

## DEED RECORD Y

SKAMANIA COUNTY, WASHINGTON

PIONEER PRINT, STEVENSON, WASH.

(Notarial seal affixed)

Raymond C. Sly  
Notary Public for Washington, residing at  
Stevenson therein

Filed for record August 21, 1935 at 2-45 p.m. by Grantee.

*Mabel J. Case*  
Skamania Co. Clerk-Auditor.

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#21163

S. P. &amp; S. Ry. Co. to United States of America

Know all men by these presents, That Spokane, Portland and Seattle Railway Company, a corporation, for and in consideration of the sum of Two Thousand Sixty Dollars (\$2060), to it paid by United States of America, has BARGAINED and SOLD, and by these presents does Grant, Bargain, Sell and Convey unto the United States of America and its assigns, all the following bounded and described real property, situate in the County of Skamania and State of Washington, to-wit:

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 T. 2 N. R. 7 E., W. M., which point is S. 0° 48' E 1722.66 feet from the section corner common to sections 15, 16, 21 and 22, t. 2 N., R. 7 E. W. M.; 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 S. 15° 07' 09" E 55.0 feet from said center line at Engineer's station 2082 plus 00, the long chord of said curve bears N. 86° 11' 04" E.; thence S 15° 07' 09" E. 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 S. 72° 50' W 310.48 feet on said present southerly right of way line; thence N. 17° 10' W. 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 S. 0° 48' E 65.0 feet from the present center line of said railway; thence S. 0° 48' E 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 S 18° 20' W 100.0 feet on said present southerly right of way line; thence N 71° 40' W 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 N. 72° 13' 20" W.; 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 N. 77° 07' 17" W.; thence N. 9° 05' E 100.0 feet on the present southerly right of way line to a point which is S 9° 05' W 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 S. 77° 07' 17" E.; 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 S 72° 13' 20" E.; thence S 71° 40' E 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 N 85° 37' 15" E 399.37 feet on said proposed southerly right of way line to a point which is S 12° 22' 26" W 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 S 80° 04' 08" E., to the said point of beginning containing 10.3 acres, more or less,

together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, and also all its estate, right, title and interest in and to the same.

To Have and To Hold, the above described and granted premises unto the said United States of America and its assigns forever, and the Spokane, Portland and Seattle Railway Company, a corporation, the grantor above named, does covenant to and with the United States of America, the above named grantee, and its assigns, that the grantor herein will and its successors and assigns shall WARRANT and DEFEND the said premises to the United