

intersection with the northerly right of way line of the North Bank Highway, as now constructed and operated, thence along said northerly right of way line of the North Bank Highway in a westerly direction on the arc of a curve to the right, having a radius of 493 feet, 36 feet; thence N. $51^{\circ} 56'$ W. 93.1 feet; thence on the arc of a curve to the left, having a radius of 557.5 feet, 230.9 feet; thence N. $75^{\circ} 40'$ W. 153 feet; thence N. $14^{\circ} 20'$ E. 20 feet; thence N. $77^{\circ} 25'$ W. 860.1 feet to an intersection with the west boundary line of the east half of Lot 1, Section 23, Township 3 North, Range 10 East of the Willamette Meridian, thence southerly along said west boundary of the east half of Lot 1, a distance of 33.4 feet to the true point of beginning and containing 1.71 acres, more or less.

Tract No. 12

All that portion of the right of way of the Spokane, Portland and Seattle Railway Company in Lots 1, 2 and 3, Section 23, Township 3 North, Range 10 East of the Willamette Meridian, in Skamania and Klickitat Counties, Washington, lying northerly of, and also a strip of land 13.0 feet wide lying immediately southerly of the following described line:

Beginning at a point 63.0 feet northerly of the center line of the main track of the Spokane, Portland and Seattle Railway Company, as now constructed, when measured at right angles thereto at Engineers Station 666/70.2; thence S. $87^{\circ} 57'$ W. 8.0 feet to a point 61.5 feet northerly of said center line of said main track when measured at right angles thereto at Engineers Station 666/78.2; thence along the arc of a curve to the right, tangent to last described course and having a radius of 573.7 feet, a distance of 90.0 feet through an angle of $9^{\circ} 0'$; thence on a straight line, tangent to last described curve, a distance of 206.2 feet; thence along the arc of a curve to the right, tangent to last described course and having a radius of 955.4 feet, a distance of 175.0 feet through an angle of $10^{\circ} 30'$; thence on a straight line, tangent to last described curve, a distance of 188.8 feet; thence along the arc of a curve to the right, tangent to last described course and having a radius of 573.7 feet, a distance of 206.3 feet through an angle of $20^{\circ} 38'$; thence on a straight line, tangent to last described curve, a distance of 93.1 feet; thence along the arc of a curve to the left, tangent to last described course and having a radius of 478.3 feet, a distance of 195.5 feet through an angle of $23^{\circ} 24'$; thence on a straight line, tangent to last described curve, a distance of 969.0 feet to a point 58.4 feet northerly of said center line of said main track of the Spokane, Portland and Seattle Railway Company when measured at right angles thereto at Engineers Station 687/96.5; thence along the arc of a curve to the right, tangent to last described course and having a radius of 100.0 feet, a distance of 78.5 feet, more or less, through an angle of 45° , more or less. This tract of land contains an area of 1.91 acres, saving and excepting therefrom any part of the Spokane, Portland and Seattle Railway Company's right of way lying closer than $12\frac{1}{2}$ feet to the center line of the main track of said railway company as now constructed.

The lands over which the State has an easement or right of way, and which are partially covered by this flowage easement, are described as follows:

Tract No. 1

All those portions of Government Lot 1 of Section 36 and Government Lot 2 of Section 25, Township 3 North, Range 9 East of the Willamette Meridian in the County of Skamania and State of Washington that lie between the northwesterly side line of the right of way of the Spokane, Portland and Seattle Railway and the northwesterly side line of State Road No. 8, Cooks-East to Underwood-West, the said northwesterly side line of said Road No. 8 being northwesterly of, parallel with and 80 feet distant from the center line of said Road No. 8, between Engineers Survey Station 423/50.3, at the west line of said Section 36, and Engineers Survey Station 429/00, and being northwesterly of, parallel with and 60 feet dis-