

a cemetery (hereinafter described in paragraph C), containing 1.13 acres, and crosses the said S. & N. Railway; said roads are public roads, neither the grantors nor the grantee have any legal right to obstruct them;

(B) The right-of-way of Greenville and Northern Railway, which is fifty (50) feet in width;

(C) a cemetery shown on said plat with the following courses and distances:

Beginning at an iron pipe which is approximately N. 42 E. two hundred (200) feet from the point where a road leading from the Bates Bridge Road crosses the center of the track of Greenville and Northern Railway, and running thence N. 42 E. one hundred and eighty six and 2/10 (186.2) feet to an iron pipe;

Thence S. 73 30' E. two hundred (200) feet (passing an iron pipe at 17.5 feet); to a point in the center of the said road leading from the Bates Bridge Road and crossing the S. & N. Railway;

Thence along said road S. 15 0' E. one hundred and forty-one and 8/10 (141.8) feet to a point on said road;

Thence along said road S. 67 20' W. ninety (90) feet to a point on said road;

Thence along said road N. 73 0' W. one hundred and fifty-seven (157) feet to a point on said road;

Thence N. 59 25' W. one hundred (100) feet to the beginning corner, containing one and 13/100 (1.13) acres more or less.

(D) Also excepting and reserving the side tracks shown on said plat, and the perpetual right to use the same for the purpose of hauling sand from the sand-pit on or near said river, on the tract of land containing about one acre, more or less, just north of the point where said railway crosses said river (said tract being marked "Cleveland" on said plat, and lying between said railway and Mill Creek, and the north-west side of north Schuda River); it being expressly understood and agreed that the grantee (and his heirs and assigns) may change the location of said side tracks from time to time; provided that no change shall be made which will practically increase the grade of said side tracks for present the movement of loaded cars from said sand-pit to the main line

of the said railway;

Nearly all the land above described was devised to the grantors by their father, R. Mays Cleveland, Sr. as it will appear by his will in the office of the Court of Probate of Greenville County, Apartment 135, file 21. Said land formerly belonged to the grand father of the grantors James Harney Cleveland. The lands include part of tract no. 1 of his home place, the same having been conveyed by the children of the said J. Harney Cleveland to his widow, Mrs. Mary L. Cleveland, and subsequently conveyed to R. Mays Cleveland, Sr. by his brothers and sisters May 16th 1896. See deed recorded in book 666, page 260, Office of Register of Merne County.

The lands also include a part of tract no. 2 of said home place which was conveyed to R. Mays Cleveland, Sr. by the same parties January 14th 1893. See deed recorded in book 77, page 80-5.

The above land also included all of tract no. 3 of said home place which was conveyed to Mrs. Elizabeth M. Cleveland by the widow and other heirs of said J. Harney Cleveland, January 14th 1893. See deed recorded in book 77, page 101.

The land also included a small portion of a tract of 78 acres conveyed to Elizabeth M. Cleveland by B. F. and Charles H. Counts, December 3rd 1884. See deed recorded in Book 29, page 132.

Elizabeth M. Cleveland died May 24th 1923 leaving a will, Apartment 144, file 2, by which she devised to the grantors residuary estate which included the above mentioned tract no. 3 and the 78-acre tract. Together with all and singular the rights, moneys, hereditaments, and appurtenances to the said premises belonging or in anywise incident or appertaining.

To have and to hold all and singular the premises before mentioned unto the said Shater Manufacturing Company, its successors and assigns forever. And I do hereby bind myself, my heirs, executors and administrators to warrant and forever defend all and singular the said premises unto the said Shater