

EXCEPTING therefrom the following described parcel: Beginning at a point on the North line of said Lot 4 which bears N. 89°39'50" E. a distance of 498.3 feet from the Northwest corner of said Lot 4; thence S. 07°13'10" E. a distance of 336.7 feet to a point; thence S. 1°05'40" E. a distance of 165.5 feet to a point; thence S. 06°30'30" E. a distance of 50.5 feet to a point; thence N. 80°02'40" E. a distance of 135 feet, more or less, to a point on the Westerly bank of Williamson River; thence Northerly along said Westerly bank to the Northeast corner of said Lot 4; thence S. 89°39'50" W. along the North line of said Lot 4 to the point of beginning.

Lots 5, 6, 7, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37 and portion of Lots 11, 20, 21, 28, 29 and 30 in Section 31, more particularly described as follows: Beginning at the stone monument marking the section corner common to Sections 31 and 7, Township 36 South, Range 7 E.W.M., and to Sections 5 and 6, Township 36 S.R. 7 E.W.M.; thence South 89°55' 3/4" West along the section line common to said Sections 31 and 6, 425.0 feet to a point; thence N. 25°15' West 30.0 feet to an iron pipe on the Northerly right of way line of a county road as the same is presently located and constructed and the True Point of beginning of this description; thence South 89°55' 3/4" West along the said Northerly right of way line 868.7 feet to a point in the fence line marking the Westerly boundary of Lot 38 of said Section 31; thence North 0°55' 3/4" West 1271.7 feet to the stone monument marking the Northwest corner of Lot 29 of said Section 31 (said monument being also the SE 1/16 corner of said Section 31); thence North 0°25' West 1316.7 feet to the stone monument marking the Northwest corner of Lot 21 of said Section 31 (said monument being also the East 1/16 corner on the East-West centerline of said Section 31); thence North 0°19' 3/4" West 1263.3 feet to an iron pin on the Westerly boundary of Lot 11 of said Section 31 and from which point the Northwest corner of said Lot 11 bears North 0°19' 3/4" West 55.0 feet distant; thence South 13°14' East 3955.5 feet, more or less, to the True Point of Beginning.

EXCEPTING that portion of Lot 12, more particularly described as follows: A portion of Lot 12 beginning at the Northeast corner of Lot 12, said Township and Range; thence South 0°19' 3/4" East 55.0 feet to an iron pin; thence North 45°18' 3/4" East 55.0 feet, more or less, to the point of beginning; containing 0.04 Acres, more or less.

TOWNSHIP 36 SOUTH, RANGE 7 EAST OF THE WILLAMETTE MERIDIAN
PARCEL 2-B:

IN SECTIONS 5 and 8 described as follows: Beginning at a point on the West line of said Section 5 which bears S 0°21'20" E. a distance of 164.5 feet from the Northwest corner of said Section 5; thence S. 33°-20' E. a distance of 1,666.55 feet, more or less, to a point on the North-South center Section line of said Section 5, which point bears

thence North 89°09' West 2.7 feet and West 110.0 feet; thence North 88°22' West 249.4 feet; thence East boundary fence line of that certain structure known and referred to as Indian Lands Substation and from which the Southeast corner of said substation bears South 12.5 feet, being the true point of beginning; thence South 12.5 feet to the Southeast corner; thence West 40 feet; thence North 10 feet; thence East 40 feet; thence South 27.5 feet to the true point of beginning.

Parcel 2-F: -

SECTION 6: All of Section 6, SAVINGS AND EXCEPTING The North 30 feet of Lot 1 of Section 6, Township 35 South, Range 7 E.W.M., as conveyed by Tulana Farms to Klamath County by deed executed January 11, 1954, recorded January 13, 1954, in Deed Volume 265, page 50, Deed Records of Klamath County, Oregon.

SECTION 7: All of Fractional Section 7

SECTION 8: The NW 1/4 of Lot 1 and that portion of Lot 2 lying Northerly and Westerly of the present shore line of Klamath Lake.

Parcel 2-G:

TOWNSHIP 35 SOUTH, RANGE 7 1/2 EAST OF THE WILLAMETTE MERIDIAN

All of Fractional Sections 25; 26; 27; 33; 34; 35 and 36; All of Fractional Section 24 EXCEPT Government Lot 5; All of Fractional Section 28 lying West of the Straits which connect Upper Klamath Lake and Agency Lake.

TOWNSHIP 36 SOUTH, RANGE 7 1/2 EAST OF THE WILLAMETTE MERIDIAN

All of Section 1; AND All of Fractional Sections 2, 3, 4, 11 and 12 lying Northeasterly and Northerly of the shore line of Klamath Lake.

SAVINGS AND EXCEPTING a substation site 40 feet square in said Section 1, described as follows: Beginning at a point on the right hand or westerly bank of Williamson River, and on the Easterly side or boundary of Lot 37 of Section 30, Township 35 South, Range 7 East of the Willamette Meridian, said point being situated South 89°09' West 2.7 feet and West 110.0 feet, more or less, from the Southeast corner of said Section 30; thence West 110.0 feet; thence North 88°22' West 249.4 feet; thence East boundary fence line of that certain structure known and referred to as Indian Lands Substation and from which the Southeast corner of said substation bears South 12.5 feet, being the true point of beginning; thence South 12.5 feet to the Southeast corner; thence West 40 feet; thence North 10 feet; thence East 40 feet; thence South 27.5 feet to the true point of beginning.

All those portions of Lots 1 and 2, Section 1, lying southwesterly of the Highland-Mack Store Highway as now constructed and in use, in Township 40 South, Range 8 East of the Willamette Meridian.

21147

The S½SE¼NE¼ of Section 1, Township 40 South, Range 8 East of the Willamette Meridian.

Lots 3, 4 and 9 of Section 1, SAVING AND EXCEPTING that portion of the A. H. Patterson, Sr. property described in deed recorded in Book 199 page 113, which lies northerly and easterly of the Northeast Boundary of the New North Canal of the Klamath Drainage District and SAVING AND EXCEPTING THEREFROM that portion conveyed to State of Oregon by deed dated May 23, 1947, recorded June 3, 1947, in Deed Book 207 page 156, records of Klamath County, Oregon.

All that portion of Lot 6, Section 1, lying Easterly of the Central Pacific Railway Company right of way, SAVING AND EXCEPTING that portion thereof lying northerly of the Highland-Mack Store Highway and having been conveyed to Arthur Neil Phillips, et al, by deed dated March 14, 1950, recorded March 17, 1950, in Book 237 page 387, Deed Records of Klamath County, Oregon, and ALSO SAVING AND EXCEPTING that portion thereof conveyed to Klamath County by deed dated April 21, 1934, recorded September 19, 1934, in Deed Book 103 page 506 Records of Klamath County, Oregon, and ALSO SAVING AND EXCEPTING therefrom the portion conveyed to the State of Oregon by deed dated May 31, 1947, recorded June 25, 1947, in Book 208 page 37, Deed Records of Klamath County, Oregon.

Those portions of Lot 7, the NE¼SW¼, and the SW¼SW¼ of Section 1, lying Easterly of the Central Pacific Railway Company right of way SAVING AND EXCEPTING from said Lot 7 that portion conveyed to the State of Oregon by deed dated May 31, 1947, recorded June 25, 1947, in Book 208 page 87, Deed Records of Klamath County, Oregon.

All of Lots 5 and 8, and the SW¼SE¼ and SE¼SW¼ of Section 1.

IN SECTION 11:

That portion of the E½SE¼ lying Easterly of the Central Pacific Railroad right of way.

IN SECTION 12:

All that portion of Section 12 lying Easterly of the Central Pacific Railroad right of way.

IN SECTION 13: All

IN SECTION 14:

That portion of the E½ lying Easterly of the Central Pacific Railroad right of way.

Exhibit A 2-

IN TOWNSHIP 40 SOUTH, RANGE 8 EAST OF THE WILLAMETTE MERIDIAN

IN SECTION 1:

A piece or parcel of land lying between the rights of way for the Southern Pacific Railroad, and the Dallas-California Highway in Lot 1 of Section 1, Township 40 South, Range 8 East of the Willamette Meridian, and more particularly described as follows: Beginning at a point at the intersection of the line marking the Easterly boundary of the right of way of the Southern Pacific Railroad, which is a line parallel with and 40.0 feet distant at right angles Southeasterly from the center line of the said Southern Pacific Railroad, as the same is now located and constructed, with a line parallel with and 92.54 feet distant at right angles Southerly from the township line which marks the Northerly boundary of the said Section 1, Township 40 South, Range 8 East of the Willamette Meridian, from which point of intersection, the section corner at the Northeastern corner of the said Section 1, Township 40 South, Range 8 East of the Willamette Meridian, bears North 88°22' East, 2927 feet distant, and running thence Southwesterly along the said Easterly right of way line of the said Southern Pacific Railroad, 1105 feet, more or less, to its intersection with the meander line marking the Southerly boundary of the said Lot 1, of the said Section 1, Township 40 South, Range 8 East of the Willamette Meridian; thence South 40°58' East along said meander line 97.5 feet, more or less, to its intersection with the line marking the Westerly boundary of the right of way of the Dallas-California Highway, which is a line parallel with and 50.0 feet distant at right angles Northwesternly from the center line of the said Dallas-California Highway, as the same is now located and constructed; thence Northeasternly along the said Westerly right of way line of the said Dallas-California Highway 1190 feet, more or less, to its intersection with the said line parallel with and 92.54 feet distant at right angles Southerly from the township line marking the Northerly boundary of the said Section 1, Township 40 South, Range 8 East of the Willamette Meridian; thence North 89°49' West, along said parallel line 97.3 feet, more or less, to the said point of beginning.

ALSO beginning at the Northeastern corner of the SECTION of the said Section 1, Township 40 South, Range 8 East of the Willamette Meridian, and running thence North 89°49' West 704.4 feet, more or less, to a point in the line marking the Northeastern boundary of the right of way of the Midland-Pack Store Road, which is a line parallel with and 30.0 feet distant at right angles Northeasterly from the center line of the said Midland-Pack Store Road, as the same is now located and constructed; thence South 38°25' East, along said Northeasterly right of way boundary 1134.2 feet, more or less, to its intersection with the line marking the Easterly boundary of Lot 2, of Section 1, Township 40 South, Range 8 East of the Willamette Meridian; thence North 0°02' West, along said line marking the Easterly boundary of the said Lot 2 of Section 1, Township 40 South, Range 8 East of the Willamette Meridian 600.3 feet, more or less, to the said point of beginning.

Exhibit A

portion of the SW $\frac{1}{4}$ SW $\frac{1}{4}$ lying Southeasterly of the New North Canal and the Klamath Drainage District.

SECTION 7:

Sections 8, 9, 10 and 13; and the SW $\frac{1}{4}$ SW $\frac{1}{4}$, the SW $\frac{1}{4}$, the NW $\frac{1}{4}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$ SW $\frac{1}{4}$; and portion of the NE $\frac{1}{4}$ and Lot 7 lying Southerly and Westerly of the center line of the said New North Canal.

SECTION 19: All

Those portions of Sections 23 and 24, Township 40 S.R. 8 E.W.M., of Section 19, Township 40 S.R. 9 E.W.M., lying Easterly of Highway 197 and Northerly and Easterly of the center line of Klamath Straits, presently located and constructed. EXCEPTING THEREFROM the following described parcel: All that portion of the NW $\frac{1}{4}$ of Section 23, Twp. 40 S.R. 8 E.W.M., lying South of the Klamath Straits (Old Channel), and of Highway 197, and Northerly of the following described line: Beginning at a point on the Easterly right-of-way line of said Highway 197 which bears S. 69°53' E. 2942.6 feet and N. 18°17' E. 150.0 feet to the Northwest corner of said Section 23, Twp. 40 S.R. 8 E.W.M., then leaving said Highway right of way line S. 72°06' E. 900.1 feet; then S. 36°56' E. 162.1 feet; thence S. 66°03' E. 330.0 feet to a designated Point "D" on the South line of said NW $\frac{1}{4}$ of Section 23, said point being S. 71°02' E. 4303.9 feet from the Northwest corner of said Section 23, Twp. 40 S.R. 8 E.W.M.

SECTION 34 Township 40 South, Range 8 East of the Willamette Meridian

That part of the SW $\frac{1}{4}$ of Section 34 described as follows: Beginning at a point that is distant South 89°29' East 351.66 feet from the Section corner common to Sections 3 and 4, Township 41 S.R. 8 E.W.M., and Sections 33 and 34, Township 40 S.R. 8 E.W.M., said point being distant 50 feet Westerly measured at right angles from the center line of the Central Pacific Company's originally located main track at Engineer's Station 2650+59.67; thence North 32°17'30" East, parallel to said center line of main track, 1740.33 feet to a point distant 50 feet Southeasterly at right angles from said center line of the Central Pacific Railway Company's originally located main track at Engineer's Station 2658+00; thence South 67°42'30" East 100.0 feet to the Northwest right of way line of the Klamath Falls-Dorris Highway; thence South 32°17'30" East along said right of way line 1678.39 feet to the South line of Section 34; thence North 89°29' West along said South line of Section 34 a distance of 117.63 feet to the point of beginning.

That portion of the SW $\frac{1}{4}$ SW $\frac{1}{4}$ lying Southeasterly of the Klamath Falls-Dorris Highway; AND the West 48' part of Lot 7 in said Section 34.

TOWNSHIP 41 SOUTH, RANGE 9 EAST OF THE WILLAMETTE MERIDIAN

SECTION 6: The SSW 1/4

21150

SECTION 7: ALL EXCEPT the NE 1/4

lots 1 thru 6 in Block 2, Second Addition to Midland, according to the official plat thereof on file in the office of the County Clerk, Clatsop County, Oregon.

EXCEL 2:

The NE 1/4 of Section 7, Township 41 South, Range 9 East of the Willamette Meridian.

21151

PARCEL III - GRAIN ELEVATOR

IN SECTION 34 TOWNSHIP 40 SOUTH, RANGE 8 EAST OF THE WILLAMETTE MERIDIAN
 That part of the SW 1/4 of Section 34 described as follows: Beginning
 at a point that is distant South 89°29' East 351.66 feet from the section
 corner common to Sections 3 and 4, Township 41 South, Range 8 East of
 the Willamette Meridian, and Sections 33 and 34, Township 40 South,
 Range 8 East of the Willamette Meridian, said point being distant 50
 feet Southeastery measured at right angles from the center line of
 the Central Pacific Company's originally located main track at Engineer
 Station 2640+59.67; thence North 32°17'30" East, parallel to said center
 line of main track, 1740.33 feet to a point distant 50 feet Southeastery
 at right angles from said center line of the Central Pacific Railway
 Company's originally located main track at Engineer's Station 2652+00;
 thence South 57°42'30" East 100.0 feet to the Northwestery right of
 way line of the Klamath Falls-Borris Highway; thence South 32°17'30"
 West along said right of way line 1670.39 feet to the South line of
 said Section 34; thence North 32°20' West along said South line of Secti
 34 a distance of 117.63 feet to the point of beginning.

Also that portion of the NW 1/4 lying Southeastery of the Klamath Falls
 Borris Highway, and the West 400 feet of Lot 5 in said Section 34.

Return to:
 Crescent Farms Company
 P.O. Box 2071
 Oakland, Calif. 94604

STATE OF OREGON,)

County of Klamath)

Filed for record at request of

on this 19th day of December, A.D. 19 84
 at 2:59 o'clock P M, and duly
 recorded in Vol. M84 of Deeds
 Page 21139

EVELYN BIEHN, County Clerk

By [Signature] DeputyFee 53.00

EXHIBIT C