

MORTGAGE RECORD T
SKAMANIA COUNTY, WASHINGTON

467

My commission expires on the 31st day of January, 1939.

(Notarial seal affixed)

Raymond C. Sly
Notary Public in and for the State of Wash-
ington, residing at Stevenson.

Filed for record August 5, 1935 at 4-50 p.m. by Grantee.

Mahul G. J. J.
Skamania County Clerk-Auditor

#21089

Central Hanover Bk & Trust Co., Trustee to
Spokane, Portland & Seattle Railway Co.

This Indenture, made and executed this 30th day of March, 1935, by Central Hanover Bank and Trust Company, formerly Central Trust Company of New York, trustee under the first mortgage of Spokane, Portland and Seattle Railway Company, dated March 1, 1911, hereinafter called the "Trustee", witnesseth, That

Whereas it is represented by Spokane, Portland and Seattle Railway Company that Spokane, Portland and Seattle Railway Company has sold and transferred to the United States of America that certain parcel of real property situated in Skamania County, Washington, and described as follows:

Beginning at the point of intersection of the proposed southerly right of way line of the proposed relocation of the Spokane, Portland and Seattle Railway and the section line between sections 21 and 22 of Township 2 north, Range 7 East, Willamette Meridian, which point is south 0° 48' east 1722.66 feet from the section corner common to Sections 15, 16, 21 and 22, township 2 north, range 7 East, Willamette Meridian; thence easterly on said proposed southerly right of way line, a 4638.75 feet radius curve line to the left which is 55.0 feet southerly of and concentric with the center line of said proposed relocation of said railway, a distance of 1830.3 feet to a point which is south 15° 07' 09" east 55.0 feet from said center line at Engineer's station 2082 plus 00, the long chord of said curve bears north 86° 11' 04" east; thence south 15° 07' 09" east 64.0 feet on a radial line of said curve to a point of intersection with the present southerly right of way line of said railway which is 100 feet southerly of, as measured at right angles to the present center line of said railway at railway Engineer's station 234 plus 89.52; thence south 72° 50' West 310.48 feet on said present southerly right of way line; thence north 17° 10' west 50.0 feet on said present southerly right of way line; thence westerly on said present southerly right of way line, a simple curve line to the right, approximately 1540.0 feet to a point of intersection with the section line between said sections 21 and 22 which is south 0° 48' east 65.0 feet from the present center line of said railway; thence south 0° 48' east on said section line approximately 36.0 feet to said southerly right of way line; thence westerly on said present southerly right of way line, a 2964.93 feet radius curve line to the right which is parallel to and 100 feet southerly of the present center line of said railway, approximately 389.1 feet; thence westerly on said present southerly right of way line, a spiral curve line to the right which is parallel to and 100 feet southerly of the present center line of said railway, approximately 170.9 feet; thence south 18° 20' west 100.0 feet on said present southerly right of way line; thence north 71° 40' west 1099.0 feet on said present southerly right of way line which is parallel to and 200 feet southerly of the present center line of said railway; thence westerly on said present southerly right of way line, a spiral curve line to the left, 162.14 feet, the long chord of which bears north 72° 13' 20" west; thence westerly on said present southerly right of way line, a 2664.93 feet radius curve line to the left, 352.36 feet, the long chord of which bears north 77° 07' 17" west; thence north 9° 05' east 100.0 feet on the present southerly right of way line to a point which is south 9° 05' west 100 feet from the present center of said railway at Railway Engineer's station 2042 plus 23.4; thence easterly on said proposed southerly right of way line, a 2764.93 feet radius curve line to the right which is parallel to and 100 feet southerly of the present center line of said railway, 365.58 feet, the long chord of which bears south 77° 07' 17" east; thence easterly on said proposed southerly right of way line on a spiral curve line to the right which is parallel to and 100 feet southerly of the present center line of said railway 165.07 feet, the long chord of which bears south 72° 13' 20" east; thence south 71° 40' east 837.91 feet on said proposed southerly right of way line, a line which is parallel to and 100 feet southerly of the present center line of said railway; thence north 85° 37' 15" east 399.37 feet on said proposed southerly right of way line to a point which is south 12° 22' 26" west 55.0 feet from the center line of said proposed relocation at Engineer's station 2060 plus 00; thence easterly on said proposed southerly right of way line of said railway, a 4638.75 feet radius curve line to the left, a distance of 396.1 feet, the long chord of which bears south 80° 04' 08" east, to the said point of beginning, containing 10.3 acres, more or less

in consideration of the payment by the United States of America to the Railway Company of Two Thousand Sixty Dollars (\$2,060.00); and

Whereas it has been made to appear to the Trustee, in the manner prescribed by Article