

CHAPTER 26.

[H. B. 61.]

PRIMARY AND SECONDARY STATE HIGHWAYS.

AN ACT relating to and establishing, classifying, naming and fixing the routes of certain state highways, and amending sections 1, 2, 3, 4, 8, 14 and 15, Chapter 185 of the Laws of 1923, and Section 6810 of Remington's Compiled Statutes, and declaring that this act shall take effect immediately.

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

SECTION 1. That section 14, Chapter 185 of the Laws of 1923 be and the same is hereby amended to read as follows:

Amends
§ 14, Ch. 185,
L'23; Rem.
1923 Sup.
§ 6791-14.

Section 14. A primary state highway, to be known as State Road No. 4 or the Tonasket-San Poil Highway, is established as follows: Beginning at the city of Wilbur in Lincoln County; thence by the most feasible route in a northerly direction to Republic in Ferry County; thence in a westerly direction to Tonasket in Okanogan County.

State road
No. 4 or
Tonasket-
San Poil
Highway.

SEC. 2. That section 15, Chapter 185 of the Laws of 1923 be and the same is hereby amended to read as follows:

Amends
§ 15, Ch. 185,
L'23; Rem.
1923 Sup.
§ 6791-15.

Section 15. A primary state highway, to be known as the Methow Valley Highway, is established as follows: Beginning at Pateros in Okanogan County; thence by way of Methow, Carlton, Twisp, Winthrop and Mazama to Barron in Whatcom County.

Methow
Valley
Highway.

SEC. 3. That section 6810 of Remington's Compiled Statutes be and the same is hereby amended to read as follows:

Amends
Rem. Comp.
Stat. § 6810;
Pierce's Code
§ 6840.

Section 6810. A primary state highway is established as follows: State Road No. 22. This road shall begin at a point on State Road No. 3 near Kettle Falls in Stevens County, and run thence through Kettle Falls, Daisy, Gifford, Cedonia and

State road
No. 22.

Hunters to Fruitland; thence by the most feasible route to and across the Spokane River to a connection with the Sunset Highway at Davenport in Lincoln County.

Amends
§ 4, Ch. 185,
L'23; Rem.
1923 Sup.
§ 6791-4.

SEC. 4. That Section 4 of Chapter 185 of the Laws of 1923 be amended to read as follows:

State road
No. 5 or
National
Park
Highway.

Section 4. A primary state highway, to be known as State Road No. 5 or the National Park Highway System, is established as follows: Beginning at the City of Tacoma; thence by the most feasible route in a southeasterly direction through Elbe and Ashford to the Rainier National Park gate; also from a junction in the City of Elbe; thence in a southerly direction through Morton, Kosmos; thence in a westerly direction through Nesika, Riffe and Ethel to a junction with State Road No. 1 or the Pacific Highway at or in the vicinity of Jackson Prairie; also from a junction at or near Kosmos in Lewis County in a northeasterly direction through Lewis in Lewis County through Sheepskull Gap; thence in a northwesterly direction through Enumclaw, Auburn, Kent to a connection with State Road No. 2 in the vicinity of Renton; also from a junction at Sheepskull Gap in a southeasterly direction to Yakima; also from a junction at Auburn by the most feasible route in a general southerly and westerly direction through Derringer, Sumner and Puyallup to a junction with State Road No. 1 at Tacoma.

Amends
§ 8, Ch. 185,
L'23; Rem.
1923 Sup.
§ 6791-8.

SEC. 5. That section 8 of Chapter 185 of the Laws of 1923 be amended to read as follows:

State road
No. 9, or
Olympic
Highway.

Section 8. A primary state highway, to be known as State Road No. 9 or the Olympic Highway, is established as follows: Beginning at Olympia; thence by the most feasible route in a northerly direction through Shelton, Hoodspout, Duckabush, Sequim, to Port Angeles; thence in a westerly direc-

tion to Forks in Clallam County; thence in a southerly direction to Hoquiam in Grays Harbor County; thence in an easterly direction through Aberdeen, Montesano and Elma to Olympia; also from a junction in the vicinity of Discovery Bay to Port Townsend; also from a junction at Elma in an easterly direction to a connection with State Road No. 1 in the vicinity of Grand Mound.

SEC. 6. That section 3 of Chapter 185 of the Laws of 1923 be amended to read as follows:

Amends
§ 3, Ch. 185,
L'23; Rem.
1923 Sup.
§ 6791-3.

Section 3. A primary state highway, to be known as State Road No. 3, or the Inland Empire Highway, is established as follows: Beginning at the international boundary line at Laurier in Ferry County; thence by the most feasible route in a southerly direction through Colville, Spokane, Colfax, Dayton to Walla Walla; thence in a northwesterly direction through the cities of Wallula, Pasco, Sunnyside, Yakima, Ellensburg, to a junction with the Sunset Highway at or near Virden in Kittitas County; also from a junction at Dodge in Garfield County; thence in an easterly direction through the cities of Pomeroy and Clarkston; thence in a southerly direction to Asotin in Asotin County; also from a junction at Wallula; thence in a southwesterly direction to the Oregon State line; also from a junction at Walla Walla in a southerly direction to the Oregon State line; also from a junction at Colfax to a junction with the eastern route of the Inland Empire Highway at Pullman.

State road
No. 3, or
Inland
Empire
Highway.

SEC. 7. That section 2 of Chapter 185 of the Laws of 1923 be amended to read as follows:

Amends
§ 2, Ch. 185,
L'23; Rem.
1923 Sup.
§ 6791-2.

Section 2. A primary state highway, to be known as State Road No. 2 or the Sunset Highway, is established as follows: Beginning at the City of Seattle: thence by the most feasible route in an easterly direction through the cities of Renton,

State road
No. 2, or
Sunset
Highway.

North Bend, Cle Elum, Wenatchee, Waterville, Dav-enport and Spokane to the Washington-Idaho state line; also from a junction at Fall City in King County by the most feasible route by way of Redmond and Woodinville to Bothel.

SEC. 8. That section 1 of Chapter 185 of the Laws of 1923 be amended to read as follows:

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 Bellingham, 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.

SEC. 9. This act is necessary for the immediate support of the state government and its existing public institutions and shall take effect immediately.

Passed the House February 6, 1925.

Passed the Senate February 9, 1925.

Approved by the Governor February 18, 1925.

Amends
§ 1, Ch. 185,
L'23; Rem.
1923 Sup.
§ 6791-1.

State road
No. 1, or
Pacific
Highway.

Emergency.