

Bay Lumber Company's site; thence southerly parallel to said spur and distant from center line of said spur 14 feet, a distance of 693.1 feet, more or less, to point of beginning, containing 11 acres, more or less, and all lying in the fractional parts of the SW $\frac{1}{4}$ of SE $\frac{1}{4}$ and the SE $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 18, and the NE $\frac{1}{4}$ of NW $\frac{1}{4}$ and the NW $\frac{1}{4}$ of NE $\frac{1}{4}$ of Section 19, all in T. 38 S., R. 9 E.W.M.

Parcel #6:

A plot of ground beginning at a point North 89 degrees 54' West a distance of 1995.5 feet from the corner to Sections 17, 18, 19 and 20, T. 38 S., R. 9 E.W.M., said point being marked by gas pipe monument; thence North 79 degrees 40' East a distance of 93.5 feet to an intersection with the right of way of the California Northeastern Railway Spur; said spur being known as "Hank's Spur"; thence Northwesterly along the westerly line of right of way of said spur a distance of 630.6 feet to an intersection with the westerly line of right of way of the California Northeastern Railway Spur into the Pelican Bay Lumber Company site; thence along westerly line of right of way of said spur parallel to and distant from center line a distance of 14 feet, making said line a distance of 684.9 feet to an intersection with the northerly line of above-described property; thence North 79 degrees 40' East a distance of 508.5 feet to place of beginning, containing 2.85 acres, more or less.

Parcel #7:

Beginning at a point North 89 degrees 54' West a distance of 1995.5 feet from the corner common to Sections 17, 18, 19 and 20, T. 38 S., R. 9 E.W.M., said point being marked by a gas pipe monument; thence South 79 degrees 40' West a distance of 2636.4 feet; thence continuing South 79 degrees 40' West a distance of 273.3 feet to a point on the westerly boundary line of Lot 7, (said point called point "A" for reference in this description), Section 19, T. 38 S., R. 9 E.W.M., or the line of ordinary high water boundary of Upper Klamath Lake if said ordinary high water boundary of said lake is west of the westerly line of Lot 7; thence South 10 degrees 30' East along the westerly boundary of Lots 7 and 8, said Section 19, 890 feet to a point (said point called point "B" for reference in this description) or, if the ordinary high water boundary of said lake is west of the westerly boundary of said Lots 7 and 8, thence following the said ordinary high water boundary southerly to a point of intersection with a line running South 89 degrees 23' West from and through said reference point "B"; thence North 89 degrees 23' East 1170 feet, more or less, to a point, which point is the Northeast corner of the Earl Fruit Company Tract, and which point is North 89 degrees 23' East 1170 feet from the westerly boundary line of Lot 8 at said reference point "B"; thence South 796.8 feet to a point of intersection with the northerly right of way of the Earl Fruit Company spur track; thence southeasterly parallel to and 30 feet northerly at right angles from a center line with a curve of 12 degrees 30' to the left to a point on the north right of way line of the Shippington "E" line spur, which point is 12.5 feet northerly at right angles to the center line of the said Shippington "E" line spur; thence easterly parallel to the said line of said spur and 12.5 feet distant therefrom 1300 feet, more or less, to a point

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which is southerly 25 feet at right angles from the center line of the Pelican Bay Lumber Company's spur #2; thence South 81 degrees 05' East 132 feet; thence South 76 degrees 42' East to the point of intersection with the center line of Lakeport Boulevard (now Pelican City Road); thence along said center line of said Lakeport Boulevard (now Pelican City Road) North 10 degrees 20' West to the north end of said Lakeport Boulevard as shown on the plat of Pelican City, Oregon, on file in the office of the County Clerk of Klamath County; thence South 79 degrees 40' West 30 feet; thence North 10 degrees 20' West 150 feet, more or less, to the place of beginning, being a portion of Lots 3, 4, 5, 6, 7, 8, 10 and 11, Section 19, T. 38 S., R. 9 E.W.M.

Parcel #8:

Beginning at a point South 79 degrees 40' West 1139.7 feet from the Northwest corner of Pelican City, Oregon, according to the duly recorded plat thereof on file in the office of the County Clerk of Klamath County, Oregon, which point is marked by an iron pipe and which point is North 89 degrees 54' West a distance of 1995.5 feet from the section corner common to Sections 17, 18, 19 and 20, T. 38 S., R. 9 E.W.M.; and running thence South 79 degrees 40' West a distance of 1770 feet, more or less, to the westerly boundary line of Lot 7, Section 19, T. 38 S., R. 9 E.W.M.; thence North 10 degrees 20' West along said lot line and the lot line of Lot 5, Section 18, said Township and Range, a distance of 545.3 feet; thence North 79 degrees 40' East 1770 feet; thence South 10 degrees 20' East 545.3 feet to the place of beginning, being a portion of Lots 6 and 7 of Section 19 and of Lots 5 and 6 of Section 18, all in T. 38 S., R. 9 E.W.M.

Each and all of said parcels above described being SUBJECT to all rights of way and/or easements apparent upon the ground or a matter of record; also

Lots 7, 11 and 12 in Block 2, and Lots 1, 6, 7, 8 and 12 in Block 3, all in PELICAN CITY, Klamath County, Oregon, according to the duly recorded plat of said Pelican City on file in the office of the County Clerk of Klamath County, Oregon.

SUBJECT to all rights of way and/or easements apparent upon the ground or a matter of record; also

A portion of the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$, the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ and of Lot 4 of Section 19, T. 38 S., R. 9 E.W.M., more particularly described as follows:

Beginning at a point which is South 10 degrees 20' East a distance of 60 feet from the Southwest corner of Block 4, Pelican City, Klamath County, Oregon, and running thence North 79 degrees 40' East 309 feet to the westerly line of the right of way of the California Northeastern Railway; thence Southeasterly along said right of way, and 50 feet distant at right angles from the center line thereof, the following courses and distances: South 21 degrees 17' East 100 feet; South 24 degrees 10' East 100 feet; South 27 degrees 06' East 100 feet; South 30 degrees 08' East 100 feet; South 32 degrees 52' East 100 feet; South 35 degrees 50' East 100 feet; South 38 degrees 55' East 100 feet;

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