

Van Horn, Texas
Oct. 15, 1938

Mr. E. Y. Boynton
Sleeper, Boynton and Kendall
Wado, Texas

Dear Sir:

Reporting on our resurvey of Mr. Dod's (J.P.), handing you herewith sketch and state that we began at the NE corner of the old Stage stand at Van Horn's Wells commonly referred to in survey matters in this vicinity, and ran South $45^{\circ} 00'$ East 950 varas to the SE corner of J.F. Torrey survey No. 337 which we checked 7.6 varas to the right; we then ran south on a true course 5648.8 varas to a point where McCombs Western Monument, sometimes numbered 7, was at an angle of 90° , true East, 754.2 varas. An iron pipe, marked 5735 is West 19 varas and South 4.6 varas. We then occupied McCombs Monument, as a station, and ran South 2769.6 varas, where we intersected the North line of G. C. & S. F. Ry. Survey Block No. 1, as marked on the ground by iron pipes and rock mounds, accepted and herein referred to as J.P. Dod's marks and findings. We then ran west on a true course 494.6 varas to an iron pipe marked SW6, from which another iron pipe marked SE10 bears West 246.6 varas. We then turned North and ran 877.2 varas to another iron pipe marked WL6, from which another iron pipe bears South 133 varas and West 247.2 varas. We then turned West and ran 766.5 varas to another iron pipe. We then ran North 1889.7 varas to an iron pipe in a rock mound generally accepted as the NW corner of Survey No. 1, Blk. No. 2, Texas Mexican Ry. Surveys. On account of differences in courses this point would not close against McCombs Monument. We then ran West and pass an iron pipe at 148 varas, a rock mound at 541 varas, an iron pipe at 546 varas, another iron pipe at 1588.6 varas and terminated this line at 1755.5 varas, a large rock mound at the foot of the mountain.

We then returned to that station 2769.6 varas South of McCombs Monument and ran East at 291.6 varas an iron pipe marked NW4, at 841.6 varas, a piece of strap iron in a rock mound, from which an iron pipe marked NW5 bears North 1338 varas; at 2193.2 varas an iron pin in rock mound from which an iron pipe marked NE5, and no rock mound, bears North 1337.4 varas; continuing East 780 varas, 2973.2 in all, we turn South. At 29 varas no pipe, one is out of the ground near this place, at 1929 varas, iron pin and scrap iron, evidently out of position, lies slightly West. We then ran East and 1900 varas an iron pipe is South 10 varas and West 27 varas. This iron pipe is identified as Mr. J.P. Dod's SE corner of Survey No. 39, Blk. 5, H. & T. C. Ry. Land. We now occupy this corner as a station and run South $0^{\circ} 41'$ West, 1888.8 pass over another iron pipe, at 3780 varas another iron pipe in a rock mound, at 5684 an iron pipe and scrap iron identified by its four bearings as the SE corner of Survey No. 54, Blk. 5, H. & T. C. Ry. lands as surveyed by Mr. J. P. Dod; continuing South 3800 varas, the distance call on the East line of Survey No. 55 and East line of Survey No. 62, 9484 varas in all, from which point an old timber, about 7x7 inches, in the ground and about 3 feet high, bears South 152.7 varas and East 19.7 varas. We then ran west 1900 varas and 774 varas South, where a rock mound and two iron pipes are proximate.

(Should be No. 3)
X

It is now evident that the 7x7 timber is the 4x4 referred to by Mr. J. P. Dod, and that in consideration of the facts that the rock mound at the SE corner of Survey No. 51 is 48 varas too far East and about 10 varas too far north for proper position with reference to the two original corners North, and that his course was 41 minutes to the right of a true course, his position along the West line of Blk. 5, H. & T. C. Ry. Lands, especially at the NW corner of Survey No. 37, would be 196 varas too far North, above the reserve line, and 296 varas too far East, across and on the Northeast side of the G. H. & S. A. RR. Mr. Mabry, the Surveyor for H. & T. C. Blk. 5, indicated in his course call, for the reserve line and the North line of Survey No. 37, that he was running 28' Minutes to the left, but by meridian comparison to a course that will fit Mabry positions, we find a true course of 37 Minutes to the left and when added to Mr. Dod's true course of 41 Minutes to the right we have a difference of 78 Minutes of 1° and 18' amounting to 22.69 varas to every 1000 varas of latitude.

We now go to Mr. Dod's iron pipe for the SW corner of Survey No. 47, H. & T. C. Blk. 5, which is 2891 varas East and 8454 varas South from McCombs Monument, and check West 5070 varas and looked around considerably for an iron pipe and rock mound, supposed to be 29 varas North and 319 varas South; We found no such marks to indicate a course for Mr. Dods base line, so simply have to rely on positions and construct same. We find then in order to direct a course from the SW corner of 47 to a point 790 varas South of the X rock, supposedly Wingo's position for the NW corner of Survey No. 21, Blk. No. 2, G. C. & S. F. Ry. Surveys, it would be necessary to run 22 minutes to the left, and would require 104 varas more westing than 15,945 varas as called, by Mr. J. P. Dod.

It seems that G. C. & S. F. Surveys as surveyed by Mr. J. P. Dod, if constructed on the X rock, should move about 100 varas farther West and about 100 varas farther South. It seems that their locations in Easting and Westing was arrived at by reference to the X rock, with a possible 100 varas error, and their northing and southing positions were arrived by the call of 2774 varas from the reserve line. With reference to their positions from Wingo's beginning point and Mr. J. P. Dod's locations, Mr. Dod's locations, are 12 varas South and 50.4 varas East.

Yours very truly,

E. Y. Boynton

Licensed Land Surveyor
Culberson County Surveyor

Sketch File No. 53
Culberson County
see folios 24
25 & 26 of
10 1870
Horn

X

Culberson County

(see Rolled Sk.)

Nos. 38 & 38a)

November 16, 1940

Bascom Giles, Corr'r

Carlton Fischer
File Clerk

Reports - -

Surveys in area south
of Van Horn

Culberson County Surveyor
Licensed Land Surveyor

B. J. Howell

Your's very truly,

04802020240

Number 202334

22

Mr. J. P. Dog's survey No. 18, amounting to 33.68 acres, is situated 1000 acres of
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32 minutes to the left and when added to Mr. Dog's true course
course that will fit Mr. Dog's positions, we find a true course of
running 88 minutes to the left, but by meridian comparison to a
reserve line and the North line of Survey No. 21, that he was
for H. & T. C. Blk. 2, indicated in his course call, for the
Northwest side of the G. H. & S. A. RR. Mr. Dog's survey, across and on the
above the reserve line, and 328 acres too far East, across and on the
the NW corner of Survey No. 21, would be 138 acres too far North,
the West line of Blk. 2, H. & T. C. Blk. 2, especially at
was 41 minutes to the right of a true course, his position along
reference to the two original corners North, and that his course
East and about 10 acres too far North for proper position with
rock mound at the SE corner of Survey No. 21 is 48 acres too far
Mr. J. P. Dog, and that in consideration of the facts that the
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Hon. W. H. McDonald
Commissioner General Land Office
Austin, Texas

Dear Sir:

At the request of Mr. E. Y. Boynton, Attorney for W.W.Cameron et al, that I do whatever surveying that is necessary to definitely establish the West line of Blk. 5, H.& T.C.Ry. Co., surveys, and particularly the location of Survey 38, in said Block, said land being situated in Culberson and Jeff Davis Counties, Texas.

Pursuant to this request the following data with reference to lands involved is procured; Photostatic copies of Mr. W. S. Mabry's corrected and approved field notes covering Surveys 35, 36, 37, 38, 48, 49, 50, 58, and 63 Blk. 5, H.& T.C.Survey lands.

In a study of said corrected and approved Mabry notes we learn that he has marked corners with mountain bearings at the Northeast corner of Survey No. 50, ^{and} Southeast corner of Survey No. 50, giving certain road calls on the east line of Survey 58, and certain railroad calls on the West line of Survey 49 and the North line of Survey No. 37, which line is also termed The Texas and Pacific 80 mile reservation line.

In running the lines to relocate the lands involved I began at the Rock Mound marking the SE corner of Survey No. 50, and the NE corner of Survey No. 51, identified by its Mountain bearings and checked the rock mound marking the NE corner of No. 50 and identified by its Mountain bearings, it is ~~1850~~¹⁹⁸⁵ varas North $0^{\circ}37'$ W, as compared to a Meridian; we then checked South for the SE corner of Survey No. 51, and at 1890 varas $50^{\circ}37'$ East a rock mound bears east 48 varas; we note Mr Mabry's call for the Southeast corner of 51 was for an 8 inch iron pipe, three foot out of the ground; this mound of rock is not identified as the Southeast corner of No. 51, although it is known to have been used by some Surveyors as being in position for the Southeast corner of No. 51.

We returned to the Southeast corner of Survey No. 50 and ran west and south to a timber, about 7x7, supposedly in the Mabry position for the Northeast corner of Survey No. 63. We than ran West, on a variation of $12^{\circ}15'$ East, 1900 varas and erected a large flag. We construe that, in accepting the position of the 7x7 timber and running 1900 varas West, regardless of slight differences in variations, this point will be in the West line of Block 5, H. & T. C. Co. surveys.

We now go to a point in the T & P reservation line 268.6 varas West of where same crosses the G. H. & S. A. railroad. (This point is being used for convenience, and should be 270 varas West of railroad, Mabry's call). We now take the course between this point and the large flag erected 1 mile west from the NE corner of 63, and compare same to a Meridian and find it to be $0^{\circ}37'$ left of a true course. With such a course and beginning at the point referred to, 268.6 varas West of the railroad and in the T & P reserve line we run south with the westline of survey 37, 1050 varas and thence south with the west line of Survey No. 38, and checked the call in Mabry's note for a stage road crossing. Our station for this check is in the Central part of some erosion that marks the old Stage road at this point, and is 660 varas South from the Southwest corner of No. 37 and therefore would be 1240 varas North from the Southwest corner of Survey No. 38, checking Mabry's call.

Resuming this line we go South 8650 varas and then turn a right angle to this line, East. At 3800 varas we check the railroad North 177 varas, (Mabry's call was 167 varas), at 5706 varas an old mound is 6 varas north, at 7588 varas the original SE corner of 50 and NE corner of 51, previously identified by its bearings, was North 8 varas.

We Now check the position closely, with reference to the NW corner of 37 and the Northeast corner of survey No. 51, of the 7x7 timber, at NE 63. Returning to a point 8650 varas South from that point 268.6 varas West of where the T & P reserve crosses the G. H. & S. A. railroad, we run on south 5704 varas, in all 14,354 varas, where the 7x7 timber, supposedly marking the NE corner of 63, is at right angles to this line, 1900 varas.

In investigating the position of this 7x7 timber with reference to the position as shown by Mabry in his calls for the road crossing on the North line and West line of said Survey 63, we find that its position is not exact. On the North line the road should have been crossed 120 varas West of the corner. It is crossed at 150 varas. On the West line the road should have been crossed, going south, at 642 varas. It is crossed at ~~566~~ ⁶⁴² varas. With reference to the Northeast corner of 51 and Northwest corner of 37 the position of the 7x7 timber is fairly accurately placed, being only 4 varas too far south for it called difference from the NW corner of survey No. 37, and 12 varas too far south and 12 varas too far East for its call with reference to the NE corner of Survey No. 51.

Conclusions are that the original courses and distances of Mr. Mabry's surveys in Block 5, H. & T. C. Ry. Co., lands are well identified, and we offer, in reconstruction, the following description for the $W\frac{1}{2}$ of Survey No. 38, Blk. 5, H. & T. C. Ry. lands; Beginning at a point for the Southwest corner of Survey No. 37, from which the T & P reserve line is North $0^{\circ}37'$ West (true) 1050 varas at a point 270 varas West of the G. H. & S. A. Railroad., for the northwest corner of said West $\frac{1}{2}$ survey No. 38, blk. 5, H. & T. C. lands, thence North $89^{\circ}23'$ East (Mabry's course as identified) 950 varas to the NE corner of this Survey; thence South $0^{\circ}37'$ East 1900 varas to the Southeast corner of this survey; thence South $89^{\circ}23'$ West 950 varas to the Southwest corner of this survey in the West line of Block 5, H. & T. C. Ry. lands; thence North $0^{\circ}37'$ West 1900 varas to the place of beginning. From this point McCombs Western Monument, sometimes numbered 7 and commonly referred to in surveys in this vicinity, bears north 1050 varas and West 2696.6 varas.

In running these lines a No. 62 Precise Model Gurley Transit with readings to one minute was used. All lines were cut free from all brush. Experienced chainmen carefully measured and rechecked the measurements referred to. These latter investigations, with reference to H. & T. C. Surveys, were begun on Sept. 15th. 1938, and are terminating with this report this 3rd. day of Oct. 1938.

Respectrully submitted,

W. F. Lowell

Licensed Land Surveyor
County Surveyor, Culberson County,
Texas.