

northeast quarter (NE $\frac{1}{4}$) of northwest quarter (NW $\frac{1}{4}$), section 8, township 26 north, range 5 east W. M. and being tax lot 127," the above strip and parcel of land being as shown in green color on a blue print map to be furnished by the department of highways of the State of Washington and attached to and made a part of said quit-claim deed.

Passed the House February 5, 1935.

Passed the Senate March 7, 1935.

Approved by the Governor March 12, 1935.

CHAPTER 52.

[H. B. 112.]

QUIT CLAIMING OF CERTAIN LANDS BY STATE.

AN ACT authorizing and directing a conveyance by quit-claim deed in behalf of the State of Washington to the Great Northern Railway Company of certain real estate.

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

SECTION 1. That the governor is hereby authorized and directed, in the name of the State of Washington, to execute and deliver a good and sufficient quit-claim deed to the Great Northern Railway company, which deed shall be attested by the secretary of state, and is covering the following described real estate situate in Chelan county, which real estate is now the property of the State of Washington, and named in a certain tripartite agreement dated April 11, 1930, between the State of Washington, county of Chelan and the Great Northern Railway company, as a part of the consideration for an easement granted by the said railway company for a right of way for the present traveled State Road No. 10 in said Chelan county; said certain real estate being no longer needed for purposes of the highway named due to a change of alignment and routing of the said road:

Conveyance.

Certain tracts or parcels of land situated within the northeast quarter ($NE\frac{1}{4}$) of section 10, and the southeast quarter ($SE\frac{1}{4}$) of section 3, all in township 23 north, range 20 east, W. M., being more particularly described as follows:

Description.

A strip or parcel of land 60 feet wide in government lot 1 of section 10, township and range aforesaid, beginning at a line drawn at right angles easterly from the center line of railway of the Great Northern Railway company as said center line of railway is now located and established through a point on said center line of railway known and designated as station numbered two hundred five plus naught naught (205+00) and extending northerly for a distance of 300 feet to a line drawn at right angles easterly from said center line of railway at a point known and designated as station numbered two hundred eight plus naught naught (208+00), the westerly boundary of said strip or parcel of land being 35 feet easterly from and parallel to, said center line of railway; at said station numbered two hundred eight plus naught naught (208+00) said strip or parcel of land decreases to 40 feet in width; thence extending northerly for a distance of 635 feet to a line drawn at right angles easterly from said center line of railway at a point known and designated as station numbered two hundred fourteen plus thirty-five (214+35), at which point said strip or parcel of land increases to 60 feet in width, and extending northerly to an intersection with the north line of said government lot 1, the westerly boundary of said strip or parcel of land being 50 feet easterly from and parallel to said center line of railway; also

A strip or parcel of land in section 3, township 23 north, range 20 east, W. M., extending in a northerly and southerly direction, a part of said strip or parcel of land being 40 feet in width and a part thereof being 60 feet in width, said strip or parcel of

land commencing at a line drawn at right angles easterly from the center line of railway of the Great Northern Railway company as said center line of railway is now located and established through a point in said center line of railway known and designated as station numbered two hundred fifteen plus ninety-five (215+95); thence extending northerly on the easterly side of and adjacent to the right of way to a point therein known and designated as station numbered two hundred twenty-four plus twelve (224+12), all the above described strips or parcels of land being as shown in green color on a print to be furnished by the department of highways of the State of Washington and attached to and made a part of said quit-claim deed.

Passed the House February 5, 1935.

Passed the Senate March 7, 1935.

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Conveyance. SECTION 1. That the governor is hereby authorized and directed, in the name of the State of Washington, to execute and deliver a good and sufficient quit-claim deed to the Great Northern Railway company, which deed shall be attested by the secretary of state, and is covering the following described real estate situate in Chelan county, which real estate is now the property of the State of Washington, and named in a certain tripartite agreement