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Know all men by These Presents, That Whereas by an Act of Congress, approved June 19, 1906, entitled "An Act to establish additional collection districts in the State of Texas, and for other purposes," provision was made for the establishment of an additional collection district in the State of Texas, to be known as the District of Sabine, and the establishment of Park Arthur in the County of Jefferson, State of Texas, as the port of entry for said District; and Sabine in the said County of Jefferson as a sub-port of entry; upon condition that there be conveyed to the United States of America, free of cost, a valid title to the line of water communication between Taylor's Bayou and Sabine Pass, known as the Park Arthur Ship Canal, together with a valid title to the extensive turning basin, and to the artificial slip on which the lumber dock of the Park Arthur Canal & Dock Company is built; also the fee to a strip of land one hundred and fifty feet wide, along the westerly margin of said canal, except that where the right-of-way of the Southern Pacific Railroad Company prevents the transfer of such strip of land along the westerly margin of said canal, there shall be conveyed such strip on the easterly margin thereof, as may be necessary to make up such one hundred and fifty feet of width, with the reservation, that until Congress shall have authorized and provided for the enlargement and widening of said canal, the said Company or corporation, its successors or assigns, shall have the right to control, occupy and use the said strip of land and every part thereof, in the same manner and to the same extent as before the execution and delivery of this conveyance, and also the right to transfer, lease, sell, quit claim, or otherwise dispose of said property and every part thereof, subject to the grant made to the United States - Now therefore this indenture made this first day of August in the year of Our Lord, One Thousand Nine Hundred and Six

between the Port Arthur Canal & Dock Company, a corporation, duly incorporated under the laws of the State of Texas, party of the first part, acting herein by and through G. A. Edson, its president, being thereunto duly authorized by its board of directors, and the United States of America, of the second part witnesseth, that, in consideration of the premises aforesaid, and of the sum of one dollar (\$1.00) to it in hand paid by the party of the second part, the receipt whereof is hereby acknowledged, the party of the first part doth hereby grant, bargain, sell and convey unto the party of the second part, all those certain tracts or parcels of land lying and being in the County of Jefferson and State of Texas, bounded and described as follows, to-wit:-

1. The channel, ship canal, or on line of water communication between Taylor's Bayou and Sabine Pass known as the Port Arthur Ship Canal, owned by the grantor herein said ship canal being constructed from a point in the deep water of Sabine Pass, between the States of Louisiana and Texas to a point at or near the town of Port Arthur, in Jefferson County, Texas; said ship canal being located and constructed on, over and across lots, or subdivisions six (6), seven (7), and eight (8) and Division A. of the Dennis Lathrop Leadwell, or on over and across the Pedro de la Garza Survey, the Nicholas Coleman Survey and the John Bennett Survey, lying south of Taylor's Bayou.

2. The existing termino basin and the artificial slip on which the lumber dock of the Port Arthur Canal & Dock Company is built, to-wit:- Beginning at a point in the northerly line of Taylor's Bayou about four thousand seven hundred (4700) feet from its mouth; thence south fifty three degrees sixteen minutes East along northerly line of lumber basin as now constructed, two thousand seven hundred and thirty two (2332) feet, to the northerly line of the
 counter 28229

existing turning basin: thence north fifty six
degrees four minutes east, six hundred and
fifty five (625) feet along northerly line of turn-
ing basin to the westerly line of slip, known as
Number Three; thence northeasterly two hundred
and ninety (290) feet more or less, to the south-
west corner of the warehouse wharf; thence south-
six degrees and thirty four minutes west, along
the line of the easterly side of slip Number Three
(3), produced southerly, five hundred and ninety
(590) feet more or less, to the southerly line of the turn-
ing basin; thence westerly along the southerly line
of the turning basin to the easterly side or margin
of the Carl Arthur ship canal; thence westerly, along
the northerly line of the said canal and the south
line of Taylor's Bayou to a point one hundred and
fifty (150) feet westerly from the westerly margin of said
canal; thence northerly at right angles across
Taylor's Bayou, to the northerly line of Taylor's
Bayou; thence northwesterly up and along the
northerly line of Taylor's Bayou to the place of
beginning. 2. A strip of land one hundred
and fifty (150) feet wide along the westerly margin
of the Carl Arthur ship canal, described in par-
agraph one 1, except that where the right of
way of the Southern Pacific Railway Company
prevents the transfer of such strip of land
along the westerly margin of said canal, the
deficiency is made up from the land on the
easterly margin thereof, said strip of land
being more particularly described as follows:-
beginning at the intersection of the
westerly margin of the ship canal, owned by
Carl Arthur Canal & Dock Company, with the
southerly boundary line of Lot or subdivision
Number six (6) of the Dennis Bahagan League
said point of intersection being upon
the west bank of Sabine Pass; thence westerly
on the southerly line of said subdivision Num-
ber six (6), to a point which is one hundred
counter 28230

and Fifty (50) feet, measured at right angles, from the Westerly margin of said ship canal; thence Northwesterly, parallel to said Westerly margin of said canal and One Hundred and Fifty (150) feet distant therefrom. Fourteen Thousand Two Hundred (14200) feet more or less, to the Easterly right of way line of the Southern Pacific Railroad Company; thence Northwesterly along said Easterly right of way line of the Southern Pacific Railroad Company Twenty-five Hundred (2500) feet more or less, to a point which is One Hundred and Fifty (150) feet Westerly, measured at right angles, from the Westerly margin of said canal; thence Northwesterly parallel to the Westerly margin of said canal and One Hundred and Fifty (150) feet distant therefrom. Twenty-five Hundred (2500) feet, more or less, to the Easterly right of way line of the Southern Pacific Railroad Company; thence Northwesterly along said Easterly right of way line of the Southern Pacific Railroad Company, Four Thousand Nine Hundred and Fifty (4950) feet more or less, to a point which is One Hundred and Fifty (150) feet Westerly, measured at right angles, from the Westerly margin of said canal; thence Northwesterly parallel to the Westerly margin of said canal, and One Hundred and Fifty (150) feet distant therefrom. Thirteen Thousand, Three Hundred and Fifty (13350) feet more or less, to the Southerly bank of Taylor's Bayou; thence Easterly along the Southerly line of Taylor's Bayou, to the Westerly margin of said ship canal; thence Southwesterly along the Westerly margin of said canal to the point of beginning. Also beginning at a point Thirteen Thousand Four Hundred and Thirty (13430) feet more or less, from the Southerly bank of Taylor's Bayou and on the Easterly margin of said canal; thence Southeastly, parallel to the Easterly right of way line of the Southern Pacific Railway Company, Four Thousand

nine hundred and fifty (950) feet, more or less, to
 a point in the Easterly margin of said canal;
 thence Northwestward, along the Easterly margin
 of said canal to point of beginning. Also
 beginning at a point on the Easterly margin
 of said canal, twenty thousand seven hundred
 and forty (20740) feet more or less, from the south-
 erly line of Taylor's Bayou; thence Southeastward
 parallel to the Easterly right of way line of the
 Southern Pacific Railroad Company, two
 thousand four hundred and seventy (2470) feet
 more or less, to a point in the Easterly margin
 of said canal; thence Northwestward along the
 Easterly margin of said canal to the point of
 beginning. The conveyance of the property
 described in this paragraph (3), is made
 subject to the express condition and reserva-
 tion, that, until the Congress of the United
 States shall authorize and provide for the
 enlargement and widening of the said
 Port Arthur Ship Canal the said Port Arthur
 Canal & Dock Company, grantor herein, its suc-
 cessors and assigns, shall have the right
 to control occupy and use the said strip of
 land one hundred and fifty (150) feet wide, herein
 conveyed, and every part thereof, in the same
 manner and to the same extent as before the
 execution and delivery of this conveyance, and
 also the right to transfer, lease, sell, quit claim
 or otherwise dispose of the said strip of land
 and every part thereof, subject to the grant
 herein made to the United States. To have and to
 hold the above described premises together with
 all and singular the rights and appurtenances
 therunto belonging unto and to the use
 of the United States of America and its suc-
 cessors forever. Witness the signature of the
 Port Arthur Canal and Dock Company, by
 its President, J. A. Edson, and its corporate
 seal herunto affixed, attested by its Secretary
 counter 28232

This first day of August ad 1906.

(Seal) Park Arthur Canal & Dock Company

By J. A. Edson. President.

Attest: R. J. Mcarty, asst. Secretary.

Signed and delivered in the presence of:-
F. H. Wood.

J. E. Fairhead.

State of Missouri }
County of Jackson } Before me, Clarence R. Hall
a Notary Public in and
for Jackson County, State of Missouri, on this
day personally came and appeared J. A. Edson
known to me to be the person whose name
is subscribed to the above and foregoing in-
strument and acknowledged to me that he had
executed the same for the purposes and consid-
erations therein expressed, and in the capac-
ity therein set forth. In Testimony Whereof
Witness my hand and seal of office this the
1st day of August ad 1906.

(Seal) Clarence R. Hall. Notary Public in and
for Jackson County Missouri.

County of Jackson } Before me, Clarence R. Hall, a
State of Missouri } Notary Public in and for
Jackson County, State of Missouri, on this day
personally came and appeared R. J. Mcarty,
known to me to be the person whose name is
subscribed to the above and foregoing instru-
ment, and acknowledged to me that he had
executed the same for the purposes and con-
siderations therein expressed, and in the
capacity therein set forth. In Testimony
Whereof Witness my hand and seal of office
this the 1st day of August ad 1906.

(Seal) Clarence R. Hall. Notary Public in and
for Jackson County State of Missouri.

Deed. Park Arthur Canal & Dock Co. To United States.
Filed for record 7 day of Jan 1907 at 9 o'clock am
B. F. Quicksoil. Clerk Co. and Dep. Co. Tex. By J. R. Jefferson
Deputy. Recorded Jan 19-07. at 4³⁰ P.M. B. F. Quicksoil. clk
Co. and Dep. Co. Tex. By L. Hull, D. L. S. -

THE STATE OF TEXAS :

COUNTY OF JEFFERSON :

I, FRED G. HILL, County Clerk, Jefferson County, Texas, do hereby certify that the above and foregoing is a true and correct copy of Deed, from Port Arthur Canal & Dock Co., to United States of America., as the same appears of record in the Deed Records of Jefferson County, Texas, Vol. 93, Page 629, in my office.

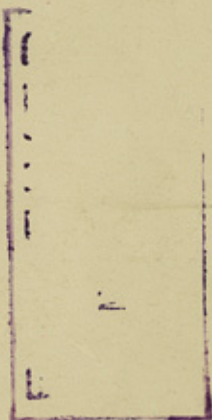
Given under my hand and seal of office, this the 14 day of may, A. D., 1947

FRED G. HILL, County Clerk,
Jefferson County, Texas.

By Lena J. Statters,
Deputy.

JEFFERSON Co.
SKETCH FILE #40
PORT ARTHUR CANAL
COPY OF DEED CONVEY-
ING RIGHT OF WAY TO
U.S.A. 5/21/47
Wm. Sheriff

SEE JEFFERSON Co RLD SK 25



RECEIVED
MAY 17 1947
REFERRED TO SCHOOL