

COMPARED

450

of said section 13; thence south by said east line about 52 feet to a point in the north line of the original right-of-way of Missouri, Kansas & Texas Railway, said right-of-way line being parallel with and distant 50 feet northerly at right angles from the original center line of north Wye; thence westerly and northerly by said right of way line and along the south and west line of said Fifth Addition to the city of parsons 1,462 feet, more or less, to the northwest corner of said addition; thence north 22 degrees 15 minutes west by a line parallel with and distant 50 feet easterly at right angles from the center line of said Neosho Division 1,753 feet, more or less, to the north line of said Section; thence east by the north line of said section 967 feet to the point of beginning; excepting the right of way of said Parsons Division originally the Kansas City and Pacific Railroad, 100 feet wide, and about 1,000 feet long; said tract herein described containing 32.78 acres, more or less.

(5) The following described lots and tracts of land in block 34 of the city of parsons, according to the recorded plat thereof: Lots 12 and 13 and that portion of Lot 17 lying north of a line which would be an extension or prolongation of the dividing line between Lots 13 and 14 in said Block 34, except a strip of land 9 inches wide off the east side of said lot 17.

(6) The following described tract of land lying in the City of Parsons: commencing at a point in the center line of the Neosho Division of Missouri, Kansas & Texas Railway at chaining station 8277 plus 15.8 of said center line; thence southwesterly at right angles to said center line 146.2 feet to the southeast corner of Block 108 in the First Addition to the city of Parsons, which point is the point of beginning; thence northwesterly diagonally through said Block and through the northwest corner thereof 623.7 feet to a point in the north line of Dirr Avenue; thence west with the north line of Dirr Avenue 855.7 feet to a point in the east line of Twenty Fifth Street, said point being the south west corner of Block 143 in the Second Addition to said City; thence north with the east line of Twenty Fifth Street and continuing along said line produced northerly 2853.8 feet to a point in the south westerly right-of-way line of Missouri, Kansas & Texas railway, said point being 100 feet distant from the center line of the right-of-way of the Missouri, Kansas & Texas Railway measured at right angles from station 8237 plus 40.7 of said center line; thence southeasterly parallel with said center line 711.5 feet to a point in the south line of Maple Avenue; thence west with said south line 54.4 feet; thence southeasterly parallel with said center line 1440 feet to a point in the north line of Gabriel Avenue; thence east with said north line 21.7 feet; thence southeasterly parallel with said center line and 130 feet distant therefrom 1205.7 feet to a point in the west line of Twenty Second Street; thence south with said west line 37 feet to the point of beginning, containing 29.20 acres, more or less, being all of Lot 1 and fractional parts of Lots 2 and 4 of Block 108 in the First Addition; Lot 1, comprising all of Block 1, Anderson's Addition; Lots 1 and 2, comprising all of block 2, Anderson's Addition; Lots 1 and 2, comprising all of Block 3, Anderson's Addition; Lots 1, 2, 3 and 4, comprising all of Block 4, Anderson's Addition; Lots 1 and 2, comprising all of Block 163, Second Addition; Lots 1 and 2, comprising all of Block 164, Second Addition; Lots 1, 2, 3 and 4, comprising all of Block 142, Second Addition; Lots 1, 2, 3, and 4, comprising all of Block 143, Second Addition; Lots 1 to 16 inclusive, comprising all of Block 236, Seventh Addition; Lots 1 to 16 inclusive, comprising all of Block 237, Seventh Addition; Lots 1 to 12 inclusive, comprising all of Block 1, Davidson's Addition; Lots 1 to 16 inclusive, comprising all of Block 2, Davidson's Addition; Lots 1 to 10 inclusive, comprising all of Block 1, Highland Addition; Lots 1 to 12 inclusive, comprising all of Block 5, Parkview Addition; and all of Lots 37 and 38, and fractional parts of Lots 36 and 1