

HUMBLE OIL & REFINING COMPANY

September 18th, 1923.

Re: John T. Steuts Fee,
Orange County, Texas.

Mr. T. F. Green,
Building.

"Attention Mr. Bennett."

Dear Sir:

Complying with your recent verbal question regarding the location of the J.R. Turnbull's $2\frac{1}{2}$ Acres which the State Land Commissioner states in his letter to you of August 31st, 1923 that this $2\frac{1}{2}$ Acres is covered by the field notes of the two 15 Acre Steuts tracts, we beg to reply with the following information.

You are undoubtedly acquainted with the developments concerning the location of said two 15 Acre tracts. If not beg to refer you to letter from Major Adams to myself dated September 25th 1922 and J.E. Milliken to myself dated October 22nd, 1922, both of which are in your file.

On the attached blue print number H.P.D.E. 6114 the north and south lines of the Government right-of-way are shown as surveyed and recognized on the ground by the Government Engineers up to the time when the Humble Company first surveyed the two 15 Acre tracts north of and adjoining their north right-of-way line. The red line on this blue print shows the right-of-way lines of the canal as originally laid out by surveyor Milliken in January 1900 and now recognized by all concerned as being the canal boundaries.

The J.R. Turnbull's $2\frac{1}{2}$ Acres was surveyed and located on the ground by Mr. Jack Nogass, surveyor of Orange County, Texas, in April 1912. At that time the U.S. Government believed the north line of the Government canal to be located as shown on enclosed blue print and the shore line then followed approximately the green line shown on enclosed blue print. As ships passing from the Sabine Neches Canal to up the Neches river and visa-versa, had considerable trouble in rounding the sharp corner of land indicated in green the U.S. Government decided to round off that point of land, thereby easying off the turn for the ships. It was for this reason that the $2\frac{1}{2}$ Acres shaped and located as indicated by the yellow line was surveyed and purchased by the U.S. Government. The U.S. Government, therefore purchased this J.R. Turnbull $2\frac{1}{2}$ Acres which they already owned as a part of the Ford 40 Acres shown by the red line.

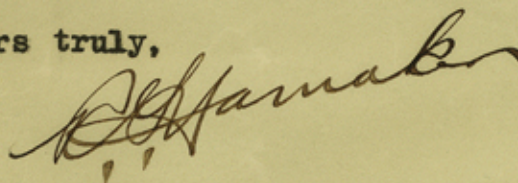
The Humble's two 15 Acre tracts as described in the field notes sent to the State Land Commissioner by yourself and returned

HUMBLE OIL & REFINING COMPANY

with his letter of August 31st are located just north of the Ford 40 Acres as indicated by the red line; are bounded on the south by said red line which is the north right-of-way line of the Government canal and on the west by the east shore line of the Neches River. (See blue print H.P.D.E. 6114-A copy of which is in your file, for location of our two 15 Acre tracts.

The 2 $\frac{1}{2}$ Acre tract is therefore covered by the Ford 40 Acres and not by our two 15 Acre tracts.

Yours truly,



Chief Engineer.

RGH/m

counter 33338

ADJUTANT GENERAL
DISTRICT ENGINEER
U. S. ENGINEER'S OFFICE
GALVESTON
TEXAS

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
GALVESTON, TEXAS

NR 1/11

September 25, 1922.

REFER TO FILE NO.

Humble Oil & Refining Company,
Humble Building,
Houston, Texas.

Attention of Mr. R. G. Hanaker.

Dear Sir:

Replying to yours of March 23, 1922, in reference to location of north line of Sabine-Neches Canal, Section D, at the junction of the Neches River, there are forwarded herewith duplicate blue prints of property lines at this point. This shows in solid line the land deeded to the United States for right-of-way by A. L. Ford and Ethel M. Ford, March 14, 1906, and also shows limits of the right-of-way as surveyed by United States Engineers in 1912 and understood by your company to be the correct boundaries as shown in light dot and dash lines.

The iron monument on the south side of the channel was found and verified by Mr. J. E. Milliken under whose direction it was placed about two years after the right-of-way was staked out and monument set on the lines as right-of-way boundaries shown on sheets 11 and 17 of the survey Gulf to Beaumont and Orange of 1911. The location of right-of-way as indicated on those sheets was proven to be wrong in 1915 but the tracings were not then corrected nor has the land deeded for right-of-way been properly marked by suitable monuments. It is intended to erect suitable monuments now as the stakes in the recent survey were set with this in view. It is not my intention to oppose your occupation of a part of the Federal land with your levee around your south storage tank provided you do not encroach on Federal land any further in present or future operations. By Act of Congress of three days ago the new 30 foot project was adopted from the Gulf to Orange and this will cause a widening of about 40 feet on the north side of the canal where it cuts through the land near your tanks. This work will not be undertaken for at least a year and will not in any way interfere with your present improvements.

Very truly yours,



L. M. Adams,
Major, Corps of Engineers, U. S. A.:
District Engineer.

Inclosures:
Duplicate blue prints.

W. H. STARR, PRESIDENT
E. W. FARWELL, VICE PRES.
H. W. STARR, SECRETARY & TREASURER
HONORARY DIRECTOR
MRS. W. H. STARR

LUMBER EXPORTED ON THE OWN DOORS
FROM ORANGE, TEXAS



Orange, Texas, Co. Tex.
L. H. Moore is
owner of the lumber lot on the
Gainesville Rd.

All conditions, conditions and circumstances are made part of our bills of lading, terms, freight, liability to secure cars, accidents, delays of carriers and other things mentioned and agreed to by the shipper at the place of destination. Our responsibility ceases with issuance of bill of lading.

Dear Sir

As per your request I made the trip to the mouth of the Neches River with your Engineer Mr Watt and Mr Young, and showed them the original Rail Road Iron I put in during the year 1907. In some unaccountable way the Government Engineer took their state line of stakes and used them as a Base line, placing the channel of on the East side, taking it for granted the base line stakes was the West side of their 40 acre tract. Mr C. A. Redman, of the U. S. Engineer Dept. stationed at Port Arthur met me there this morning by appointment, and had a

W. H. STARK, PRESIDENT
F. H. FARWELL, VICE-PRES. & GEN. MGR.
H. J. L. STARK, SECTY. & TREAS.
HONORARY DIRECTORS
MRS. H. J. LUTCHER
MRS. W. H. STARK

LUMBER EXPORTED OVER OUR OWN DOCKS
FROM ORANGE, TEXAS.



CABLE ADDRESS
"LUTCHER"
CODES USED

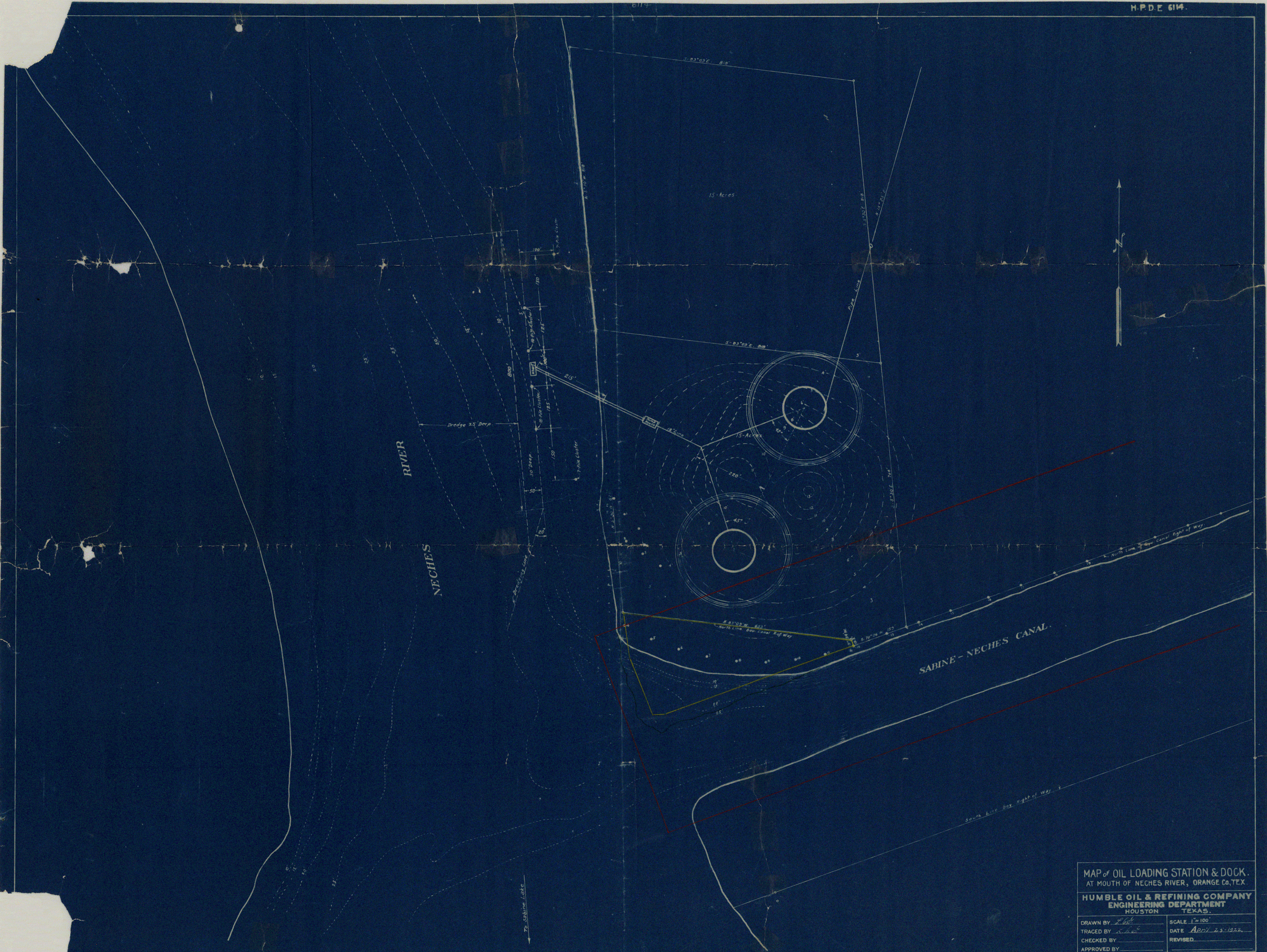
Orange, Texas.

Map showing the true location based on
the field notes starting from Iron Rail.
He understands the situation thoroughly

All quotations, contracts and agreements are made contingent upon strikes, fires, floods, inability to secure cars, accidents, delays of carriers and other delays, unavoidable and beyond our control. No allowance for switching charges at destination. Our responsibility ceases with issuance of bill of lading.

and I don't think you will have any
trouble in leasing from the Government
the portion that you talk over in up
as that side will not be touched when
they dig the channel to 30 ft. If you
need my assistance any further will be
glad to help you.

For my services to ~~you~~ and information #2
I remain
Very Truly Yours
J. E. Millikan



MAP of OIL LOADING STATION & DOCK.
 AT MOUTH OF NECHES RIVER, ORANGE Co., TEX.

HUMBLE OIL & REFINING COMPANY
 ENGINEERING DEPARTMENT
 HOUSTON TEXAS.

DRAWN BY *L. G. G.* SCALE 1"=100'
 TRACED BY *L. G. G.* DATE *April 25-1922*
 CHECKED BY _____ REVISED _____
 APPROVED BY _____

SABINE-NECHES CANAL, TEXAS

Right of Way between
NECHES RIVER and OLD RIVER COVE
Deeded to the UNITED STATES March 14th 1906.

By A.L. Ford and Ethel M. Ford.

Scale $\frac{1}{2400}$ 0 100' 200' 300' 400' 500'

September 25-1922.

FILE NO. 3479.
(Traced 11-13-22)

DEC 19 1922

MAGNETIC $\frac{1}{2}$ 7°-20'

