

angle, to where it intersects with first described line, thence in a northeasterly direction along said first described line 50 feet to point of beginning, being part of the H. Shepard S. & L. Co., Tr. 3 N. 97. E. W. 44.

Dated this 2. day of April, A. D. 1906.

Signed, sealed and delivered in presence of
Eus Kling
A. Flewchman

Lottie Hazard (Seal)
Harry Hazard (Seal)

State of Washington

County of Skamania }^{ss.} I, the undersigned authority, do hereby certify that on this 2. day of April 1906, personally appeared before me Harry Hazard and Lottie Hazard his wife, to me known to be the individuals described in and who executed the within instrument, and acknowledged that they signed and sealed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

Given under my hand and official seal this 2. day of April A. D. 1906.

Sup. Court
Seal

A. Flewchman, Clerk of Superior Court
Skamania County, Wash.

Filed for record by H. Johnson on April 3. 1906 at 1.15 P. M.

A. Flewchman
Clerk Auditor

0.60
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Attest: J. Hamilton et al. to Ord. By Co.

The Grantors for and in consideration of the sum of Fourteen hundred & 14/100⁰⁰ Dollars, in hand paid, convey and warrant to the Portland & Seattle Railway Company, a Washington corporation its successors and assigns, the following described real estate situate in the County of Skamania, State of Washington, viz: A strip of land one hundred feet in width being fifty feet in width on each side of the center line of the railroad of said Railway Company, as now located, staked out and to be constructed over and across that part of the S. M. Hamilton Donation land claim, lying in Section nineteen (19) and Twenty (20) Township Two (2) North Range Seven (7) East Willamette Meridian, including the preference right of the grantors herein to purchase the portion of said shore lands contained within said strip, and consideration also being in full settlement of all claims and demands for damage sustained by reason of the location, construction, maintenance and operation of said railroad, on, over and across said described land.

The Railway Company to provide private grade road crossings across said strip of land at two practicable points, one on the east side of Greenleaf slough and one on the west side. The grade of the approaches to said crossings not to exceed ten per cent. The Railway