

feet is an iron pipe on the east side of Cleveland Avenue, also referred to on said plat as Keer Highway;

Thence S 9 24' E. along the east side of Cleveland Avenue eight hundred and fifteen (815) feet to a point in the Valley Bridge Road (which point is S 9 24' E. twenty-four feet beyond an iron pipe on the east side of Cleveland Avenue);

Thence N. 75- 24' E. three hundred and five (305) feet along said Valley Bridge Road to a point in said road;

Thence N. 8 42' W. (passing an iron pipe at fifteen feet) forty-seven and nine tenths (47.9) feet to a pipe (by a white oak) on the north west corner of the two acre school lot;

Thence along line of said school lot N. 20 56' E. three hundred and thirty (330) feet (crossing the Valley Bridge Road) to a point on the south side of said road;

Thence along the east side of said school lot S. 8 42' E. passing an iron pipe on the northeast corner of said lot two hundred sixty-four (264) feet to iron pipe;

Thence along the south line of said school lot S. 80 56' W. two hundred and fifteen and 3/10 (215.3) feet to an iron pipe;

Thence S. 9 51' E. along the rear line of the O. F. Johnson lot and the four-acre "hotel lot" seven hundred and eighty-one (781) feet to an iron pin on corner of a fifteen and 92/100 acre tract reserved by J. N. and R. M. Cleveland;

Thence along line of said 15.92 acre lot S. 82 0' E. six hundred and eighty-four and 8/10 (684.8) feet to an iron pin on or near Mill Creek;

Thence along line of said 15.92 acre tract S. 9 17' E. (crossing Mill Creek several times) six hundred and eighty and 6/10 (680.6) feet to an iron pin; thence along line of said 15.92 acre tract S. 81 55' W. (crossing the Bates Bridge Road) seven hundred and three (703) feet to an iron pin on the east side of a proposed twenty-four foot road which separates this tract from the one acre "depot site" belonging to Greenville and Northern Railway Company;

Thence along the east side of said proposed road S. 20 25' E. five hundred and fifty-nine and 6/10 (559.6) feet to an iron pin at a

next Page

right angle in said road;

Thence continuing along said proposed road S. 54 35' W. one hundred and twenty-four and 3/10 (124.3) feet to an iron pin in the center of the track of said Greenville and Northern Railway;

Thence along the center of said track two thousand and three and 7/10 (2003.7) feet to a point about three hundred (300) feet, more or less, from north Saluda River; the first courses making up this distance 2003.7 feet being approximately as follows; (A) S. 20 20' E. 1176.8 feet, thence (B) S. 43 16' E. 250 feet; thence (C) S. 53 55' E. 250 feet; thence (D) S. 61 20' E. 200 feet; thence (E) S. 62 20' E. 127 feet;

Thence N. 28 30' E. along line of land reserved by said J. N. and R. M. Cleveland (passing an iron pipe at fifty feet (50), on outer edge of right-of-way of said railway) one hundred and seventy-nine (179) feet to an iron pipe on Mill Creek;

Thence down said creek, following the meanders thereof as the line two hundred and eighty-nine and one-half (289.5) feet to the confluence of said Mill Creek with north Saluda River; the two courses making up this distance of 289.5 feet being approximately as follows; (A) S. 55 25' E. 89.5 feet; thence (B) S. 41 45' E. 200 feet to a willow at mouth of Mill Creek;

Thence approximately at right angles with the stream of north Saluda River in a straight line to the center of the said river;

Thence up the center of north Saluda River approximately (transverse) six thousand, four hundred and thirty-nine (6439) feet, more or less to the beginning corner;

Being the same conveyed to me by J. Newcomb Cleveland and R. Mayo Cleveland on the 11th day of May 1927, subject to certain reservations, which reservations are set forth in said deed as follows;

Exclusive of, saving and excepting the following, which are included within the boundaries herein above set forth, but are not to be conveyed by J. Newcomb Cleveland and R. Mayo Cleveland to wit;

(a) All land covered by the Valley Bridge Road and the Bates Bridge Road and by a road which leads from the Bates Bridge Road by

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