State Highway No. 13 north of Artic.

SEC. 10. A primary state highway to be known as Primary State Highway No. 10, or the Chelan-Okanogan Highway, is hereby established according to description as follows: Beginning at Quincy, on Primary State Highway No. 7, thence in a northwesterly direction by the most feasible route to a junction with Primary State Highway No. 2, in the vicinity east of Wenatchee; also beginning at a junction with Primary State Highway No. 2, in the vicinity northwesterly of Wenatchee, thence in a northerly direction by the most feasible route on the west side of the Columbia river by way of Chelan, Pateros, Brewster, Okanogan and Oroville to the international boundary line; also from Brewster on Primary State Highway No. 10, as herein described, thence in a southeasterly direction by the most feasible route to a junction with Primary State Highway No. 2, in the vicinity west of Coulee City.

Primary state highway No. 10, or Chelan-Okanogan Highway.

SEC. 11. A primary state highway to be known as Primary State Highway No. 11, or the Columbia Basin Highway, is hereby established according to description as follows: Beginning at Pasco on Primary State Highway No. 3, thence in a northeasterly direction by the most feasible route by way of Ritzville to a junction with Primary State Road No. 2, in the vicinity west of Spokane.

Primary state highway No. 11, or Columbia Basin Highway.

SEC. 12. A primary state highway to be known as Primary State Highway No. 12, or the Ocean Beach Highway, is hereby established according to description as follows: Beginning at Chehalis on Primary State Highway No. 1, thence in a westerly direction by the most feasible route by way of Raymond to South Bend, thence southerly by the most feasible route to the vicinity of a location known as Johnson's Landing, thence southeasterly by the most feasible route by way of Kelso to Primary State Highway No. 1; also beginning at a junction with Primary State Highway No. 12, as herein described,

Primary state highway No. 12, or Ocean Beach Highway.

in the vicinity of a location known as Johnson's Landing, thence southwesterly by the most feasible route to Ilwaco, thence southeasterly by the most feasible route to Megler; also from a junction with Primary State Highway No. 12, as herein described, in the vicinity northeast of Ilwaco, thence southerly by the most feasible route to a junction with Primary State Highway No. 12, as herein described, at a point east of Ilwaco; also beginning at Longview on Primary State Highway No. 12, as herein described, thence in a southeasterly direction by the most feasible route to a junction with Primary State Highway No. 1, south of Kelso.

Primary state highway No. 13, or Willapa-Grays Harbor Highway.

SEC. 13. A primary state highway to be known as Primary State Highway No. 13, or the Willapa-Grays Harbor Highway, is hereby established according to description as follows: Beginning at Raymond on Primary State Highway No. 12, thence in a northerly direction by the most feasible route by way of Cosmopolis to Aberdeen on Primary State Highway No. 9.

Primary state highway No. 14, or Navy Yard Highway.

SEC. 14. A primary state highway to be known as Primary State Highway No. 14, or the Navy Yard Highway, is hereby established according to description as follows: Beginning at a junction with Primary State Highway No. 9, in the vicinity north of Shelton, thence in a northeasterly direction by the most feasible route by way of Port Orchard, thence in a southerly direction by the most feasible route to Gig Harbor; also beginning in the vicinity of Port Orchard on Primary State Highway No. 14, as herein described, thence in an easterly direction by the most feasible route to the ferry landing at Harper.

Primary state highway No. 15, or Stevens Highway.

SEC. 15. A primary state highway to be known as Primary State Highway No. 15, or the Stevens Highway, is hereby established according to description as follows: Beginning at a junction with Primary State Highway No. 2, in the vicinity of Peshas-

tin, thence in a westerly direction by the most feasible route by way of Leavenworth, Stevens Pass and Monroe to Everett on Primary State Highway No. 1.

SEC. 16. A primary state highway to be known as Primary State Highway No. 16, or the Methow Valley Highway, is hereby established according to description as follows: Beginning in the vicinity of Pateros on Primary State Highway No. 10, thence in a northerly direction by the most feasible route by way of Twisp to Barron.

Primary state highway No. 16, or Methow Valley Highway.

SEC. 17. A primary state highway to be known as Primary State Highway No. 17, or the Cascade Wagon Road, is hereby established according to description as follows: Beginning at Twisp on Primary State Highway No. 16, thence in a westerly direction by the most feasible route to Marblemount in Skagit county; also beginning at Stehekin, thence in a northwesterly direction by the most feasible route to a junction with Primary State Highway No. 17, as herein described.

Primary state highway No. 17, or Cascade Wagon Road.

SEC. 18. A primary state highway to be known as Primary State Highway No. 18 is hereby established according to description as follows: Beginning at the wye junction on Primary State Highway No. 7, near Burke, thence in an easterly direction by the most feasible route by way of Neppel to a junction with Primary State Highway No. 11 at Ritzville.

Primary state highway No. 18.

SEC. 19. A primary state highway to be known as Primary State Highway No. 21, or the Kitsap Peninsula Highway, is hereby established according to description as follows: Beginning at Kingston, thence westerly and northerly by the most feasible route by way of Port Gamble, thence southerly by the most feasible route by way of Poulsbo and Bremerton to a junction with Primary State Highway

Primary state highway No. 21, or Kitsap Peninsula Highway.

No. 14, west of Port Orchard; also beginning at Keyport, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 21, as herein described.

Primary
state high-
way No. 22, or
Coulee
Reservoir
Highway.

SEC. 20. A primary state highway to be known as Primary State Highway No. 22, or the Coulee Reservoir Highway, is hereby established according to description as follows: Beginning at Davenport on Primary State Highway No. 2, thence in a northerly direction by the most feasible route to Kettle Falls on Primary State Highway No. 3; also from a junction with Primary State Highway No. 3, east of Kettle Falls, thence northeasterly by the most feasible route to the international boundary line.

Statutes
repealed.

SEC. 21. That the following acts and parts of acts relating to the designation and establishment of primary state highways, secondary state highways and state roads be and the same are hereby repealed: Sections 1, 3, 4, of chapter 151, Session Laws of 1907; chapter 25, Session Laws of 1909; sections 1, 2, 3, of chapter 65, Session Laws of 1913; chapter 164, Session Laws of 1915; chapter 110, Session Laws of 1919; chapter 185, Session Laws of 1923; chapter 26, Session Laws of 1925; chapter 116, Session Laws of 1929; chapter 171, Session Laws of 1929; chapter 29, Session Laws of 1931; chapter 30, Session Laws of 1931; chapter 31, Session Laws of 1931; chapter 35, Session Laws of 1931; chapter 36, Session Laws of 1931; chapter 37, Session Laws of 1931; chapter 38, Session Laws of 1931; section 1 of chapter 41, Session Laws of 1933; chapter 56 of Session Laws of 1933; chapter 28 of Session Laws of Extraordinary Session 1933; sections 6790, 6791, 6792, 6793, 6794, 6795, 6796, 6797, 6798, 6799, 6800, 6801, 6802, 6803, 6804, 6805, 6806, 6807, 6808, 6809, 6810, 6811, 6812, 6813, 6814, 6815, and 6816, Remington's Compiled Statutes of Washington.

SEC. 22. That this act is necessary for the preservation of the peace, health and safety of this state and the support of the state government of the State of Washington and its existing institutions, and shall take effect on the first day of April, 1937. Effective immediately.

Passed the Senate March 6, 1937.

Passed the House March 9, 1937.

Approved by the Governor March 17, 1937.

CHAPTER 191.

[S. B. 285.]

COMPENSATING TAX.

AN ACT relating to revenue and taxation, providing for the levy and collection of a tax or excise upon the use of tangible personal property, amending sections 31, 32, 34 and 35 of chapter 180 of the Session Laws of 1935 (8370-31, 8370-32, 8370-34, and 8370-35, Remington's Revised Statutes), repealing section 33 of chapter 180 of the Session Laws of 1935 (8370-33, Remington's Revised Statutes) and declaring an emergency.

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

SECTION 1. Section 31 of chapter 180 of Session Laws of 1935 (8370-31, Remington's Revised Statutes), be and the same hereby is amended to read as follows: Amends § 8370-31, Rem. Rev. Stat. (§ 7030-91, P. C.)

Section 31. From and after the first day of May, 1935, there is hereby levied and there shall be collected from every person in this state a tax or excise for the privilege of using within this state any article of tangible personal property purchased at retail or produced or manufactured for commercial use. This tax will not apply with respect to the use of any article of tangible personal property purchased, produced or manufactured outside this state until the transportation of such article has finally Purchases subsequent to May 1, 1937, rate.