

RECEIVED BY THE
COUNTY CLERK
AFTER RECORDING RETURN TO
2 *Beasley, Co*
121 So. C. C.

WITHIN MY JUDICIAL DISTRICT AND
County of *Clatsop*.

Title

Deputy

By

47

at that portion of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ and the E $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Section 34, Township 36 South, Range 14 East of the Willamette Meridian, described as follows:
Beginning at the intersection of the Westerly line of the Right-of-way of the Oregon California and Eastern Railway and the Southerly line of the said NE $\frac{1}{4}$ of said Section 34, which point is 2173 feet West of the East quarter corner of the NW $\frac{1}{4}$, thence

South 83° 21' West along the Westerly line of the railway Right-of-way 1751 feet to a one-inch iron pipe driven in the ground; thence

South 69° 46' West 940 feet to an iron pin in a mound of rock; thence

North 10° 6' East in the line of a fence 1310 feet to a fence on the Southerly line of the E $\frac{1}{2}$ of the NW $\frac{1}{4}$ of said Section 34; thence

North 63° 43' East along the subdivision line 1283 feet to the point of beginning SAW and EXCEPT the Right-of-way of 80 feet in width of the State Highway as now constructed.

Beginning at the Northeast corner of the SW $\frac{1}{4}$ of Section 34, Township 36 South, Range 14 East Willamette Meridian, and running thence

South; thence

West; thence

East; thence

East to the place of beginning, LESS the present existing 80 foot Right-of-way owned by State Highway Commission.

Also, beginning at a point which lies South 300 feet and West 200 feet from the Northeast corner of Southwest Quarter of Section 34, Township 36 South, Range 14 East Willamette Meridian; thence

South 120 feet; thence

West 100 feet; thence

North 200 feet; thence

East 100 feet to the point of beginning.

Also, beginning at a point which lies South 60° 43' West 510 feet along the South line of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 34, Township 36 South, Range 14 East Willamette Meridian from the Southeast corner thereof; thence

South 70° 10' East a distance of 150 feet to a point on the Southerly line of the 80' Right-of-way of the Oregon State Highway; thence

South along said highway the line a distance of 361.3 feet;

thence South 70° 10' East a distance of 150 feet to a point on the Southerly line of the 80' Right-of-way of the Oregon State Highway; thence

South 70° 10' East a distance of 150 feet to a point on the Southerly line of the 80' Right-of-way of the Oregon State Highway; thence

South 70° 10' East a distance of 150 feet to a point on the Southerly line of the 80' Right-of-way of the Oregon State Highway; thence

South 70° 10' East a distance of 150 feet to a point on the Southerly line of the 80' Right-of-way of the Oregon State Highway; thence

South 70° 10' East a distance of 150 feet to a point on the Southerly line of the 80' Right-of-way of the Oregon State Highway; thence

Continued

EXHIBIT "A"

to a point which is 100 feet South and 200 feet West of the center of said Section 14; thence
South 150 feet; thence
East 130 feet; thence
South 430 feet to the point of beginning.

Continued:

Exhibit "A"
Page one of six

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Section 14, Township 36 South, Range 14 East of the Willamette Meridian, Klamath County, Oregon, being more particularly described as follows:

Beginning at a 2" iron pipe marking the initial point of North 28° 53' 00" West along the westerly line of the O. C. & E. Railroad right of way, 2972.33 feet to a point where said right of way narrows; thence
North 88° 37' 04" East 22.36 feet to an old 3/4" iron pipe, said iron pipe being on the South line of the NE 1/4 of said Section; thence
Continuing along said westerly right of way line North 28° 53' 00" West 1751.00 feet to a brass capped monument marking the true point of beginning; thence
Leaving said right of way line South 69° 47' 20" West 273.39 feet to a point on the Easterly right of way line of Highway No. 140, the Klamath Falls-Lakeview Highway; thence
North 20° 01' 39" West along said right of way line 285.09 feet; thence
Leaving said right of way line North 69° 58' 21" East 73.90 feet; thence
North 20° 01' 39" West 49.70 feet; thence
South 69° 58' 21" West 73.90 feet to a point on the Easterly right of way line of said Highway No. 140; thence
North 20° 01' 39" West along said right of way line 231.67 feet to a point where said right of way line begins to curve to the left; thence
along a 765.20 feet radius curve to the left (delta = 22° 25' 00"), 295.86 feet; thence
Leaving said highway right of way line North 51° 41' 50" East 23.75 feet to a point on the westerly right of way line of the O. C. & E. Railroad; thence
Southerly along said railroad right of way line 923.35 feet, more or less, to the point of beginning.

A Parcel of land situated in Section 14, Township 36 South, Range 14 East of the Willamette Meridian, Klamath County, Oregon, being more particularly described as follows:

Commencing at a 2" iron pipe marking the initial point of North 28° 53' 00" West along the westerly line of the O. C. & E. Railroad right of way 2972.33 feet to a point where said right of way narrows; thence
North 88° 37' 04" East 22.36 feet to an old iron pipe, said iron pipe being on the South line of the NE 1/4 of said Section 14; thence
Continuing along said westerly right of way line North 28° 53' 00"

West 1751.00 feet to a brass capped monument marking the true point of beginning

Section 34, Township 36 South, Range 14 East of the Willamette Meridian, Klamath County, Oregon, being more particularly described as follows:

Commencing at a 2" iron pipe marking the initial point of North 81° 53' 00" West, a recorded subdivision in Klamath County; thence
 North 81° 53' 00" West along the Westerly line of the O. C. & E. Railroad right of way, 2972.35 feet to a point where said right of way narrows; thence
 North 88° 37' 04" East 22.56 feet to an old 3/4" iron pipe, said iron pipe being on the South line of the NE 1/4 of said Section; thence
 continuing along said Westerly right of way line North 28° 53' 00" West 1751.00 feet to a brass capped monument marking the true point of beginning for this description; thence
 leaving said right of way line South 69° 47' 20" West 273.39 feet to a point on the Easterly right of way line of Highway No. 140, the Klamath Falls-Lakeview Highway; thence
 North 20° 01' 39" West along said right of way line 50.79 feet; thence
 leaving said right of way line North 69° 58' 21" East 73.90 feet; thence
 North 20° 01' 39" West 49.70 feet; thence
 South 69° 58' 21" West 73.90 feet to a point on the Easterly right of way line of said Highway No. 140; thence
 North 20° 01' 39" West along said right of way line 231.87 feet to a point where said right of way line begins to curve to the left; thence
 along a 763.20 feet radius curve to the left (delta = 22° 25' 00"), 255.86 feet; thence
 leaving said highway right of way line North 51° 41' 50" East 23.75 feet to a point on the Westerly right of way line of the O. C. & E. Railroad; thence
 Southerly along said railroad right of way line 923.55 feet, more or less, to the point of beginning.

A Parcel of land situate in Section 34, Township 36 South, Range 14 East of the Willamette Meridian, Klamath County, Oregon, being more particularly described as follows:

Commencing at a 2" iron pipe marking the initial point of North 81° 53' 00" West, a recorded subdivision in Klamath County; thence
 North 81° 53' 00" West along the Westerly line of the O. C. & E. Railroad right of way 2972.35 feet to a point where said right of way narrows; thence
 North 88° 37' 04" East 22.56 feet to an old iron pipe, said iron pipe being on the South line of the NE 1/4 of said Section 34; thence
 continuing along said Westerly right of way line North 28° 53' 00" West 1059.31 feet; thence
 leaving said Westerly right of way line North 61° 07' 00" East 100.00 feet to a point on the Easterly line of said O. C. & E. Railroad right of way, said point being the point of beginning for this description; thence
 North 20° 53' 00" West along said Easterly right of way line 222.46 feet to a point where said right of way line begins to curve

North 29° 33' 05"

1° 07' 00" East
 on said O. C. & E.
 the point of beginning

the line begins to curve

the line

lost 754.24 feet

6° 21' 21" East

of beginning.

the southeast corner of
 T. 36 South, Range

Section 3, Township
 and Section 34,
 the Meridian; thence

Township line; thence

being a portion
 of T. 36 South, Range 14

Flw
 10 h
 29 h

257

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Board
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G. Miller,
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Plan
10 h
29 h

288

boarded August 11,
ords of Klamath

asterly Right-of-
y; thence

point of beginning

500 .15 feet South
et 300 feet from
17, South, Block 2,
is also the corner
N OF BLY; thence

ing, being a portion
14 East of the line

on thereof conveyed
Page 357 and
February 13, 1941,
ounty, Oregon.

lot 10 and North
North Bly Section

Avenue in North Bly,
westerly from the
Y; thence

Avenue 45 feet,
el of land heretofore

Chittwood property
r Avenue 120 feet,
in said Block 2, thence
nd 16 in said Block

Carber Street 120
therly 30 feet of
n Block 2, NORTH

named:

2

Plan
10
29

Exhibit "A"
Page Five of Six

52

East to a point where said right of way line begins to curve to the left; thence

thence, continued

5488

at a point on the easterly line of Main Avenue, NORTH BLY, 40 feet Northwesterly from the Southeast corner of Lot 17 in Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet;

thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Easterly line of Lot 16 in said Block 2;

thence, along the Easterly line of said Lots 16 and 17, 45 feet;

thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet; thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet; thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet; thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet; thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet; thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet; thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet; thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet; thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet; thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet; thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

thence, along the easterly line of said Main Avenue 45 feet; thence, parallel with the Northerly line of Corber Street 120 feet, more or less, to the Northerly 10 foot lot line of Lot 16 in said Block 2;

thence, along the Northerly 25 feet of Lot 16 in said Block 2 of NORTH BLY;

STATE OF OREGON,
County of Klamath

Filed for record at request of
Transamerica Title Ins. Co.
on this 3rd day of July A.D. 1920
at 3:05 P.M. and duly
recorded in Vol. 11-20 of Books
Page 551

Wm. J. HARRIS, County Clerk
Per [Signature]
Fee \$10.50

RECORDED IN
Vol. 11-20 of Books
Page 551

SIGNED DAY WORK

No. 5506 20 hrs. at \$16.50 hr.	\$ 330.00
No. 5509 3 hrs. at \$16.50 hr.	49.50
No. 5510 2 hrs. at \$16.50 hr.	37.00
No. 5511 1 hr. at \$16.50 hr.	16.50
No. 5512 130 $\frac{1}{2}$ hrs. at \$16.50 hr.	2,153.25
No. 5513 9 hrs. at \$16.50 hr.	148.50
No. 5514 19 hrs. at \$16.50 hr.	313.50
	\$ 3,048.25

EXHIBIT "C"

P

10

29

292

No. 5506 Dept. _____ Date COT 26 1973
 Name WEIERHAUSER CO. S-2 UNIT
 Address BLV OREGON

SOLD BY		CASH	C. O. D.	CHARGE	ON ACCT.	MOSE. RETD.	PAID OUT	
QUAN.	DESCRIPTION	PRICE	AMOUNT					
1	MATERIAL & Labor TO							
2	Add 8 SPARKING HEADS							
3	177 PLANE BUILDING							
4	100TH CROWING							
5	Labor 20 hrs @ 16.50		33.00					
6	MATERIAL & FEE HT		162.13					
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
		TOTAL	442.13					
Customer's Order No.		Rec'd By <u>Bob D...</u>						
Rediform 5H 32		KEEP THIS SLIP FOR REFERENCE						

293

No. 5509 Dept. _____ Date Oct 20 1923Name WEYERHAEUSER CO. S. I. CO.Address RI, U.S.A.

SOLD BY		CASH	C. O. D.	CHARGE	ON ACCT.	MOSE. RETD.	PAID OUT
QUAN.	DESCRIPTION	PRICE	AMOUNT				
1	MATERIAL & Labor T. add						
2	Two (2) heads on file						
3	Round floor						
4	MATERIAL & FREIGHT		30 00				
5	labor = hrs @ 1.50		49 50				
6							
7	Total		79 50				
8							
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11							
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13							
14							
15							
16							
17							
18							

Customer's Order No. _____ Rec'd By John P. Brown

Rediform 5H 32

KEEP THIS SLIP FOR REFERENCE

Plan
10 hr
29 hr

294

No. 5510

Dept.

Date OCT 26 1973

Name WETCHAMER CO S-2 UNIT

Address Bly Oregon

SOLD BY		CASH	C. O. D.	CHARGE	ON ACCT.	MOSE. RETD.	PAID OUT		
QUAN.	DESCRIPTION						PRICE	AMOUNT	
1	MATERIAL & Labor Addl								
2	TWO (2) HEADS OPERATING								
3	FLUORE								
4	MATERIAL & FREIGHT						21	22	
5	2 hrs @ 16.50						37	00	
6									
7	Total						58	22	
8									
9									
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18									

Customer's Order No. _____ Rec'd By B. A. Brown

Rediform 5H 32

KEEP THIS SLIP FOR REFERENCE

PLANNER

10 hr

29 hr

18 hr

3 hr

16 hr

4 hr

4 hr

24 hr

4 hr

295

No. 5511

Dept. _____ Date OCT 26 1973

Name WEIERHAEUSER CO S-2 CONT

Address RLY, Orange

SOLD BY		CASH	C. O. D.	CHARGE	ON ACCT.	MOSE. RETD.	PAID OUT
QUAN.	DESCRIPTION	PRICE	AMOUNT				
1	REMOVE 1 Plug Twelve (12)						
2	HEADS ON OPERATING FLK		3.50				
3	MATECINI? FREIGHT		16.50				
4	1 hr @ 16.50		16.50				
5							
6	Total		20.00				
7							
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17							
18							

Customer's Order No. _____ Rec'd By B. B. Brown

Rediform 5H 32

KEEP THIS SLIP FOR REFERENCE

PLANNER

10 hr

29 hrs

18 hrs

3 hrs

16 hrs

4 hrs

4 hrs

24 hrs

4 hrs

296

No. 5512

Dept.

Date OCT 26 1922

Name WYFFENHEUSER - S-2 CONT

Address BL, ORGO

SOLD BY		CASH	C. O. D.	CHARGE	ON ACCT.	MOSE. RETD.	PAID OUT	
QUAN.	DESCRIPTION						PRICE	AMOUNT
1	REROUTE LINES & MAIN OUT							
2	OF HOPPERS IN BASEMENT OF							
3	STUD MILL							
4	REROUTE LINE UNDER STAIRS							
5	FLY LINES GOING INTO							
6	HOPPER							
7	MATERIAL FREIGHT						937	95
8	130 1/2 hrs @ 16.50						2153	25
9								
10	Total						#3091	20
11								
12								
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14								
15								
16								
17								
18								

Customer's Order No. _____ Rec'd By *Bill Brown*

Rediform 5H 32 KEEP THIS SLIP FOR REFERENCE

PLANNER

10 hr

29 hrs

18 hrs

3 hrs

16 hrs

4 hrs

4 hrs

24 hrs

4 hrs

297

No. 5513

Dept. _____ Date OCT 26 1973Name S. Z. CO. TAddress R. Y. GREEN

SOLD BY		CASH	C. O. D.	CHARGE	ON ACCT.	MOSE. RETD.	PAID OUT
QUAN.	DESCRIPTION	PRICE	AMOUNT				
1	REPAIR & REPLACE ONE (1)						
2	6" PIV. VALVE TO						
3	STUD MILL						
4	MATERIAL & FREIGHT	284.00					
5	Labor - 9 hrs @ 16.50	(148.50)					
6							
7	Total	\$433.10					
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17							
18							

Customer's Order No. _____ Rec'd By Bob Green

Rediform 5H 32 KEEP THIS SLIP FOR REFERENCE

PLANNER

10 hr

29 hrs

18 hrs

3 hrs

16 hr

4 hr

4 hrs

24 hr

4 hrs

298

No. 5514 Dept. _____ Date OCT 26 1923

Name WEYERHAEUSER - S. Z. CO. - T

Address _____

SOLD BY		CASH	C. O. D.	CHARGE	ON ACCT.	MOSE. RETD.	PAID OUT
QUAN.	DESCRIPTION	PRICE	AMOUNT				
1	REPLACE TWO (2) 8"						
2	PIV. VALVES MATERIAL		529 50				
3	LABOR 19 hrs @ 16.50		313 50				
4							
5	Total		843 00				
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18							

Customer's Order No.

Rec'd By Bob Brown

Rediform 5H 32 KEEP THIS SLIP FOR REFERENCE

PLANE

10 hr

29 hr

18 hr

3 hr

16 hr

4 hr

4 hr

24 hr

4 hr

MATERIAL FROM L & L TO FIRE GUARD

1 - 1-1/4 Plug	.10 ea.	\$ 1.20
12 1/2 "		.72
1 - 1-1/4" x 1-1/4" x 1-1/4" Tee		1.40
1 - 1-1/2 x 1-1/2 x 1-1/4 "		4.52
1 - 3 x 3 x 2 "		1.40
1 - 2 x 1-1/4 x 2 "		1.29
1 - 1-1/2 x 1-1/4 x 2 "		.90
4 - 1-1/4 x 1 x 1 "		1.05
1 - 1-1/2 x 1-1/2 x 1 "		1.29
1 - 1/2 x 1-1/4 x 1 "		2.63
2 - 2-1/2 x 2 x 2 "		1.47
2 - 2 x 2 x 1-1/2 "		
3 - 2 " 90° Ell	.95 ea.	2.85
2 - 1 x 1/2 "		.38
4 - 1-1/4 x 3/4 Bell Reducers	.38 ea.	1.52
1 - 2-1/2 x 2 Bushing		1.23
8 - 3/4 Globe Valves	4.20 ea.	8.40
2 x 21' pipe	.52	10.92
1-1/4 x 42' pipe	.36	15.12
1-1/2 x 42' "	.39	16.38
1 x 126' "	.27	34.02
6 x 05-1/2 GBE		14.55
2 - 6" Vics	4.90 ea.	9.80
2-1/2 x 1'-6" T & G		7.24
1 - 2-1/2 Vic		1.80
1 - 3" Rolla Grib		8.97
6 - 2-1/2 Rings	28.45	1.71
10 - 2" "	.14	1.40
		\$ 154.16
Sub total		

Planned

10 hrs

29 hrs

18 hrs

3 hrs

16 hrs

4 hrs

4 hrs

24 hrs

4 hrs

300

Sub total brought forward

\$ 154.16

1 - 6" Black Tee	20.91
1 - 6 x 5 Bush	2.91
6 - 1-1/2 x close N.P.	1.56
6 - 1-1/2 x shoulder N.P.	1.68
6 - 1-1/2 x 3 "	1.74
6 - 1-1/2 x 4 "	2.10
6 - 2 x close "	2.10
6 - 2 x Shoulder "	2.22
6 - 2 x 3 "	2.28
6 - 2 x 4 "	2.76
6 - 2-1/2 x close "	5.94
6 - 2-1/2 x shoulder "	6.24
6 - 2-1/2 x 04 "	6.96
3 - 1/2" x 300' Teflon Tape	2.70
105' 2" Black Pipe	76.86
8 1-1/4 Black 90° Ells	4.16
12 - 1" " Plugs	1.44
24' 1/2 All thread rod	6.24
4 - 2" Black 90° Ells	4.00
4 - 1-1/2 " " "	2.36
13 - 1" " " "	3.77
1 - 2-1/2 Black Plug	1.82
8 - 3/4" #590 Milw C.O. Valves	80.08
1 - 1" " " " "	13.52
8 - 3/4 Black Plugs	.88

\$ 411.39

TOTAL

Planned

10 hrs

29 hrs

18 hrs

3 hrs

16 hrs

4 hrs

4 hrs

24 hrs

4 hrs

EXTRA WORK

PANNER

10 hrs RE-cut RISERS & hangers REPLACE 12 1/2" 90° WOOD TURN & NUTS

29 hrs Added 17 hends

TOTAL 39 hrs

cooling shed

18 hrs RE-cut lines & mains

3 hrs RE-cut hangers

16 hrs ENGINEERING on planer & cooling shed

4 hrs Trip To K-Falls for MATERIAL

TOTAL 41 hrs

Boiler Room

4 hrs TOTAL ENGINEERING

STUD MILL

24 hrs RE-cut hose system to pit

4 hrs Added 2 hose stations

4 hrs Trip To K-Falls

TOTAL 32 hrs

Dry Mill

3 hrs ENGINEERING

6 hrs RE-cut ALL RISERS

6 hrs RE-cut ALL 1" 24" hangers & ALL APPROX 12 1/2"

TOTAL 15 hrs

5 hrs TOTAL TO INSTALL NEW MILL

TOTAL 139 hrs @ 12.26 \$ 1704.14

EXHIBIT "E"

unsatisfactory copies to record

STATE OF OREGON; COUNTY OF KLAMATH; ss.

Filed for record at request of Panner, Johnson, Marceau & Karnopp

this 10th day of JANUARY A. D., 1974 at 12:45 o'clock P.M., and duly recorded in

Vol. M.74 of MECHANIC'S LIEN on Page 281

FEE \$ 30.00

WM. D. MILNE, County Clerk

By Harold D. Magid Deputy