

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.

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 NE¹/₄ of NW¹/₄, NW¹/₄ of NW¹/₄ and SW¹/₄ of NW¹/₄, Section 17; SE¹/₄ of NE¹/₄ and NE¹/₄ of SE¹/₄, Section 18, Twp. 14, N. R. 19 E. W. M.; being more particularly described as follows:

Description.

Commencing at the southeast corner of said Section 18 and running west 1045.0 feet along the southerly boundary line of said section to an intersection with the center line of the Inland Empire Highway, as now located and of record in the office of the Supervisor of Highways at Olympia, Washington; thence turning an angle of $99^{\circ}42'$ to the right and running N. $9^{\circ}42'$ E., 731.1 feet; thence on the arc of a curve to the left, having a radius of 1146.0 feet, a distance of 287.3 feet; thence N. $4^{\circ}40'$ W., 134.6 feet; thence on the arc of a curve to the right, having a radius of 716.3 feet, a distance of 115.0 feet to an intersection with the southerly boundary line of said NE $\frac{1}{4}$ of SE $\frac{1}{4}$, Section 18 and the true point of beginning.

Thence turning an angle of $85^{\circ}28'$ to the right from a line tangent to the arc of said curve and running east 75.5 feet to an intersection with the easterly right of way line of said Inland Empire Highway; thence turning an angle of $84^{\circ}56'$ to the left to a line tangent to the arc of a curve; thence on the arc of a curve to the right, having a radius of 641.3 feet a distance of 235.2 feet; thence N. $26^{\circ}05'$ E., 167.5 feet; thence on the arc of a curve to the left, having a radius of 1507.5 feet, a distance of 126.3 feet; thence turning an angle of 90° to the left from a line tangent to the arc of said curve and running N. $68^{\circ}43'$ W., 45.0 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 1462.5 feet, a distance of 312.7 feet; thence N. $9^{\circ}02'$ E., 572.5 feet; thence on the arc of a curve to the right, having a radius of 925.0 feet, a distance of 578.2 feet; thence N. $44^{\circ}51'$ E., 398.7 feet; thence on the arc of a curve to the right, having a radius of 3790.0 feet, a distance of 1078.1 feet; thence N. $61^{\circ}09'$ E., 344.6 feet; thence on the arc of a curve to the left, having a radius of 1176.0 feet, a distance

of 97.1 feet; thence turning an angle of 90° to the right from a line tangent to the arc of said curve and running S. $33^\circ35'$ E., 20.0 feet; thence turning an angle of 90° 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 1196.0 feet, a distance of 236.9 feet; thence N. $45^\circ04'$ E., 90.0 feet; thence on the arc of a curve to the right, having a radius of 1096.0 feet, a distance of 306.7 feet; thence N. $61^\circ06'$ E., 34.8 feet; thence on the arc of a curve to the left having a radius of 2342.0 feet, a distance of 582.4 feet; thence N. $46^\circ51'$ E., 257.5 feet; thence turning an angle of 90° to the left, and running N. $43^\circ09'$ W., 20.0 feet; thence turning an angle of 90° to the right and running N. $46^\circ51'$ E., 21.0 feet to an intersection with the northerly boundary line of said section 17; thence turning an angle of $136^\circ51'$ to the left and running west 117.0 feet to an intersection with the northerly right of way line of said Inland Empire Highway; thence turning an angle of $43^\circ09'$ to the left and running S. $46^\circ51'$ W., 193.2 feet; thence on the arc of a curve to the right, having a radius of 2242.0 feet, a distance of 557.6 feet; thence S. $61^\circ06'$ W., 34.8 feet; thence on the arc of a curve to the left, having a radius of 1196.0 feet, a distance of 334.7 feet; thence S. $45^\circ04'$ W., 90.0 feet; thence on the arc of a curve to the right, having a radius of 1096.0 feet, a distance of 217.1 feet; thence turning an angle of 90° to the left from a line tangent to the arc of said curve and running S. $33^\circ35'$ E., 20.0 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 right having a radius of 1116.0 feet, a distance of 92.2 feet; thence S. $61^\circ09'$ W., 344.6 feet; thence on the arc of a curve to the left, having a radius of 3850.0 feet a distance of 1095.2 feet; thence S. $44^\circ51'$ W., 398.7 feet; thence on the arc of a curve to the left, having a radius of 985.0 feet, a distance of 615.7

feet; thence S. $9^{\circ}02'$ W., 572.5 feet; thence on the arc of a curve to the right, having a radius of 1402.5 feet, a distance of 299.8 feet; thence turning an angle of 90° to the right from a line tangent to the arc of said curve and running N. $68^{\circ}43'$ W., 45.0 feet; thence turning an angle of 90° to the left to a line tangent to, the arc of a curve; thence on the arc of a curve to the right, having a radius of 1357.5 feet, a distance of 113.7 feet; thence S. $26^{\circ}05'$ W., 167.5 feet; thence on the arc of a curve to the left, having a radius of 791.3 feet, a distance of 303.6 feet to an intersection with the southerly boundary line of said NE $\frac{1}{4}$ of SE $\frac{1}{4}$, Section 18; thence turning an angle of $94^{\circ}06'$ to the left from a line tangent to the arc of said curve and running east 75.5 feet to an intersection with the centerline of said Inland Empire Highway and the true point of beginning and containing 10.05 acres more or less.

Passed the Senate February 17, 1923.

Passed the House February 26, 1923.

Approved by the Governor March 7, 1923.

CHAPTER 66.

[S. B. 186.]

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 Lucy Schauble the following described tract of land in Cowlitz County, Washington, said premises hav-