

certify that on this 29th day of July 1909 personally appeared before me E.H.Prindle and F.C. Prindle 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..

In Witness Whereof I have hereunto set my hand and official seal the day of year in this certificate first above written.

(Notarial Seal)

W.A.Matthews, Notary public for State of Oregon
residing at Multnomah in said county.

Filed for record by E.H Prindle on Aug.2nd 1909 at 9.15. A.M.

A.Fleischhauer

Co.Auditor

Diamond "L" Lumber Company to S.P.& S. Ry. Company.

THE GRANTOR, DIAMOND L LUMBER COMPANY, a corporation, organized under the laws of the state of Washington, for and in consideration of the sum of one thousand five hundred seventy-three dollars (\$1573), in hand paid, conveys and warrants to SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, a Washington corporation, the following described real estate:

Beginning at a point on the section line between sections twenty-six (26) and thirty-five (35), township two (2) north, range six (6) east of the Willamette meridian, where the northerly right of way line of the Spokane, Portland and Seattle Railway intersects said section line, said point being twenty (20) feet more or less west from the corner to sections twenty-five (25), twenty-six (26), thirty-five (35) and thirty-six (36), said township and range; thence west along said section line to a point which is four hundred sixty (460) feet west of said corner to sections twenty-five (25), twenty-six (26), thirty-five (35) and thirty-six (36); thence south sixty-five degrees (65) thirty-one minutes (31') west a distance of eight hundred (800) feet; thence north sixty-six degrees (66) forty-four minutes (44') west a distance of one hundred thirty (130) feet more or less to a point on the west line of the northeast quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) of section thirty-five (35), said township and range; thence south along said west line a distance of four hundred thirty-two (432) feet more or less to an intersection with the northerly right of way line of the Spokane, Portland and Seattle Railway; thence in an easterly direction a distance of one thousand four hundred ninety (1490) feet more or less to the place of beginning;

Also a strip or tract of land two hundred (200) feet in width, being one hundred (100) feet in width on either side of the center line of the proposed channel and extending from the west line of the northeast quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) of section thirty-five (35), township two (2) north, range six (6) east of the Willamette meridian to station six (6) of said proposed channel change, and from station six (6) to station 11+00 of said proposed channel, a strip of land three hundred (300) feet in width, being one hundred (100) feet in width upon the northerly side of and two hundred (200) feet in width upon the southerly side of said center line and from station 11+00 to station thirteen (13) of said proposed channel, a strip of land one hundred fifty (150) feet in width being one hundred (100) feet in width upon the northerly side of and fifty (50) feet in width upon the southerly side of said proposed channel.

The tracts of land above described contain fifteen and seventy-three hundredths (15.73)