

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  $90^{\circ}$  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  $90^{\circ}$  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.

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## 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-

ing heretofore been acquired by the state as a part of the proposed location of the Pacific Highway, which said proposed location was afterwards abandoned:

A tract of land in the Jacob Ahles D. L. C. No. 44, Section 17, Twp. 6 N. R. 1 W. W. M., being more particularly described as follows: Description.

Commencing at the southeast corner of said section and running N.  $89^{\circ}20'20''$  W., 1966.09 feet along the southerly boundary line of said section to an intersection with the center 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  $32^{\circ}03'20''$  to the right and running N.  $57^{\circ}17'$  E., 1120.9 feet; thence on the arc of a curve to the right, having a radius of 573.0 feet a distance of 236.7 feet; thence N.  $33^{\circ}37'$  W., 1940.8 feet; thence turning an angle of  $90^{\circ}$  to the left and running S.  $56^{\circ}23'$  W., 30.0 feet to an intersection with the westerly right of way line of said Pacific Highway and the true point of beginning.

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 256.5 feet, a distance of 63.3 feet; thence N.  $47^{\circ}45'$  W., 358.7 feet to an intersection with the south city limits of Kalama; thence turning an angle of  $138^{\circ}00'$  to the right and running S.  $89^{\circ}45'$  E., 89.6 feet; thence turning an angle of  $42^{\circ}00'$  to the right and running S.  $47^{\circ}45'$  E., 85.2 feet to an intersection with the westerly right of way line of said Pacific Highway; thence turning an angle of  $14^{\circ}08'$  to the right and running S.  $33^{\circ}37'$  E., 277.4 feet to the true point of beginning and containing 0.33 acres more or less.

Passed the Senate February 17, 1923.

Passed the House February 26, 1923.

Approved by the Governor March 7, 1923.