

over and along the Inland Empire Highway through Colfax to a junction with Sunset Highway at Spokane; thence westerly over and along the Sunset Highway through Davenport, Wilbur, Waterville, Wenatchee, and Cashmere to a junction with the Stevens Highway near Peshastin; thence westerly over the Stevens Highway through Leavenworth, Stevens Pass, Skykomish, Gold Bar and Monroe to a junction with the Pacific Highway at Everett in Snohomish county.

SEC. 3. The Washington Loop Highway shall be permanently constructed and paved as rapidly as funds are available therefor. Construction and pavement.

Passed the Senate February 25, 1931.

Passed the House March 5, 1931.

Approved by the Governor March 12, 1931.

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## CHAPTER 36.

[ S. B. 65. ]

### PACIFIC HIGHWAY.

AN ACT relating to primary state highways, and amending Section 1 of Chapter 185 of the Laws of 1923.

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

SECTION 1. That section 1 of chapter 185 of the Laws of 1923, as amended by section 8 of chapter 26 of the Laws of 1925 (section 6791-1 of Remington's Compiled Statutes, 1927 Supplement), be amended to read as follows: Amends § 1, ch. 185, Laws of 1923; § 8, ch. 26, Laws of 1925; § 6791-1 Rem. Comp. Stat., 1927 Sup.

Section 1. A primary state highway, to be known as State Road No. 1, or the Pacific Highway, is established as follows: Beginning at the international boundary line at Blaine in the county of Whatcom; thence by the most feasible route in a southerly direction through the cities of Belling- State Road No. 1; Pacific Highway established.

Route.

ham, Mt. Vernon, Everett, Seattle, Tacoma, Olympia, Chehalis, Kelso and Vancouver to the interstate bridge over the Columbia River between Vancouver and Portland; also from a junction in the city of Bellingham; thence by the most feasible route in an easterly direction to Austin Pass in Whatcom county; also beginning at a point where the Samish road intersects existing State Road No. 1, or the Pacific Highway, at the crossing of the electric interurban railway about one-half mile north of Burlington in Skagit county; thence by the most feasible route in a general northerly and northwesterly direction through Alger and around the northerly and easterly side of Lake Samish to a junction with the existing State Road No. 1 or the Pacific Highway, at or near Bellingham.

Passed the Senate February 25, 1931.

Passed the House March 5, 1931.

Approved by the Governor March 12, 1931.

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## CHAPTER 37.

[ S. B. 85. ]

### STATE ROAD NO. 22.

AN ACT relating to, establishing, naming and fixing the routes of certain state highways, and amending Section 12 of Chapter 164 of the Laws of 1915.

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

SECTION 1. That section 12 of chapter 164 of the Laws of 1915, as amended by section 3 of chapter 26 of the Laws of 1925 (section 6810 of Remington's Compiled Statutes) be amended to read as follows:

Section 12. A primary state highway to be known as State Road No. 22 is established as follows: Beginning at a junction with State Road No. 2 or the Sunset Highway at Davenport in Lincoln

Amends § 12, ch. 164, Laws of 1915; § 3, ch. 26, Laws of 1925; § 6810 Rem. Comp. Stat.

State Road No. 22 established.

Route.