

Beginning at the northwest corner of said Lot 40 and running east 27.0 feet along the northerly boundary line of said Lot 40 to an intersection with the westerly right of way line of said Pacific Highway; thence S. 20°45' W. 32.1 feet to an intersection with the southerly boundary line of said Lot 40; thence west 15.6 feet to the southwest corner of said Lot 40; thence north 30.0 feet to the true point of beginning and containing 0.01 acres more or less.

Passed the Senate February 17, 1923.

Passed the House February 26, 1923.

Approved by the Governor March 7, 1923.

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## CHAPTER 64.

[S. B. 184.]

### HIGHWAYS ABANDONED.

AN ACT authorizing and directing the Governor to reconvey certain premises secured as a part of the proposed location of the Pacific Highway, which location was afterwards abandoned.

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

SECTION 1. That the Governor be and he is hereby authorized and directed to, in the name of the State of Washington, convey by quitclaim deed to W. D. Gilbert the following described tracts of land situate in Clarke County, Washington, said tracts of land having been acquired by the state as a part of the proposed location of the Pacific Highway, which proposed location was afterwards abandoned:

Tract 1. A tract of land in the Samuel Lishan D. L. C. No. 42, Section 30, Twp. 5 N. R. 1 E. W. M., being more particularly described as follows:

Commencing at the southeast corner of said Section 30, Twp. 5, N. R. 1 E. W. M., and running N. 40°28' W., 3433.83 feet to an intersection with the

Deed of conveyance.

Description.

southerly boundary line of said Samuel Lishan D. L. C. No. 42 and the true point of beginning.

Thence S.  $86^{\circ}42'$  W., 30.74 feet; thence N.  $15^{\circ}53'$  W., 659.3 feet; thence S.  $74^{\circ}07'$  W., 30.0 feet; thence N.  $15^{\circ}53'$  W., 200.0 feet; thence N.  $74^{\circ}10'$  E., 30.0 feet; thence N.  $15^{\circ}53'$  W., 263.8 feet; thence on the arc of a curve to the right having a radius of 173.3 feet, a distance of 167.57 feet; thence N.  $51^{\circ}23' 30''$  W., 145.0 feet; thence on the arc of a curve to the right, having a radius of 318.3 feet a distance of 133.17 feet; thence N.  $62^{\circ}22'$  E., 14.4 feet; thence on the arc of a curve to the right, having a radius of 318.3 feet, a distance of 206.49 feet; thence S.  $80^{\circ}48'$  E., 12.46 feet; thence S.  $1^{\circ}52'$  W., 85.3 feet; thence turning an angle of  $90^{\circ}$  to the left to a line tangent to the arc of a curve; thence on the arc of a curve to the left, having a radius of 43.47 feet a distance of 24.3 feet to an intersection with the westerly right of way line of the Pacific Highway, as now located and of record in the office of the Supervisor of Highways at Olympia; thence turning an angle of  $90^{\circ}$  to the right from a line tangent to the arc of said curve and running S.  $30^{\circ}07'$  E., 50.0 feet; thence turning an angle of  $90^{\circ}$  to the right to a line tangent to the arc of a curve; thence on the arc of a curve to the left, having a radius of 539.7 feet, a distance of 151.7 feet along the easterly right of way line of said Pacific Highway; thence turning an angle of  $65^{\circ}26'$  to the right to a line tangent to the arc of a curve; thence on the arc of a curve to the left, having a radius of 93.3 feet, a distance of 61.85 feet; thence S.  $62^{\circ}22'$  W., 14.4 feet; thence on the arc of a curve to the left, having a radius of 93.3 feet, a distance of 39.9 feet; thence turning an angle of  $90^{\circ}$  to the right and running N.  $51^{\circ}23' 30''$  W., 20.0 feet; thence turning an angle of  $90^{\circ}$  to the left to a line tangent to the arc of a curve; thence on the arc of a curve to the left, having a radius of 113.3 feet, a distance of 110.52

feet; thence S.  $15^{\circ}53'$  E., 152.0 feet; to an intersection with the easterly right of way line of said Pacific Highway; thence turning an angle of  $16^{\circ}30'$  to the right to a line tangent to the arc of a curve; thence on the arc of a curve to the left, having a radius of 529.7 feet, a distance of 45.3 feet; thence on the arc of a curve to the left, having a radius of 2322.0 feet, a distance of 452.5 feet, thence on the arc of a curve to the left, having a radius of 364.8 feet, a distance of 201.6 feet; thence turning an angle of  $32^{\circ}22'$  to the right from a line tangent to the arc of said curve and running S.  $15^{\circ}53'$  E., 280.0 feet to an intersection with the southerly boundary line of said Samuel Lishan D. L. C. No. 42; thence S.  $86^{\circ}42'$  W. 30.74 feet to the true point of beginning and containing 2.66 acres more or less.

Tract 2. A tract of land in the Samuel Lishan D. L. C. No. 42, Section 30, Twp. 5 N. R. 1 E. W. M., being more particularly described as follows:

Commencing at the southeast corner of said Section 30 and running N.  $20^{\circ}43'$  W., 2880.58 feet to an intersection with the southerly boundary line of said Samuel Lishan D. L. C. No. 42; thence S.  $85^{\circ}51'$  W., 795.0 feet along the southerly boundary line of said Samuel Lishan D. L. C. No. 42 to the true point of beginning.

Thence continuing S.  $85^{\circ}51'$  W., 105.35 feet, thence N.  $0^{\circ}29'$  E., 125.7 feet; thence on the arc of a curve to the right, having a radius of 188.3 feet, a distance of 37.0 feet to an intersection with the southerly right of way line of said Pacific Highway; thence turning an angle of  $63^{\circ}52'$  to the right from a line tangent to the arc of said curve and running N.  $75^{\circ}37'$  E., 91.9 feet; thence turning an angle of  $137^{\circ}04'$  to the right to a line tangent to the arc of a curve; thence on the arc of a curve to the left, having a radius of 113.3 feet, a distance of 31.9 feet; thence turning an angle of  $90^{\circ}$  to the left from a line

tangent to the arc of said curve and running S. 73°31' E., 30.0 feet; thence turning an angle of 90° to the right to a line tangent to the arc of a curve; thence on the arc of a curve to the left, having a radius of 83.3 feet, a distance of 23.89 feet; thence S. 0°29' W., 117.3 feet to an intersection with the southerly boundary line of said Samuel Lishan D. L. C. No. 42 and the true point of beginning and containing 0.39 acres more or less.

Passed the Senate February 17, 1923.

Passed the House February 26, 1923.

Approved by the Governor March 7, 1923.

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## CHAPTER 65.

[S. B. 185.]

### HIGHWAYS ABANDONED.

AN ACT authorizing and directing the Governor to reconvey certain premises secured as a part of the proposed location of the Inland Empire Highway, which location was afterwards abandoned.

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

SECTION 1. That the Governor be and he is hereby authorized and directed to, in the name of the State of Washington, convey by quitclaim deed to the Cascade Lumber Company, a corporation, of Yakima, Washington, the following described premises situate in Yakima County, Washington, said premises having heretofore been acquired by the state as a part of the proposed location of the Inland Empire Highway, which said proposed location was afterwards abandoned:

Deed of conveyance.

A tract of land in the NE<sup>1</sup>/<sub>4</sub> of NW<sup>1</sup>/<sub>4</sub>, NW<sup>1</sup>/<sub>4</sub> of NW<sup>1</sup>/<sub>4</sub> and SW<sup>1</sup>/<sub>4</sub> of NW<sup>1</sup>/<sub>4</sub>, Section 17; SE<sup>1</sup>/<sub>4</sub> of NE<sup>1</sup>/<sub>4</sub> and NE<sup>1</sup>/<sub>4</sub> of SE<sup>1</sup>/<sub>4</sub>, Section 18, Twp. 14, N. R. 19 E. W. M.; being more particularly described as follows:

Description.