

adopted as an official compilation of existing statutes of the state up to and including the year 1911.

SEC. 2. It shall be proper for the legislature, in amending or repealing existing statutes, and for the courts in referring to existing statutes, to refer to or cite Pierce's Washington Code containing such law.

May be
cited.

Passed the House February 7, 1913.

Passed the Senate March 11, 1913.

Approved by the Governor March 17, 1913.

CHAPTER 96.

[H. B. 350.]

ESTABLISHING A SECONDARY HIGHWAY.

AN ACT relating to the feasibility and utility of certain lands for state road purposes, describing and defining the same and declaring the same to be a secondary highway.

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

SECTION 1. The following described road, having been examined, and its feasibility and utility having been determined by the state highway commission, under the provisions of chapter 51, Laws of Washington, A. D. 1909, and in accordance with chapter 25, Laws of Washington A. D. 1909, and the report of the highway commissioner being favorable thereto, the same is hereby declared to be a secondary highway and shall be known and described as hereinafter set forth.

Reference is
to ch. 25 and
51, L. '09;
Rem.-Bal.,
§§ 5900 and
5906;
Pierce's
Code, 1912,
493 §§ 49
and 55.

SEC. 2. Extension of secondary highway No. 8, beginning at the town of Washougal, in Clarke county, the present western terminus of secondary highway No. 8, and extending westerly by the most feasible route to Vancouver, Washington. Also commencing at the town of Goldendale, in Klickitat county, the present eastern terminus of said road, and extending the same northeasterly by the most feasible route to Mabton, in Yakima county.

State Road
No. 8.

(For defini-
tion of
secondary
highway,
see ch. 65
supra.)

Passed the House February 14, 1913.

Passed the Senate March 12, 1913.

Approved by the Governor March 17, 1913.