

Lis Pendens.

In the Superior Court of the State of Washington For the County of Skamania.
Portland & Seattle Railway Company, Petitioner

vs.

Oregon Railroad & Navigation Company, a corporation
Columbia Valley Railroad Company, a corporation
New York Trust Company, a corporation
F. T. Bolcher and Dennis Bolcher, husband and wife,

Lis Pendens.

Buckles & Railway Company a corporation
County of Skamania, Frank Warner and Alan Warner
husband and wife, Lois Jones and Minie Stevens, claimants

Notice is hereby given that the above named petitioner has commenced an action against the above named claimants in the above entitled court and cause for the condemnation and appropriation of the interests of the several claimants in and to certain strips of land situated in the County of Skamania and State of Washington, on the easterly and westerly side of the Railroad right of way of petitioner which right of way is one hundred ~~feet~~ and fifty feet in width, being seventy five feet in width on each side of the center line thereof, as the same is surveyed, located and staked out, over, across and upon the Finley Donation Land Claim, including lots 4 and 5 in section thirty one (31) in Township three (3) North of Range nine (9) East of the W.M., and Section thirty six (36) in Township 3 North Range 8 East W.M., which said strips sought to be condemned and appropriated are more particularly described as follows: A strip of land twenty-five (25) feet wide on the westerly side of, parallel with and adjoining the said right of way of your petitioner, commencing at the east line of said Finley Donation Land claim and extending westerly therefrom forty four hundred feet, the said strip of land to be twenty-five (25) feet in width throughout its whole extent; also a strip of land one hundred and twenty-five (125) feet wide on the westerly side of, parallel with and adjoining the said right of way of your petitioner, commencing at the east line of said Finley Donation Land claim and extending westerly therefrom thirty four hundred (3400) feet, the said strip of land to be one hundred and twenty-five (125) feet in width throughout its whole extent;

Also a strip of land one hundred and twenty-five feet (125) wide on the southerly side of parallel with and adjoining said right of way of your petitioner, commencing at a point thirty-one hundred (3100) feet westerly measured along the said southerly side of said right of way from the east line of said Finley Donation Land claim, and extending thence westerly five hundred (500) feet, said strip of land to be one hundred and twenty-five (125) feet in width throughout its whole extent.

And notice is hereby further given that the above named petitioner has commenced an action against the above named claimants in the above entitled court and cause for the condemnation and appropriation of the interests of the

several claimants as well to the following strips of land situated in the County of Skamania
and State of Washington, on the northwesterly and southerly side of the railway right-of-way ~~for the~~
of petitioners which said strips of land sought to be condemned and appropriated are more
particularly described as follows:

it is that part of the Bleamith Section Land claim in section 21 and 22, Township 2
with range 7 east of Willamette Meridian, described as follows, to-wit:

A strip of land lying adjacent to and on the north side of the strip of land heretofore
conceded for the use of the Portland and Seattle Ry Co. in that certain proceeding
entitled Portland & Seattle Railway Company vs. Margaret Jussa, Oregon Railroad &
Navigation Company, et al. in the Superior Court of Skamania County, Washington, by decree
entered on the 3d day of October 1906, was recorded in Book K at page 157 of deeds,
in the office of the County of said County of Skamania, which said strip of land
is bounded and described as follows on the east by a line drawn at right angles
to the center line of railroad of the Portland & Seattle Ry Co. now under
construction, which line crosses the said center line at station 230, and bounded
on the west by a line drawn at right angles to said center line at station 275 thereof,
and bounded on the north by a line parallel with and distant 200 feet from the center
line of said railway so located and under construction as aforesaid;

Also strips of land in said Bleamith Section Land claim lying adjacent
to and south of the said strips of land so condemned as aforesaid, which strip is
bounded on the west by a line drawn at right angles to the center line of said
railway so located and under construction as aforesaid, at station 275, and on the
east by a line drawn at right angles to the center line of said railway so
located, and covering the space of a width 500 feet west when measured along
the center of the track from the intersection of said center line with the section
line between sections 21 and 22 in said Bleamith Section Land claim, and
bounded on the south by a line 200 feet distant from and parallel with the
center line of said railway. Also a strip of land lying immediately east of
the strip of land last above described, bounded on the west by the eastern boundary
of the strip last above described, on the north by the outer line of the strip of land so
condemned as aforesaid, on the east by the section line dividing said sections 21 and 22,
and on the south by a line parallel with and 100 feet distant from the center line
of said railway so located and under construction as aforesaid.

Also a strip of land lying immediately east of the strip of land above described,
bounded as follows: On the west by the eastern boundary of the strip last above described,
on the north by the strip of land so condemned as aforesaid, and on the south by a line
of single curve commencing at a point on the mid section line between sections
21 and 22, 65 feet south of the intersection of said section line with the center of the
line of said railway so located and under construction, which said line of single
curve extends in an easterly direction to that certain point on the southwesterly line
of the strip of land so condemned as aforesaid, lying opposite station 238 of said

railway line so located and under construction as aforesaid, it being intended to describe a strip of land 15 feet in width at the west end, and bounded by two lines which converge at the east end at mid point opposite mid station 238.

Dated November 5th 1907.

Portland & Seattle Railway Company
by Lang & Klaw, et al. Mills
its attorneys, Vancouver, Washington

Filed for record by Lang & Klaw on Nov. 5. 1907 at 1.15 P. M.

A. Pendleton
to be substituted

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Waterright

Notice is hereby given that J. H. A. Hostetter of Portland, Ore. hereby appropriates three hundred fifty cubic feet per second of water of waters of the Little White Salmon River to be diverted from the left bank of said stream at a point approximately ten chains upstream from a point where old flume is now diverting water of said stream, Township 4 north Range 9 East W.M., by means of a flume, canal or ditch. The name of said proposed ditch is Bear Lake Valley Flume or Ditch, the owner thereof being H. A. Hostetter, his heirs, executors or assigns, of the County of Multnomah, State of Oregon, and the water hereby appropriated are to be used for irrigation, laundry or manufacturing purposes on lands in Township Three North Range 9 East W.M.

Dated at Portland, Oregon this first day of November 1907

Posted this 4th day of November 1907 at ten o'clock A.M.

Witness to notice:

T. Adams.

J. H. Hostetter
Appropriator.

State of Washington

Borough of Vancouver 3rd, J. H. A. Hostetter being duly sworn on oath deposes and says that on the 4th day of Nov. 1907 I posted a notice at the proposed point of diversion as herein described by nailing notice in pine trees on right bank of said stream and of which this notice is an exact duplicate

J. H. Hostetter

Subscribed and sworn to before me this 6th day of Nov. 1907

(Signed but not read)

A. Pendleton, Clerk of Superior Court
Multnomah Co. Wash

Filed for record by H. A. Hostetter on Nov. 6th 1907 at 1.15 P. M.

A. Pendleton

to be substituted,

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