

CHAPTER 172.

[H. B. 324.]

COUNTIES—PURCHASE OF ROAD MATERIALS EQUIPMENT—SALE OF SURPLUS MATERIALS.

AN ACT relating to surplus road materials, allowing sale thereof to private persons in certain counties, and amending section 36.82.100, RCW.

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

SECTION 1. Section 36.82.100, RCW, as derived from section 44, chapter 187, Laws of 1937, is amended to read as follows: Amendment.

The boards of the several counties may purchase and operate, out of the county road fund, rock crushing, gravel, or other road building material extraction equipment. Purchase of road material equipment.

Any crushed rock, gravel, or other road building material extracted and not directly used or needed by the county in the construction, alteration, repair, improvement, or maintenance of its roads may be sold at actual cost of production by the board to the state or any other county, city, town, or other political subdivision to be used in the construction, alteration, repair, improvement, or maintenance of any state, county, city, town or other proper highway, road or street purpose: *Provided*, That in counties of less than 12,500 population as determined by the 1950 Federal census, the boards of commissioners, during such times as the crushing, loading or mixing equipment is actually in operation, or from stockpiles, may sell at actual cost of production such surplus crushed rock, gravel, or other road building material to any other person for private use where the place of contemplated use of such crushed rock, gravel or other road building material is more than fifteen miles distant from the nearest private source of such materials within the county, distance being computed by the closest traveled route: *And provided further*, That Sale of surplus materials to state or political subdivisions.

Sale to private persons authorized; when.

Payment.

the purchaser presents, at or before the time of delivery to him, a treasurer's receipt for payment for such surplus crushed rock, gravel, or any other road building material.

Passed the House February 19, 1953.

Passed the Senate March 8, 1953.

Approved by the Governor March 18, 1953.

CHAPTER 173.

[H. B. 469.]

HARBOR LINES—RELOCATION IN LAKE UNION, SALMON BAY, UNION BAY AND COMMENCEMENT BAY.

AN ACT authorizing the relocation of harbor lines in Lake Union, Salmon Bay, and Union Bay on Lake Washington, in King county, and Commencement Bay in Pierce county, and providing for platting of certain tidelands and shorelands.

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

SECTION 1. The board of state land commissioners, acting as the harbor line commission provided for in Article XV, section 1 of the constitution of the state of Washington, is hereby authorized to change, relocate or reestablish harbor lines in Lake Union, Salmon Bay, and Union Bay on Lake Washington, all in the city of Seattle, King county, and the portion of Commencement Bay in the vicinity of Ruston and Point Defiance Park, in Pierce county, as shown on the maps of Tacoma tidelands, so as to conform, to such extent as said commission may determine, with pierhead lines as established or reestablished by the proper department of the United States.

Relocation, etc., of harbor lines to conform with federal established pierhead lines authorized.

SEC. 2. If, upon reestablishment of the harbor lines as provided in section 1 of this act, additional tidelands or shore lands are created between the ex-