

DEED RECORD No. 384

State of Nebraska)

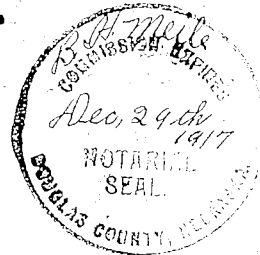
Douglas County) SS

On this 8 day of May A.D. 1914 before me the undersigned, B.H.Meile a Notary Public duly commissioned and qualified for and residing in said County, personally came Luther Drake, to me known to be the identical person whose name is affixed to the foregoing conveyance as grantor and acknowledged the execution of the same to be his voluntary act and deed.

Witness my hand and Notarial Seal the day and year last above written.

E.H.Meile

Notary Public



My commission expires the 29 day of Dec. 1917.

State of Nebraska)

Douglas County) SS

Entered on Numerical Index and filed for Record, in the Register of Deeds Office of said County, the 4th day of June 1914 at 4.50 o'clock P M.

Frank W. Bandle,

Register of Deeds,

Compared by M&K

16. Deed) THE SOUTH OMAHA AND WESTERN RAILROAD COMPANY

The South Omaha & Western R.R.Co.) Deed No. 2.

to)

The Union Land Company) KNOW ALL MEN BY THESE PRESENTS, That The South Omaha and Western Railroad Company, a corporation existing under and by virtue of the laws of the State of Nebraska, in consideration of the sum of One and no/100

(\$1.00) Dollars, to it paid, the receipt of which is hereby acknowledged, doth hereby grant, bargain, sell and convey unto The Union Land Company, a corporation existing under and by virtue of the Laws of the State of Nebraska, its successors and assigns, the following described reale state, situate lying and being in the County of Douglas and in the State of Nebraska, to wit:

A triangular tract of land situate in the Northwest Quarter of the Southeast Quarter (NW 1/4 of SE 1/4) of Section No. Thirty-two (32) in Township No. Fifteen (15) North, of Range No. Thirteen (13) East of the Sixth Principal Meridian, described as follows, to wit:

Beginning at a point which is Nine Hundred and Ninety three (993) feet South and Thirty-three (33) feet East of the center of said Section No. Thirty-two (32) said point being in the North line of the South one-quarter (1/4) of the West twenty-five and nine-tenths (25 9/10) acres of the Northwest Quarter of the Southeast Quarter (NW 1/4 of SE 1/4) of said Section; thence East along said North line of said South One-quarter (1/4) of said twenty five and nine-tenths (25 9/10) acre tract, six hundred and Forty seven (647) feet, more or less, to a point which is Two hundred (200) feet northerly at right angles from the center line of the South main track of the Union Pacific Railroad Company, as said South main track is now located and constructed, through, upon over and across said section; thence Southwesterly along a line parallel with and Two hundred (200) feet Northerly from the center line of the said South main track of said Union Pacific Railroad Company, Seven Hundred and Ten (710) feet, more or less, to a point which is One Thousand and Two hundred and Forty-three (1243) feet more or less, South and Thirty three (33) feet East of the center of said section; thence North two hundred and Fifty (250) feet, more or less, to the point of beginning, containing an area of One and Eighty-six hundredths (1.86) of an acre more or less. ALSO.

All that part of Forty-third Avenue in Fosdike Place Addition to the City of Omaha, lying between the South Line of Nina Street and a line which is parallel with and Two hundred (200) feet Northwesterly from the center line of the South main track of the Union Pacific Railroad Company, as said South Main Track is now located and constructed through, upon, over and across said Addition

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containing an area of Thirty-five thousandths (0.035) of an acre more or less. ALSO.

All that part of Lots Nos. Fifteen (15) Sixteen (16) Seventeen (17) Eighteen (18) Nineteen (19) and Twenty (20) in Block No. Three (3) in Fosdike Place Addition to the City of Omaha, lying northerly of a line which is parallel with and Two hundred (200) feet Northerly from the center line of the South Main track of the Union Pacific Railroad Company, as said South main track is now located and constructed through, upon, over and across said Addition, containing an area of Six-tenths (0.6) of an acre, more or less. ALSO,

All of Lot No. Eleven (11) in Fairview Addition to the City of Omaha, (said Addition being a subdivision of the West half of the Southwest Quarter ($W\frac{1}{2}$ of $SW\frac{1}{4}$) of Section No. Thirty-two (32) in Township No. Fifteen (15) North, of Range No. Thirteen (13) East of the sixth Principal Meridian containing an area of Eighty-eight hundredths (0.88) of an acre, more or less. ALSO.

All that part of the Southeast Quarter of the Southeast Quarter ($SE\frac{1}{4}$ of $SE\frac{1}{4}$) of Section No. Thirty-one (31) in Township No. Fifteen (15) North of Range No. Thirteen (13) East of the Sixth Principal Meridian, lying North of a line which is parallel with and Two hundred (200) feet northerly from the center line between the two main tracks of the Union Pacific Railroad Company, as they are now located and constructed through, upon, over and across said section and East of a line which is parallel with and Thirty (30) feet East of West Line of said Southeast Quarter of the Southeast quarter ($SE\frac{1}{4}$ of $SE\frac{1}{4}$) of said Section, containing an area of Thirteen and Thirty-two Hundredths (13.32) acres, more or less. ALSO,

All that part of the Southeast Quarter of the Southeast Quarter ($SE\frac{1}{4}$ of $SE\frac{1}{4}$) of Section No. Thirty-one (31) in Township No. Fifteen (15) North of Range No. Thirteen (13) East of the Sixth Principal Meridian, lying South of a line which is parallel with and Two hundred (200) feet Southerly from the center line between the two main tracks of the Union Pacific Railroad Company, as they are now located and constructed through, upon over and across said Section, and East of a line which is parallel with and Thirty (30) feet East of the West line of said Southeast Quarter of the Southeast Quarter ($SE\frac{1}{4}$ of $SE\frac{1}{4}$) of said Section, containing an area of Thirteen and Eighty-six Hundredths (13.86) acres, more or less, ALSO

All that part of the South Half of the Southeast Quarter ($S\frac{1}{2}$ of $SE\frac{1}{4}$) of Section No. Thirty-six (36) in Township No. Fifteen (15) North, of range No. Twelve (12) East of the Sixth Principal Meridian, described as follows, to wit:

Beginning at a point in the East line of said Section which is Two hundred and fifty (250) feet northerly at right angles from the center line between the two main tracks of the Union Pacific Railroad Company, as they are now located and constructed through, upon, over and across said Section, thence Northerly along the East line of said Section, Four hundred and three (403) feet, more or less, to the North line of the South Half of the Southeast Quarter ($S\frac{1}{2}$ of $SE\frac{1}{4}$) of said section, thence West along the said North line of the South Half of the Southeast quarter ($S\frac{1}{2}$ of $SE\frac{1}{4}$) of said Section Six hundred and Ten (610) feet, more or less, to the Easterly right of way line of the Chicago, & North Western Railway Company, said right of way line being parallel with and Fifty (50) feet easterly from the center line of the main tract of said Chicago & North Western Railway Company as said main track is now located and constructed, through, upon over and across said Section, thence Southerly along said Easterly right of way line of said Chicago, & North-western Railway Company Four Hundred and Twenty (420) feet, more or less, to a point which is Two hundred and Fifty (250) feet Northerly at right angles from the center line between the two main tracks of the said Union Pacific Railroad Company, thence easterly along a line parallel with and Two hundred and Fifty (250) feet Northerly from said center line between the two main tracks of said Union Pacific Railroad Company Four hundred and Sixty-five (465) feet, more or less, to the point of beginning, containing an area of Four and eighty-nine Hundredths (4.89) acres, more or less Also

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All that part of the South Half of the Southeast quarter ($S\frac{1}{2}$ of $SE\frac{1}{4}$) of section No. Thirty six (36) in Township No. Fifteen (15) North of Range No. Twelve (12) East of the Sixth Principal Meridian, described as follows, to wit:

Beginning at the point of intersection of a line which is parallel with and Two Hundred and Fifty (250) feet Northerly from the center line between the two main tracks of the Union Pacific Railroad Company, as they are now located and constructed, through, upon over and across said Section and the Westerly right of way line of the Chicago, & North Western Railway Company, said right of way line being parallel with and Fifty (50) feet Westerly from the center line of the main track of said Chicago, & Northwestern Railway Company, as said main track is now located and constructed through, upon, over and across said Section; thence Northerly along said Westerly right of way line of said Chicago & Northwestern Railway Company, four hundred and Twenty (420) feet, more or less, to a point in the North line of the South Half of the Southeast Quarter ($S\frac{1}{2}$ of $SE\frac{1}{4}$) of said Section; thence West along the said North line of the South Half of the Southeast Quarter ($S\frac{1}{2}$ of $SE\frac{1}{4}$) of said Section, Fifteen Hundred and eighty (1580) feet, more or less, to the Easterly right of way line of the Missouri Pacific Railway Company, said right of way line being parallel with and Fifty (50) feet easterly from the center line of the main track of said Missouri Pacific Railway Company, as said main track is now located and constructed through, upon, over and across said section; thence Southerly along the said Easterly right of way line of said Missouri Pacific Railway Company, Four hundred (400) feet, more or less, to a point which is Two Hundred and Fifty (250) feet northerly at right angles from the center line between the two main tracks of said Union Pacific Railroad Company, thence Easterly along a line parallel with and Two hundred and Fifty (250) feet Northerly from the center line between the two main tracks of said Union Pacific Railroad Company, One Thousand and Seven Hundred and Forty-five (1745) feet more or less to the point of beginning, containing an area of Fifteen and thirty six hundredths (15.36) acres, more or less, also.

All that part of the Southwest Quarter of the Southeast quarter ($SW\frac{1}{4}$ of $SE\frac{1}{4}$) of Section No. Thirty six (36) in Township No. Fifteen (15) North of Range No. Twelve (12) East of the Sixth Principal Meridian, described as follows: to wit:

Beginning at the point of intersection of a line which is parallel with and Two hundred and Twenty-five (225) feet Southerly from the center line between the two main tracks of the Union Pacific Railroad Company, as they are now located and constructed through, upon, over and across said Section and the Easterly right of way line of the Missouri Pacific Railway Company, said right of way line being parallel with and Fifty (50) feet Easterly from the center line of the main track of said Missouri Pacific Railway Company as said main track is now located and constructed through, upon over and across said Section; thence Southerly along said Easterly right of way line of said Missouri Pacific Railway Company, Four hundred and Sixty (460) feet, more or less, to the south line of said section, thence East along said South line of said Section, One Hundred and Ninety (190) feet, more or less, to the center of the Little Papillion Creek; thence North westerly along the center line of Little Papillion Creek; four hundred and Seventy-five (475) feet, more or less, to a point which is Two hundred and Twenty-five (225) feet Southerly at right angles from the center line between the two main tracks of said Union Pacific Railroad Company, thence Westerly along a line parallel with and two hundred and Twenty five (225) feet, Southerly from the said center line between the two main tracks of said Union Pacific Railroad Company, Sixty (60) feet, more or less, to the point of beginning, containing an area of One and Twenty-five Hundredths (1.25) acres, more or less, ALSO.

All that part of the Southwest quarter of the Southeast Quarter ($SW\frac{1}{4}$ of $SE\frac{1}{4}$) of Section No. Thirty-six (36) in Township No Fifteen (15) north of Range No. Twelve (12) East of the Sixth Principal Meridian, described as follows, to wit:

Beginning at a point in the West line of said Southwest Quarter of the Southeast quarter

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 (SW $\frac{1}{4}$ of SE $\frac{1}{4}$) of said Section No. Thirty-six (36) which is Two hundred and Thirty-one and Five-tenths (231.5) feet Southerly at right angles from the center line of the North Main track of the Union Pacific Railroad Company as said main track is now located and constructed through, upon, over and across said Section; thence Southerly along the said West line of the Southwest Quarter of the Southeast Quarter (SW $\frac{1}{4}$ of SE $\frac{1}{4}$) of said Section, Four Hundred and Fifty five (455) feet more or less, to the Southwest corner of said southwest Quarter of the Southeast Quarter (SW $\frac{1}{4}$ of SE $\frac{1}{4}$) of said Section; thence east along the South line of the said southwest quarter of the South east Quarter (SW $\frac{1}{4}$ of SE $\frac{1}{4}$) of said Section, One Hundred and Seventy five (175) feet, more or less, to a point in the Westerly right of way line of the Missouri Pacific Railway Company, said right of way line being parallel with and Fifty (50) feet Westerly from the center line of the main track of said Missouri Pacific Railway Company, as said main track is now located and constructed through, upon over and across said Section thence Northerly along said Westerly right of way line of said Missouri Pacific Railway Company, Four hundred and Sixty (460) feet, more or less, to a point which is Two hundred and Thirty-one and Five-tenths (231.5) feet Southerly at right angles from the center line of the North Main track of said Union Pacific Railroad Company, thence west-erly along a line parallel with and Two hundred and Thirty one and Five tenths (231.5) feet Southerly from the center line of the North main track of said Union Pacific Railroad Company, two Hundred (200) feet, more or less, to the point of beginning, containing an area of One and Eighty-five hundredths (1.85) acres, more or less, ALSO,

OK
 All of Lots Nos. One (1) and Two (2) in Block No. Twenty-four (24) in West Albright Addition as surveyed, platted and recorded, said block being within the Southeast quarter of the Southwest Quarter (SE $\frac{1}{4}$ of SW $\frac{1}{4}$) of Section No. Thirty six (36) in Township No. Fifteen (15) North of Range No. Twelve (12) East of the Sixth Principal Meridian, containing an area of Three and Fifty-three Hundredths (3.53) acres, more or less, ALSO,

OK
 All of Lots nos. One (1) and Two (2) in Block No. Eighteen (18) in West Albright Addition, as sur-veyed, platted and recorded, said Block being within the Southeast quarter of the Southwest Quar-ter (SE $\frac{1}{4}$ of SW $\frac{1}{4}$) of Section No. Thirty Six (36) in Township No. Fifteen (15) North of Range No. Twelve (12) East of the Sixth Principal Meridian, containing an area of Three and Fifty-three hundredths (3.53) acres, more or less, ALSO,

OK
 All of Lots Nos. One (1) Two (2) Three (3) Eight (8) Nine (9) and Ten (10) in Block No. Seven (7) in Lawnfield as surveyed, platted and recorded, said Block being within the Southwest Quarter of the Southwest Quarter (SW $\frac{1}{4}$ of SW $\frac{1}{4}$) of Section No. Thirty six (36) in Township No. Fifteen (15) North, or Range No. Twelve (12) East of the sixth Principal Meridian, containing an area of Four and Ninety-six Hundredths (4.96) acres, more or less, ALSO,

OK
 All of Lots Nos One (1) Two (2) Three (3) Eight (8) Nine (9) and Ten (10) in Block No. Ten (10) in Lawnfield, as surveyed, platted and recorded, said Block being within the Southwest Quarter of the southwest Quarter (SW $\frac{1}{4}$ of SW $\frac{1}{4}$) of Section No. Thirty-six (36) in Township No. Fifteen (15) North of Range No. Twelve (12) East of the sixth Principal Meridian containing an area of Four and Ninety four hundredths (4.94) acres, more or less, ALSO

OK
 All that part of the South Half of the Southwest Quarter (S $\frac{1}{2}$ of SW $\frac{1}{4}$) of Section No. Thirty-five (35) in Township No. Fifteen (15) North of Range Twelve (12) East of the Sixth Principal Meridian lying North of a line which is parallel with and One hundred and Ninety-three and Five-tenths (193.5) feet Northerly from the center line of the North main track of the Union Pacific Railroad Company, as the said main track is now located and constructed through, upon, over and across said Section (excepting therefrom right of way for County roads) containing an area of Twenty - seven and Forty-four H^undredths (27.44) acres, more or less, ALSO

OK
 All that part of the South Half of the Southwest Quarter (S $\frac{1}{2}$ of SW $\frac{1}{4}$) of Section No. Thirty-five (35) in Township No. Fifteen (15) North of Range No. Twelve (12) East of the Sixth Principal Mer-idian, lying south of a line which is parallel with and Two hundred and Six and Five-tenths

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(206.5) feet Southerly from the center line of the North main track of the Union Pacific Railroad Company, as the said main track is now located and constructed, through upon over and across said Section, (excepting therefrom right of way for County Roads) containing an area of Twenty-five and Sixty three hundredths (25.63) acres, more or less, ALSO,

All that part of the South Half of the Southeast Quarter ($S\frac{1}{2}$ of $SE\frac{1}{4}$) of Section No. Thirty-four (34) in Township No. Fifteen (15) North of Range No. Twelve (12) East of the Sixth Principal Meridian, lying North of a line which is parallel with and One Hundred and Ninety-three and Five-tenths (193.5) feet Northerly from the center line of the North main track of the Union Pacific Railroad Company, as the said main track is now located and constructed through, upon, over and across said Section, containing an area of Twenty eight and Twenty-nine Hundredths (28.29) acres more or less, (excepting therefrom right of way for County Roads containing an area of Thirty-five Hundredths (0.35) of an acre, more or less, ALSO,

All that part of the Southeast quarter of the Southeast Quarter ($SE\frac{1}{4}$ of $SE\frac{1}{4}$) of Section No. Thirty-four (34) in Township No. Fifteen (15) North of Range No. Twelve (12) East of the Sixth Principal Meridian, lying South of a line which is parallel with and two hundred six and Five-tenths (206.5) feet Southerly from the center line of the North main track of the Union Pacific Railroad Company, as the said main track is now located and constructed, through, upon over and across said Section No. Thirty-four (34) containing an area of Thirteen and Seventy-three Hundredths (13.73) acres, more or less (excepting therefrom right of way for County Roads, containing an area of One and Thirty One hundredths (1.31) acres, more or less) also,

All that part of the Southwest Quarter ($SW\frac{1}{4}$) of Section No. Thirty six (36) in Township No. Fifteen (15) North of Range No. Eleven (11) East of the Sixth Principal Meridian, lying North of a line which is parallel with and One hundred and Fifty (150) feet Northeasterly from the center line of the Southerly main track of the Union Pacific Railroad Company, as the said main track is now located and constructed through, upon over and across said Section, containing an area of Fifty eight and Four-tenths (58.4) acres, more or less, ALSO,

All that part of the Southwest Quarter ($SW\frac{1}{4}$) of Section No. Thirty Six (36) in Township No. Fifteen (15) North, of Range No. Eleven (11) East of the sixth Principal Meridian, lying between a line which is parallel with and One hundred and Twenty five (125) feet Southwesterly from the center line of the South main track of the Union Pacific Railroad Company, as the said main track is now located and constructed through, upon over and across said Section and a line which is parallel with and Two hundred (200) feet Northeasterly from the center line of the original main track of the Union Pacific Railroad Company as the said original main track is now located and constructed through, upon over and across the said Southwest Quarter ($SW\frac{1}{4}$) of said Section, containing an area of Seventy and Fifty-two Hundredths (70.52) acres, more or less.

To have and to hold the said premises with all the rights and appurtenances thereunto belonging unto the said The Union Land Company, grantee, its successors and assigns forever, and the said The South Omaha and Western Railroad Company doth hereby covenant with the said grantee that at the making of this instrument it is well seized of the said premises as of a good and indefeasible estate in fee, and hath good right to sell and convey the same, and that it will warrant and defend the title to said premises unto the said grantee, its successors and assigns forever against the lawful claims of all persons whomsoever.

Excepting as against all taxes and assessments levied upon said premises for or during the year 1914 and subsequent years.

In Witness Whereof, the said Grantor, The South Omaha and Western Railroad Company has caused these presents to be sealed with its corporate seal and to be signed by its President and Attested by its Secretary, who are thereunto duly authorized and empowered by the by-laws of the Company and by resolution of its Board of Directors this 16th day of May A.D. 1914.

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MFD. BY OMAHA PRINTING CO., OMAHA—00225

In presence of)
T.A.Orr)
Ira D.Kyle)



The South Omaha and Western Railroad Company
By A.L.Mohler, President

Attest:
T.A.Orr, Secretary

Approved as to Form
N.H.Loomis, General Solicitor, L.M.

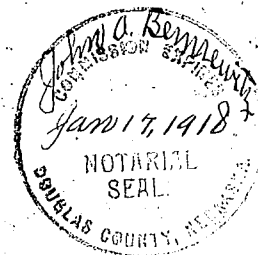
State of Nebraska)
County of Douglas) SS

Be it remembered that on this 16th day of May A.D 1914 before me, a Notary Public in and for said County, appeared The South Omaha and Western Railroad Company by A.L.Mohler, its President, who is personally known to me to be the identical person whose name is subscribed to the foregoing instrument as said President and then and there acknowledged the execution and sealing of said instrument to be his voluntary act and deed; and the voluntary act and deed of said Company.

In Witness Whereof, I have hereunto set my hand and official seal this 16th day of May A.D.1914 at the City of Omaha in said County and State.

My commission expires January 17,1918.

John A. Bennewitz,
Notary Public



The State of Nebraska)
Douglas County)

Entered on Numerical Index and filed for Record,
in the Register of Deeds Office of said County,
the 4th day of June 1914 at 2.55 O'clock P.M.

Frank W. Bandle,
Register of Deeds,

Compared by *M & K*

1. Warranty Deed)
Harrier-Dawson Remedy Co.)
to)
Emma L.Harrier)

KNOW ALL MEN BY THESE PRESENTS, that Harrier-Dawson Remedy Co. of Valley, Douglas County, Nebraska, in consideration of Fifty (\$50.00) Dollars in hand paid, do hereby grant, bargain, sell, convey and confirm unto Emma L.Harrier of Valley, Douglas County, Nebraska, the following described real estate, situate in

the County of Douglas and State of Nebraska, to wit: Commencing at about where the line of the north west side of lot 4 Block 43 in the original town site of Valley Douglas County, Nebraska, if extended would intersect the north east line of 3rd Street, running thence on the same direct line 132 feet thence at right angles, north west 165 feet, thence at right angles south west 132 feet to the north east line of said 3rd Street, thence at right angles south east along the north east line of 3rd Street, 165 feet to the place of beginning and known as Tax Lot No. 14 in Section 31, Township 16, Range 10 east, together with all the tenements, hereditaments and appurtenances to the same belonging, and all the estate, title, dower, right of homestead, claim or demand whatsoever of the said Harrier -Dawson Remedy Company of, in or to the same or any part thereof.

To have and to hold the above described premises, with the appurtenances unto the said Emma L. Harrier and to her heirs and assigns forever, and we the said Harrier-Dawson Remedy Company for ourselves and our heirs, executors and administrators do covenant with the said Emma L.Harrier and with her heirs and assigns that it is lawfully seized of said premises, that they are free from incumbrance, that it has have good right and lawful authority to sell the same and that it