

RESOLUTION NO.117

A RESOLUTION of the Port Commission of the Port of Seattle providing for a special election to be held June 17, 1913; for the submission to the electors in said port district of the questions of ratifying certain changes made in the comprehensive scheme of harbor improvement by Resolution No. 113, as amended by Resolution No.116, of the Port Commission; the cancellation of the bonds provided to be issued for the Harbor Island Improvement and the Harbor Island Supplemental Improvement, provided by propositions 7 and 8, adopted at the special election held March 5, 1912; and authorizing in place thereof the issuance of bonds in the sum of three million dollars for the purpose of acquiring lands and constructing improvements thereon included in the modified Unit No.2 of the comprehensive scheme of harbor improvement, as set forth in said Resolution No.113, as amended by Resolution No.116; and the issuance of two hundred thousand dollars in bonds for the purpose of acquiring and constructing the improvement known as the West Seattle Ferry Improvement, as included in said Resolution No.113, as amended by Resolution No.116; and increasing from 3 to 5 the number of the port commissioners; providing for the manner of holding said election, and the form of ballot to be used thereat; and providing for the giving of notices of said election.

BE IT RESOLVED BY THE PORT COMMISSION OF THE PORT OF SEATTLE,

as follows:

Section 1. That a special election be and the same is hereby called in said port district for the seventeenth day of June, 1913, between the hours of eleven o'clock A.M. and eight o'clock P.M. on said day, at which there shall be submitted to a vote of the people of said port district the following propositions, to-wit:

PROPOSITION ONE.

The question of the ratification of the changes in and additions to the comprehensive scheme of harbor improvement in the port district of the Port of Seattle as made and adopted in and by resolution No.113 of the port commission, adopted May 8, 1913, as amended by resolution No.116, adopted May 15, 1913.

PROPOSITION TWO.

The question of the cancellation of the proposition and the withdrawal of the authorization for the borrowing by the Port commission of the Port of Seattle of the sum of three million dollars and the issuing of bonds therefor for the purpose of acquiring the lands and constructing the improvements thereon provided by proposition No.7, known as the Harbor Island Improvement, and of the cancellation of the proposition and the withdrawal of the authorization for the borrowing of money in the sum of two million dollars and the issuing of bonds therefor for the

purpose of constructing the improvements described in proposition No.8, known as the Harbor Island Supplemental Improvement, both adopted by the people of the Port of Seattle at the special election held March 5, 1912, and authorizing the port commission of said port of Seattle, in place and stead of the bonds so cancelled, to borrow the sum of three million dollars and issue bonds therefor, for the purpose of acquiring such portion of the tracts of land included in and described in modified Unit No. 2 of the comprehensive scheme of harbor improvement, adopted by resolution 113 as amended by Resolution No.116, as the port commission may deem to be necessary, and for the construction upon said lands so to be acquired, and also upon block three hundred and seventy-two, Seattle Tide Lands, now owned by the Port, and that portion of the South Canal Waterway lying between Whatcom Avenue and Colorado Avenue, all as included in said modified Unit No.2 of the comprehensive scheme of harbor improvement, of an ocean and railway terminal, including quays and slips, wharves, sheds, warehouses, cold storage warehouse, grain elevator, car ferry slip, passenger and freight ferry across the east waterway, grid-iron, small boat landings, railroad tracks, dredging of the necessary channels and slips, and all accessories necessary or convenient for the efficient equipment and operation of said ocean and railway terminal, the same to be known as East Waterway Improvement No.2.

Said bonds shall be general serial bonds of the Port of Seattle, in such form as said Port commission shall hereafter prescribe, of the denomination of one thousand dollars each, numbered consecutively from one to three thousand, bearing interest at the rate of five per cent. per annum, payable semi-annually, principal and interest payable at the fiscal agency of the state of Washington in the city of New York, to be dated as issued, and to be issued in such amounts and at such times as the port commission shall hereafter prescribe and shall mature as follows:

Numbers	1 to	30, inclusive,	1 year after their date.
Numbers	31 to	61, inclusive,	2 years after their date.
Numbers	62 to	93, inclusive,	3 years after their date.
Numbers	94 to	127, inclusive,	4 years after their date.
Numbers	128 to	162, inclusive,	5 years after their date.
Numbers	163 to	198, inclusive,	6 years after their date.
Numbers	199 to	236, inclusive,	7 years after their date.
Numbers	237 to	276, inclusive,	8 years after their date.
Numbers	277 to	317, inclusive,	9 years after their date.
Numbers	318 to	360, inclusive,	10 years after their date.
Numbers	361 to	404, inclusive,	11 years after their date.
Numbers	405 to	450, inclusive,	12 years after their date.

Numbers 451 to 498, inclusive, 13 years after their date.
Numbers 499 to 548, inclusive, 14 years after their date.
Numbers 549 to 600, inclusive, 15 years after their date.
Numbers 601 to 654, inclusive, 16 years after their date.
Numbers 655 to 710, inclusive, 17 years after their date.
Numbers 711 to 768, inclusive, 18 years after their date.
Numbers 769 to 829, inclusive, 19 years after their date.
Numbers 830 to 892, inclusive, 20 years after their date.
Numbers 893 to 958, inclusive, 21 years after their date.
Numbers 959 to 1026, inclusive, 22 years after their date.
Numbers 1027 to 1097, inclusive, 23 years after their date.
Numbers 1098 to 1171, inclusive, 24 years after their date.
Numbers 1172 to 1248, inclusive, 25 years after their date.
Numbers 1249 to 1328, inclusive, 26 years after their date.
Numbers 1329 to 1411, inclusive, 27 years after their date.
Numbers 1412 to 1498, inclusive, 28 years after their date.
Numbers 1499 to 1588, inclusive, 29 years after their date.
Numbers 1589 to 1681, inclusive, 30 years after their date.
Numbers 1682 to 1778, inclusive, 31 years after their date.
Numbers 1779 to 1879, inclusive, 32 years after their date.
Numbers 1880 to 1985, inclusive, 33 years after their date.
Numbers 1986 to 2094, inclusive, 34 years after their date.
Numbers 2095 to 2208, inclusive, 35 years after their date.
Numbers 2209 to 2326, inclusive, 36 years after their date.
Numbers 2327 to 2449, inclusive, 37 years after their date.
Numbers 2450 to 2577, inclusive, 38 years after their date.
Numbers 2578 to 2710, inclusive, 39 years after their date.
Numbers 2711 to 2849, inclusive, 40 years after their date.
Numbers 2850 to 2992, inclusive, 41 years after their date.
Numbers 2993 to 3000, inclusive, 42 years after their date.

Said bonds, principal and interest, to be payable out of the net income from said improvement, and in case said net income shall not be sufficient for that purpose, the remainder shall be payable out of taxes levied upon the property in said port district. The details of the method of creating and applying said net income and taxes, and of creating a proper and sufficient fund for the payment of the principal and interest of said bonds as they become due, to be as hereafter prescribed by said commission.

PROPOSITION THREE

The question of the borrowing by the port commission of the Port of Seattle of the sum of two hundred thousand dollars and the issuing of bonds therefor for the purpose of acquiring a ferry landing site at some point between Battery Street and King Street on the east shore of Elliott Bay in the city of Seattle, and of a ferry landing site at some point between West Florida Street and Mexico Street on the west shore of Elliott Bay and constructing thereon ferry slips and buildings, and for the purchase or construction of a ferry boat or boats, together with all other equipment necessary or convenient to produce an efficient ferry service between the east and west shores of Elliott Bay, said improvement being embraced within Unit No.8, adopted by resolution No.113, as amended by resolution No.116, and to be known

as the West Seattle Ferry Improvement.

Said bonds shall be general serial bonds of the Port of Seattle, in such form as said port commission shall hereafter prescribe, of the denomination of one thousand dollars each, numbered consecutively from one to two hundred, bearing interest at the rate of five per cent. per annum, payable semi-annually, principal and interest payable at the fiscal agency of the state of Washington in the city of New York, to be dated as issued, and to be issued in such amounts and at such times as the port commission shall hereafter prescribe, and shall mature as follows:

Numbers	1 to	2, inclusive,	1 year	after their date.
Numbers	3 to	4, inclusive,	2 years	after their date.
Numbers	5 to	6, inclusive,	3 years	after their date.
Numbers	7 to	8, inclusive,	4 years	after their date.
Numbers	9 to	11, inclusive,	5 years	after their date.
Numbers	12 to	13, inclusive,	6 years	after their date.
Numbers	14 to	15, inclusive,	7 years	after their date.
Numbers	16 to	17, inclusive,	8 years	after their date.
Numbers	18 to	20, inclusive,	9 years	after their date.
Numbers	21 to	22, inclusive,	10 years	after their date.
Numbers	23 to	25, inclusive,	11 years	after their date.
Numbers	26 to	28, inclusive,	12 years	after their date.
Numbers	29 to	31, inclusive,	13 years	after their date.
Numbers	32 to	34, inclusive,	14 years	after their date.
Numbers	35 to	37, inclusive,	15 years	after their date.
Numbers	38 to	41, inclusive,	16 years	after their date.
Numbers	42 to	45, inclusive,	17 years	after their date.
Numbers	46 to	49, inclusive,	18 years	after their date.
Numbers	50 to	53, inclusive,	19 years	after their date.
Numbers	54 to	57, inclusive,	20 years	after their date.
Numbers	58 to	61, inclusive,	21 years	after their date.
Numbers	62 to	65, inclusive,	22 years	after their date.
Numbers	66 to	70, inclusive,	23 years	after their date.
Numbers	71 to	75, inclusive,	24 years	after their date.
Numbers	76 to	80, inclusive,	25 years	after their date.
Numbers	81 to	85, inclusive,	26 years	after their date.
Numbers	86 to	90, inclusive,	27 years	after their date.
Numbers	91 to	96, inclusive,	28 years	after their date.
Numbers	97 to	102, inclusive,	29 years	after their date.
Numbers	103 to	109, inclusive,	30 years	after their date.
Numbers	110 to	116, inclusive,	31 years	after their date.
Numbers	117 to	123, inclusive,	32 years	after their date.
Numbers	124 to	131, inclusive,	33 years	after their date.
Numbers	132 to	139, inclusive,	34 years	after their date.
Numbers	140 to	147, inclusive,	35 years	after their date.
Numbers	148 to	155, inclusive,	36 years	after their date.
Numbers	156 to	163, inclusive,	37 years	after their date.
Numbers	164 to	172, inclusive,	38 years	after their date.
Numbers	173 to	181, inclusive,	39 years	after their date.
Numbers	182 to	190, inclusive,	40 years	after their date.
Numbers	191 to	199, inclusive,	41 years	after their date.
Number	200		42 years	after its date.

Said bonds, principal and interest, to be payable out of the net income from said improvement, and in case said net income shall not be sufficient for that purpose, the remainder shall be payable out of taxes upon the property in said Port District. The details of the method of creating and applying said net income and taxes, and of creating a proper and sufficient fund for the payment of the principal and interest of said bonds as they become due, to be as hereafter prescribed by said commission.

PROPOSITION FOUR

The proposition of increasing the number of commissioners in said Port District from three to five by adding two commissioners to the present board of three commissioners, as provided by chapter 62 of the session laws of 1913.

PROPOSITION FIVE

The question of the general policy of the Port of Seattle as to direct operation by the Port Commission of the various harbor improvements built and constructed by said Port.

Sec. 2. That at said special election so called to be held June 17, 1913, the polls shall be opened at the hour of eleven o'clock A.M. and remain open until and be closed at the hour of eight o'clock P.M., and each of the foregoing propositions shall be submitted separately and independently.

Sec. 3. That the ballot at said special election shall have printed upon it the following statements of said propositions so to be voted upon:

PROPOSITION ONE

In favor of ratifying the changes in the comprehensive scheme of harbor improvement provided by Resolution No.113 of the port Commission of the Port of Seattle, adopted May 8, 1913, as amended by resolution No.116, adopted May 15, 1913, changing Unit No.2 of said comprehensive scheme so as to include all of the East Waterway and such portions of the South Canal Waterway as the Port may acquire title to, and the adding to said comprehensive scheme of of Unit No.8, embracing the West Seattle Ferry Improvement, all as specifically described in said resolutions Nos.113 and 116

Against ratifying the changes in the comprehensive scheme of harbor improvement provided by resolution No.113 of the port commission of the Port of Seattle, adopted May 8, 1913, as amended by resolution No.116, adopted May 15, 1913, changing Unit No.2 of said comprehensive scheme so as to include all of the East Waterway and such portions of the South Canal Waterway as the Port may acquire title to, and the adding to said comprehensive scheme of Unit No.8, embracing the West Seattle Ferry Improvement, all as specifically described in said resolutions Nos. 113 and 116

PROPOSITION TWO

In favor of cancelling the authorization to the Port Commission for the issuance of \$5,000,000.00 in bonds for the Harbor Island Improvement and the Harbor Island Supplemental Improvement, embraced in Propositions Nos. 7 and 8, adopted at the special election held March 5, 1912, and in the place of said bond issues so canceled authorizing the Port Commission to incur indebtedness and issue bonds in the sum of \$3,000,000.00 for the purpose described in Proposition No.2, described in resolution No.117, adopted May 21, 1913, said improvement being known as East Waterway Improvement No.2

Against canceling the authorization to the Port Commission for the issuance of \$5,000,000.00 in bonds for the Harbor Island Supplemental and Harbor Island Improvements embraced in Propositions Nos.7 and 8, adopted at the special election held March 5, 1912, and in the place of said bond issues so cancelled authorizing the Port Commission to incur indebtedness and issue bonds in the sum of \$3,000,000.00 for the purpose described in Proposition No.2, described in Resolution No.117, adopted May 21, 1913, said improvement being known as East Waterway Improvement No.2

PROPOSITION THREE

Upon the proposition of authorizing the Port Commission to incur indebtedness and issue bonds in the sum of \$200,000.00 for the purpose described in Proposition No.3 described in Resolution No.117, adopted May 21, 1913, said improvement being known as the West Seattle Ferry Improvement.

- BONDS -- YES
- BONDS -- NO

PROPOSITION FOUR

- In favor of a Port Commission of five members
- Against a Port Commission of five members

PROPOSITION FIVE

In favor of the general policy of the direct operation by the Port Commission of the various harbor improvements built and constructed by the Port of Seattle

Against the general policy of the direct operation by the Port Commission of the various harbor improvements built and constructed by the Port of Seattle

Sec. 4. That notice of said special election be published and posted as required by law.

ADOPTED by the Port Commission of the Port of Seattle in open session on this 21st day of May, 1913, and signed by its proper officers in open session in authentication of its passage on the same day.

H. H. Chittenden

President of Port Commission of the Port of Seattle

ATTEST:

C. E. Brewster

Secretary of Port Commission of the Port of Seattle.

Compared
J. H. W. C.