

AMENDED

IN SENATE

ORDINANCE No. 21991

Ordinance No. 262

An Ordinance granting the right to the Oregon and Transcontinental Railroad Company and the Columbia and Puget Sound Railroad Company, and to authorize said Companies to construct maintain and operate a single or double track railroad along the water front of the City of Seattle.

The City of Seattle does ordain as follows:

Section I

That the Oregon and Transcontinental Railroad Company and the Columbia and Puget Sound Railroad Company are hereby authorized to locate and lay down not exceeding two tracks of railway, and in so doing to occupy a space not exceeding 30 feet in width over, across, upon and along the public streets and alleys along the water front within the corporate limits of the City of Seattle as follows:

Commencing at a point 8 feet West of the North-west corner of Block 4 of Maynard's Plat of the Town (now city) of Seattle;

Thence curving to the right or Easterly with a 12° curve to a point 34 feet West of 21 feet North of the South-west corner of Block 3 of said Maynard's Plat;

Thence Northwesterly and in a straight line to a point 178 feet West of, and 78 feet North of the South-west corner of Block 1 of said Maynard's Plat.

Thence curving to the left or Westerly with a 6° curve to a point 244 feet West of, and 22 feet North of the North-west corner of said Block 1.

Thence Northwesterly and in a straight line to a point 178 feet West of, and 78 feet North of the South-west corner of the

Amended by Ordinance
4584/29/29/27

Amended by Ordinance No. 3915

By Geo. S. 501.

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Commencing at a point 8 feet West of the North-west corner of Block 4 of Maynard's Plat of the Town (now city) of Seattle;

Thence curving to the right or Easterly with a 12° curve to a point 34 feet West of 21 feet North of the South-west corner of Block 3 of said Maynard's Plat;

Thence Northerly and in a straight line to a point 178 feet West of, and 78 feet North of the South-west corner of Block 1 of said Maynard's Plat.

Thence curving to the left or Westerly with a 6° curve to a point 244 feet West of, and 32 feet North of the North-west corner of said Block 1.

Thence Northerly and in a straight line to a point 152 feet Westerly of and 37 feet Southerly of the North-west corner of Lot 1 of Block B A. A. Denny's Addition to Seattle;

Thence curving to the left or Westerly with a 6° curve to a point 145 feet Westerly of and 20 feet Southerly of the North-west corner of Lot 8 of

Amended by Ordinance 484129 297

Amended by Ordinance No 3401

Amended by Ord. No. 3915

Block "C" A. A. Denny's Addition to Seattle;

Thence Northwesterly and in a straight line to a point 7 feet Easterly of and 11 feet Southerly of the North-west corner of Lot 10 of Block "D" A. A. Denny's Addition;

Thence curving to the left or Westerly with a 6° curve to a point 60 feet Easterly of and 15 feet Southerly of the North-west corner of Lot 12 of Block "E" A. A. Denny's Addition;

Thence Northwesterly and in a straight line to a point 21 feet Northerly of and 6 feet Westerly of the South-west corner of Lot 5 of said Block "E";

Thence curving to the right or Easterly with a 6° curve to a point in Block 29 of A. A. Denny's Addition to Seattle 18 feet Northerly of the Northern margin of Stewart Street or Stewart Street continued and 46 feet Westerly of the Western margin of Water Street;

Thence Northwesterly in a straight line to a point 22 feet Easterly of the Western margin of Water Street and 132 feet Northerly of the Northern margin of Brown Street;

Thence curving to the left or Westerly with a 6° curve to the center line of said Water Street;

Thence Northwesterly and in a straight line along the center line of said Water Street to the Southern margin of Cedar Street.

Section II

That said Oregon and Transcontinental Railroad Company and the Columbia and Puget Sound Railroad Company or ands are authorized to locate, lay down and perpetually maintain and operate a single or double track Railroad upon the track and place described in Section one (1) of this Ordinance upon the following terms, to-wit:

First That the said companies, their successors and assigns are to allow each wharf owner a side track running the said road with the warehouses of each

Ordinance No. 3916

wharfowners, the sides tracks to be constructed and kept in repair by the wharfowners or occupants along said water front.

Second. That the right so granted, shall not in any way be construed as depriving the occupants of lots along said water front of any riparian rights, or any rights except so far as such way extends. The said owners and occupants reserve the right to wharf out in front of said railroad, and it is agreed that they shall have that right without objection by or on the part of said Railroad Companies their successors and assigns.

Third. The said roads to be constructed by the Railroad Companies so as to be on a common level with the wharves along said water front.

Fourth. That said companies, their successors and assigns, when said tracks crosses a wharf now or hereafter to be constructed, shall plank and keep in repair at least 10 feet of said way, and when ever a double track is constructed over said way, then the company or companies constructing or operating the same shall plank and keep in repair the entire way over said wharves, and the same may be used by the wharfowners at all times except when trains are passing over it.

Fifth. That said Railroad Companies, their successors and assigns, shall not allow their cars to stand upon the tracks on any wharf along said water front without the consent of the owner of such wharf.

Sixth. That said Oregon and Transcontinental Railroad Company is to construct a standard gauge railroad from Seattle to a point on the North Pacific Railroad Company's constructed line, so as to connect the City of Seattle with Eastern Washington either by way of Portland, Oregon, or the Cascade Mountains, within two (2) years, and on failure to do this

right herein granted shall be void and of no effect.

Provided that if any other road shall construct a standard gauge road connecting Seattle with Eastern Washington, before the roads above mentioned, then and in such case the rights herein to lay, maintain and operate such tracks by and to the same are hereby granted to the road that shall so construct such line.

Seventh. The right hereby granted the Oregon and Transcontinental Railroad Company, and the Columbia and Puget Sound Railroad Company is granted in trust upon the express condition that any other railroad company constructing a railroad to Seattle shall have the right to the joint use of the railroad tracks which may be constructed by said Companies or either of them, their successors or assigns, upon said way, under such regulations, and upon the payment of such compensation therefor as may be just and equitable, and in case any such railroad company cannot agree with the said Oregon and Transcontinental Railroad Company and the Columbia and Puget Sound Railroad Company, or either of them, or their successors or assigns, as the case may be, for the use of said railroad tracks and as to the manner and conditions of said use, and the compensation to be paid therefor, the terms conditions and regulations of said use, upon which such other company may occupy and use said track and the compensation to be paid by it for such use shall be ascertained and determined by three commissioners who shall be citizens and freeholders of the Territory of Washington, and shall be appointed by the District Court of the Third Judicial District of Washington Territory and when said Washington Territory becomes a State, then by the District Court of the United States for the district of Washington upon the petition of said Company desiring such use, and upon ten days notice to the Company or companies owning said tracks, which notice shall be served in like manner as a summons

in an ordinary action. Such commissioners shall make their report within the time and in the manner to be prescribed in the order of their appointment and before entering upon their duty, they shall be sworn to honestly and impartially perform their duties as such commissioners and the Court may in the exercise of its discretion for the misconduct of the commissioners, or the parties, or for any informality, or when the same appears to be unreasonable, or impracticable, or to have been given under the influence of passion or prejudice, set aside such report and require such commissioners to amend the same or make a further report, or may discharge such commissioners and appoint others in their steads. Such report, if not set aside, or such amended or further report, shall be confirmed by the Court. And such confirmation shall be final, binding and conclusive upon the parties thereto and thereupon the Corporation desiring such use shall be authorized to occupy and use such railroad tracks upon payment by such company the compensation required to be paid therefor and upon the terms, conditions and regulations contained in the report of the said commissioners. That said commissioners shall not include in their report the wharves, warehouses and private property of the said Oregon and Transcontinental Railroad Company and Columbia and Ogish Sound Railroad Company, or either of them, except the railroad tracks within said way across wharves owned by said companies their successors and assigns.

Eighth. That said companies, their successors and, or assigns, shall not run trains over said tracks along said waterfront at a higher rate of speed than six miles an hour, and the City shall retain the same control over the streets and alleys wherein the said

tracks are laid on ⁽²⁰⁾ ~~and~~ across streets and alleys upon the land.

Section III

That Ordinance No 259 passed on the 7th day of March 1882 be and the same is hereby repealed.

Section IV

That this Ordinance shall take effect and be in force at the expiration of five days after the same shall have been published.

Passed the Common Council of the City of Seattle on the 13th day of March and approved and returned on this the 14th day of March 1882

Attest Geo. Osborne
Clerk

L. P. Smith Mayor

Witness my hand this 12th day of March 1882

Ordinance No 268

An Ordinance to restrain and regulate Laundries and Wash Houses within the fire limits of the City of Seattle for the purpose of the prevention of fires.
The City of Seattle does ordain as follows:

Section I

^{shall} It shall hereafter be lawful for any person or persons to establish, open, maintain, conduct or operate any laundry or wash house within the fire limits of the City of Seattle as now established by ordinance, without first procuring a permit authorizing the same from the Fire Warden of the City of Seattle; but this section shall not apply to any laundry or wash house already established and in operation. Any violation of this section shall be deemed a misdemeanor and on conviction thereof each and every person so offending shall be fined in any sum not to exceed one hundred dollars and shall be committed to jail until such fine and all costs of conviction be paid.

Ordinance 3 amended
by Ord. No 3910