

CHAPTER 65.

[S. B. 312.]

CLASSIFYING PUBLIC HIGHWAYS.

AN ACT relating to public highways, classifying the same and naming and fixing the routes of certain state roads.

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

SECTION 1. That the highways of the State of Washington shall be divided into two classes, called primary and secondary roads. Classes.

SEC. 2. The primary roads shall be as follows:

a. A highway starting at the international boundary line at Blaine, Washington; thence southerly by the most feasible route through the cities of Bellingham, Mount Vernon, Everett, Seattle, Renton, along the easterly side of the White River Valley through Kent, Auburn, Tacoma, Olympia, Tenino, Centralia, Chehalis, to the southern boundary line at the city of Vancouver, Washington, to be known as The Pacific Highway. Pacific Highway.

b. A highway starting from the Pacific Highway at Renton, Washington; thence over the most feasible route by the way of Snoqualmie Pass into the Yakima River Valley; thence by way of Wenatchee, over the most feasible route, through Waterville and Spokane, to the state boundary, which shall be known as the Sunset Highway. Sunset Highway.

c. A highway connecting with the Sunset Highway at or in the vicinity of the city of Ellensburg; thence by way of North Yakima, Kennewick, Pasco, Walla Walla, Dayton, crossing the Snake River at either Almota or Penawawa, Colfax, Rosalia, Spokane, Deer Park, Loon Lake, Colville, to the international line at boundary, which shall be known as the Inland Empire Highway. Inland Empire Highway.

d. A highway known as the eastern route of the Inland Empire Highway, shall commence at or in the vicinity of the town of Dayton, thence over the most feasible route, through the town of Pomeroy, to the Idaho and Washington state line where said line crosses the steel bridge known Inland Empire Highway eastern extension of first division.

as the Lewiston and Clarkston bridge, and shall be known as the first division of the eastern route.

Inland Empire Highway, eastern extension, second division.

The second division of the eastern route, shall commence at a point on the Idaho and Washington line where the same crosses the public road known as the Lewiston and Uniontown road, thence over the most feasible route through Pullman, Palouse and Garfield, thence in a northerly direction, joining the Inland Empire Highway at the most practical point, to be determined by the highway commissioner.

Central Washington Highway.

e. A highway connecting with the Inland Empire Highway at Pasco, Washington; thence by the most feasible route through Connell, Ritzville, Sprague, and Cheney to Spokane, Washington, to be known as the Central Washington Highway.

McClellan Pass Highway.

f. A highway starting at a connection with the Pacific Highway at Auburn, Washington; thence along the most feasible route through Enumclaw, following the route of former State Road No. 1 to North Yakima, Washington.

White River branch.

At a point in Pierce county where said State Road No. 1 leaves the main channel of White River a branch shall take off which shall follow up the White River Valley to a connection at the most practicable point with the Rainier National Park.

American River branch.

Another branch shall take off where Road No. 1 leaves the American River and shall follow said American River by the most feasible route to a connection with the Rainier National Park, this highway and its branches to be known as the McClellan Pass Highway.

National Park Highway.

g. A highway starting from the Pacific Highway in the city of Tacoma; running thence southerly by the most feasible route, to or near the town of Elbe, where it will branch, one section connecting with the government road in Rainier National Park, at or near Ashford, Pierce county, and the other by the most feasible route through Mineral, Morton, Klickitat Prairie, Forest, Chehalis, Pe Ell, South Bend, to the ocean beach at Holman, in Pacific county, which shall be known as the National Park Highway.

h. A highway starting from the Pacific Highway in Olympia, Washington, combining roads numbers nine (9) and fourteen (14), and completely circling the Olympic peninsula, through the cities of Shelton, Hoodspport, Duck-abush, Quilcene, Port Angeles, Hoquiam, Montesano, Elma, and McCleary, re-uniting with the Pacific highway at Olympia, which shall be known as the Olympic Highway.

Olympic Highway.

SEC. 3. All other state highways heretofore or hereafter established that are not designated to be primary highways, shall be classed as secondary highways.

Unless classified otherwise shall be secondary.

SEC. 4. All primary highways when constructed shall be maintained at the expense of the public highway fund of the state, and shall be under the immediate supervision and control, both for construction and maintenance of the state highway department.

Maintenance of primary highways.

SEC. 5. All secondary highways when constructed shall be maintained by the counties in which they are located, and in the event that any county does not desire to maintain such secondary highway it shall so indicate to the highway department of the state by the passage of a formal resolution to that effect spread upon the records of said board of county commissioners, a copy of which shall be forwarded to the office of highway commissioner; whereupon, said highway, unless it is a way of necessity whereby certain persons residing thereon are connected with the county highway, the same shall be abandoned as a public highway, and the right-of-way revert to the abutting property.

Maintenance of secondary highways.

In the event that it is a private way of necessity the maintenance and up-keep of said highway shall devolve upon the persons whom it serves.

SEC. 6. Nothing in this act shall be construed to prevent the authorities of any county or road district from expending the road funds of such county or road district upon primary or secondary highways either for construction, maintenance or right-of-way, and they are hereby empowered so to do, the only exception being that when any section of the primary highway has been constructed by the

Counties or cities may expend moneys on state roads.

state any expenditures made upon said portion of said primary highway shall be under the direction of the state highway commissioner.

Routes.

SEC. 7. In determining the question of whether or not any particular route is the most feasible, no attention need be paid to routes heretofore selected for state highways.

Width of highway.

SEC. 8. All primary highways when graded shall be graded so that they shall have a running surface of not less than sixteen (16) feet in width.

Passed the Senate February 24, 1913.

Passed the House March 5, 1913.

Approved by the Governor March 12, 1913.

CHAPTER 66

[S. B. 68.]

RELATING TO THE STATE MILITIA.

AN ACT relating to the state militia, amending sections 7179, 7182, 7193, 7194, 7198, 7205, 7221, 7222, 7224, 7225, 7228 and repealing section 7195 of Remington & Ballinger's Annotated Codes and Statutes of Washington.

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

[Amends Rem.-Bal., § 7179; Pierce's Code, 1912, 337 §23.]

SECTION 1. That section 7179, Remington & Ballinger's Annotated Codes and Statutes of Washington, be and the same is hereby amended to read as follows:

Minimum strength of National Guard.

Section 7179. *Composition and Strength of the National Guard.* The National Guard of Washington shall include at all times an adjutant general's department, an infantry branch of not less than twelve companies, a coast artillery branch of not less than four companies and a cavalry branch of not less than one troop. The commander-in-chief may authorize and cause to be organized within the National Guard of Washington such additional departments, corps, branches, arms and organizations as he shall deem necessary, but in times of peace the total strength of the land forces shall not be in excess of four thousand officers and men. The strength and

Maximum.