

The Plattsmouth Journal

PUBLISHED SEMI-WEEKLY AT PLATTSMOUTH, NEBRASKA
Entered at Postoffice, Plattsmouth, Neb., as second-class mail matter

R. A. BATES, Publisher

SUBSCRIPTION PRICE \$2.00 A YEAR IN FIRST POSTAL ZONE
Subscribers living in Second Postal Zone, \$2.50 per year. Beyond 600 miles, \$3.00 per year. Rate to Canada and foreign countries, \$3.50 per year. All subscriptions are payable strictly in advance.

Anyway, the depression has hit the working man with everything but the lunch pail.

The old-time western bad man wasn't such a hero. When did he ever bag five children at one shot?

You can say one thing for a bear market; it doesn't tempt the boys to make a killing with somebody else's money.

It is possible that a dark horse may win the Democratic nomination next year. A dark horse that's good on a wet track.

"In these difficult financial times," observes a contemporary, "we owe much to our bankers." Still there is no need to rub it in.

Some housewives have become so economical that they now call it Hundred Island Dressing instead of Thousand Island Dressing.

One reason why a gangster manages so often to keep several jumps ahead of his pursuers is that he never stops during the chase to theorize on the subject of crime.

Life would be a perpetual flea hunt if a man were obliged to run down all the innuendoes, invectives, insinuations and misrepresentations which are uttered against him.

"Coin" Harvey is again in the limelight with a proposal to provide everybody with free money. Well, we almost have free cotton and free wheat and look what a darned bad fix we're in.

To the folks who won't quit kidding: Alexander, Hannibal, Caesar, Napoleon, Lee, Grant, and other great militants lost battles occasionally, but they are best remembered for the victories they won.

A prominent business man assured his pastor the other morning that he knew it was wrong to play golf on Sunday. "In fact," he said, "it is wrong for a man to play the kind of golf I play any day in the week."

Those who for some reason or other imagine Mr. Coolidge would be found in a receptive mood regarding the G. O. P. nomination next year seem to have misunderstood entirely the reasons why he didn't choose to run in 1928.

The California hen which laid a 15-ounce egg cackled an hour and a half, according to the news service which handles all California events and therefore is to be relied upon to the utmost. And who can blame the hen for thus expressing her feelings? Not we.

Chicago gunmen collected regularly from an inoffensive business man for several months, and when he finally went bankrupt and could no longer pay, they shot him to death. Stalin's notion, according to Mr. Shaw, would be that the criminal in this case was the business man, because he made money. We aren't sure what Stalin's ethics would dictate in the matter of murdering of a victim after he had reformed.

When a man is dead broke, he usually has very little life in him.

The next big job is to get the bankrolls out of hiding by Christmas.

Fourteen years ago O. D. stood for Olive Drab. Now it means Over Drawn.

Why do so many people waste so much time telling you what they have told somebody else?

Jimmy Walker threw a party for officials in Czechoslovakia. His Czechs were probably equal to it.

It is a fairly good rule to estimate a man's crookedness by the length of time it takes to get a conviction.

Dempsey knocked out his opponent in his first "exhibition bout." The victim probably wouldn't quibble about the title.

If there isn't such a thing as telepathy, why is it that the weak tire on your rear wheel always blows out when you are fully a mile from a shade tree?

Despite the rigors of an English autumn, Mahatma Gandhi is going into the diplomatic conference with a big advantage over his adversaries, having no shirt to lose.

"A general knowledge of music helps in writing a song," says an author of many hits. And it's true; Schubert's familiarity with the art has helped many a modern composer over a tough spot.

GO BACK TO SCHOOL

"In a period of depression and unemployment it is the unskilled or the untrained worker who first is affected. The unemployment at present is not confined to these classes, to be sure. But training is an asset of unquestionable value and, generally speaking, it remains as true today as ever before that the educated person is best prepared to make his way in the world. Schools throughout the country shortly are to be reopened. In that condition it is genuine opportunity for all those of school age who can possibly continue the work of getting an education. It is no time for boys and girls to be staying out of school in search of employment, except in cases of actual emergency.

After a survey in less than half the states and in forty cities, the children's bureau reports that permits to more than 100,000 children of 14 to 15 to leave school for work had been issued last year. This indicates that perhaps double that number or more were involved in the whole country for that period. It is a condition that helps to complicate unemployment as well as to deprive young people of training that will be needed in later years. Permits to leave school should be issued only after the closest scrutiny of cases. No doubt the number of instances of actual necessity would be small and negligible. The state has assumed the obligation of providing education for boys and girls of given ages. The opportunity should be utilized.

BLUNDERS OR BLESSINGS?

One of the well-known magazines, with a wide circulation among thoughtful people, has recently offered a cash award for the best paper submitted on the "Seven Blunders of the World;" the selection of these seven blunders to be left to the individual contestant, and the prize to be awarded to the contributor who, in the judgment of the editor, submits the best selection and statement of reasons for inclusion in the category.

Like "The Twelve Greatest Men" and "The Twelve Greatest Women," the choice of big blunders undoubtedly will be most interestingly varied. Certainly it will not be difficult to cull from the leaves of ancient and modern records of world events seven blunders that have vitally affected religious, political and social history. It is comparatively easy to recognize a mistake after the results have been made manifest; but interesting as such a symposium of blunders may be, it cannot be so constructive and significant as would be a selection of the seven greatest blessings that have benefited the human race.

Such a study surely would result in bringing out powerful evidence that gradually, but unmistakably, human ideals are improving and the sum of right thinking accumulating for many evil conditions that were accepted as a matter of course in the near or distant past are now either extinct or are fighting a losing battle for existence.

While there is not much satisfaction in being wise after the event, one of the blessings that might be included in such a listing is that mentioned would be that we do now recognize the blunders of the past as blunders, rather than unfortunate but unavoidable expedients. Never before in the history of the world, for instance, has there been such a wide recognition of the facts that the elimination of war is not an impractical ideal; that vested interests in organized iniquity are not too powerful to be successfully combated and subdued by the forces of justice, law and order; and that lasting peace and economic profits cannot be obtained through means that involve the impoverishment of other nations and peoples.

In so far as the recital of past blunders gives incentive to prevent their perpetuation or repetition, it may serve a useful purpose. The more constructive method, however, would seem to be to focus the general thought toward the pursuit of active measures which will increase the sum of human well-being.

ACKNOWLEDGING 25 CENTS

The Philippines and the United States are bound together by amity, commerce and red tape. There has just been received in this city from the bureau of commerce and industry of the department of commerce and communications in Manila an elaborate reply to a request for an extra copy of a 25-cent pamphlet:

"I beg to acknowledge receipt of your favor of May 28, together with money order No. 229931 serial number (20317 office number) in the sum of \$0.25, United States currency, covering the cost for a copy of our statistical bulletin No. 12 for 1929 as in reply thereto, I take pleasure in forwarding to you, under separate cover, another copy of said bulletin in view of your statement that the copy mailed to you, under separate cover, according to our communication of February 19, 1931, has not been received at your office.

"Official receipt No. A-7155293 for P.O. 50 (0.25), the amount of your remittance is herewith enclosed."

There is a stamp showing that the letter was forwarded by the bureau of commerce and industry on July 3, and another stamp showing that it was received by the parent department of commerce and communications at 6 o'clock on the morning of the same day. In due course it was endorsed by the secretary of commerce and communications and respectfully forwarded to his excellency the governor general. The executive bureau received it on July 8. To Governor General Davis the epistle appeared unexceptionable, but to make sure, he forwarded it to the chief bureau of insular affairs, Washington, D. C., where it was received August 3 and duly made a matter of record, with appropriate notations, on August 5.

If the pamphlet had been sent direct, with perhaps a little slip saying, "Here is the document you asked for," taxes might be lower this year.—New York Times.

One commentator is out with a prediction that high taxes threaten a breakdown in government, indicating that he may have noticed the prevalence of taxpayers' stoop.

Early History of Plattsmouth is Recounted

Continued from Page One

on "The Paul Wilcox" had to be paid and a special levy of eighteen mills was made to liquidate these bonds. Thus the entry of the city into the ferry business turned out to be a severe financial loss and the matter was allowed to return to private enterprise. The cheap rate offered by the city might have been attractive to immigrants but we can only speculate how the venture would have ultimately turned out for the city never had an opportunity to work out its scheme.

The building of the Burlington and Missouri rail road west from Plattsmouth brought other ferries here which were used to take freight and passenger cars across the river until the railroad bridge, now constructed in 1881. Further reference will be made to this in the chapter on The Railroads.

Aside from the business done by boats operating between the Iowa and Nebraska shores, there was an extensive business done by the steamboats plying the Missouri river between Council Bluffs and St. Louis.

The Plattsmouth river ferry was located directly at the east end of Main Street and during the period of the river traffic, 1860-1875, the river bed was a quarter of a mile further west than it is to-day. The dock consisted of a landing platform and a warehouse. The main channel was deep enough to permit the boats which did not draw more than two feet of water, to discharge freight without difficulty at the landing.

Various types of boats had been used on the river prior to the coming of the steam boat. Early settlers along the river were very familiar with the dugout canoe made from cottonwood trunks which often attained great size. They were as large as thirty feet long and three and a half feet wide. The mackinaw boat was a flatboat often as large as 100 feet long and 12 feet wide, manned by a crew of five, four at the oars and one at the rudder. They were used for down stream trips only and could carry as high as fifteen tons of freight. They were cheap enough in construction that it was more profitable to sell them at St. Louis for four or five dollars and build new ones for future trips rather than attempt to take them back upstream. The Bulbait was more widely used on shallow streams like the Platte and was made of Buffalo hides stretched over a willow frame. This type of boat got its name from the fact that only the hides of bull buffaloes were used. They were about thirty feet long and twelve feet wide and were poled down stream by a crew of two and could carry considerable freight with a draught of only ten or twelve inches. Next to the steamboat, the keelboat was the most common type of river boat and often seventy feet long and costing from two to three thousand dollars each. This type derived its name from the fact that a keel was laid from bow to stern. They were propelled either by a line from the shore or by means of poles operated by a crew of two or three on each side. A keel boat trip to the upper Missouri was a summer's job.

The steamboats were of two types, the sternwheelers and the sidewheelers. One of the chief problems for the steamboat was the procuring of fuel as they were woodburners and not enough fuel could be carried for a trip of any great length. Cottonwood trees grew in abundance along the river bank and with driftwood served as sources of supplies. There was also great danger from snags which were especially troublesome. Chittenden estimates that seventy per cent of the boats lost on the river was due to snags. Whittier and bars and hostile Indians ashore added to the trials of the early river captains.

The period from 1855 to 1869 was the golden age of steamboating on the Missouri. This was the period just prior to the opening of the railroads and no other time before or afterward approached it in activity and splendor of the boats.

As early as 1854, there was semi-monthly packet service between Bellevue and St. Joseph with stops at Plattsmouth, Brownville and Nebraska City. The "Sam Cloon," in this service was described as a boat unsurpassed for speed and reliability. It required only a first class boat such as life preservers, magnetic water and steam gauges." In 1856, there were four different packet lines operating between Council Bluffs and St. Louis: The Omaha, The Admiral, The E. E. Ogden and The Geneva lines. Thirteen different packets were advertised for passenger and mail service between Pacific City on the Iowa shore opposite Plattsmouth, and St. Louis. The names of the "Star of the West," the "Thomas E. Tuttle," the "John Warner," the "Watonian," the "Emigrant," "Star of Hope," "Minnahaha," the "Omaha" and the "Hannibal" were familiar names to the Nebraska river towns in 1857. No rates are quoted for freight and passengers to points south in the Pacific City or Plattsmouth papers but the rate from Brownville to St. Joseph was \$2.00 per hundred and to St. Louis, \$5.00 per hundred for freight.

In the formative period of Plattsmouth and the other river towns, the chief items of import were the staples needed to build frontier towns. Of these, lumber and other building material comprised a large per centage of the total closely followed by agricultural implements and machinery. "The Glasgow" led 11,000 feet of lumber and 20 barrels of salt for Plattsmouth merchants on one trip in July, 1869. Two thousand barrels of salt were unloaded at Plattsmouth during the

month of August, 1869. It was a matter of common practice in the newspaper advertisements of the time to feature in large type the fact that "merchandise has just arrived by boat" or "the boat has just arrived loaded to the guards with new goods." Every issue of the local paper carried announcements of the arrival and departure of the boats. Items such as "The E. H. Durfee passed up river yesterday and the 'Far West' passed up this morning," were as familiar and of as much interest to the readers of the early papers as the "local item" page is to the readers of modern country weeklies. It was a proud boast and an indicator of business activity when The Herald could announce that five boats tied up at the Plattsmouth landing at one time "to-day and business at the waterfront is increasing." From sometime in December to March, the river was usually frozen over, depending of course on the season. The arrival of the first boat in the spring was looked forward to eagerly and was usually greeted at all points with an enthusiastic welcome.

For the first year or two, until the farmers of the river town region could begin to produce most of the supplies needed for their cargoes of lumber, building material, implements and merchandise and went down river in ballast or without a return cargo. But with farm production, brick kilns and stone quarries opening up in Cass county, these products were shipped out by boat until the coming of the railroads. It was not at all uncommon for a boat to unload lumber and salt at Plattsmouth and reload with barley and corn. There was considerable inconvenience in shipping grain by boat as it had to be sacked while this was not necessary in shipping by rail.

The city of Plattsmouth not only made a well intended but disastrous attempt to get into the ferry business but also made an effort to encourage river traffic business at Plattsmouth by turning the dock over to a private corporation for exploitation. The council wanted to promote the river trade and went so far as to give a quit claim deed to the Dock and Levee Company composed of local citizens, for a period of ninety-nine years, control of the river front for an annual rental of \$50.00. Immediately a group of citizens entered a formal petition of protest against handing over the wharfage and dock fees to private citizens for private gain. The council was asked to rescind its action. A vote to rescind was taken and resulted in a three to three tie but the Mayor cast his vote to sustain the lease so the petition was refused. The petitioners took the matter to the district court and obtained an injunction halting the proposal temporarily and the restraining order was subsequently made permanent.

The steamboat not only did a thriving freight business but made an especial appeal to passenger trade. Boats were advertised as having commodious equipment and used frequent testimonials from passengers in regard to the courtesy and character of the officers in charge of the boats. Food on the boats was plain but made up in quantity what it lacked in quality. Pork, lyeed corn and navy beans were the chief staples. A social incident outstanding in the community were the occasional dances and parties held aboard the boat at the dock or the pleasure of the occasion was tremendously added to if a short cruise was made on the river during the festivities. These were not frequent but were high lights in the social life of the river towns.

The coming of the railroads and rapid transportation sounded the death knell of river transportation on the upper Missouri. The struggle lasted from 1850 until 1887 when the Great Northern went into Helena, Montana.

During the first period of railroad construction in Nebraska, equipment and material was brought by the boats. An order for 100,000 ties was shipped by steamboat line in July, 1869, anticipating the construction of the Burlington and Missouri westward. Roads running at right angles to the river like the Burlington did not have as much effect on river navigation as the parallel roads such as the Hannibal & St. Joseph and the Missouri Pacific. The reason that the steamboats survived as long as they did is due further to the fact that the boat and train were auxiliary to each other for a considerable time. Corn and cattle were brought to Plattsmouth from Rock Bluff and Nebraska City to be shipped by rail to Chicago markets. Also freight was brought up the river to Plattsmouth and shipped west over the Burlington to Lincoln. It even occurred on occasions that the Plattsmouth dock might witness the unloading of grain to go by rail to Chicago and a dozen car loads of lumber to go by rail to Lincoln.

But the year 1871 found river traffic slowing down to three or four boats a week at Plattsmouth. While the people of Plattsmouth had been keenly anxious to promote and encourage river and ferry traffic in the decade of the sixties, with the coming of the "iron horse" their interest turned from the steamboat to railroad promotion on a grander and more enthusiastic scale.

It was this attitude which caused The Herald to say editorially March 17, 1870: "Steamboats are not rushing up this spring. The demand for them is gone. The first boat of the season has heretofore been heralded with joy but the spring of 1870 witnessed a different state of affairs. There is no hurry for the first boat and no one seems to know or care when the first boat comes. In fact, who cares whether or not we have any first boat at all?"

While these obseques for the steamboat were a little premature, they are an indication of the spirit in which the railroads were received. This subject will be treated in a later chapter. The Herald was forced



Too Much ACID

MANY people, two hours after eating, suffer indigestion as they call it. It is usually excess acid. Correct it with an alkali. The best way, the quick, harmless and efficient way, is Phillips' Milk of Magnesia. It has remained for 50 years the standard with physicians. One spoonful in water neutralizes many times its volume in stomach acids, and at once. The symptoms disappear in five minutes.

You will never use crude methods when you know this better method. And you will never suffer from excess acid when you prove out this easy relief. Get genuine Phillips' Milk of Magnesia, the kind that physicians have prescribed for over 50 years in correcting excess acids. 25c and 50c a bottle—any drugstore.

"Milk of Magnesia" has been the U. S. Registered Trade Mark of The Charles H. Phillips Chemical Company and its predecessor Charles H. Phillips since 1875.

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(To Be Continued)

LIFE INSURANCE PAYMENTS INCREASE

In 1930 life insurance had, from the policyholder's standpoint, one of the most successful years in its history. During the twelve months those policyholders and beneficiaries in the United States and Canada received a grand total of \$2,642,259,949—a 20 per cent gain over 1929. The usual annual gain is about six or seven per cent.

Permanent disability claims were 56 per cent higher than in 1929, and \$25,240,561 was paid on double indemnity claims, an increase of 24 per cent. Payments for premium savings (dividends to policyholders) and for lapses, surrendered or purchased policies made a total of \$1,297,647,383.

There were 136 American and Canadian cities in which life insurance payments amounted to \$1,000,000 or more in 1930, as compared with 124 cities in the previous year. Eighteen cities had totals over \$10,000,000. New York City led all others with the gigantic total of \$170,121,400.

Of especial interest is the fact that, though there were many gigan-

NOTICE TO TAKE DEPOSITION

In the District Court of Cass county, Nebraska,
Josie Brown, Plaintiff, vs. Fred Brown, Defendant.
To Fred Brown, Defendant: The above named defendant will take notice that on Thursday, the 26th day of October, 1931, at 10:00 o'clock in the forenoon, the plaintiff will take the deposition of Josie Brown and Cecil Waite, to be used as evidence on the trial of the above entitled cause at Scottsbluff, Nebraska, before Lois Bohrer, a Notary Public in the Murphy building.
Dated this 28th day of August, A. D. 1931.
JOSIE BROWN, Plaintiff.
By W. G. Kieck, Her Attorney.

NOTICE OF ADMINISTRATION

In the County Court of Cass county, Nebraska,
In the matter of the Estate of C. N. Harrows, deceased.
Notice of Administration.
All persons interested in said estate are hereby notified that a petition has been filed in said Court alleging that said deceased died leaving no last will and testament and praying for administration upon his estate and for such other and further orders and proceedings in the premises as may be required by the statutes in such cases made and provided to the end that said estate and all things pertaining thereto may be finally settled and determined, and that a hearing will be had on said petition before said Court on the 15th day of September, A. D. 1931, and that if they fail to appear at said Court on said 15th day of September, A. D. 1931, at ten o'clock a. m. to contest the said petition, the Court may grant the same and grant administration of said estate to C. W. Harrows or some other suitable person and proceed to a settlement thereof.
A. H. DUXBURY, County Judge.

single policies paid in 1930, more than 80 per cent of all payments went to small policyholders.

All in all, the record of life insurance in 1930 was a remarkable one. When it is reflected that that was a "poor" year, we may begin to realize how much these great life insurance payments did to relieve the public and to offset misery and want.

Notice to Creditors

The State of Nebraska, Cass county, ss.
In the County Court.
In the matter of the estate of John Maurer, deceased.
To the creditors of said estate: You are hereby notified that I will sit at the County Court room in Plattsmouth, in said county, on the 18th day of September, 1931, and on the 19th day of December, 1931, at the hour of ten o'clock a. m. of each day, to receive and examine all claims against said estate, with a view to their adjustment and allowance. The time limited for the presentation of claims against said estate is three months from the 18th day of September, A. D. 1931, and the time limited for payment of debts is one year from said 18th day of September, 1931.
Witness my hand and the seal of said County Court this 21st day of August, 1931. A. H. DUXBURY, County Judge.

ORDER OF HEARING

and Notice on Petition for Settlement of Account

In the County Court of Cass county, Nebraska.
State of Nebraska, Cass county, ss.
To all persons interested in the estate of Dora McNirlin, deceased:
On reading the petition of Jennie Barrett praying a final settlement and allowance of her account filed in this Court on the 22nd day of August, 1931, and for final distribution of the assets of said estate and for her discharge as Administratrix, be it hereby ordered that you and all persons interested in said matter may, and do, appear at the County Court to be held in and for said county, on the 18th day of September, A. D. 1931, at ten o'clock a. m., to show cause, if any cause, why the prayer of the petitioner should not be granted, and that notice of the pendency of said petition and the hearing thereon be given to all persons interested in said matter by publishing a copy of this order in the Plattsmouth Journal, a semi-weekly newspaper printed in said county, for three successive weeks prior to said day of hearing.
In witness whereof, I have hereunto set my hand and the seal of said Court, this 22nd day of August, A. D. 1931.

NOTICE OF SUIT TO QUIET TITLE

In the District Court of the County of Cass, Nebraska.
Ada Ferris, Plaintiff,
vs.
Fayette W. Miner, et al, Defendants.
To the Defendants: Fayette W. Miner, Annie Miner, Rufus Bane, Mrs. Rufus Bane, real name unknown, the heirs, devisees, legatees, personal representatives and all other persons interested in the estates of Fayette W. Miner, Annie Miner, Rufus Bane, Mrs. Rufus Bane, real name unknown, Eliza Siebold, each deceased, real names unknown, and all persons having or claiming any interest in and to the northeast quarter of Section ten (10), Township eleven (11), north, Range thirteen (13), east of the 6th p. m. in Cass County, Nebraska, except a tract containing 15 acres off of the west side thereof, described as follows: Commencing at the northwest corner of said northeast quarter of Section 10, Township 11, north, Range 13, east, thence east 17 rods, thence in a southwesterly direction to a point in the south line of said quarter section, 13 rods east of the southwest corner thereof, thence west 13 rods to the southwest corner of said quarter section; thence north 169 rods to the place of beginning, real names unknown, defendants.
You and each of you are hereby notified that Ada Ferris, as plaintiff, filed a petition and commenced an action in the District Court of the County of Cass, Nebraska, on the 29th day of August, 1931, against you and each of you. The object, purpose and prayer of which is to obtain a decree of court quieting the title to the northeast quarter of Section 10, Township 11, north, Range 13, east of the 6th p. m. in Cass County, Nebraska, except a tract containing 15 acres off of the west side thereof, described as follows: Commencing at the northwest corner of said northeast quarter of Section 10, Township 11, north, Range 13, east, thence east 17 rods, thence in a southwesterly direction to a point in the south line of said quarter section, 13 rods east of the southwest corner thereof, thence west 13 rods to the southwest corner of said quarter section; thence north 169 rods to the place of beginning, in plaintiff, as against you and each of you, and for such other relief as may be just and equitable in the premises.
You and each of you are further notified that you are required to answer said petition on or before Monday, the 12th day of October, 1931, or the allegations therein contained will be taken as true and a decree will be rendered in favor of the plaintiff against you and each of you according to the prayer of said petition.
ADA FERRIS, Plaintiff.

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In the District Court of the County of Cass, Nebraska.
Ada Ferris, Plaintiff,
vs.
Fayette W. Miner, et al, Defendants.
To the Defendants: Fayette W. Miner, Annie Miner, Rufus Bane, Mrs. Rufus Bane, real name unknown, the heirs, devisees, legatees, personal representatives and all other persons interested in the estates of Fayette W. Miner, Annie Miner, Rufus Bane, Mrs. Rufus Bane, real name unknown, Eliza Siebold, each deceased, real names unknown, and all persons having or claiming any interest in and to the northeast quarter of Section ten (10), Township eleven (11), north, Range thirteen (13), east of the 6th p. m. in Cass County, Nebraska, except a tract containing 15 acres off of the west side thereof, described as follows: Commencing at the northwest corner of said northeast quarter of Section 10, Township 11, north, Range 13, east, thence east 17 rods, thence in a southwesterly direction to a point in the south line of said quarter section, 13 rods east of the southwest corner thereof, thence west 13 rods to the southwest corner of said quarter section; thence north 169 rods to the place of beginning, real names unknown, defendants.
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You and each of you are further notified that you are required to answer said petition on or before Monday, the 12th day of October, 1931, or the allegations therein contained will be taken as true and a decree will be rendered in favor of the plaintiff against you and each of you according to the prayer of said petition.
ADA FERRIS, Plaintiff.