

provided for in section three of this act. Said special levy to be based upon an estimate made by the city council of the probable cost of maintenance for the succeeding year not exceeding the benefits to said property from such maintenance. Such levy to be at the time the general levy of taxes for municipal purposes is made by said council, and the same shall become a lien and be collected or foreclosed in the same manner as the special tax for the cost of the original improvement: *Provided*, That said maintenance fund may be created and established by separate ordinance or by the ordinance creating such improvement district.

SEC. 8. An emergency exists and this act shall take Emergency. effect immediately.

Passed by the House February 26, 1909.

Passed by the Senate March 1, 1909.

Approved March 6, 1909.

CHAPTER 61.

[H. B. 186.]

ESTABLISHING STATE ROADS.

AN ACT providing for the establishment of certain state roads.

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

SECTION 1. The following described roads having been examined and all surveys necessary to a determination as to their feasibility and utility having been made by the State Highway Commissioner under the provisions of chapter 116, Laws of Washington, A. D. 1907, and the report of the State Highway Commissioner being favorable, the same are hereby declared to be state roads and shall be known and described as hereinafter set forth.

SEC. 2. State Road No. 14, or the Hood Canal road, the same being a road beginning at Hoodsport in Mason No. 14. county and running thence by the most practicable route to Duckabush in Jefferson county. State Road No. 15,

or the Lewis River road, beginning at Woodland in Cowlitz county and running thence up the north bank of Lewis river, following as nearly as practicable the county road, and continuing to the mouth of the Big Muddy, a tributary of Lewis river in Skamania county.

No. 16.

State Road No. 16, or the Garfield-Asotin road, beginning at a point where the county road intersects the north line of the northeast quarter of section 4 in township 9 north, range 42 east, W. M., in Garfield county and running thence in a southerly course by the most feasible route along the divide between the Tucannon river and Pataha creek and the divide between the Tucannon river and Asotin creek to the summit of the Blue mountains, near what is known as Summit Springs; thence by the most feasible route southerly to the divide between Wenatchee and Grouse creeks, thence following the divide southwesterly to the Asotin county road near the upper crossing of Grouse creek at or near the line between sections 5 and 6 in township 6 north, range 43 east, W. M., in Asotin county, Washington.

No. 17.

State Road No. 17, or the Island-Skagit road, the same being a road and two bridges crossing the United States Military Reservations Nos. 14 and 15 and connecting the county roads of Island and Skagit counties.

Passed by the House February 9th, 1909.

Passed by the Senate March 1st, 1909.

Approved March 6, 1909.