

as a diking district, and given such district a proper number, followed by the name of the county and state, and declared the three persons receiving respectively the highest number of votes the duly elected dike commissioners of such diking district, and caused a copy of the order entered of record, to be duly certified and filed in the office of the secretary of state, in the manner prescribed in section 4095 of Rem. & Bal. Code, the organization of said diking district so attempted to be organized shall be deemed complete, and the organization of any such diking district so attempted to be organized in the manner hereinabove set forth, is hereby validated, and said diking district is hereby declared to be a duly organized and established diking district.

SEC. 2. This act is necessary for the immediate preservation of the public health, and shall take effect immediately.

Passed the House March 4, 1915.

Passed the Senate March 9, 1915.

Section 1 approved by the Governor March 19, 1915.

Section 2 vetoed by the Governor March 19, 1915.

Emergency.  
Vetoed.  
E. L.

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## CHAPTER 164.

[H. B. 103.]

### CLASSIFICATION OF HIGHWAYS.

AN ACT relating to public highways, classifying the same, and naming and fixing the routes of certain state roads; amending sections 5878-2 and 5901 Remington & Ballinger's Annotated Codes and Statutes of Washington, and adding new sections to be known as sections 5878-2a, 5878-2b, 5878-2c, 5878-2d, 5878-2e, 5878-2f, 5878-2g, 5901a, 5901b, 5901c, 5901d, 5901e, 5901f, 5901g, 5901h, 5901i, 5901j, 5901k, 5901-L and declaring an emergency.

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

SECTION 1. That section 5878-2, Remington & Ballinger's Annotated Codes and Statutes of Washington, be amended to read as follows:

Section 5878-2. A primary state highway is established as follows: A highway starting at the international

Amends  
Rem.-Bal.  
§§ 5878-2,  
and 5901, by  
re-classifying  
primary and  
secondary  
highways.

Pacific  
Highway.

boundary line at Blaine, Washington; thence southerly by the most feasible route through the cities of Bellingham, Mt. Vernon, Everett, Bothell, Seattle, Renton, along the easterly side of the White river valley, through Kent, Auburn, Tacoma, Olympia, Tenino, Centralia, Chehalis, to the southern boundary line of the state at the city of Vancouver, Washington, to be known as the Pacific Highway.

SEC. 2. That a new section be added to be known and cited as 5878-2a, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

Section 5878-2a. A primary state highway is established as follows: A highway starting from the Pacific Highway at Renton, Washington; thence over the most feasible route through Snoqualmie pass; from Snoqualmie pass southeasterly by the most feasible route by way of Easton and Cle Elum to Ellensburg; thence by the most feasible route to the Columbia river near Vantage; thence by the most feasible route to Wenatchee; thence over the most feasible route, through Waterville and Spokane, to the state boundary which shall be known as the Sunset Highway.

Sunset  
Highway.

SEC. 3. That a new section be added to be known and cited as 5878-2b, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

Section 5878-2b. A primary state highway is established as follows: A highway connecting with the Sunset Highway at or in the vicinity of the city of Ellensburg; thence by the way of North Yakima, Kennewick, Pasco, Walla Walla, Dayton, crossing the Snake river in the vicinity of Central Ferry, Colfax, Rosalia, Spokane, Deer Park, Loon Lake, Colville, to the international boundary line at Laurier, which shall be known as the Inland Empire Highway.

Inland  
Empire  
Highway.

SEC. 4. That a new section be added to be known and cited as 5878-2c, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

Section 5878-2c. A primary state highway is established as follows: A highway known as the eastern route

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

Id., 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 through Oakesdale joining the Inland Empire Highway at the most practical point to be determined by the highway commissioner.

SEC. 5. That a new section be added to be known and cited as 5878-2d, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

Central  
Washington  
Highway.

Section 5878-2d. A primary state highway is established as follows: 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.

SEC. 6. That a new section be added to be known and cited as 5878-2e, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

McClellan  
Pass  
Highway.

Section 5878-2e. A primary state highway is established as follows: 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.

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.

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.

SEC. 7. That a new section be added to be known and cited as 5878-2f, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

Section 5878-2f. A primary highway is established as follows: 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.

National  
Park  
Highway.

SEC. 8. That a new section be added to be known and cited as 5878-2g, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

Section 5878-2g. A primary state highway is established as follows: 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, Hoodspert, Duckabush, 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. 9. That section 5901, Remington & Ballinger's Annotated Codes and Statutes of Washington, be amended to read as follows:

Section 5901. A secondary state highway is established as follows: State road No. 23; this road shall begin at the city of Spokane in Spokane county, and run thence by way of Mead to the town of Newport.

State Road  
No. 23.

SEC. 10. That a new section be added to be known and cited as 5901a, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

State Road No. 4.

Sans Poil-Loomis.

Section 5901a. A secondary state highway is established as follows: State road No. 4, or the Sans Poil-Loomis road; this road shall begin at the mouth of the Sans Poil creek on the Columbia river, and run thence as nearly as practicable over the present road to the city of Republic in Ferry county, Washington, and thence from said city of Republic over the present traveled road as nearly as may be practicable to the town of Loomis, in Okanogan county, Washington.

SEC. 11. That a new section be added to be known and cited as 5901b, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

State Road No. 5.

Cowlitz-Natches.

Section 5901b. A secondary state highway is established as follows: State road No. 5, or the Cowlitz-Natches road: This road shall begin at Riffe post office in Lewis county, thence up the Cowlitz river and its tributaries by way of Kosmos and Randle by the most feasible route to a connection with the McClelland Pass Highway.

SEC. 12. That a new section be added to be known and cited at 5901c, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

State Road No. 22.

Section 5901c. A secondary state highway is established as follows: State road No. 22. This road shall begin at Meyers Falls in Stevens county, and run thence through Kettle Falls, Daisy, Gifford, Cedonia and Hunters to Fruitland; thence through and across the Detillion bridge across the Spokane river to a connection with the Sunset Highway at Davenport in Lincoln county.

SEC. 13. That a new section be added to be known and cited at 5901d, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

Kettle river extension,

State Road No. 4.

Section 5901d. A secondary state highway is established as follows: Kettle river extension of state road No. 4: This road shall begin at the city of Republic in Ferry county and run thence by the most feasible route to Curlew

in said county; thence by the most feasible route along the east river bank of Kettle river to the international boundary line near the town of Ferry.

SEC. 14. That a new section be added to be known and cited as 5901e, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

Section 5901e. A secondary state highway is established as follows: State road No. 8, or the Columbia river road: This road shall begin at the town of Washougal in Clarke county, Washington, and run thence over the line as surveyed for such state road through Clarke and Skamania counties, and thence over the most practicable route to the town of Goldendale, in Klickitat county.

State Road  
No. 8.

Columbia  
river.

SEC. 15. That a new section be added to be known and cited as 5901f, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

Section 5901f. A secondary state highway is established as follows: North Central Highway: This road shall begin at the city of Davenport in Lincoln county and run thence southerly and westerly by the most feasible route through Harrington, Odessa, Krupp and Ephrata to a connection with the Sunset Highway.

North  
Central  
Highway.

SEC. 16. That a new section be added to be known and cited as 5901g, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

Section 5901g. A secondary state highway is established as follows: State road No. 10, or the Wenatchee-Oroville road: This road shall begin at the lower bridge on the Wenatchee river in Chelan county, Washington, and shall run thence over the present constructed state road to Maple creek; thence by the most practicable route to the town of Pateros, in Okanogan county; thence over the present constructed county road as nearly as practicable through the towns of Brewster and Okanogan, and thence by the most practicable route to the north line of Okanogan county, Washington, near the town of Oroville.

State Road  
No. 10.

Wenatchee-  
Oroville.

SEC. 17. That a new section be added to be known and cited as 5901h, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

State Road  
No. 11.

Skagit river.

Section 5901h. A secondary state highway is established as follows: State road No. 11, or the Skagit river road: This road shall begin at Marblemount in Skagit county, Washington, and shall run thence in a northerly direction up the Skagit river by the most practicable route to make connection with the present wagon road near the mouth of Mill creek; thence by the most practicable route to Barron, in Whatcom county, Washington.

SEC. 18. That a new section be added to be known and cited at 5901-i, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

State Road  
No. 12.

Methow-  
Barron.

Section 5901-i. A secondary state highway is established as follows: State road No. 12, or the Methow-Barron road: This road shall begin in the county road on the south side of and near the mouth of the Methow river and shall follow as nearly as practicable the present surveyed line for such road to the twenty mile post; thence by the most practicable route to the town of Winthrop; thence up the south fork of the Methow river valley and over the summit of the Cascade mountains, by the most practicable route to Barron, in Whatcom county, Washington.

SEC. 19. That a new section be added to be known and cited at 5901j, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

State Road  
No. 19.

Section 5901j. A secondary state highway is established as follows: State road No. 19: This road shall begin at the town of Kelso in Cowlitz county, and run thence by the most feasible route through the towns of Cathlamet and Skamokawa in Wahkiakum county, to the town of Naselle in Pacific county, thence by the most feasible route to a connection with the National Park Highway.

SEC. 20. That a new section be added to be known and cited at 5901k, Remington & Ballinger's Annotated Codes and Statutes of Washington, to read as follows:

Section 5901k. A secondary state highway is established as follows: State road No. 20: This road shall begin at the town of Raymond in Pacific county and run thence by the most feasible route to Aberdeen in Chehalis county.

State Road  
No. 20.

SEC. 21. That a new section be added to be known and cited as 5901-L, Remington & Ballinger's Annotated Codes and Statutes of Washington to read as follows:

Section 5901-L. A secondary state highway is established as follows: State road No. 21: This road shall begin at Kingston, thence by the most feasible route through Port Gamble, Poulsbo and Bremerton to a connection with the Olympic Highway between Shelton and Hoodspport in Mason county.

State Road  
No. 21.

SEC. 22. Nothing herein shall be construed to change or vacate any state road or extension of any road established by any act or statute other than sections 5878-2 and 5901 of Remington & Ballinger's Annotated Codes and Statutes of Washington.

Scope of  
amendment.

SEC. 23. This act is necessary for the immediate preservation of the public peace, health, or safety, and the support of the state government and its existing public institutions, and shall take effect April 1, 1915.

Emergency.

Passed the House February 16, 1915.

Passed the Senate March 4, 1915.

Approved by the Governor March 19, 1915.