

hundred and sixty-five and eighty-six hundredths (265.86) feet, more or less, to a point in the north line of said block numbered six (6); thence westerly along the south line of Madison Street and the north line of said block numbered six (6) eight and seventy-three hundredths (8.73) feet to the northwest corner of said block numbered six (6); thence continuing westerly along a westerly prolongation of the north line of said block numbered six (6) to its intersection with a northwesterly prolongation of said line deflecting twenty-two (22) degrees fifty-four (54') minutes easterly from the center line of Ford Street; and thence south twenty-two (22) degrees fifty-four (54') minutes east to the west line of said block numbered six (6) to the point of beginning.

12. Also that certain parcel of real property bounded as follows:

Beginning at a stake in the center of the county road known as the Switzler road, leading from what was formerly the city of East Portland, but now a part of the City of Portland, northerly to the Columbia River, from which stake a balm tree 24 inches in diameter bears north eighty-four (84) degrees east and is one (1) chain and seventy-two (72) links distant, and a plum tree 5 inches in diameter bears north sixty-eight (68) degrees west and is one (1) chain distant; and thence running from said stake easterly and parallel with said Columbia River fifty (50) yards; thence northerly and parallel with the center line of said county road to the water's edge of said Columbia River at low water mark; thence westerly with the meanderings of said river at low water mark to the point where the center line of said county road touches and abuts upon the water of said river at low water mark; and thence southerly along said center line of said county road to said stake at the point of beginning;

13. Also the following described real property, to wit:

All of the right, title, interest and claim of the Railway Company in and to the riparian and other rights, title and interest in and to the bank, shore, landings, water rights and privileges for ferry purposes pertaining to all that portion of the bank or shore of the Columbia River in the county of Multnomah, State of Oregon, beginning at a point where the easterly boundary line of the original donation land claim of John Switzler touches and abuts upon the waters of said Columbia River at all stages thereof, said donation land claim being known as Claim Number Thirty-nine (39), Notification Number Two Hundred and Eighty-five (285), Certificate Number One Hundred and Thirty-seven (137), and being in sections two (2), and three (3) of township one north of range one east of the Willamette Meridian and running from said point where said easterly boundary line of said John Switzler donation land claim touches the waters of said Columbia River at all stages as aforesaid in a westerly direction along and with the meanderings of said bank or shore of said Columbia River two (2) miles, more or less, to the point where the easterly boundary line of that certain one hundred acre (100) tract of land sold and conveyed by William G. Switzler and Mary E. Switzler, his wife, to George W. Force by deed dated the 3rd day of June, 1871, and recorded on page 275 of book "O" of records of deeds of said county of Multnomah, in like manner touches and abuts upon the waters of said Columbia River at all stages thereof, that is to say, the entire bank or shore of said Columbia River bordering upon said John Switzler donation land claim, and all that portion of the bank or shore of said river bordering upon the J.R.Switzler donation land claim between the easterly boundary line thereof, which is also the westerly boundary line of said John Switzler donation land claim and the easterly boundary line of said one hundred (100) acre tract of land conveyed to said Force as aforesaid, and all of the interest, franchises, estate and property of the Railway Company in said bank or shore of said Columbia River, at all stages of the water thereof, and the entire interest and the exclusive and perpetual right, authority, power and privilege of running, using, and operating ferries and ferry boats, and of obtaining ferry licenses and privileges, by virtue of the right, title and riparian interest and ownership of the Railway