

August 20, 1968

Mr. Joseph W. Luchini
P. O. Box 1666
Midland, Texas

Dear Sir:

The survey report and map of your survey of Public School Land Blocks 45 and 109 through 115 in Culberson and Reeves counties has now been examined and all of the original patented field notes on file in this office subjected to a complete analysis.

These land office records reveal that the sections in Blocks 109, 110 and 111, 113, 114 and 115 are either all patented, or being held on the Parker field notes, or corrected field notes based upon the reconstruction from the original Parker corners.

Public School Block 112 was re-surveyed by Fred P. Armstrong in 1963 and patents were issued upon his corrected field notes.

Public School Block 53 was surveyed by State Surveyor R. S. Dod in 1911 and this survey is recognized by the land office as the legal location for this block.

Public School Block 45 was not surveyed originally but was designated by Dennis Corwin as embracing an area 6 miles E. to W. and 8 miles N. to S. The first officially recognized survey of this block by the land office was made by W. L. Rider in 1926. The Rider survey begins off the North line of the Dod survey of P.S.L. Block 53. The patents to sections 1, 4, 11, 24 and 25 are tied to the Rider I.P. corners. The remaining sections in Block 45 either belong to the State, are not patented, or if patented, appear to be located on the Rider construction of the block.

The construction of Public School Blocks 109, 110, 111, 113, 114 and 115 as reflected in the survey made by Irving H. Webb in August-September, 1960, and the survey made by Clifford C. Cool in May, 1968, which is reflected in his map filed in the land office as Culberson County Rolled Sketch 53, according to the records of this office will establish the lines and corners of the respective blocks and sections in accordance with Parker's survey

The construction of Public School Block 45 from the North line of

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Block 53 and honoring the adjoiner calls with the East line of Blocks 111 and 113, the West line of Block C-21, the West line of T&P Ry. Co., Block 57, Tsp. 3, and the South line of Block 112, SF-8014, SF-8015 and SF-16154, which latter surveys call to tie to Rider corners, would appear to best conform to the patents and holdings within the block.

We have placed your map and report in the records of this office with the endorsements: Filed for information contained.

If we can be of further assistance, please call upon this office.

Sincerely yours,

JERRY SADLER, COMMISSIONER

JS/ves