

the National Highway, which point marks the extreme north-eastern corner of the within described tract, thence  $N. 64\frac{1}{2}^{\circ} W.$  crossing right of way of the P. & N. Railroad, 2250.6 feet to a pin, thence  $N. 60^{\circ} W.$  990 feet to a point, thence continuing  $N. 60^{\circ} W.$  211.2 feet to a point, thence due west 490.2 feet to a point, thence  $N. 27^{\circ} W.$  643.5 feet to a point, thence  $N. 85\frac{1}{2}^{\circ} W.$  224.4 feet to a point, thence  $S. 80^{\circ} W.$  1231.6 feet to a point, thence  $S. 3^{\circ} E.$  514 feet to a point, thence  $S. 24\frac{1}{2}^{\circ} E.$  670 feet to a point, thence  $S. 55^{\circ} W.$  620.4 feet to a point, thence  $S. 19\frac{1}{2}^{\circ} W.$  759 feet to a point on a branch, thence along said branch as the same meanders, in a southerly and south westerly direction, 1940 feet to a point on the east bank of Saluda River where said branch joins said River, thence along said bank of Saluda River as the same meanders, in a general southerly direction, 3750 feet to a point, thence  $S. 81^{\circ} E.$  580.8 feet to a point on a second small branch, thence along said small branch as the same meanders, in a south easterly direction, 431.6 feet to a point where said branch forks, thence along the east fork of said branch as the same meanders, in an easterly direction 357.7 feet to a point, thence  $S. 87\frac{3}{4}^{\circ} E.$  610.1 feet to a point, thence  $S. 76\frac{1}{2}^{\circ} E.$  495 feet to a point, thence  $N. 4\frac{1}{2}^{\circ} E.$  1659.9 feet to a point, thence  $S. 86\frac{1}{4}^{\circ} E.$  365 feet to a point, thence  $N. 4^{\circ} E.$  1663.2 feet to a point, thence  $S. 82\frac{3}{4}^{\circ} E.$  214.3 feet to a point, thence  $N. 23\frac{1}{2}^{\circ} E.$  174.9 feet to a point; thence  $N. 82^{\circ} W.$  122.1 feet to a point, thence  $N. 42\frac{1}{2}^{\circ} E.$  580.8 feet to a point, thence  $N. 66^{\circ} E.$  580.3 feet to a point, thence  $S. 44\frac{1}{2}^{\circ} E.$  1465.2 feet to a point, thence  $S. 71^{\circ} E.$  again crossing said Railroad right of way, 1190 feet to a point in said Highway, thence along said Highway, with the following calls:  $N. 24\frac{3}{4}^{\circ} E.$  254.9 feet; thence  $N. 23^{\circ} E.$  344.8 feet; thence  $N. 17\frac{1}{2}^{\circ} E.$  249.7 feet thence  $N. 10\frac{1}{2}^{\circ} E.$  338 feet; thence  $N. 9\frac{1}{4}^{\circ} E.$  913.5 feet; thence  $N. 7\frac{1}{2}^{\circ} E.$  202.8 feet thence  $N. 11\frac{3}{4}^{\circ} E.$  144.5 feet to the point or place of Beginning; said tract containing 566 acres, according to survey made by Furman and Bureton, Engineers, under date of September 30, 1920, and being the same tract conveyed to the said Elough Co. Good, one of the parties of the first part, from Greenville Trust Company, by deed dated April 3rd 1925 recorded April 11th, 1925.

This mortgage is second and subordinate to a mortgage of even date herewith, given by the above mortgagor to The Prudential Insurance Company of America, to secure the principal sum of \$22,000.00 and interest thereon.

Together with all and singular the rights, members, hereditaments and appurtenances to the said premises belonging and in any wise incident or appertaining.

To Have And To Hold all and singular the said premises unto the said Southern Bond and Mortgage Company, Inc., its successors and assigns forever. And I do here-

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