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CHARGES REASONABLE

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON IN AND FOR THE COUNTY OF ADAMS.

Portland and Seattle Railway Company, a corporation,

Petitioner.

— VS. —

H. C. Peters and Gertrude Peters his wife; First Savings and Trust Bank of Whitman County and Adams County a municipal corporation; E. Bishop Grandin and Grandin his wife.

Claimants.

TO THE CLAIMANTS ABOVE NAMED: You and each of you will please take notice that the petitioner Portland and Seattle Railway Company will on the 6th day of May, 1907, at the hour of ten o'clock A.M. of said day, or as soon thereafter as petitioner can be heard, at the court house of the above named court, at Ritzville, Adams County, Washington, present to the above named court, a petition for the condemnation and appropriation of a right of way over and across the following described tracts or parcels of land situate in the county of Adams and state of Washington and more particularly described as follows, to-wit:

A strip of land four hundred feet wide being two hundred feet in width on either side of the center line of the Portland and Seattle Railway Company as the same is now surveyed located and staked out upon the ground over and across section twenty-seven township fifteen north range thirty-six E. W. M. which said center line is more particularly described as follows: Beginning at a point in the south line of said section twenty-seven, fifteen hundred and fifteen, and five-tenths feet west of the south-east corner thereof, thence in a northwesterly direction on a tangent making a northwest angle of sixteen degrees, twenty-six minutes with said south line of said section twenty-seven, a distance of thirteen hundred seventy-one and nine tenths feet to a point of curve, thence on the arc of a one degree forty-five minutes curve to the left a distance of twenty-two hundred thirty-three and three tenths feet, subtending an angle of thirty-nine degrees five minutes to a point of tangent, thence in a southeasterly direction on a tangent a distance of two hundred sixty-seven and three tenths feet to a point in the west line of said section twenty-seven, two hundred twelve and seven tenths feet north of the southwest corner thereof, said tangent and said west line of section twenty-seven making a northeast angle of sixty-two degrees fifty-nine minutes at their intersection; said center line having a total length of thirty-eight hundred seventy-two and five tenths feet and said four hundred foot strip containing thirty-five and sixty three hundredths acres more or less. Also a strip of land four hundred feet in width being two hundred feet in width on each side of the center line of the Portland and Seattle Railway as the same is surveyed, located and staked out upon the ground over and across section thirty-four, township fifteen north range thirty-six E. W. M., which said center line is more particularly described as follows, to-wit:

Beginning at a point in the east line of said section thirty-four, four hundred forty-one feet south of the northeast corner thereof, thence in a northwesterly direction on a tangent making a northwest angle of seventy-seven degrees and twenty-six minutes with said east line of said section thirty-four a distance of fifteen hundred fifty-three and three tenths feet to a point in the north line of said section thirty-four, fifteen hundred fifteen and five tenths feet west of the northeast corner thereof, said tangent and said north line of said section thirty-four making a southeast angle of sixteen degrees twenty-six minutes at their intersection said located center line having a total length of fifteen hundred fifty-three and three tenths feet and said four hundred foot strip containing fourteen and twenty-nine hundredths acres of land more or less.

Also a strip of land one hundred feet wide being fifty feet in width on each side of the center line of the Portland and Seattle Railway as the same is now surveyed, staked out upon the ground and located over and across section thirty-five, township fifteen north, range thirty-six E. W. M. which said center line is more particularly described as follows, to-wit:

Beginning at a point in the east line of said section thirty-five nineteen hundred twenty-six and three tenths feet south of the northeast corner thereof, thence in a northwesterly direction on a tangent making a north west angle of seventy six degrees thirty six minutes with said east line of section thirty five a distance of

fifty four hundred fifty five and four tenths feet to a point in the west line of said section thirty five, four hundred forty one feet south of the north west corner thereof, said tangent and said west line of section thirty five making a southeast angle of seventy seven degrees twenty six minutes at their intersection.

Also an additional strip of land three hundred feet wide being one hundred and fifty feet in width on each side of and contiguous to said last above described one hundred foot strip beginning opposite a point in said center line one hundred forty three feet measured along said located center line in a northwesterly direction from said initial point and extending in a northwesterly direction a distance of fifty two hundred twelve and nine tenths feet to said west line of said section thirty five said located center line having a total length of fifty four hundred fifty five and four tenths feet and said first described strip together with additional strip containing fifty and two tenths acres more or less.

Also a strip of land one hundred feet in width being fifty feet in width on each side of the center line of the Portland and Seattle Railway as the same is located and staked out upon the ground over and across section thirty one, township fifteen north range thirty seven E. W. M., which said center line is more particularly described as follows, to-wit:

Beginning at a point in the east line of said section thirty one, township fifteen north range thirty seven E. W. M., one hundred thirty three and one tenths feet south of the quarter section corner said sectionline and said located center line making a south west angle of seventy one degrees seventeen minutes, said southwest angle being measured between said section line and a tangent to the arc of the thirty minute curve to the right at the intersection of said located center line and said section line; thence south westerly on said thirty minute curve three hundred ninety six feet to a point of tangent, subtending an angle of one degree fifty nine minutes; thence on tangent south seventy three degrees fifty six minutes west two thousand twenty three and six tenths feet to the point of curve of a one degree and thirty minute curve to the right thence on said one degree and thirty minute curve to the right two thousand and forty six and six tenths feet to the point of tangent subtending an angle of thirty degrees forty two minutes; thence on a tangent north seventy five degrees twenty two minutes west one thousand forty four and three tenths feet to a point in the west line of said section thirty one, nineteen hundred three and five tenths feet north of the southwest corner of said section; said section line and said located center line making a south east angle of seventy seven degrees twenty six minutes, said located center line having a total length of fifty five hundred ten and five tenths feet more or less and one hundred foot strip containing twelve and sixty five hundredths acres more or less.

Also an additional strip four hundred and fifty feet in width being three feet on the northwesterly side and one hundred and fifty feet on the southeasterly side of and adjacent to the last described one hundred foot strip beginning opposite a point in the located center line of said railway eleven hundred nine and six tenths feet measured along said located center line south westerly from the intersection with the east line of said section thirty one and extending eleven hundred and thirty six hundredths acres more or less.

Also an additional one hundred and fifty foot strip on the northeasterly side of and adjacent to the last above described one hundred foot strip beginning opposite a point in the located center line of said railway three hundred and five tenths feet south easterly measured along said center line from the intersection with the west line of said section thirty one and extending three hundred and five tenths feet northwesterly to said west line of said section thirty one containing one and three hundredths acres more or less.

Also a strip of land two hundred and fifty feet in width being one hundred feet wide on the northwesterly side

and one hundred and fifty feet wide on the southeasterly side of the located center line of said Portland and Seattle Railway as the same is located and staked out upon the ground over and across section thirty three, township fifteen north range thirty seven E. W. M., which said center line is more particularly described as follows, to wit:

Beginning at a point in the north line of said section thirty three, six hundred and eighty feet east of the northwest corner of said section; thence on a tangent making a southwest angle of twenty six degrees thirty three minutes with said section line, south sixty six degrees five minutes west seven hundred fifty three and two tenths feet to a point in the west line of said section thirty three, three hundred forty seven feet south of the northeast corner thereof, said section line and said center line making a southwest angle of sixty three degrees fifty two minutes said center line having a total length of seven hundred fifty three and two tenths feet and said last described strip of land containing four and sixty eight hundredths acres of land more or less.

Said extra widths above described are required and necessary on account of deep cuts and heavy fills on said above described premises.

That the object of said petition is to condemn said right of way and to appropriate the whole of said strips and tracts of land for the purpose of the construction and operation of a line of railroad over and across said premises, said railroad to form a part of a line of railroad to be constructed and operated by petitioner from a point northerly and easterly of the city of Spokane, Spokane County, Washington, through the northerly part of said city of Spokane, and thence southwesterly to the town of Pasco in the county of Franklin and State of Washington and said petitioner will ask that said right of way be condemned and that the compensation to be paid therefor be ascertained and determined by a jury and if a jury be waived then by the court or the judge thereof as by law provided.

PORTLAND AND SEATTLE RAILWAY COMPANY

By Edward J. Cannon, Its Attorney,
120 Wall Street, Spokane, Washington.

ANKENY OR JONES.

THERE is a strong disposition throughout the state among republicans to shelve Mr. Ankeny next year. Mr. Ankeny, like Barks, is willing to serve another term in the United States senate, but the people do the selecting the next time a selection is made, and the people cannot be manipulated for certain ends, at so much per, as readily as a legislative body. No reflection is intended upon Mr. Ankeny as a worthy citizen when it is said that his wealth alone was responsible for his election to the United States senate. It is not insinuated that he bargained for the office for a lump sum, but it cannot be denied that Mr. Ankeny's only qualification for so high a position is the extent of his private possessions. No one can believe for a moment that were Mr. Ankeny a man of moderate means his name would ever for a moment have been considered in connection with the senatorship, because he never had been a political leader, was never prominent in political affairs, and his ability as a speaker is very mediocre. It can be said of him that he is a successful business man, clean and upright in his personal dealings, and a valuable citizen in the community in which he resides, a standard that fits a great many, and is praiseworthy although not all the equipment necessary to qualify a man for a seat in the senate. There is nothing in his senatorial record to which he can "point with pride." Indeed there is hardly a man of ordinary intelligence in the state who could not have accomplished just as much for his constituents as he has during his term. Mr. Ankeny's name may again be presented to the people, but he will probably have for his opponent Hon. Wesley L. Jones, and in that case there can be but one result, and that the selection of Mr. Jones. It would only be a reward for long and faithful service if Mr. Jones should be promoted from the lower to the upper house of congress. In him the state would have a representative in the senate that the people could feel proud of, and one who could and would make his presence felt in that body. The election of Mr. Jones would be a credit to the republican party, while putting Washington on a footing in the way of senatorial representation with other states of the Union.—Palmer Prospector.

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