

NEW MEXICO OIL CONSERVATION COMMISSION
 Santa Fe, New Mexico

MISCELLANEOUS NOTICES

Submit this notice in triplicate to the Oil Conservation Commission or its proper agent before the work specified is to begin. A copy will be returned to the sender on which will be given the approval, with any modifications considered advisable, or the rejection by the Commission or its agent, of the plan submitted. The plan as approved should be followed, and work should not begin until approval is obtained. See additional instructions in the Rules and Regulations of the Commission.

Indicate nature of notice by checking below:

NOTICE OF INTENTION TO TEST CASING SHUT-OFF	X	NOTICE OF INTENTION TO SHOOT OR CHEMICALLY TREAT WELL
NOTICE OF INTENTION TO CHANGE PLANS		NOTICE OF INTENTION TO PULL OR OTHERWISE ALTER CASING
NOTICE OF INTENTION TO REPAIR WELL		NOTICE OF INTENTION TO PLUG WELL
NOTICE OF INTENTION TO DEEPEN WELL		

Midland, Texas October 31st 1935

Place

Date

OIL CONSERVATION COMMISSION,
 Santa Fe, New Mexico.

Gentlemen:

Following is a notice of intention to do certain work as described below at the

DEVONIAN OIL COMPANY **HEASLEY STATE** Well No. **1** in **NW/4**
 Company or Operator **21 S** **36 E** **MUNICE**
 of Sec. **5**, T. **21 S**, R. **36 E**, N. M. P. M., **LEA** Field,
LEA County.

FULL DETAILS OF PROPOSED PLAN OF WORK

FOLLOW INSTRUCTIONS IN THE RULES AND REGULATIONS OF THE COMMISSION

Plan to test surface casing string about noon November 2nd 1935. This string of casing will be approximately 270 feet of 15 1/2 inch set in red beds (shale) and will be cemented this date with 200 sacks of El Toro cement. Total depth of hole is 394 feet and last sand encountered was from 210 to 250 feet. Hole will be emptied and allowed to stand for one hour for water shut off. Size of hole out was 19 inch. Casing weighs 70 pounds per foot. String to be cemented by Halliburton by plug method.

According to our telephone conversation this date this water shut off test will be witnessed by either a representative of The Atlantic Oil Producing Company or of the Gypsy Oil Company.

Approved _____, 19____
 except as follows:

DEVONIAN OIL COMPANY

By *R. R. Porterfield* Company or Operator
 Position _____

Send communications regarding well to

DEVONIAN OIL COMPANY
 Name **P. O. BOX 278**
 Address **MIDLAND, TEXAS.**

OIL CONSERVATION COMMISSION,

By *F. J. Murphy*
 Title *Chief Engineer*

The waterway transportation system of the United States is one of the most important and most extensive in the world. It includes all the navigable rivers, lakes, and harbors of the country, and the means of communication by water.

The waterway transportation system is a part of the national infrastructure, and it is essential for the economic and social development of the country. It provides a means of transport for goods and passengers, and it is a source of recreation and tourism.

The waterway transportation system is a complex system, and it is subject to many challenges. These challenges include the need for investment in infrastructure, the need for regulation and oversight, and the need for coordination among different agencies and stakeholders.

One of the main challenges facing the waterway transportation system is the need for investment in infrastructure. Many of the waterways in the United States are in poor condition, and they need to be upgraded and maintained.

Another challenge is the need for regulation and oversight. The waterway transportation system is a public resource, and it is subject to many different interests and pressures. It is important to have a system of regulation and oversight that can protect the public interest and ensure the efficient and safe operation of the system.

A third challenge is the need for coordination among different agencies and stakeholders. The waterway transportation system is a complex system, and it involves many different agencies and stakeholders. It is important to have a system of coordination that can ensure that all the different agencies and stakeholders are working together to achieve the common goal of improving the waterway transportation system.

There are many ways to address these challenges. One way is to increase investment in infrastructure. Another way is to strengthen regulation and oversight. A third way is to improve coordination among different agencies and stakeholders.

It is important to take action to address these challenges, because the waterway transportation system is a vital part of the national infrastructure. If we do not take action, the system will continue to decline, and it will become a major obstacle to the economic and social development of the country.

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