

hand paid by Warren Packing Company, an Oregon corporation, have bargained and sold and by these presents do grant, bargain, sell and convey unto the said Warren Packing Company and to its successors and assigns forever, all the following bounded and described real property, to-wit:

Beginning at the meander corner between sections 30 and 31 in township 2 north of range 7 east of the Willamette Meridian, and running thence along low water line of the Columbia River as follows: North $62^{\circ}45'$ east, 40 chains; thence continuing along said water line north 72° east, 8 chains 51 links; thence continuing along said water line north $56^{\circ}30'$ east 16 chains 33 links to a stone located 550 feet northeasterly from the east side of the iron fish wheel; thence leaving said water line and running south to the north line of the right of way conveyed by Lora A. Moffett and Thomas Moffett to the Oregon Railway and Navigation Company by deed dated October 25, 1881, and recorded in book 49, beginning at page 153 of the records of deeds of said county; thence following said north line of said right of way as conveyed by said deed in a general southwesterly direction to the south line of said section 30, thence west along said south line of said section 30, to the place of beginning; together with the fish wheel on said river bank referred to above and known as the iron fish wheel, and together with all rights and privileges reserved by said Lora A. Moffett and Thomas Moffett in said deed of right of way to the Oregon Railway and Navigation Company recorded in book 49 beginning at page 153 of said records viz., the right of a road crossing under the bridge at boat landing and the right to restrict said railroad right of way to a width of 30 feet from center line of road on north side for a distance of 50 feet above and below, and to include the boat landing on said lands. The property hereby conveyed being a part of government Lots 1, and 2 in said section 30, and a part of government Lots 3 and 4 in sec. 29, in said township and range, said tract being situated in the county of Multnomah, state of Oregon.

Lots numbered 5 and 6 of section 21, and lots numbered 5 and 6 of section 22 in township 2 north, of range 7 east of the Willamette Meridian, said tract being situated in the county of Multnomah, state of Oregon.

Lots numbered 7 in section numbered 22, in township 2 north of range 7 east of the Willamette Meridian, said tract being situated in the county of Multnomah, state of Oregon.

The northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of section 36, township 2 north, range 6 east; and lot 1 in section 36, township 2 north of range 6 east of Willamette Meridian; excepting, however, a right of way one hundred feet in width heretofore conveyed by Frank M. Warren to the Oregon Railroad and Navigation Company, and now occupied by the Oregon-Washington Railroad and Navigation Company; including in this conveyance, however, the right to keep and maintain pipes for water and oil and telephone and telegraph wires under and across the said right of way, and the right to enter upon said right of way to repair, renew and lay the same, said rights having been reserved to the grantors, their heirs, administrators and assigns, in the deed of said right of way from F.M. Warren and Anna S. Warren, his wife, to the Oregon Railroad and Navigation Company. Also all rights reserved to the said Frank M. Warren in said deed in and to the crossing over said right of way, said tract being situated in the county of Multnomah, state of Oregon.

Beginning at the southeast corner of lot numbered 3 in section numbered 12 in township 6 north of range 2 west of Willamette Meridian; running thence northerly along the west bank of the Columbia River to a point distant 200 feet from the south boundary line of said lot three, measured perpendicularly therefrom; thence westerly and parallel with the south boundary line of said lot 3; and distant northerly 200 feet therefrom, 150 feet more or less, to the eastern boundary line of the right of way of the Northern Pacific Railway Company; thence south $4^{\circ}40'$ east, along the east line of said right of way to the south line of said lot 3 and from thence easterly along the south line of said lot 3, 200 feet, more or less, to the place of beginning. And also all