

any value in excess of one hundred fifty thousand dollars and not exceeding two hundred thousand dollars; twenty-five per centum of any value in excess of two hundred thousand dollars and not exceeding three hundred thousand dollars; thirty per centum of any value in excess of three hundred thousand dollars and not exceeding five hundred thousand dollars; forty per centum of any value in excess of five hundred thousand dollars.

Passed the Senate February 13, 1923.

Passed the House March 2, 1923.

Approved by the Governor March 15, 1923.

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## CHAPTER 120.

[S. B. 133.]

### STATE HIGHWAYS.

An Act reappropriating certain sums from the public highway fund for the purpose of constructing and maintaining certain highways that have been established and constructed and declaring that this act shall take effect immediately.

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

SECTION 1. That the sum of two million two hundred forty-seven thousand two hundred sixty-seven dollars and ninetyfour cents (\$2,247,267.94) from the public highway fund or so much thereof as may be necessary, be and the same is hereby reappropriated for completing and maintaining work already under contract and construction on certain state roads hereinafter mentioned; the same being the unexpended balance of certain existing appropriations as shown by the state auditor's books January 31, 1923, said respective balance being reappropriated as follows:

Appropriation  
\$2,247,267.94.

	<i>Public Highway Fund</i>
Central Washington Highway—	
Connell-Ritzville .....	\$21,441.91
Chelan-Okanogan Highway—	
Chelan Falls-Okanogan County Line .....	8,466.30
Brewster-B. C. Line .....	36,098.41
Trinidad-Columbia River .....	14,243.40
Inland Empire Highway—	
Ellensburg-Selah .....	300,000.00
Buena-Grandview .....	32,805.45
Prosser-Kennewick .....	41,843.54
Dixie-Waitsburg .....	41,529.81
Meadow Creek Bridge.....	8,860.75
Central Ferry Bridge.....	140,468.01
Springdale-Meyers Falls .....	94,132.17
Kettle Falls North.....	46,270.61
Garfield-Pullman .....	11,931.28
Pomeroy-Clarkston .....	12,869.21
Naches Pass Highway—	
Greenwater River East.....	50,425.90
National Park Highway—	
Pacific Highway-Elbe .....	69,631.08
Tacoma-Rainier National Park.....	11,876.10
Navy Yard Highway—	
Charleston-Union City .....	97,681.09
North Bank Highway—	
Clarke County Line-Underwood.....	42,160.93
Underwood-Lyle .....	218,118.19
Ocean Beach Highway—	
Chehalis-Frances .....	99,557.48
Chehalis-South Bend .....	89,376.47
Palix-Holman Beach .....	7,614.41
Johnson's Landing-Nasel .....	27,178.54
Grays River P. O.-Deep River.....	29,709.27
East Bank of Cowlitz at Kelso West.....	108,204.39
Olympic Highway—	
East Beach-Forks .....	8,863.18
Quinault North .....	52,045.03
Aberdeen-Perry Creek .....	65,236.41
Pacific Highway—	
Seattle-Blaine .....	146,333.77
Seattle-Vancouver .....	205,054.02
Pend Oreille Highway—	
Newport North .....	21,558.93
Roosevelt Highway—	
Pateros-Winthrop .....	14,819.81

Sunset Highway—	
Swauk Creek-Dryden .....	5,628.57
State Road No. 4—	
Tonasket East .....	19,818.46
State Road No. 22—	
Davenport-Detillion Bridge .....	25,062.07
Cascade Road from Marblemount to Cascade Summit	20,352.99
	\$2,247,267.94

Cascade road,  
standards of  
construction,  
etc.

For the Cascade Road the Highway Commissioner shall adopt such location and such standards of construction as to width of clearing, cross section of roadway, and establish such alignment and grades as shall under the appropriation herein made, make a through connection between the county road at Marblemount and Gilbert's Cabin on the North Fork of the Cascade River, a distance of approximately 22 miles, and to make so much of the distance passable for wagons or light auto travel, and so much of the remaining distance a passable pack trail as to him shall seem best.

*Provided, however,* That the separate amounts above stated together with the amount expended shall not exceed the original appropriation made in 1921 for said purposes.

Emergency.

SEC. 2. This act is necessary for the immediate preservation of public safety and the support of the existing institutions of the state and shall take effect immediately.

Passed the Senate February 9, 1923.

Passed the House February 21, 1923.

Approved by the Governor March 15, 1923.