

Northerly along the most Westerly boundary of said tract so conveyed to said A. V. Allen and C. B. Allen to the pier-head line, as established by the United States Government; thence Westerly along said pierhead line a distance of 125 feet; thence in a Southerly direction on a straight line to a point in the most Northerly line of said Taylor Avenue, 93.75 feet from the place of beginning, and thence North 56 deg. 53 min. East along said most Northerly line of said Taylor Avenue a distance of 93.75 feet to the place of beginning; together with wharfing rights and privileges North and in front thereof;

Subject to right-of-way of Astoria and Columbia River Railroad Company and also subject to an easement granted to City of Astoria by deed dated June 11, 1924, recorded August 7, 1924 in Book 115, page 8 thereof, Deed Records of Clatsop County, Oregon.

Tract No. O. K. 2: Commencing at the Northwest corner of the Donation Land Claim of John McClure in Section 7, Township 8 North, Range 9 West, Willamette Meridian; thence East 264 feet; thence North to the Ship's Channel in the Columbia River; thence Westerly along said Ship's Channel to a point in the Northerly extension of the West line of said Donation Land Claim; thence South along said Northerly extension of said West line of said Claim to the place of beginning; except that part thereof lying South of the North line of Bond Street as said street is laid out and established in the City of Astoria, Oregon;

Subject to right-of-way of Astoria and Columbia River Railroad Company, and also subject to an easement granted to City of Astoria by deed dated June 11, 1924, recorded August 7, 1924 in Book 115, page 9 thereof, Deed Records of Clatsop County, Oregon.

Tract No. O. K. 3: Lot numbered 3, and the North 50 feet of Lot Numbered 4 of Block Numbered 6 of the Town (now City) of Astoria, as laid out and recorded by John McClure; also all the tide lands, water rights, wharfing rights, easements and franchises North and in front of Blocks Numbered 5 and 6 of the Town (now City) of Astoria, as laid out and recorded by John McClure;

Subject to right-of-way of Astoria and Columbia River Railroad Company.

Tract No. O. K. 4: Lots numbered Four (4), Five (5), Six (6), Seven (7), Eight (8), and Nine (9), of Block Numbered One Hundred and Forty-Seven (147), of the Town (now City) of Astoria, as laid out and recorded by John M. Shively, and later established by decree of the Circuit Court of the State of Oregon for Clatsop County; excepting therefrom the South 100 feet of Lot seven (7). Also all of the tidelands, waterfrontage, wharfing rights in front of and appurtenant to all of said described premises, excepting the right-of-way fifty (50) feet in width, extending across the frontage of said Block 147, and a parcel of real estate and water frontage of a width of twenty (20) feet, situated along and adjacent to the Southerly side of said right-of-way and extending across the frontage of said Lots 4, 5 and 6 of Block 147 aforesaid, heretofore conveyed to the Astoria and Columbia River Railroad Company; also excepting so much of the frontage of Lot 4 of said Block 147 which lies North of said right of way;

Subject to an easement granted to City of Astoria by deed dated November 26, 1917, recorded January 27, 1919 in EBook 96, page 489 thereof, Deed Records of Clatsop County, Oregon.

Tract No. O. K. 5: All of the land, tideland, wharfing and riparian rights on the North side of the right of way granted for railroad purposes across the frontage of Lot Four (4), in Block 147, in the Town (now City) of Astoria, as laid out and recorded by John M. Shively, saving and excepting from the foregoing the following: Beginning at the intersection of the prolongation northerly of the easterly side of said Lot Four (4) with the north boundary of the right-of-way of the S. P. & S. Railway Company, as now established; thence northerly along said prolonged line to a point distant 80.6 feet northerly from the center line of said right-of-way, measured along said prolonged line; thence along a line bearing South 79 deg. 17 min. West to an intersection with the prolongation of the West side of said Lot Four (4); thence southerly along said West line prolonged to the North boundary of right-of-way aforesaid; thence easterly along said North boundary line of said right-of-way aforesaid to the place of beginning.

Tract No. O. K. 6: All the land covered with water and uncovered between the pierhead line on the South Bank of the Columbia River as now established, and a line drawn parallel with and 60 feet distant from the north end of Lot Three (3), in Block 147, in the Town (now City) of Astoria, as laid out and recorded by John M. Shively, it being intended to convey herein all the grantor's rights, titles, easements and franchises in front of said 60 foot space north of said Lot Three (3), to the pierhead line on the south bank of the Columbia River, as aforesaid; said lands and rights conveyed being of the same width as said Lot Three (3), saving and excepting therefrom the following described property heretofore conveyed to the Astoria and Columbia River Railroad Company (now the S. P. & S. Railway Company): beginning at a point in the prolongation Columbia River Railroad Company (now the S. P. & S. Company): beginning at a point in the prolongation northerly of the east boundary of said Lot Three (3), at a point distant 45 feet southerly from the center of the right-of-way of the S. P. & S. Railway Company as aforesaid, as now located, said distance being measured along said prolonged line; running thence northerly along said prolonged line to a point distant 70.8 feet northerly from the center line of said right-of-way, said distance being measured along said prolonged line; thence along a line bearing South 79 deg. 17 min. West to an intersection with the prolongation of the westerly side of said Lot Three (3), thence southerly along said westerly line prolonged to a point distant 45 feet southerly from the center line of said right-of-way, said distance being measured along said prolonged line; thence easterly to point of beginning.