

230.35 feet to an iron pin on the north side of the northbound lane of U. S. Highway No. 29-A; thence with the north line of the right of way for the northbound lane of U. S. Highway No. 29-A in an easterly direction 1280 feet, more or less, to an iron pin; thence S. 4-10 W. 75 feet crossing said highway to an iron pin on the south side of the right of way of said highway; thence S. 4-10 W. 1736 feet to an iron pin; thence S. 77-15 E. 500 feet to an iron pin; thence N. 4-10 E. 1736 feet to an iron pin on the south side of the right of way of the northbound lane of U. S. Highway No. 29-A; thence N. 4-10 E. 75 feet to an iron pin on the north side of the right of way of the northbound lane of U. S. Highway No. 29-A; thence with the line of the north side of U. S. Highway No. 29-A in an easterly direction 908 feet, more or less, to a point in the center of Frey's Creek on a bridge crossing said creek; thence S. 5-50 W. with the line of said creek 37 $\frac{1}{2}$ feet to a point in the center of said bridge; thence the following chord lines, with the center line of Frey's Creek being the line, S. 9-25 W. 546 feet, S. 26-05 W. 1316 feet, and S. 14-10 W. 196 feet to a triple ash tree on the east side of Frey's Creek; thence S. 72-30 W. 92 feet to an iron pin; thence S. 41-35 W. 555 feet to an iron pin; thence S. 5-00 W. 294.3 feet to an iron pin on the north side of North Tyger River; thence S. 8-00 W. 129.5 feet crossing said river to an old iron pin near the south side of said river; thence S. 23-05 W. 623 feet to an iron pin on the north side of the right of way of the Piedmont & Northern Railway Company; thence S. 23-05 W. 57.5 feet to a point in the center of Piedmont & Northern Railway track; thence with the center line of said track N. 55-25 E. 583 feet to a point at the beginning of a trestle; thence N. 55-25 E. 366 feet to a point on said trestle; thence S. 52-00 W. 2576 feet to an oak tree; thence S. 51-32 W. 581 feet to an iron pin; thence N. 19-32 W. 152 feet to an iron pin; thence S. 61-03 W. 574 feet to an iron pin at a stone; thence N. 30-17 W. 1714 feet crossing the P. & N. Railway to a large hickory; thence S. 81-11 E. 914 feet to a stone; thence N. 29-00 W. 2831 feet to an iron pin at an R.O. stump; thence N. 67-40 E. 1470 feet to an iron pin on the west bank of the North Tyger River; thence with the center line of the North Tyger River, the center line being the line, the following chord line courses and distances: N. 71-15 W. 396 feet to a point, N. 54-15 W. 428 feet to a point, and N. 8-30 W. 605 feet to an old iron pin on the east bank of North Tyger River, the beginning corner. This is a part of the property conveyed to Cecils Land and Improvement Company by deed of Conrad P. Cleveland, Jr., dated June 25, 1953, and recorded in Deed Book 19-R at page 492, R.M.C. Office for Spartanburg County. Reference is specifically made to said deed and plat and the records thereof in aid of description. Said tract contains 356.8 acres, more or less.

Tracts 9-B and 9-C are the same property conveyed to Cecil's, Incorporated by deed of Cecils Land and Improvement Company to be recorded herewith.

TRACT NO. 10. A. All those two certain adjoining tracts or parcels of land lying on the west side of the Piedmont & Northern Railway near Shoresbrook, in Spartanburg County, South Carolina, shown and designated as Lots Nos. 1 and 2 on Plat No. 2 of a subdivision for the heirs of Lois S. Galloway by Geech & Taylor, Surveyors, dated July 25, 1952, and recorded in Plat Book 28 at page 376-377, R.M.C. Office for Spartanburg County. Tract No. 1 contains 16.25 acres, more or less, and Tract No. 2 contains 31.65 acres, more or less. The two tracts adjoin and are bounded on the north by property of Henry McJunkin and M. V. Caldwell and on the east by property of Lamette Shores, on the south or southeast by the right of way of the Piedmont & Northern Railway, and on the west or southwest by other property of Cecils Land and Improvement