

PLYMOUTH, SS.

AT A REGULAR MEETING OF THE COUNTY  
COMMISSIONERS OF PLYMOUTH COUNTY  
 HOLDEN AT PLYMOUTH WITHIN AND FOR  
 SAID COUNTY ON THE FIRST TUESDAY OF  
 JANUARY 1925.

## PRESENT

HON. FREDERIC T. BAILEY

HON. JERE B. HOWARD

HON. CHARLES S. BEAL

ESTIMATE BY THE COUNTY COMMISSIONERS OF THE RECEIPTS AND EXPENDITURES OF THE COUNTY OF PLYMOUTH FOR THE YEAR ENDING DECEMBER 31, 1925, TOGETHER WITH A STATEMENT OF THE APPROPRIATIONS FOR 1924, AND EXPENDITURES FOR THE THREE YEARS NEXT PRECEDING, AS PROVIDED BY CHAP. 35, SECTION 28, GENERAL LAWS. ALSO A STATEMENT SHOWING THE UNAPPROPRIATED BALANCE ON HAND AT THE CLOSING OF THE TREASURER'S BOOKS FOR THE YEAR 1924.

ESTIMATE OF  
RECEIPTS AND  
EXPENDITURES

Statement showing estimated receipts and  
 cash in the Treasury available for  
 appropriation.

1. Interest	\$2800.
2. Sheriff, Supreme Judicial and Superior Courts,	6500.
3. Inferior Courts and Trial Justices,	5000.
4. Jails and Houses of Correction (fines),	500.
5. Clerks of Courts (fees),	2500.
6. Registers of Deeds (fees),	30000.
7. Assistant Recorders of Land Courts (fees),	1500.
8. Jails and Houses of Correction (labor, board, etc.)	12000.
9. Highways and Bridges,	7000.
10. Training Schools,	800.
11. Agricultural School,	
12. Miscellaneous,	2700.
Total	<u>\$71300.</u>
Balance in Treasury at the closing of the books for the Year 1924,	\$21364.64
(a) Less money held for dog account	\$
(b) Less special appropriations,	\$
(c) Less reserve for contracts,	\$
Net balance in Treasury, unappropriated;	
add to estimated receipts above,	21364.64
Estimated amount available for appropriation,	<u>\$92664.64</u>

ITEMS.

- 1. Interest on county debt,.....
  - 2. Reduction of county debt,.....
  - 3. Salaries of county officers and assistants, fixed by law,.....
  - 4. Clerical assistance in county offices,.....
  - 5. Salaries and expenses, district and municipal courts,.....
  - 6. Salaries of jailers, masters and assistants, and support of prisoners  
in jails and houses of correction,.....
  - 7. Criminal costs in superior court,.....
  - 8. Civil expenses in supreme and superior courts,.....
  - 16-b Scituate Shores Acct, Chap. 585 of 1920.....
  - 10. Transportation of county commissioners,.....
  - 11. Medical examiners, inquests and care of the insane,.....
  - 12. Auditors, masters and referees,.....
  - 13. Building county buildings,.....
  - 14. Repairing, furnishing and improving county buildings,.....
  - 15. Care, fuel, lights and supplies in county buildings, other than jails  
and houses of correction,.....
  - 16. Highways, including State highways, bridges and land damages,.....
  - 17. Law libraries,.....
  - 18. Training school,.....
  - 19. County aid to agriculture, or agricultural school,.....
  - 20. Hospital or sanatorium, Chapter 424, Acts of 1922.....
  - 21. Weweantit River Drainage,.....
  - 22. Pensions,.....
  - 23. Miscellaneous, to make tax \$475,000.....
  - 24. Reserve for transfer only,.....
  - Outstanding Liabilities.....
- Totals.....

JANUARY TERM, 1925.

<u>Estimated</u> <u>Ex. for</u> <u>1925</u>	<u>Appropriation</u> <u>for</u> <u>1924</u>	<u>Transfer</u> <u>from</u> <u>Reserve</u> <u>Fund</u>	<u>Expenditures</u> <u>1924</u>	<u>Expenditures</u> <u>1923</u>	<u>Expenditures</u> <u>1922</u>
19500.00	22500.00		19453.11	18238.41	19447.80
47000.00	41750.00		336750.00	25750.00	35000.00
22300.00	22300.00		22211.97	22251.97	22178.97
30000.00	27500.00		26937.05	17003.00	15453.08
46500.00	46500.00		46054.62	43598.71	40434.08
85000.00	83000.00		82758.82	74045.99	68485.14
60000.00	48000.00	7801.12	55801.12	36444.77	38575.15
25000.00	27000.00		18975.36	18689.49	16725.27
					787.66
1300.00	1200.00		1158.92	1134.05	1042.21
6000.00	6000.00		5928.50	6062.81	6172.68
4000.00	3500.00	1148.78	4648.78	3764.07	2208.75
5000.00					313.06
11500.00	5000.00		2442.50	1924.50	8995.64
16000.00	16000.00		15988.38	16662.16	17769.80
144500.00	112000.00		110152.19	70205.80	85760.46
550.00	550.00		2050.00	550.00	2550.00
6500.00	6500.00		6224.92	6956.06	6365.66
8000.00	8000.00		8000.00	7500.00	4500.00
					2202.42
				830.90	1727.81
3015.00	3115.00		3015.00	3015.00	3015.00
3499.64	3315.04		3291.85	3820.61	4878.95
10000.00	10000.00				
12500.00	27000.00		25446.15	1935.21	
<u>\$567664.64</u>	<u>\$462230.04</u>	<u>\$8949.90</u>	<u>\$797289.24</u>	<u>\$380383.51</u>	<u>\$404589.59</u>

A true copy. Attest:

Frederic T. Bailey, Chairman.

Edward E. Hobart, Clerk.

ORDER FOR  
MAINTENANCE  
OF  
PLYMOUTH COUNTY  
HOSPITAL  
JAN. 14, 1925.

It is ordered, in accordance with the provisions of Chapter 111, Section 85 of the General Laws and Acts relative thereto, that there be paid from the treasuries of the twenty-six towns and one city of said County to the Treasurer of said County, the following sums for maintenance of the Plymouth County Hospital for the year ending December 31st. 1924:

The notes issued for maintenance for the year amount to \$70,000.- the average number of patients per day has been 85+.

Abington	\$1969.31
Bridgewater	2028.99
Brockton	26058.56
Carver	736.00
Duxbury	1352.66
East Bridgewater	1531.68
Halifax	318.27
Hanover	915.03
Hanson	755.90
Hingham	3083.26
Hull	4177.32
Kingston	755.90
Lakeville	477.41
Marion	1133.84
Marshfield	1054.28
Mattapoisett	755.90
Middleborough	2585.96
Norwell	537.08
Pembroke	537.08
Plymouth	7519.18
Plympton	218.81
Rochester	417.73
Rockland	2625.75
Scituate	2387.04
Wareham	2804.77
West Bridgewater	795.68
Whitman	2466.61
Total....	\$70000.00

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
HEIRS OF  
FREDEIC COLE  
JAN. 6, 1925.

Ordered: that there be paid from the County Treasury to the Heirs of Frederic Cole, Greenbush, the sum of eighty-five (\$85.00) dollars, for and on account of damage caused by the taking of land under decree #614.

Jere B. Howard )  
Charles S. Beal ) County Commissioners.



Ordered: that the County Treasurer pay to the treasurers of the several towns and one city hereinafter named the sums set against the names of said towns and one city, being the several sums due under the provisions of Chapter 140 Section 172 of the General Laws relating to dogs, -

DIVIDENDS TO TOWNS UNDER STATUTE RELATING TO DOGS  
JAN. 9, 1925.

Abington	\$382.13
Bridgewater	1036.60
Brockton	5793.00
Carver	317.64
Duxbury	383.37
East Bridgewater	655.00
Halifax	223.31
Hanover	475.04
Hanson	490.32
Hingham	916.51
Hull	142.30
Kingston	294.19
Lakeville	685.38
Marion	314.98
Marshfield	286.20
Mattapoisett	192.40
Middleborough	1974.94
Norwell	300.23
Pembroke	246.23
Plymouth	1569.02
Plympton	169.48
Rochester	363.47
Rockland	502.04
Scituate	660.33
Wareham	809.03
West Bridgewater	626.93
Whitman	1054.72
Total.....	\$20864.79

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

Inasmuch as the payment for the repairs on the Powder Point Bridge in the Town of Duxbury for the year 1924 amount to \$4474.08 and said work having been completed and voucher therefor being on file it is hereby, -

ORDER  
POWDER POINT  
BRIDGE  
JAN. 13, 1925.

Ordered: that there be paid by the treasurer of the following towns to the County Treasury the following sums, being the proportion of said amount for which said towns are liable.

Duxbury 1/3	\$1491.36
Plymouth 1/6	745.68
Marshfield 1/9	497.12
Kingston 1/18	248.56

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
OTIS MANN  
JAN. 13, 1925.

Ordered: that there be paid from the County Treasury to Otis Mann, of Hanover, the sum of twenty-five hundred (\$2500.) dollars, for and on account of the construction of Holmes Street in the Town of Halifax, said amount to apply on the contract.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
H.H.PRATT  
JAN. 20, 1925.

Ordered: that there be paid from the County Treasury to Harvey H. Pratt, 40 Court Street, Boston, the sum of two hundred and sixty (\$260.) dollars in full for miscellaneous charges as specified in bill of December 17th. 1924; and two hundred (\$200.) dollars the balance due on bill of items dated December 16th. 1924.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
TREASURER OF  
PLYMOUTH COUNTY  
HOSPITAL  
JAN. 27, 1925.

Ordered: that there be paid from the County Treasury to the Treasurer of the Plymouth County Hospital, the sum of ten thousand (\$10,000.) dollars, for the maintenance of said Hospital.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
C.H.TIBBETS  
JAN 27, 1925.

Ordered: that there be paid from the County Treasury to Catherine H. Tibbets, of Bryantville, the sum of eight (\$8.30) dollars and thirty cents for and on account of damage caused by the taking of land in Hanson under decree #605.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

Ordered: that there be paid from the County Treasury to the Treasurer of the Town of Plymouth, the sum of three hundred sixty-three dollars and sixty-nine (\$363.69) cents, for and on account of work on the Herring Pond Road in said town, in conjunction with funds furnished by said town and the Commonwealth.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

County Commissioners.

ORDER  
TOWN OF PLYMOUTH  
FEB. 3, 1925.

Ordered: that there be paid from the County Treasury to John E. Makepeace, of Wareham, the sum of ten (\$10.00) dollars, for and on account of damage caused by the taking of land under decree #627.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

County Commissioners.

ORDER  
J.E.MAKEPEACE  
FEB. 3, 1925

Ordered: that there be paid from the County Treasury to the Treasurer of the Plymouth County Hospital, the sum of ten thousand (\$10,000) dollars, for and on account of the general maintenance of the hospital.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

County Commissioners.

ORDER  
TREASURER  
PLYMOUTH COUNTY  
HOSPITAL  
FEB. 17, 1925.

Ordered: that there be paid from the County Treasury to the following persons the amounts specified for and on account of work done under the direction of the Weweantit River Drainage District Commission.

C.T.Harris & Son, Plymouth \$6.48  
Jesse A. Holmes, Carver 12.05  
Alfred Ducas, Carver 21.75

ORDER  
WEWEANTIT RIVER  
DRAINAGE  
DISTRICT  
COMMISSION  
FEB. 17, 1925.



Ordered: that there be paid from the County Treasury to Horace T. Fogg, Treasurer of the Trustees of Plymouth County Aid to Agriculture, the sum of eight thousand (\$8000.) dollars, it being that part of the budget of the turstees provided for payment by the County and included in the County estimate for the year.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
PLYMOUTH COUNTY  
AID TO  
AGRICULTURE  
MAR. 3, 1925.

Ordered: that there be paid from the County Treasury to the Treasurer of the Town of Plymouth, the sum of twenty-three dollars and sixty (\$23.60) cents, as final payment on the Herring Pond Road, under agreement #1338 in connection with funds furnished by the State and Town.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
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ORDER  
TOWN OF  
PLYMOUTH  
MAR. 10, 1925.

It was voted that the County Commissioners borrow on the credit of the County the sum of \$300,000.00 in anticipation of, and to be repaid from, the County tax of the current year, 1925, and that Horace T. Fogg, as he is County Treasurer, be and he hereby is authorized and directed in the name and on behalf of the County to issue fifteen notes of said County therefor, numbered one to fifteen inclusive, each note to be in the sum of \$20,000.00 without interest, dated January 20th, 1925, - ten of said notes numbered 1 to 10 inclusive to be payable November 16th 1925 and five of said notes numbered 11 to 15 inclusive payable December 15th, 1925, from the taxes of the current year at the Second National Bank of Boston, and the said Horace T. Fogg, as he is Treasurer aforesaid, is hereby authorized and directed to sell said notes at a discount rate not to exceed four per cent per annum.

Frederic T. Bailey )  
 ) County Commissioners  
Charles S. Beal ) of Plymouth County.

VOTE  
ANTICIPATION  
LOAN, 1925.  
JAN. 20, 1925.

SALARY ORDER

JAN. 20, 1925.

Ordered: that the following persons be allowed and paid the following salaries for the year ending December 31, 1925, for the services indicated, each payment to be made upon the first of each month or weekly if they so desire; to the jail officers in compliance with the provisions of Chapter 126 of the General Laws and the Clerk be and hereby is authorized to draw warrants therefor:

Herman W. Tower	Deputy Master	House of Correction		\$2200.00
Charles C. Simmons	Turnkey	" "	" "	1850.00
Alfred C. Finney	Farmer	" "	" "	1900.00
Fred D. Stone	Officer	" "	" "	1800.00
Charles E. Nauman	"	" "	" "	1800.00
Fred H. Chase	"	" "	" "	1800.00
John F. Hollis	"	" "	" "	1800.00
Joseph Maybury	"	" "	" "	1800.00
Ralph A. Torrance	"	" "	" "	1800.00
Samuel Ferguson	Watchman	" "	" "	1200.00
George C. Haskins	"	" "	" "	1800.00
Elnathan W. Holmes	Engineer	" "	" "	1500.00
Arthur Hughes	Chauffeur	" "	" "	1200.00
Rev. John E. Blake	Chaplain	" "	" "	312.00
Mrs. M. Alice Hall	Organist	" "	" "	156.00
E.D. Hill, M.D.	Physician	" "	" "	1080.00
Mrs. L. Louise Blake	Matron	" "	" "	480.00
Edwin A. Dunton	Janitor	Plymouth Court House		1600.00
George H. Fletcher	Asst. Janitor	" "	" "	1100.00
William L. Wade	Janitor	Brockton	" "	2000.00
Thomas Drohan	Court Officer	" "	" "	760.00
Charles A. Parris	Probation Officer	" "	" "	a 2000.00
Louis E. Lake	Asst. " "	" "	" "	b 1000.00
Herbert L. Pratt	Probation Officer	Second District Court	x	480.00
John E. Miles	" "	Third	" "	480.00
Harold W. Hurley	" "	Fourth	" "	480.00

x Amended to \$720.00 April 21, 1925.  
a " "\$2400.00 July 1, 1925.  
b " "\$1200.00 " " "

Frederic T. Bailey

Jera B. Howard

Charles S. Beal

County Commissioners.

































PLYMOUTH, SS.

AT A REGULAR MEETING OF THE COUNTY COMMISSIONERS OF PLYMOUTH COUNTY HOLDEN AT PLYMOUTH WITHIN AND FOR SAID COUNTY ON THE THIRD TUESDAY OF MARCH BEING THE SEVENTEENTH DAY OF SAID MONTH, A.D. 1925.

PRESENT

- FREDERIC T. BAILEY, CHAIRMAN
- JERE B. HOWARD
- CHARLES S. BEAL

Ordered: that there be paid from the County Treasury to the Treasurer of the Commonwealth of Massachusetts, the sum of five thousand five hundred sixteen dollars and sixty (\$5516.60) cents, in payment of assessment made by the Commonwealth for the protection of the Scituate Shores under Chapter 585, Acts of 1920, this being the last assessment under said act.

Frederic T. Bailey	}	
Jere B. Howard		County Commissioners.
Charles S. Beal		

ORDER  
COMMONWEALTH  
OF  
MASSACHUSETTS  
MAR. 17, 1925.

Ordered: that there be paid from the County Treasury to George W. Starbuck, of Middleborough, the sum of four hundred eighty-nine (\$489.) dollars, for and on account of labor and material furnished at the Fourth District Court House in Middleborough, in accordance with the estimate approved by the Commissioners.

Frederic T. Bailey	}	
Jere B. Howard		County Commissioners.
Charles S. Beal		

ORDER  
G.W. STARBUCK  
MAR. 17, 1925.

ORDER

A.F.BAPTISTE  
MAR. 24, 1925.

Ordered: that there be paid from the County Treasury to Antone F. Baptiste, of West Wareham, the sum of (\$3.00) dollars, for and on account of damages caused by the taking of land under decree #617.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

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ORDER

G.R.DUNHAM  
MAR. 31, 1925.

Ordered: that there be paid from the County Treasury to G.R. Dunham of 41 Mt. Vernon Street, Boston, Mass., the sum of ten dollars (\$10.00), for and on account of damage caused by the taking of land under decree #627 in the Town of Wareham. The award was made to C.S. Dunham et als. The said C.S. Dunham having died and G.R. Dunham is the heir.

Jere B. Howard )  
Charles S. Beal ) County Commissioners.

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ORDER

H.L.PRATT  
APR. 21, 1925.

Ordered: that there be paid from the County Treasury to Herbert L. Pratt, Probation Officer at Hingham, sixty (\$60.00) dollars per month beginning May first 1925, this being an increase of \$20.00 per month from the present salary.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.

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Ordered; that there be paid from the County Treasury to Otis Mann, of Hanover, the sum of one thousand six hundred eighty-seven dollars and ninety-five (\$1687.95) cents, to be made up as follows:

ORDER  
OTIS MANN  
APR. 21, 1925.

- \$400.00 balance on contract for building of Holmes Street in the Town of Halifax and to be charged to outstanding liabilities.
- \$990.00 for and on account of additional work done on Holmes Street in the Town of Halifax as shown on bill on file, work having been done per load as the Commissioners deemed the best interests of the County required the work to be so done.
- \$297.95 for and on account of work done on the highway in the Town of Pembroke, this road being a continuance of Holmes Street in the Town of Halifax.

Frederic T. Bailey  
Jere B. Howard

County Commissioners.

Ordered; that there be paid from the County Treasury to Gary W. Russell, Treasurer of the Plymouth County Hospital, the sum of ten thousand (\$10,000.) dollars, for the general maintenance of the hospital.

ORDER  
PLYMOUTH  
COUNTY  
HOSPITAL  
APR. 28, 1925.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

County Commissioners.

On the petition of the Selectmen of Middleborough and others presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the twenty-first day of October in the year of our Lord nineteen hundred and twenty-four, representing that Wareham Street in said town from a point about 500 feet northerly of its junction with Grove Street, through to the Rochester and Middleborough Town line, be widened, straightened, altered and relocated, reference being had to the petition filed of record in the case.

PETITION OF  
SELECTMEN OF  
MIDDLEBOROUGH  
APR. 21, 1925.

No. 633

The County Commissioners, pursuant to an order of notice duly

published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Middleborough Town Office on the twenty-eighth day of November A.D. 1924, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-first day of April A.D. 1925 when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

The layout is located on the State highway on Wareham Street, so called, as laid out by the Massachusetts Highway Commission September 1, 1898 September 4, 1902 and May 28, 1903, and consists of widenings at intervals on both sides of, and cut-offs or new locations for, said street.

The layout begins at a point about 350 feet southeasterly from Tispaquin Street, so called, and extends thence south-easterly, via South Middleborough village, in eleven sections, for about  $6\frac{1}{4}$  miles to the dividing line between the towns of Rochester and Middleborough, being more fully described as follows:-

The base line for the entire layout begins at a point about 350 feet south-easterly from Tispaquin Street, so called, said point being shown on plan as station 96+100, and extends thence south  $12^{\circ} 24' 20''$  east for the distance of 577.01 feet; thence by a curve to the left of 1042.50 feet radius for the distance of 452.75 feet; thence south  $37^{\circ} 17' 20''$  east for the distance of 1210.74 feet; thence south  $37^{\circ} 43' 20''$  east for the distance of 1304.79 feet; thence by a curve to the right of 479.29 feet radius for the distance of 135.10 feet; thence south  $21^{\circ} 34' 20''$  east for the distance of 359.08 feet; thence by a curve to the left of 513.44 feet radius for the distance of 168.47 feet; thence south  $40^{\circ} 22' 20''$  east for the distance of 381.32 feet; thence by a curve to the left of 444.70 feet radius for the distance of 187.18 feet; thence south  $64^{\circ} 29' 20''$  east for the distance of 333.51 feet; thence by a curve to the right of 221.98 feet radius for the distance of 171.01 feet; thence south  $20^{\circ} 21' 00''$  east for the distance of 8587.28 feet; thence south  $23^{\circ} 27' 00''$  east for the distance of 280.23 feet; thence south  $19^{\circ} 17' 30''$  east for the distance of 844.18 feet; thence south  $21^{\circ} 30' 30''$  east for the distance of 491.31 feet;



thence south 19° 01' 10" east for the distance of 487.55 feet; thence by a curve to the left of 1631.08 feet radius for the distance of 531.52 feet; thence south 37° 41' 25" east for the distance of 1587.28 feet; thence by a curve to the left of 1230.46 feet radius for the distance of 824.39 feet to a point shown on plan as station 285+14.70, said station equalling station 290+61.63 for the line ahead; thence south 76° 04' 40" east for the distance of 81.44 feet; thence by a curve to the right of 765.96 feet radius for the distance of 249.77 feet; thence south 57° 23' 40" east for the distance of 507.16 feet; thence south 56° 07' 40" east for the distance of 411.44 feet; thence by a curve to the left of 2000.00 feet radius for the distance of 721.69 feet; thence south 76° 48' 10" east for the distance of 948.56 feet; thence by a curve to the right of 1300.00 feet radius for the distance of 1291.96 feet to a point shown on plan as station 332+73.65; said station equalling station 334+21.68 for the line ahead; thence south 19° 51' 40" east for the distance of 415.72 feet; thence south 18° 46' 20" east for the distance of 936.18 feet; thence south 19° 38' 30" east for the distance of 1159.56 feet; thence south 15° 17' 50" east for the distance of 570.40 feet; thence by a curve to the right of 1433.61 feet radius for the distance of 252.37 feet to a point shown on plan as station 367+55.91, said station equalling station 367+43.70 for the line ahead; thence south 5° 12' 40" east for the distance of 815.62 feet; thence south 16° 23' 10" east for the distance of 270.70 feet; thence by a curve to the left of 1000.00 feet radius for the distance of 831.51 feet; thence south 64° 01' 40" east for the distance of 266.43 feet; thence by a curve to the right of 1000.00 feet radius for the distance of 429.05 feet; thence south 39° 26' 40" east for the distance of 590.89 feet; thence south 32° 55' 40" east for the distance of 37.19 feet; thence by a curve to the left of 1000.00 feet radius for the distance of 942.49 feet to a point shown on plan as station 409+27.58, said station equalling station 410+45.04 of the line ahead; thence south 86° 55' 40" east for the distance of 736.30 feet; thence south 86° 13' 10" east for the distance of 778.94 feet; thence south 86° 39' 10" east for the distance of 556.93 feet; thence by a curve to the right of 1000.00 feet radius for the distance of 223.26 feet to a point at the end of the layout, in the dividing line between the towns of Rochester and Middleborough, said point being shown on plan as station 433+40.47. Length of layout-32,940.26 feet.

Section No. 1

Section No. 1 consists of a widening on the north-easterly side of the aforesaid 1898 and 1902 State highway layouts, and is located between station 96+00 and station 145+23.32 of the above described base line of location, being more fully described as follows:

The north-easterly location line begins at a point bearing north  $77^{\circ} 35' 40''$  east and 30.00 feet distant from the point of beginning of the above described base line shown on plan as station 96+00, and extends thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north  $52^{\circ} 16' 40''$  east and 30.00 feet distant from station 130+74.46; thence by a curve to the right of 1008.56 feet radius for the distance of 284.28 feet to a point bearing north  $68^{\circ} 25' 40''$  east and 30.00 feet distant from station 133+51.23; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north  $68^{\circ} 25' 40''$  east and 30.00 feet distant from station 135+78.66; thence by a curve to the left of 850.76 feet radius for the distance of 279.15 feet to a point bearing north  $49^{\circ} 37' 40''$  east and 30.00 feet distant from station 138+68.75 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north  $49^{\circ} 37' 40''$  east and 30.00 feet distant from station 140+65.79; thence by a curve to the left of 1050.00 feet radius for the distance of 441.96 feet to a point at the end of the section in the north-easterly location line of the aforesaid 1902 State highway layout, said point bearing north  $25^{\circ} 30' 40''$  east and being 25.00 feet distant from station 145+23.32 of the above-described base line.

The south-westerly location line of the section is identical with the north-easterly location line of the aforesaid 1898 and 1902 State highway layouts, between stations 96+00 and 145+23.32 of the above-described base line.

#### Section No. 2

Section No. 2 consists of a widening on the south-westerly side of the aforesaid 1898 and 1902 State highway layouts, and is located between stations 96+00 and 256+98.10 of the above-described base line of location, being more fully described as follows:

The south-westerly location line begins at a point bearing south  $77^{\circ} 35' 40''$  west and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 96+00, and extends thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south  $52^{\circ} 16' 40''$  west and 30.00 feet distant from station 130+74.46 of the base line; thence by a curve to the right of 948.56 feet radius for the distance of 267.37 feet to a point bearing south  $68^{\circ} 25' 40''$  west and 30.00 feet distant from station 133+51.23 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south  $68^{\circ} 25' 40''$  west and 30.00 feet distant from station 134+22.24; thence by a curve to the right of 260.00 feet radius for the distance of 118.58 feet to a point bearing north  $75^{\circ} 02' 21''$  west and 70.41 feet distant from station 135+78.66; thence south  $4^{\circ} 33' 33''$  west for the distance

of 125.36 feet to a point bearing south  $63^{\circ} 24' 16''$  west and 112.22 feet distant from station 136+39.47; thence (crossing Cushman Street, so called) south  $85^{\circ} 26' 27''$  east for the distance of 40.00 feet to a point bearing south  $48^{\circ} 32' 37''$  west and 80.69 feet distant from the said station 136+39.47; thence northerly, north-easterly, easterly and south-easterly by a curve of 27.00 feet radius for the distance of 69.62 feet to a point bearing south  $12^{\circ} 38' 55''$  west and 44.08 feet distant from the said station 136+39.47; thence by a curve to the left of 910.76 feet radius for the distance of 201.39 feet to a point bearing south  $49^{\circ} 37' 40''$  west and 30.00 feet distant from station 138+68.75; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south  $49^{\circ} 37' 40''$  west and 30.00 feet distant from station 141+41.92 of the base line; thence by a curve to the left of 696.34 feet radius for the distance of 285.78 feet to a point bearing south  $25^{\circ} 30' 40''$  west and 29.96 feet distant from station 144+16.46; thence by a curve to the right of 940.00 feet radius for the distance of 714.27 feet to a point bearing south  $69^{\circ} 39' 00''$  west and 30.00 feet distant from station 151+84.10 of the base line, thence by a curve to the right of 38.90 feet radius for the distance of 61.10 feet to a point bearing south  $40^{\circ} 12' 06''$  west and 79.12 feet distant from station 151+84.10 of the base line; thence (crossing Miller Street, so called) south  $20^{\circ} 21' 00''$  east for the distance of 40.00 feet to a point bearing north  $80^{\circ} 54' 06''$  west and 79.12 feet distant from station 153+01.90; thence northeasterly, easterly and south-easterly by a curve of 38.90 feet radius for the distance of 61.10 feet to a point bearing south  $69^{\circ} 39' 00''$  west and 30.00 feet distant from the said station 153+01.90; thence parallel to the base line as above described, and 30.00 feet distant therefrom to a point bearing south  $69^{\circ} 39' 00''$  west and 30.00 feet distant from station 185+49.76; thence south  $20^{\circ} 59' 11''$  east for the distance of 450.27 feet to a point bearing south  $69^{\circ} 39' 00''$  west and 25.00 feet distant from station 190+00 of the base line; thence south  $19^{\circ} 46' 35''$  east for the distance of 500.02 feet to a point bearing south  $69^{\circ} 39' 00''$  west and 30.00 feet distant from station 195+00 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south  $69^{\circ} 36' 00''$  west and 30.01 feet distant from station 245+92.65; thence south  $20^{\circ} 14' 49''$  east for the distance of 1013.49 feet to a point bearing south  $20^{\circ} 45' 07''$  west and 46.30 feet distant from station 255+71.51 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the section, in the south-westerly location line of the 1903 State highway layout, said point bearing south  $66^{\circ} 32' 01''$  west and being 30.00 feet distant from station 256+98.10 of the base line as above described.

The north-easterly location line of the section is identical with the south-westerly location line of the aforesaid 1902 and 1903 State highway layouts, between stations 96+00 and 256+98.10 of the above-described base line.

Section No. 3

Section No. 3 consists of a widening on the north-easterly side of the aforesaid 1902 State highway layout and is located between stations 147+09.95 and 148+80.96 of the above-described base line, being more fully described as follows:

The north-easterly location line begins at a point in the north-easterly location line of the aforesaid 1902 layout, said point bearing north 25° 30' 40" east and being 25.00 feet distant from station 147+09.95 of the base line, and extends thence south 64° 29' 20" east for the distance of 184.06 feet to a point bearing north 44° 05' 14" east and 92.49 feet distant from station 148+80.96 of the base line; thence (crossing the old Wareham Road) south 25° 30' 40" west for the distance of 40.00 feet to a point bearing north 57° 13' 43" east and 56.05 feet distant from the said station 148+80.96; thence northwesterly, westerly, south-westerly and southerly by a curve of 17.31 feet radius for the distance of 41.05 feet to a point at the end of the section, again in the north-easterly location line of the aforesaid 1902 layout, said point bearing north 69° 39' 00" east and being 25.00 feet distant from the said station 148+80.96 of the base line as above described.

The south-westerly location line of the section is identical with the north-easterly location line of the aforesaid 1902 layout between stations 147+09.95 and 148+80.96 of the above-described base line.

Section No. 4

Section No. 4. consists of a widening on the north-easterly side of the aforesaid 1902 and 1903 State highway layouts, and is located between stations 150+84.23 and 247+22.40 of the above-described base line, being more fully described as follows:-

The north-easterly location line begins at a point in the north-easterly location line of the 1902 State highway layout, said point bearing north 69° 39' 00" east and being 25.00 feet distant from station 150+84.23 of the base line, and extends thence south-easterly by a curve to the right of 1000.00 feet radius for the distance of 100.04 feet to a point bearing north 69° 39' 00" east and 30.00 feet distant from station 151+84.10 of the base line; thence by a curve to the left of 38.90 feet radius for the distance of 61.10 feet to a point bearing south 80° 54' 06" east and 79.12 feet distant from the said station 151+84.10; thence (crossing Miller Street) south 20°

21' 00" east for the distance of 40.00 feet to a point bearing north 40° 12' 06" east and 79.12 feet distant from station 153+01.90; thence south-westerly and southerly by a curve of 38.90 feet radius for the distance of 61.10 feet to a point bearing north 69° 39' 00" east and 30.00 feet distant from said station 153+01.90; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing north 69° 39' 00" east and 30.00 feet distant from station 185+49.76; thence south 19° 58' 05" east for the distance of 450.25 feet to a point bearing north 69° 39' 00" east and 27.00 feet distant from station 190+00 of the base line; thence south 20° 41' 38" east for the distance of 500.01 feet to a point bearing north 69° 39' 00" east and 30.00 feet distant from station 195+00 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north 68° 37' 45" east and 30.02 feet distant from station 237+48.47; thence south 19° 17' 30" east for the distance of 973.96 feet to a point at the end of the section in the north-easterly location line of the aforesaid 1903 layout, said point bearing north 69° 29' 30" east and being 25.00 feet distant from station 247+22.40 of the base line as above described.

The south-westerly location line is identical with the north-easterly location line of the aforesaid 1902 and 1903 State highway layouts, between stations 150+84.23 and 247+22.40 of the above described base line.

#### Section No. 5

Section No. 5 consists of a cut-off or new location for the present highway and is located between stations 253+55.33 and 291+43.07 of the above-described base line, being more fully described as follows:

The north-easterly location line begins at a point in the north-easterly location line of the aforesaid 1903 layout, said point bearing north 70° 58' 50" east and being 25.00 feet distant from station 253+55.33 of the above-described base line, and extends thence south 20° 14' 49" east for the distance of 250.54 feet to a point bearing south 60° 32' 19" east and 45.81 feet distant from station 255+71.51 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north 43° 48' 09" west and 58.06 feet distant from station 285+14.70 (equals station 290+61.63 for the line ahead); thence south 73° 44' 03" east for the distance of 163.01 feet to a point at the end of the section again in the north-easterly location line of said 1903 layout, said point bearing north 66° 57' 40" east and being 40.48 feet distant from station 291+43.07 of the base line as above described.

The south-westerly location line begins at a point on the north-easterly location line of the aforesaid 1903 State highway layout bearing

south 55° 47' 25" west and 30.00 feet distant from station 260+03.94 of the above-described base line, and extends thence parallel to said base line and 30.00 feet distant therefrom to a point again in the north-easterly location line of the aforesaid 1903 layout, said point bearing south 26° 41' 24" west and being 30.00 feet distant from station 282+40.51 of the above-described base line.

Section No. 6

Section No. 5 consists of a widening on the southwesterly side of the aforesaid 1903 State highway layout and is located between stations 284+05.07 and 305+10.66 of the above-described base line, being more fully described as follows:

The south-westerly location line begins at a point in the south-westerly location line of the aforesaid 1903 layout, said point bearing south 19° 01' 38" west and being 30.00 feet distant from station 284+05.07 of the base line, and extends thence parallel to the base line and 30.00 feet distant therefrom to a point bearing south 74° 36' 11" west and 59.11 feet distant from station 285+14.70; thence south 73° 44' 03" east for the distance of 163.01 feet to a point bearing south 26° 05' 10" east and 46.49 feet distant from station 291+43.07; thence parallel to the base line as above described and 35.00 feet distant therefrom to a point bearing south 32° 39' 29" west and 35.00 feet distant from station 299+00; thence south 56° 48' 16" east for the distance of 434.70 feet to a point bearing south 4° 53' 18" east and 38.29 feet distant from station 303+11.44; thence by a curve to the left of 2030.00 feet radius for the distance of 178.23 feet to a point at the end of the section, again in the south-westerly location line of the aforesaid 1903 layout, bearing south 28° 09' 54" west and 30.00 feet distant from station 305+10.66 of the base line as above described.

The north-easterly location line of the section is identical with the south-westerly location line of the aforesaid 1903 layout between stations 284+05.07 and 305+10.66 of the base line as above described.

Section No. 7

Section No. 7 consists of a widening on the north-easterly side of the aforesaid 1903 State highway layout, and is located between stations 299+00 and 321+81.81 of the above-described base line, being more fully described as follows:

The north-easterly location line begins at a point in the north-easterly location line of the aforesaid 1903 layout, said point bearing north 33° 14' 20" east and being 25.00 feet distant from station 299+00 of the base line, and extends thence south 56° 48' 16" east for the distance of 435.01 feet to a point bearing north 71° 32' 20" east and 38.07 feet distant

from station 303+11.44 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north  $13^{\circ} 11' 50''$  east and 30.00 feet distant from station 310+33.13 of the base line; thence south  $76^{\circ} 48' 10''$  east for the distance of 1051.32 feet to a point bearing north  $13^{\circ} 11' 50''$  east and 34.07 feet distant from station 320+84.56; thence by a curve to the right of 1060.00 feet radius for the distance of 103.00 feet to a point at the end of the section again in the north-easterly location line of the aforesaid 1903 layout, said point bearing north  $22^{\circ} 01' 03''$  east and being 40.86 feet distant from station 321+81.81 of the above-described base line.

The south-westerly location line of the section is identical with the north-easterly location line of the aforesaid 1903 layout, between stations 299+00 and 321+81.81 of the above-described base line.

#### Section No. 8

Section No. 8 consists of a widening on the south-westerly side of the aforesaid 1903 State highway layout, and of a cut-off also located south-westerly of said layout, all being between stations 314+30.46 and 379+28.60 of the base line of location of the 1925 county layout, and being more fully described as follows:

The north-easterly location line of the section begins at a point in the south-westerly location line of the aforesaid 1903 State highway layout, said point bearing south  $13^{\circ} 11' 50''$  west and being 53.50 feet distant from station 314+30.46 of the above-described base line, and extends thence north-easterly by said location line of the State highway to a point bearing north  $34^{\circ} 41' 20''$  east and 86.84 feet distant from station 324+69.32 of the base line; thence leaving said 1903 location line and extending westerly south-westerly, southerly and south-easterly by a curve of 20.00 feet radius for the distance of 53.65 feet to a point bearing north  $35^{\circ} 02' 51''$  east and 48.84 feet distant from station 324+77.46 of the base line; thence south-easterly by a curve to the right of 1060.00 feet radius for the distance of 255.17 feet to a point bearing north  $45^{\circ} 54' 11''$  east and 41.06 feet distant from station 327+23.76; thence by a curve to the right of 1534.53 feet radius for the distance of 38.32 feet to a point bearing north  $47^{\circ} 32' 21''$  east and 38.98 feet distant from station 327+60.88; thence by a curve to the left of 20.00 feet radius for the distance of 55.99 feet to a point again in the south-westerly location line of the 1903 layout, bearing north  $47^{\circ} 53' 09''$  east and being 77.44 feet distant from station 327+69.13 of the base line; thence extending south-easterly by said 1903 State highway location line to a point at the end of the section bearing south  $67^{\circ} 57' 58''$  west and 30.00 feet distant from station 379+28.60 of the base line as above described.

The south-westerly location line begins at a point in the south-westerly location line of the aforesaid 1903 State highway layout, said point being identical with the point of beginning of the above-described north-easterly location line, bearing south 13° 11' 50" west and being 53.50 feet distant from station 314+30.46 of the base line, and extends thence easterly by a curve to the right of 413.15 feet radius for the distance of 140.01 feet to a point bearing south 13° 11' 50" west and 30.00 feet distant from station 315+67.80; thence north 76° 48' 10" east for the distance of 516.66 feet to a point bearing south 13° 11' 50" west and 25.93 feet distant from station 320+84.56; thence by a curve to the right of 1000.00 feet radius for the distance of 683.98 feet to a point bearing south 48° 18' 12" west and 22.55 feet distant from station 327+78.22 of the base line; thence by a curve to the right of 1558.31 feet radius for the distance of 482.83 feet to a point bearing south 70° 08' 20" west and 40.00 feet distant from station 332+73.65 of the base line; thence parallel to said base line and 40.00 feet distant therefrom to a point bearing south 74° 42' 10" west and 40.00 feet distant from station 365+03.54; thence by a curve to the right of 1717.13 feet radius for the distance of 302.28 feet to a point bearing south 84° 47' 20" west and 35.00 feet distant from station 368+00.36; thence parallel to said base line and 35.00 feet distant therefrom to a point bearing south 84° 47' 20" west and 35.00 feet distant from station 374+39.11 of the base line; thence by a curve to the left of 1000.00 feet radius for the distance of 195.04 feet to a point bearing south 73° 36' 50" west and 30.00 feet distant from station 376+28.42 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the section, identical with the point of ending of the above-described north-easterly location line, bearing south 67° 57' 58" west and being 30.00 feet distant from station 379+28.60 of the above-described base line.

#### Section No. 9

Section No. 9 consists of a widening on the north-easterly side of the aforesaid 1903 State highway layout and is located between stations 374+39.11 and 411+71.84 of the above-described base line of location, being more fully described as follows:

The north-easterly location line begins at a point bearing north 84° 47' 20" east and 25.00 feet distant from station 374+39.11 of the base line, and extends southerly by a curve to the left of 940.00 feet radius for the distance of 183.34 feet to a point bearing north 73° 36' 50" east and 30.00 feet distant from station 376+28.42; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north 75° 44' 33" east



and 46.45 feet distant from station 389+27.96; thence south 62° 30' 10" east for the distance of 187.86 feet to a point bearing north 38° 15' 36" east and 49.03 feet distant from station 391+42.42; thence south 41° 04' 15" east for the distance of 218.30 feet to a point bearing north 41° 06' 32" east and 31.59 feet distant from station 393+57.01; thence south 39° 45' 30" east for the distance of 672.95 feet to a point bearing south 83° 50' 04" east and 55.86 feet distant from station 399+85.09; thence by a curve to the left of 1200.00 feet radius for the distance of 987.91 feet to a point at the end of the section, said point bearing north 3° 04' 20" east and 25.00 feet distant from station 411+71.84 of the base line.

The south-westerly location line of the section is identical with the north-easterly location line of the aforesaid 1903 State highway layout between the points of beginning and ending of the above-described north-easterly location line of the section.

#### Section No. 10

Section No. 10 consists of a widening on the south-westerly side of the 1903 State highway layout between stations 385+62.96 and 433+10.20 of the above-described base line of location, being more fully described as follows:

The north-easterly location line of the section is identical with the south-westerly location line of the 1903 State highway layout between stations 385+62.96 and 433+10.20 of the base line.

The south-westerly location line begins at a point bearing south 31° 37' 12" west and 30.00 feet distant from station 385+62.96, and extends thence parallel to and 30 feet distant from the base line to a point bearing south 16° 28' 35" west and 30.42 feet distant from station 389+27.96; thence by a curve to the right of 960.00 feet radius for the distance of 406.64 feet to a point bearing south 60° 07' 01" west and 29.24 feet distant from station 393+57.01; thence south 39° 45' 30" east for the distance of 596.62 feet to a point bearing south 48° 36' 34" west and 25.58 feet distant from station 399+47.90; thence south 29° 10' 40" east for the distance of 555.77 feet to a point on the town line between the towns of Middleborough and Rochester, said point bearing south 30° 55' 35" west and 182.67 feet distant from station 404+41.42; thence south 87° 04' 40" east for the distance of 2815.09 feet along said town line to a point at the end of the section, said point bearing south 14° 24' 18" west and 6.61 feet distant from station 433+10.20 of the base line.

#### Section No. 11

Section No. 11 consists of a widening on the northerly side of the 1903 State highway layout between stations 422+66.43 and 433+40.47 of

the above-described base line, being more fully described as follows:

The northerly location line begins at a point bearing north 3° 46' 50" east and being 25.00 feet distant from station 422+66.43, and extends thence south 87° 04' 40" east for the distance of 850.36 feet to a point bearing north 2° 55' 20" east and being 33.53 feet distant from station 431+17.21; thence south 87° 14' 49" east for the distance of 138.54 feet to a point bearing north 10° 57' 28" east and being 44.16 feet distant from station 432+50.04; thence by a curve to the right of 639.84 feet radius for the distance of 282.13 feet to a point at the end of the section in the town line between the towns of Middleborough and Rochester, said point bearing south 87° 04' 40" east and being 190+57 feet distant from station 433+40.47 of the base line.

The southerly location line of the section is identical with the northerly location line of the aforesaid 1903 State highway layout between the points of beginning and ending of the above-described northerly location line of the section.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of July A.D. 1925.

The inhabitants of the town of Middleborough aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of July A.D. 1926.

At the same time awarded to the several persons and corporations whose land are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the County Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:—  
The awards to owners will be made under a subsequent decree.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Middleborough within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-first day of April in the year of our Lord nineteen hundred and twenty-five.

Frederic T. Bailey )  
 Jere B. Howard )  
 County  
 Commissioners.

On the petition of the Selectmen of Lakeville presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirteenth day of January in the year of our Lord nineteen hundred and twenty-five, representing that the highway in said town known as Precinct Street between Bedford Street and the Lakeville-Taunton Line is narrow, crooked and inconvenient for public travel and in need of specific repair, and requesting a hearing to be held and make such order as the public necessity and convenience require, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Lakeville Railroad Station on the twenty-fourth day of February A.D. 1925, at two o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-eight day of April A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

The northerly line is described as follows:

Beginning at a stone monument in the westerly line of Main Street opposite Station 124+16.27 of 1902 State Highway layout, thence to the right in a curve having a radius of 14.57 feet a distance of 36.82 feet to a concrete monument standing in the easterly line of Bedford Street, again beginning at a concrete monument bearing south 13° 30' east 59.75 feet from the southeasterly corner of the Town Hall, thence to the right with a curve having a radius of 258.62 feet, a distance of 188.63 feet to a concrete monument, thence north 70° 58' 19" west 506.39 feet to a concrete monument, thence in a curve to the right having a radius of 980 feet a distance of

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638.81 feet to a concrete monument, thence north  $33^{\circ} 43' 38''$  west 1933.88 feet to a concrete monument, thence with a curve to the left having a radius of 800 feet for a distance of 358.32 feet to a concrete monument, thence north  $59^{\circ} 23' 35''$  west 1583.65 feet to a concrete monument, thence north  $60^{\circ} 59' 39''$  west 1540.17 feet to a concrete monument, thence with a curve to the right having a radius of 1600 feet a distance of 352.39 feet to a concrete monument, thence north  $48^{\circ} 22' 30''$  west 172.44 feet to a monument, thence in a curve to the left having a radius of 1600 feet a distance of 158.86 feet to a monument, thence north  $54^{\circ} 03' 50''$  west 286.70 feet to a monument, thence in a curve to the left having a radius of 1100 feet a distance of 226.96 feet, to a monument, thence north  $65^{\circ} 53' 08''$  west 980.35 feet to a monument, thence in a curve to the left having a radius of 660 feet a distance of 250.58 feet to a monument, thence north  $87^{\circ} 38' 20''$  west 759.34 feet to a monument standing in the line between the Counties of Plymouth and Bristol.

The southerly line is described as follows-

Beginning at a concrete monument in the southwesterly line of Bedford Street opposite station 130+94.43 as shown on the 1902 layout of the Massachusetts State Highway, thence running northwesterly in a curve having a radius of 755.14 feet a distance of 178.66 feet, to a concrete monument, thence north  $45^{\circ} 36' 25''$  west 255.21 feet to a monument, thence in a curve to the left having a radius of 375 feet a distance of 167.09 feet to a monument, thence north  $70^{\circ} 58' 19''$  west 578.26 feet, thence to the left with a curve whose radius is 400 feet a distance of 212.06 feet to a monument in the southerly line of Pickens Street, thence beginning in a point on the northerly line of said Pickens Street bearing north  $11^{\circ} 20' 51''$  west and 40 feet distant from the last mentioned bound, thence running easterly with said Pickens Street in a curve to the left having a radius of 80 feet a distance of 58.97 feet to a monument, thence continuing to the left in a curve whose radius is 40 feet, a distance of 60.17 feet to a monument, thence in a curve to the right having a radius of 1040 feet a distance of 293.90 feet, thence north  $33^{\circ} 43' 48''$  west 1865.37 feet to a monument, thence in a curve to the left having a radius of 1040 feet a distance of 465.82 feet to a monument, thence north  $59^{\circ} 23' 35''$  west 1514.49 feet to a monument, thence north  $60^{\circ} 59' 39''$  west 864.06 feet to a monument, thence in a curve to the left having a radius of 60 feet a distance of 57.60 feet to a monument in the southerly line of Montgomery Road, - again beginning at a monument in the northerly line of said Montgomery Road north  $79^{\circ} 17' 20''$  west 65.79 feet from the last mentioned monument, thence running northerly with a curve to the left whose radius is 30 feet a distance of 65.06 feet to a monument, thence north  $60^{\circ} 59' 39''$  west 538.41 feet, thence in a curve to the right having a

radius of 1660 feet a distance of 365.60 feet, thence north 48° 22' 30" west 172.44 feet, thence in a curve to the left having a radius of 1540 feet a distance of 152.90 feet, thence north 54° 03' 50" west 286.70 feet, thence in a curve to the left having a radius of 1040 feet a distance of 214.58 feet to a monument, thence north 65° 53' 08" west 980.35 feet, thence in a curve to the left having a radius of 600 feet a distance of 227.80 feet, thence north 87° 38' 20" west 699.67 feet, thence in a curve to the left having a radius of 800 feet a distance of 298.23 feet.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands to taken before the first day of June A.D. 1925.

The inhabitants of the town of Lakeville aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of May A.D. 1926.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the County Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Town of Lakeville		No award.
Boy Scouts	Boston	\$34.89
Harold L. Dunham	Lakeville	1.42
Mary J.R.Shove	Lakeville	3.22
M. Cameron McDonald	Boston	2.43
John McDonald	Providence, R.I.	.32
Lillian Doyle	Lakeville	.32
Hugh Montgomery	Redlands, Cal.	.03
Charles R.Richmond	East Taunton	2.35
Mary F. Folkins	Redlands, Cal.	4.42
City of Taunton		1.00
Mary F. Folkins	Redlands, Cal.	12.68
Ethel Hodgkinson	Lakeville	3.95
Town of Middleborough		1.00
Mrs. Benjamin Shaw	Middleborough	.64
William P. Hoard	Lakeville	.92
Albert R. White, Gdn.	Taunton	22.95
Orloff Howland	New Bedford	10.00

William H. Stephenson	Providence	6.66
Thomas C. Peck	Warwick, R.I.	3.33
Edgar K. Austin	Brooklyn, N.Y.	3.10
George H. Bliss	East Providence, R.I.	4.09
Justin B. Penny et al	Lakeville	2.98
Hugh Montgomery	Redlands, Cal.	10.86
Hugh Montgomery	Redlands, Cal.	4.63
City of Taunton		1.00
Hugh Montgomery	Redlands, Cal.	1.13
Ralph Williams	Lakeville	1.02
Ralph Williams	Lakeville	16.76
Estate of John William		3.57
City of Taunton		1.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Lakeville within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-eighth day of April in the year of our Lord nineteen hundred twenty-five.

Frederic T. Bailey	} County Commissioners.
Jere B. Howard	
Charles S. Beal	

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Whereas decree No. 631 made by the County Commissioners awarded land damages to Charles L. Bates, of Wareham, amounting to \$408.75, stating that an additional amount of special damage would be awarded when work around the house was completed, it is

Ordered:- that the sum of two thousand ninety-one dollars and twenty-five (\$2091.25) cents be awarded as special damage and that there be paid from the County Treasury the foregoing sums amounting to \$2500.00 in full of all claims for land and special damage caused by the taking of land under said decree.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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County Commissioners.

ORDER  
C.L.BATES  
MAY 12, 1925.

Whereas the Commissioners of the County of Plymouth did by decree No. 615 order the Town of Halifax to construct Holmes Street in accordance with certain specifications, and

Whereas the selectmen requested that the work be done under the direction of the County Commissioners, and

Whereas the County Commissioners did after posting notices and advertising for bids award the contract for the construction of said road to Otis Mann, of Hanover, and did employ said Mann to do extra work on said road the total cost amounting to \$3690., it is

Ordered:- that there be paid from the Treasury of the Town of Halifax to the County Treasury, the sum of one thousand five hundred fifty-six (\$1556.) dollars, it being 40% of the cost of the construction of said Holmes Street in said town by the County Commissioners in 1924 and 1925 under decree No. 615.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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County Commissioners.

ORDER  
ON  
TOWN OF  
HALIFAX  
MAY 12, 1925.





It was voted to allow Saturday afternoons from twelve o'clock, noon as holidays, during the months of June, July, August and September, to all employees of the County in the Court Houses and Registry of Deeds, in accordance with the provisions of Section 16 of Chapter 34 of the General Laws.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal  
County Commissioners.

ORDER  
SATURDAY  
CLOSING  
MAY 19, 1925.

Ordered: that there be paid from the County Treasury to Fay, Spofford & Thorndike, 200 Devonshire St., Boston, Mass., the sum of two hundred fifty-six dollars and twenty-three (\$256.23) cents, the first payment for engineering services under our acceptance of May 5, 1925, the work being performed in connection with the Green Harbor Bridge.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal  
County Commissioners.

ORDER  
FAY, SPOFFORD  
&  
THORNDIKE  
JUNE 2, 1925.

Ordered: that there be paid from the County Treasury to Fred H. Crittenden, of Wareham, Mass., the sum of six hundred (\$600.) dollars, for and on account of damages caused by the taking of land in said town under decree #627.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal  
County Commissioners.

ORDER  
F.H. CRITTENDEN  
JUNE 2, 1925.



SELECTMEN OF  
HANSON  
JUNE 16, 1925  
No. 645

On the petition of the Selectmen of Hanson presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the eighteenth day of November in the year of our Lord nineteen hundred and twenty-four, representing that King Street from the present macadam to Washington Street, and State Street from Washington to Brook Street are narrow, crooked and inconvenient for public travel and in need of specific repair and therefore requesting a hearing to be held and such order made as in their judgment the public necessity and convenience require, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Hanson Town Hall in said County on the twenty-sixth day of December A.D. 1924, at nine-thirty o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the sixteenth day of June A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows,

EASTERLY LINE OF KING STREET

Beginning at a point in the northerly line of Washington Street; said point being distant 40.55 ft. easterly from the intersection of Washington Street and King Street; thence by a curve to the right whose radius is 40 ft. through land of Peter Benson, 63.38 ft. Thence N. 33 degrees W. by land of Peter Benson, 405.89 ft. to a stone bound. Thence by a curve to the right whose radius is 40 ft., through land of Peter Benson 89.98 ft. to a stone bound in the southerly line of Whitman Street. Thence beginning at a stone bound on the northerly side of said Whitman Street, said bound bearing N. 44 degrees, 51 minutes and thirty seconds W. 63.22 ft. from the last mentioned stone bound. Thence by a curve to the right whose radius is 140 ft. through land of Georgia Josselyn, 124.88 ft. to a stone bound. Thence N. 33 degrees W. by land of said Josselyn, 179.63 ft. to a stone bound at the end of the road built in 1924.

WESTERLY LINE OF KING STREET.

Beginning at a point in the northerly line of Washington Street; said point being distant 40.30 ft. westerly from the intersection of Washington Street and King Street.

Thence by a curve to the left whose radius is 40 ft. through land of Aylmer Webb 63.13 ft. to a stone bound.

Thence N. 33 degrees W. by land of said Webb 453.68 ft. to a stone bound.

Thence by a curve to the left whose radius is 140 ft. through land of said Webb, 124.88 ft. to a stone bound in the southerly line of said Whitman Street.

Then beginning at a stone bound on the northerly line of said Whitman Street, said point bearing north 44 degrees, 51 minutes and 30 seconds W. 63.22 ft. from the last mentioned stone bound.

Thence by a curve to the left whose radius is 40 ft. through land of said Webb, 89.98 ft. to a stone bound.

Thence N. 33 degrees W. by land of said Webb, 130 ft. to the end of the road built in 1924.

EASTERLY LINE OF STATE STREET.

Beginning at a stone bound in the easterly line of State Street; said bound being distant N. 16 degrees W., 47.93 ft. from the intersection of the easterly line of State Street with the northerly line of Washington Street.

Thence by a curve to the left whose radius is 70 ft. through land of Josephine Chapman et al., 83.08 ft. to a stone bound.

Then beginning at a stone bound in the southerly line of Washington Street; said bound bearing S. 40 degrees, 5 minutes and 30 seconds E., 57.08 ft. from the last mentioned bound.

Thence by a curve to the left whose radius is 50 ft. through land of Edgar Josselyn, 96.99 ft. to a stone bound.

Thence S. 15 degrees and 56 minutes E. by land of Edgar Josselyn and Elizabeth H. Sproul, 319.31 ft. to a stone bound.

Thence by a curve to the right whose radius is 1140 ft. by land of Elizabeth H. Sproul and land of Jessie M. Reskevich, 205.38 ft. to a stone bound.

Thence S. 5 degrees and 37 minutes E. by said Reskevich, 101.58 ft.

Thence same course across Elms Place, 30.14 ft. to a stone bound.

Thence same course by land of Annie Baker and land of heirs of Mary Woodman, 294.14 ft. to a stone bound.

Thence by a curve to the right whose radius is 1100 ft. by land of heirs of Mary Woodman, 247.40 ft. to a stone bound.

Thence by land of said heirs, land of Chester Magoun and land of Julia Rogers S. 7 degrees and 16 minutes W., 465.87 ft. to a stone bound.

Thence S. 1 degree, 38 minutes W. by land of said Rogers, 296.38 ft. to a stone bound.

Thence S. 0 degrees, 41 minutes E. by land of said Rogers, 304.46 ft. to a stone bound.

Thence S. 3 degrees, 19 minutes E. by land of said Rogers and land of Helen D. Mahoney et al., 483.3 ft. to a stone bound.

Thence by a curve to the right whose radius is 940 ft. through land of Helen D. Mahoney et al 223.53 ft. to a stone bound.

Thence S. 10 degrees, 19 minutes W. through land of Helen D. Mahoney et al. through land of Benjamin Harris and by the highway, 410.72 ft. to a stone bound.

Thence by the highway in front of Benjamin Harris and by Lot Phillips Company, S. 10 degrees, 2 minutes W. 419.13 ft. to a stone bound.

Thence S. 63 degrees, 58 minutes W. by land of E.Y.Perry Trustees, 656.92 ft. to a stone bound.

Thence by a curve to the left whose radius is 120 ft. through land of said Trustees 174.93 ft. to a stone bound in the southeasterly line of Brook Street.

WESTERLY LINE OF STATE STREET.

Beginning at a stone bound in the westerly line of State Street; said bound being distant N. 16 degrees W., 77.16 ft. from the northerly line of Washington Street.

Thence by a curve to the right whose radius is 50 ft. through land of Josephine Chapman et al., 99.58 ft. to a drillhole in the wall.

Then beginning at a stone bound in the southerly line of Washington Street; said bound bearing S. 39 degrees, 2 minutes E., 58.82 ft. from the last mentioned bound.

Thence by a curve to the right through land of Edgar Josselyn, radius 80 ft. 92.07 ft. to a stone bound.

Thence S. 15 degrees, 56 minutes E. by land of Edgar Josselyn, 350.82 ft.

Thence by a curve to the right whose radius is 1100 ft. by land of said Josselyn and land of Arthur T. Bryant, 198.17 ft.

Thence S. 5 degrees, 37 minutes E. by land of said Bryant and land of Jason Sousa 425.86 ft.

Thence by a curve to the right whose radius is 1060 ft. by land of said Sousa 238.4 ft.

Thence S. 7 degrees, 16 minutes W. by land of said Sousa, land of Winfield S. Hammond and land of John E. Silva et al., 467.83 ft.

Thence S. 1 degree, 38 minutes W. by land of John E. Silva et al and land of Fred Greene 289.85 ft.

Thence S. 0 degrees, 41 minutes E. by land of said Greene, 306.19 ft.

Thence S. 3 degrees, 19 minutes E. by land of said Greene and land of Helen D. Mahoney et al., 484.22 ft.

Thence by a curve to the right whose radius is 900 ft. by land of Helen D. Mahoney et al 214.02 ft.

Thence S. 10 degrees, 19 minutes W. by land of Helen D. Mahoney et al., 410.82 ft. to a drill hole in a large boulder.

Thence by a curve to the right whose radius is 783.96 ft. through land of E.Y.Perry Trustees, 737.91 ft. to a stone bound.

Thence S. 63 degrees, 58 minutes W. by said Trustees, 250.73 ft. to a stone bound.

Thence by a curve to the right whose radius is 120 ft. through land of said Trustees 151.34 ft. to a stone bound in the northwesterly line of Brook Street.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of August A.D., 1925.

The inhabitants of the town of Hanson aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of December A.D.1925.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the County Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:

KING STREET

George Josselyn	636 woods	\$1.00
Peter Benson	1347 sq. ft. woods	1.80
Peter Benson	336 " " field	9.60
Aylmer Webb	338 " " lawn	15.00
Aylmer Webb	636 " " woods	1.00
Aylmer Webb	1347 " " "	1.80

STATE STREET

Josephine Chapman et al	447 sq. ft. lawn	15.00
Josephine Chapman et al	1280 " " field	18.00
Edgar Josselyn	1220 " " woods	15.60
Edgar Josselyn	380 " " field	5.40

Fred Greene	310 sq. ft. lawn	\$2.00
Helen D. Mahoney et al	1100 " " woods	1.50
Helen D. Mahoney et al	2890 " " field	39.60
Benjamin Harris	150 " " field	no damage
E.Y.Perry trustees	30000 " " woods	41.40
E.Y.Perry trustees	4330 " " field	30.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Hanson within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this sixteenth day of June in the year of our Lord nineteen hundred twenty-five.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

On the petition of the Selectmen of Norwell presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the fourth day of November in the year of our Lord nineteen hundred and twenty-four, representing that Summer Street between the portion now being constructed and the portion formerly improved by the town about 750 or 800 feet is narrow, crooked and inconvenient for public travel and in need of specific repair, and therefore requesting a hearing and such order for specific repair as the public necessity and convenience require, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Whitman Town Hall in said County on the nineteenth day of December A.D. 1924, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation

SELECTMEN OF  
NORWELL  
JUNE 16, 1925  
No. 637

then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the sixteenth day of June A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

The lines of the street are not changed and walls and fences standing at present shall continue to be the bounds of the street. The town is hereby ordered to make specific repairs on said street between the sections already improved by the town and by the Commonwealth of Massachusetts in a manner specified by the Department of Public Works, Division of Highways.

The inhabitants of the town of Norwell aforesaid, are hereby ordered to cause said specific repair to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of December A.D., 1925.

No land damages.

The County of Plymouth shall reimburse the said town for three-eighths (3/8) of the total cost of said repairs but not to exceed fifteen hundred dollars (\$1500.).

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Norwell within the limits of which said highway described therein lies.

In Witness whereof, the said County  
Commissioners set their hands this sixteenth  
day of June in the year of our Lord nineteen  
hundred twenty-five.

Frederic T. Bailey	)	County Commissioners.
Jere B. Howard	)	
Charles S. Beal	)	



Norfolk, ss.

At a meeting of the county commissioners of the counties of Norfolk and Plymouth, acting as a joint board under the provisions of chapter 446, acts of 1923, approved May 24, 1923, and said act having been duly accepted by the county commissioners of the county of Norfolk and the county commissioners of the county of Plymouth, held at Boston in the county of Suffolk on the first day of June 1925; by adjournment of their meeting next preceeding:

The said joint board under the authority conferred by said Act and in accordance with the provisions thereof at a regularly adjourned meeting held at Hingham in said county of Plymouth on the fourth day of January 1924, appointed the eighteenth day of February then next and ten o'clock in the forenoon at the town office in said Hingham as the time and place for hearing all parties who might desire to be heard regarding the relocation and reconstruction of Hull Street in the towns of Cohasset in the county of Norfolk and Hingham in the county of Plymouth, and they thereupon caused notice thereof to be served upon the clerks of the towns of Cohasset and Hingham, respectively, thirty days at least before the time appointed for said hearing, and also caused copies of said order of notice to be posted in two public places in each of said towns, and also gave notice to all persons interested by causing a like copy to be published three weeks successively in the Cohasset Cottager and in the Hingham Journal, newspapers published in said counties, said posting and the last publication of said copy in each of said newspapers having been fourteen days at least before the time appointed for said hearing, that all persons and corporations interested might then and there appear and be heard if they saw fit.

And on the said eighteenth day of February 1924, the joint board, to wit: Evan F. Richardson, Edward W. Hunt and Frederick A. Leavitt, county commissioners of the county of Norfolk and Frederick T. Bailey, Jere B. Howard and Charles S. Beal, county commissioners of the county of Plymouth met at the time and place specified in said order and the said commissioners then heard all persons and corporations interested.

And thereupon the said joint board did adjudge that public necessity and convenience require the alterations of the lines and grades of said Hull Street.

And upon the adjudication aforesaid, the said joint board appointed the thirty-first day of March 1924, at the town office in said Hingham as the time and place when and where they would proceed to further hear all parties interested and take such action in relations to said adjudication as by law they might be authorized to do. And having given notice of such adjudication and of the time and place appointed and for the purpose afore-

RELOCATION  
OF  
HULL STREET  
No. 662

HINGHAM  
&  
COHASSET

said in the same manner as the notice and publication were given and made before first proceeding to view the said joint board met at the time and place appointed and then and there heard all persons and corporations interested and said hearing was thence adjourned and continued from time to time to this meeting.

And thence the same was continued and adjourned to a meeting of said joint board held at said Hingham on the seventh day of April 1924 when and where said joint board further considered the matter of said relocation of said Hull Street, and thence the same was continued and adjourned from time to time to this meeting.

And now the said joint board acting under the authority so conferred by said act and in accordance with the provisions thereof, by courses and distances, metes and bounds do relocate said HULL STREET in the towns of Cohasset and Hingham aforesaid.

And the lines of said HULL STREET as hereby relocated are as follows:

The westerly line begins at a stone bound in the present northerly line of East Street and the westerly line of Hull Street at land of William F. Skilton in the Town of Hingham, thence N 60-59-20 E 86.31 ft. by land of said William F. Skilton to a stone bound; thence N 50-50-30 E by land of the Old Colony Railroad Company, N.Y.N.H. & H.R.R.Co., Lessee, 255.29 ft. to a Hingham Highway bound at land of Martha B. Ripley; thence N 35-46-50 E 49.21 ft. to a Hingham Highway bound; thence N 28-40-40 E 696.53 ft. to a Hingham Highway bound; thence by a 259.58 ft. radius curve to the right 69.58 ft. to a stone bound; thence N 44-02-10 E 421.70 ft. to a stone bound; thence by a 499.51 ft. radius curve to the left 422.70 ft. to a stone bound; thence N 4-27-40 W 144.87 ft. to a stone bound; thence by a 1430.07 ft. radius curve to the right 199.67 ft. to a stone bound; thence N 3-32-20 E 105.26 ft. to a stone bound; thence by a 732.73 ft. radius curve to the left 419.79 ft. to a stone bound; thence N 29-17-10 W 87.20 ft. to a bolt; thence by a 437.44 ft. radius curve to the right 273.26 ft. to a stone bound; thence by a 18.50 ft. radius curve to the left 34.50 ft. to a stone bound in the southerly line of Canterbury St.; thence beginning at a bolt in the northerly line of said Canterbury Street bearing N 17-55-40 E and distant 56.04 ft. from the last described bound; thence easterly and northerly by a 35.00 ft. radius curve 37.68 ft. to a stone bound; thence by a 995.04 ft. radius curve to the right 501.51 ft. to a stone bound; thence N 46-50-20 E 73.50 ft. to a stone bound; thence by a 421.88 ft. radius curve to the left 306.80 ft. to a stone bound; thence N 5-10-20 E 215.95 ft. to a stone bound; thence by a 278.89 ft. radius curve to the right 106.68 ft. to a stone bound; thence N 27-05-20 E 241.43 ft. to a stone bound; thence by a 488.92 ft. radius curve to the left 91.33 ft.

to a bolt; thence N 16-23-10 E 162.71 ft. to a stone bound in the present westerly line of Hull Street; thence continuing in said westerly line of Hull Street N 2-37-30 E 49.09 ft. to a stone bound; thence N 0-34-00 E 161.48 ft. in said westerly line to a stone bound; thence<sup>N</sup> 2-35-50 E 124.64 ft. in said line to a stone bound; thence N 8-10-10 E 137.77 ft. in said line to a stone bound; thence in said line N 34-18-20 E 19.39 ft. to a stone bound; thence in said line N 53-12-20 E 41.12 ft. to a stone bound; thence in said line N 64-16-10 E 101.01 ft. to a stone bound; thence N 16-23-10 E 364.17 ft. to a stone bound; thence by a 345.62 ft. radius curve to the right 130.31 ft. to a stone bound; thence N 37-59-20 E 114.50 ft. to a stone bound in the present westerly line of Hull Street and distant 4.61 ft. from the bolt at the easterly end of the southerly line of Rockland Street.

The easterly line begins at a stone bound in the present northerly line of East Street and the present easterly line of Hull Street in the Town of Hingham said bound bearing N 84-15-10 E and being distant 315.64 ft. from the point of beginning of the westerly line; thence westerly and northerly in said easterly line of Hull Street by a 48.16 ft. radius curve 108.07 ft. by land of James Christie to a stone bound; thence N 33-40-50 E by land of said Christie and land of the said Old Colony Railroad Company 129.76 ft. to a stone bound; thence continuing in said easterly line of Hull Street N 81-01-30 E 17.05 ft. to a stone bound; thence N 25-18-10 E in said easterly line of Hull Street 133.34 ft. to a stone bound; thence N 26-16-10 E in said street line 151.91 ft. to a stone bound; thence N 29-53-10 E in said street line 323.94 ft. to a stone bound in the southerly drive at residence of Fred B. Fisher; thence N 29-10 E 88.54 ft. to a bolt in wall; thence by a 150.00 ft. radius curve to the right 38.93 ft. to a stone bound in the northerly drive at residence of Fred B. Fisher; thence N 44-02-10 E 466.94 ft. to a stone bound; thence by a 488.16 ft. radius curve to the right 103.35 ft. to a stone bound at the present southerly corner of Cedar Street and Hull Street; thence beginning at a stone bound in the northerly line of Cedar Street, said bound bearing N 37-47-00 E and being 240.33 ft. distant from the last above described bound; thence westerly and northerly by a 66.33 ft. radius curve 153.60 ft. to a stone bound; thence by a 549.51 ft. radius curve to the left 91.06 ft. to a stone bound; thence N 4-27-40 W 144.87 ft. to a bolt in ledge; thence by a 1380.07 ft. radius curve to the right 192.69 ft. to a stone bound; thence N 3-32-20 E 247.44 ft. to a stone bound; thence by a 300.0 ft. radius curve to the left 171.87 ft. to a stone bound; thence N 29-17-10 W 229.38 ft. to a bolt; thence by a 387.44 ft. radius curve to the right 260.96 ft. to a stone bound; thence by a 26.00 ft. radius curve to the right 33.55 ft. to a bolt in the southerly line of

Lambert's Lane; thence beginning at a stone bound in the northerly line of said Lambert's Lane at a point bearing N 22-40-30 E and being 46.28 ft. distant from the last above described bound; thence westerly and northerly by a 16.0 ft. radius curve 32.11 ft. to a stone bound; thence by a 945.04 ft. radius curve to the right 458.58 ft. to a bolt in the driveway at land of Anselm L. Beal; thence N 46-50-20 E 73.50 ft. to a stone bound; thence by a 471.88 ft. radius curve to the left 343.16 ft. to a stone bound; thence N 5-10-20 E 215.95 ft. to a bolt; thence by a 228.89 ft. radius curve to the right 87.55 ft. to a stone bound; thence N 27-05-20 E 241.43 ft. to a stone bound; thence by a 538.92 ft. radius curve to the left 100.67 ft. to a stone bound; thence N 16-23-10 E 1106.45 ft. to a stone bound; thence by a 295.62 ft. radius curve to the right 111.46 ft. to a stone bound; thence N 37-59-20 E 151.17 ft. to a stone bound; thence by a 16.48 ft. radius curve to the right 17.98 ft. to a stone bound in the southerly line of Jerusalem Rd. said bound bearing N 84-57-40 E 68.40 ft. and S 79-30-40 E 10.0 ft. from the last described bound at the northerly end of the westerly line as above described.

Said lines are shown in red upon a plan entitled "Plan showing the Relocation and Alteration of Hull Street in the Towns of Cohasset and Hingham between East Street, Hingham, and Jerusalem Road, Cohasset, as made by the Norfolk and Plymouth County Commissioners, acting as a joint board under authority of Chapter 446, Acts of 1923, Evan F. Richardson, Chairman, from surveys made by Walter B. Foster, C.E., and Hartley L. White, Norfolk County Engineer, Scale 1 inch-40 feet, and dated May 1925".

And said joint board under and by virtue of the provisions of said chapter 446 of the acts of 1923, hereby takes for the purposes of a highway as aforesaid all the lands included within the lines of relocation hereinbefore described and as shown on the plan hereinbefore referred to and made a part hereof in so far as such lands may lie outside the limits of said way as heretofore defined.

And permanent stone or concrete bounds, not less than three feet long, two feet of which at least shall be inserted in the earth will be erected at the termini and angles of the way relocated as aforesaid, when practicable and when not so, a heap of stones, a living tree, a permanent rock or the corner of an edifice will be a substitute or said bounds may be permanent stone or concrete bounds, not less than three feet long with holes drilled therein and filled with lead placed a few inches below the travelled part of the street or way.

And the said joint board has heard the proprietors of lands and property, rights and interests taken or affected by these proceedings and has con-

sidered and estimated the damages sustained in the premises having had regard to all the damages done to the parties respectively, whether by taking their property or injuring it in any manner and having allowed by way of set off, the benefits, if any to the property of said parties in the premises and do estimate and determine the damages to be paid to said parties respectively in the sums hereafter named the same to be paid to said parties respectively in the first instance by the county of Norfolk as provided by said chapter 446 of the acts of 1923, and do award damages sustained by persons in their property by reason of the taking hereby made, as follows:-

## COHASSET

Dominic Sorrentino	\$28.00	
Jasper L. Huntington	5.00	
Edward Deary	10.00	
Adeline P. Tisdale	1.00	
Christina Brickett	1.00	
Luvan C. Hyde	1.00	
Lawrence Peterson	1.00	
Trustees M.E. Church	5.00	
Anselm L. Beal	40.00	
Darius D. Reynolds	20.00	
Kate E. MacLean	1.00	
Sarah B. Beal	105.00	
Frank & Barbara Meallo	2107.00	
Sarah J. Happenny	232.00	
Francesco Lagrattaria)		
Salvatore Sigeaelle )	462.00	
Lavinia B. Young	40.00	
Timothy E. Burnes	650.00	
Fitz-Henry Smith	150.00	
John Dymont	70.00	
Nantasket Library, Inc.	1.00	\$3930.00

## HINGHAM

James Christie	1.00	
Fred B. Fisher	1.00	
William F. Skilton	25.00	
Jane A. Hill	10.00	
John F. Stackpole, Trustee	120.00	
Janet C. Brickett	4.00	
Harriet R. Richards	25.00	
Ethel E. Sherman	100.00	
Edward De W. MacCord	5.00	
Edwin A. Mead	25.00	
Harriet A. Foley	100.00	
Emma R. Vickery	30.00	
Ira G. Adams et al	1.00	
Mary A. Mead	47.00	
James A. Anderson	35.00	
Mary L. Tirrell	60.00	
Isadora Hicks	25.00	
James D. Bates	30.00	
Ralph V. Bates	20.00	
Alice M. Clark	3.00	
Odell O. Smith	1000.00	
John McW. Foley et al	432.00	
Viola Snell	182.00	
Abbie L. Bates	1.00	
Carrie L. Wade	75.00	
Edw. J. Fitzpatrick	225.00	
Jane L. MacEachern	260.00	\$2842.00

And the said joint board do further direct that all said proprietors shall have the right to take off their timber, wood and trees and to remove their building, structures, hedges, walls and fences from the lands so taken at any time within thirty days from the date of this return and order.

EVAN F. RICHARDSON

EDWARD W. HUNT

FREDERICK A. LEAVITT

FREDERIC T. BAILEY

JERE B. HOWARD

CHARLES S. BEAL

County Commissioners of the Counties of Norfolk and Plymouth acting as a joint board under the provisions of Chapter 446 of the Acts of 1923.

A true copy. Attest:

Frederic T. Bailey, Clerk of Joint Board.

ORDER

I. N. BRIGGS,

JUNE 23, 1925.

Ordered: that there be paid from the County Treasury to I. N. Briggs, of Wareham, the sum of two hundred fifty-five (\$255.) dollars, for and on account of the taking of land in the town of Wareham, as follows:-

Under decree #627	\$212.00
Under decree #616	43.00

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

County Commissioners.

ORDER

C. A. PARRIS

L. E. LAKE

JUNE 30, 1925

Ordered: that the salary of Charles A. Parris, of \$2000., be increased by \$400. per annum, and the salary of Louise E. Lake, of \$1000., be increased \$200. per annum, and that beginning July 1st. there be paid to said Charles A. Parris, the sum of two hundred (\$200.) dollars per month, and to Louise E. Lake, the sum of one hundred (\$100.) dollars per month, in full for their services as Probation Officer and Assistant Probation Officer for the Brockton District Court.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

County Commissioners.

Ordered: that the Clerk forthwith issue warrants to will and require the sum of four hundred seventy-five thousand three hundred dollars (\$475,300.) to be assessed and levied upon the inhabitants of the several towns and one city in said County, according to the provisions of law and the basis of apportionment thereby established, to be collected and paid into the treasury of said County on or before the last day of October next, in the following proportions, that is to say:-

Abington	\$12,557.11
Bridgewater	14,560.90
Brockton	159,502.02
Carver	5,343.45
Duxbury	8,950.28
East Bridgewater	9,751.80
Halifax	2,404.55
Hanover	6,545.73
Hanson	5,076.28
Hingham	21,908.15
Hull	29,522.57
Kingston	5,477.04
Lakeville	3,206.07
Marion	7,748.00
Marshfield	8,415.94
Mattapoisett	5,477.04
Middleborough	19,637.18
Norwell	3,606.83
Pembroke	4,541.93
Plymouth	57,976.45
Plympton	1,603.04
Rochester	2,805.31
Rockland	17,900.56
Scituate	17,633.39
Wareham	20,572.29
West Bridgewater	5,477.04
Whitman	17,099.05
Total	\$475,300.00

Frederic T. Bailey  
 Jere B. Howard  
 Charles S. Beal

County Commissioners.

Ordered: that the salary of Jennie R. Simmons be increased from \$1600. to \$2000. per year on account of her appointment as Deputy Assistant Clerk of Courts and that beginning July 1st. 1925 she be paid \$166.66 2/3 monthly instead of the former amount.

Frederic T. Bailey  
 Jere B. Howard  
 Charles S. Beal

County Commissioners.

ORDER  
COUNTY TAX  
JUNE 30, 1925.

ORDER  
SALARY  
INCREASE  
J.R. SIMMONS  
JULY 7, 1925.

ORDER  
ENGINEERING  
SERVICE  
&  
CONSTRUCTION  
CO. &  
FAY, SPOFFORD  
&  
THORNDIKE  
JULY 14, 1925.

Ordered: that there be paid from the County Treasury to the Engineering Service & Construction Co., 220 Devonshire St., Boston, and to Fay, Spofford & Thorndike, 200 Devonshire St., Boston, for and on account of services in connection with the bridge in Green Harbor Dyke, the following sums:

Engineering Service & Construction Co..		
On contract.....	\$4628.25	
Additional Work, as ordered..	<u>3000.00</u>	
Total		\$7628.25
Fay, Spofford & Thorndike		
Engineering services	250.00	
Traveling expenses	<u>16.23</u>	
Total		\$266.23

Frederic T. Bailey

Jere B. Howard

County Commissioners.

ORDER  
LAND DAMAGES  
WAREHAM  
JULY 14, 1925

Ordered: that there be paid from the County Treasury to the following persons the sums specified, for and on account of damage caused by the taking of land under decree #631.

John L. Murphy	\$6.00
John L. Murphy et al	3.00
Tremont Nail Company, West Wareham,	<u>23.00</u>

Frederic T. Bailey

Jere B. Howard

Charles S. Beal

County Commissioners.

ORDER  
TOWN OF  
KINGSTON  
JULY 28, 1925.

Ordered: that there be paid from the County Treasury to the Treasurer of the town of Kingston, the sum of nine hundred (\$900.00) dollars, for and on account of the rebuilding of Main Street, in conjunction with similar funds furnished by said town and the State.

Frederic T. Bailey

Jere B. Howard

Charles S. Beal

County Commissioners.



Ordered: that there be paid from the County Treasury to Mary J. Flemming, of Wareham, the sum of one hundred twelve dollars and fifty (\$112.50) cents, for and on account of the taking of land in said town of Wareham under decree #627.

This amount includes the taking of land amounting to \$7.50, and another parcel amounting to \$21.00, the former amounts having been regised by the Commissioners as of this date.

Frederic T. Bailey

Jere B. Howard

Charles S. Beal

County Commissioners.

ORDER  
M. J. FLEMING  
JULY 28, 1925.

On the petition of the Selectmen of Middleborough presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on October 21st. 1924, representing that Wareham Street in that town from a point about 500 feet northerly of its junction with Grove Street be widened, straightened, alter and relocated upon which return of location issued April 21st. 1925, the following awards are made to be paid from the County Treasury so soon as entry is made and possession taken of the lands of the following owners, -

AWARDS UNDER  
THE PETITION  
OF THE  
SELECTMEN OF  
MIDDLEBOROUGH

NO. 633

Clarence Thomas	950	sq. ft.		\$4.75
Alanson F. Cobb	2095	" "		10.48
Nelson Thomas	990	" "		4.45
Clarence Thomas	1180	" "	(wall replaced)	5.90
Myles Standish	905	" "		4.53
John Reed	1770	" "		8.85
Lester Bradford	1455	" "		7.28
Clarence Thomas	6575	" "	(wall replaced)	32.88
Chester Carver	8865	" "		44.33
Nelson Thomas	3790	" "		9.48
Lurana Tinkham	6210	" "	(wall replaced)	31.05
Same	8775	" "		87.75
Howard Carver	2525	" "		12.63
James M. Falkner	2045	" "		40.90
Howard A. Carver	265	" "		2.65
Horace G. Case	1045	" "		20.90
Howard A. Carver	19100	" "		382.00
Howard A. Carver	425	" "		1.00
Town of Middleborough			No award	
Howard A. Carver	800	" "		2.00
Howard A. Carver	800	" "		2.00
Herbert W. Chase	5800	" "		14.50
Levi O. Atwood	5675	" "		14.19
Alfred Marshall	2830	" "		28.30
Henry Walker	6550	" "		16.38
Levi O. Atwood	4905	" "		12.27
J. Perry	1835	" "		4.59
J. Perry	770	" "		1.93
Elmer E. Bumpus	2710	" "		27.10
Morris Proctor	1400	" "		7.00
Elmer E. Bumpus	320	" "		6.40
Horace S. Shcokwell	1240	" "		6.20
Harry Rogers	2890	" "		7.23
Heirs of E. Cushman	9180	" "		22.95

Alvin E. Thomas	3216	sq. ft.		4.04
Ancel C. Wilbur	4000	" "		10.00
Alvin E. Thomas	1000	" "		2.50
John Haskins	9310	" "		23.25
John Merrihew	2010	" "		5.03
William H. Thomas	985	" "		2.47
Thomas S. Cormay	825	" "		2.07
Earl Harris	850	" "		2.13
Fred P. Hall	380	" "		3.80
Walter C. Thomas	495	" "		4.95
Ida T. Chisholm	595	" "		5.95
Charles W. Haskins	3000	" "		7.50
Lyman P. Thomas	1275	" "		12.75
William H. Thomas	6900	" "		69.00
Lawrence Wilbur	1405	" "		14.05
Herbert Wilbur	1025	" "		10.25
Ansel C. Wilbur	750	" "		7.50
Ira Porter	2280	" "	(3 posts and steps relocated)	22.80
Lyman P. Thomas	7865	" "		78.65
Chester Thomas	2170	" "		21.70
Ansel C. Wilbur	25750	" "		257.50
Arthur Thomas	510	" "		5.10
William H. Thomas	75	" "	(wall to be replaced)	1.00
Henrietta Wilbur	10125	" "		101.25
Henry H. Shaw	470	" "		4.70
M.E. Church	36300	" "		90.75
Isabelle Donovan	5470	" "	Land and wood in front (Henhouse to be moved)	100.00
Charles E. Hunt			Wood in pasture	15.00
	1980	" "	Cleared land	240.00
	13200	" "	next church	265.00
	22300	" "	Pasture	50.00
	14700	" "	Grove lot	40.00
			Pine Wood	90.00
M.E. Church	5510	" "		110.20
Frank Wallin	4440	" "		22.20
Middleborough Grange	1850	" "		18.50
Osear Mostron	4400	" "		88.00
Adellard Boutin	180	" "		3.60
Elizabeth McNeill	400	" "		8.00
Joseph Boutin	1520	" "		30.40
Frank Jost	63200	" "		600.00
William A. Shaw	4435	" "		22.17
Frank Short	1100	" "		22.00
Oscar Lohte	1710	" "		8.55
Philander Southworth	420	" "		8.40
William A. Shaw			Special damage \$50. Two trees, -face wall removed by County, two hen houses removed 21090 sq. ft.	50.00
Frank Short	22900	" "		421.80
N.B. & Onsey St. Ry. Co.	65165	" "		458.00
William Shaw	520	" "		1.00
Sebastian Pena	560	" "		10.40
Sebastian Pena	185	" "		2.50
Naomi Morse	185	" "		1.60
Naomi Morse	2500	" "		25.00
Naomi Morse	1440	" "		14.40
Adellard Boutin	23600	" "		118.00
William Shaw	5600	" "		28.00
J.J. Beaton	9770	" "	Part cranberry bog	195.40
Lillian M. Rice			Wood	\$100.
	50130	" "		\$122.82
	11200	" "		\$560.00
Lillian M. Rice	31275	" "		782.82
Estate of T.J. LeBaron	6985	" "		156.38
Estate of J.J. LeBaron	110	" "		209.55
Mrs. Thomas J. LeBaron	835	" "		1.10
Thomas J. LeBaron	6985	" "		41.75
Salathiel Holmes	3490	" "		69.85
				34.90

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

Decree No. 633 dated April 21, 1925 is hereby amended in the following particulars and the amounts set against the names are to be the total amount paid the said owners for damages caused by the taking of the specified parcels under said decree.

AMENDMENT TO  
DECREE NO. 633  
DEC. 29, 1925

Reference may be had to the plan of said highway on file with the County Commissioners.

Lot #74 on said plan for which William A. Shaw was awarded \$22.17 is now divided as follows:-

For 900 ft. of land Peter L. Cannon and Esther V. Cannon are awarded \$27.00.

For the remainder of lot No. 74 namely 3535 sq. ft. William A. Shaw is awarded the sum of \$18.00.

The former award of \$471.80 to William A. Shaw for lot No. 78 is hereby amended to read 15090 sq. ft. of land and special damage, the sum of \$351.80.

To William F. Shaw owner of a part of said lot No. 78 for the taking of 6000 sq. ft. of land and special damage the sum of \$500.00, it being understood that the store building shall be removed to other land of said William F. Shaw at the expense of the County.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered that Decree No. 633 awarding damages for land taken in the widening of the State Highway in the Town of Middleborough is hereby amended as follows:-

AMENDMENT TO  
DECREE NO. 633  
JAN. 19, 1926.

Lillian M. Rice	50130 sq. ft.	\$122.82
	11200 " "	560.00
	7400 " "	74.00
	31275 " " on the southerly	
	side of said way	312.76
Wood		100.00
	Total	\$1169.58

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

SELECTMEN OFWESTBRIDGEWATERJUNE 16, 1925.No. 635

On the petition of the Selectmen of West Bridgewater presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the fourth day of November in the year of our Lord nineteen hundred and twenty-four, representing that East Center Street between the Soldier's Monument at Central Square and East Bridgewater town line is narrow, crooked and inconvenient for public travel and in need of repair, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met at the Town Hall in Whitman on the nineteenth day of December A.D. 1924, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the sixteenth day of June A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

East Center Street West BridgewaterDescription Northerly Line

Beginning at a Massachusetts Highway bound on the Easterly side of South Main Street bearing South 10° East and 36.7 feet distant from the southerly corner of the piazza on the house of George Drake,- thence Easterly by a curve whose radius is 96.48 feet a distance of sixty-two and forty-nine-hundredths (62.49) feet to a concrete monument,- thence North 77° 24' 50" East with land of E. Bradford Wilber estate seven hundred thirty-three and nineteen-hundredths (733.19) feet to a point of curvature,- thence North 74° 31' 08" East a distance of one hundred seventy-eight and seventy-one-hundredths (178.71) feet,- thence Easterly with a curve to the right having a radius of 744.78 feet a distance of five hundred seventy-one and eighty-three-hundredths (571.83) feet,- thence South 61° 29' 25" East a distance of five hundred ninety-one and seventy-six-hundredths (591.76) feet,- thence South 74° 48' 25" East two thousand and thirty-four and seventy-hundredths (2034.70) feet,- thence Easterly in a curve to the left having a radius of 835.08 feet, a distance of three hundred eighty-three and seventy-five-hundredths (383.75) feet,- thence North 78° 51' 50" East five hundred ninety and fourteen-hundredths (590.14) feet,- thence Easterly in a curve to

the right having a radius of 765.03 feet, a distance of seventy and three-hundredths (70.03) feet,- thence North Easterly in a curve to the left having a radius of 109.89 feet, a distance of one hundred fifty-nine and eighty-nine-hundredths (159.89) feet to a concrete monument in the Westerly line of East Street,- thence beginning at a concrete monument on the Easterly side of East Street bearing South 29° 35' East and seventy-eight and eighty-four-hundredths (78.84) feet distant from the last-mentioned monument in the Westerly side of East Street,- thence South Easterly in a curve to the left whose radius is 40 feet, a distance of fifty-six and fifty-five-hundredths (56.55) feet,- thence South 80° 15' 39" East two hundred one and eighty-four-hundredths (201.84) feet,- thence South 78° 22' 10" East two hundred seventy-nine and eighty-three-hundredths (279.83) feet,- thence South 74° 10' 10" East four hundred eleven and forty-one-hundredths (411.41) feet,- thence South 69° 58' 15" East nine hundred one and thirty-hundredths (901.30) feet,- thence South 71° 4' 23" East three hundred twenty-six and sixty-one-hundredths (326.61) feet,- thence South 71° 46' 25" East one hundred eighteen and twenty-six-hundredths (118.26) feet to the boundary line between East Bridgewater and West Bridgewater.

The Southerly line is as follows:-

Beginning at a concrete monument on the easterly side of South Main Street bearing South 65° 28' 45" East and one hundred fifty-two and eighty-five-hundredths (152.85) feet from the first-mentioned Massachusetts Highway bound,- thence northerly and easterly in a curve whose radius is 23 feet, a distance of fifty-three and twelve-hundredths (53.12) feet to a concrete monument on the Southerly side of said East Center Street,- thence North 77° 24' 50" East six hundred forty-seven and twenty-one-hundredths (647.21) feet,- thence North 77° 25' 13" East two hundred sixteen and eight-  
 een-hundredths (216.18) feet,- thence in a curve to the right having a radius of 694.78 feet a distance of four hundred ninety-eight and twenty-six-hundredths (498.26) feet,- thence South 61° 29' 25" East five hundred ninety-four and sixty-eight-hundredths (594.68) feet to an angle,- thence South 74° 48' 25" East two thousand and thirty-seven and sixty-two-hundredths (2037.62) feet,- thence in a curve to the left whose radius is 885.08 feet, a distance of four hundred six and seventy-three-hundredths (406.73) feet,- thence North 78° 51' 50" East five hundred ninety and fourteen-hundredths (590.14) feet,- thence in a curve to the right having a radius of 715.03 feet a distance of one hundred five and ten-hundredths (105.10) feet to point of compound curvature,- thence in a curve to the right having a radius of 83.42 feet, a distance of one hundred fourteen and twenty-hundredths (114.20) feet to a monument in the Westerly line of East street.

Again beginning at a monument in the Easterly line of East Street bearing North 65° 12' East and forty-one (41) feet distant from the last-named monument,- thence running northerly and easterly in a curve to the right having a radius of 37.25 feet, a distance of seventy-four and fourteen-hundredths (74.14) feet,- thence South 80° 15' 39" East one hundred sixty-three and twenty-seven-hundredths (163.27) feet,- thence South 78° 22' 10" East two hundred seventy-eight and seventeen-hundredths (278.17) feet,- thence South 74° 10' 10" East four hundred ten and fifty-nine-hundredths (410.59) feet,- thence South 69° 58' 15" East nine hundred and forty-three-hundredths (900.43) feet,- thence South 71° 4' 23" East three hundred twenty-seven and thirty-three-hundredths (327.33) feet,- thence South 71° 46' 25" East one hundred thirty-one and ninety-seven-hundredths (131.97) feet to a town bound in the boundary line between the towns of East Bridgewater and West Bridgewater.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of said highway as at present constructed. Trees not to be removed unless interfering with construction, and walls and fences, if removed, to be replaced at the town's expense.

The inhabitants of the town of West Bridgewater aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, under direction of Division of Highways, Dept. of Public Works, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the sixteenth day of June A.D.,1927.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid by the Town of West Bridgewater so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Mike Bluis	12210 sq. ft.	\$56.00
Ethel Lindley	360 " "	2.50
Adelor O. Belmore	150 " "	2.00
Gustaf A. Peterson	35300 " "	80.00
John L. Hayward et al	11570 " "	52.00
George F. Ryder.admr.	4820 " "	22.20
" " " "	770 " "	3.70
" " " "	6050 " "	28.00
Mary A. Tower	1000 " "	6.90
Mary E. Weston	160 " "	.30

Thomas B. Churchill	2000 sq. ft.	\$3.70
Nellie O. Washburn et al	2600 " "	11.20
Thomas B. Churchill	100 " "	1.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of West Bridgewater within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this sixteenth day of June in the year of our Lord nineteen hundred and twenty-five.

Frederic T. Bailey	}	County Commissioners.
Jere B. Howard		
Charles S. Beal		

On the petition of the Selectmen of the town of Pembroke presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the fourth day of November in the year of our Lord nineteen hundred and twenty-four, representing that the highways in said town of Pembroke known as Pleasant and Elm Streets, between Washington Street, North Pembroke, and Union Street, Duxbury, are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall in Whitman in said County on the nineteenth day of December A.D. 1924, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the sixteenth day of June

SELECTMEN OF  
PEMBROKE  
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A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

Description of the Southwesterly line of Pleasant and Elm Streets,  
in the town of Pembroke, June 16, 1925.

Beginning at a concrete monument in the easterly side line of Washington Street, said monument bearing south  $75^{\circ} 43'$  west and distant forty and fifty hundredths (40.50) feet from the northwest corner of the store building on land of J. Franklin Baker, thence running in a northeasterly direction by a curve to the right with a radius of sixty (60) feet by land of J. Franklin Baker one hundred five and eighty-nine hundredths (105.89) feet to a concrete monument at the point of tangency; thence south  $84^{\circ} 36' 50''$  east by land of Harriet I. West and land of Gilbert H. West eight hundred eighty-eight and fifty-five hundredths (888.55) feet to a concrete monument at the point of curvature; thence continuing in a northeasterly direction by a curve to the left with a radius of one thousand (1000) feet by land of Gilbert H. West four hundred sixty-eight and thirty-three hundredths (468.33) feet to a concrete monument at the point of tangency; thence north  $68^{\circ} 33' 10''$  east by land of Gilbert H. West three hundred seventy-two and sixty-three hundredths (372.63) feet to a concrete monument at the point of curvature; thence running southeasterly by a curve to the right with a radius of six hundred twenty (620) feet by land of Gilbert H. West and land of Harriet I. West five hundred seventy-four and ninety-six hundredths (574.96) feet to a concrete monument at the point of compound curvature thence continuing southeasterly by a curve to the right with a radius of two thousand (2000) feet by said land of Harriet I. West one hundred fifty (150) feet to a concrete monument at the point of compound curvature; thence continuing southeasterly by a curve to the right with a radius of six hundred forty-four and ninety-eight hundredths (644.98) feet by land of Harriet I. West and land of Gilbert H. West two hundred nine and twenty-nine hundredths (209.29) feet to a concrete monument at the point of tangency; thence south  $35^{\circ} 25' 20''$  east by said land of Gilbert H. West <sup>two hundred one and</sup> two hundred four and twenty <sup>two hundredths (201.02) feet</sup> seven hundredths (204.27) feet to a concrete monument at the point of curvature; thence continuing southeasterly by a curve to the left with a radius of one thousand (1000) feet by said land of Gilbert H. West and by the highway <sup>three hundred fifty and thirteen hundredths (350.13) feet</sup> three hundred fifty and eight hundredths (350.08) feet to a concrete monument at the point of tangency; thence south  $55^{\circ} 29'$  east by the highway, <sup>six hundred ninety and</sup> by land of Gilbert H. West and land of John J. Cohen six hundred ninety-five <sup>and fifty-six hundredths (691.56) feet</sup> and four hundredths (695.04) feet to a concrete monument at the point of curvature; thence running southeasterly by a curve to the left with a radius of seven hundred (700) feet by land of John J. Cohen, by the highway and by land of the Simmons Cranberry Company three hundred twenty-seven and seventy



hundredths (327.70) feet to a concrete monument at the point of tangency; thence south  $82^{\circ} 18' 20''$  east by said land of Simmons Cranberry Company seventy-five and forty-eight hundredths (75.48) feet to a concrete monument at the point of curvature; thence running southeasterly by a curve to the right with a radius of eight hundred (800) feet by said land of Simmons Cranberry Company, by land of Elizabeth G. Ewell and by land of Lot Phillips Company five hundred ninety-eight and sixty-one hundredths (598.61) feet to a concrete monument at the point of compound curvature; thence running in a general southerly direction by a curve to the right with a radius of ten hundred ninety-five and seventeen hundredths (1095.17) feet by said land of Lot Phillips Company and land of Simmons Cranberry Company seven hundred thirteen and two hundredths (713.02) feet to a concrete monument at the point of compound curvature; thence continuing southerly by a curve to the right with a radius of thirty-nine hundred six and eleven hundredths (3906.11) feet by said land of Simmons Cranberry Company four hundred forty-seven and eighty-seven hundredths (447.87) feet to a concrete monument at the point of tangency; thence south  $4^{\circ} 0' 20''$  west by said land of Simmons Cranberry Company one hundred forty-six and ninety-six hundredths (146.96) feet to a concrete monument at the point of curvature; thence running southeasterly by a curve to the left with a radius of one thousand (1000) feet by said land of Simmons Cranberry Company and by land of Daniel W. Simmons three hundred seven and eighty-six hundredths (307.86) feet to a concrete monument at the point of tangency; thence south  $13^{\circ} 38'$  east by land of Daniel W. Simmons and land of Eliza C. Reddie one hundred forty-eight and seventy-nine hundredths (148.79) feet to a concrete monument at the point of curvature; thence running southeasterly by a curve to the left with a radius of one thousand (1000) feet by said land of Eliza C. Reddie two hundred forty-two and twelve hundredths (242.12) feet to a concrete monument at the point of tangency; thence south  $27^{\circ} 30' 20''$  east by said land of Eliza C. Reddie ten hundred fifty-four and nine hundredths (1054.09) feet to a concrete monument at the point of curvature; thence running southeasterly by a curve to the left with a radius of two thousand (2000) feet by said land of Eliza C. Reddie two hundred twenty-seven and seventy-seven hundredths (227.77) feet to a concrete monument at the point of tangency; thence south  $34^{\circ} 1' 50''$  east by land of Eliza C. Reddie and land of Isabel M. Hartwell seven hundred thirty-two and seventy-six hundredths (732.76) feet to a concrete monument at the point of curvature; thence running southeasterly by a curve to the left with a radius of thirteen hundred fifty (1350) feet by said land of Isabel M. Hartwell and land of Clarence D. Wainwright et ux. two hundred and eight hundredths (200.08) feet to a concrete monument at the point of tangency; thence south  $42^{\circ} 21' 20''$  east by said land of Clarence D. Wainwright

et ux. one hundred forty-eight and twenty-four hundredths (148.24) feet to a concrete monument at the point of curvature, in or near Elm Street; thence continuing along the said Elm Street in a general southeasterly direction by a curve to the right with a radius of three hundred sixty-four and forty-six hundredths (364.46) feet still by said land of Clarence D. Wainwright et ux. two hundred twenty-two and nineteen hundredths (222.19) feet to a concrete monument at the point of tangency; thence south  $7^{\circ} 29' 50''$  east by said land of Clarence D. Wainwright et ux., by the highway and by land of Isabel M. Hartwell two hundred forty-eight and sixty-nine hundredths (248.69) feet to a concrete monument at the point of curvature; thence running southeasterly by a curve to the left with a radius of eight hundred (800) feet by the highway and land of Isabel M. Hartwell, by land of Edwin L. Roberts and land of Dorothy B. Roberts four hundred eighty-three and ninety-two hundredths (483.92) feet to a concrete monument at the point of tangency; thence south  $42^{\circ} 9' 30''$  east by said land of Dorothy B. Roberts, land of Mary W. Boylston and land of Jabez Holmes two hundred ninety-nine and fourteen hundredths (299.14) feet to a concrete monument at the point of curvature; thence running southeasterly by a curve to the right with a radius of thirteen hundred twelve and four hundredths (1312.04) feet by said land of Jabez Holmes, land of Fannie Jones, land of John B. Ridgeway and land of George F. Simpson three hundred ninety-four and seventy hundredths (394.70) feet to a concrete monument at the point of compound curvature thence running in a general southerly direction by a curve to the right with a radius of forty (40) feet by land of George F. Simpson sixty-four and ninety-three hundredths (64.93) feet to a concrete monument at the point of tangency on Taylor Street.

Thence beginning again on the southeasterly side of the said Taylor Street at a concrete monument at the point of curvature, said concrete monument bearing south  $18^{\circ} 53'$  east and distant fifty (50) feet from the last mentioned concrete monument on land of George F. Simpson; thence running in a general easterly direction by a curve to the right with a radius of fifty (50) feet on land of Annie Wainwright, passing by the flag pole seventy-five and ninety-two hundredths (75.92) feet to the point of tangency; thence south  $24^{\circ} 53' 40''$  east by land of Annie Wainwright nineteen (19) feet to a point in the town line between Pembroke and Duxbury as defined by existing road stones.

Description of the Northeasterly line of Pleasant and Elm Streets,  
in the town of Pembroke, June 16, 1925.

Beginning at a concrete monument in the easterly side line of Washington Street said monument bearing north  $5^{\circ} 43' 40''$  west one hundred seventy-three and twenty-five hundredths (173.25) feet from the concrete

monument marking the beginning of the description of the southwesterly line of Pleasant Street, thence running in a general southeasterly direction by a curve to the left with a radius of sixty (60) feet by land of Susan Howard et al. eighty-two and sixty-one hundredths (82.61) feet to a concrete monument at the point of tangency; thence south  $84^{\circ} 36' 50''$  east by said land of Susan Howard et al., land of Franklin Howard, land of Harriet I. West, land of Gilbert H. West and other land of Harriet I. West nine hundred twenty-two and forty-four hundredths (922.44) feet to the point of curvature; thence running northeasterly by a curve to the left with a radius of nine hundred fifty (950) feet by land of Harriet I. West and land of Gilbert H. West four hundred forty-four and ninety-one hundredths (444.91) feet to the point of tangency; thence north  $68^{\circ} 33' 10''$  east by said land of Gilbert H. West three hundred seventy-two and sixty-three hundredths (372.63) feet to the point of curvature; thence running southeasterly by a curve to the right, with a radius of six hundred seventy (670) feet by said land of Gilbert H. West and by the highway six hundred twenty-one and thirty-three hundredths (621.33) feet to the point of compound curvature; thence continuing southeasterly by a curve to the left with a radius of two thousand fifty (2050) feet by the highway one hundred fifty-three and seventy-five hundredths (153.75) feet to the point of compound curvature; thence continuing southeasterly by a curve to the right with a radius of six hundred ninety-four and ninety-eight hundredths (694.98) feet by the highway and land of Gilbert H. West two hundred twenty-five and fifty-one hundredths (225.51) feet to the point of tangency; thence south  $35^{\circ} 25' 20''$  east by said land of Gilbert H. West <sup>two hundred</sup> two hundred ~~one and two hundredths~~ <sub>(201.02) feet</sub> four and twenty-seven hundredths (204.27) feet to the point of curvature; thence running southeasterly by a curve to the left with a radius of nine hundred fifty (950) feet by said land of Gilbert H. West <sup>three hundred</sup> three hundred ~~thirty-two and sixty-three hundredths~~ <sub>(332.63) feet</sub> thirty-two and fifty-eight hundredths (332.58) feet to the point of tangency; thence south  $55^{\circ} 29'$  east by said land of Gilbert H. West <sup>six hundred ninety-</sup> six hundred ninety-~~one and fifty-six hundredths~~ <sub>(691.56) feet</sub> five and four hundredths (695.04) feet to the point of curvature; thence running northeasterly by a curve to the left with a radius of six hundred fifty (650) feet by said land of Gilbert H. West one hundred eighty-five (185) feet to a concrete monument at the point of compound curvature; thence continuing northeasterly by a curve to the left with a radius of one hundred eight and twenty-eight hundredths (108.28) feet still on said land of Gilbert H. West eighty-five and seven hundredths (85.07) feet to a concrete monument at the point of tangency on Oak Street, said concrete monument bearing south  $86^{\circ} 36' 20''$  west and distant one hundred and sixteen hundredths (100.16) feet from the concrete monument in the southerly line of the said Oak Street.

Thence beginning again at the said concrete monument in the southerly line of the said Oak Street, at the point of curvature, thence by a curve to the left with a radius of twenty-six (26) feet in a general southeasterly direction by land of Gilbert H. West sixty-six and three hundredths (66.03) feet to a concrete monument at the point of reverse curvature in line of Pleasant Street; thence running southeasterly by a curve to the right with a radius of eight hundred fifty (850) feet by said land of Gilbert H. West and by the highway six hundred thirty-six and two hundredths (636.02) feet to the point of tangency; thence south  $39^{\circ} 26'$  east by land of Gilbert H. West and land of Lot Phillips Company three hundred and seventy-eight hundredths (300.78) feet to a concrete monument at the point of curvature; thence running northeasterly by a curve to the left with a radius of seven hundred (700) feet by said land of Lot Phillips Company and land of Daniel A. Sherman two hundred twenty-four and fifty-three hundredths (224.53) feet to a concrete monument in line of Spring Street at the point of tangency, said concrete monument bearing north  $76^{\circ} 54'$  east and distant fifty-six and twenty-eight hundredths (56.28) feet from a concrete monument at the point of curvature on the southerly side of said Spring Street.

Thence beginning again at the last mentioned concrete monument and running southwesterly by a curve to the left with a radius of forty (40) feet by land of Lot Phillips Company eighty-eight and ninety-six hundredths (88.96) feet to a concrete monument at the point of tangency in line of Pleasant Street; thence south  $5^{\circ} 14' 30''$  east by said land of Lot Phillips Company seventy-five and forty-seven hundredths (75.47) feet to a concrete monument at the point of curvature; thence running southeasterly by a curve to the right with a radius of thirty-eight hundred fifty and seventy-two hundredths (3850.72) feet by said land of Lot Phillips Company and land of Simmons Cranberry Company one hundred seventy-nine and ninety-seven hundredths (179.97) feet to the point of compound curvature; thence continuing southeasterly by a curve to the right with a radius of thirty-nine hundred fifty-six and eleven hundredths (3956.11) feet by said land of Simmons Cranberry Company, and land of Mary A.S.D. Randall four hundred fifty-three and sixty hundredths (453.60) feet to the point of tangency; thence south  $4^{\circ} 0' 20''$  west by said land of Mary A.S.D. Randall one hundred forty-six and ninety-six hundredths (146.96) feet to the point of curvature; thence running southeasterly by a curve to the left with a radius of nine hundred fifty (950) feet by said land of Mary A.S.D. Randall and land of Daniel W. Simmons two hundred ninety-two and forty-seven hundredths (292.47) feet to the point of tangency; thence south  $13^{\circ} 38'$  east by said land of Daniel W. Simmons and land of Lot Phillips Company one hundred forty-eight and seventy-nine hun-

dredths (148.79) feet to the point of curvature; thence running southeasterly by a curve to the left with a radius of nine hundred fifty (950) feet by said land of Lot Phillips Company two hundred thirty (230) feet to the point of tangency; thence south  $27^{\circ} 30' 20''$  east by said land of Lot Phillips Company and land of Marguerite Temple ten hundred fifty-four and nine hundredths (1054.09) feet to the point of curvature; thence running southeasterly by a curve to the left with a radius of nineteen hundred fifty (1950) feet by said land of Marguerite Temple two hundred twenty-two and eight hundredths (222.08) feet to the point of tangency; thence south  $34^{\circ} 1' 50''$  east by said land of Marguerite Temple and land of Lot Phillips Company seven hundred thirty-two and seventy-six hundredths (732.76) feet to point of curvature; thence southeasterly by a curve to the left with a radius of thirteen hundred (1300) feet by land of Marguerite Temple one hundred ninety-two and sixty-seven hundredths (192.67) feet to an angle; thence south  $52^{\circ} 8' 30''$  east by said land of Marguerite Temple eighty-eight and twenty-two hundredths (88.22) feet to a concrete monument at the point of curvature; thence running northerly by a curve to the left with a radius of twenty-five (25) feet on said land of Marguerite Temple fifty-three and twenty-one hundredths (53.21) feet to a concrete monument at the point of tangency on Elm Street, said concrete monument bearing north  $66^{\circ} 36'$  west and distant forty-one and ninety-three hundredths (41.93) feet from a concrete monument at the point of curvature on the easterly side of Elm Street.

Thence beginning again at the last mentioned concrete monument in the easterly line of the said Elm Street thence running southeasterly by a curve to the left with a radius of two hundred fifty (250) feet by said land of Marguerite Temple one hundred one and ninety-seven hundredths (101.97) feet to a concrete monument at the point of tangency; thence south  $17^{\circ} 27' 40''$  east by said land of Marguerite Temple, land of Gilbert H. West and land of John M. Trout one hundred ten and eighty-six hundredths (110.86) feet to a concrete monument at the point of curvature; thence running southeasterly by a curve to the right with a radius of four hundred fifty-eight and eighty-seven hundredths (458.87) feet by said land of John M. Trout seventy-nine and eighty hundredths (79.80) feet to the point of tangency; thence south  $7^{\circ} 29' 50''$  east by said land of John M. Trout two hundred forty-eight and sixty-nine hundredths (248.69) feet to the point of curvature; thence running southeasterly by a curve to the left with a radius of seven hundred fifty (750) feet by said land of John M. Trout, by the Mill Pond and by land of Mary W. Boylston four hundred fifty-three and sixty-seven hundredths (453.67) feet to point of tangency; thence south  $42^{\circ} 9' 30''$  east by said land of Mary W. Boylston and land of Horace Atwood two hundred ninety-nine

and fourteen hundredths (299.14) feet to the point of curvature; thence running southeasterly by a curve to the right, with a radius of thirteen hundred sixty-two and four hundredths (1362.04) feet by said land of Horace Atwood and by the highway and by land of Arthur C. Witherell three hundred ninety-four and thirty-three hundredths (394.33) feet to a concrete monument at the point of reverse curvature; thence running southeasterly by a curve to the left with a radius of fifty (50) feet by said land of Arthur C. Witherell seventy-three and twelve hundredths (73.12) feet to a concrete monument at the point of tangency on Myrtle Street, said concrete monument bearing north 35° 37' west and distant fifty-two and six hundredths (52.06) feet from the concrete monument at the point of curvature on the southeasterly side of Myrtle Street.

Thence beginning again at the last mentioned concrete monument and running southeasterly by a curve to the left with a radius of fifty (50) feet in line of land of Lora Keene eighty-three and thirty-four hundredths (83.34) feet to a concrete monument at the point of tangency in the town line between Pembroke and Duxbury as defined by existing road stones.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of September A.D., 1925.

The inhabitants of the town of Pembroke aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the sixteenth day of June A.D., 1927.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

J. Franklin Baker	500 sq. ft.	\$3.00
Gilbert H. West	2500 " "	12.00
Gilbert H. West	2500 " "	12.00
Harriet I. West	9100 " "	20.00
Gilbert H. West	2950 " "	13.00
John J. Cohen	300 " "	.70
Elizabeth G. Ewell	3300 " "	7.50
Lot Phillips Co.	15000 " "	26.60
Simmons Cranberry Co.	5800 " "	8.10
Daniel W. Simmons	700 " "	1.00
Eliza C. Reddie	4800 " "	6.60
Isabel M. Hartwell	800 " "	2.00
Clarence D. Wainwright et ux.	6600 " "	22.50
Edwin L. Roberts	100 " "	.25
Dorothy B. Roberts	400 " "	1.00
Mary W. Boylston	1100 " "	3.75

Jabez Holmes	450 sq. ft.	\$1.75
Fannie Jones	1450 " "	5.10
John B. Ridgeway	1450 " "	5.10
George F. Simpson	750 " "	2.70
Annie Wainwright	750 " "	2.70
Susan Howard et al.	2100 " "	10.00
Franklin Howard	1730 " "	10.00
Harriet I. West	1270 " "	7.50
Gilbert H. West	850 " "	5.00
Harriet I. West	4900 " "	22.00
Gilbert H. West	2300 " "	5.00
Gilbert H. West	8500 " "	20.00
Gilbert H. West	2200 " "	3.00
Lot Phillips Co.	800 " "	1.20
Daniel A. Sherman	700 " "	1.00
Lot Phillips Co.	2100 " "	3.00
Simmons Cranberry Co.	200 " "	.50
Mary A.S.D. Randall	600 " "	1.00
Daniel W. Simmons	1550 " "	2.10
Lot Phillips Co.	2400 " "	3.30
Marguerite Temple	4900 " "	7.20
Lot Phillips Co.	170 " "	.25
Lot Phillips Co.	2400 " "	3.30
Marguerite Temple	350 " "	.80
Marguerite Temple	125 " "	.30
John M. Trout	4100 " "	9.00
Mary W. Boylston	1600 " "	5.50
Horace Atwood	350 " "	1.20
Arthur C. Witherell	250 " "	1.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Pembroke within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this sixteenth day of June in the year of our Lord nineteen hundred twenty-five.

Frederic T. Bailey }  
 Jere B. Howard } County  
 Charles S. Beal } Commissioners.

On the petition of the Selectmen of East Bridgewater presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the fourth day of November in the year of our Lord nineteen hundred and twenty-four, representing that Washington Street between Whitman and Halifax and West Street from Elmwood Centre in East Bridgewater to the West Bridgewater line is narrow, crooked and inconvenient for public travel and in need of specific repair and therefore requesting that a hearing be

SELECTMEN OF  
EAST  
BRIDGEWATER  
JUNE 16, 1925.  
NO. 634.

held and such order made as in the judgment of the Commissioners the public necessity and convenience require, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Whitman Town Hall in Whitman in said County on the nineteenth day of December A.D. 1924, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the sixteenth day of June A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

WEST STREET IN TOWN OF EAST BRIDGEWATER.

Northerly Line of street is described as follows:

Beginning at a cement monument in the division line between the towns of East and West Bridgewater at the end of East Center Street in the town of West Bridgewater,- thence running south  $81^{\circ} 34' 10''$  east forty-nine and twenty-four hundredths (49.24) feet,- thence with a curve to the left having a radius of five hundred forty-four (544) feet a distance of one hundred seventy and sixty-two (170.62) feet,- thence north  $80^{\circ} 27' 40''$  east one hundred fifty-three and ten hundredths (153.10) feet,- thence with a curve to the left having a radius of one hundred (100) feet a distance of one hundred sixteen and eighty hundredths (116.80) feet to a cement monument in the westerly line of Laurel Street,- thence beginning at a point in the easterly line of Laurel Street bearing south  $36^{\circ} 40'$  east sixty-three and two tenths (63.2) feet distant from the last-mentioned monument,- thence with a curve to the left having a radius of fifty (50) feet a distance of sixty-one and three hundredths (61.03) feet,- thence south  $56^{\circ} 23' 40''$  east two hundred twenty-four and eighty hundredths (224.80) feet,- thence with a curve to the left having a radius of forty (40) feet a distance of fifty-three and six hundredths (53.06) feet to a monument in the westerly line of Park Street. Again beginning at a monument in the easterly line of Park Street bearing south  $55^{\circ}$  east and forty-six and fifty hundredths (46.50) feet distant from



the last monument,- thence with a curve southerly and easterly having a radius of twenty-five (25) feet a distance of forty-four and ninety-five hundredths (44.95) feet,- thence south  $56^{\circ} 23' 40''$  east one hundred fourteen and four tenths (114.4) feet,- thence with a curve to the left having a radius of thirteen hundred (1300) feet a distance of two hundred eleven and eighty-three hundredths (211.83) feet,- thence south  $65^{\circ} 43' 50''$  east three hundred seven and thirty-six (307.36) feet,- thence with a curve to the left having a radius of one hundred (100) feet a distance of one hundred two and eleven hundredths (102.11) feet to a monument in the westerly line of Spring Street. Again beginning at a point in the easterly line of Spring Street bearing south  $63^{\circ} 4'$  east and forty-seven and eight tenths (47.8) feet distant from the last-named monument,- thence in a curve southerly and easterly having a radius of thirty (30) feet a distance of sixty-three and thirty-six (63.36) feet,- thence south  $65^{\circ} 43' 50''$  east one hundred five and forty-seven (105.47) feet,- thence in a curve to the right having a radius of three thousand fifty (3050) feet a distance of three hundred seven and twenty-six hundredths (307.26) feet,- thence south  $59^{\circ} 57' 30''$  east a distance of eight hundred twenty-seven and fifty-nine hundredths (827.59) feet,- thence in a curve to the right having a radius of one thousand six hundred fifty (1650) feet a distance of six hundred fifty-seven and seventy-nine hundredths (657.79) feet,- thence south  $37^{\circ} 8'$  east a distance of four hundred forty-six and eighty hundredths (446.80) feet,- thence south  $36^{\circ} 16' 20''$  east five hundred twenty-nine and seven hundredths (529.07) feet,- thence south  $39^{\circ} 17' 30''$  east three hundred ninety-one and forty-seven hundredths (391.47) feet,- thence in a curve to the left having a radius of eight hundred (800) feet a distance of two hundred forty-one and seventy-one hundredths (241.71) feet,- thence south  $56^{\circ} 36' 10''$  east four hundred seventy-five and forty-three hundredths (475.43) feet,- thence in a curve to the right having a radius of five hundred (500) feet a distance of seventy-eight and ninety-seven hundredths (78.97) feet,- thence south  $47^{\circ} 33' 10''$  east two hundred fifty-six and sixty-four hundredths (256.64) feet,- thence in a curve to the left having a radius of twenty-five (25) feet a distance of forty-one and twenty-three hundredths (41.23) feet to a point in the westerly line of Bedford Street.

Southerly Line of street is as follows:

Beginning at a monument at the southeasterly end of East Center Street on the division line between the towns of East and West Bridgewater,- thence easterly in a curve to the left having a radius of three hundred one and ninety-three hundredths (301.93) feet a distance on one hundred one and five hundredths (101.05) feet,- thence north  $86^{\circ} 29' 20''$  east two hundred

forty-seven and ninety-nine hundredths (247.99) feet,- thence in a curve to the right having a radius of three hundred sixty (360) feet a distance of two hundred thirty-three and twenty-one hundredths (233.21) feet,- thence south 56° 23' 40" east three hundred forty-eight and ninety-one hundredths (348.91) feet,- thence in a curve to the left having a radius of one thousand three hundred fifty (1350) feet a distance of two hundred nineteen and ninety-eight hundredths (219.98) feet,- thence south 65° 43' 50" east five hundred sixty-nine and thirteen hundredths (569.13) feet,- thence in a curve to the right having a radius of three thousand (3000) feet a distance of three hundred two and twenty-three hundredths (302.23) feet,- thence south 59° 57' 30" east eight hundred twenty-seven and fifty-nine hundredths (827.59) feet,- thence in a curve to the right having a radius of sixteen hundred (1600) feet a distance of six hundred thirty-seven and eighty-six hundredths (637.86) feet,- thence south 37° 08' east four hundred forty-six and forty-two hundredths (446.42) feet,- thence south 36° 16' 20" east five hundred thirty and one hundredth (530.01) feet,- thence south 39° 17' 30" east three hundred ninety-two and seventy-nine hundredths (392.79) feet,- thence in a curve to the left having a radius of eight hundred fifty (850) feet a distance of two hundred fifty-six and eighty-two hundredths (256.82) feet,- thence south 56° 36' 10" east four hundred eighty-six and thirty-two (486.32) feet,- thence in a curve to the right having a radius of six hundred (600) feet a distance of two hundred twenty-one and fifty-four hundredths (221.54) feet,- thence south 35° 26' 50" east ninety-five and sixty-two hundredths (95.62) feet,- thence in a curve to the right having a radius of fifty (50) feet a distance of sixty-four and sixty-six hundredths (64.66) feet to a point in the westerly line of Bedford Street.

The trees along the line are not to be removed except such as interfere with the travelled way.

Portions of the old street lying outside of the above-described lines are hereby discontinued.

The County is to pay the cost of relocating and restoring the house of Lottie Thompson.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of August A.D., 1925.

The inhabitants of the town of East Bridgewater aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the sixteenth day of June A.D., 1927.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

N.Y.N.H. & H.R.R.Co.	500 sq. ft.	\$4.50
Alice Austin	450 " "	4.05
Napoleon Guimona	350 " "	3.15
Wilfred J. Lessard et al.	250 " "	2.25
Elodie Lambert	250 " "	2.25
Silva Seymour	275 " "	2.48
Rebecca Washburn	2240 " "	20.16
Mass. Brick Co.	600 " "	5.40
Frank Ray	200 " "	1.80
Mass. Brick Co.	500 " "	1.50
Benjamin Hill	3200 " "	12.80
Henrietta Hill et al.	320 " "	2.88
Benjamin Hill	150 " "	1.20
Sadie Bigelow	300 " "	2.70
Clara Noyes	100 " "	.90
Joseph Thornhill et ux.	400 " "	3.20
H. Robert Campbell	500 " "	4.00
Frederick B. Wheaton	600 " "	6.00
Flora A. Keith	1000 " "	10.00
Saba C. Benson et al.	350 " "	3.50
Louise Edson	550 " "	5.50
Frank S. Kise	1000 " "	10.00
Richard Copeland	350 " "	3.50
Charles Marshall	300 " "	3.00
Jennie Edson et al.	370 " "	4.44
Albert A. Jones	500 " "	6.00
Saba C. Benson	300 " "	4.50
Manuel Silva	3000 " "	27.00
Lottie Thompson	6140 " "	55.26
Elodie Lambert	5230 " "	36.61
Nazaire Thibeault	650 " "	4.55
" "	1280 " "	11.52
Merton F. Ellis	900 " "	8.10
Benjamin Hill	340 " "	1.02
Allen B. Shaw	650 " "	1.95
" " "	400 " "	1.20
N.Y.N.H. & H.R.R.Co.	600 " "	4.80
Benjamin Hill	4600 " "	36.80
Theron Fisher	440 " "	3.96
Priscilla Starbuck	500 " "	4.50
Henry Field	550 " "	4.95
Howard Paine	800 " "	7.20
Mary A. Packard	1100 " "	11.00
Amelia Gurney	150 " "	1.50
Arthur P. Starratt	1840 " "	18.40
Soc. New Jerusalem	800 " "	8.00
Percival M. Churchill	100 " "	1.00
Abbie Churchill	600 " "	6.00
Schuyler W. White	500 " "	5.00
E. Bridgewater	250 " "	2.50
Jennie Edson et al.	1000 " "	10.00
Charles Morrison	150 " "	1.80
Abbie Churchill et al.	100 " "	1.50

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of East Bridgewater within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this sixteenth day of June in the year of our Lord nineteen hundred

twenty-five.

Frederic T. Bailey	}	County Commissioners.
Jere B. Howard		
Charles S. Beal		

SELECTMEN OF  
PLYMPTON  
JUNE 16, 1925.  
NO. 640

On the petition of the Selectmen of the Town of Plympton presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the fourth day of November in the year of our Lord nineteen hundred and twenty-four, representing that the County Road between Kingston and Halifax is narrow, crooked and inconvenient for public travel and in need of specific repair, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Whitman in said County, on the nineteenth day of December A.D. 1924, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the sixteenth day of June A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

There is to be no change in the lines of the street.

The town is hereby ordered to construct said street in accordance with specifications furnished by the Division of Highways and under its direction.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Plympton aforesaid, are hereby ordered to cause said specific repair to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the

County Commissioners before the first day of December A.D.,1925.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Plympton within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this sixteenth day of June in the year of our Lord nineteen hundred and twenty-five.

Frederic T. Bailey	)	
Jere B. Howard	)	County
Charles S. Beal	)	Commissioners.

On the petition of the Selectmen of the Town of Duxbury presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the fourth day of November in the year of our Lord nineteen hundred and twenty-four, representing that the highways in said town known as Union and Congress Streets, between Keen and West Streets, are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

SELECTMEN OF  
DUXBURY  
JUNE 16, 1925.  
NO. 643.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Whitman in said County, on the nineteenth day of December A.D.1924, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the sixteenth day of June A.D.1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

TOWN OF DUXBURYDECREE NO. 643.ON UNION, CONGRESS AND WEST STREETS.North Easterly Line.

Beginning at a concrete monument in the town line between the Towns of Pembroke and Duxbury as indicated by the road stone at the junction of MYRTLE Street with UNION Street, thence by the North Easterly line of UNION Street as follows:-

South 24° 53' 40" East by land of Lora Keene, land of the Church of God Beulah Trustees and land of Laura L. Parker three hundred eighteen and forty-six hundredths (318.46) feet to an angle; thence South 28° 2' 30" East by land of said Parker three hundred eighty and five hundredths (380.05) feet to the point of curvature;- thence by a curve to the left whose radius is fourteen hundred (1400) feet by land of said Parker and land of Anna M. Wainwright three hundred five and seventy hundredths (305.70) feet to the Point of Tangency;- thence South 40° 33' 10" East by land of said Wainwright seventy-eight and twenty-two hundredths (78.22) feet to the Point of Curvature;- thence by a curve to the right whose radius is thirteen hundred (1300) feet by land of said Wainwright and land of Lot Phillips Co., and by the highway two hundred eighteen and fifty-four hundredths (218.54) feet to the Point of Compound Curvature;- thence by a curve to the right whose radius is twelve hundred sixty-five and fourteen hundredths (1265.14) feet by the highway four hundred sixty and sixty-nine hundredths (460.69) feet to the Point of Tangency;- thence South 8° 35' 50" East by land of Lot Phillips Company, two hundred three and ninety-two hundredths (203.92) feet to an angle; thence South 12° 37' 20" East by said land of Lot Phillips Company two hundred twelve and sixty hundredths (212.60) feet to the Point of Curvature; thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Lot Phillips Company, and land of the Town of Duxbury three hundred forty-four and eighteen hundredths (344.18) feet to the Point of Tangency;- thence South 33° 22' 50" East by land of the Town Duxbury one hundred sixty and forty-six hundredths (160.46) feet to the Point of Curvature;- thence by a curve to the right whose radius is twelve hundred (1200) feet by land of said Town of Duxbury, by the highway and again by land of the said Town of Duxbury three hundred seventy-four and ninety-six hundredths (374.96) feet to the Point of Tangency;- thence South 15° 28' 40" East six hundred seventy-four and fifty-one hundredths (674.51) feet to the Point of Curvature;- thence by a curve to the right whose radius is four thousand fifty (4050) feet by land of the Town of Duxbury and by land of James W. Baker two hundred eighty-one and ninety-six hundredths (281.96) feet to the

Point of Tangency;- thence South  $11^{\circ} 29' 20''$  East by land of said Baker one hundred thirty-two and fifty-four hundredths (132.54) feet to the Point of Curvature;- thence by a curve to the left whose radius is twenty-six hundred (2600) feet by land of said Baker and land of Sarah L. Holland two hundred eighteen and six hundredths (218.06) feet to the Point of Tangency;- thence South  $16^{\circ} 17' 20''$  East by land of said Holland one hundred thirty-one and forty-one hundredths (131.41) feet to a Concrete Monument at the Point of Curvature;- thence by a curve to the left whose radius is thirty (30) feet by land of said Holland fifty-seven and eighty-one hundredths (57.81) feet to the Concrete Monument at the Point of Tangency on the Northerly side of KEENE Street.

Thence beginning again at the Concrete Monument marking the Point of Curvature on the southerly side of KEENE Street, said Concrete Monument bearing South  $14^{\circ} 37'$  East and being distant forty-three and seventeen hundredths (43.17) feet from the last mentioned Concrete Monument and continuing by a curve to the left whose radius is sixty (60) feet by land of Daniel W. Studley seventy-two and eighty-seven hundredths (72.87) feet to a Concrete Monument at the Point of Tangency;- thence South  $16^{\circ} 17' 20''$  East by land of said Studley and land of Alma Jansen six hundred sixteen and eighty-eight hundredths (616.88) feet to the Point of Curvature;- thence by a curve to the left whose radius is twelve hundred fifty (1250) feet by the highway and by land of Edwin L. McAuliffe three hundred sixty and eighty-eight (360.88) feet to the Point of Tangency;- thence South  $0^{\circ} 14' 50''$  West by land of said McAuliffe, land of Mary E. Baker and land of James W. Baker six hundred forty-nine and fifteen hundredths (649.15) feet to the Point of Curvature;- thence by a curve to the left whose radius is fourteen hundred fifty (1450) feet by land of said James W. Baker, land of Mary E. Baker and land Ethel McAuliffe four hundred sixteen and twenty-three hundredths (416.23) feet to the Point of Tangency;- thence South  $16^{\circ} 41' 40''$  West by land of said Ethel McAuliffe, land of Paul S. McAuliffe five hundred sixty-four and eleven hundredths (564.11) feet to a Concrete Monument at the Point of Curvature;- thence by a curve to the left whose radius is five hundred (500) feet by land of said Paul S. McAuliffe and land of Joseph W. Beale four hundred forty-six and seventy-three hundredths (446.73) feet to a Concrete Monument at the Point of Tangency;- thence South  $34^{\circ} 29' 10''$  East by land of said Beale one hundred sixty-nine and thirty-six hundredths (169.36) feet to a Concrete Monument at the Point of Curvature;- thence by a curve to the right whose radius is fourteen hundred ten and forty-five hundredths (1410.45) feet by land of said Beale two hundred thirty-one and forty hundredths (231.40) feet to the Point of Tangency;- thence South  $25^{\circ} 55' 10''$  East by land of said Beal, land of Lorenzo W. Peterson and land of Joseph W. Beale four hundred

ninety-four and thirty hundredths (494.30) feet to a Concrete Monument at the Point of Curvature;- thence by a curve to the left whose radius is five hundred fifty-two and twenty-three hundredths (552.23) feet by land of said Beale and land of Washington Nickerson two hundred ninety-seven and seventy-one hundredths (297.71) feet to a Concrete Monument at the Point of Compound Curvature;- thence by a curve to the left whose radius is one hundred sixty (160) feet by land of said Nickerson one hundred thirty and eighty-two hundredths (130.82) feet to a Concrete Monument at the Point of Tangency on the northerly line of FRANKLIN Street.

Thence beginning again at the Concrete Monument marking the Point of Curvature on the southerly side of FRANKLIN Street, said Concrete Monument bearing South  $63^{\circ} 12'$  East and being distant sixty-one and sixty-five hundredths (61.65) feet from the last mentioned Concrete Monument;- thence by a curve to the left whose radius is forty (40) feet by land of William G. Ford and by the highway eighty-eight and eighty-seven hundredths (88.87) feet to a Concrete Monument at the Point of Tangency;- thence South  $50^{\circ} 57' 50''$  East by the highway and land of Lysander C. Walker four hundred thirteen and eighty-two hundredths (413.82) feet to an angle; thence South  $52^{\circ} 23' 50''$  East by land of said Walker, land of L. Burton Belknap and land of Frank C. Baker eleven hundred fifty-two and twenty-six hundredths (1152.26) feet to an angle; thence South  $57^{\circ}$  East by land of said Baker, land of Mary Perry and land of Edgar W. Chandler and land of the South River Cranberry Company eight hundred ninety-four and thirty-one hundredths (894.31) feet to a Concrete Monument at the Point of Curvature;- thence by a curve to the left whose radius is seven hundred (700) feet by land of said South River Cranberry Company two hundred eighty-seven (287) feet to a Concrete Monument at the Point of Tangency;- thence South  $81^{\circ} 37' 30''$  East by land of the South River Cranberry Company and land of Martha C. Titus ten hundred forty and twenty-four hundredths (1040.24) feet to the Point of Curvature;- thence by a curve to the right whose radius is two thousand fifty (2050) feet by land of said Titus and land of the South River Cranberry Company four hundred twenty-nine and ninety-five hundredths (429.95) feet to the Point of Tangency;- thence South  $69^{\circ} 36' 30''$  East by land of said South River Cranberry Company, land of Theodore Duarte and land of William Hagborne fifteen hundred and eight and forty hundredths (1508.40) feet to a Concrete Monument at the Point of Curvature;- thence by a curve to the left whose radius is forty (40) feet by land of said Hagborne sixty-two and fifty-six hundredths (62.56) feet to a Concrete Monument at the Point of Tangency on the westerly line of LINCOLN Street.

Thence beginning again at the Concrete Monument marking the Point of Curvature on the easterly side of LINCOLN Street, said Concrete Monument



bearing South  $69^{\circ} 45' 40''$  East and being distant forty (40) feet from the last mentioned Concrete Monument and continuing by a curve to the left whose radius is forty (40) feet by land of Elizabeth W. Hunt sixty-two and twenty-six hundredths (62.26) feet to a Concrete Monument at the Point of Tangency; thence South  $70^{\circ} 12'$  East by land of said Hunt, by land of Lot Phillips Company by the highway and by land of Everett W. Osgood seven hundred forty and sixty-two hundredths (740.62) feet to the Point of Curvature;- thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Osgood five hundred twenty-one and fourteen hundredths (521.14) feet to the Point of Tangency;- thence North  $78^{\circ} 22' 10''$  East by land of said Osgood two hundred sixty and forty-nine hundredths (260.49) feet to the Point of Curvature;- thence by a curve to the right whose radius is twelve hundred fifty (1250) feet by land of said Osgood three hundred four and fifty-two hundredths (304.52) feet to the Point of Tangency;- thence South  $87^{\circ} 40' 20''$  East by land of said Osgood seventy-five and thirty-seven hundredths (75.37) feet to a Concrete Monument at the Point of Curvature;- thence by a curve to the left whose radius is twenty (20) feet by land of said Osgood fifty-three and seventy-six hundredths (53.76) feet to a Concrete Monument at the Point of Tangency on the south westerly side of WEST Street.

#### WEST STREET

Thence beginning again at the Concrete Monument marking the Point of Curvature on the north easterly side of WEST Street, said Concrete Monument bearing South  $85^{\circ} 8'$  East and being distant one hundred and forty-five hundredths (100.45) feet from the last mentioned Concrete Monument and continuing by a curve to the left whose radius is one thousand (1000) feet by land of Jairus Osgood four hundred fourteen and forty-seven hundredths (414.47) feet to a Concrete Monument at the Point of Tangency;- thence South  $85^{\circ} 25' 10''$  East by land of said Osgood one hundred fifty-one and eleven hundredths (151.11) feet to the Point of Curvature;- thence by a curve to the left whose radius is thirteen hundred fifty (1350) feet by land of said Osgood two hundred seventy-five and seventy-four hundredths (275.74) feet to the Point of Tangency;- thence North  $82^{\circ} 52' 40''$  East by the highway and land of said Osgood four hundred eighty-five and seventeen hundredths (485.17) feet to a Concrete Monument on the westerly side of CHURCH Street.

Thence beginning again at a Concrete Monument marking the Point of Curvature on the easterly side of CHURCH Street, said Concrete Monument bearing South  $52^{\circ} 52' 30''$  East and being distant seventy-one and twenty-four hundredths (71.24) feet from the last mentioned Concrete Monument and continuing by a curve to the left whose radius is twenty (20) feet by land of Lottie Peterson forty-nine and thirty-five hundredths (49.35) feet to a

Concrete Monument at the Point of Tangency;- thence South  $58^{\circ} 29' 30''$  East by land of said Peterson fifty-five and sixty-three hundredths (55.63) feet to a Concrete Monument at the point of Curvature; thence by a curve to the right whose radius is five hundred fifty (550) feet by land of said Peterson two hundred twenty (220) feet to the Point of Tangency;- thence South  $35^{\circ} 34' 20''$  East by land of said Peterson one hundred sixty-six and twenty-eight hundredths (166.28) feet to the Point of Curvature;- thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Peterson and land of Arthur A. Studley two hundred twenty and eighty-five hundredths (220.85) feet to the Point of Tangency;- thence South  $48^{\circ} 53' 30''$  East by land of said Studley one hundred twenty-one and fifty-one hundredths (121.51) feet to a Concrete Monument at the Point of Curvature;- thence by a curve to the left whose radius is eleven hundred sixty-six and fifty-six hundredths (1166.56) feet by land of said Studley two hundred forty-six and eighty-eight hundredths (246.88) feet to a Concrete Monument at the Point of Compound Curvature;- thence by a curve to the left whose radius is twenty (20) feet by land of said Studley thirty-seven (37) feet to a Concrete Monument at the Point of Tangency on the westerly line of TEMPLE Street.

Thence beginning again at a Concrete Monument marking the Point of Curvature on the easterly side of TEMPLE Street, said Concrete Monument bearing South  $45^{\circ} 51' 30''$  East and being distant forty-six and seventy-four hundredths (46.74) feet from the last mentioned Concrete Monument and continuing by a curve to the left whose radius is two hundred (200) feet by land of Mary A. Delano one hundred forty-nine and twenty-seven hundredths (149.27) feet to a Concrete Monument at the Point of Tangency thence South  $29^{\circ} 46' 50''$  East by the highway forty-eight and thirty-one hundredths (48.31) feet to a Concrete Monument at the Point of Curvature thence by a curve to the right whose radius is eighteen hundred eighty-two and eleven hundredths (1882.11) feet by the highway four hundred thirty and ninety hundredths (430.90) feet to the Point of Tangency;- thence South  $16^{\circ} 40' 30''$  East one hundred seventy-eight and fifteen hundredths (178.15) feet by land of Lucia B. Knapp to the Point of Curvature;- thence by a curve to the left whose radius is eleven hundred fifty (1150) feet by land of said Knapp and land of Robert Cushman three hundred forty and seventy-eight hundredths (340.78) feet to the Point of Tangency;- thence South  $34^{\circ} 39'$  East by land of said Cushman and by the highway three hundred eighty-one and thirty-six hundredths (381.36) feet to the Point of Curvature;- thence by a curve to the left whose radius is seven hundred fifty (750) feet by land of Clara M. Gilman two hundred forty-one and sixty-seven hundredths (241.67) feet to a Point of Tangency;- thence South  $53^{\circ} 6' 40''$  East by land of said Gilman and by the highway and land of Lucia B. Knapp nine hundred sixty and ninety-four hun-

dredths (960.94) feet to the Point of Curvature;- thence by a curve to the right whose radius is ten hundred fifty (1050) feet by land of Edwin W. Simmons and by the highway four hundred forty-five and twelve hundredths (445.12) feet to the Point of Tangency;- thence South 28° 49' 20" East by the highway two hundred thirty-seven and six hundredths (237.06) feet to an angle;- thence South 34° 36' 30" East by the highway and by land of Harriet I. Ford et al. four hundred eighty-nine and seventy-one hundredths (489.71) feet to an angle; thence South 47° 22' 20" East by land of Harriet I. Ford et al. three hundred eighty-nine and seventy-five hundredths (389.75) feet to the Point of Curvature;- thence by a curve to the left whose radius is six hundred seventy-four and sixty hundredths (674.60) feet by land of said Harriet I. Ford et al. and land of Mary E. Nepton two hundred ninety-one and eighty-six hundredths (291.86) feet to a Concrete Monument at the Point of Compound Curvature;- thence by a curve to the left whose radius is fifty (50) feet by land of said Nepton fifty-six and seventy-three hundredths (56.73) feet to a Concrete Monument at the Point of Tangency on the westerly side line of BOW Street.

Thence beginning again at a Concrete Monument marking the Point of Curvature on the easterly side of BOW Street, said Concrete Monument bearing North 68° 42' 40" East and being distant ninety-one and sixty-seven hundredths (91.67) feet from the last mentioned Concrete Monument thence continuing by a curve to the left whose radius is forty (40) feet by land of Percy L. Walker ninety-one and fifty-nine hundredths (91.59) feet to a Concrete Monument at the Point of Tangency;- thence South 88° 21' 30" East by land of said Walker two hundred seventy-eight and ninety-three hundredths (278.93) feet to a Concrete Monument at the Point of Curvature;- thence by a curve to the left whose radius is fifty (50) feet by land of said Walker eighty-one and seventy hundredths (81.70) feet to a Concrete Monument at the Point of Tangency in the westerly line of TREMONT Street, said bound bearing South 1° 59' East and distant from a Massachusetts Highway Bound on said street line.

South Westerly Line.

Beginning at a point in the town line between the towns of Pembroke and Duxbury as indicated by the road stone, in the southerly line of UNION Street near its junction with TAYLOR Street, thence by the southwesterly line of UNION Street as follows;--

South 24° 53' 40" east by land of Anna M. Wainwright and land of Laura L. Parker two hundred ninety-five and ninety-six hundredths (295.96) feet to a concrete monument at an angle; thence south 28° 2' 30" east by land of said Parker three hundred eighty-one and fifty hundredths (381.50)

feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fourteen hundred fifty (1450) feet by land of said Parker and land of said Wainwright three hundred sixteen and sixty-seven hundredths (316.67) feet to a concrete monument at the point of tangency thence south  $40^{\circ} 33' 10''$  east by land of said Wainwright seventy-eight and twenty-two hundredths (78.22) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twelve hundred fifty (1250) feet by land of said Wainwright and land of Lot Phillips Company two hundred eight and thirteen hundredths (208.13) feet to a concrete monument at the point of compound curvature thence by a curve to the right whose radius is twelve hundred fifteen and fourteen hundredths (1215.14) feet by land of said Lot Phillips Company four hundred forty-two and forty-eight hundredths (442.48) feet to a concrete monument at the point of tangency thence south  $8^{\circ} 35' 50''$  east two hundred five and sixty-eight hundredths (205.68) feet to a concrete monument at an angle; thence south  $12^{\circ} 37' 20''$  east by land of said Lot Phillips Company two hundred fourteen and thirty-six hundredths (214.36) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Lot Phillips Company and land of Fred G. Brackett three hundred sixty-two and thirty hundredths (362.30) feet to a concrete monument at the point of tangency thence south  $33^{\circ} 22' 50''$  east by land of said Fred G. Brackett one hundred sixty and forty-six hundredths (160.46) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eleven hundred fifty (1150) feet by land of said Brackett and land of J. Leavitt Delano and land of Lester S. Baker three hundred fifty-nine and thirty-four hundredths (359.34) feet to a concrete monument at the point of tangency thence south  $15^{\circ} 28' 40''$  east by land of said Lester S. Baker and land of Robert B. Mann six hundred seventy-four and fifty-one hundredths (674.51) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is four thousand (4000) feet by land of said Mann and land of Sarah F. Holland two hundred seventy-eight and forty-eight hundredths (278.48) feet to a concrete monument at the point of tangency thence south  $11^{\circ} 29' 20''$  east by land of said Holland one hundred thirty-two and fifty-four hundredths (132.54) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is twenty-six hundred fifty (2650) feet by the highway two hundred twenty-two and twenty-five hundredths (222.25) feet to a concrete monument at the point of tangency thence south  $16^{\circ} 17' 20''$  east by land of Sarah F. Holland one hundred thirty-seven and forty-seven hundredths (137.47) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eighty (80) feet by land of said Holland ninety-

seven and sixteen hundredths (97.16) feet to the point of tangency on the northerly side of KEENE Street.

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of KEENE Street, said concrete monument bearing south  $13^{\circ} 49'$  east and being distant forty-three and forty-one hundredths (43.41) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is forty (40) feet by land of Alma Jansen seventy-seven and nine hundredths (77.09) feet to a concrete monument at the point of tangency thence south  $16^{\circ} 17' 20''$  east by land of said Jansen five hundred eighty-two and thirty-nine hundredths (582.39) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twelve hundred (1200) feet by land of said Jansen three hundred forty-six and forty-five hundredths (346.45) feet to a concrete monument at the point of tangency thence south  $0^{\circ} 14' 50''$  west by land of said Jansen two hundred sixty-six and eighteen hundredths (266.18) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is thirty (30) feet by land of said Jansen seventy-three and fifty-eight hundredths (73.58) feet to a concrete monument at the point of tangency on the easterly side of LYMAN Street.

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of LYMAN Street, said concrete monument bearing south  $4^{\circ} 44'$  east and being distant seventy-two and forty-nine hundredths (72.49) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is two hundred (200) feet by land of Marshall M.C. Blakeman one hundred thirty-seven and seventy-eight hundredths (137.78) feet to a concrete monument at the point of tangency thence south  $0^{\circ} 14' 50''$  west by land of said Blakeman and land of Etta W. Strawbridge one hundred sixty-four and sixty-six hundredths (164.66) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fourteen hundred (1400) feet by land of said Strawbridge and by the highway four hundred one and eighty-eight hundredths (401.88) feet to a concrete monument at the point of tangency thence south  $16^{\circ} 41' 40''$  west by land of James W. Baker and by the highway six hundred sixty-three and twenty-two hundredths (663.22) feet to a concrete monument at an angle; thence south  $11^{\circ} 33' 30''$  east by land of Ethel F. Wales and land of the Duxbury Rural Society two hundred sixty-five and ninety-three hundredths (265.93) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is forty (40) feet by land of the said Duxbury Rural Society seventy and eighty-eight hundredths (70.88) feet to a concrete monument at the point of tangency on the northerly side of CONGRESS STREET.

## CONGRESS STREET.

Thence beginning again at the concrete monument marking the point of curvature on the southerly side of CONGRESS Street, said concrete monument bearing south  $8^{\circ} 17'$  east and being distant forty-six and eighty-five hundredths (46.85) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is forty (40) feet by land of Edith F. Wales fifty-six and ten hundredths (56.10) feet to a concrete monument on the westerly side of UNION Street.

Thence beginning again at a concrete monument marking the point of curvature on the easterly side of UNION Street, said concrete monument bearing south  $48^{\circ} 29' 40''$  east and being distant forty-five and sixty-one hundredths (45.61) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is forty (40) feet by land of Eden W. Soule sixty-nine and fifty-seven hundredths (69.57) feet to a concrete monument at the point of tangency thence south  $66^{\circ} 54' 50''$  east by land of said Soule sixty-five and ninety-two hundredths (65.92) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is two hundred eighty (280) feet by land of said Soule one hundred seventy-three and twenty-six hundredths (173.26) feet to a concrete monument at the point of compound curvature thence by a curve to the right whose radius is thirteen hundred sixty and forty-five hundredths (1360.45) feet by land of said Soule two hundred forty and twenty-one hundredths (240.21) feet to a concrete monument at the point of tangency thence south  $25^{\circ} 55' 10''$  east by land of said Soule and land of Lorenzo W. Peterson and by the Mill Pond four hundred sixty-seven and eighty-seven hundredths (467.87) feet to a concrete monument thence south  $20^{\circ} 23' 50''$  east by said Mill Pond and land of Sarah R. Baker et al. one hundred ninety-eight and seventy-eight hundredths (198.78) feet to an angle; thence south  $18^{\circ} 48' 10''$  east by land of said Sarah R. Baker et al. one hundred seventeen and thirty-four hundredths (117.34) feet to a concrete monument in the northerly line of FRANKLIN Street.

Thence beginning again at a concrete monument marking the point of curvature in the westerly line of land of Manuel M. Fernandez et al. said concrete monument bearing north  $17^{\circ}$  east and being distant sixty-two and fifty-three hundredths (62.53) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is eighteen (18) feet by land of said Fernandez et al. forty-one and forty-seven hundredths (41.47) feet to a concrete monument at the point of tangency thence south  $55^{\circ} 34' 40''$  east by land of said Fernandez et al. sixty-four and fifty-one hundredths (64.51) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twenty (20) feet by land of

said Fernandez et al. forty-four and eighty-eight hundredths (44.88) feet to a concrete monument at the point of tangency in the northerly line of FRANKLIN Street.

Thence beginning again at a concrete monument marking the point of curvature in the southerly line of FRANKLIN Street, said concrete monument bearing south  $38^{\circ} 10' 30''$  east and being distant fifty-one and four hundredths (51.04) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is one hundred twenty (120) feet by land of Sarah R. Baker et al. one hundred seventeen and thirty-seven hundredths (117.37) feet to a concrete monument at the point of tangency thence south  $50^{\circ} 57' 50''$  east by land of Sarah R. Baker et al. and land of Lorenzo W. Peterson and again by land of the said Sarah R. Baker et al. four hundred fifty-eight and ninety hundredths (458.90) feet to a concrete monument at an angle; thence south  $52^{\circ} 23' 50''$  east by land of said Sarah R. Baker et al. land of L. Burton Belknap and land of Frank C. Baker eleven hundred fifty-four and nine tenths (1154.9) feet to a concrete monument at an angle; thence south  $57^{\circ}$  east by land of said Frank C. Baker, land of Mary Perry and land of Paul C. Peterson et al. eight hundred seventy-seven and forty-seven hundredths (877.47) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is sixty (60) feet by land of said Peterson et al. one hundred seventeen and two hundredths (117.02) feet to a concrete monument at the point of tangency in the northerly line of KING PHILIP PATH.

Thence beginning again at a concrete monument marking the point of curvature in the southerly line of KING PHILIP PATH, said concrete monument bearing south  $29^{\circ} 42' 40''$  west and being distant seventy-eight (78) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is three hundred (300) feet by land of the South River Cranberry Company one hundred eighty-seven and thirty-three hundredths (187.33) feet to a concrete monument at the point of compound curvature thence by a curve to the right whose radius is fourteen hundred eighty-six and fifty-two hundredths (1486.52) feet by land of said South River Cranberry Company two hundred twelve and forty-six hundredths (212.46) feet to a concrete monument at the point of tangency thence south  $81^{\circ} 37' 30''$  east by the highway and land of the South River Cranberry Company ten hundred four and fifty-three hundredths (1004.53) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is two thousand (2000) feet by land of said South River Cranberry Company four hundred nineteen and forty-six hundredths (419.46) feet to a concrete monument at the point of tangency thence south  $69^{\circ} 36' 30''$  east by land of said South River Cranberry Company and land of Alice M. Badger fifteen hundred four and

fifty-two hundredths (1504.52) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is forty (40) feet by land of said Badger sixty-three and ten hundredths (63.10) feet to a concrete monument at the point of tangency in the westerly line of LINCOLN Street.

Thence beginning again at a concrete monument marking the point of curvature in the easterly line of LINCOLN Street, said concrete monument bearing south  $69^{\circ} 45' 40''$  east and being distant forty (40) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is forty (40) feet by land of Elizabeth W. Hunt sixty-three and forty hundredths (63.40) feet to a concrete monument at the point of tangency thence south  $70^{\circ} 12'$  east by land of said Hunt and by land of Everett W. Osgood seven hundred forty and nineteen hundredths (740.19) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by the highway five hundred forty-eight and fifty-seven hundredths (548.57) feet to a concrete monument at the point of tangency thence north  $78^{\circ} 22' 10''$  east by land of Everett W. Osgood two hundred sixty and forty-nine hundredths (260.49) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twelve hundred (1200) feet by land of said Osgood two hundred ninety-two and thirty-four hundredths (292.34) feet to a concrete monument at the point of compound curvature thence by a curve to the right whose radius is sixteen hundred seventy-two and sixty-one hundredths (1672.61) feet by land of said Osgood and land of Gilbert H. West two hundred seventy-eight and ninety-five hundredths (278.95) feet to a concrete monument at the point of tangency thence south  $78^{\circ} 07'$  east by land of said West and land of Ernest W. Osgood one hundred forty-one and six hundredths (141.06) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is seventeen hundred (1700) feet by the highway two hundred sixteen and sixty-seven hundredths (216.67) feet to a concrete monument thence south  $85^{\circ} 25' 10''$  east by land of Ernest W. Osgood one hundred and twenty-one hundredths (100.21) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fourteen hundred (1400) feet by land of said Osgood two hundred eighty-five and ninety-five hundredths (285.95) feet to a concrete monument at the point of tangency thence north  $82^{\circ} 52' 40''$  east by land of said Osgood and land of George W. Cobbett two hundred twenty-five and seventeen hundredths (225.17) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is five hundred (500) feet by land of said Cobbett five hundred thirty-seven and thirteen hundredths (537.13) feet to a concrete monument at the point of tangency thence south  $35^{\circ} 34' 20''$  east by land of said



Cobbett one hundred sixty-six and twenty-eight hundredths (166.28) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by the highway two hundred thirty-two and forty-seven hundredths (232.47) feet to a concrete monument at the point of tangency thence south  $48^{\circ} 53' 30''$  east by the highway and by land of Edward Butters two hundred thirty-nine and forty-three hundredths (239.43) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of said Butters, land of Harry Cushing and land of Robert Cushman three hundred thirty-three and fifty-five hundredths (333.55) feet to a concrete monument at the point of compound curvature thence by a curve to the right whose radius is eighteen hundred thirty-two and eleven hundredths (1832.11) feet by land of Robert Cushman four hundred nineteen and six hundredths (419.06) feet to a concrete monument at the point of tangency thence south  $16^{\circ} 40' 30''$  east by land of said Cushman one hundred seventy-eight and fifteen hundredths (178.15) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is twelve hundred (1200) feet by the highway three hundred fifty-six and forty-seven hundredths (356.47) feet to a concrete monument at the point of tangency thence south  $34^{\circ} 39'$  east by land of said Cushman sixty-four (64) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twenty (20) feet by land of said Cushman forty-three and forty-six hundredths (43.46) feet to a concrete monument in the northerly line of MODOC ROAD.

Thence beginning again at a concrete monument marking the point of curvature in the southerly line of MODOC ROAD said concrete monument bearing south  $13^{\circ} 55'$  east and being distant thirty-three and ninety-seven hundredths (33.97) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is one hundred (100) feet by land of William L. Benedict ninety-six and eighty-seven hundredths (96.87) feet to a concrete monument at the point of tangency thence south  $34^{\circ} 39'$  east by land of said Benedict one hundred eighty-six and seventy-one hundredths (186.71) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eight hundred (800) feet by land of said Benedict and land of Lucia B. Knapp and by the highway two hundred fifty-seven and seventy-seven hundredths (257.77) feet to a concrete monument at the point of tangency thence south  $53^{\circ} 6' 40''$  east by land of said Knapp and land of William L. Benedict nine hundred sixty and ninety-four hundredths (960.94) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of said Benedict and land of George E. Hathaway four hundred twenty-three and ninety-two hundredths (423.92) feet to a concrete monument at the

point of tangency thence south  $28^{\circ} 49' 20''$  east by the highway four hundred twenty-five and six hundredths (425.06) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by the highway three hundred twenty-three and seventy-six hundredths (323.76) feet to a concrete monument at the point of tangency thence south  $47^{\circ} 22' 20''$  east by land of John Brownrigg three hundred eighty-nine and seventy-five hundredths (389.75) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is seven hundred twenty-four and sixty hundredths (724.60) feet by land of said Brownrigg two hundred twelve (212) feet to a concrete monument at the point of tangency thence south  $64^{\circ} 8' 10''$  east by land of said Brownrigg forty-seven and ninety-four hundredths (47.94) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eighty (80) feet by land of said Brownrigg eighty-two and seven hundredths (82.07) feet to a concrete monument at the point of tangency in the westerly line of BOW Street.

Thence beginning again at a concrete monument marking the point of curvature on the easterly side of BOW Street, said concrete monument bearing south  $37^{\circ}$  east and being distant seventy-six and twenty-four hundredths (76.24) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is eighty (80) feet by land of Herbert E. Walker one hundred thirty-five and forty-four hundredths (135.44) feet to a concrete monument at the point of tangency thence south  $88^{\circ} 21' 30''$  east by land of said Walker and land of the Town of Duxbury three hundred forty-six and twenty hundredths (346.20) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fifty (50) feet by land of said Town of Duxbury seventy-five and thirty-eight hundredths (75.38) feet to a concrete monument in the westerly line of TREMONT Street, said concrete monument bearing south  $1^{\circ} 59'$  east and being distant one hundred fifty and twenty-nine hundredths (150.29) feet from a concrete monument at the point of tangency at the end of the layout of the northerly line of WEST Street.

Trees along the line are not taken unless in the way of construction.

If walls or fences are to be removed it shall be done without expense to owner.

Portions of the old streets outside the above described lines are hereby discontinued.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid

are required to remove their buildings and other obstructions from the lands so taken before the first day of June A.D., 1927.

The inhabitants of the town of Duxbury aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of June A.D., 1927.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

	Discontinued	Area Taken	Amount
Lora Keene		300 Sq.Ft.	\$3.00
Church of God Beulah Trs.		700 " "	5.00
Laura L. Parker		1650 " "	11.00
" " "		400 " "	2.00
Anna M. Wainwright		700 " "	1.75
Lot Phillips Co.		2900 " "	3.00
Fred G. Brackett		1350 " "	1.50
Town of Duxbury		4200 " "	0.00
James W. Baker		2700 " "	7.00
Sarah L. Holland		2300 " "	46.00
Daniel W. Studley		2450 " "	25.00
Alma Jansen	700 Sq.Ft.	100 " "	0.00
Edwin L. McAuliffe	400 " "	2000 " "	16.00
Mary E. Baker		1500 " "	75.00
James W. Baker		600 " "	1.50
Mary E. Baker		400 " "	1.00
Ethel F. Wales (McAuliffe)		3500 " "	16.00
Paul S. McAuliffe		9200 " "	22.00
Joseph W. Beale		6733 " "	8.00
Lorenzo W. Peterson		1400 " "	2.00
Joseph W. Beale		500 " "	1.00
Washington Nickerson		3800 " "	50.00
William G. Ford	2350 " "	200 " "	0.00
Lysander C. Walker		1000 " "	3.00
L. Burton Belknap		600 " "	6.00
Frank C. Baker		1100 " "	11.00
Mary Perry		400 " "	2.00
Edgar W. Chandler		2100 " "	5.00
So. River Cranberry Co.		7400 " "	20.00
Martha C. Titus		3100 " "	4.00
So. River Cranberry Co.		360 " "	63.00
William Hagborne		2650 " "	30.00
Elizabeth W. Hunt		1000 " "	10.00
Lot Phillips Co.	4200 " "	860 " "	0.00
Lottie Peterson		6050 " "	15.00
Arthur R. Studley		10000 " "	25.00
Mary A. Delano		300 " "	9.00
Lucia B. Knapp	5200 " "	5850 " "	10.00
Robert Cushman	600 " "	1370 " "	0.00
Clara M. Gilman		6330 " "	15.00
Lucia B. Knapp		18150 " "	40.00
Mary E. Nepton		200 " "	1.00
" " "		160 " "	8.00
Percy L. Walker		600 " "	18.00
" " "		450 " "	22.50
E. Pembroke Community Club		530 " "	2.00
Laura L. Parker		4350 " "	20.00
Anna M. Wainwright		1300 " "	3.00
Lot Phillips Co.		6200 " "	15.00
Fred G. Brackett		1850 " "	2.00
J. Leavitt Delano		700 " "	1.00
Lester S. Baker		4300 " "	5.00
Robert B. Mann		1500 " "	2.00
Sarah L. Holland	300 " "	800 " "	5.00
Alma Jansen		12965 " "	65.00
Marshall M.C. Blakeman		1300 " "	26.00
Etta W. Strawbridge		1100 " "	55.00

	Discontinued	Area Taken	Amount
James W. Baker	150 Sq.Ft.	150 Sq.Ft.	\$0.00
Ethel F. Wales		1900 " "	2.00
" " "		180 " "	2.00
Eden W. Soule		450 " "	1.00
" " "		400 " "	1.00
" " "		600 " "	2.00
Lorenzo W. Peterson		1000 " "	2.00
Manuel M. Fernandez et al.		745 " "	7.45
Sarah R. Baker et al.		5900 " "	30.00
Lorenzo W. Peterson		1650 " "	8.00
Sarah R. Baker et al.		3000 " "	15.00
L. Burton Belknap		3000 " "	30.00
Frank C. Baker		2050 " "	5.00
Mary Perry		1000 " "	2.00
Paul C. Peterson et al.		1550 " "	4.00
So. River Cranberry Co.		960 " "	2.00
" " " "		180 " "	1.00
" " " "		450 " "	1.00
" " " "		1900 " "	3.00
" " " "		7650 " "	10.00
Alice M. Badger		2500 " "	12.50
Elizabeth W. Hunt		2700 " "	27.00
Gilbert H. West		1420 " "	2.00
George W. Cobbett	1600 " "	11630 " "	25.00
Edward Butters	3000 " "	2200 " "	0.00
Harry Cushing		2400 " "	24.00
Robert Cushman		2150 " "	3.00
" " "	3100 " "	4000 " "	0.00
William L. Benedict		6000 " "	60.00
" " "	4080 " "	120 " "	0.00
" " "		7900 " "	20.00
George E. Hathaway	5900 " "	4250 " "	0.00
John Brownrigg		3800 " "	76.00
Herbert E. Walker		3500 " "	35.00
Town of Duxbury		2000 " "	0.00
Ernest W. Osgood		13400 " "	134.00
" " "		200 " "	1.00
" " "		400 " "	1.00
" " "		2000 " "	3.00
" " "	9850 " "	9200 " "	0.00
" " "		2050 " "	10.00
" " "	9800 " "	6600 " "	225.00
" " "		1300 " "	2.00
" " "		2640 " "	5.00
" " "	2400 " "	4960 " "	25.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Duxbury within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this sixteenth day of June in the year of our Lord nineteen hundred and twenty-five.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

On the petition of Bradford S. Littlefield and others presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the sixth day of January in the year of our Lord nineteen hundred and twenty-five, representing that the highway in the towns of Whitman, Hanson and East Bridgewater known as Franklin Street, including the part of said street built by the town of East Bridgewater in 1924, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

BRADFORD S.  
LITTLEFIELD  
ET ALI.

JUNE 16, 1925.

NO. 654.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Office in East Bridgewater, in said County, on the twelfth day of February A.D. 1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the sixteenth day of June A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

TOWNS OF WHITMAN, HANSON & EAST BRIDGEWATER

DECREE NO. 654

FRANKLIN STREET.

Westerly Line.

Beginning at a concrete monument at the point of curvature in the westerly line of the said FRANKLIN STREET, in the Town of WHITMAN, said concrete monument bearing north 47° 13' west and being distant one hundred sixty-three and sixty-seven hundredths (163.67) feet from the southwest corner of the house of Mathe Lenoci et al. near the corner of WINTER STREET in said Town of WHITMAN and continuing by a curve to the right whose radius is one thousand (1000) feet by land of John H. Abbott and by land of Ellis A. Wagner two hundred and seventy-one hundredths (200.71) feet to a concrete monument at the point of tangency thence south 13° 41' 50" east by land of said Wagner two hundred ten and twenty-seven hundredths (210.27) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fourteen hundred fifty (1450) feet by land of said Wagner and land of Mary E. Mitchell four hundred sixty-two and sixty-three hun-

dredths (462.63) feet to a concrete monument at the point of tangency thence south  $4^{\circ} 35'$  west by land of said Mitchell, land of Etta H. Thompson, land of Alphonso B. Wright and land of Emma J. Gurney et al. ten hundred sixty-nine and ninety-seven hundredths (1069.97) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nineteen hundred fifty (1950) feet by land of said Gurney et al. land of Mary A. Fuller, by the highway, again by land of said Fuller and by land of Edwin E. Hunt Tr. five hundred twenty-two and seventy hundredths (522.70) feet to a concrete monument at the point of tangency thence south  $10^{\circ} 46' 10''$  east by land of said Hunt Tr. one hundred two and twenty-seven hundredths (102.27) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is three thousand (3000) feet by land of said Hunt Tr. and land of Lewis R. Dunham, crossing the town line, eight hundred seventy-four and sixty-six hundredths (874.66) feet to a concrete monument at the point of tangency thence continuing in the Town of HANSON south  $6^{\circ} 30' 30''$  west by land of said Dunham and again crossing the town line, ten hundred thirty-six (1036) feet to a concrete monument at an angle; thence continuing in the Town of WHITMAN south  $8^{\circ} 38' 30''$  west by land of said Dunham, and land of Hattie Reed, crossing the tracks of the N.Y., N.H. & H.R.R. eight hundred twenty-six and twenty hundredths (826.20) feet to a concrete monument at an angle; thence south  $5^{\circ} 16' 20''$  west by land of said Reed, crossing Poor Meadow River, and crossing the town line between the towns of WHITMAN and EAST BRIDGEWATER, continuing by land of said Reed and land of James M. Costello fourteen hundred sixty-five and fourteen hundredths (1465.14) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twenty-nine hundred fifty (2950) feet by land of said Costello and land of Michael Antoinewicz three hundred fifty-eight and fifty-five hundredths (358.55) feet to a concrete monument at the point of tangency thence south  $12^{\circ} 14' 10''$  west by said Antoinewicz and land of Alice Milton nine hundred thirty-four and seventy-nine hundredths (934.79) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eight hundred sixty-eight and fifty-nine hundredths (868.59) feet by land of said Milton one hundred twenty-five (125) feet to a concrete monument at the point of reverse curvature thence by a curve to the right whose radius is thirty (30) feet still by land of said Milton seventy and fifty-nine hundredths (70.59) feet to a concrete monument at the point of compound curvature on the north-easterly side of OAK STREET.

Thence beginning again at a concrete monument marking the point of curvature on the southwesterly side of the said OAK STREET, said concrete monument bearing south  $37^{\circ} 28'$  west and being distant forty-one and fifty-

nine hundredths (41.59) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is two hundred fifty (250) feet by land of Verne G. Maxwell one hundred seventy-two and thirty-five hundredths (172.35) feet to a concrete monument at the point of tangency thence south  $10^{\circ} 15' 40''$  east by land of said Maxwell, land of Arthur Coombs, by other land of said Maxwell, land of Eunice N. Sherlock, land of the New England Society, being Soper Avenue, a private way and land of Henry M. Ensign seven hundred seventy-two and twenty-seven hundredths (772.27) feet to a concrete monument at the point of curvature having crossed the town line between the towns of HANSON and EAST BRIDGEWATER on land of Eunice N. Sherlock, and continuing in the Town of Hanson; thence by a curve to the right whose radius is two hundred (200) feet by land of said Ensign one hundred seventy-four and sixty-six hundredths (174.66) feet to a concrete monument at the point of tangency on the northerly side of CENTRAL STREET.

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of CENTRAL STREET said concrete monument bearing south  $36^{\circ} 35'$  east and being distant forty-one and fifteen hundredths (41.15) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is fifty (50) feet by land of Vivian L. Arnold one hundred nine and eight hundredths (109.08) feet to a concrete monument at the point of tangency at the end of lay out.

FRANKLIN STREET.

Easterly Line.

Beginning at a concrete monument marking the point of curvature in the easterly line of the said Franklin Street, said concrete monument bearing north  $35^{\circ} 07'$  east and being distant fifty-one and eighty-one hundredths (51.81) feet from the concrete monument at the point of beginning on the westerly side of the said Franklin Street, thence by a curve to the left whose radius is twenty (20) feet by land of Louise Landry fifty-one and eighty-four hundredths (51.84) feet to a concrete monument at the point of tangency on the westerly side of WINTER STREET.

Thence beginning again at a concrete monument marking the point of curvature at the corner of the said WINTER STREET and continuing by a curve to the left whose radius is five hundred (500) feet by land of Mathe Lenoci et al. one hundred seventy-four and fifty-three hundredths (174.53) feet to a concrete monument at the point of tangency thence south  $13^{\circ} 41' 50''$  east by land of said Lenoci et al., land of Jeremiah Devine et ux. and land of Leforest Harding two hundred one and ten hundredths (201.10) feet to the point of curvature thence by a curve to the right whose radius is fifteen hundred (1500) feet by land of said Harding, land of Walter E. Kingsbury Jr. land of Otis Churchill, by the highway and by land of John T. Lane four hun-

dred seventy-eight and fifty-two hundredths (478.52) feet to the point of tangency thence south  $4^{\circ} 35'$  west by land of said Lane, land of Christina McLeod, land of George F. Spear, land of May S. Irwin and land of George Bell ten hundred sixty-nine and ninety-seven hundredths (1069.97) feet to the point of curvature thence by a curve to the left whose radius is nineteen hundred (1900) feet by land of said Bell and land of Arthur A. Paul five hundred nine and thirty hundredths (509.30) feet to the point of tangency thence south  $10^{\circ} 46' 10''$  east by land of said Paul one hundred two and twenty-seven hundredths (102.27) feet to the point of curvature thence by a curve to the right whose radius is three thousand fifty (3050) feet by land of said Paul, by the highway, crossing the town line between the towns of WHITMAN and HANSON and continuing in HANSON by the highway and again by land of said Paul eight hundred eighty-nine and twenty-four hundredths (889.24) feet to the point of tangency thence south  $6^{\circ} 30' 30''$  west by land of said Paul and land of James M. Costello ten hundred thirty-six, ninety-three hundredths (1036.93) feet to an angle; thence south  $8^{\circ} 38' 30''$  west by land of said Costello eight hundred twenty-five and seventy hundredths (825.70) feet to an angle in the land of the N.Y., N.H., & H.R.R. thence continuing across the tracks of said Railroad south  $5^{\circ} 16' 20''$  west by land of Ann M. Kenney crossing Poor Meadow River, and by the highway fourteen hundred sixty-three and sixty-seven hundredths (1463.67) feet to the point of curvature thence by a curve to the right whose radius is three thousand (3000) feet by the highway and again by land of Ann M. Kenney crossing the town line between the towns of HANSON and EAST BRIDGEWATER and continuing in said EAST BRIDGEWATER still by land of said Kenney three hundred sixty-four and sixty-three hundredths (364.63) feet to the point of tangency thence south  $12^{\circ} 14' 10''$  west by land of said Kenney nine hundred thirty-four and seventy-nine hundredths (934.79) feet to the point of curvature thence by a curve to the left whose radius is eight hundred eighteen and fifty-nine hundredths (818.59) feet by land of said Kenney one hundred six (106) feet to a concrete monument at the point of compound curvature thence by a curve to the left whose radius is fifty (50) feet by land of said Kenney one hundred eight and sixty-five hundredths (108.65) feet to a concrete monument at the point of tangency on the northerly side of OAK STREET.

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of the said OAK STREET said concrete monument bearing south  $17^{\circ} 01'$  west and being distant seventy-one (71) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is one hundred (100) feet by land of the New England Society one hundred eighteen and sixty-eight hundredths (118.68) feet to a concrete monument at the point of tangency thence south  $10^{\circ} 15' 40''$  east by land of



said New England Society, crossing Thomas Street a private way, by land of Sarah F. Newton, crossing the town line between the towns of HANSON and EAST BRIDGEWATER and continuing in HANSON by land of said Newton six hundred forty-one and twenty-nine hundredths (641.29) feet to a concrete monument at an angle; thence south 15° 15' 30" east by land of the New England Society three hundred twenty-nine and seven hundredths (329.07) feet to the end of the layout.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of September A.D., 1925.

The inhabitants of the towns of Whitman, Hanson and East Bridgewater aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of June A.D., 1927.

Awards are to be made under separate decree.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerks of the towns of Whitman, Hanson and East Bridgewater within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this sixteenth day of June in the year of our Lord nineteen hundred and twenty-five.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

On the petition of the Selectmen of the Town of Carver presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the twenty-third day of December in the year of our Lord nineteen hundred and twenty-four, representing that the highway in said town known as Rochester Road, from the school house to the Middleborough line, the highway known as Plympton Street, from the Eames Estate to the Plympton line, the highway known as Tremont Street, from the end of the macadam for the distance of about two thousand feet, and Main Street from end of recon-

SELECTMEN OF  
CARVER  
AUG. 4, 1925.  
NO. 649.

struction to South Carver Post Office, are narrow, crooked and inconvenient for public travel and in need of specific repair, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Carver in said County, on the sixth day of February A.D. 1925, at two o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the fourth day of August A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

The lines of the streets are to remain as at present.

Such parts of the highways as are adjudged to be in poor condition and inconvenient for public travel are to be rebuilt according to the specifications and under the direction of the Massachusetts Division of Highways.

Upon completion of the work the County of Plymouth shall pay to the Treasurer of the Town of Carver the sum of Six Thousand Dollars (\$6,000.00), as its part of the cost agreed upon between the County Commissioners, the Selectmen of the Town of Carver, and the Division of Highways.

There is no land damage.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Carver aforesaid, are hereby ordered to cause said highways to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of August A.D., 1926.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Carver within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners  
have hereunto set their hands this fourth day  
of August in the year of our Lord nineteen

hundred and twenty-five.

Frederic T. Bailey	)	
Jere B. Howard	)	County
Charles S. Beal	)	Commissioners.

On the petition of the Selectmen of the Town of Middleborough presented to the County Commissioners of Plymouth County at thier meeting holden at Plymouth on the thirtieth day of December in the year of our Lord nineteen hundred and twenty-four, representing that the highways in said town known as Plympton Street, Long Point Road, Marion Road, Perry Street, Miller Street, Centre Street and Taunton Road are narrow, crooked and inconvenient for public travel and in need of specific repair, reference being had to the petition filed of record in the case.

SELECTMEN OF  
MIDDLEBOROUGH  
JULY 28, 1925.  
NO. 650.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Office, in Middleborough in said County, on the third day of February A.D. 1925, at 2:30 o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-eighth day of July A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

The petition is granted so far as it concerns Long Point and Marion Roads.

There will be no change in lines, but such parts of said highways as are adjudged to be in poor condition and inconvenient for public travel are to be rebuilt according to the specifications and under the direction of the Massachusetts Division of Highways.

Upon completion of the work the County of Plymouth shall pay to the Treasurer of the Town of Middleborough the sum of Two Thousand Dollars (\$2,000.00), as its part of the cost agreed upon between the Commissioners, the Selectmen of the Town of Middleborough, and the Division of Highways.

There is no land damage.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Middleborough aforesaid, are hereby ordered to cause said highways to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of July A.D., 1927.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Middleborough within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-eighth day of July in the year of our Lord nineteen hundred and twenty-five.

Frederic T. Bailey )

Jere B. Howard )

Charles S. Beal )

County  
Commissioners.

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ORDER

GARY W. RUSSELL  
AUG. 4, 1925.

Ordered: that there be paid from the County Treasury to Gary W. Russell, Treasurer of the Plymouth County Hospital, the sum of ten thousand (\$10,000.) dollars, for the general maintenance of the hospital.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

}  
} County Commissioners.  
}

ORDER

TOWN OF NORWELL  
AUG. 11, 1925.

Ordered: that there be paid from the County Treasury to the Treasurer of the town of Norwell, the sum of eight hundred ninety-three dollars and forty (\$893.40) cents, for and on account of the construction of Summer Street in said town, in conjunction with other funds furnished by the town and the Commonwealth of Massachusetts.

Jere B. Howard  
Charles S. Beal

}  
} County Commissioners.  
}

ORDER

ENGINEERING SERVICE & CONSTRUCTION CO.  
AUG. 11, 1925.

Ordered: that there be paid from the County Treasury to the Engineering Service & Construction Co., 220 Devonshire St., Boston, the sum of six thousand one hundred dollars and eighty-eight (\$6100.88) cents, for and on account of work done and materials delivered and accepted in connection with the building of the bridge in Green Harbor Dyke.

Jere B. Howard  
Charles S. Beal

}  
} County Commissioners.  
}

Ordered: that there be paid from the County Treasury to Mary L. Eaton, of Wareham, the sum of ninety (\$90.00) dollars, for and on account of land damage caused by the relocation of the Tremont Road in said town of Wareham under decree No. 627.

Jere B. Howard  
Charles S. Beal

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County Commissioners.

ORDER

MARY L. EATON  
AUG. 18, 1925.

On the petition of Leslie H. Davis and others presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the tenth day of March in the year of our Lord nineteen hundred and twenty-five, representing that Agawam Road, Sandwich Street and Sawyer Road, so called, in the Town of Wareham in said County extending from Wareham Village at the crossing at grade over the tracks of the New York, New Haven and Hartford Railroad Company to the town line between Wareham and Bourne are narrow and crooked and public necessity and convenience requires their widening, straightening and new locating, and praying for the same in accordance with plans prepared by the Division of Highways of the Department of Public Works of said Commonwealth, or such other alteration as public necessity and convenience requires, reference being had to the petition filed of record in the case.

L.H.DAVIS ET AL  
SEPT. 8, 1925.  
No. 657

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Wareham Railroad Station on the seventeenth day of April A.D. 1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, the said hearing was continued and adjourned for further consideration, from time to time, all persons and corporations interested having due notice thereof, to the meeting of the County Commissioners, held at the Court House in Plymouth on the twenty-eighth day of April A.D., 1925, when and where they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted.

And upon the adjudication aforesaid, the said Commissioners appointed the second day of June A.D. 1925, and ten o'clock in the forenoon, at the Court House in said Plymouth as the time and place when and where they would proceed to take such order in relation to said adjudication as by law they might be authorized to do.

And having given notice of such adjudication, and of the time and place appointed for the purposes aforesaid, in the same manner, as the notice and publication were given and made (except by publishing an abstract of said petition instead of a copy thereof), the said Commissioners met at the time and place appointed and then and there heard all persons and corporations interested, and said hearing was thence adjourned and continued from time to time to the meeting of the County Commissioners held at the Court House at said Plymouth on the eighth day of September A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

The southerly line of said highway begins at a corner thirty (30) feet from station 96+70.92 and bearing south 10° 3' 30" West therefrom, thence extending in a line parallel with said base line to a point opposite station 99+3.44, thence extending with a curve to the right having a radius of 1000 feet a distance of four hundred seventy-eight and fifty-eight hundredths (478.58) feet to a point opposite station 104+4.14 and thirty feet distant therefrom, thence in a straight line parallel to said base line to a point opposite station 111+73.37, thence in a curve to the right having a radius of 20 feet, a distance of thirty-one and fifty-four hundredths (31.54) feet to a point in the westerly line of Depot Street, - thence beginning at a point in the easterly line of Depot Street bearing South 57° 37' 46" East and 53.38 feet from the last mentioned point, thence with a curve to the right having a radius of 20 feet a distance of twenty-eight and thirty-two hundredths (28.32) feet to a point opposite Station 112+66.42 in said base line, thence parallel to said base line to a point opposite station 115+40.- thence south 57°54'37" east to a point opposite station 118+77 and continuing in a straight line a total distance of 576.38 feet to a point opposite station 121+16 and thirty feet distant therefrom, -thence south 55° 24' 49" east 536.76 feet to a highway bound 19.58 feet from station 126+56.04 in said base line, thence continuing in a line identical with the line of the location made in 1917 by said Department of Public Works to a highway bound 21.39 feet and bearing south 27° 43' 51" west from station 128+32.81 in said base line, - thence continuing in a curve to the right having a radius of 2000 feet, a distance of 636.83 feet to a point opposite station 134+73.90 and 30 feet distant therefrom, thence parallel with said base line to a point bearing south 21° 3' 0" west and thirty feet distant from station 138+80.77, thence in a curve to the right of 1970 feet a distance of 532.94 feet to a point opposite station 144+24.44, thence in a line parallel with said base line and 30 feet distant therefrom to a point opposite station 155+10.42, thence with a curve to the left having a radius of 1401.53 feet



a distance of 291.56 feet, thence south  $65^{\circ} 22' 09''$  east, a distance of 512.32 feet to a highway bound bearing south  $17^{\circ} 37' 0''$  west, a distance of 20.20 feet from station 163+5.69 in said base line, thence south  $73^{\circ} 19' 34''$  east, a distance of 380.33 feet, thence south  $70^{\circ} 2' 24''$  east 616.58 feet, to a point 61.42 feet distant and bearing south  $55^{\circ} 28' 9''$  west from station 173+47.73 in said base line, -thence with a curve to the right of 1970 feet, a distance of 314.40 feet to a point 30 feet distant and bearing south  $29^{\circ} 06' 15''$  west from station 176+33.52 of said base line, thence parallel with said base line to a point opposite station 179+43.68 of said base line, thence with a curve to the left having a radius of 2030 feet a distance of 598.92 feet to a point 40 feet distant and bearing south  $12^{\circ} 12' 0''$  west from station 185+33.54, thence parallel with said base line to a point opposite 188+75.03, thence with a curve to the left having a radius of 2030 feet a distance of 448.19 feet to a point 30 feet distant and bearing south  $0^{\circ} 27' 00''$  east from station 193+17.29, thence parallel with said base line to a point 35.95 feet distant and bearing south  $32^{\circ} 59' 41''$  west from station 194+3.15, - thence in a curve to the right having a radius of 2000 feet a distance of 311.18 feet to a point 49.60 feet distant and bearing south  $40^{\circ} 55' 09''$  east from station 196+61.89, thence in a curve to the right having a radius of 1000 feet a distance of 533.55 feet to a point 30 feet distant and bearing south  $39^{\circ} 02' 05''$  west from station 202+68.01, thence in a line parallel with said base line to a point 30 feet distant and bearing south  $37^{\circ} 36' 15''$  west from station 248+92.72 in said base line, the last named course being in the westerly line of Main Street.

Thence beginning on the easterly side of said Main Street at a point bearing south  $39^{\circ} 25' 15''$  west 69.64 feet distant from station 250+26.04, thence in a curve to the right of 129.88 a distance of 104.25 feet to a point 30 feet distant from station 251+19.45, - thence in a line parallel with said base line to a point thirty feet distant and bearing south  $39^{\circ} 25' 15''$  west from station 264+89.20 of said base line.

The northerly line of said highway between stations 102+1.46 and station 115+40.36 is identical with the layout of the State Highway dated Nov. 13th, 1917.

The northerly line of the present layout begins at a point bearing north  $33^{\circ} 57' 04''$  east and 20.01 feet distant from station 115+40.36 of said base line, thence running south  $57^{\circ} 54' 37''$  east 574.90 feet to a point 20.00 feet distant and bearing north  $32^{\circ} 15' 15''$  east from station 121+16.18, thence in a line parallel with said base line to a point 20.01 feet and bearing north  $35^{\circ} 26' 0''$  east from station 123+50.81, thence south  $55^{\circ} 24' 49''$  east 196.70 feet to a point 29.78 feet distant and bearing north  $37^{\circ} 26' 15''$

east from station 125+46.56, thence with a curve to the left having a radius of 712.94 a distance of 431.40 feet to a point 20 feet distant and bearing north 0° 5' 0" west from station 130+3.66, thence in a line identical with the line of the said 1917 layout to a point opposite station 131+19100, thence in a curve to the right having a radius of 1400 feet a distance of 268.96 feet to a point 30 feet distant and bearing north 21° 00' 3" east from station 133+52.14, thence parallel with said base line to a point opposite station 138+80.77, thence in a curve to the right having a radius of 2030 feet a distance of 549.17 feet to a point 30 feet distant and bearing north 36° 33' 0" east from station 144+24.44, thence in a line parallel with said base line to a point 30 feet distant and bearing north 36° 33' 0" east from station 155+10.42, thence in a curve to the left having a radius of 1341.53 feet, a distance of 279.08 feet to a point 39.57 feet distant and bearing north 65° 52' 55" from station 157+69.65, thence south 65° 22' 09" east a distance of 323.70 feet to a point bearing north 25° 43' 15" east and 36.40 feet distant from station 161+18.81, thence in a curve to the left having a radius of 2000 feet a distance of 446.05 feet to a point bearing north 57° 01' 29" east a distance of 28.97 feet from station 165+55.01, thence in a line identical with the line of said 1917 layout to a point opposite 168+4.16 and 20 feet distant therefrom, thence south 70° 2' 24" east 289.28 feet to a point bearing north 9° 23' 30" east and 20 feet distant from station 171+1.27, thence in a line identical with the line of said 1917 layout to a point bearing north 29° 6' 15" east and 20 feet distant from station 174+32.28, thence in a curve to the right having a radius of 2030 feet, a distance of 201.57 feet to a point bearing north 29° 06' 15" east and 30 feet distant from station 176+33.52, thence in a line parallel with said base line to a point bearing north 29° 06' 15" east 30 feet distant from station 179+43.68, thence in a curve to the left having a radius of 1970 feet, a distance of 581.22 feet to a point bearing north 12° 12' 0" east 20 feet from station 185+33.54, thence in a line parallel with said base line to a point bearing north 12° 12' 0" east 20 feet distant from station 188+75.03, thence in a curve to the left of 1970 feet a distance of 434.94 feet to a point bearing north 0° 27' 0" west 30 feet distant from station 193+17.29, thence parallel with said base line to a point bearing north 32° 59' 41" east and 35.95 feet distant from station 194+3.15, thence in a curve to the right having a radius of 1500 feet a distance of 211.95 feet to a point bearing north 40° 55' 9" west and 41.37 feet from station 196+61.89, thence south 82° 21' 15" east 215.73 feet to a point bearing north 5° 15' 5" east and 19.64 feet distant from station 198+47.59, thence in line with the said 1917 layout to a point bearing 5° 15' 5" east 8.15 feet

distant from station 199+28.73, thence with a curve to the right having a radius of 580 feet a distance of 203.07 feet to a point bearing north 39° 2' 5" east and 30 feet distant from station 201+26.78, thence in a line parallel with the said base line to a point bearing north 39° 25' 15" east and 30 feet distant from station 264+89.20.

Reference is hereby made to a description of seventy separate parcels of land taken under said decree, of even date herewith, filed and recorded with an attested copy of above return of location in the Registry of Deeds for the County of Plymouth.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of October A.D. 1925.

The inhabitants of the town of Wareham aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of September A.D. 1926.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the County Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

N.Y.N.H. & H.H. R.R.	3080 ft.		\$1.00
P. F. McMahon	900 ft.		9.00
H. Radus	900 ft.		9.00
		4 posts, reset hedge	13.00
		remove posts	35.00
E. P. Richmond	450 ft.		4.50
		special	5.50
Dr. J.H. Drohan	450 ft.		4.50
		special	5.50
E.P. Richmond	900 ft.		9.00
		special	6.00
R.F. Owens	1800 ft.		18.00
		special wood	7.00
James T. Weldon	900 ft.	lawn	45.00
Florence V. Clark	900 ft.	lawn	45.00
James T. Corcoran	520 ft.		5.20
Mrs. Lillian T. Snow	730 ft.		7.30
		special 8 cement posts	
		and cementwalk- re-	
		connect cess-pool, move	
		house	100.00
Mrs. C.H. Waters	1210 ft.		12.10
M.B. Cahoon	2170 ft.		21.70
Elisha Flagg	17050 ft.		85.25
Daniel G. Coakley	3145 ft.	Land Court No. 7762	31.45
	2485 ft.	" " " 7762	12.48
W. H. Draper	2850 ft.	sea grill	28.50
Elisha Flagg	3600 ft.		18.00
Handy & Whitcomb	4770 ft.		25.00
W. H. Draper		move building	1.00
Jeremiah Grady heirs	5600 ft.		56.00
N.Y. N.H. & H. R.R. Co.	250 ft.		1.00
C.W. Moulton	1380 ft.		1.00

L.J. Nickerson	1660 ft.		\$16.60
George E. Moore	2260 ft.	move building and restore	22.60
George Morris	1000 ft.	move and restore building	10.00
Helen E. Bonnell	1000 ft.		10.00
James H. Priest	1000 ft.	move building faced about 20 ft.	10.00
F.C.Small & N.F.Jones	10680 ft.		53.40
	4550 ft.		22.75
Churbuck Estate	9000 ft.		45.00
	9000 ft.		45.00
Geordan & Nick Aristides	5910 ft.		29.55
	5910 ft.		29.55
S.W.Morse	16100 ft.		40.00
Charles L. Bates	245 ft.		1.00
S.A.Besse	2560 ft.		10.00
Outram Bangs	4160 ft.		20.80
	7439 ft.		37.15
N.Y.N.H. & H.R.R.Co.	13750 ft.		1.00
Alexander Kirklewski	600 ft.		3.00
Lyman E. Besse	3720 ft.		38.62
United Cape Cod Cranberry Co.	8330 ft.		41.60
Outram Bangs	5000 ft.		25.00
United Cape Cod Cranberry Co.	21150 ft.		105.75
Outram Bangs	25240 ft.		63.10
	25300 ft.		126.50
Geordan & Nick Aristides	2070 ft.	Land Court No.7565	10.35
A. S. Hathaway	11800 ft.		29.50
Heirs of Hattie M. Davis	4670 ft.		11.68
Ellie M. Stringer	2140 ft.		21.40
		special	50.00
L.C.Swift	2710 ft.		13.55
Heirs of Hattie M. Davis	6950 ft.		69.50
Burette M. Howes	30 ft.		.30
W.A. Besse	1570 ft.		62.80
Mary E. Holbrook	7670 ft.		230.10
B.H. Westgate	30 ft.		.60
Frank W. Sherman	2290 ft.		68.70
Edgar T. Haskins	2900 ft.		116.00
Catherine Gage	1780 ft.		52.40
W. H. Westgate	590 ft.		23.60
B.H. Westgate	650 ft.		26.00
Jennie Whitmore	945 ft.		47.25
Lillian C. Hathaway	1700 ft.		85.00
B.H. Westgate	1070 ft.		53.80
Laura L. Peck	2040 ft.		102.00
Martha E. Savery	1840 ft.		92.00
Marie Bollenweider	1710 ft.		85.50
George H. Wilbur	2980 ft.		149.00
Agawam Finishing Co.	12550 ft.		1.00
S.W.Morse	4380 ft.		21.90

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Wareham within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this eighth day of September in the year of our Lord nineteen hundred and twenty-five.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

Ordered: that there be paid from the County Treasury to the Treasurer of the Town of Carver, the sum of fifteen hundred (\$1500.) dollars, for and on account of the rebuilding of Plympton Street in said town, in conjunction with other sums furnished by the town and the Commonwealth of Massachusetts.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF CARVER  
SEPT. 1, 1925.

Ordered: that there be paid from the County Treasury, the sum of five hundred (\$500.) dollars, for land taking in the Town of Scituate under decree No. 614.

Benjamin C. Tower \$166.67  
Benjamin C. Tower, Guardian 333.33  
\$500.00

(The above is in payment for damages erroneously awarded to Dorothy Tower)

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.

ORDER  
B.C.TOWER  
SEPT. 1, 1925.

Ordered: that there be paid from the County Treasury to the Engineering Service and Construction Co., 220 Devonshire St., Boston, the sum of five thousand and forty-nine (\$5049.00) dollars, according to estimate No. 3 for total amount of work done and materials furnished from the Engineering Service and Construction Co. under contract for building of bridge in Green Harbor Dyke to September 1st. current, exclusive of additional work order.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
ENGINEERING  
SERVICE AND  
CONSTRUCTION  
COMPANY  
SEPT. 8, 1925.

ORDER

FAY, SPOFFORD &  
THORNDIKE  
SEPT. 8, 1925.

Ordered: that there be paid from the County Treasury to Messrs. Fay, Spofford & Thorndike, 200 Devonshire Street, Boston, the sum of three hundred dollars and two cents (\$300.02) for and on account of engineering service, travelling expenses and detail inspection in settlement of bill of September 4th. current, for and on account of work on bridge at Green Harbor Dyke.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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} County Commissioners.

ORDER

TOWN OF  
KINGSTON  
SEPT. 8, 1925.

Ordered: that there be paid from the County Treasury to the Town of Kingston, by its treasurer, the sum of \$2000. for road work under decree No. 644, this sum to be used in conjunction with like sums from said town and the Commonwealth.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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} County Commissioners.

ORDER

TREASURER  
PLYMOUTH COUNTY  
HOSPITAL  
SEPT. 15, 1925

Ordered: that there be paid from the treasury of the County of Plymouth, to Gary W. Russell, Treasurer of the Plymouth County Hospital, the sum of ten thousand (\$10,000.) dollars for the general maintenance of said Hospital.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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} County Commissioners.

Ordered: that there be paid from the County Treasury to the Treasurer of the Town of Kingston, the sum of two thousand dollars (\$2000.) the third payment on account of work in said town on Pembroke Street, in conjunction with funds furnished by the town and the Commonwealth.

Frederic T. Bailey

Jere B. Howard

Charles S. Beal

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County Commissioners.

ORDER  
TOWN OF  
KINGSTON  
SEPT. 29, 1925

Ordered: that there be paid from the County Treasury to the Treasurer of the Town of Norwell, the sum of one hundred seventy-two dollars and twenty-six (\$172.26) cents, for and on account of the construction of Summer Street in said Town in conjunction with funds furnished by the town and the Commonwealth.

Frederic T. Bailey

Jere B. Howard

Charles S. Beal

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County Commissioners.

ORDER  
TOWN OF  
NORWELL  
SEPT. 29, 1925

Ordered: that there be paid from the County Treasury to the Art Metal Construction Company, Jamestown, New York, the sum of two thousand four hundred ninety-five dollars (\$2495.), for and on account of equipment furnished the Registry of Deeds under contract.

Frederic T. Bailey

Jere B. Howard

Charles S. Beal

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County Commissioners.

ORDER  
ART METAL  
CONSTRUCTION  
COMPANY  
SEPT. 29, 1925.

ORDER

TWEEDY & BARNES

SEPT. 29, 1925.

Ordered: that there be paid from the County Treasury to Tweedy & Barnes, North Attleboro, the sum of one hundred fifty-two dollars (\$152.), for and on account of the taking of land in Wareham under decree #627.

Frederic T. Bailey )

Jere B. Howard )

Charles S. Beal )

County Commissioners.

ORDER

LAND DAMAGES  
WAREHAM

OCT. 6, 1925.

Ordered: that there be paid from the County Treasury to the following persons the sums specified for and on account of damages caused by the taking of land in the Town of Wareham under decrees Nos. 616, 617 and 627:

James T. Hennessey, Agent, Wareham	
Under decree Nos. 616 and 617	\$100.00
Under decree No. 627	25.00
Total	<u>\$125.00</u>

Edward V. Hopkins, Parker Mills,	
Under decree No. 627	\$56.50

Jere B. Howard )

Charles S. Beal )

County Commissioners.

ORDER

HELEN E. WHITLOCK

HALIFAX

OCT. 6, 1925.

Ordered: that there be paid from the County Treasury to Helena R. Whitlock, of Halifax, the sum of twenty-five (\$25.00) dollars, for and on account of land damages under decree No. 615.

Jere B. Howard )

Charles S. Beal )

County Commissioners.



Ordered:- that there be paid from the County Treasury to Fay, Spofford & Thorndike, 200 Devonshire St., Boston, the sum of three hundred thirty-seven dollars and forty-six (\$337.46) cents, and to the Engineering Service and Construction Co., 220 Devonshire St., Boston, the sum of four thousand six hundred and twenty eight dollars and twenty-five (\$4628.25) cents, both for and on account of services and labor on the Green Harbor Bridge, authorized by a special act of Legislature.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal  
County Commissioners.

ORDER  
FAY, SPOFFORD  
&  
THORNDIKE  
ENGINEERING  
SERVICE AND  
CONSTRUCTION  
COMPANY  
OCT. 13, 1925.

Ordered: that there be paid from the County Treasury to the following named persons the sums specified for and on account of the taking of land under decree No. 633, for the construction of Wareham Street in the Town of Middleborough.

Ancel Wilbur, Rock, \$257.50  
Charles E. Hunt, South Middleborough \$700.00  
E. H. Gammons, Trustee of the South Middleborough M.E.Church \$19.75

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal  
County Commissioners.

ORDER  
LAND DAMAGES  
MIDDLEBOROUGH  
OCT. 20, 1925.

Ordered: that there be paid from the County Treasury to the Treasurer of the Town of Rockland, the sum of seven thousand four hundred ninety-eight dollars and sixty-six (\$7498.66) cents, for and on account of the construction of Hingham Street in conjunction with like funds furnished by the Town and by the Commonwealth.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal  
County Commissioners.

ORDER  
TOWN OF  
ROCKLAND  
OCT. 20, 1925.





ORDER  
PLYMOUTH COUNTY  
HOSPITAL  
NOV. 3, 1925

Ordered: that there be paid from the County Treasury to Gary W. Russell, Treasurer of the Plymouth County Hospital, the sum of ten thousand (\$10,000.) dollars, for the uses of said Hospital.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
LAND DAMAGES  
DECREES NOS.  
633, 656, 657  
NOV. 3, 1925

Ordered: that there be paid from the County Treasury to the following persons the sums specified, for and on account of the taking of land under decrees mentioned.

Decree No. 633	Chester Thomas, of South Middleborough	\$21.70
	Henrietta C. Wilbur, Rock	400.00
	South Middleborough Grange,	
	Mildred A. Thomas Bradshaw, Sec.,	18.50
	May A. Atherton, Middleborough,	88.00
	(Present owner of land formerly belonging	
	to Oscar Monstron and transferred by deed	
	dated March 23, 1925.)	
Decree No. 656	Orloff R. Howland, 181 James St., New Bedford	10.00
	Taunton Water Works, Taunton, City Hall,	6.00
Decree No. 657	Lyman E.S. Besse, East Wareham	38.62

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
PEMBROKE  
NOV. 10, 1925

Ordered:- that there be paid from the County Treasury to the Treasurer of the Town of Pembroke, the sum of five thousand (\$5000.00) dollars, for and on account of the rebuilding of highways in said town, in conjunction with similar funds furnished by the town and the Commonwealth of Massachusetts.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered:- that there be paid from the County Treasury to the following persons the sums specified on account of damages caused by the taking of land in the following towns:-

ORDER  
LAND DAMAGES  
NOV. 10, 1925.

Town of Wareham Decree No. 657  
George H. Wilbur, Derry, N.H., R.F.D. #1 \$149.00  
L.J. Nickerson, 87 Town St., Attleboro Falls  
c/o L.A. Cummings 16.60

Town of Middleborough Decree No. 633  
Salathiel Holmes, of West Wareham 34.90  
Lyman P. Thomas, South Middleborough 12.75

Town of Lakeville Decree No. 656  
William P. Hoard, Lakeville, .92  
Hugh Montgomery and Mary P. Folkins  
28 West Highland Ave.,  
Redlands, California 33.75

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered: that there be paid from the County Treasury to the Treasurer of the Town of Middleborough, the sum of two thousand (\$2000.00) dollars, for and on account of cooperative work done on Marion Road in said town.

ORDER  
TOWN OF  
MIDDLEBOROUGH  
NOV. 17, 1925.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF HANSON  
TO  
OTIS R. MANN  
NOV. 17, 1925.

Ordered: that there be by the Treasurer of the Town of Hanson to Otis R. Mann, of South Hanover, the sum of one thousand (\$1000.00) dollars for and on account of the building of State Street under contract made by the County Commissioners.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
OTIS R. MANN  
NOV. 17, 1925

Ordered: that there be paid from the County Treasury to Otis R. Mann of South Hanover, the sum of one thousand two hundred and twenty-two dollars, for and on account of contract and extra work on the construction of State Street in the Town of Hanson, and the balance amounting to \$1000.00 is this day ordered paid from the Town of Hanson.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
LAND DAMAGES  
NOV. 17, 1925

Ordered: that there be paid from the County Treasury to the following named persons the following amounts for and on account of land damages caused by the taking of land under decrees as follows:-

Decree No. 633			
Mauris Proctor,	100 Milk St., Room 1022, Boston, Mass		\$7.00
Arthur Thomas,	South Middleborough,		5.10
Ralph J. LeBaron,	Adm. Estate of T.J. LeBaron		
	Award to said estate	\$1.10	
	" " " "	209.55	
	" " T.J. LeBaron	69.85	
	" Mrs. T.J. LeBaron	41.75	
	Total	\$322.25	322.25
Decree No. 627			
Harry B. Davis,	Flymouth, Admr. of the Estate of Julia A. Tripp, of Wareham,		21.00
Decree No. 656			
Town of Middleborough			1.00
Albert R. White,	Gdn. of Katherine White, 43 Taunton Green, Taunton,		22.95
Decree No. 657			
Albert S. Hathaway,	East Wareham		29.50

Mary E. Holbrook, East Wareham  
Warren A. Besse, East Wareham

230.10  
62.80

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )  
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Ordered: that there be paid from the County Treasury to the Treasurer of the Town of East Bridgewater, the sum of ten thousand (\$10,000. dollars, for and on account as follows:-

\$2000.00 for work on Franklin Street,  
\$8000.00 for work on West Street

in said Town of East Bridgewater.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )  
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Ordered: that Walter H. Chase, of Brockton, be allowed and paid from the County Treasury, the sum of \$1040.00 per year for his services as Assistant to the Janitor of the Brockton Court House, and that the Clerk draw warrants therefor monthly beginning December 1925, in view of other order covering his services to said County for the month of November 1925.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )  
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ORDER  
TOWN OF EAST  
BRIDGEWATER  
NOV. 17, 1925.

SALARY ORDER  
W.H. CHASE  
NOV. 24, 1925.

ORDER

W.H.CHASE

NOV.24.1925

Ordered: that there be paid from the County Treasury to Walter H. Chase, of Brockton, the sum of \$88.66 for and on account of his services as Assistant to the Janitor of the Brockton Court House for services of the month beginning November second 1925 and ending November thirtieth 1925.

Frederic T. Bailey )

Jere B. Howard )

Charles S. Beal )

County Commissioners.

ORDER

LAND DAMAGES

NOV.24.1925.

Ordered: that there be paid from the County Treasury to the following persons the amounts specified on account of the damage caused by the taking of land in the decrees named, as follows:-

Decree No. 657 in the Town of Wareham		
Samuel W. Morse, Onset, Box 121,		\$21.90
Francis R. Bangs, 18 Tremont St., Boston, for land	\$20.80	
taken in the name of Outram Bangs et als	37.15	
	25.00	
	63.10	
	<u>126.50</u>	
	Total	\$272.55
Mrs. Bessie Churbuck Covell, East Wareham,	\$45.	272.55
	45.	
	Total	\$90.
Katherine Gage, East Wareham,		90.00
New Bedford & Agawam Finishing Co.,		52.40
East Wareham, John W. Knowles, Pres.		1.00
Effie M. Stringer, East Wareham,		71.40
Frank W. Sherman, East Wareham, Box 16,		68.70

Decree No. 656. in the Town of Lakeville,

Harold L. Dunham, Lakeville,	1.42
Mary J. Shove, Middleborough,	3.22

Jere B. Howard )

Charles S. Beal )

County Commissioners.



Ordered: that there be paid from the County Treasury to the Treasurer of the Town of Kingston, the sum of eleven hundred (\$1100.00) dollars, on account of the construction of highway under decree No. 644.

Frederic T. Bailey )

Jere B. Howard )

Charles S. Beal )

County Commissioners.

ORDER  
TOWN OF  
KINGSTON  
NOV. 24, 1925.

Ordered: that there be paid from the County Treasury to the Treasurer of the Town of Duxbury, the sum of five thousand (\$5000.00) dollars, on account of the construction of highway under Decree No. 643.

Frederic T. Bailey )

Jere B. Howard )

Charles S. Beal )

County Commissioners.

ORDER  
TOWN OF  
DUXBURY  
NOV. 24, 1925.

Ordered: that there be paid from the County Treasury to J.J. Englund, of New Bedford, the sum of one thousand (\$1000.00) dollars, on account of moving houses in the Town of Wareham, in accordance with contracts therefor.

Jere B. Howard )

Frederic T. Bailey )

Charles S. Beal )

County Commissioners.

ORDER  
J. J. ENGLUND,  
NOV. 24, 1925.

Ordered: that there be paid from the County Treasury to the Engineering Service and Construction Co., 220 Devonshire St., Boston, the sum of six thousand five hundred eleven dollars and twenty-two cents, (\$6511.22) in payment for labor and materials under estimate No. 5 made by the engineers for work on the Green Harbor Bridge.

ORDER  
ENG. SERVICE  
&  
CONSTR. CO.  
NOV. 24, 1925.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
TOWN OF  
PLYMPTON  
DEC.1,1925.

Ordered: that there be paid to the town of Plympton, by its treasurer, the sum of two hundred and twenty-six and 31/100 (\$226.31) dollars for aid in highway construction, said sum to be used in conjunction with like sums from said town and the Commonwealth.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
LAND DAMAGES  
DEC.1,1925.

Ordered:-that the following sums be paid from the County Treasury to the following named persons for land damage sustained under decrees of the County Commissioners:-

Decree No. 627.		
	C.S.Gleason, Wareham,	\$3.00
" No.652L.	L.C. Swift, East Wareham,	13.55
	Samuel W. Morse, Box 121, Onset	40.00
Decree No. 633	Frank L. Wallen, South Middleborough	22.20
	Lyman P. Thomas, " "	78.65
	Frank Short " "	480.00
	Horace S. Stockwell, East Bridgewater	6.20
	Chester Carver, Middleborough	44.33

Jere B. Howard )  
 Frederic T. Bailey ) County Commissioners.  
 Charles S. Beal )

ORDER  
TOWN OF EAST  
BRIDGEWATER  
DEC.8,1925.

Ordered: that there be paid from the County Treasury to the Treasurer of the Town of East Bridgewater, the sum of one thousand eight hundred forty-two dollars and eighty-seven cents (\$1842.87), on account of the construction of Franklin Street in said town in conjunction with funds furnished by the town and the Commonwealth.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

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Ordered: that there be paid from the County Treasury to the Treasurer of the Town of Lakeville, the sum of six thousand dollars (\$6000.00) for and on account of the construction of Precinct Street in said town in conjunction with funds furnished by the town and the Commonwealth.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

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Ordered: that there be paid from the County Treasury to the Treasurer of the Town of West Bridgewater, the sum of three thousand six hundred nineteen dollars and ninety-seven cents (\$3619.97), for and on account of the construction of East Center Street in said town in conjunction with funds furnished by the town and the Commonwealth.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

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Ordered:-that there be paid from the County Treasury to William A. Jones, of Barnstable, Mass., the sum of three hundred and ninety dollars (\$390.00), it being the final payment due on contract for the building of the parking space in the rear of the Court House, Plymouth, in July 1924.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
TOWN OF  
LAKEVILLE  
DEC. 8, 1925.

ORDER  
TOWN OF  
WEST  
BRIDGEWATER  
DEC. 8, 1925.

ORDER  
W.A. JONES.  
DEC. 8, 1925.

ORDER

IDA T. CHISHOLM  
DEC. 8, 1925

Ordered:-that there be paid from the County Treasury to Ida T. Chisholm, of Rock, R.F.D. Mass., the sum of five dollars and ninety-five cents, (\$5.95) for and on account of the taking of land under decree #633.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER

H.W. KING, CLERK.  
BOY SCOUTS OF AMERICA  
DEC. 8, 1925.

Ordered: that there be paid from the County Treasury to Harvey W. King, Clerk of the Boston Council Inc., Boy Scouts of America, the sum of thirty-four dollars and eighty-nine cents, (\$34.89) for and on account of the taking of land in the town of Lakeville under decree #656.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER

LAND DAMAGES  
DEC 15, 1925.

Ordered: that there be paid from the County Treasury the following sums to the following named persons for land damage sustained under the following numbered decrees:

No.645	Mrs. Helen D. Mahoney, South Hanover	\$41.10
No.657	Silas A. Besse, East Wareham	10.00
No.633	Lurana Tinkham, Rock, to Middleborough Trust Co. for her account	118.80

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )



ORDER

J. J. ENGLUND  
DEC. 15, 1925.

Ordered: that there be paid from the County Treasury to J. J. Englund, of New Bedford, the sum of seven hundred fifty (\$750.00) dollars, balance due him for moving houses at Wareham and Middleborough in conformity with decree of said Commissioners.

Frederic T. Bailey

Jere B. Howard

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County Commissioners.

ORDER

SAMUEL  
FERGUSON  
DEC. 15, 1925.

Ordered:- that there be paid from the County Treasury to Samuel Ferguson, Officer at the Plymouth County House of Correction, the sum of twenty-five (\$25.00) dollars for and on account of the automatic increase in salary to which he is entitled under Section 20 of Chapter 126 of the General Laws since October 1, 1925 and to January 1, 1926.

Frederic T. Bailey

Jere B. Howard

Charles S. Beal

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County Commissioners.

ORDER

E. W. HOLMES  
DEC. 15, 1925.

Ordered: that there be paid from the County Treasury to Elnathan W. Holmes, as he is Engineer and Officer at the Plymouth County House of Correction, the sum of one hundred (\$100.00) dollars, for and on account of the automatic increase in salary to which he is entitled under Section 20 of Chapter 126 of the General Laws, for services from January 1, 1925 to January 1, 1926.

Frederic T. Bailey

Jere B. Howard

Charles S. Beal

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County Commissioners.

Ordered: that there be paid from the County Treasury to Herbert L. Wilber, of Rock, Mass., the sum of ten dollars and twenty-five (\$10.25) cents, for and on account of damages caused by the taking of land on Wareham Street under Decree No. 633.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
H.L.WILBER  
DEC.22,1925.

Ordered: that there be paid from the County Treasury to the Engineering Service & Construction Company, of 220 Devonshire Street, Boston, the sum of one thousand five hundred and seventy-four dollars and sixty-one (\$1574.61) cents, in full payment for contract dated May 26,1925 for the construction of the bridge in Green Harbor Dyke in accordance with certificate of Fay, Spofford & Thorndike, Engineers, dated December 15,1925, that the work was complete according to the terms of the contract and to the satisfaction of the Engineers on October 13,1925, said amount being due within 65 days thereafter.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
ENGINEERING  
SERVICE &  
CONSTRUCTION  
COMPANY  
DEC.22,1925.

Ordered:- that there be paid from the County Treasury to E. Marie Vollenweider, 21 Hill Terrace, Yonkers, N.Y., the sum of eighty-five dollars and fifty (\$85.50)cents, for and on account of damage caused by the taking of property under decree No. 657, in the Town of Wareham.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
E.M.VOLLENWEIDER  
DEC.29,1925.





On the petition of the Selectmen of Hanson presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the ninth day of June in the year of our Lord nineteen hundred and twenty-five, requesting that a widening, straightening and definition of the bounds of Maquan Street in said town be made, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Hanson Town Hall on the seventeenth day of July A.D. 1925, at nine o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-ninth day of December A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

Maquan Street Town of Hanson

The Northerly line of the street is described as follows.

Beginning at a cement monument on the Easterly side of Liberty Street, bearing North 25° 52' West and one hundred fifty-four (154) feet distant from the northerly corner of the house of the Massachusetts branch Kings Daughters and Sons;- thence running South Easterly in a curve to the left having a radius of 240 feet, a distance of one hundred eight and four-tenths (108.4) feet:- thence South 65° 38' 30" East one thousand one hundred thirty-nine and thirty-seven-hundredths (1139.37) feet:- thence in a curve to the left having a radius of 479.92 feet, a distance of one hundred sixty-two and fifteen-hundredths (162.15) feet:- thence in a curve to the left having a radius of 3684.18 feet a distance of four hundred twenty-eight and sixty-seven-hundredths (428.67) feet:- thence North 88° 20' East one hundred ninety-four and eighteen-hundredths (194.18) feet:- thence in a curve to the left having a radius of 735 feet a distance of one hundred thirty-one and twenty-nine-hundredths (131.29) feet:- thence in a curve to the left having a radius of 380 feet, a distance of one hundred ninety-nine and sixty-one-hundredths (199.61) feet to a concrete monument in the northerly

SELECTMEN OF

HANSON

DEC. 29, 1925.

No. 661

line of Crescent Street. Again beginning at a point in the Southerly line of Crescent Street bearing North  $75^{\circ} 24'$  East eighty-four and twenty-eight-hundredths (84.28) feet distant from the last-mentioned monument:- thence running South Westerly and South Easterly in a curve to the left having a radius of 40 feet, a distance of ninety-six and forty-hundredths (96.40) feet:- thence in a curve to the right having a radius of 845 feet, a distance of two hundred thirty (230) feet:- thence South  $74^{\circ} 29'$  East eight hundred six and sixty-one-hundredths (806.61) feet:- thence in a curve to the right having a radius of 260 feet, a distance of one hundred seventy-three and twenty-five-hundredths (173.25) feet:- thence South  $36^{\circ} 18'$  East ninety-eight and five-hundredths (98.05) feet:- thence in a curve to the left having a radius of 20 feet a distance of thirty-three and eighty-six-hundredths (33.86) feet to a cement monument in the Westerly line of Crescent Street. Again beginning at a point in the Easterly line of Crescent Street bearing South  $54^{\circ} 24'$  East and forty-and eighty-three-hundredths (40.83) feet distant from the last-named monument:- thence running South Westerly and South Easterly in a curve whose radius is 40 feet, a distance of fifty-seven and ninety-four-hundredths feet:- thence South  $36^{\circ} 18'$  East one thousand three hundred twenty-three and thirty-seven-hundredths (1323.37) feet:- thence in a curve to the left having a radius of 2505 feet, a distance of three hundred seventy-three and eight-hundredths (373.08) feet:- thence South  $42^{\circ} 37'$  East four hundred sixty-three and eleven-hundredths (463.11) feet to a concrete monument at the end of the layout of 1919.

The Southerly line is described as follows.

Beginning at a monument in the Easterly line of Indian Head Street bearing South  $66^{\circ} 18'$  West and forty-two and thirty-hundredths (42.30) feet distant from the Northerly corner of the house belonging to the Massachusetts Branch of Kings Daughters and Sons:- thence North Easterly and South Easterly in a curve to the right having a radius of 45 feet, a distance of eighty-seven and eighteen-hundredths (87.18) feet:- thence running South  $65^{\circ} 38' 30''$  East nine hundred eighty-five and twenty-seven-hundredths (985.27) feet:- thence in a curve to the right having a radius of 30 feet a distance of fifty-five and thirty-four-hundredths (55.34) feet to a cement monument in the North Westerly line of Crooker Road. Again beginning at a point in the South Easterly line of Crooker Road bearing South  $57^{\circ} 34'$  East and forty-and thirty-six-hundredths (40.36) feet distant from the last-mentioned monument:- thence by a curve to the right having a radius of 60 feet a distance of seventy-seven and eighty-two-hundredths (77.82) feet:- thence in a curve to the left having a radius of 524.92 feet, a distance of one hundred seventy-seven and thirty-five-hundredths (177.35) feet:- thence in a curve to the

left having a radius of 3729.18 feet, a distance of four hundred thirty-three and ninety-one-hundredths (433.91) feet:- thence North 88° 20' East one hundred ninety-four and eighteen-hundredths (194.18) feet:- thence in a curve to the left having a radius of 780 feet, a distance of one hundred thirty-nine and thirty-three-hundredths (139.33) feet:- thence North 78° 06' East one hundred fifteen and thirteen-hundredths (115.13) feet:- thence in a curve to the right having a radius of 800 feet a distance of three hundred fifty-five (355) feet to a cement monument in the edge of Maquan Pond:- thence Easterly with high water marks of said pond to a cement monument in the edge of said pond in a division between the lands of town of Hanson and of Rosanna Wilkie:- thence North 15° 31' East twenty (20) feet to a cement monument:- thence South 74° 29' East three hundred eight (308) feet to a cement monument at the high water line of said pond:- thence with said high water line Easterly to a cement monument in said high water line at the division between lands of Rosanna Wilkie and Donzelle Goldthwaite:- thence North 25° East to a cement monument:- thence in a curve to the right having a radius of 290 feet a distance of one hundred forty-five and twenty-four-hundredths (145.24) feet:- thence South 36° 18' East one thousand four hundred ninety-three and seventy-seven-hundredths (1493.77) feet:- thence in a curve to the left having a radius of 2550 feet, a distance of three hundred seventy-nine and eighty-hundredths (379.80) feet:- thence South 42° 37' East four hundred sixty-one and twenty-two-hundredths (461.22) feet:- thence in a curve to the left having a radius of 625.06 feet, a distance of one hundred sixty-six and seventy-six-hundredths (166.76) feet to a stone bound near the division line between the towns of Pembroke and Hanson.

Portions of the old highway outside the above described lines are hereby discontinued.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of October A.D., 1926.

The inhabitants of the town of Hanson aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the thirtieth day of December A.D., 1927.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the town of Hanson so soon as said town shall enter upon and possession take of said lands for



On the petition of the Selectmen of the town of Pembroke presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the sixth day of January in the year of our Lord nineteen hundred and twenty-five, representing that the highways in said town known as West Elm Street, Oldham Street, and High Street, between present construction on West Elm Street and Washington Street, are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

SELECTMEN OFPEMBROKEDEC. 11, 1925NO. 652.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Pembroke, in said County, on the twelfth day of February A.D. 1925, at two o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the eleventh day of August A.D. 1925, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

Description of the Lines of that Part of West Elm  
Street in the Town of Pembroke as Established by  
the Plymouth County Commissioners under Decree  
No. 652.

The Westerly Line begins at a concrete bound set in the northerly line of Oldham Street and thence runs on a curve starting easterly and curving northerly of a radius of one hundred thirty-nine and seventy-eight hundredths (139.78) feet by land of Jeannette H. Russell, two hundred eight and forty hundredths (208.40) feet to a concrete bound. Said line was established by the Plymouth County Commissioners under Decree No. 672. Thence running N. 9° 55' 0" E. by said land of Jeannette H. Russell one hundred forty-six and fifty hundredths (146.50) feet to a bound, thence running on a curve to the left of a radius of six hundred forty-three and fifty-one hundredths (643.51) feet by said land of Jeannette H. Russell and by land of J. T. Moriarty four hundred thirty-eight and twenty-four hundredths (438.24) feet to

a bound at a point of reverse curve, thence running on a curve to the right of a radius of one thousand fifty-five and seven hundredths (1055.07) feet by said land of J. T. Moriarty four hundred fifty-two and twenty-three hundredths (452.23) feet to a bound, thence running N.  $4^{\circ} 32' 40''$  W. by said land of J. T. Moriarty sixty-six and no hundredths (66.0) feet to a bound, thence running on a curve to the right of a radius of six hundred eighty-seven and ninety-four hundredths (687.94) feet by said land of J. T. Moriarty, by land of Charles Brewster and by land of Emily C. Gillette four hundred fifty-two and six hundredths (452.06) feet to a bound, thence running N.  $33^{\circ} 6' 20''$  E. by said land of Emily C. Gillette four hundred eleven and no hundredths (411.00) feet to a bound, thence running on a curve to the left of a radius of two thousand sixty and twenty-seven hundredths (2060.27) feet by said land of Emily C. Gillette and by land of McCane one hundred sixty-eight and ninety-one hundredths (168.91) feet to a bound and thence running N.  $28^{\circ} 24' 30''$  E. by said land of McCane five hundred forty-two and no hundredths (542.00) feet to a bound.

The Easterly Line begins at a concrete bound set in the northerly line of Oldham Street said bound bearing S.  $70^{\circ} 57' 10''$  E. and being two hundred seventy-six and fifty hundredths (276.50) feet distant from the first described bound in the above described Westerly Line, thence running on a curve starting northwesterly and curving northerly of a radius of two hundred seventeen and fifteen hundredths (217.15) feet by land of Charles J. Mix two hundred ten and sixty hundredths (210.60) feet to a bound, thence running N.  $9^{\circ} 55' 00''$  E. by said land of Charles J. Mix one hundred ninety-six and ninety-four hundredths (196.94) feet to a bound, thence running on a curve to the left of a radius of five hundred eighty-one and eighty-two hundredths (581.82) feet by said land of Charles J. Mix and by land of J. T. Moriarty four hundred seventeen and thirty-nine hundredths (417.39) feet to a bound, thence running on a curve to the right of a radius of nine hundred forty-eight and sixteen hundredths (948.16) feet by said land of J. T. Moriarty and by land of Charles Brewster four hundred forty and eighty-eight hundredths (440.88) feet to a bound, thence running N.  $4^{\circ} 32' 40''$  W. by said land of Charles Brewster sixty-six feet to a bound, thence running on a curve to the right of a radius of six hundred thirty-seven and ninety-four hundredths (637.94) feet by said land of Charles Brewster and by land of Arthur Merry four hundred nineteen and twenty hundredths (419.20) feet to a bound thence running N.  $33^{\circ} 6' 20''$  E. by said land of Arthur Merry four hundred eleven and no hundredths (411.00) feet to a bound, thence running on a curve to the left of a radius of two thousand one hundred ten and twenty-seven hundredths (2110.27) feet by said land of Arthur Merry, by land of

McCane and by land of Charles Brewster one hundred seventy-three and no hundredths (173.00) feet to a bound and thence running N. 28° 24' 30" E. by said land of Charles Brewster five hundred forty-two and no hundredths (542.00) feet to a bound said bound bearing S. 71° 35' 30" E. and being fifty and no hundredths (50.00) feet distant from the last-described bound in the above-described Westerly Line.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work will be done without expense to owners.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of August A.D.1926.

The inhabitants of the town of Pembroke aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the eleventh day of August A.D.,1927.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

	Taking	Abandoned	Award
Charles J. Mix	1584 Sq.Ft.	10000 Sq.Ft.	\$0.00
Jeannette H. Russell	1200 " "		6.00
J. T. Moriarty	16600 " "		100.00
" " "	2400 " "	230 " "	21.70
" " "	320 " "	1840 " "	0.00
Charles Brewster	1580 " "	384 " "	6.00
" " "	928 " "	1500 " "	1.00
Arthur Merry	240 " "		1.00
McCane	144 " "		1.00
Emily C. Gillette	7712 " "		150.00
McCane	2560 " "		12.80
Charles Brewster	6800 " "		34.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Pembroke within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this eleventh day of August in the year of our Lord nineteen hundred and twenty-five.









































PLYMOUTH, SS.

AT A REGULAR MEETING OF THE COUNTY  
COMMISSIONERS OF PLYMOUTH COUNTY  
HOLDEN AT PLYMOUTH WITHIN AND FOR  
SAID COUNTY ON THE FIRST TUESDAY  
OF JANUARY 1926.

## PRESENT

HON. FREDERIC T. BAILEY

HON. JERE B. HOWARD

HON. CHARLES S. BEAL

ESTIMATE BY THE COUNTY COMMISSIONERS OF THE RECEIPTS AND EXPENDITURES OF THE COUNTY OF PLYMOUTH FOR THE YEAR ENDING DECEMBER 31, 1925, TOGETHER WITH A STATEMENT OF THE APPROPRIATIONS FOR 1926, AND EXPENDITURES FOR THE THREE YEARS NEXT PRECEDING, AS PROVIDED BY CHAP. 35, SEC. 28, GENERAL LAWS. ALSO A STATEMENT SHOWING THE UNAPPROPRIATED BALANCE ON HAND AT THE CLOSING OF THE TREASURER'S BOOKS FOR THE YEAR 1925.

ESTIMATE OF  
RECEIPTS AND  
EXPENDITURES

Statement showing estimated receipts  
and cash in the Treasury available  
for appropriation.

1. Interest,	\$3000.	
2. Sheriff, Supreme Judicial and Superior Courts,	6500.	
3. Inferior Courts and Trial Justices,	4000.	
4. Jails and Houses of Correction (fines),	1500.	
5. Clerks of Courts (fees),	2500.	
6. Registers of Deeds (fees),	31000.	
7. Assistant Recorders of Land Courts (fees),	2000.	
8. Jails and Houses of Correction (labor, board, etc.)	11000.	
9. Highways and Bridges,	4000.	
10. Training Schools,	900.	
11. Agricultural School,		
12. Miscellaneous,	7000.	
		\$73400.00
Total		
Balance in Treasury at the closing of the books for the year 1925.		
(a) Less special appropriations, \$		
(b) Less money held for dog account \$		
(c) Less reserve for contracts, \$		
Net balance in Treasury, unappropriated; add to estimated receipts above,	2844.31	2844.31
Estimated amount available for appropriation,		\$76244.31

1.	Interest on county debt,.....	
2.	Reduction of county debt,.....	
3.	Salaries of county officers and assistants, fixed by law,.....	
4.	Clerical assistance in county offices,.....	
5.	Salaries and expenses, district and municipal courts,.....	
6.	Salaries of jailers, masters and assistants, and support of prisoners in jails and houses of correction,.....	
7.	Criminal costs in superior court,.....	
8.	Civil expenses in supreme and superior courts,.....	
9.	Trial justices,.....	
10.	Transportation of county commissioners,.....	
11.	Medical examiners, inquests and care of the insane,.....	
12.	Auditors, masters and referees,.....	
13.	Building county buildings,.....	
14.	Repairing, furnishing and improving county buildings,.....	
15.	Care, fuel, lights and supplies in county buildings, other than jails and houses of correction,.....	
16.	Highways, including State highways bridges and land damages,.....	
17.	Law libraries,.....	
18.	Training School,.....	
19.	County aid to agriculture, or agricultural school,.....	
20.	Hospital or sanatorium,.....	
21.	Weweantit River Drainage,.....	
22.	Pensions.....	
23.	Miscellaneous to make tax \$530,000.....	
24.	Reserve for transfer only,.....	
	Outstanding Liabilities.....	
	Totals.....	

JANUARY TERM, 1926.

<u>Estimated</u> <u>Ex. for</u> <u>1926</u>	<u>Appropriation</u> <u>for</u> <u>1925</u>	<u>Transfer</u> <u>From</u> <u>Reserve Fund</u>	<u>Expenditures</u> <u>1925</u>	<u>Expenditures</u> <u>1924</u>	<u>Expenditures</u> <u>1923</u>
26700.00	19500.00		18030.27	19453.11	18238.41
62000.00	47000.00		47000.00	336750.00	25750.00
24050.00	22300.00		22214.47	22211.97	22251.97
30000.00	30000.00		27975.68	26937.05	17003.90
50000.00	46500.00		50859.48	46054.62	43598.71
90000.00	85000.00	9402.20	94402.20	82758.82	74045.99
75000.00	60000.00		64670.59	55801.12	36444.77
26000.00	25000.00		25413.48	18975.36	18689.49
1500.00	1300.00	21.74	1321.74	1158.92	1134.05
6000.00	6000.00		5936.91	5928.50	6062.81
5000.00	4000.00		5066.60	4648.78	3764.07
	5000.00		4910.20		
6000.00	11500.00		10201.22	2442.50	1924.50
17500.00	16000.00	561.74	16561.50	15988.38	16662.16
144185.00	144500.00		139465.34	110152.19	70205.80
550.00	550.00		550.00	2050.00	550.00
6500.00	6500.00		5583.77	6224.92	6956.06
8000.00	8000.00		8000.00	8000.00	7500.00
			303.56		830.90
3015.00	3015.00		3015.00	3015.00	3015.00
2244.31	3499.64		3849.74	3291.85	3820.61
10000.00	10000.00				
12000.00	12500.00		12305.85	25446.15	1935.21
606244.31	567664.64	9985.68	567637.60	797289.24	380383.51

A true copy. Attest:  
 Frederic T. Bailey, Chairman, Charles S. Beal.



Ordered:- that the County Treasurer pay to the treasurers of the several town and one city hereinafter named the sums set against the names of said towns and one city, being the several sums due under the provisions of Chapter 140 Section 172 of the General Laws relating to dogs.-

DIVIDENDS TO TOWNS UNDER STATUTE RELATING TO DOGS.

JAN. 5, 1926.

Abington	\$509.18
Bridgewater	1176.28
Brockton	7073.09
Carver	235.82
Duxbury	361.97
East Bridgewater	736.58
Halifax	288.46
Hanover	497.60
Hanson	553.23
Hingham	821.23
Hull	180.55
Kingston	308.99
Lakeville	725.88
Marion	330.22
Marshfield	380.05
Mattapoisett	214.76
Middleborough	2268.67
Norwell	416.89
Pembroke	268.45
Plymouth	1659.68
Plympton	171.60
Rochester	389.17
Rockland	616.92
Scituate	686.93
Wareham	830.63
West Bridgewater	793.96
Whitman	1153.30
	<u>\$23650.19</u>

Jere B. Howard  
Charles S. Beal

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County Commissioners.

Ordered: that there be paid from the County Treasury to Gary W. Russell, Treasurer of the Plymouth County Hospital, South Hanson, Mass., the sum of ten thousand (\$10,000.) dollars, for the general maintenance of said hospital.

ORDER  
PLYMOUTH COUNTY HOSPITAL  
JAN. 19, 1926.

Frederic T. Bailey  
Jere B. Howard

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County Commissioners.

ORDER  
LAND DAMAGES  
JAN. 19, 1926.

Ordered:- that there be paid from the County Treasury to the following persons the amounts specified for and on account of the taking of land as follows:-

Louis H. Bullard, of Wareham, Decree #627 \$5.00  
Levi O. Atwood, Rock, Mass., Decree #633 26.46  
This award was in two amounts being for two parcels \$14.19 and \$12.27.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.

ORDER  
LAND DAMAGES  
JAN. 26, 1926.

Ordered: that there be paid from the County Treasury to the following persons the sums mentioned for and on account of damage caused by the taking of land.

Decree No. 645 Aylmer W. Webb, Box 42 Hanson, Mass., \$17.80  
Decree No. 633 John Merrihew, 29 South St., Rock, Mass., \$5.03

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
FAY, SPOFFORD  
& THORNDIKE  
JAN. 26, 1926.

Ordered:- that there be paid from the County Treasury to Fay, Spofford & Thorndike, of Boston, the sum of sixty-two and 05/100 (\$62.05) dollars, in full payment on contract for engineering services rendered in the construction of bridge at Green Harbor Dyke, according to the certificate of the engineer now on file.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

It is ordered in accordance with the provisions of Chapter 111, Section 85, of the General Laws and Acts relative thereto, that there be paid from the treasuries of the twenty-six towns and one city of said County to the Treasurer of said County the following sums for maintenance of Plymouth County Hospital for the year ending December 31st. 1925:

The notes issued for maintenance for the year amount to \$70,000.-

Abington	\$1969.31
Bridgewater	2028.99
Brockton	26058.56
Carver	736.00
Duxbury	1352.66
East Bridgewater	1531.68
Halifax	318.27
Hanover	915.03
Hanson	755.90
Hingham	3083.26
Hull	4177.32
Kingston	755.90
Lakeville	477.41
Marion	1133.84
Marshfield	1054.28
Mattapoisett	755.90
Middleborough	2585.96
Norwell	537.08
Pembroke	537.08
Plymouth	7519.18
Plympton	218.81
Rochester	417.73
Rockland	2625.75
Scituate	2387.04
Wareham	2804.77
West Bridgewater	795.68
Whitman	2466.61
Total.....	\$70000.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

Ordered:- that there be paid from the County Treasury to William F. Shaw, Wareham Street, Middleborough, Mass., the sum of five hundred (\$500.) dollars, for and on account of the taking of land and special damage under decree No. 633 in the Town of Middleborough.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
MAINTENANCE OF  
PLYMOUTH COUNTY  
HOSPITAL  
FEB. 2, 1926.

ORDER  
W. F. SHAW  
FEB. 2, 1926.

ORDER

W.A. JONES

FEB. 2, 1926.

Ordered: that there be paid from the County Treasury to William A. Jones, of Barnstable, the sum of one hundred forty-one dollars and ninety (\$141.90) cents, for and on account of extra work performed in connection with the building of the parking space in the rear of the Plymouth Court House, same to be charged to Outstanding Liabilities.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER

SALARY ORDERS

1926.

JAN. 26, 1926.

Ordered that the following persons be allowed and paid the following salaries for the year ending December 31, 1926 for the services indicated, each payment to be made upon the first day of each month or weekly if they so desire, - to the jail officers in compliance with the provisions of Chapter 126 G.L., and the Clerk be and hereby is authorized to draw warrants therefor:

Herman W. Tower,	Dep. Master House Correction	\$2200.00
Charles C. Simmons,	Turnkey, " "	1850.00
Alfred C. Finney,	Farmer, " "	1900.00
Fred D. Stone,	Officer, " "	1800.00
Charles E. Nauman,	" " "	1800.00
Fred H. Chase	" " "	1800.00
John F. Hollis	" " "	1800.00
Joseph Maybury,	" " "	1800.00
Ralph A. Torrance,	" " "	1800.00
Samuel Ferguson,	Watchman " "	1300.00
George C. Haskins	" " "	1800.00
Elnathan W. Holmes	Engineer " "	1700.00
Arthur Hughes	Chaffeur, " "	1200.00
Rev. John E. Blake	Chaplain, " "	312.00
Mrs. M. Alice Hall	Pianist " "	156.00
E. D. Hill, M.D.	Physician " "	1080.00
Mrs. L. Louise Blake	Matron " "	480.00
Edwin A. Dunton	Janitor, Plymouth Court House,	1800.00
George H. Fletcher	Asst. " " "	1200.00
William L. Wade	Janitor, Brockton Court House,	2000.00
Thomas Drohan	Court Officer " " "	760.00
Charles A. Parris	Probation Officer	2400.00
Louise E. Lake	Asst. " " "	1200.00
Herbert L. Pratt	Prob. Officer, 2nd Dist. Court,	720.00
John E. Miles	" " 3rd " "	480.00
Harold W. Hurley	" " 4th " "	480.00

Frederic T. Bailey )  
Charles S. Beal ) County Commissioners.



Ordered that there be paid from the County treasury to Edwin A. Dunton, as he is Janitor at Plymouth Court House, \$16.66 being salary increase for the month of January, 1926, and to George H. Fletcher, as he is Assistant Janitor at said Court House, \$8.33 salary increase for said month.

Frederic T. Bailey

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County Commissioners.

Charles S. Beal

ORDER

E. A. DUNTON

G.H. FLETCHER

FEB. 9, 1926.

Ordered that there be paid from the County treasury to Elnathan W. Holmes, as he is Engineer at the Plymouth County House of Correction, the sum of eight and 33/100 (\$8.33) dollars, inadvertently omitted from his January 1926 salary, an automatic increase to which he is entitled under the statute.

Frederic T. Bailey

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County Commissioners.

Charles S. Beal

ORDER

E.W. HOLMES

FEB. 9, 1926.

Ordered that there be paid from the County treasury to Edward T. Gault, of Wareham \$18.00 under decree No. 617, and to Josephine Chapman et ali., of Hanson, \$33.00 under decree No. 645, both for land damage sustained.

Frederic T. Bailey

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County Commissioners.

Charles S. Beal

ORDER

E.T. GAULT

J. CHAPMAN ET

ALI.

FEB. 9, 1926.





signature of the County Treasurer and that Horace T. Fogg as he is County Treasurer be and he hereby is authorized and directed in the name and behalf of the County, to sign, seal, deliver and issue said bonds. Said bonds shall be certified as to genuineness by the Rockland Trust Company and shall not be valid and binding obligations of the County until so certified. Each of said bonds, shall in accordance with the provisions of said Chapter, bear upon its face the words "County of Plymouth, State Highway Loan - Act of 1916."

VOTED: That the County sell the said securities provided for in the foregoing vote after advertising for bids, at public sale in accordance with the provisions of law but not for less than their par value.

Frederic T. Bailey

Charles S. Beal

To the County Commissioners of Plymouth County:

The rate of interest on the State Highway Loan - Acts of 1916 bonds in the principal amount of Eighty-two Thousand (82,000) Dollars, which are being issued under Provisions of Chapter 213, Acts of 1916, as amended, and other provisions of law, is hereby fixed at four and one-quarter ( $4\frac{1}{4}$ ) per cent per annum.

Horace T. Fogg  
County Treasurer.

VOTED: That the Treasurer's action in fixing rate of interest on Eighty-two Thousand (82,000) Dollars State Highway Loan - Acts of 1916 bonds at four and one-quarter ( $4\frac{1}{4}$ ) per cent per annum, be and the same hereby is approved.

Frederic T. Bailey

Charles S. Beal

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PLYMOUTH, SS.

AT A REGULAR MEETING OF THE COUNTY COMMISSIONERS OF PLYMOUTH COUNTY HOLDEN AT PLYMOUTH WITHIN AND FOR SAID COUNTY ON THE THIRD TUESDAY OF MARCH BEING THE SIXTEENTH DAY OF SAID MONTH, A.D. 1926.

PRESENT

- HON. FREDERIC T. BAILEY, CHAIRMAN
- HON. JERE B. HOWARD
- HON. CHARLES S. BEAL

Ordered that there be paid from the County treasury to Elisha Flagg, M.D., #23 Commonwealth Ave., Boston, the sum of one hundred and three and 25/100 (\$103.25) being awards of \$85.25 and \$18. for land damage sustained under the petition of Davis et ali., Wareham, No. 657.

Frederic T. Bailey  
Jere B. Howard

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County Commissioners.

ORDER

E. FLAGG, M.D.  
MAR. 16, 1926.

Ordered that there be paid from the County treasury to Laura L. Peck, of East Wareham, the sum of one hundred and two (\$102.) dollars, for and on account of land damage sustained by her under decree No. 657.

Frederic T. Bailey  
Jere B. Howard

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County Commissioners.

ORDER

L. L. PECK  
MAR. 16, 1926.

Ordered, that there be paid from the County treasury to William H. Thomas, of Middleborough, the sum of seventy-one and 47/100 (\$71.47) dollars, being awards of \$2.47 and \$69.00 for land damage sustained under the petition numbered 633 of the Selectmen of Middleborough for relocation of Wareham Street.

ORDER

W.H.THOMAS  
MAR. 16, 1926.

Frederic T. Bailey  
Jere B. Howard

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County Commissioners.

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ORDER  
H.T.FOGG,  
TREAS. TRS.,  
MAR.16,1926.

Ordered, that there be paid from the County treasury to the Trustees of the County Aid to Agriculture the sum of eight thousand (\$8000.00) dollars,- said sum to be payable to Horace T. Fogg, as he is treasurer thereof.

Frederic T. Bailey  
Jere B. Howard

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County Commissioners.

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ORDER  
N.B. & ONSET  
ST.RY.CO.  
APR.6,1926.

Ordered that there be paid from the County treasury to the New Bedford & Onset Street Railway Company the sum of fifty-six and 80/100 (\$56.80) dollars, being additional award under decree No. 633, and to be charged to account of outstanding liabilities.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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County Commissioners.

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ORDER  
ABE GREEN  
APR.13,1926.

Ordered: that there be paid from the County treasury to Abe Green, of Bridgewater, the sum of one hundred (\$100.) being an award for land damage sustained by him for a taking on Summer Street in said town under decree No. 624.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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County Commissioners.

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Ordered that there be paid from the County treasury to the following named persons the amounts specified for and on account of land damage caused by taking of land under decrees as follow:

No. 633:	Naomi F. Morse	West Wareham,	\$39.40
	Elmer E. Bumpus	Box 33, Rock,	33.50
	Howard B. Carver	Rock,	402.28
No. 657:	W. H. Draper	Buzzards Bay,	28.50
	Florence V. Clark	" "	45.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
LAND DAMAGE  
APR.13,1926.

Ordered, that there be paid from the County treasury to the Treasurer of the Plymouth County Hospital the sum of ten thousand (\$10,000.) dollars for its general maintenance.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
PLYMOUTH  
COUNTY  
HOSPITAL  
APR.20,1926.

Ordered, that there be paid from the County treasury to Winfred W. Bennett, #88 Sawyer Road, East Wareham, present owner, the sum of \$21.70 award for land damage sustained under decree No. 657, for 2170 feet of land taken, said award being the same as that originally made under the name of M. B. Cahoon.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
W.W.BENNETT  
APR.20,1926.

ORDER  
J.C.FINNEY  
MAY 4, 1926.

Ordered, that there be paid from the County treasury to Joseph C. Finney the sum of Eight and 82/100 (\$8.82) Dollars, for and on account of damage caused by the taking of land under decree numbered 580, to be charged to Outstanding Liabilities.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

PARTIAL DECREE  
SELECTMEN OF  
SCITUATE  
MAY 4, 1926.  
NO. 685.

Ordered, that the Boston Sand & Gravel Company be and hereby is authorized to construct a railroad for steam or other motive power across the "Driftway" otherwise known as Water Street in the town of Scituate in the County of Plymouth at a point adjacent to land of the New York, New Haven & Hartford Railroad Company's yard at Greenbush and to cross any other public or private ways leading to or from said "Driftway" on its northerly side between said railroad yard at the easterly boundary of said Boston Sand & Gravel Company's property.

William L. Sprague, Associate Commissioner, acted in place of Frederic T. Bailey, Commissioner, in the consideration of all matters and things affecting said petition and the decree thereupon, said Bailey being a resident of said Scituate.

Jere B. Howard )  
Charles S. Beal ) County Commissioners.  
William L. Sprague ) Associate Commissioner.

SELECTMEN OF  
DUXBURY  
MAY 4, 1926.  
NO. 655.

On the petition of the Selectmen of Duxbury presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the sixth day of January in the year of our Lord nineteen hundred and twenty-five, representing that Tremont Street in said town from the Kingston line northerly for about one and one-third miles is narrow, crooked and dangerous for public travel and that public necessity and convenience requires the same widened and relocated, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested

had due notice thereof, met to view the premises at the Town Office in said Duxbury on the twelfth day of February A.D. 1925, at three o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the fourth day of May A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

DUXBURY

1926 County Layout

The layout is located on Tremont Street, so called, and comprises in part a widening of the location of the State highway as laid out July 30, 1908, and April 27, 1909, and in part a cut-off or new location.

The layout begins at the south-westerly end of the State highway, as laid out April 27, 1905, and extends thence in a general westerly direction for about 1.3 miles to the dividing line between the towns of Kingston and Duxbury, and is more fully described as follows;

The base line begins at a point shown on plan as station 203+90.00 said point marking the south-westerly end of the base line of the aforesaid 1905 layout, and extends thence south 67° 04' 15" west for the distance of 282.96 feet; thence south 66° 39' 45" west for the distance of 733.36 feet; thence south 66° 03' 15" west for the distance of 146.87 feet; thence south 64° 55' 31" west for the distance of 806.53 feet to a point shown on plan as station 223+59.72, said station equalling station 223+95.96 for the line ahead; thence south 69° 06' 20" west for the distance of 589.78 feet; thence south 83° 45' 20" west for the distance of 314.58 feet; thence south 80° 00' 50" west for the distance of 530.53 feet; thence south 87° 45' 50" west for the distance of 362.89 feet; thence south 77° 27' 20" west for the distance of 202.80 feet; thence south 66° 41' 20" west for the distance of 112.44 feet; thence south 85° 41' 20" west for the distance of 321.44 feet; thence south 83° 16' 20" west for the distance of 194.07 feet; thence south 80° 22' 20" west for the distance of 297.50 feet; thence south 72° 22' 20" west for the distance of 810.26 feet; thence south 65° 13' 50" west for the distance of 212.30 feet; thence south 54° 41' 20" west for the distance of

552.23 feet; thence south  $62^{\circ} 42' 20''$  west for the distance of 180.67 feet; thence south  $68^{\circ} 34' 20''$  west for the distance of 164.32 feet to a point at the end of the layout, on the dividing line between the towns of Kingston and Duxbury, said point being shown on plan as station 272+41.77. Length 6815.53 feet.

The southerly location line begins at a point marking the westerly end of the southerly location line of the aforesaid 1905 State highway layout, said point bearing south  $22^{\circ} 55' 45''$  east and being 25.00 feet distant from the point of beginning of the above-described base line shown on plan as station 203+90.00, and extends thence south  $22^{\circ} 55' 45''$  east for the distance of 5.00 feet to a point bearing south  $22^{\circ} 55' 45''$  east and 30.00 feet distant from the said station 203+90.00; thence parallel to the base line as above described and 30.00 feet distant therefrom to a point bearing south  $24^{\circ} 40' 39''$  east and 30.00 feet distant from station 215+53.19 of the base line; thence south  $64^{\circ} 35' 27''$  west for the distance of 811.20 feet to a point bearing south  $17^{\circ} 05' 53''$  east and 35.08 feet distant from station 223+59.72 of said base line; thence parallel to said base line and 35.00 feet distant therefrom to a point bearing south  $70^{\circ} 11' 12''$  east and 53.66 feet distant from station 229+85.74; thence south  $81^{\circ} 56' 23''$  west for the distance of 660.53 feet to a point on the southerly location line of the State highway, at the easterly end of the aforesaid 1909 layout, said point bearing south  $9^{\circ} 59' 10''$  east and being 25.00 feet distant from station 236+00 of the above-described base line; thence south  $80^{\circ} 00' 50''$  west for the distance of 232.54 feet and south  $87^{\circ} 45' 50''$  west for the distance of 74.54 feet both along the southerly location line of the aforesaid 1909 State Highway layout to a point bearing south  $2^{\circ} 14' 10''$  east and being 25.00 feet distant from station 239+03.70 of the above-described base line, thence south  $81^{\circ} 54' 34''$  west for the distance of 415.30 feet to a point bearing south  $70^{\circ} 06' 41''$  east and 82.50 feet distant from station 243+96.54 of the base line; thence by a curve to the left of 184.72 feet radius for the distance of 206.40 feet to a point bearing south  $15^{\circ} 48' 05''$  east and 114.02 feet distant from station 245+08.98 of said base line; thence north  $72^{\circ} 06' 40''$  west for the distance of 40.00 feet to a point bearing south  $4^{\circ} 07' 10''$  west and 97.68 feet distant from the said station 245+08.98; thence north-easterly to northerly to north-westerly by a curve of 60.00 feet radius for the distance of 80.51 feet to a point again on the southerly location line of the aforesaid 1909 State highway layout bearing south  $50^{\circ} 17' 29''$  west and being 43.16 feet distant from the aforesaid station 245+08.98; thence following the southerly location line of said 1909 State highway layout south  $85^{\circ} 41' 20''$  west for the distance of 203.89 feet to a



point bearing south  $4^{\circ} 18' 40''$  east and being 25.00 feet distant from station 247+48.05 of the base line as above described, thence extending south  $81^{\circ} 54' 34''$  west for the distance of 275.34 feet to a point bearing south  $6^{\circ} 51' 38''$  east and 35.00 feet distant from station 250+24.49; thence south  $83^{\circ} 16' 20''$  west for the distance of 196.85 feet to a point again on the southerly location line of the aforesaid 1909 layout, said point bearing south  $8^{\circ} 10' 40''$  east and being 25.01 feet distant from station 252+22.15 of the base line as above described; thence South  $80^{\circ} 22' 20''$  west for the distance of 97.46 feet and south  $72^{\circ} 22' 20''$  west for the distance of 91.26 feet both along the southerly location line of the aforesaid 1909 layout to a point bearing south  $18^{\circ} 01' 36''$  east and being 25.00 feet distant from station 254+15.17 of the above-described base line, thence south  $71^{\circ} 34' 29''$  west for the distance of 698.79 feet to a point bearing south  $45^{\circ} 42' 48''$  east and 39.36 feet distant from station 261+32.25; thence by a curve to the left of 1200.00 feet radius for the distance of 443.28 feet to a point bearing south  $28^{\circ} 12' 36''$  east and 29.39 feet distant from station 265+63.19 of the base line; thence by a curve to the right of 2093.89 feet radius for the distance of 682.42 feet to a point at the end of the layout, on the dividing line between the towns of Kingston and Duxbury, said point bearing south  $21^{\circ} 25' 40''$  east and being 34.92 feet distant from the point of ending of the above-described base line shown on plan as station 272+41.77.

The northerly location line begins at a point marking the westerly end of the northerly location line of the aforesaid 1905 State highway layout, said point bearing north  $22^{\circ} 55' 45''$  west and being 25.00 feet distant from the point of beginning of the above-described base line shown on plan as station 203+90.00, and extends thence north  $22^{\circ} 55' 45''$  west for the distance of 5.00 feet to a point bearing north  $22^{\circ} 55' 45''$  west and 30.00 feet distant from the said station 203+90.00; thence parallel to the base line as above described and 30.00 feet distant therefrom to a point bearing north  $24^{\circ} 40' 39''$  west and 30.00 feet distant from station 215+53.19 of the base line; thence south  $64^{\circ} 35' 27''$  west for the distance of 41.53 feet to a point on the northerly location line of the aforesaid 1908 State highway layout, (hereinafter referred to as point "A") bearing north  $25^{\circ} 04' 29''$  west and 29.76 feet distant from station 215+94.51 of the above-described base line. Then beginning again at a point on the southerly location line of the said 1908 layout, bearing north  $25^{\circ} 04' 29''$  west and being 28.97 feet distant from station 217+28.80 of the above-described base line, said point also bearing south  $64^{\circ} 35' 27''$  west and being 134.29 feet distant from the aforesaid point "A" and extending thence south  $64^{\circ} 35' 27''$  west for the distance of 460.06 feet to a point again on the southerly location line of the afore-

said 1908 layout (hereinafter referred to as point "B"), bearing north 25° 04' 29" west and being 26.29 feet distant from station 221+88.85 of the above-described base line. Then beginning again at a point on the northerly location line of said 1908 layout bearing north 31° 30' 55" west and 25.44 feet distant from station 223+95.96 of the above-described base line, said point also bearing south 64° 35' 27" west and being 173.73 feet distant from the aforesaid point "B", thence following said 1908 location line south 69° 06' 20" west for the distance of 312.09 feet to a point bearing north 20° 53' 40" west and being 25.00 feet distant from station 227+12.74 of the above-described base line; thence westerly by a curve to the right of 2000.00 feet radius for the distance of 446.94 feet to a point bearing north 6° 14' 40" west and 29.25 feet distant from station 231+69.33; thence south 81° 54' 34" west for distance of 832.09 feet to a point on the northerly location line of the aforesaid 1909 State highway layout, bearing north 2° 14' 10" west and being 25.00 feet distant from station 240+04.29 of the base line of location; thence south 87° 45' 50" west for the distance of 191.71 feet and south 77° 27' 20" west for the distance of 187.24 feet, both along the northerly location line of the said 1909 layout to a point bearing north 22° 55' 27" east and being 30.70 feet distant from station 243+96.54 of the base line as above described, and extending thence north-westerly to northerly by a curve of 30.00 feet radius for the distance of 46.44 feet to a point on the south-easterly side of Oak Street, so called, said point bearing north 2° 05' 55" west and being 67.70 feet distant from station 243+96.54 of the base line; thence, crossing Oak Street, south 72° 27' 49" west for the distance of 53.62 feet to a point on the north-westerly side thereof, bearing north 46° 09' 02" west and being 74.34 feet distant from the said station 243+96.54; thence south-westerly to westerly by a curve of 80.00 feet radius for the distance of 80.55 feet to a point bearing north 13° 38' 52" west and 51.05 feet distant from station 245+08.98 of the base line; thence south 81° 54' 34" west for the distance of 509.85 feet to a point bearing north 8° 10' 40" west and 25.01 feet distant from station 250+24.49; thence south 83° 16' 20" west for the distance of 197.66 feet to a point bearing north 8° 10' 40" west and 35.01 feet distant from station 252+22.15 of the base line; thence parallel to said base line and 35.00 feet distant therefrom to a point bearing north 18° 01' 36" west and 35.00 feet distant from station 254+15.17; thence south 71° 34' 29" west for the distance of 718.45 feet to a point bearing north 21° 11' 55" west and 25.05 feet distant from station 261+32.25 of the base line; thence by a curve to the left of 1157.74 feet radius for the distance of 434.55 feet to a point bearing north 28° 12' 36" west and 31.85 feet distant from station 265+63.19; thence by a

curve to the right of 2033.89 feet radius for the distance of 675.48 feet to a point at the end of the layout, on the dividing line between the towns of Kingston and Duxbury, said point bearing north 21° 25' 40" west and being 25.08 feet distant from the point of ending of the above-described base line shown on plan as station 272+41.77.

Portions of the old highway outside the above described lines are hereby discontinued.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of July A.D., 1926.

The inhabitants of the town of Duxbury aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, said highway to be built by the Department of Public Works, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of May A.D., 1928.

Awards are to be made under separate decree.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Duxbury within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this fourth day of May in the year of our Lord nineteen hundred twenty-five.

Frederic T. Bailey }  
Jere B. Howard } County  
Charles S. Beal } Commissioners.

ORDER

AMENDED AWARDS

DECREE NO. 633

MAY 11, 1926.

Ordered, that the awards made for land damages on Wareham Street, Middleborough, under Decree No. 633, be amended in the following items:

Items 1, 4, and 8, awarded to Clarence Thomas and Item 10, Nelson Thomas, be amended to read Clarence E. Thomas.

Item 2, Alanson F. Cobb, be amended by adding "if obstructions are to be removed or walls rebuilt the work shall be done without expense to the owner."

Item 3, Nelson Thomas be amended to read Nelson C. Thomas.

Item 7, Lester Bradford be amended to read Elmer Leslie Bradford.

Item 16, Horace G. Case, be amended to read 1045 sq. ft., \$41.80.

Item 74, William A. Shaw, be amended to read 4435 sq. ft., \$55.00.

Item 78, William A. Shaw, be amended to read 15090 sq. ft., \$452.70, and face wall to be replaced without expense to owner.

Item 89, Lillian M. Rice, be amended to read

Wood	\$100.00	
50,130 sq. ft.	122.82	
11,200 sq. ft.	<u>560.00</u>	\$782.82

Item 90, Lillian M. Rice, 74.00

Item 91, Lillian M. Rice, be amended to read 31,275 sq. ft. 312.76

Special for asparagus, strawberries, and cold frames 125.00 \$1294.58

Wall and fence to be built without expense to owner. Wood on this lot to be removed by owner at her own expense.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER

RUSSELL WATTS

MAY 11, 1926.

Ordered, that there be paid from the County Treasury to Russell Watts of Wareham, Massachusetts, the sum of Six Dollars (\$6.00) for and on account of damage caused by the removal of his property in Wareham under decree No. 657, payable from the account of outstanding liabilities.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal. )

Ordered, paid from the County Treasury to the following persons the amounts specified, for and on account of damage caused by taking of land under Decree No. 633 in the Town of Middleborough, same to be charged to outstanding liabilities.

Clarence E. Thomas	Item 1	\$4.75	
	4	5.90	
	8	32.88	
	10	<u>9.48</u>	\$53.01
Alanson F. Cobb	Item 2		\$10.48
Nelson C. Thomas	Item 3		\$ 4.45
Horace G. Case	Item 16		\$41.80
William A. Shaw	Item 74	\$55.00	
	78	452.70	
	81	10.40	
	87	<u>28.00</u>	\$546.10
Lillian M. Rice	Item 89	\$782.82	
	90	74.00	
	91	312.76	
	Special	<u>125.00</u>	\$1294.58

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
LAND DAMAGE  
MAY 11, 1926.

Upon application of the Water Department of the City of New Bedford, by Stephen H. Taylor, Superintendent, permission is hereby granted to said Water Department to temporarily remove the stone bound in the division line between the towns of Middleborough and Lakeville at or near its intersection with Long Point Road, in order to excavate for pipe connections of said City and construct concrete work in the location of the said bound, subject to the following

Order, - that the exact location of the present bound be fixed by proper witness marks until the work of excavation and construction is completed, and that the original location of said bound be marked by a copper plate imbedded in the exposed surface of said concrete work so as to be plainly visible at all times.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
WATER DEPT.,  
CITY OF  
NEW BEDFORD  
MAY 11, 1926.

ORDER  
SATURDAY  
CLOSING  
MAY 18, 1926.

It was voted to allow Saturday afternoons from twelve o'clock, noon, as holidays, during the months of June, July, August, and September, to all employees of the County in the Court Houses and Registry of Deeds, in accordance with the provisions of Section 16 of Chapter 34 of the General Laws.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
J.W.WHITCOMB.  
TREASURER  
MAY 18, 1926.

Ordered, that there be paid from the County Treasury to J. W. Whitcomb, Treasurer for Handy & Whitcomb, Wareham, Massachusetts, the sum of Twenty-six Dollars (\$26.00), for and on account of damage caused by the taking of land under Decree No. 657.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
J.J.ENGLAND  
MAY 18, 1926.

Ordered, that there be paid from the County Treasury to J. J. England, 215 Church Street, New Bedford, Massachusetts, the sum of Nine Hundred Dollars (\$900.00), first payment on account of moving of house belonging to Mrs. Lottie Thompson of East Bridgewater, the total amount of contract being One Thousand Eighty-five Dollars (\$1085.00).

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
WEST  
BRIDGEWATER  
MAY 25, 1926.

It was ordered, that there be paid from the County Treasury to the Treasurer of the Town of West Bridgewater the sum of Six Thousand Dollars (\$6000.00) for and on account of highway construction in said town in 1924, the sum to be charged to outstanding liabilities.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.



ORDER  
COUNTY TAX  
JUNE 22, 1926.

Ordered: that the Clerk forthwith issue warrants to will and require the sum of five hundred forty thousand dollars (\$540,000.) to be assessed and levied upon the inhabitants of the several towns and one city in said County, according to the provisions of law and the basis of apportionment thereby established, to be collected and paid into the treasury of said County on or before the last day of October next, in the following proportions, that is to say:-

Abington	\$14,266.44
Bridgewater	16,543.00
Brockton	181,214.17
Carver	6,070.82
Duxbury	10,168.63
East Bridgewater	11,079.27
Halifax	2,731.87
Hanover	7,436.76
Hanson	5,767.28
Hingham	24,890.40
Hull	33,541.31
Kingston	6,222.59
Lakeville	3,642.49
Marion	8,802.69
Marshfield	9,561.55
Mattapoisett	6,222.59
Middleborough	22,310.30
Norwell	4,097.80
Pembroke	5,160.20
Plymouth	65,868.48
Plympton	1,821.25
Rochester	3,187.18
Rockland	20,337.27
Scituate	20,033.75
Wareham	23,372.68
West Bridgewater	6,222.59
Whitman	19,426.64
Total	\$540,000.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
AMENDED AWARD  
DECREE NO. 634.  
JUNE 22, 1926.

Whereas, under Decree No. 634, no award was made to Mrs. Lottie Thompson for her wall, it now appearing that she does not care to have it moved, it is therefore

Ordered, that the award of Fifty-five Dollars and Twenty-six Cents (\$55.26) for land be increased by the sum of Ninety Dollars (\$90.00) for said wall, making a total award of One Hundred Forty-five Dollars and Twenty-six Cents (\$145.26). The removal of the house of the said Mrs. Lottie Thompson is to be done at the expense of the County.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 )



Ordered: that there be paid from the County Treasury to J. J. England, 215 Church Street, New Bedford, Mass., the sum of One Hundred Eighty-five Dollars (\$185.00), it being the final payment on account of moving the house of Mrs. Lottie Thompson of East Bridgewater.

Jere B. Howard )  
                  ) County Commissioners.  
Charles S. Beal )

ORDER  
J. J. ENGLAND  
JUNE 29, 1926.

On the petition of the Selectmen of the town of Norwell presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventeenth day of November in the year of our Lord nineteen hundred and twenty-five, representing that Pond Street, between Washington Street and Hingham Street in Rockland, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

SELECTMEN OF  
NORWELL  
MAY 15, 1926.  
NO. 671.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall in Whitman in said County on the twenty-eighth day of December A.D. 1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House on the fifteenth day of May A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

POND STREET.  
Southerly Line.

Beginning at a point in the town line between the towns of ROCKLAND and NORWELL at the end of the 1926 lay out of HINGHAM STREET, and continuing by a curve to the left whose radius is twelve hundred (1200) feet by land of Joseph and Wilbur Lincoln, by land of Daniel J. Hines, by the

highway and by land of the Town of Hingham three hundred forty-one and eighty-one hundredths (341.81) feet to a concrete monument at the point of compound curvature thence by a curve to the left whose radius is ten thousand one hundred thirty-eight and ten-hundredths (10138.10) feet by land of the said Town of Hingham, by Accord Pond and again by land of the Town of Hingham three hundred nineteen and ninety-seven-hundredths (319.97) feet to a concrete monument at the point of tangency thence north  $46^{\circ} 50' 40''$  east by land of the said Town of Hingham by land of Henry Shute, by the highway and again by land of said Shute eleven hundred eighteen and eighty-hundredths (1118.80) feet to the concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Shute four hundred fifty-three and seventy-four hundredths (453.74) feet to a concrete monument at the point of tangency thence north  $19^{\circ} 2' 20''$  east by land of said Shute and land of Mary Donnelly three hundred forty-eight and eight-tenths (348.8) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of George McCloud and land of Wilfred C. Bowker two hundred fifty-five and eighty-four-hundredths (255.84) feet to a concrete monument at the point of tangency thence north  $4^{\circ} 22' 50''$  east by land of said Bowker ninety-one and eighty-six-hundredths (91.86) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twenty-five (25) feet by land of said Bowker fifty-six and ninety-four-hundredths (56.94) feet to a concrete monument at the point of tangency in the westerly line of WASHINGTON STREET, near the ACCORD POST OFFICE, said concrete monument bearing north  $45^{\circ} 8'$  west and being distant forty-two and sixty-one-hundredths (42.61) feet from a Massachusetts highway bound on said westerly side of WASHINGTON STREET.

POND STREET.

Northerly Line.

Beginning at a point in the town line between the towns of ROCKLAND and NORWELL, at the end of the 1926 layout of Hingham Street said point being distant fifty (50) feet northerly from the point of beginning in the southerly line of POND STREET as laid out, and continuing by a curve to the left whose radius is eleven hundred fifty (1150) feet by land of the Town of Hingham three hundred twenty-six and ninety-hundredths (326.90) feet to the point of compound curvature thence by a curve to the left whose radius is ten thousand eighty-eight and ten-hundredths (10088.10) feet by Accord Pond and by land of the Town of Hingham three hundred eighteen and twenty-nine-hundredths (318.29) feet to the point of tangency thence north  $46^{\circ} 50' 40''$

east by land of the Town of Hingham eleven hundred eighteen and eighty-hundredths (1118.80) feet to the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Town of Hingham four hundred thirty-one and five-hundredths (431.05) feet to the point of tangency thence north 19° 2' 20" east by land of Henry M. O'Brien and land of John Loring three hundred forty-eight and eight-tenths (348.8) feet to the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Loring, land of John Dupree and land of the estate of Charles W. Reed two hundred forty-three and five-hundredths (243.05) feet to the point of tangency thence north 4° 22' 50" east by land of said Reed estate and by land of William Loring one hundred seventeen and forty-hundredths (117.40) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one hundred twenty-five (125) feet by land of said Loring one hundred thirty-three and seventy-five hundredths (133.75) feet to a concrete monument at the point of tangency on the westerly side of WHITING STREET at QUEEN ANNE'S CORNER in the Town of HINGHAM said concrete monument bearing north 56° 55' 30" west from a Massachusetts highway bound in the town line between the towns of NORWELL and HINGHAM.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the sixth day of October A.D., 1926.

The inhabitants of the town of Norwell aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the sixth day of July A.D., 1927.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Town of Hingham	900 sq. ft.	\$0.00
" " "	3860 " "	0.00
John Loring	75 " "	1.00
John Dupree	90 " "	1.00
William Loring	910 " "	9.00
Henry Shute	1600 " "	4.00
" "	200 " "	1.00
Wilfred C. Bowker	675 " "	6.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Norwell within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this fifteenth day of May in the year of our Lord nineteen hundred twenty-six.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

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ORDER  
H.W.TOWER  
APR.27,1926.

Ordered, that the salary of Herman W. Tower, as he is Deputy Master at the House of Correction, be increased three (\$300.) dollars per year beginning January 1st, 1926, making his yearly salary \$2500., and that he be paid the sum of \$100. from the County treasury to cover said increase for the months of January, February, March and April, 1926.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

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ORDER  
W.E.BREWSTER  
APR.27,1926.

It is Ordered that Willis E. Brewster, as he is a Farmer at the County Farm, be paid a salary of twelve hundred (\$1200.) dollars per year beginning April 1st 1926, and that the Clerk be authorized to draw orders therefore monthly on the County treasury.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

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Ordered, that there be paid from the County treasury to Edwin P. Richmond, of #43 Belcher Ave., Brockton, Mass., the sum of twenty five (\$25) dollars for land damage sustained, (being special awards of \$10. and \$15.) construction under decree No. 657.

ORDER  
E.P.RICHMOND  
APR.27, 1926.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

On the petition of the Selectmen of Rockland presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventeenth day of November in the year of our Lord nineteen hundred and twenty-five, representing that the highway in said town known as Hingham Street, between thirty-five hundred feet west of the Norwell-Rockland line and the Norwell-Rockland line, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

SELECTMEN OF  
ROCKLAND  
MAY 15, 1926.  
NO. 676.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall in Whitman in said County, on the twenty-eighth day of December A.D. 1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the fifteenth day of May A.D. 1926, when and there they proceed to complete said proceedings and make return thereof as follows, to wit:-

HINGHAM STREET  
Westerly Line.

Beginning at a point in the westerly line of HINGHAM STREET said point bearing north 89° 21' 20" west and being distant fifty (50) feet from the concrete monument at the point of beginning in the easterly side line of

the said HINGHAM STREET, and continuing north  $0^{\circ} 44'$  east by land of Alice Stoddard, land of Mary J. Goden and land of Harold Anderson seven hundred thirty-six and seventy-six-hundredths (736.76) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is six hundred (600) feet by land of said Anderson two hundred twenty-three and ninety-eight-hundredths (223.98) feet to a concrete monument at the point of tangency on the westerly side of WEYMOUTH STREET.

Thence beginning again at a concrete monument marking the point of curvature on the easterly side of WEYMOUTH STREET said concrete monument bearing north  $37^{\circ} 18'$  east and being distant fifty-three and nine-hundredths (53.09) feet from the last-mentioned concrete monument and continuing by a curve to the left whose radius is forty (40) feet by land of the Town of Rockland ninety and thirty-seven-hundredths (90.37) feet to a concrete monument at the point of tangency thence north  $29^{\circ} 54'$  east by land of said Town of Rockland six hundred sixty-eight and forty-three-hundredths (668.43) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is forty (40) feet still by land of the Town of Rockland ninety-nine and forty-six-hundredths (99.46) feet to a concrete monument at the point of tangency on the southerly side of FOREST STREET.

Thence beginning again at a concrete monument marking the point of curvature on the northerly side of FOREST STREET said concrete monument bearing north  $63^{\circ} 46'$  west and being distant fifty-three and twenty-nine hundredths (53.29) feet from the last-mentioned concrete monument and continuing by a curve to the left whose radius is five hundred (500) feet by land of William F. O'Connor and land of George Davis two hundred forty-two and seventeen-hundredths (242.17) feet to a concrete monument at the point of tangency thence north  $39^{\circ} 41'$  east by land of said Davis three hundred one and sixty-three-hundredths (301.63) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fifteen hundred fifty (1550) feet by land of said Davis and land of owners unknown two hundred fifty (250) feet to the point of tangency thence north  $48^{\circ} 50'$  east by land of owners unknown and land of George W. Rivett et al. seventeen hundred seventy-six and thirty-one-hundredths (1776.31) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is nine hundred fifty (950) feet by land of said Rivett et al. five hundred fifty-eight and fifty-four-hundredths (558.54) feet to a concrete monument at the point of tangency thence north  $82^{\circ} 31'$  east by land of said Rivett et al., land of Everett Curtis and land of Samuel Strone twelve hundred thirty-six and eighty-hundredths (1236.80) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is

forty (40) feet by land of said Strone seventy-six and eight-hundredths (76.08) feet to a concrete monument at the point of tangency on the westerly side of GARDNER STREET.

Thence beginning again at the concrete monument marking the point of curvature on the easterly side of GARDNER STREET said concrete monument bearing north  $81^{\circ} 11'$  east and being distant forty-one and ninety-six-hundredths (41.96) feet from the last-mentioned concrete monument and continuing by a curve to the left whose radius is sixty (60) feet by land of the Town of Hingham ninety-nine and sixteen-hundredths (99.16) feet to a concrete monument at the point of tangency thence north  $82^{\circ} 31'$  east by land of the said Town of Hingham two hundred sixty and fifteen-hundredths (260.15) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of said Town of Hingham two hundred fourteen and seventy-seven hundredths (214.77) feet to a concrete monument at the point of tangency thence south  $85^{\circ} 10' 20''$  east by land of said Town of Hingham one hundred thirty and twenty-two-hundredths (130.22) feet to a concrete monument at an angle, thence north  $89^{\circ} 48'$  east by land of said Town of Hingham and by Accord Pond one hundred ninety-two and fifty-nine-hundredths (192.59) feet to a pipe at the point of curvature thence by a curve to the left whose radius is six hundred sixty-six (666) feet by said Accord Pond and by land of the Town of Hingham one hundred seventy-eight and ninety-four-hundredths (178.94) feet to the point of compound curvature thence by a curve to the left whose radius is eleven hundred fifty (1150) feet still by land of the Town of Hingham two hundred twenty-three (223) feet, more or less, to a point in the line between the Towns of NORWELL and ROCKLAND, it being the end of the layout.

HINGHAM STREET

Easterly Line.

Beginning at a concrete monument in the easterly line of HINGHAM STREET said concrete monument bearing south  $13^{\circ} 16' 20''$  east and being distant three hundred two (302) feet from the southeasterly corner of house of Alice Stoddard and continuing north  $0^{\circ} 44'$  east by land of Harry M. Wood and land of Harold Anderson six hundred four and ninety-hundredths (604.90) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is six hundred (600) feet by land of said Anderson and land of George A. Stoddard three hundred five and forty-three hundredths (305.43) feet to a concrete monument at the point of tangency thence north  $29^{\circ} 54'$  east by land of said Stoddard and land of Henry T. Roche Jr. et ux. nine hundred three and twenty-hundredths (903.20) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius

is fifteen hundred (1500) feet by land of said Roches, land of William H. Bearce and land of Bessie Frame four hundred ninety-five and sixty-hundredths (495.60) feet to a concrete monument at the point of tangency thence north  $48^{\circ} 50'$  east by land of said Frame and land of owners unknown sixteen hundred twenty-four and ninety-four-hundredths (1624.94) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fourteen hundred (1400) feet by land of Lottie B. Dunn and land of Joseph and Wilbur Lincoln eight hundred twenty-three and eleven-hundredths (823.11) feet to a concrete monument at the point of tangency thence north  $82^{\circ} 31'$  east by land of said Lincolns and land of James McCarthy twelve hundred eighty-five and fifty-four-hundredths (1285.54) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is three thousand (3000) feet by land of said McCarthy six hundred forty-four and thirty-two-hundredths (644.32) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is forty-two and fifty-seven-hundredths (42.57) feet by land of said McCarthy seventy-seven and thirty-three-hundredths (77.33) feet to a concrete monument at the point of tangency on the westerly side of POND STREET.

Thence beginning again at a concrete monument marking the point of curvature on the easterly side of POND STREET said concrete monument bearing south  $35^{\circ} 25'$  east and being distant fifty-four and seventy-four-hundredths (54.74) feet from the last-mentioned concrete monument thence by a curve to the right whose radius is one hundred sixty (160) feet by land of James Lacey one hundred fifty-seven and thirty-two-hundredths (157.32) feet to a concrete monument at the point of tangency thence north  $74^{\circ} 14' 30''$  east by land of said Lacey one hundred twenty-one and eighty-four-hundredths (121.84) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is twelve hundred (1200) feet by land of said Lacey, land of Mary Donnelly and land of Joseph and Wilbur Lincoln two hundred thirty-two (232) feet, more or less, to the roadstone in the line between the towns of NORWELL and ROCKLAND it being the end of the layout.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the sixth day of October A.D. 1926.

The inhabitants of the town of Rockland aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County



Commissioners before the sixth day of July A.D., 1927.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Harold Anderson	800 sq. ft.	\$5.00
Town of Rockland	5620 " "	0.00
William F. O'Connor	300 " "	1.50
George W. Rivett et al.	3080 " "	7.00
Everett Curtis	750 " "	3.50
Samuel Strone	200 " "	1.00
Town of Hingham	600 " "	0.00
Harry M. Wood	2000 " "	15.00
Harold Anderson	2000 " "	15.00
George A. Stoddard	880 " "	3.00
Henry T. Roche et al.	2280 " "	10.00
William H. Bearce	2100 " "	5.00
Bessie Frame	320 " "	1.00
Lottie B. Dunn	1500 " "	3.00
Joseph & Wilbur Lincoln	5100 " "	12.00
" " " "	8100 " "	20.00
James McCarthy	5510 " "	25.00
James Lacey	720 " "	5.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Rockland within the limits of which said highway described therein lies.

In Witness whereof, the said County  
Commissioners have hereunto set their  
hands this fifteenth day of May in  
the year of our Lord nineteen hundred  
twenty-six.

Frederic T. Bailey	}	County Commissioners.
Jere B. Howard		
Charles S. Beal		

ORDER  
TOWN OF  
LAKEVILLE  
JULY 6, 1926.

Ordered: that there be paid from the County Treasury to the Town of Lakeville the sum of Fifteen Hundred Dollars (\$1500.), it being the balance due on account of highway construction in said Town during the year 1925, the same to be charged to outstanding liabilities.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
M.F.ROACH  
JULY 13, 1926.

Ordered: that there be paid from the County Treasury to Michael F. Roach of East Bridgewater the sum of One Hundred Thirty-two Dollars and Thirty-three Cents (\$132.33) for and on account of work on Washington Street in said town under decree No. 679.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
J.J.ENGLAND  
JULY 13, 1926.

Ordered: that there be paid from the County Treasury to J. J. England of New Bedford, Massachusetts, the sum of Fifteen Hundred Dollars (\$1500.) for and on account of contract for moving house of C. W. Pratt in the Town of East Bridgewater, this being the second payment.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
LAND DAMAGE  
UNDER DECREES  
NO. 633 & 657.  
JULY 27, 1926.

Ordered: that there be paid from the County Treasury to the following named persons the amounts specified for and on account of land damage caused by taking of land under decrees as follow:

No. 633: Esther B. Cannon, North Reading, Mass.	\$27.00
Henry H. Shaw, South Middleboro, Mass.	4.70
No. 657: George Morris, East Wareham, Mass.	<u>10.00</u>
	\$41.70

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

It is Ordered in the matter of the petition of the Emerson Shoe Company, of Rockland in said County, No.683, for abatement of assessment of taxes by the Assessors of said town on certain real estate and machinery used in the conduct of the business of said company April 1st,1925 that an abatement be made on the following assessment:

90,000 ft. of space used	at .75 ft.,	\$71,100.00
73,279 ft. of space unused	at .40 ft.,	29,311.00
Land and appurtenances		11,250.00
Machinery		58,975.00
Total,.....		170,636.00

The former assessment was \$184,242.00  
 The amended assessment is 170,636.00  
 The abatement is on the balance \$13,606.00.

It is therefore ordered that the Emerson Shoe Manufacturing Company aforesaid receive an abatement of said tax based upon a reduction of \$13,606.00 from the former assessment by said Assessors.

Mr.E.S.Whitmarsh, Associate Commr., acted in consideration of all matters and things done under said abatement, in place of Charles S. Beal, Esq., County Commissioner, and a resident of said town of Rockland.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 E. S. Whitmarsh ) Commrs.  
 ) Associate Commr.

In the matter of the petition of the South Shore Country Club, Inc. for abatement of tax assessed by the Assessors of the town of Hingham in said County upon the South Shore Realty Company for the year 1924, said petitioner being a tenant paying more than a moiety of the tax of said South Shore Realty Company, it is found:

First, That the refusal of the Assessors of said town of Hingham to abate said tax was dated April 9, 1925 and received by said petitioner April 10, 1925,- that appeal was made to the County Commissioners of Plymouth County on April 7, 1925 and received at the office of said Commissioners at Plymouth on May 8th 1925, being within a period of thirty days after the refusal of said Assessors to abate said tax.

Second, That the payment of the entry fee of three dollars is not of necessity co-incident with the filing of the abatement petition.

TAX ABATEMENT  
EMERSON SHOE  
COMPANY  
MAR.30,1926.  
NO.683.

TAX ABATEMENT  
SOUTH SHORE  
COUNTRY  
CLUB, INC.  
APR. 13, 1926.  
NO.660.

Third, That the fact that said South Shore Realty Company did not appeal from the local assessment does not prevent the Country Club, Inc. aforesaid, from so doing.

Fourth, That a tenant, as above described, may be entitled to abatement though no list is filed.

Fifth, That under the lease said South Shore Country Club, Inc. is required to pay rent for the property in question and is therefore entitled to an application for abatement.

Sixth, The finding is as in number four.

Seventh, That the data furnished by the Commonwealth is for information only, and Assessors are to use it as one item in the formation of their judgment as to the true value of real estate.

Eighth, That the expense of organization of said Country Club, Inc., and said South Shore Realty Company, as well as the town tax, are not items adding to the value of their joint or several real estate, and that much of the money which may have been spent on the land has not increased its market value as real estate.

Inasmuch, therefore, as the petition is, in our opinion, properly before said Commissioners, and that hearings have been held in which both said petitioner and said Assessors have been represented by counsel, and the property in question of abatement of tax viewed by said County Commissioners upon at least two occasions, the County Commissioners of Plymouth County hereby adjudge that the value of the property of the South Shore Realty Company, Inc., situate in said town of Hingham, upon which abatement to tax is sought, for the purposes of taxation for the year 1924 was ninety thousand six hundred (\$90,600.) dollars.

It is therefore Ordered: That the said Assessors of said town of Hingham base the real estate tax of the said South Shore Realty Company for the year 1924 upon a valuation of said \$90,600., and that an abatement be made upon the remainder, namely \$20,000.00.

Frederic T. Bailey	)	
Jere B. Howard	)	County
Charles S. Beal	)	Commissioners.

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SELECTMEN OFDUXBURYJUNE 1, 1926.NO. 667.

On the petition of the Selectmen of the Town of Duxbury presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventeenth day of November in the year of our Lord nineteen hundred and twenty-five, representing that the highways in said town known as Contress and West Streets between King Phillip's Path and Tremont Street are narrow, crooked and inconvenient for public travel and in need of specific repair and relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall in Whitman, in said County, on the twenty-eighth day of December A.D. 1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the first day of June A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

There is to be no change in lines of streets, these having been established under Decree No. 643.

The town is hereby ordered to construct said streets in accordance with specifications furnished by the Division of Highways, and under its direction.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Duxbury aforesaid, are hereby ordered to cause said highways to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of January A.D., 1927.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Duxbury within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this

first day of June in the year of our Lord  
nineteen hundred and twenty-six.

Frederic T. Bailey	)	
Jere B. Howard	)	County
Charles S. Beal	)	Commissioners.

SELECTMEN OF  
LAKEVILLE  
JUNE 1, 1926.  
NO. 669.

On the petition of the Selectmen of the Town of Lakeville presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventeenth day of November in the year of our Lord nineteen hundred and twenty-five, representing that the highways in said town known as Precinct Street and Myrick Street between Lakeville Town House and the Lakeville-Taunton line on Myrick Street is narrow, crooked and inconvenient for public travel and in need of specific repair and relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Whitman in said County, on the twenty-eighth day of December A.D. 1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the first day of June A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

There is to be no change in the lines of the streets, these having been established under Decree No. 656.

The town is hereby ordered to construct said streets in accordance with specifications furnished by the Division of Highways and under its direction.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Lakeville aforesaid, are hereby

ordered to cause said highways to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of January A.D., 1927.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Lakeville within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this first day of June in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

On the petition of the Selectmen of the Town of Pembroke presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventeenth day of November in the year of our Lord nineteen hundred and twenty-five, representing that the highways in said town known as West Elm, Oldham, and High Streets, and Lake Street, between Kingston and Pembroke, are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

SELECTMEN OF  
PEMBROKE  
JUNE 1, 1926.  
NO. 672.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Whitman in said County, on the twenty-eighth day of December A.D. 1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the first day of June A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

TOWN OF PEMBROKEDECREE NO. 672.OLDHAM STREETNortherly Line.

Beginning at a point of curvature in the northerly line of said OLDHAM STREET, said point of curvature bearing north  $54^{\circ} 32'$  east and being distant fifty (50) feet from a drill hole marking the point of curvature on the southerly side of the said OLDHAM STREET, thence by a curve to the left whose radius is five hundred fifty (550) feet by land of Charles J. Mix and by the highway two hundred seventy-nine and six tenths (279.6) feet to the point of reverse curvature thence by a curve to the right whose radius is seven hundred eighty-four and sixty-two hundredths (784.62) feet by the highway three hundred seventeen and seventeen hundredths (317.17) feet to the point of compound curvature thence by a curve to the right whose radius is eight hundred fifty-five and twenty-eight hundredths (855.28) feet by the highway three hundred seventy-six (376) feet to the point of reverse curvature thence by a curve to the left whose radius is eleven hundred ninety and eighty-two hundredths (1190.82) feet by land of James Lowery et ux. one hundred sixty-four and fifty-three hundredths (164.53) feet to the point of tangency thence south  $24^{\circ} 09'$  east by land of said Lowerys one hundred twenty-one and fifteen hundredths (121.15) feet to the point of curvature thence by a curve to the left whose radius is two hundred sixty-five and forty-eight hundredths (265.48) feet by land of said Lowerys and land of Jeanette H. Russell two hundred nineteen and fifty-seven hundredths (219.57) feet to the point of tangency thence south  $71^{\circ} 33'$  east by land of said Russell two hundred six and thirteen hundredths (206.13) feet to the point of curvature thence by a curve to the left whose radius is eight hundred (800) feet by land of said Russell and by the highway three hundred five and twenty-seven hundredths (305.27) feet to the point of tangency thence north  $86^{\circ} 35'$  east by the highway one hundred thirty-five and fifty-seven hundredths (135.57) feet to the concrete monument at the point of curvature thence by a curve to the right whose radius is five hundred thirty (530) feet by the highway eighty-one (81) feet to a concrete monument at the point of reverse curvature thence by a curve to the left whose radius is one hundred thirty-nine and seventy-eight hundredths (139.78) feet by the highway and by land of said Russell two hundred eight and forty hundredths (208.40) feet to a concrete monument at the point of tangency on the westerly side of WEST ELM STREET.

Thence beginning again at a concrete monument marking the point of curvature on the easterly side of the said WEST ELM STREET said concrete



monument bearing north  $79^{\circ} 39'$  east and being distant forty-two and sixty-four hundredths (42.64) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is twenty-four hundred (2400) feet by land of Charles J. Mix and by the highway two hundred thirty-two and seventy-eight hundredths (232.78) feet to a concrete monument at the point of tangency thence south  $45^{\circ} 39'$  east by the highway and by land of Bertha D'Arcy two hundred ninety-five and eighty-two hundredths (295.82) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is ten hundred fifty (1050) feet by the highway one hundred fifty and twelve hundredths (150.12) feet to a concrete monument at the point of compound curvature thence by a curve to the left whose radius is sixteen hundred sixty-two and eighty-six hundredths (1662.86) feet by the highway, by land of Charles J. Mix, land of Lizzie Bonney and land of Lawrence Gardner five hundred nine and fifty-four hundredths (509.54) feet to the point of compound curvature thence by a curve to the left whose radius is twenty-nine hundred seventy-five and fifty-six hundredths (2975.56) feet by land of said Gardner, by the highway, and by land of Arthur F. Cole four hundred sixty-five and twenty-three hundredths (465.23) feet to the point of tangency thence south  $79^{\circ} 19'$  east by land of T.M.Reynolds, land of Aroline White and land of Lizzie Sweeney eight hundred seventy and fifty-three hundredths (870.53) feet to an angle; thence south  $77^{\circ} 01'$  east by land of said Sweeney and land of Samuel W. Hollis five hundred twenty-two and sixty-three hundredths (522.63) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fourteen hundred (1400) feet by land of said Hollis, land of Charles H. Young, land of Joseph E. Reardon and by other land of said Young six hundred seventy-nine and eighty-three hundredths (679.83) feet to the point of tangency thence north  $85^{\circ} 09'$  east by land of said Young one hundred twenty-six and sixteen hundredths (126.16) feet to the concrete monument at the point of curvature thence by a curve to the left whose radius is two hundred (200) feet by land of said Young one hundred fifty-five and thirty-one hundredths (155.31) feet to a concrete monument at the point of tangency on the northwesterly side of LITTLE AVENUE, said concrete monument bearing north  $59^{\circ} 25'$  west and being distant forty (40) feet from a concrete monument on the southeasterly side of said LITTLE AVENUE.

OLDHAM STREET

Southerly Line.

Beginning at a drill hole marking the point of curvature on the southerly side of OLDHAM STREET, said drill hole bearing north  $72^{\circ} 30'$  west and being distant one hundred eighty-one and five tenths (181.5) feet from

the southwesterly corner of the dwelling house of Charles J. Mix on the northerly side of said OLDHAM STREET, thence by a curve to the left whose radius is six hundred (600) feet by land of Patrick H. Walsh et al. land of James O. Bonney, by the highway and again by land of said Bonney three hundred five and two hundredths (305.02) feet to a concrete monument at the point of reverse curvature thence by a curve to the right whose radius is seven hundred thirty-four and sixty-two hundredths (734.62) feet by land of said Bonney two hundred ninety-six and ninety-six hundredths (296.96) feet to a concrete monument at the point of compound curvature thence by a curve to the right whose radius is eight hundred five and twenty-eight hundredths (805.28) feet by land of said Bonney three hundred fifty-four and three hundredths (354.03) feet to a concrete monument at the point of reverse curvature thence by a curve to the left whose radius is twelve hundred forty and eighty-two hundredths (1240.82) feet by land of said Bonney one hundred seventy-one and forty-four hundredths (171.44) feet to a concrete monument at the point of tangency thence south  $24^{\circ} 09'$  east by land of said Bonney two hundred twenty-one and nine hundredths (221.09) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one hundred (100) feet by land of said Bonney one hundred twenty and twenty-seven hundredths (120.27) feet to a concrete monument at the point of tangency on the westerly side of WAMPATUCK STREET.

Thence beginning again at a concrete monument marking the point of curvature on the easterly side of the said WAMPATUCK STREET, said concrete monument bearing south  $31^{\circ} 06'$  east and being distant forty-one and forty-six hundredths (41.46) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is two hundred (200) feet by land of Jeanette H. Russell two hundred twenty-two and thirty-five hundredths (222.35) feet to a concrete monument at the point of tangency thence south  $71^{\circ} 33'$  east by land of said Russell one hundred forty-four (144) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eight hundred fifty (850) feet by land of said Russell, by the highway and again by land of said Russell three hundred twenty-four and thirty-five hundredths (324.35) feet to a concrete monument at the point of tangency thence north  $86^{\circ} 35'$  east by land of said Russell one hundred thirty-five and fifty-seven hundredths (135.57) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is four hundred eighty (480) feet by land of said Russell and land of Bertha D'Arcy four hundred and twelve hundredths (400.12) feet to a concrete monument at the point of tangency thence south  $45^{\circ} 39'$  east by land of said D'Arcy two hundred twelve and sixteen hundredths (212.16) feet to a concrete monument at the point of curvature thence by a curve to the left whose

radius is eleven hundred (1100) feet by land of said D'Arcy one hundred fifty-seven and twenty-seven hundredths (157.27) feet to a concrete monument at the point of compound curvature thence by a curve to the left whose radius is seventeen hundred twelve and eighty-six hundredths (1712.86) feet by land of said D'Arcy, by the highway and by land of Lawrence Gardner five hundred twenty-four and sixty-six hundredths (524.66) feet to a concrete monument at the point of compound curvature thence by a curve to the left whose radius is three thousand twenty-five and fifty-six hundredths (3025.56) feet by land of said Gardner, land of Gilbert H. Keene, by other land of said Gardner and by land of Arthur F. Cole four hundred seventy-three and five hundredths (473.05) feet to the point of tangency thence south  $79^{\circ} 19'$  east by land of said Cole and land of Lizzie Sweeney eight hundred sixty-nine and fifty-three hundredths (869.53) feet to a drill hole at an angle; thence south  $77^{\circ} 01'$  east by land of said Sweeney, by the highway and again by land of said Sweeney six hundred twelve and thirty hundredths (612.30) feet to a concrete monument at an angle; thence south  $82^{\circ} 35'$  east by the Cemetery two hundred nineteen and twenty hundredths (219.20) feet to the point of curvature in face of wall; thence by a curve to the right whose radius is two hundred eighty-nine and ninety-five hundredths (289.95) feet by said Cemetery sixty-two and eight hundredths (62.08) feet to the point of compound curvature in face of wall; thence by a curve to the right whose radius is two hundred sixty-four (264) feet by said Cemetery sixty-nine and six tenths (69.6) feet to a concrete monument on the southwesterly side of CURVE STREET.

Thence beginning again at a concrete monument marking the point of curvature on the northeasterly side of the said CURVE STREET, said concrete monument bearing north  $32^{\circ} 26'$  east and being distant thirty-two (32) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is twenty (20) feet by land of the First Parish Unitarian Church forty-nine and ninety-two hundredths (49.92) feet to a concrete monument at the point of reverse curvature thence by a curve to the left whose radius is fourteen hundred fifty (1450) feet by land of said Church two hundred forty-seven and fifty hundredths (247.50) feet to the concrete monument at the point of tangency thence north  $85^{\circ} 09'$  east by land of the Town of Pembroke thirty-nine and fifty-seven hundredths (39.57) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is forty (40) feet by land of said Town of Pembroke ninety-three and forty-one hundredths (93.41) feet to a concrete monument at the point of tangency on the northwesterly side of CENTRE STREET.

Portions of the old road outside the above described lines are hereby discontinued.

If walls and fences are moved the work will be done without expense to owners.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of August A.D., 1927.

The inhabitants of the town of Pembroke aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of June A.D., 1928.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Charles J. Mix	820	Sq. Ft.	\$6.00
James Lowery et ux.	680	" "	3.20
Jeanette H. Russell	850	" "	4.00
" " "	560	" "	3.90
" " "	400	" "	3.30
Charles J. Mix	110	" "	.50
" " "	1600	" "	7.40
Lizzie Bonney	1050	" "	4.80
Aroline White	600	" "	4.50
Lizzie Sweeney	9000	" "	40.00
Samuel W. Hollis	2400	" "	16.50
Charles H. Young	1740	" "	8.00
Joseph E. Reardon	1020	" "	7.00
Charles H. Young	1800	" "	12.30
James G. Bonney	1640	" "	7.60
" " "	3170	" "	21.00
" " "	1540	" "	10.00
Jeanette H. Russell	1930	" "	13.20
" " "	8250	" "	57.00
Bertha D'Arcy	5030	" "	34.50
Lawrence Gardner	4800	" "	33.00
Gilbert H. Keene	1730	" "	12.00
T. M. Reynolds	3000	" "	21.00
Lizzie Sweeney	5400	" "	33.00
Unitarian Church	1970	" "	18.00
Town of Pembroke	1400	" "	0.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Pembroke within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this first day of June in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

THE COMMONWEALTH OF MASSACHUSETTS

Department of Public Utilities

June 5, 1926.

DECREE OF  
DEPARTMENT OF  
PUBLIC  
UTILITIES

JUNE 5, 1926.

UNDER NO. 685.

(D.P.U.2397)

Petition of Boston Sand and Gravel Company for consent to the construction and maintenance of private railroad tracks at grade across certain highways in the town of Scituate.

It appearing, after notice and hearing, that the selectmen of the town of Scituate have consented to the construction and maintenance of the proposed railroad across the highways; that the county commissioners of Plymouth county have adjudged that public necessity requires that the railroad cross the highways at a level therewith and that the same is consistent with the public interests,- it is

ORDERED. That the consent of the Commission be hereby given to the construction and maintenance by the petitioner of a railroad, for private use in the transportation of freight, to be operated by steam power upon and across the "Driftway", otherwise known as Water street, in the town of Scituate, and across any other public or private ways leading to or from said Driftway from the north, as shown upon a plan on file with the petition. This consent is given subject to the following limitations, conditions and restrictions:

1. The petitioner shall cause a flagman to display a flag by day and a lantern by night whenever an engine, car or train is approaching and while it is passing over said crossings, and no engine, car or train shall cross at a greater speed than four miles an hour.
2. Said crossings shall be maintained only until otherwise ordered by the Commission or by other competent authority.
3. The commission reserves the right to change or modify the foregoing conditions and to make such further regulations governing the use of the tracks of the petitioner as may from time to time be deemed by it to be in the public interests.

Attest:

(Signed) ALLAN BROOKS,

Assistant Secretary.

(SEAL)

A true copy,  
 Attest:

Allan Brooks,

Assistant Secretary.

SELECTMEN OFHANSONJUNE 22, 1926.NO. 668.

On the petition of the Selectmen of the town of Hanson presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventeenth day of November in the year of our Lord nineteen hundred and twenty-five, representing that the highways in said town known as State Street and Brook Street, between the road completed in 1925 and the Pembroke line, and also Whitman Street from Perry Avenue to Spring Street are narrow, crooked and inconvenient for public travel and in need of specific repair and relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall in Whitman in said County on the twenty-eighth day of December A.D. 1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-second day of June A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

WHITMAN STREET.Northeasterly Line.

Beginning at a point on the northeasterly side of the said WHITMAN STREET in land of Edward J. Hart, said point bearing north  $61^{\circ} 31' 45''$  east and being distant fifty (50) feet from the concrete monument at the point of beginning on the westerly side of the said WHITMAN STREET, thence south  $28^{\circ} 28' 15''$  east by land of said Hart and land of the Heirs of Edwin O. Martin one hundred sixty-nine and thirty-eight hundredths (169.38) feet to the point of curvature thence by a curve to the right whose radius is twenty-one hundred fifty (2150) feet by land of said Martin, land of Edward J. Hart and land of Jesse F. Damon three hundred seventeen and seventy hundredths (317.70) feet to the point of tangency thence south  $20^{\circ} 0' 15''$  east by land of said Damon and land of Horace J. Purdy three hundred fifty-seven and forty-two hundredths (357.42) feet to the point of curvature thence by a curve to the left whose radius is fourteen hundred fifty (1450) feet by land of said Purdy two hundred ninety-six and fifty-four hundredths (296.54)

feet to the point of tangency thence south  $31^{\circ} 43' 20''$  east by land of said Purdy and land of the Brockton and Plymouth Street Railway Company four hundred fourteen and twenty-two hundredths (414.22) feet to the point of curvature thence by a curve to the left whose radius is twenty-one hundred fifty (2150) feet by land of Benjamin F. Paige two hundred twenty-two and twenty-eight hundredths (222.28) feet to the point of tangency thence south  $37^{\circ} 38' 45''$  east by land of said Paige two hundred ninety-one and nineteen hundredths (291.19) feet to the point of curvature thence by a curve to the left whose radius is six hundred fifty (650) feet by land of said Paige and land of Anna J. Krake three hundred fifty-three and sixteen hundredths (353.16) feet to the point of tangency thence south  $68^{\circ} 46' 35''$  east by land of said Krake and land of Waldo Drake three hundred fifty-four and four hundredths (354.04) feet to the point of curvature thence by a curve to the left whose radius is six hundred fifty (650) feet by land of said Drake, land of Anna J. Krake and land of Nettie L. Keene three hundred sixty-six and eighty-four hundredths (366.84) feet to the point of tangency thence north  $78^{\circ} 54' 15''$  east by land of said Keene and land of Martin Sturtevant four hundred forty-three and seventy hundredths (443.70) feet to an angle; thence north  $82^{\circ} 18' 35''$  east by land of said Sturtevant land of Ida Turner and land of Charles S. Burke ten hundred seventy-seven and twenty-nine hundredths (1077.29) feet to the point of curvature thence by a curve to the right whose radius is eight hundred fifty (850) feet by land of said Burke, by the highway and again by land of said Burke three hundred ninety-five and thirty-two hundredths (395.32) feet to the point of tangency thence south  $71^{\circ} 2' 35''$  east by land of said Burke and land of Lydia K. Lewis five hundred eighty-two and eighty-two hundredths (582.82) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is forty (40) feet by land of said Lewis ninety-seven and forty-five hundredths (97.45) feet to a concrete monument at the point of tangency on the south-westerly side of SPRING STREET.

Thence beginning again at a concrete monument marking the point of curvature on the northeasterly side of the said SPRING STREET, said concrete monument bearing south  $61^{\circ} 3' 30''$  east and being distant one hundred four and sixty-one hundredths (104.61) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is one hundred eighty (180) feet by land of the estate of Samuel House one hundred seventy-seven and fifty hundredths (177.50) feet to a concrete monument at the point of tangency on the westerly side of WHITMAN STREET.

Thence beginning again on the easterly side of the said WHITMAN STREET at a concrete monument marking the point of curvature said concrete monument bearing south  $58^{\circ} 37'$  east and being distant one hundred four and

seventy-three hundredths (104.73) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is fifty (50) feet by land of Edward E. Jennings seventy-seven and fifty-nine hundredths (77.59) feet to a concrete monument at the point of tangency at end of layout.

Southwesterly Line.

Beginning at the concrete monument at the point of curvature said concrete monument being distant twenty-eight and nine tenths (28.9) feet from the northerly side line of PERRY AVENUE, on land of Lila A. Fields thence by a curve to the right whose radius is twenty-five (25) feet by land of said Fields forty-two and eighty-eight hundredths (42.88) feet to a concrete monument at the point of tangency on the northerly side of PERRY AVENUE.

Thence beginning again at the concrete monument marking the point of curvature on the southerly side of PERRY AVENUE said concrete monument bearing south  $21^{\circ} 58'$  east and being distant fifty and three hundredths (50.03) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is forty (40) feet by land of Susie J. Young fifty-seven and seven hundredths (57.07) feet to a concrete monument at the point of tangency thence south  $28^{\circ} 28' 15''$  east by land of said Young fifty-five and thirty-five hundredths (55.35) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twenty-one hundred (2100) feet by land of said Young, land of the Heirs of Edwin O. Martin and land of John F. Crooks three hundred ten and thirty-two hundredths (310.32) feet to a concrete monument at the point of tangency thence south  $20^{\circ} 0' 15''$  east by land of said Crooks three hundred fifty-seven and forty-two hundredths (357.42) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifteen hundred (1500) feet by the highway and by land of Margaret McKay three hundred six and seventy-six hundredths (306.76) feet to a concrete monument at the point of tangency thence south  $31^{\circ} 43' 20''$  east by land of said McKay and land of Benjamin F. Paige four hundred fourteen and twenty-two hundredths (414.22) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is twenty-two hundred (2200) feet by land of said Paige two hundred twenty-seven and forty-five hundredths (227.45) feet to a concrete monument at the point of tangency thence south  $37^{\circ} 38' 45''$  east by land of said Paige two hundred ninety-one and nineteen hundredths (291.19) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is seven hundred (700) feet by land of said Paige, by the highway and again by land of said Paige three hundred eighty and thirty-three hundredths (380.33) feet to a concrete monument at the point of tan-



gency thence south 68° 46' 35" east by land of said Paige and land of Anna J. Krake three hundred fifty-four and four hundredths (354.04) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is seven hundred (700) feet by land of said Krake, by the highway and again by land of said Krake and by land of Richmond Brown three hundred ninety-five and six hundredths (395.06) feet to a concrete monument at the point of tangency thence north 78° 54' 15" east by land of said Brown four hundred forty-two and twenty-two hundredths (442.22) feet to a concrete monument at an angle; thence north 82° 18' 35" east by land of said Brown, by the highway, by land of William A. Hill and land of Charles S. Burke ten hundred seventy-five and eighty-one hundredths (1075.81) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eight hundred (800) feet by land of said Burke and land of the estate of Samuel House three hundred seventy-two and seven hundredths (372.07) feet to a concrete monument at the point of tangency thence south 71° 2' 35" east by land of said House, land of Arthur M. Churchill, land of Myra L. Angie, land of Albert J. Cantara, land of H. Austin Baker, land of Philip Bergin and land of Alfred Lapointe seven hundred twenty-two and seventeen hundredths (722.17) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is two hundred twenty (220) feet by land of said Lapointe and land of Clara M. White two hundred eighty-seven and ninety-eight hundredths (287.98) feet to a concrete monument at the point of tangency at the end of layout.

Portions of the old street lying outside the above described lines are hereby discontinued.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of October A.D., 1926.

The inhabitants of the town of Hanson aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of October A.D., 1928.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:--

	Sq.	Ft.	
Heirs of Edwin O. Martin	900		\$6.00
Edward J. Hart	660	" "	4.00
Jesse F. Damon	700	" "	4.00
Horace J. Purdy	400	" "	3.00
Horace J. Purdy	750	" "	4.00
B. & P. St. Ry. Co.	700	" "	4.00
Benjamin F. Paige	1700	" "	7.00
Anna J. Krake	1300	" "	6.00
Waldo Drake	450	" "	4.00
Nettie L. Keene	250	" "	2.00
Martin Sturtevant	1000	" "	4.00
Ida Turner	5300	" "	20.00
Charles S. Burke	500	" "	3.00
Lydia K. Lewis	4800	" "	30.00
Estate of Samuel House	1400	" "	14.00
Edward E. Jennings	1300	" "	13.00
Lila A. Fields	310	" "	3.00
Susie J. Young	850	" "	6.00
Heirs of Edwin O. Martin	1600	" "	12.00
John F. Crooks	1000	" "	7.00
Margaret McKay	1700	" "	13.00
Benjamin F. Paige	1800	" "	12.00
Anna J. Krake	1500	" "	10.00
Richmond Brown	1800	" "	14.00
William A. Hill	1750	" "	13.00
Charles S. Burke	2900	" "	14.00
Estate of Samuel House	1900	" "	15.00
Arthur M. Churchill	350	" "	3.00
Myra L. Angie	220	" "	2.00
Alfred Lapointe	700	" "	8.00
Clara M. White	900	" "	9.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Hanson within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-second day of June in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

SELECTMEN OF  
PLYMPTON  
JUNE 22, 1926.  
NO. 674.

On the petition of the Selectmen of the town of Plympton presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventeenth day of November in the year of our Lord nineteen hundred and twenty-five, representing that the highway in said town known as Main Street between North Carver line and County Road is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested

had due notice thereof, met to view the premises at the Town Hall in Whitman in said County, on the twenty-eighth day of December A.D. 1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-second day of June A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

MINUTES OF THE WEST SIDE OF MAIN STREET, PLYMPTON  
AS LAID OUT BY THE COUNTY COMMISSIONERS, APRIL 5, 1926

DECREE NO. 674.

Beginning at a cement bound on the southerly side of County Road, said bound being south  $85^{\circ} 29'$  east one hundred seventy-eight and two hundredths (178.02) feet to an angle point at station 43+26.67 of the Massachusetts highway base line of said County Road thence by a curve to the right the radius being four hundred forty-three and fifty-eight hundredths (443.58) feet a distance of seven hundred twenty-six and fifty-eight hundredths (726.58) feet to a cement bound in reverse curve thence by a curve to the left the radius being one thousand four hundred nine and sixty hundredths (1409.60) feet a distance of one hundred eight and thirty-three hundredths (108.33) feet to a point in the stonewall thence by said stonewall south  $16^{\circ} 5'$  west one hundred thirty-two and fifty hundredths (132.50) feet to a cement bound in angle point thence south  $5^{\circ} 50'$  west one hundred sixty-three and fifty-five hundredths (163.55) feet in or near the present street line to a cement bound and angle point said bound being sixty-two (62) feet from the northeast corner and forty-six (46) feet from the southeast corner of W. F. Templin's dwelling thence south  $9^{\circ} 10'$  east two hundred sixty-seven and seventy-five hundredths (267.75) feet to a cement bound thence south  $10^{\circ} 41'$  east five hundred sixty-four (564) feet to a cement bound in point of curve thence by a curve to the right the radius being one thousand two hundred eleven (1211) feet a distance of three hundred seventy-six and ninety-one hundredths (376.91) feet to a cement bound in point of tangent thence south  $7^{\circ} 09'$  west one hundred fifty-eight and forty hundredths (158.40) feet to a cement bound in point of curve thence by a curve to the right the radius being nine hundred fifty-four and twenty-five hundredths (954.25) feet a

distance of two hundred ninety-seven and fifty-five hundredths (297.55) feet to cement bound and point of tangent said bound being seventy-nine (79) feet from the northwest corner and sixty-two and eighty hundredths (62.80) feet from the southeast corner of M.W.Gould's barn thence south  $21^{\circ} 01'$  west four hundred fifty-nine and four tenths (459.4) feet to a cement bound and point of curve said bound being one hundred three and four tenths (103.4) feet from the southwestern corner and eighty-two and forty-six hundredths (82.46) feet from the southeasterly corner of the house of Benjamin A. Martin thence by a curve to the right the radius being seven hundred two and sixty-three hundredths (702.63) feet a distance of one hundred ninety-eight and sixty-six hundredths (198.66) feet to a cement bound and point of tangent thence south  $41^{\circ} 13'$  west one hundred thirty-seven and seven tenths (137.7) feet to a cement bound and point of curve thence by a curve to the left the radius being six hundred forty-nine and seven tenths (649.7) feet a distance of one hundred ninety-eight and forty-three hundredths (198.43) feet to a cement bound and point of tangent thence south  $23^{\circ} 43'$  west seventy-seven and ninety-five hundredths (77.95) feet to a cement bound and point of curve on the northerly side of Crossway Street thence by a curve to the right the radius being eighty-one and sixty-two hundredths (81.62) feet a distance of ninety-nine and eighty-four hundredths (99.84) feet to a cement bound and point of tangent thence south  $23^{\circ} 43'$  west crossing Crossway Street forty-two and fifty-nine hundredths (42.59) feet to a cement bound and point of curve on the southerly side of said street thence by a curve to the right the radius being forty (40) feet a distance of seventy-six and eighty-five hundredths (76.85) feet to a cement bound and point of tangent thence south  $23^{\circ} 43'$  west one hundred ninety-one and sixty-nine hundredths (191.69) feet to a cement bound and point of curve thence by a curve to the left the radius being eight hundred twenty-three and thirty hundredths (823.30) feet a distance of three hundred five and eighty-one hundredths (305.81) feet to a cement bound and point of tangent said stone being one hundred five and fifty hundredths (105.50) feet from the southeasterly corner of Charles B. Perkins' barn thence south  $2^{\circ} 26'$  west four hundred forty and sixty-one hundredths (440.61) feet to a cement bound and angle point thence south  $2^{\circ} 12'$  east four hundred forty-five and sixty-one hundredths (445.61) feet to a cement bound and point of curve said bound being twenty and thirty hundredths (20.30) feet from the southeasterly corner and forty-four (44) feet from the northeasterly corner of Manuel Benevides' barn it also being fifty-six and sixty hundredths (56.60) feet from the northeasterly corner of the piazza of said Benevides' house thence by a curve to the left the radius being seven hundred eighty-eight and seventy-seven hundredths (788.77) feet a distance of one hundred fifty-four and forty-one hundredths (154.41) feet to

a cement bound and point of tangent thence south  $13^{\circ} 25'$  east a distance of three hundred fifty-five and eighty hundredths (355.80) feet to a cement bound and point of curve thence by a curve to the right the radius being two hundred sixty-three and sixty-five hundredths (263.65) feet a distance of two hundred sixty-six and eighty-nine hundredths (266.89) feet to a cement bound and point of tangent said bound being sixty-six and twenty hundredths (66.20) feet from the southwesterly corner and sixty-seven and twenty hundredths (67.20) feet from the southeasterly corner of the barn of Francis A. Partridge thence south  $44^{\circ} 35'$  west a distance of eleven hundred eight and eleven hundredths (1108.11) feet to a cement bound and angle point thence south  $43^{\circ} 48'$  west a distance of twelve hundred thirty-three and fifty-six hundredths (1233.56) feet to a cement bound and point of curve said bound being sixty-eight and fifty hundredths (68.50) feet from the southeasterly corner of Sally L. Hammond's dwelling house thence by a curve to the right the radius being seven hundred thirty-three and nine hundredths (733.09) feet a distance of one hundred forty-four and fifty-seven hundredths (144.57) feet to a cement bound and point of tangent said point being fifty-four and fifty hundredths (54.50) feet from the southwesterly corner and seventy-eight and seventy hundredths (78.70) feet from the southeasterly corner of said Sally L. Hammond's dwelling house thence south  $55^{\circ} 06'$  west five hundred eighteen and forty-five hundredths (518.45) feet to a cement bound and point of curve thence by a curve to the left the radius being five hundred eleven and forty-four hundredths (511.44) feet a distance of two hundred seven and thirty-seven hundredths (207.37) feet to cement bound and point of tangent thence south  $31^{\circ} 52'$  west three hundred thirty-six and sixty hundredths (336.60) feet to a cement bound and point of curve said bound being seventy-two and fifty hundredths (72.50) feet from the northeasterly corner and forty-eight (48) feet from the southeasterly corner of Alexander C. Wright's dwelling house thence by a curve to the right the radius being forty (40) feet a distance of sixty-nine and sixty-seven hundredths (69.67) feet to a point in the facewall on the northerly side of Center Street thence south  $23^{\circ} 01'$  west crossing Center Street forty-two and sixteen hundredths (42.16) feet to a cement bound and point of curve on the southerly side of Center Street thence by a curve to the right the radius being forty (40) feet a distance of fifty-nine and seventy-seven hundredths (59.77) feet to a cement bound and point of tangent said bound being twenty-five (25) feet from the northeasterly corner and twenty-nine and five hundredths (29.05) feet from the southeasterly corner of the dwelling house of Harriet Fillebrown thence south  $37^{\circ} 17'$  west forty-five and thirty hundredths (45.30) feet to a cement bound and point of curve said bound being forty (40) feet from the southeasterly corner of said Fillebrown's dwelling house

thence by a curve to the right the radius being twenty-three hundred and sixty-seven (2367) feet a distance of four hundred ninety-two and ninety-seven hundredths (492.97) feet to a cement bound and point of tangent thence south  $49^{\circ} 13'$  west a distance of eight hundred ninety-one and thirty hundredths (891.30) feet to a cement bound and point of curve said bound being two hundred three and seventy-five hundredths (203.75) feet from the south-westerly corner of the dwelling house of Helen E. & G. W. Shaw thence by a curve to the left the radius being three hundred eighty-two and twenty-seven hundredths (382.27) feet a distance of one hundred six and thirty-one hundredths (106.31) feet to a cement bound and point of tangent thence south  $33^{\circ} 17'$  west a distance of six hundred eighty-seven and sixty-five hundredths (687.65) feet to a cement bound and point of curve thence by a curve to the left the radius being three hundred seventy-two and ninety-five hundredths (372.95) feet a distance of one hundred forty-two and twelve hundredths (142.12) feet to a cement bound and point of tangent thence south  $11^{\circ} 27'$  west two hundred twenty and twenty-seven hundredths (220.27) feet to a cement bound and point of curve at the northerly side of Palmer Road thence by a curve to the right the radius being forty (40) feet a distance of seventy-six and twenty-seven hundredths (76.27) feet to a cement bound and point of tangent on the northerly side of said Palmer Road thence south  $11^{\circ} 27'$  west across Palmer Road forty-two and thirty-seven hundredths (42.37) feet to a cement bound and point of curve on the southerly side of said Palmer Road thence by a curve to the right the radius being seventy-nine and thirty-six hundredths (79.36) feet a distance of ninety-eight (98) feet to a cement bound and point of tangent thence south  $11^{\circ} 27'$  west one hundred fifteen and sixty-two hundredths (115.62) feet to a cement bound and angle point said bound being sixty-two and eighty hundredths (62.80) feet from the northeasterly corner and eighty-four and sixty-eight hundredths (84.68) feet from the northwesterly corner of the library building thence south  $8^{\circ} 37'$  west two hundred seventy and forty-six hundredths (270.46) feet to a cement bound and angle point thence south  $9^{\circ} 25'$  west seven hundred fifty-eight and one tenth (758.1) feet to a cement bound and angle point said point being sixteen and seventy-two hundredths (16.72) feet from the southeasterly corner of the store building of Elmer M. Loring and fifty-eight (58) feet from the northeasterly corner of Grange Hall thence south  $0^{\circ} 49'$  east fifty-seven and seventy hundredths (57.70) feet to a cement bound and point of curve said bound being sixty-three and twenty hundredths (63.20) feet from the northeasterly corner and fifty-eight and eighty hundredths (58.80) feet from the southeasterly corner of said Grange Hall thence by a curve to the right the radius being forty (40) feet a distance of sixty-six and nine hundredths (66.09) feet to a cement bound and point of tangent on the northerly

side of said Elm Street thence south  $0^{\circ} 49'$  east crossing Elm Street forty and thirteen hundredths (40.13) feet to a cement bound and point of curve on the southerly side of said Elm Street said bound being fifty-three and one tenth (53.1) feet from the northwesterly corner and fifty-seven and one tenth (57.1) feet from the northeasterly corner of the dwelling house of Emily Walton thence by a curve to the right the radius being forty-seven and eight hundredths (47.08) feet a distance of seventy and twelve hundredths (70.12) feet to a cement bound and point of tangent said bound being twenty-one and ninety-nine hundredths (21.99) feet from the northeasterly corner and forty-four and sixty-three hundredths (44.63) feet from the southeasterly corner of said Walton's dwelling house thence south  $0^{\circ} 49'$  east one hundred sixty-nine and thirty-seven hundredths (169.37) feet to a cement bound and point of curve said bound being twenty-four and five hundredths (24.05) feet from the southeasterly corner and forty and fifty-eight hundredths (40.58) feet from the southwesterly corner of said Walton's garage thence by a curve to the right the radius being one hundred thirty-five (135) feet a distance of one hundred nine and ninety-five hundredths (109.95) feet to a cement bound and point of tangent the northerly side of Parsonage Road thence south  $18^{\circ} 38'$  west crossing Parsonage Road eighty-seven and eighty hundredths (87.80) feet to a cement bound and point of curve on the southerly side of said road thence by a curve to the right the radius being forty and seventeen hundredths (40.17) feet a distance of ninety-four and seventy-nine hundredths (94.79) feet to a cement bound and point of tangent thence south  $1^{\circ} 03'$  west seven hundred fifty-five and eighty hundredths (755.80) feet to a cement bound and point of curve thence by a curve to the right the radius being one thousand five and five hundredths (1005.05) feet a distance of two hundred sixty-one and ninety-six hundredths (261.96) feet to a cement bound and point of tangent thence south  $15^{\circ} 59'$  west in or near the present street line eleven hundred twenty-seven and forty hundredths (1127.40) feet to a cement bound and point of curve thence by a curve to the left the radius being eight hundred sixty-seven and eighty hundredths (867.80) feet a distance of two hundred four and ninety-seven hundredths (204.97) feet to a cement bound and point of tangent thence south  $2^{\circ} 27'$  west four hundred fifty-four and forty-three hundredths (454.43) feet to a cement bound and point of curve thence by a curve to the right the radius being eleven hundred and eighty hundredths (1100.80) feet a distance of one hundred forty-five and sixty-nine hundredths (145.69) feet to a cement bound and point of tangent thence south  $10^{\circ} 2'$  west four hundred fourteen and ten hundredths (414.10) feet to a cement bound and point of curve thence by a curve to the right the radius being five hundred eighty-two and fifty-three hundredths (582.53) feet a distance of one hundred forty-two and seventy-three hun-

dredths (142.73) feet to a cement bound and point of tangent thence south  $24^{\circ} 49'$  west a distance of thirty-seven and thirty-six hundredths (37.36) feet to a cement bound and point of curve thence by a curve to the right the radius being forty (40) feet a distance of sixty-four and forty-one hundredths (64.41) feet to a cement bound and point of tangent on the northerly side of Winnetuxet River Road thence south  $45^{\circ} 59'$  west crossing said road forty-two and forty-two hundredths (42.42) feet to a cement bound and point of curve on the southerly side of said road said bound being sixty-nine and seventy-five hundredths (69.75) feet from the northwesterly corner and eighty-seven and twenty hundredths (87.20) feet from the northeasterly corner of the vacant house owned by M. L. Fuller thence by a curve to the right the radius being two hundred (200) feet a distance of one hundred ninety-two and forty-five hundredths (192.45) feet to a cement bound and point of tangent said bound being twenty and sixty-one hundredths (20.61) feet from the northeasterly corner and fifteen and thirty hundredths (15.30) feet from the southeasterly corner of said Fuller's barn thence south  $7^{\circ} 47'$  east forty-nine and one tenth (49.1) feet to a cement bound and point of curve thence by a curve to the right the radius being eight hundred eighty-six and fifty-five hundredths (886.55) feet a distance of three hundred eighty-two and ninety-six hundredths (382.96) feet to a cement bound and point of tangent thence south  $16^{\circ} 58'$  west five hundred eighty-three and sixty hundredths (583.60) feet to a cement bound and point of curve thence by a curve to the left the radius being ten hundred seventy-nine and fifty hundredths (1079.50) feet a distance of one hundred three and sixty-three hundredths (103.63) feet to a cement bound and point of tangent thence south  $11^{\circ} 28'$  west a distance of ten hundred ninety-nine (1099) feet to a cement bound and point of curve thence by a curve to the right the radius being five hundred forty-two and eighteen hundredths (542.18) feet a distance of one hundred eighty-nine and twenty-five hundredths (189.25) feet to a cement bound and point of tangent on the northerly side of Montello Street thence south  $18^{\circ} 15'$  west crossing Montello Street one hundred seventy-six and forty-three hundredths (176.43) feet to a cement bound and point of curve on the southerly side of said Montello Street thence by a curve to the right the radius being forty (40) feet a distance of one hundred three and seventy-nine hundredths (103.79) feet to a cement bound and point of tangent thence south  $0^{\circ} 08'$  west six hundred seventy-seven and ninety-nine hundredths (677.99) feet to a cement bound at Plympton and Carver line.

MINUTES OF THE EAST SIDE OF MAIN STREET, PLYMPTON

AS LAID OUT BY THE COUNTY COMMISSIONERS, APRIL 5, 1926

DECREE NO. 674.



Beginning at a stone bound on the southerly side of County Road and the easterly side of Main Street as laid out by said Commissioners said bound being south  $86^{\circ} 35'$  west sixty-one and thirty-three hundredths (61.33) feet from the Massachusetts Highway base line of County Road at station 51+58.58 and one hundred thirty and fifty-one hundredths (130.51) feet from the house owned by Alfred Bonney thence by a curve to the left the radius being four hundred and seventy-six hundredths (400.76) feet a distance of six hundred fifty-seven and sixty-five hundredths (657.65) feet to a cement bound and point in compound curve thence by a curve to the left the radius being thirteen hundred fifty-nine and sixty hundredths (1359.60) feet a distance of six hundred forty-three and eighty-six hundredths (643.86) feet to a cement bound and point of tangent thence south  $10^{\circ} 41'$  east five hundred sixty-four (564) feet to a cement bound and point of curve thence by a curve to the right the radius being twelve hundred sixty-one (1261) feet a distance of three hundred ninety-two and forty-seven hundredths (392.47) feet to a cement bound and point of tangent said point being fifty-four and seven tenths (54.7) feet from the southwesterly corner forty-five and one tenth (45.1) from the northwesterly corner of the dwelling house of H. F. Brackett thence south  $7^{\circ} 09'$  west one hundred fifty-eight and forty hundredths (158.40) feet to a cement bound and point of curve thence by a curve to the right the radius being ten hundred four and twenty-five hundredths (1004.25) feet a distance of three hundred thirteen and fourteen hundredths (313.14) feet to a cement bound and point of tangent said bound being forty and seven tenths (40.7) feet from the southwesterly corner forty and fifty hundredths (40.50) feet from the northwesterly corner of John M. & Anna G. Flemister's house said bound also being fifty (50) feet easterly from a cement bound marking a point of tangent on the westerly side of Main Street thence south  $21^{\circ} 01'$  west four hundred fifty-nine and four tenths (459.4) feet to a cement bound and point of curve thence by a curve to the right the radius being seven hundred fifty-two and sixty-three hundredths (752.63) feet a distance of two hundred twelve and eighty hundredths (212.80) feet to a cement bound and point of tangent thence south  $41^{\circ} 13'$  west one hundred thirty-seven and seven tenths (137.7) feet to a cement bound and point of curve said bound being thirty-nine and two tenths (39.2) feet from the southwesterly corner twenty-seven and four tenths (27.4) feet from the northwesterly corner of the dwelling house of Mrs. L. M. Felch thence by a curve to the left the radius being five hundred ninety-nine and seven tenths (599.7) feet a distance of one hundred eighty-three and sixteen hundredths (183.16) feet to a cement bound and point of tangent thence south  $23^{\circ} 43'$  west four hundred twenty-six and sixty-three hundredths (426.63) feet to a cement bound and point of curve thence by a curve to the left the radius being

seven hundred seventy-three and thirty hundredths (773.30) feet a distance of two hundred eighty-seven and twenty-four hundredths (287.24) feet to a cement bound and point of tangent thence south  $2^{\circ} 26'$  west four hundred thirty-eight and fifty-nine hundredths (438.59) feet to a cement bound and angle point said bound being fifty and four hundredths (50.04) feet easterly from a bound on the westerly side of said Main Street thence south  $2^{\circ} 12'$  east four hundred forty-three and fifty-nine hundredths (443.59) feet to a cement bound and point of curve thence by a curve to the left the radius being seven hundred thirty-eight and seventy-seven hundredths (738.77) feet a distance of one hundred forty-four and sixty-two hundredths (144.62) feet to an ash tree and point of tangent thence south  $13^{\circ} 25'$  east four hundred forty-seven and sixty-eight hundredths (447.68) feet to a cement bound and point of curve thence by a curve to the left the radius being one hundred (100) feet a distance of one hundred twenty-four and thirty-two hundredths (124.32) feet to a cement bound and point of tangent on the northerly side of Ring Road thence south  $68^{\circ} 23'$  west crossing Ring Road eighty-five and eighty-three hundredths (85.83) feet to a stone bound thence by a curve to the left the radius being thirty-five and ninety hundredths (35.90) feet a distance of thirty-one and eighty-five hundredths (31.85) feet to a stone bound and point of tangent thence south  $44^{\circ} 35'$  west twelve hundred twenty-six and twenty-five hundredths (1226.25) feet to a point in or near the present street line thence south  $43^{\circ} 48'$  west twelve hundred sixty-eight and forty-four hundredths (1268.44) feet to a cement bound and point of curve thence by a curve to the left the radius being forty (40) feet a distance of ninety-five and eight hundredths (95.08) feet to a cement bound and point of tangent on the northerly side of Crescent Street thence south  $58^{\circ} 59'$  west crossing Crescent Street eighty-three and seventy-two hundredths (83.72) feet to a cement bound and point of curve on the southerly side of said Crescent Street thence by a curve to the left the radius being three hundred seventy-four and seventy-nine hundredths (374.79) feet a distance of two hundred twelve and seventy hundredths (212.70) feet to a cement bound and point of tangent thence south  $55^{\circ} 6'$  west three hundred thirty-eight and sixty-six hundredths (338.66) feet to a cement bound and point of curve thence by a curve to the left the radius being four hundred sixty-one and forty-four hundredths (461.44) feet a distance of one hundred eighty-nine and fifty-four hundredths (189.54) feet to a cement bound and point of tangent thence south  $31^{\circ} 52'$  west three hundred eighty-six and forty-seven hundredths (386.47) feet to a cement bound and angle point said bound being thirty-nine and four tenths (39.4) feet from the northwesterly corner and fifty-six and seven tenths from the southwesterly corner of Plympton Town Hall thence south  $37^{\circ} 17'$  west one hundred twenty-four and eighty-two hun-

dredths (124.82) feet to a cement bound and point of curve thence by a curve to the right the radius being twenty-four hundred seventeen (2417) feet a distance of five hundred three and thirty-nine hundredths (503.39) feet to a stone bound said bound being fifty (50) feet easterly of the cement bound on the westerly side of said street thence south  $49^{\circ} 13'$  west eight hundred ninety-one and thirty hundredths (891.30) feet to a cement bound and point of curve thence by a curve to the left the radius being three hundred thirty-two and twenty-seven hundredths (332.27) feet a distance of ninety-two and forty hundredths (92.40) feet to a cement bound and point of tangent said bound being eight and nine tenths (8.9) feet from the westerly corner twenty-nine and forty-five hundredths (29.45) feet from the northerly corner of the dwelling house of George E. Roberts thence south  $33^{\circ} 17'$  west six hundred eighty-seven and sixty-five hundredths (687.65) feet to a cement bound and point of curve thence by a curve to the left the radius being three hundred twenty-two and ninety-five hundredths (322.95) feet a distance of one hundred twenty-three and six hundredths (123.06) feet to a cement bound and point of tangent thence south  $11^{\circ} 27'$  west in or near the present street line four hundred eighty-nine and sixty-five hundredths (489.65) feet to a cement bound and angle point said bound being fifty (50) feet easterly from a bound on the westerly side of said street thence south  $8^{\circ} 37'$  west two hundred sixty-nine and fifty-five hundredths (269.55) feet to a cement bound and angle point thence south  $9^{\circ} 25'$  west seven hundred fifty-three and ninety-nine hundredths (753.99) feet to a cement bound and angle point said bound being fifty and two tenths (50.2) feet easterly from a bound on the westerly side of said street thence south  $0^{\circ} 49'$  east three hundred forty-nine and ninety hundredths (349.90) feet to a cement bound and point of curve thence by a curve to the left the radius being seventy-five (75) feet a distance of ninety-five and twenty-three hundredths (95.23) feet to a point in the northerly line of Mayflower Road thence south  $42^{\circ}$  west forty-four and thirty-four hundredths (44.34) feet to a cement bound and point of curve on the southerly side of Mayflower Road said bound being twelve and thirteen hundredths (12.13) feet from the northeasterly corner twelve and seventy hundredths (12.70) feet from the northwesterly corner of the house of Lester W. Durant thence by a curve to the left the radius being nineteen and five hundredths (19.05) feet a distance of thirty-five and four hundredths (35.04) feet to an ash tree and point of tangent thence south  $1^{\circ} 03'$  west eight hundred forty-three and forty-six hundredths (843.46) feet to a cement bound and point of curve thence by a curve to the right the radius being ten hundred fifty-five and five hundredths (1055.05) feet a distance of two hundred seventy-four and ninety-nine hundredths (274.99) feet to a cement bound and point of tangent thence south  $15^{\circ} 59'$  west eleven hundred twenty-seven and

forty hundredths (1127.40) feet to a cement bound and point of curve thence by a curve to the left the radius being eight hundred seventeen and eighty hundredths (817.80) feet a distance of one hundred ninety-three and sixteen hundredths (193.16) feet to a cement bound and point of tangent thence south  $2^{\circ} 27'$  west five hundred thirty and seventy hundredths (530.70) feet to a cement bound and angle point thence south  $10^{\circ} 2'$  west seventeen and seventy-three hundredths (17.73) feet to a cement bound and point of curve thence by a curve to the left a radius of sixty (60) feet a distance of eighty and thirty-two hundredths (80.32) feet to a cement bound and point of tangent on the northerly side of Pleasant Street thence south  $6^{\circ} 2'$  west crossing Pleasant Street forty-one and ninety-seven hundredths (41.97) feet to a cement bound and point of curve on the southerly side of said street thence by a curve to the left the radius being forty (40) feet a distance of seventy-two and twelve hundredths (72.12) feet to a cement bound and point of tangent thence south  $10^{\circ} 2'$  west five hundred two and fifty hundredths (502.50) feet to point of curve in Winnetuxet River thence by a curve to the left the radius being six hundred thirty-eight (638) feet a distance of one hundred ninety-eight and thirty-nine hundredths (198.39) feet to a cement bound and point of tangent thence south  $7^{\circ} 47'$  east thirty-five and fifty hundredths (35.50) feet to a cement bound and point of curve thence by a curve to the right the radius being nine hundred thirty-six and fifty-five hundredths (936.55) feet a distance of four hundred four and fifty-six hundredths (404.56) feet to a cement bound and point of tangent said bound being fifty (50) feet easterly from a cement bound located on the westerly side of said street thence south  $16^{\circ} 58'$  west five hundred eighty-three and sixty hundredths (583.60) feet to a cement bound and point of curve thence by a curve to the left the radius being ten hundred twenty-nine and fifty hundredths (1029.50) feet a distance of ninety-eight and eighty-three hundredths (98.83) feet to a cement bound and point of curve said bound being located forty-one and forty hundredths (41.40) feet from the southwesterly corner and fifty-eight and fifty hundredths (58.50) feet from the northwesterly corner of Joseph Arsenault's dwelling house thence south  $11^{\circ} 28'$  west twelve hundred thirty-four (1234) feet to a cement bound and point of curve thence by a curve to the left the radius being twelve hundred six and ninety hundredths (1206.90) feet a distance of two hundred twenty-six and sixty-seven hundredths (226.67) feet to a cement bound and point of tangent thence south  $0^{\circ} 08'$  west six hundred seventy-one and forty-one hundredths (671.41) feet to a cement bound at Plympton and Carver town line.

Portions of the old road outside the above described lines are hereby discontinued.

If walls and fences are moved the work shall be done without expense to owners.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of November A.D., 1926.

The inhabitants of the town of Plympton aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of October A.D., 1928.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Alice G. Wanzer	15850	Sq. Ft.	\$27.29
Polly C. Sherman	1811	" "	.83
George E. Roberts	3560	" "	1.55
Helen E. & G. W. Shaw	1638	" "	2.26
G. L. Haywood	450	" "	.18
Charles H. Curtiss	1708	" "	.69
Lillian M. Briggs	2200	" "	.51
Sally L. Hammond	2402	" "	.55
Plympton Grange	442	" "	1.01
Emily Walton	1335	" "	3.06
Christine Peck	582	" "	1.34
Mabel S. Soule	9080	" "	8.34
Charles D. Page	105	" "	.09
Jacob Parker	1175	" "	.67
Mrs. Frank Wilbur	15001	" "	7.66
Phoeby Hallowell	13266	" "	7.61
John & Minnie Kapps	-----		-----
Melvin L. Fuller	15087	" "	6.75
G. P. & Clarence Thomas	2200	" "	1.74
Joseph April	5630	" "	8.75
" "	7503	" "	
George W. Thomas	1575	" "	2.63
" "	1945	" "	
Elizabeth P. Fillebrown	48078	" "	11.59
Seth L. Wilbur	270	" "	.25
" " "	360	" "	.33
Henry F. Brackett	5640	" "	4.72
Barrington & Lundberg	7220	" "	2.38
Melvin W. Gould	1857	" "	1.28
M. L. Felch	3316	" "	1.90
" " "	1535	" "	.77
Charles B. Perkins	-----		-----
Charles Andrade	7756	" "	4.45
John & Anna G. Flemister	1260	" "	.87
Joseph Vine	1498	" "	.69
Benjamin A. Martin	940	" "	.65
Manuel Benivedes	1060	" "	.73
Francis A. Partridge	11045	" "	8.87
Fedel Gomes	7046	" "	3.03
Natalie Churchill	7146	" "	8.20
William Perkins	237	" "	.19
Sally L. Hammond	2980	" "	1.20
Warren Parker	650	" "	.52
Nettie E. Bradford	4899	" "	5.06
Flora N. Churchill	340	" "	.20
Helen E. Shaw	2173	" "	2.24
Susan Duesbury	3866	" "	6.21

Alexander C. Wright	474 Sq. Ft.	\$ .31
Herbert B. Manley	1831 " "	2.10
Harriett Fillebrown	441 " "	.40

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Plympton within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners set their hands this twenty-second day of June in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey	}	County Commissioners.
Charles S. Beal		

SELECTMEN OF  
ROCHESTER  
JULY 6, 1926.  
NO. 681.

On the petition of the Selectmen of the town of Rochester presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the fifteenth day of December in the year of our Lord nineteen hundred and twenty-five, representing that the highway in said town known as the Mary's Pond Road, between Rochester Centre and the Four Corners beyond Mary's Pond, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Rochester Town Hall, in Rochester in said County, on the twenty-second day of January A.D. 1926, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the sixth day of July A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

MARY'S POND ROADSoutheasterly Line.

Beginning at a concrete monument at the point of tangency on the northerly side of MARION ROAD said concrete monument bearing south  $62^{\circ} 15'$  east, and being distant one hundred ninety-five and ten hundredths (195.10) feet from the southeasterly corner of the house of Catherine Rounseville and continuing by a curve to the right whose radius is forty-three (43) feet by land of Fannie M. Kirby one hundred eight and seven hundredths (108.07) feet to a concrete monument at the point of reverse curvature thence by a curve to the left whose radius is twelve hundred thirty-nine and twenty-five hundredths (1239.25) feet by land of said Kirby one hundred thirty-eight (138) feet to a concrete monument at the point of tangency thence north  $48^{\circ} 01'$  east by land of said Kirby, by the highway, by land of Robert Gifford and by land of Andrew G. Weeks thirteen hundred six and sixty-three hundredths (1306.63) feet to a concrete monument at an angle; thence north  $45^{\circ} 46' 30''$  east by land of said Weeks crossing Doggets Brook and by land of Arthur Delano sixteen hundred twenty-three and seventy-eight hundredths (1623.78) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is sixty (60) feet by land of said Delano one hundred twenty-eight and six hundredths (128.06) feet to a concrete monument at the point of tangency on the westerly side of OLD MARION ROAD.

Thence beginning again at a concrete monument marking the point of curvature on the easterly side of OLD MARION ROAD said concrete monument bearing north  $46^{\circ} 39'$  east and being distant forty-five and seventy hundredths (45.70) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is two hundred (200) feet by other land of said Delano two hundred and ninety-three hundredths (200.93) feet to a concrete monument at the point of tangency thence north  $45^{\circ} 37' 40''$  east by land of said Delano eight hundred fourteen and sixty-four hundredths (814.64) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is two thousand (2000) feet by land of said Delano four hundred nine and twenty-eight hundredths (409.28) feet to a concrete monument at the point of tangency thence north  $33^{\circ} 54' 10''$  east by land of said Delano five hundred forty-five and fourteen hundredths (545.14) feet to a drill hole in top of wall at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of said Delano and land of Robert Hiller four hundred thirty-six and twenty-eight hundredths (436.28) feet to a concrete monument at the point of tangency thence north  $58^{\circ} 54'$  east by land of said Hiller ten hundred fifteen and seventy-five hundredths (1015.75) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fifty (50) feet still by land

of said Hiller seventy-seven and twenty-three hundredths (77.23) feet to a drill hole in face of wall at the point of tangency on the southwesterly side of a ROAD.

Thence beginning again at a drill hole in face of wall said drill hole marking the point of curvature on the northeasterly side of said ROAD and bearing north  $24^{\circ} 30'$  east and being distant thirty-one (31) feet from the last mentioned drill hole and continuing by a curve to the right whose radius is thirty (30) feet by other land of said Hiller forty-seven and ninety-one hundredths (47.91) feet to a concrete monument at the point of tangency thence north  $58^{\circ} 54'$  east by land of said Hiller ninety-eight and twenty hundredths (98.20) feet to a concrete monument at an angle; thence north  $63^{\circ} 36'$  east by land of said Hiller three hundred eighteen and fourteen hundredths (318.14) feet to a concrete monument at an angle; thence north  $56^{\circ} 36'$  east by land of said Hiller, land of Philip Porter and land of Robert Hiller et al. crossing a cranberry bog eleven hundred forty-nine and sixty hundredths (1149.60) feet to a concrete monument at an angle; thence north  $55^{\circ} 10' 10''$  east by land of said Hiller et al. and land of Robert Hiller fourteen hundred (1400) feet to a concrete monument at a line monument; thence north  $55^{\circ} 10' 10''$  east by land of said Hiller thirteen hundred forty-two and forty-nine hundredths (1342.49) feet to a concrete monument at an angle; thence south  $34^{\circ} 49' 50''$  east by land of said Hiller forty-five (45) feet to a concrete monument marking the high water line of MARY'S POND; thence south  $34^{\circ} 49' 50''$  east still by land of said Hiller forty-four (44) feet to the low water line of MARY'S POND; thence running easterly following the low water line of MARY'S POND by land of Robert Hiller and land of Burton H. Jefferson seven hundred twelve (712) feet, more or less, to a point near the boundary line between land of said Jefferson and land of Crawford L. Dunham; thence north  $9^{\circ}$  west by land of said Dunham nineteen (19) feet to a concrete monument at the high water line of MARY'S POND; thence north  $9^{\circ}$  west by land of said Dunham thirty-three (33) feet to a concrete monument at an angle; thence north  $83^{\circ} 27' 10''$  east by land of said Dunham three hundred thirty-six and eighty-three hundredths (336.83) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Dunham two hundred ninety-four and forty-three hundredths (294.43) feet to a concrete monument at the point of tangency thence north  $66^{\circ} 25'$  east by land of said Dunham three hundred sixty-eight and ninety-eight hundredths (368.98) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Dunham and by land of James Hennessey four hundred one and twenty-eight hundredths (401.28) feet to a concrete monument at the point of tangency thence north  $43^{\circ} 25' 30''$  east by the high-



way three hundred three and thirty-six hundredths (303.36) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by the highway three hundred sixty-eight and twelve hundredths (368.12) feet to a concrete monument at the point of tangency thence north  $22^{\circ} 20'$  east by the highway and by land of James Hennessey two hundred twelve and thirteen hundredths (212.13) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is three hundred (300) feet by land of said Hennessey three hundred thirty-seven and fifty-three hundredths (337.53) feet to a concrete monument at the point of tangency thence north  $86^{\circ} 47' 30''$  east by the highway and by land of Burton H. Jefferson eleven hundred seventy-six and fifty-six hundredths (1176.56) feet to a concrete monument at an angle; thence north  $81^{\circ} 23'$  east by the highway and by land of said Jefferson and again by the highway and again by land of said Jefferson seventeen hundred ninety-eight and ten hundredths (1798.10) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fifty (50) feet by land of said Jefferson one hundred fourteen and seventy hundredths (114.70) feet to a concrete monument at the point of tangency in the Town Line; thence south  $32^{\circ} 49'$  west by line between the Towns of WAREHAM and ROCHESTER one hundred sixty-one and sixty-eight hundredths (161.68) feet to a Town Monument marking an angle in said Town Line, it being the end of the lay out.

Northwesterly Line.

Beginning at a concrete monument on the northerly side of MARION ROAD said concrete monument bearing south  $67^{\circ} 15'$  west and being distant one hundred seventy-five and ten hundredths (175.10) feet from the southeasterly corner of the house of Catherine Rounseville, and continuing by a curve to the left whose radius is four hundred (400) feet by land of said Rounseville two hundred forty-six and twenty-seven hundredths (246.27) feet to a concrete monument at the point of compound curvature thence by a curve to the left whose radius is eleven hundred eighty-nine and twenty-five hundredths (1189.25) feet by land of said Rounseville one hundred eighty-eight and thirty-one hundredths (188.31) feet to the point of tangency thence north  $48^{\circ} 01'$  east by land of said Rounseville, land of the Rochester Country Club, land of Hiram Gifford, land of William Smellie and land of Andrew G. Weeks thirteen hundred five and sixty-four hundredths (1305.64) feet to an angle; thence north  $45^{\circ} 46' 30''$  east by land of said Weeks, crossing Doggets Brook, by land of Arthur Delano and by land of Raynor M. Gifford & William N. Smellie sixteen hundred sixty-three and eighty hundredths (1663.80) feet to a concrete monument at the point of curvature thence by a

curve to the left whose radius is one hundred sixty (160) feet by land of said Gifford & Smellie one hundred fifty and seventy-one hundredths (150.71) feet to a concrete monument at the point of tangency on the westerly side of OLD MARION ROAD.

Thence beginning again at a concrete monument marking the point of curvature on the easterly side of OLD MARION ROAD said concrete monument bearing north 35° 30' 30" west and being distant seventy-eight and eighteen hundredths (78.18) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is fifty (50) feet by land of Arthur Delano one hundred ten and eleven hundredths (110.11) feet to a concrete monument at the point of tangency thence north 45° 37' 40" east by land of said Delano seven hundred ninety-one and fifty-one hundredths (791.51) feet to the point of curvature thence by a curve to the left whose radius is nineteen hundred fifty (1950) feet by land of said Delano three hundred ninety-nine and five hundredths (399.05) feet to the point of tangency thence north 33° 54' 10" east by land of said Delano six hundred forty-two and ninety-six hundredths (642.96) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifty (50) feet still by land of said Delano eighty-four and forty-eight hundredths (84.48) feet to a concrete monument at the point of tangency on the westerly side of a ROAD.

Thence beginning again at a drill hole in top of wall on the southeasterly side of the said ROAD, said drill hole bearing north 72° 4' east and being distant forty-nine and twenty-six hundredths (49.26) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is fifty (50) feet by land of Robert Hiller fifty-five and sixty-six hundredths (55.66) feet to a drill hole in face of wall at the point of tangency thence north 53° 26' 20" east by the highway one hundred fifty-two and sixty hundredths (152.60) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is ten hundred fifty (1050) feet by land of said Hiller one hundred (100) feet to a concrete monument at the point of tangency thence north 58° 54' east by land of said Hiller eight hundred sixty-nine and ninety hundredths (869.90) feet to a drill hole in top of wall at the point of curvature thence by a curve to the left whose radius is twenty-five (25) feet still by land of said Hiller thirty-nine and seventy-eight hundredths (39.78) feet to a drill hole in top of wall at the point of tangency on the southwesterly side of a ROAD.

Thence beginning again at an iron pipe marking the point of curvature on the northeasterly side of the said ROAD, said iron pipe bearing north 24° 42' east from the last mentioned drill hole and being distant

forty-one and seventy-eight hundredths (41.78) feet from said drill hole and continuing by a curve to the left whose radius is fifty (50) feet by other land of said Hiller seventy-seven and fifty-three hundredths (77.53) feet to a concrete monument at the point of tangency thence north  $58^{\circ} 54'$  east by the highway and by land of said Hiller two hundred thirty-nine and eight hundredths (239.08) feet to an angle; thence north  $63^{\circ} 36'$  east by land of said Hiller crossing Leonard's Pond and by land of Robert Hiller et al. three hundred seventeen and twelve hundredths (317.12) feet to an angle; thence north  $56^{\circ} 36'$  east by land of Robert Hiller et al. crossing the cranberry bog and the canal and by the ice house eleven hundred forty-seven and ninety-four hundredths (1147.94) feet to an angle; thence north  $55^{\circ} 10' 10''$  east twenty-seven hundred forty-two and seventy-seven hundredths (2742.77) feet by land of said Robert Hiller et al. and by land of said Robert Hiller across another cranberry bog to the point of curvature thence by a curve to the right whose radius is twelve hundred (1200) feet by land of said Robert Hiller four hundred ninety-two and eighty-eight hundredths (492.88) feet to a concrete monument at the point of tangency thence north  $78^{\circ} 42' 10''$  east by land of said Hiller and land of Burton H. Jefferson two hundred fifty-one and sixty-four hundredths (251.64) feet to an angle; thence north  $83^{\circ} 27' 10''$  east by land of Crawford L. Dunham and by the highway three hundred thirty-eight and eighty-three hundredths (338.83) feet to the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by the highway and by land of said Dunham two hundred seventy-nine and seventy-one hundredths (279.71) feet to the point of tangency thence north  $66^{\circ} 25'$  east by land of said Dunham three hundred sixty-eight and ninety-eight hundredths (368.98) feet to the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Dunham and land of Charles Holmes three hundred eighty-one and twenty-two hundredths (381.22) feet to the point of tangency thence north  $43^{\circ} 25' 30''$  east by land of said Holmes three hundred three and thirty-six hundredths (303.36) feet to the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Holmes three hundred forty-nine and seventy-one hundredths (349.71) feet to the point of tangency thence north  $22^{\circ} 20'$  east by land of said Holmes five hundred (500) feet to a concrete monument on the westerly side of the ROAD TO PIERCEVILLE.

Thence beginning again at a concrete monument marking the point of curvature on the easterly side of the said ROAD TO PIERCEVILLE said concrete monument bearing north  $58^{\circ} 47' 20''$  east and being distant eighty-four and seventeen hundredths (84.17) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is seventy (70) feet by

land of Theodore Shurtleff one hundred forty-one and sixteen hundredths (141.16) feet to a concrete monument at the point of tangency thence north  $86^{\circ} 47' 30''$  east by land of said Shurtleff twelve hundred twenty-six and eighty-one hundredths (1226.81) feet to an angle; thence north  $81^{\circ} 23'$  east by land of said Shurtleff seven hundred twenty-one and thirty hundredths (721.30) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is forty (40) feet still by land of said Shurtleff ninety-seven and four hundredths (97.04) feet to a concrete monument at the point of tangency on the southwesterly side of the ROAD TO PIERCEVILLE.

Thence beginning again at a concrete monument marking the point of curvature on the northeasterly side of said ROAD TO PIERCEVILLE said concrete monument bearing south  $84^{\circ} 42'$  east and being distant eighty-seven and eighty-five hundredths (87.85) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is two hundred (200) feet by land of A.D. Makepeace one hundred forty-three and twelve hundredths (143.12) feet to a concrete monument at the point of tangency thence by a curve to the left whose radius is two hundred fifty (250) feet by land of said Makepeace two hundred twenty-one and seven hundredths (221.07) feet to a concrete monument at the point of tangency in the Town Line said concrete monument bearing north  $30^{\circ} 43'$  east and being distant ninety-seven and forty hundredths (97.40) feet from a Town Monument in the MARION ROAD marking the Town Line between the towns of ROCHESTER and WAREHAM.

Portions of the old road lying outside the above described lines are hereby discontinued.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of November A.D., 1926.

The inhabitants of the town of Rochester aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of October A.D., 1928.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:--

Name	Sq. Ft.	Rate
Fannie M. Kirby	1300	\$7.00
Robert Gifford	500	1.00
Andrew G. Weeks	600	1.00
Arthur Delano	7500	8.00
Arthur Delano	2500	4.00
Arthur Delano	1100	1.50
Robert Hiller	7900	18.00
Robert Hiller	750	2.00
Robert Hiller et al.	5000	15.00
Robert Hiller et al.	200	0.50
Robert Hiller	23000	30.00
Burton H. Jefferson	3750	10.00
Crawford L. Dunham	16160	35.00
James Hennessey	4000	20.00
Burton H. Jefferson	12600	7.00
Burton H. Jefferson	3400	3.00
Catherine Rounseville	2800	13.00
William Smellie	840	1.00
Andrew G. Weeks	400	1.00
Arthur Delano	6500	7.00
Raynor M. Gifford et al.	1000	1.50
Arthur Delano	2200	3.00
Arthur Delano	1500	1.50
Robert Hiller	140	2.00
Robert Hiller	515	2.50
Robert Hiller	1200	3.00
Robert Hiller et al.	3800	4.00
Robert Hiller	1200	2.00
Robert Hiller	5200	15.00
Crawford L. Dunham	7300	12.50
Charles Holmes	24500	30.00
Theodore Shurtleff	21900	11.00
A. D. Makepeace	21200	11.00

And said Commissioners order that the foregoing return be filed, accepted and recorded and that an attested copy thereof be transmitted to the Clerk of the town of Rochester within the limits of which said highways described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this sixth day of July in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

On the petition of the Selectmen of the town of East Bridgewater presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the eighth day of December in the year of our Lord nineteen hundred and twenty-five, representing that the highways in said town known as Washington Street, between Whitman and Halifax, Franklin Street, between Whitman and Hanson, and West Street, between Elmwood and West Bridgewater are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the peti-

SELECTMEN OF  
EAST BRIDGEWATER  
JULY 13, 1926.  
NO. 679.

tion filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Office in East Bridgewater in said County on the fifteenth day of January A.D. 1926, at two o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the thirteenth day of July A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:--

WASHINGTON STREET

Easterly Line.

Beginning at a point in the easterly side of the said WASHINGTON STREET in that part of the highway discontinued, said point bearing south  $88^{\circ} 57'$  east and being distant fifty (50) feet from a concrete monument on the westerly side of the said WASHINGTON STREET and continuing south  $1^{\circ} 3'$  west by the highway, by land of Fred P. Whitmarsh, by land of William S. McGowan, by the highway, again by land of said McGowan and by land of Charles W. Pratt ten hundred fifty-two and fifty-four hundredths (1052.54) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Pratt three hundred eight and five hundredths (308.05) feet to a concrete monument at the point of tangency thence south  $17^{\circ} 31' 10''$  east by land of said Pratt, by the highway, again by land of said Pratt and land of Rosa M. Plunkett et al. seven hundred thirty-one and thirty-one hundredths (731.31) feet to the point of curvature thence by a curve to the right whose radius is two thousand fifty (2050) feet by land of said Plunketts, land of Charles S. Grant and land of Joseph Golden three hundred twenty-eight and fifty-seven hundredths (328.57) feet to the point of tangency thence south  $8^{\circ} 20' 10''$  east by land of said Golden, land of C. B. Powers, land of Charlena B. Powers, land of Joseph Golden, land of Frederick Honeker and by other land of Joseph Golden four hundred eighty-three and sixty-nine hundredths (483.69) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is ten hundred fifty (1050) feet by land of said

Golden by the highway and again by land of said Golden two hundred ninety-six and sixty-eight hundredths (296.68) feet to a concrete monument at the point of tangency thence <sup>south 7° 51' 10" west</sup> south 7° 51' 10" east by land of said Golden, land of Harry H. Thompson and land of Arthur Calif thirteen hundred eighty-seven and forty-nine hundredths feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is thirty-five (35) feet by land of said Calif <sup>fifty and twenty-six hundredths (50.26) feet</sup> fifty and forty-six hundredths (50.46) feet to a concrete monument at the point of tangency on the northerly side of CENTRAL STREET.

*see corrected  
plan made 10/1950  
Plan Bk 10 - P. 732*

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of CENTRAL STREET, said concrete monument bearing <sup>south 33° 53' 10" east</sup> south 32° 25' east and being distant <sup>seventy-six and ninety-three hundredths (76.93) feet</sup> seventy-three (73) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is fifty (50) feet by land of Etta Ramsdell ninety-two and sixty-five hundredths (92.65) feet to a concrete monument at the point of tangency thence south 0° 35' 30" east by land of said Ramsdell, land of James W. Sturtevant and land of Mary Lacombe <sup>twelve hundred seventy-three and eighty-two hundredths (1272.82) feet</sup> twelve hundred seventy-three and sixty-four hundredths (1273.64) feet to an angle; thence south 0° 20' 30" west by land of said Lacombe, land of Joseph H. Wellner, land of James Bouldry, land of Anthony Getoski and land of Mary Bouldry twenty-one hundred fifty and thirty-seven hundredths (2150.37) feet to the point of curvature thence by a curve to the right whose radius is fifteen hundred fifty (1550) feet by land of said Mary Bouldry and land of George Webber & Michael F. Roach three hundred eighty-five and eighty hundredths (385.80) feet to the point of tangency thence south 14° 36' 10" west by land of said Webber & Roach, land of Arthur Hatch and land of Samuel Corning eighteen hundred sixty-three (1863) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eighty (80) feet by land of said Corning one hundred forty-six and sixty-one hundredths (146.61) feet to a concrete monument at the point of tangency on the northerly side of CRESCENT STREET.

Thence beginning again at the concrete monument marking the point of curvature on the southerly side of CRESCENT STREET said concrete monument bearing south 43° 42' 30" west and being distant sixty-nine and fifty-five hundredths (69.55) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is ninety (90) feet by land of the Trustees of Permanent Fund of Boston Y.M.C.A. Union one hundred eighteen and thirty-two hundredths (118.32) feet to a concrete monument at the point of tangency thence south 14° 16' 30" west by land of said Trustees and crossing SATUCKET RIVER eighteen hundred twenty-three and six hundredths (1823.06) feet to an angle; thence south 15° 50' 40" west by land of George J. Malouin, land of Henry C. Bacon, land of George H. Snow et al. land of

George A. Goss and land of Blazey Orłowski two thousand twenty-three and ninety-seven hundredths (2023.97) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifty (50) feet by land of said Orłowski one hundred eleven and seventy hundredths (111.70) feet to a concrete monument at the point of tangency on the northerly side of POND STREET.

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of POND STREET, said concrete monument bearing south  $20^{\circ} 45'$  west and being distant fifty-four and forty-four hundredths (54.44) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is one hundred sixty and eleven hundredths (160.11) feet by land of said Orłowski one hundred sixty and eighty-five hundredths (160.85) feet to a concrete monument at the point of tangency thence south  $10^{\circ} 17'$  west by land of said Orłowski, land of Geroge H. Snow et al. and land of Mary F. Cushman five hundred seventy-two and ninety-two hundredths (572.92) feet to the point of curvature thence by a curve to the right whose radius is three thousand (3000) feet by land of said Cushman two hundred thirty-three (233) feet to the point of tangency thence south  $14^{\circ} 44'$  west by land of said Cushman, land of Christian E. Metzler thirteen hundred eighty-two and eighty-eight hundredths (1382.88) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifty-seven hundred seventy-six and twenty-two hundredths (5776.22) feet by land of said Metzler four hundred forty-nine and forty-six hundredths (449.46) feet to a point at the end of the layout, said point bearing south  $79^{\circ} 43' 30''$  east and being distant fifty (50) feet from the concrete monument on the westerly side of WASHINGTON STREET.

Westerly Line.

Beginning at a concrete monument on the westerly side of the said WASHINGTON STREET at or near the boundary line of land of Bradford Y. Lothrop and Fred P. Whitmarsh and continuing south  $1^{\circ} 3'$  west by land of said Whitmarsh and land of Walter Pratt nine hundred twelve and thirty-two hundredths (912.32) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one hundred sixty (160) feet by land of said Pratt one hundred sixty-five and eighty-four hundredths (165.84) feet to a concrete monument at the point of tangency on the northerly side of WALNUT STREET.

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of WALNUT STREET said concrete monument bearing south  $34^{\circ} 33'$  west and being distant ninety-one and seventy-three hundredths (91.73) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is eighty (80) feet by land of



Charles W. Pratt and by the highway one hundred forty-two and forty-eight hundredths (142.48) feet to a concrete monument at the point of tangency thence south  $17^{\circ} 31' 10''$  east by the highway, by land of Charles W. Pratt and by land of Joseph Golden nine hundred thirty-six and eighty-eight (936.88) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is two thousand (2000) feet by land of said Golden three hundred twenty and fifty-six hundredths (320.56) feet to a concrete monument at the point of tangency thence south  $8^{\circ} 20' 10''$  east by land of Joseph Golden three hundred eighty-four and twelve hundredths (384.12) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seventeen hundred (1700) feet by land of said Golden, land of Albert Simard and land of Elizabeth P. Wade four hundred eighty and thirty-three hundredths (480.33) feet to a concrete monument at the point of tangency thence south  $7^{\circ} 51' 10''$  east by land of said Wade and land of Melville Hoyt twelve hundred sixty and eleven hundredths (1260.11) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fifty (50) feet by land of said Hoyt eighty-two and eight hundredths (82.08) feet to a concrete monument at the point of tangency on the northerly side of CENTRAL STREET.

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of CENTRAL STREET said concrete monument, bearing south  $22^{\circ} 15' 20''$  west and being distant *fifty and eighty-three hundredths (50.83) feet* from the last mentioned concrete monument and continuing by a curve to the right whose radius is one hundred (100) feet by land of James F. Austin et al. one hundred thirty-five and twenty-seven hundredths (135.27) feet to a concrete monument at the point of tangency thence south  $0^{\circ} 35' 30''$  east by land of said Austins, land of James W. Sturtevant, land of Forest Sturtevant and land of Elizabeth A. Fuller twelve hundred seventy-three and eighty-three hundredths (1273.83) feet to a concrete monument at an angle; thence south  $0^{\circ} 20' 30''$  west by land of said Fuller, land of James Bouldry, land of Anthony Getoski and land of Frederick M. Bouldry twenty-one hundred forty-nine and thirty-one hundredths (2149.31) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fifteen hundred (1500) feet by land of said Bouldry and land of Frank Pratt three hundred seventy-three and thirty-five hundredths (373.35) feet to a concrete monument at the point of tangency thence south  $14^{\circ} 36' 10''$  west by land of said Pratt, land of James Bouldry and land of Samuel Corning eighteen hundred fifty-one and ninety-four hundredths (1851.94) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seventy (70) feet by land of said Corning one hundred seventeen and ninety hundredths (117.90) feet to a concrete monument at the

point of tangency on the northerly side of CRESCENT STREET.

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of CRESCENT STREET said concrete monument bearing south  $7^{\circ} 01'$  west and being distant fifty-one and sixty-eight hundredths (51.68) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is eighty (80) feet by land of said Corning one hundred sixteen and thirty hundredths (116.30) feet to a concrete monument at the point of tangency thence south  $14^{\circ} 16' 30''$  west by land of said Corning, land of Frank Flagg, land of the Town of East Bridgewater, and again by land of Frank Flagg across SATUCKET RIVER eighteen hundred fifty-five and nine hundredths (1855.09) feet to a concrete monument at an angle; thence south  $15^{\circ} 50' 40''$  west by land of George J. Malouin, land of Walter Brown, land of Henry C. Bacon, land of George A. Goss and land of Blazey Orłowski twenty-one hundred and ninety-one hundredths (2100.91) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is two hundred forty (240) feet by land of said Orłowski two hundred fifty-nine and eighty hundredths (259.80) feet to a concrete monument at the point of tangency on the northerly side of POND STREET.

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of POND STREET said concrete monument bearing south  $65^{\circ} 10' 40''$  east and being distant sixty-six and fifty-seven hundredths (66.57) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is sixty (60) feet by land of Mary F. Cushman and by the highway seventy and seventy-seven hundredths (70.77) feet to a concrete monument at the point of tangency thence south  $10^{\circ} 17'$  west by land of said Cushman two hundred twenty-nine and twelve hundredths (229.12) feet to the concrete monument at the point of tangency thence south  $14^{\circ} 44'$  west by land of said Cushman and land of George M. Webber twelve hundred seventy-six and sixty hundredths (1276.60) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twenty-five (25) feet by land of said Webber sixty-six and seventy-eight hundredths (66.78) feet to a concrete monument on the easterly side of PLYMOUTH STREET.

Portions of the old street lying outside the above described lines are hereby discontinued.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of October A.D., 1926.

The inhabitants of the town of East Bridgewater aforesaid, are

hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-first day of September A.D., 1928.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Fred P. Whitmarsh	1400	Sq.	Ft.	\$10.00
William S. McGowan	200	"	"	1.50
Charles W. Pratt	16370	"	"	110.00
Charles W. Pratt	100	"	"	1.00
Rosa M. Plunkett	1000	"	"	7.00
Charles S. Grant	600	"	"	5.00
Joseph Golden	640	"	"	5.00
C. B. Powers	300	"	"	2.00
Charlena B. Powers	1280	"	"	6.50
Joseph Golden	280	"	"	2.00
Frederick Honeker	560	"	"	4.00
Joseph Golden	1100	"	"	3.50
Joseph Golden	500	"	"	2.00
Harry H. Thompson	580	"	"	2.00
Arthur Calif	2750	"	"	18.00
Harry H. Thompson	3900	"	"	27.00
Etta Ramsdell	4000	"	"	28.00
James W. Sturtevant	300	"	"	2.00
Mary Lacombe	3900	"	"	25.00
Webber & Roach	2350	"	"	7.00
Arthur Hatch	4400	"	"	15.00
Samuel Corning	4100	"	"	25.00
Tr. of Boston Y.M.C.A. Union	18400	"	"	80.00
George J. Malouin	9750	"	"	42.00
Henry C. Bacon	4150	"	"	20.00
George H. Snow et al.	3450	"	"	14.00
George A. Goss	1520	"	"	7.00
Blazey Orłowski	3950	"	"	17.00
Blazey Orłowski	5400	"	"	25.00
George H. Snow et al.	9100	"	"	20.00
Mary F. Cushman	7350	"	"	16.00
Christian E. Metzler	10800	"	"	25.00
Fred P. Whitmarsh	450	"	"	3.00
Walter Pratt	1750	"	"	12.00
Charles W. Pratt	800	"	"	6.00
Joseph Golden	250	"	"	1.00
Joseph Golden	200	"	"	1.00
Albert Simard	670	"	"	2.00
Elizabeth P. Wade	5300	"	"	20.00
Melville Hoyt	1400	"	"	10.00
Melville Hoyt	600	"	"	5.00
James F. Austin et al.	6950	"	"	40.00
James W. Sturtevant	1500	"	"	9.00
Forest Sturtevant	3100	"	"	21.00
Elizabeth A. Fuller	4400	"	"	30.00
James Bouldry	6600	"	"	22.00
Anthony Getoski	10400	"	"	62.00
Frederick M. Bouldry	4500	"	"	22.00
Frank Pratt	1900	"	"	10.00
James Bouldry	2200	"	"	7.00
Samuel Corning	6300	"	"	20.00
Samuel Corning	550	"	"	2.50
Blazey Orłowski	2400	"	"	4.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of East Bridgewater within the limits of which said highway described therein lies.

In Witness whereof, the said County Com-

missioners have hereunto set their hands this thirteenth day of July in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

SELECTMEN OF  
NORWELL  
MAY 15, 1927.  
NO. 671.

On the petition of the Selectmen of the Town of Norwell, presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventeenth day of November in the year of our Lord nineteen hundred and twenty-five, representing that Bridge Street, between Main Street and Union Bridge, and Pond Street, between Washington Street and Hingham Street in Rockland, are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Whitman in said County, on the twenty-eighth day of December A.D.1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the fifteenth day of May A.D.1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

Description of the lines of Bridge Street in the town of  
Norwell as established by the Commissioners of Plymouth  
County under Petition of the Selectmen of Norwell,

Decree No.671.

The Easterly Line begins at a concrete bound set in the southerly line of Main Street and thence runs on a curve starting westerly and curving

southerly of a radius of seventy (70) feet by land of F. W. Thomas one hundred thirteen and ninety-six hundredths (113.96) feet to a concrete bound, thence running S. 7° 34' 20" W. by said land of F. W. Thomas five hundred eighty-seven and seventy-five hundredths (587.75) feet to a concrete bound, thence running on a curve to the left of a radius of twelve hundred (1200) feet by said land of F. W. Thomas two hundred forty-one and sixty-seven hundredths (241.67) feet to a concrete bound, thence running S. 3° 58' 0" E. by said land of F. W. Thomas six hundred thirty and forty-two hundredths (630.42) feet to a concrete bound, thence running on a curve to the right of a radius of six hundred twenty (620) feet by said land of F. W. Thomas three hundred forty-one and thirty hundredths (341.30) feet to a concrete bound and thence running S. 27° 34' 30" W. eighty-four and thirty-eight hundredths (84.38) feet to a point in the North River.

The Westerly Line begins at a concrete bound set in the southerly line of Main Street said bound bearing N. 66° 24' 40" W. and being two hundred fifty and eighty-seven hundredths (250.87) feet distant from the first-described bound in the above described Easterly Line and thence runs on a curve starting easterly and curving to the south of a radius of one hundred ninety (190) feet by land of James H. Barnard two hundred twenty-three and sixty-six hundredths (223.66) feet to a concrete bound, thence running S. 7° 34' 20" W. by said land of James H. Barnard five hundred fifty-one and thirty-nine hundredths (551.39) feet to a concrete bound, thence running on a curve to the left of a radius of twelve hundred fifty (1250) feet by said land of James H. Barnard two hundred fifty-one and seventy-four hundredths (251.74) feet to a concrete bound, thence running S. 3° 58' 0" E. by said land of James H. Barnard six hundred thirty and forty-two hundredths (630.42) feet to a concrete bound thence running on a curve to the right of a radius of five hundred seventy (570) feet by said land of James H. Barnard three hundred thirteen and seventy-nine hundredths (313.79) feet to a concrete bound and thence running S. 27° 34' 30" W. seventy-nine and eighty-eight hundredths (79.88) feet to a point in the North River said point bearing N. 57° 16' 50" W. and being fifty and twenty hundredths (50.20) feet distant from the last-described point in the above-described Easterly Line.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the sixth day of October A.D., 1926.

The inhabitants of the town of Norwell aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe

and convenient for the public travel, and to the acceptance of the County Commissioners before the sixth day of July A.D., 1927.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Frank W. Thomas	\$25.00
James H. Barnard	0.00

The County is to grade the lawn adjoining the house of said Thomas.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Norwell within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this fifteenth day of May in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey	)	
Jere B. Howard	)	
Charles S. Beal	)	County Commissioners.













































PLYMOUTH, SS.

AT A REGULAR MEETING OF THE COUNTY  
COMMISSIONERS OF PLYMOUTH COUNTY  
HOLDEN AT PLYMOUTH WITHIN AND FOR  
SAID COUNTY ON THE FIRST TUESDAY OF  
AUGUST BEING THE THIRD DAY OF SAID  
MONTH, A.D. 1926.

## PRESENT

HON. FREDERIC T. BAILEY, CHAIRMAN

HON. JERE B. HOWARD

HON. CHARLES S. BEAL

IT IS ORDERED: That the County of Plymouth be divided into the following Districts for the purpose of choosing members of the House of Representatives of the Commonwealth of Massachusetts.

DISTRICT No.1. The towns of Plymouth and Wareham, containing fifty-six hundred and ninety-four legal voters, shall form one district, to be called District No.1, and shall be entitled to elect one representative.

DISTRICT No.2. The towns of Scituate, Norwell, Marshfield, Pembroke, Duxbury and Kingston, containing fifty-three hundred and twenty-nine legal voters, shall form one district to be called District No.2, and shall be entitled to elect one representative.

DISTRICT No.3. The towns of Cohasset, Hingham and Hull, containing fifty-two hundred and nineteen legal voters, shall form one district, to be called District No.3, and shall be entitled to elect one representative.

DISTRICT No.4. The towns of Rockland, Hanover and Hanson, containing fifty-six hundred and eighty-three legal voters, shall form one district, to be called District No.4, and shall be entitled to elect one representative.

DISTRICT No.5. The towns of Abington and Whitman, containing sixty-two hundred and fifty-eight legal voters, shall form one district, to be called District No.5, and shall be entitled to elect one representative.

DISTRICT No.6. The towns of Bridgewater, East Bridgewater, West Bridgewater, Plympton and Halifax, containing five thousand and sixty-eight legal voters, shall form one district, to be called District No.6, and shall be entitled to elect one representative.

DISTRICT No.7. The towns of Middleborough, Lakeville, Carver, Rochester, Marion and Mattapoisett, containing fifty-four hundred and eighty-three legal voters, shall form one district, to be called District No.7, and shall be entitled to elect one representative.

DISTRICT No.8. The Third and Fourth Wards of the City of Brockton, containing seventy-two hundred and eighty-one legal voters, shall form one district, to be called District No.8, and shall be entitled to elect one representative.

DISTRICT No.9. The First, Second and Fifth Wards of the City of Brockton, containing eleven thousand and one legal voters, shall form one district, to be called District No.9, and shall be entitled to elect two representatives.

DISTRICT No.10. The Sixth and Seventh Wards of the City of Brockton, containing seventy-seven hundred and forty-eight legal voters, shall form one district, to be called District No.10 and shall be entitled to elect one representative.

And it is further ordered by the County Commissioners that the places for the meetings of the Clerks of the several towns and one city in their respective representative districts, for the purpose of ascertaining

ORDER  
REPRESENTATIVE  
DISTRICTS  
AUGUST 3, 1926.



It was ordered, that there be paid from the County Treasury to Samuel Corning of East Bridgewater for and on account of the taking of land under decree #609 the sum of Fifteen Dollars (\$15.00), to be charged to outstanding liabilities.

Jere B. Howard  
Charles S. Beal

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County Commissioners.

ORDER  
SAMUEL CORNING  
AUG. 17, 1926.

It was ordered: that there be paid from the County Treasury to the Treasurer of the Town of Kingston the sum of Two Thousand Dollars (\$2000.00), first payment on account of work on Wapping Road under Decree No. 680.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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County Commissioners.

ORDER  
TOWN OF  
KINGSTON  
AUG. 19, 1926.

It was ordered: that there be paid from the County Treasury to The Boston Bridge Works, Inc., 47 Winter Street, Boston, Mass., the sum of Nineteen Hundred Fifty-nine Dollars and Fifteen Cents (\$1959.15) for and on account of labor and material furnished to August 11, 1926 in the repair of the Weymouth Back River Bridge.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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County Commissioners.

ORDER  
THE BOSTON  
BRIDGE  
WORKS, INC.  
AUG. 19, 1926.

Ordered, that there be paid from the County Treasury to G.M. Webber of East Bridgewater the sum of One Hundred Sixteen Dollars and Ninety-seven Cents (\$116.97) for and on account of labor and material furnished in connection with the moving of the houses of Mrs. Lottie Thompson and Walter C. Pratt in the Town of East Bridgewater.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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County Commissioners.

ORDER  
G.M. WEBBER  
AUG. 31, 1926.

ORDER  
GEORGE MOORE  
AUG. 31, 1926.

Ordered, that there be paid from the County Treasury to George Moore of Wareham, Massachusetts, the sum of Seventy-four Dollars and Sixty Cents (\$74.60), it being the amount due him under the original award for damage under Decree No. 657 of \$22.60, and an additional amount of \$52.00 which is this day found to be due him on account of said damage.

Frederic T. Bailey            )  
Jere B. Howard                )  
Charles S. Beal                )           County Commissioners.

ORDER  
GEORGE MORRIS  
AUG. 31, 1926.

Ordered, that there be paid from the County Treasury to George Morris the sum of Seventeen Dollars (\$17.00), it being an additional award made to him on account of damage caused by the taking of land and moving of his building under Decree No. 657.

Frederic T. Bailey            )  
Jere B. Howard                )  
Charles S. Beal                )           County Commissioners.

ORDER  
TOWN OF  
NORWELL  
AUG. 31, 1926.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Norwell the sum of \$200.00 for and on account of the construction of Summer Street in said town, completed in 1925 as per certificate from the State Department on file with the County Commissioners, to be charged to Outstanding Liabilities.

Frederic T. Bailey            )  
Jere B. Howard                )  
Charles S. Beal                )           County Commissioners.



SELECTMEN OF  
KINGSTON  
AUG. 17, 1926.  
NO. 680.

On the petition of the Selectmen of the Town of Kingston presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the eighth day of December in the year of our Lord nineteen hundred and twenty-five, representing that the highways in said town known as Main Street between Elm Street and Tura's Store, and Wapping Road between South Street and permanent macadam west of Wapping Road Schoolhouse are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Office in Kingston, in said County, on the twenty-third day of February A.D. 1926, at two o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the seventeenth day of August A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

WAPPING ROAD

Northerly Line.

Beginning at the southeasterly corner of the Cemetery at the point of curvature in the northerly line of Wapping Road in the Town of Plympton, said corner being distant about eighty (80) feet westerly from the line between the towns of Plympton and Kingston, thence by a curve to the left whose radius is five hundred forty-nine and thirty-five hundredths (549.35) feet by land of John J. Higgins two hundred two and ninety-eight hundredths (202.98) feet to the point of tangency thence north 84° 37' 30" east by land of said Higgins and land of Winthrop Coffin four hundred two and eleven hundredths (402.11) feet to the point of curvature thence by a curve to the right whose radius is two thousand fifty (2050) feet by land of said Coffin and land of Patrick E. Kelley two hundred ninety-nine and sixteen hundredths (299.16) feet to the point of tangency thence south 87° 0' 50" east by land of said Kelley and land of Julius A. Sherer three hundred eighty-five and sixteen hundredths (385.16) feet to the point of curvature thence by a curve

to the left whose radius is nine hundred fifty (950) feet by land of said Sherer and land of Luke S. White three hundred twenty-nine and sixty-eight hundredths (329.68) feet to the point of tangency thence north  $73^{\circ} 06' 10''$  east by land of said White three hundred seventy-four and nineteen hundredths (374.19) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is sixty (60) feet still by land of said White seventy-eight and seven hundredths (78.07) feet to a concrete monument at the point of tangency on the westerly side of WEST STREET.

Thence beginning again at the concrete monument marking the point of curvature on the easterly side of WEST STREET said concrete monument bearing north  $64^{\circ} 25' 20''$  east and being distant forty-three and eighty-four hundredths (43.84) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is forty (40) feet by land of Anna G. Hartin seventy-three and sixty-two hundredths (73.62) feet to a concrete monument at the point of tangency thence north  $73^{\circ} 06' 10''$  east by land of said Hartin four hundred seventy and fifty-three hundredths (470.53) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is four hundred fifty (450) feet by land of said Hartin, by the highway and by land of Charles F. Cook three hundred ninety-two and fifty-two hundredths (392.52) feet to a concrete monument at the point of tangency thence south  $56^{\circ} 55' 10''$  east five hundred thirty-seven and forty-eight hundredths (537.48) feet by land of said Cook and land of Nicholas F. Schilling to the point of curvature thence by a curve to the right whose radius is two thousand and fifty (2050) feet by land of said Schilling and land of Myron Faunce et al. and land of Antoine Perry four hundred ten and thirty-seven hundredths (410.37) feet to the point of tangency thence south  $45^{\circ} 27'$  east by land of said Perry one hundred forty-one and sixty hundredths (141.60) feet to the point of curvature thence by a curve to the left whose radius is eight hundred (800) feet by land of said Perry six hundred forty-four and eighty-eight hundredths (644.88) feet to the point of tangency thence north  $88^{\circ} 21' 50''$  east by land of said Perry, by the highway and by land of John Maki seven hundred eight and thirty-six hundredths (708.36) feet to the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Maki and land of Isabella Kelley two hundred sixty-six and seventy-six hundredths (266.76) feet to the point of tangency thence north  $72^{\circ} 17' 30''$  east by land of said Kelley, land of Omalia Anderson, and land of Maurice Edwards nine hundred seventy-two and thirty-two hundredths (972.32) feet to the point of curvature thence by a curve to the right whose radius is fifteen hundred fifty (1550) feet by land of said Edwards and land of Lot Phillips Company three hundred sixty-seven and seventy-six hundredths (367.76) feet to the

point of tangency thence north  $85^{\circ} 52' 10''$  east by land of said Lot Phillips Company land of Minnie G. Buxton and land of Austin H. Clinton eight hundred ninety-seven and ninety-six hundredths (897.96) feet to the point of curvature thence by a curve to the left whose radius is eight hundred fifty-eight and seven hundredths (858.07) feet by land of said Clinton and by the highway two hundred eight and twenty-nine hundredths (208.29) feet to the point of reverse curvature thence by a curve to the right whose radius is five hundred (500) feet by the highway, by land of William W. Radcliffe et ux. by land of Emma J. Mange and again by the highway five hundred twenty-three and sixty-two hundredths (523.62) feet to the point of tangency thence south  $47^{\circ} 53' 20''$  east by the highway and by land of Walter H. Faunce one hundred thirty-five and seventy-five hundredths (135.75) feet to the point of curvature thence by a curve to the left whose radius is six hundred fifty (650) feet by land of said Faunce three hundred sixty-four and eighty-three hundredths (364.83) feet to the point of tangency thence south  $80^{\circ} 22' 50''$  east by land of said Faunce two hundred seventy-one and ninety-two hundredths (271.92) feet to the point of curvature thence by a curve to the right whose radius is ten hundred fifty (1050) feet by land of said Faunce, by the highway and again by land of said Faunce three hundred forty-three and thirty-one hundredths (343.31) feet to the point of tangency thence south  $61^{\circ} 18' 50''$  east by land of said Faunce four hundred ninety-five and fifty-five hundredths (495.55) feet to the point of curvature thence by a curve to the right whose radius is ten hundred fifty (1050) feet by land of said Faunce and by the highway one hundred eighty-four and eighty-four hundredths (184.84) feet to the point of tangency thence south  $51^{\circ} 13' 40''$  east by land of said Faunce eighty-one and eighty-five hundredths (81.85) feet to the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Faunce, land of Enoch W. Padelford and land of Helen Holmes three hundred eighty-two and sixty-four hundredths (382.64) feet to the point of tangency thence south  $73^{\circ} 40' 20''$  east by land of said Holmes one hundred ninety-four and twenty-five hundredths (194.25) feet to the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Holmes three hundred twenty-eight and thirty-four hundredths (328.34) feet to a concrete monument at the point of tangency thence south  $85^{\circ} 53' 30''$  east by land of Adolph Ruprecht et ux. two hundred thirty and thirty-nine hundredths (230.39) feet to the point of curvature thence by a curve to the left whose radius is four hundred fifty (450) feet by land of said Ruprechts and land of Walter H. Faunce two hundred seventy-six and twenty-eight hundredths (276.28) feet to the point of tangency thence north  $50^{\circ} 42' 50''$  east by land of said Faunce and land of Myron



Faunce et al. three hundred thirty-one and thirty-six hundredths (331.36) feet to the point of curvature thence by a curve to the right whose radius is twelve hundred fifty (1250) feet by land of Myron Faunce et al. and land of Elizabeth T. Barker one hundred sixty-nine and eight hundredths (169.08) feet to a concrete monument at the point of tangency thence north  $58^{\circ} 27' 50''$  east by land of said Barker, and by the Jones River Mill Pond one hundred seventy-four and sixty-one hundredths (174.61) feet to the point of curvature thence by a curve to the right whose radius is nine hundred (900) feet by the said Jones River Mill Pond, by land of Leona P. McLaughlin, by the highway and by land of Helen Holmes two hundred eighty-seven and ninety-four hundredths (287.94) feet to the point of tangency thence north  $77^{\circ} 47' 40''$  east by land of said Holmes by the highway and land of Patrick Malone seven hundred ninety-one and seventy-five hundredths (791.75) feet to the point of curvature thence by a curve to the right whose radius is six hundred fifty (650) feet by land of said Malone, land of Eugene O'Brien, land of Mary A. Halligan and land of Mary A. Chandler to the point of tangency thence south  $61^{\circ} 52' 30''$  east by land of said Chandler, land of Frederick Wareham and land of Tura Bro's. four hundred seven and eighty-eight hundredths (407.88) feet to the corner of the curbing at the junction of WAPPING ROAD and MAIN STREET; thence north  $58^{\circ} 23'$  east by the curbing ten and eighty-nine hundredths (10.89) feet to the southerly end of the line of PEMBROKE STREET.

Southerly Line.

Beginning at a concrete monument marking the point of curvature on the southerly side of WAPPING ROAD said concrete monument bearing south  $15^{\circ} 47' 40''$  west and being distant fifty (50) feet from the point of curvature at the point of beginning in the northerly line of Wapping Road and being distant about one hundred ten (110) feet westerly from the line between the towns of Plympton and Kingston thence by a curve to the left whose radius is five hundred ninety-nine and thirty-five hundredths (599.35) feet by land of Joseph N. and Frank W. Maglathlin two hundred twenty-one and forty-five hundredths (221.45) feet to a concrete monument at the point of tangency thence north  $84^{\circ} 37' 30''$  east by land of said Maglathlins and land of Emma A. Crane four hundred two and eleven hundredths (402.11) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is two thousand (2000) feet by land of said Crane, land of the estate of Isaac Miller and land of Orlando C. Niles two hundred ninety-one and eighty-six hundredths (291.86) feet to a concrete monument at the point of tangency thence south  $87^{\circ} 0' 50''$  east by land of said Niles three hundred eighty-five and sixteen hundredths (385.16) feet to a concrete monument at

the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Niles, by the highway and by land of Edgar W. Bryant and Mabel Norris three hundred forty-seven and three hundredths (347.03) feet to a concrete monument at the point of tangency thence north  $73^{\circ} 06' 10''$  east by land of said Bryant and Norris, land of Carolyn Butler and land of Anna G. Hartin nine hundred sixty-one and fourteen hundredths (961.14) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is four hundred fifty (450) feet by land of said Hartin and land of Fred E. Fuller three hundred ninety-two and fifty-two hundredths (392.52) feet to a concrete monument at the point of tangency thence south  $56^{\circ} 55' 10''$  east by land of said Fuller and land of Nicholas F. Schilling five hundred fourteen and eighteen hundredths (514.18) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is two thousand (2000) feet by land of said Schilling four hundred and thirty-six hundredths (400.36) feet to the concrete monument at the point of tangency thence south  $45^{\circ} 27'$  east by land of said Schilling one hundred forty-one and sixty hundredths (141.60) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eight hundred fifty (850) feet by land of said Schilling, and land of Jacob Schillings et al. six hundred eighty-five and eighteen hundredths (685.18) feet to a concrete monument at the point of tangency thence north  $88^{\circ} 21' 50''$  east by land of said Schillings, by land of Frank L. Dore and by the highway seven hundred eight and thirty-six hundredths (708.36) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by the highway, by land of said Dore and by land of John Maki two hundred eighty and eighty hundredths (280.80) feet to a concrete monument at the point of tangency thence north  $72^{\circ} 17' 30''$  east by land of said Maki two hundred seventy-six and seventy hundredths (276.70) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is forty (40) feet by land of said Maki seventy-nine and fifty-eight hundredths (79.58) feet to a concrete monument at the point of tangency on the westerly side of RING ROAD.

Thence beginning again at a concrete monument marking the point of curvature on the easterly side of RING ROAD said concrete monument bearing north  $61^{\circ} 51'$  east and being distant forty-eight and forty-nine hundredths (48.49) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is eighty (80) feet by land of Maurice E. Buxton ninety-two and seventeen hundredths (92.17) feet to a concrete monument at the point of tangency thence north  $72^{\circ} 17' 30''$  east by land of said

Buxton five hundred thirty-eight and twenty hundredths (538.20) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fifteen hundred (1500) feet by land of said Buxton and land of Bertha E. Wilson and William McGilton three hundred fifty-five and ninety hundredths (355.90) feet to a concrete monument at the point of tangency thence north  $85^{\circ} 52' 10''$  east by land of said Wilson and McGilton and by the highway eight hundred ninety-seven and ninety-six hundredths (897.96) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred eight and seven hundredths (908.07) feet by the highway and by land of William W. Radcliffe et ux. two hundred twenty and forty-three hundredths (220.43) feet to a concrete monument at the point of reverse curvature thence by a curve to the right whose radius is four hundred fifty (450) feet by land of said Radcliffes, land of Emma J. Mange, and again by land of said Radcliffes and land of Edgar H. Welch et ux. four hundred seventy-three and thirty-eight hundredths (473.38) feet to a concrete monument at the point of tangency thence south  $47^{\circ} 53' 20''$  east by land of said Welchs and by the highway one hundred thirty-five and seventy-five hundredths (135.75) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is seven hundred (700) feet by the highway three hundred ninety-two and eighty-nine hundredths (392.89) feet to the point of tangency thence south  $80^{\circ} 22' 50''$  east by land of Leiven Demulder two hundred seventy-one and ninety-two hundredths (271.92) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of said Demulder three hundred twenty-six and ninety-six hundredths (326.96) feet to a concrete monument at the point of tangency thence south  $61^{\circ} 18' 50''$  east by land of said Demulder, land of Nathan C. Bosworth et al. and land of Sarah E. Center four hundred ninety-five and fifty-five hundredths (495.55) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of said Center one hundred seventy-six and four hundredths (176.04) feet to a concrete monument at the point of tangency thence south  $51^{\circ} 13' 40''$  east by land of said Center and land of Max Hanelt eighty-one and eighty-five hundredths (81.85) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Hanelt and by the highway four hundred two and seventy-eight hundredths (402.78) feet to a concrete monument at the point of tangency thence south  $73^{\circ} 40' 20''$  east by land of said Hanelt and land of Nelson Smith one hundred ninety-four and twenty-five hundredths (194.25) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thou-

sand (1000) feet by land of said Smith one hundred ninety (190) feet to a concrete monument at the point of tangency thence south  $84^{\circ} 33' 30''$  east by land of said Smith forty-nine and forty-seven hundredths (49.47) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twenty (20) feet still by land of said Smith fifty and six hundredths (50.06) feet to a concrete monument at the point of tangency on the northerly side of SOUTH STREET.

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of SOUTH STREET said concrete monument bearing north  $82^{\circ} 19'$  east and being distant eighty-one and ninety-three hundredths (81.93) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is two hundred forty (240) feet by land of Enoch W. Padelford one hundred fifteen and eighty-nine hundredths (115.89) feet to a concrete monument at the point of tangency thence south  $85^{\circ} 53' 30''$  east by the highway by land of said Padelford and by land of Isabella A. Hammond one hundred thirty-seven and twenty-four hundredths (137.24) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is five hundred (500) feet by land of said Hammond, by the highway and by land of Tura Bros. three hundred six and ninety-eight hundredths (306.98) feet to a concrete monument at the point of tangency thence north  $50^{\circ} 42' 50''$  east by land of said Tura Bros., land of Walter H. Faunce and land of the Mayflower Worsted Company three hundred thirty-one and thirty-six hundredths (331.36) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twelve hundred (1200) feet by the Mayflower Worsted Company one hundred sixty-two and thirty-two hundredths (162.32) feet to the point of tangency thence north  $58^{\circ} 27' 50''$  east by the Jones River Mill Pond and by land of the Mayflower Worsted Company one hundred seventy-four and sixty-one hundredths (174.61) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eight hundred fifty (850) feet by land of said Mayflower Worsted Company and by land of Helen Holmes two hundred seventy-one and ninety-four hundredths (271.94) feet to a concrete monument at the point of tangency thence north  $77^{\circ} 47' 40''$  east by land of said Holmes, by land of Arthur B. Holmes, by the highway and again by land of said Helen Holmes seven hundred ninety-one and seventy-five hundredths (791.75) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is six hundred (600) feet by land of said Helen Holmes four hundred eighteen and thirty hundredths (418.30) feet to a concrete monument at the point of tangency thence south  $62^{\circ} 15' 40''$  east by land of said Holmes, land of Frank Maglathlin land of Henry T. Sturtevant and land of

William F. Glass four hundred eight and forty-three hundredths (408.43) feet to a concrete monument at the point of curvature at the junction of WAPPING ROAD and MAIN STREET, near the boundary line of land of said Glass and land of Frank Formica et ux.

Portions of the old highway lying outside the above described lines are hereby discontinued.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of November A.D., 1926.

The inhabitants of the town of Kingston aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-first day of September A.D., 1928.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid to wit:-

John J. Higgins	780	Sq. Ft.	\$2.00
Winthrop Coffin	2400	" "	24.00
Patrick E. Kelley	550	" "	5.50
Julius Scherer	400	" "	4.00
Luke S. White	4330	" "	43.30
Anna G. Hartin	5200	" "	52.00
Charles F. Cook	3640	" "	9.00
Nicholas F. Schilling	1300	" "	3.00
Myron Faunce et al.	200	" "	2.00
John Maki	2100	" "	10.00
Isabella Kelley	325	" "	3.25
Omalea Anderson	1940	" "	1.94
Maurice Edwards	3500	" "	35.00
Lot Phillips Co.	1500	" "	1.50
Minnie G. Buxton	11000	" "	110.00
Austin H. Clinton	5300	" "	27.00
Walter H. Faunce	5300	" "	27.00
Enoch W. Paddelford	290	" "	2.90
Helen Holmes	6800	" "	68.00
Adolph Ruprecht et ux.	3660	" "	62.00
Walter H. Faunce	550	" "	27.50
Myron Faunce et al.	2800	" "	56.00
Elizabeth T. Barker	700	" "	14.00
Lena P. Maglathlin	120	" "	1.00
Helen Holmes	12300	" "	246.00
Patrick Malone	400	" "	4.00
Eugene O'Brien	1600	" "	32.00
Mary A. Halligan	115	" "	5.00
Mary A. Chandler	460	" "	10.00
Frederick Wareham	460	" "	4.60
Tura Bros.	600	" "	6.00
Joseph N. Maglathlin et al.	3780	" "	10.00
Emma A. Crane	730	" "	7.30
Estate of Isaac Miller	150	" "	1.50
Orlando C. Niles	1470	" "	12.10
Edgar W. Bryant et al.	1280	" "	12.80
Carolyn Butler	1800	" "	18.00
Anna G. Hartin	3610	" "	36.10
Fred E. Fuller	700	" "	1.00
Nicholas Schilling	700	" "	1.00

Name	Sq. Ft.	Value
Jacob Schilling et al.	2830	\$28.30
Frank L. Dore	14700	36.00
John Maki	4000	40.00
Maurice E. Buxton	4200	42.00
Bertha E. Wilson et al.	1900	19.00
W. W. Radcliffe et ux.	11800	300.00
Emma J. Mange	6500	500.00
W. W. Radcliffe et ux.	1900	38.00
Edgar H. Welch et ux.	580	11.60
Levien Demulder	3900	50.00
Nathan C. Bosworth et al.	1970	19.70
Sarah E. Center	1360	13.60
Max Hanelt	240	1.00
Nelson Smith	500	15.00
Isabella Hammons	180	1.00
Mayflower Worsted Co.	1950	58.50
Helen Holmes	20000	460.00
Arthur B. Holmes	1350	1.00
Helen Holmes	2460	40.00
Frank Maglathlin	480	11.00
Henry T. Sturtevant	480	11.00
Wm. F. Glass	260	5.00
Antoine Perry	600	0.00
Antoine Perry	2070	0.00
Antoine Perry	1310	0.00
Antoine Perry	11200	" " Discontinued

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Kingston within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this seventeenth day of August in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

SELECTMEN &  
 HIGHWAY  
 COMMISSION  
 OF MATTAPOISETT  
SEPT. 7, 1926.  
NO. 684.

On the petition of the Selectmen and Highway Commission of Mattapoissett presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the second day of February in the year of our Lord nineteen hundred and twenty-six, representing that the highway in said town known as North Street, between Mattapoissett and Rochester Road, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested

had due notice thereof, met to view the premises at the Town Office in Mat-tapoisett, in said County, on the twelfth day of March A.D. 1926, at ten-thirty o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the seventh day of September A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

NORTH STREET.

Easterly Line.

Beginning at a stone monument on land of Lemuel L. Dexter said stone monument being about thirty-seven (37) feet northeast from the north-easterly line of the land of the New York, New Haven and Hartford Railroad Company, thence north 51° 30' 40" west by land of said Dexter and land of Nathan S. Mendall six hundred thirty and eighty-six hundredths (630.86) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eleven hundred fifty (1150) feet by land of said Mendall and land of George Alden four hundred four and sixty hundredths (404.60) feet to a concrete monument at the point of tangency thence north 31° 23' 40" west by land of said Alden, land of Lemuel Dexter, by the highway and again by land of said Dexter nine hundred fifty-eight and thirty-nine hundredths (958.39) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is nine hundred fifty (950) feet by land of said Dexter and land of Wyatt Snow four hundred twenty-one and fifty-six hundredths (421.56) feet to a concrete monument at the point of tangency thence north 5° 58' 10" west by land of said Snow, land of Lemuel L. Dexter, land of Ella Hall, land of W. Howard, land of George Randall, land now or formerly of George Purrington and by the highway two thousand thirty-four and sixty-four hundredths (2034.64) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is two thousand (2000) feet by land of said Purrington and land of Lemuel L. Dexter seven hundred ten and seventy-four hundredths (710.74) feet to a concrete monument at the point of tangency thence north 26° 29' 20" west by land of said Dexter three hundred seventeen and forty-three hundredths (317.43) feet to a concrete monument at the point of curvature thence by a curve to the

right whose radius is eighteen hundred (1800) feet by land of said Dexter, land of William Meadowcroft and land of Amanda Bowles eight hundred twenty-eight and seventy-seven hundredths (828.77) feet to a concrete monument at the point of tangency thence north  $0^{\circ} 03'$  east by land of said Bowles and land of Dennis Mahoney nine hundred nineteen and seventy hundredths (919.70) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is nineteen hundred fifty (1950) feet by land of said Mahoney two hundred thirteen and forty-seven hundredths (213.47) feet to a concrete monument at the point of tangency thence north  $6^{\circ} 19' 20''$  east by land of said Mahoney, land of Loring Ward and by other land of said Mahoney thirteen hundred two and forty-five hundredths (1302.45) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is twenty-four hundred (2400) feet by land of said Mahoney two hundred forty-one and twenty hundredths (241.20) feet to a concrete monument at the point of tangency thence north  $0^{\circ} 33' 50''$  east by land of said Mahoney and land of John Peets two hundred ten and thirty-nine hundredths (210.39) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of said Peets and land of Dennis Mahoney two hundred sixty-seven and ninety-one hundredths (267.91) feet to a concrete monument at the point of tangency thence north  $15^{\circ} 54' 50''$  east by land of said Mahoney seven hundred fifty-five and sixty hundredths (755.60) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is ten hundred fifty (1050) feet by land of said Mahoney by the highway and land of Jeremiah Randall seven hundred one and forty-two hundredths (701.42) feet to a concrete monument at the point of tangency thence north  $22^{\circ} 21' 40''$  west by land of said Randall two hundred thirty-nine and forty-seven hundredths (239.47) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is two thousand and fifty (2050) feet by land of said Randall five hundred fifty-three and sixty-eight hundredths (553.68) feet to a concrete monument at the point of tangency thence north  $37^{\circ} 50' 10''$  west by land of said Randall seventy-eight and seventy-eight hundredths (78.78) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eleven hundred (1100) feet by land of said Randall, land of Henry Martel and land of Ellis Bowles eleven hundred ninety-three and nine hundredths (1193.09) feet to a concrete monument at the point of tangency thence north  $24^{\circ} 18' 30''$  east by land of said Bowles and land of Everett C. Stetson two hundred fourteen (214) feet, more or less to a point in the Town line between the towns of MATTAPOISETT and ROCHESTER at the end of the lay out.



Westerly Line.

Beginning at a point in the westerly side line of the said North Street on land of Everett C. Stetson, said point bearing south  $38^{\circ} 39' 20''$  west and being distant fifty (50) feet from a stone monument on the easterly side of the said NORTH STREET, and continuing north  $51^{\circ} 30' 40''$  west by land of said Stetson and land of Nathan S. Mendall six hundred thirty and eighty-six hundredths (630.86) feet to the point of curvature thence by a curve to the right whose radius is twelve hundred (1200) feet by land of said Mendall and by the highway four hundred twenty-one and sixty-seven hundredths (421.67) feet to the point of tangency thence north  $31^{\circ} 23' 40''$  west by land of George Alden, land of Lemuel L. Dexter and by the highway nine hundred fifty-eight and thirty-nine hundredths (958.39) feet to the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by the highway and by land of Dennis Mahoney four hundred forty-three and seventy-five hundredths (443.75) feet to the point of tangency thence north  $5^{\circ} 58' 10''$  west by land of said Mahoney, land of the Town of Mattapoisett, by the highway, by land of Lemuel L. Dexter, land of Ella Hall and land of W. Howard thirteen hundred twenty-eight and thirty-three hundredths (1328.33) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one hundred (100) feet by land of said Howard and land of George Randall one hundred eighty-four and twelve hundredths (184.12) feet to a concrete monument at the point of tangency thence south  $68^{\circ} 32' 20''$  west by land of said Randall, land of W. Howard, by the highway and by land of Jerry Randall two hundred five and eighty hundredths (205.80) feet to a point in the easterly line of KING PHILIP SPRING ROAD.

Thence beginning again at a concrete monument marking the point of curvature in the westerly line of the said KING PHILIP SPRING ROAD, said concrete monument bearing north  $21^{\circ} 27' 40''$  west and being distant forty (40) feet from the last mentioned point and continuing by a curve to the left whose radius is two hundred forty (240) feet by land of Dennis Mahoney one hundred thirty and sixty-four hundredths (130.64) feet to a concrete monument at the point of tangency thence north  $37^{\circ} 21'$  east by land of said Mahoney two hundred thirty-two and ninety-three hundredths (232.93) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is two hundred forty (240) feet by land of said Mahoney and land of William Meadowcroft et ux. one hundred eighty-one and forty-six hundredths (181.46) feet to a concrete monument at the point of tangency thence north  $5^{\circ} 58' 10''$  west by land of said Meadowcrofts two hundred twenty-five and sixty-nine hundredths (225.69) feet to the point of curvature thence by a curve to the left whose radius is nineteen hundred fifty (1950) feet by land of said Meadowcrofts and land of Charles J. Atsatt six hundred nine-

ty-two and ninety-seven hundredths (692.97) feet to the point of tangency thence north  $26^{\circ} 29' 20''$  west by land of Harold Mahoney three hundred seventeen and forty-three hundredths (317.43) feet to the point of curvature thence by a curve to the right whose radius is eighteen hundred fifty (1850) feet by land of said Mahoney, land of Amanda Bowles, by the highway and again by land of said Bowles eight hundred fifty-one and seventy-nine hundredths (851.79) feet to the point of tangency thence north  $0^{\circ} 03'$  east by land of said Bowles, crossing a right of way and by land of Dennis Mahoney nine hundred nineteen and seventy hundredths (919.70) feet to the point of curvature thence by a curve to the right whose radius is two thousand (2000) feet by land of said Mahoney two hundred eighteen and ninety-four hundredths (218.94) feet to the point of tangency thence north  $6^{\circ} 19' 20''$  east by land of said Mahoney, land of Jeremiah Randall by the highway and by land of David Caswell thirteen hundred two and forty-five hundredths (1302.45) feet to the point of curvature thence by a curve to the left whose radius is twenty-three hundred fifty (2350) feet by land of said Caswell and land of John Peets two hundred thirty-six and eighteen hundredths (236.18) feet to the point of tangency thence north  $0^{\circ} 33' 50''$  east by land of said Peets, by the highway, and again by land of said Peets two hundred ten and thirty-nine hundredths (210.39) feet to the point of curvature thence by a curve to the right whose radius is ten hundred fifty (1050) feet by land of said Peets two hundred eighty-one and thirty-one hundredths (281.31) feet to the point of tangency thence north  $15^{\circ} 54' 50''$  east by land of said Peets and land of George W. Randall seven hundred fifty-five and sixty hundredths (755.60) feet to the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said George W. Randall and land of Jeremiah Randall six hundred sixty-eight and two hundredths (668.02) feet to the point of tangency thence north  $22^{\circ} 21' 40''$  west by land of said Jeremiah Randall two hundred thirty-nine and forty-seven hundredths (239.47) feet to the point of curvature thence by a curve to the left whose radius is two thousand (2000) feet by land of said Jeremiah Randall five hundred forty and eighteen hundredths (540.18) feet to the point of tangency thence north  $37^{\circ} 50' 10''$  west by land of said Randall seventy-eight and seventy-eight hundredths (78.78) feet to the point of curvature thence by a curve to the right whose radius is eleven hundred fifty (1150) feet by land of said Randall, land of Henry Martel, land of Ellis Bowles, by the highway and again by land of said Bowles twelve hundred forty-seven and thirty-two hundredths (1247.32) feet to the point of tangency thence north  $24^{\circ} 18' 30''$  east by land of said Bowles and land of Everett C. Stetson two hundred three (203) feet, more or less to a point in the town line between the towns of MATTAPOISETT and ROCHESTER at the end of the lay out.

Portions of the old street lying outside the above described boundaries are hereby discontinued as soon as the new roadway is completed.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of November A.D., 1926.

The inhabitants of the town of Mattapoisett aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of October A.D., 1928.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Lemuel L. Dexter	4700	Sq.Ft.	\$5.00
Nathan S. Mendall	2200	" "	2.50
George Alden	2400	" "	2.75
Lemuel L. Dexter	5400	" "	6.00
Wyatt Snow	5400	" "	50.00
Lemuel L. Dexter	43000	" "	8.00
Ella Hall	7000	" "	8.00
W. Howard	7250	" "	26.00
George Randall	24700	" "	26.00
Everett C. Stetson	14850	" ")	20.00
" " "	3400	" ")	
Lemuel L. Dexter	1700	" "	3.00
William Meadowcroft	200	" "	1.00
Amanda Bowles	7600	" "	17.00
Dennis Mahoney	1400	" "	2.00
" "	1100	" "	1.50
Loring Ward	3500	" "	7.00
Dennis Mahoney	10400	" "	12.00
John Peets	6200	" "	14.00
Dennis Mahoney	8300	" "	10.00
Jeremiah Randall	6900	" "	8.00
Henry Martel	2600	" "	4.00
Everett Stetson	300	" "	0.50
Nathan S. Mendall	1000	" "	1.25
Lemuel L. Dexter	11700	" "	12.00
Dennis Mahoney	950	" "	1.00
William Meadowcroft et al.	9400	" "	11.00
Charles J. Alsatt	1850	" "	3.00
Harold Mahoney	3440	" "	4.00
Amanda Bowles	2000	" "	5.00
" "	2300	" "	6.00
Dennis Mahoney	6500	" "	6.00
" "	1100	" "	3.00
Jeremiah Randall	900	" "	1.00
John Peets	800	" "	2.00
" "	200	" "	1.00
George W. Randall	7700	" "	8.00
Jeremiah Randall	1400	" "	2.00
" "	3000	" "	4.00
Ellis Bowles	27300	" "	100.00
Everett Stetson	5700	" "	10.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Mattapoisett within the limits of which said high-

way described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this seventh day of September in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

ORDER  
E.T.HASKINS  
SEPT.21,1926.

Ordered, that there be paid from the County Treasury to Edgar T. Haskins, East Wareham, Massachusetts, the sum of One Hundred Sixteen Dollars (\$116.00) for and on account of damages caused by the taking of land under Decree No.657.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
CURTISS & FORD  
SEPT.28,1926.

Ordered, that there be paid from the County Treasury to C. H. Curtiss & W. G. Ford the sum of \$1249.55 for services and materials in surveying Main Street in the Town of Plympton under Decree No.674.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
J.H.DROHAN  
SEPT.28,1926.

Ordered, that there be paid from the County Treasury to James H. Drohan, 47 West Elm St., Brockton, the sum of \$10.00 for and on account of damage caused by the taking of land under Decree No.657.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered, that there be paid from the County Treasury to the Town of Middleborough, Massachusetts, the sum of \$189.81, as reimbursement of the amount paid to Chester E. Weston, August 11, 1926, for surveying Plympton Street in said town.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
MIDDLEBOROUGH  
SEPT. 28, 1926.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of West Bridgewater the sum of \$1865.79, for and on account of the construction of East Center Street in said town in conjunction with funds furnished by the Town and Commonwealth.

Frederic T. Bailey )  
Charles S. Beal ) County Commissioners.  
)

ORDER  
TOWN OF  
WEST  
BRIDGEWATER  
SEPT. 28, 1926.

Ordered, that there be paid from the County Treasury to the Treasurer of Plymouth County Hospital the sum of Ten Thousand Dollars (\$10,000.) for the general purposes of said hospital.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
PLYMOUTH  
COUNTY  
HOSPITAL  
SEPT. 28, 1926.

Ordered, that there be paid from the Treasury of the Town of West Bridgewater to Michael Bluis the sum of Three Hundred Fifty Dollars (\$350.00) for and on account of the taking of land in the construction of East Center St. in said town.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

WARRANT  
TOWN OF  
WEST  
BRIDGEWATER  
OCT. 5, 1926.

ORDER

G.W.RIVETT ET AL

OCT.5,1926.

Ordered, that there be paid from the County Treasury to George W. Rivett and Esther E. Tuttle, of Rockland, the sum of Seven Dollars (\$7.00) on account of damage caused by the taking of land in the relocation of Hingham Street in the Town of Rockland.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

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ORDER

J.J.WHITTEMORE

OCT.5,1926.

Ordered that there be paid from the County Treasury to Jennie J. Whittemore, East Wareham, Mass., the sum of Forty-seven Dollars and Twenty-five Cents (\$47.25) for damage on account of the taking of land under Decree No.657.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

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ORDER

TOWN OF NORWELL

OCT.5,1926.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Norwell the sums of Five Hundred Seventy-two Dollars (\$572.00) on account of work on Pond Street, and Fourteen Hundred Thirty-six Dollars and Twenty-five Cents (\$1436.25) on account of work on Bridge Street in said town, Total \$2008.25, in connection with funds furnished by the Town and by the Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

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ORDER

E.A.HUDSON

OCT.11,1926.

Ordered, that there be paid from the County Treasury to Mrs. Emily A. Hudson, 71 Tremont Street, Wareham, the sum of Forty Dollars (\$40.00), for and on account of damage caused by the taking of land under Decree No.616.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

On the petition of the Selectmen of the Town of Marshfield presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the twenty-second day of June in the year of our Lord nineteen hundred and twenty-six, representing that the highway in said town known as Main Street, between Little's Bridge, so called, at the Scituate and Marshfield town line, and the residence of Howard Hall about one thousand feet southerly from the residence of W. L. Sprague, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Marshfield Town Hall, in Marshfield in said County, on the twenty-seventh day of July A.D., 1926, at two o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, the said hearing was continued and adjourned for further consideration, from time to time, all persons and corporations interested having due notice thereof, to the meeting of the County Commissioners, held at the Court House in Plymouth on the third day of August A.D., 1926, when and where they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted.

And upon the adjudication aforesaid, the said Commissioners appointed the seventh day of September A.D. 1926, and two o'clock in the afternoon, at Ventress Hall in said Marshfield as the time and place when and where they would proceed to further view the premises, and take such order in relation to said adjudication as by law they might be authorized to do.

And having given notice of such adjudication, and of the time and place appointed for the purposes aforesaid, in the same manner, as the notice and publication were given and made before first proceeding to view (except by publishing an abstract of said petition instead of a copy thereof), the said Commissioners met at the time and place appointed and then and there heard all persons and corporations interested, and said hearing was thence adjourned and continued from time to time to the meeting of the County Commissioners held at the Court House at Plymouth on the eleventh day of October A.D., 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

MARSHFIELD

1926 County Layout

The layout is located in part on Main Street, so called, in part

SELECTMEN OF  
MARSHFIELD  
OCT. 11, 1926.  
NO. 688.

it comprises a cut-off or new location, and in part is located on Bridge Street. Said layout begins at a point on Main Street about three-eighths of a mile northerly from Plain Street, so called, and extends thence northerly for about four and five-eighths miles, as hereinafter described, to a point at the northerly end of the State highway on Bridge Street as laid out May 25, 1909, said point being about 100 feet southerly from the Scituate line, at Littles Bridge over North River.

The main base line begins at a point on the State highway on Main Street, as laid out October 24, 1902, said point being shown on plan as station 150, bearing south  $89^{\circ} 21' 52''$  west and being 1.21 feet distant from station 150+00.97 of the base line of said 1902 layout, and extends thence northerly to north-westerly by a curve of 1831.37 feet radius for a distance of 720.70 feet; thence north  $23^{\circ} 11' 00''$  west for a distance of 710.86 feet; thence by a curve to the left of 1085.15 feet radius for a distance of 677.14 feet; thence north  $58^{\circ} 56' 10''$  west for a distance of 358.24 feet; thence by a curve to the right of 1010.62 feet radius for a distance of 583.25 feet; thence north  $25^{\circ} 52' 10''$  west for a distance of 908.04 feet; thence north  $28^{\circ} 43' 00''$  west for a distance of 687.57 feet; thence north  $25^{\circ} 49' 00''$  west for a distance of 597.87 feet; thence north  $23^{\circ} 54' 30''$  west for a distance of 820.10 feet; thence by a curve to the left of 1318.45 feet radius for a distance of 474.80 feet; thence north  $44^{\circ} 32' 30''$  west for a distance of 650.33 feet; thence by a curve to the right of 2404.36 feet radius for a distance of 1056.79 feet; thence by another curve to the right of 1357.91 feet radius for a distance of 1488.75 feet; thence north  $43^{\circ} 27' 30''$  east for a distance of 405.73 feet; thence by a curve to the left of 1300.00 feet radius for a distance of 913.62 feet; thence north  $3^{\circ} 11' 30''$  east for a distance of 54.50 feet; thence by a curve to the left of 1186.67 feet radius for a distance of 320.20 feet; thence north  $12^{\circ} 16' 06''$  west for a distance of 1457.38 feet; thence by a curve to the right of 3000.00 feet radius for a distance of 452.76 feet; thence by another curve to the right of 1326.86 feet radius for a distance of 697.40 feet; thence north  $26^{\circ} 29' 35''$  east for a distance of 233.80 feet; thence by a curve to the left of 1479.09 feet radius for a distance of 937.98 feet; thence north  $9^{\circ} 50' 30''$  west for a distance of 1174.71 feet; thence by a curve to the right of 1894.93 feet radius for a distance of 599.01 feet; thence north  $8^{\circ} 16' 12''$  east for a distance of 1109.53 feet; thence north  $9^{\circ} 15' 20''$  east for a distance of 3228.75 feet; thence by a curve to the left of 2270.38 feet radius for a distance of 309.52 feet; thence north  $1^{\circ} 26' 40''$  east for a distance of 862.64 feet; thence by a curve to the right of 1396.13 feet radius for a distance of 685.86 feet; thence north  $29^{\circ} 35' 30''$  east for a



distance of 214.32 feet; thence by a curve to the left of 1970.24 feet radius for a distance of 653.93 feet; thence north  $10^{\circ} 34' 30''$  east for a distance of 256.04 feet; thence north  $12^{\circ} 23' 50''$  east for a distance of 114.22 feet to a point at the end of the layout on the aforesaid 1909 layout about 50 feet southerly from the southerly abutment of the bridge over North River, said point being shown on plan as station 394+16.34. Length 24,416.34 feet.

An auxiliary base line is described as follows:

Beginning at a point on the State highway on Summer Street, so called, as laid out May 25, 1909, said point being shown on plan as station 421+90.77, and being identical with the same station shown on plan of said 1909 layout; thence extending north-westerly to northerly to north-easterly by a curve of 359.33 feet radius for a distance of 497.80 feet to a point shown on plan as station 426+88.57, said point being identical with station 384+60.92 of the main base line, as hereinbefore described.

The westerly location line begins at a point on the westerly location line of the aforesaid 1902 State highway layout, said point bearing south  $89^{\circ} 21' 52''$  west and being 20.95 feet distant from the point of beginning of the above-described base line shown on plan as station 150, and extends thence leaving said State highway location line south  $89^{\circ} 21' 52''$  west for a distance of 9.05 feet to a point bearing south  $89^{\circ} 21' 52''$  west and 30.00 feet distant from the said station 150, thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south  $81^{\circ} 39' 10''$  west and 31.46 feet distant from station 187+47.30; thence by a curve to the left of 174.86 feet radius for a distance of 161.29 feet to a point on the southerly side of Furnace Street, so called, bearing north  $78^{\circ} 43' 00''$  west and being 124.53 feet distant from station 188+20.93 of the base line; thence (crossing Furnace Street) north  $11^{\circ} 17' 00''$  east for a distance of 35.00 feet to a point on the northerly side thereof, bearing north  $78^{\circ} 43' 00''$  west and being 98.01 feet distant from station 188+64.85 of the base line; thence extending south-easterly to north-easterly to north-westerly by a curve of 30.00 feet radius for a distance of 66.58 feet to a point bearing south  $81^{\circ} 39' 10''$  west and 31.46 feet distant from station 189+38.48; thence parallel to the base line as above described and 30.00 feet distant therefrom to a point bearing south  $56^{\circ} 58' 42''$  west and 30.00 feet distant from station 226+72.32; thence north  $44^{\circ} 42' 08''$  west for a distance of 167.18 feet to a point bearing south  $53^{\circ} 05' 52''$  west and 69.91 feet distant from station 228+40.90 of said base line; thence south-easterly to north-easterly to north-westerly by a curve of 20.00 feet radius for a distance of 57.39 feet to a point bearing south  $53^{\circ} 05' 52''$  west and 30.28 feet distant

from the said station 228+40.90; thence parallel to the base line as above described and 30.00 feet distant therefrom to a point bearing south 77° 43' 54" west and 30.00 feet distant from station 266+99.54; thence north 15° 39' 19" west for a distance of 371.73 feet to a point bearing south 77° 43' 54" west and 51.96 feet distant from station 270+70.62 of the base line; thence north 4° 08' 15" west for a distance of 155.27 feet to a point bearing south 77° 43' 54" west and 30.00 feet distant from station 272+24.33; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing north 86° 37' 32" west and 30.11 feet distant from station 322+28.49; thence by a curve to the left of 30.00 feet radius for a distance of 54.67 feet to a point on the southerly side of Forest Street, so called, bearing south 83° 51' 31" west and 69.66 feet distant from station 322+ 72.31 of the base line; thence, crossing Forest Street, north 6° 08' 29" west for a distance of 40.00 feet to a point on the northerly side thereof, bearing south 83° 51' 31" west and 79.94 feet distant from station 323+13.61; thence easterly to north-easterly to northerly by a curve of 63.14 feet radius for a distance of 83.29 feet to a point bearing north 86° 37' 32" west and 30.11 feet distant from station 323+57.43 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north 79° 59' 40" west and 30.01 feet distant from station 327+02.97 of the base line; thence north 79° 59' 40" west for a distance of 4.66 feet to a point bearing north 79° 59' 40" west and 34.67 feet distant from the said station 327+02.97; thence north 8° 58' 51" east for a distance of 93.49 feet to a point bearing north 81° 43' 48" west and 33.50 feet distant from station 327+97.50; thence north 5° 40' 50" east for a distance of 99.60 feet to a point bearing north 81° 43' 48" west and 38.00 feet distant from station 328+97.00; thence north 7° 46' 36" east for a distance of 201.59 feet to a point bearing north 62° 59' 37" west and 41.96 feet distant from station 330+85.10 of the base line; thence north 62° 59' 37" west for a distance of 17.61 feet to a point bearing north 62° 59' 37" west and 59.57 feet distant from the said station 330+85.10; thence north 2° 00' 55" east for a distance of 106.74 feet to a point on the southerly side of Highland Street, so called, bearing north 88° 40' 40" west and being 70.76 feet distant from station 332+18.92 of the base line; thence crossing Highland Street, north 21° 40' 28" east for a distance of 42.67 feet to a point on the northerly side thereof, bearing north 88° 40' 40" west and being 61.50 feet distant from station 332+59.31; thence north 12° 53' 42" east for a distance of 486.97 feet to a point bearing north 80° 44' 40" west and 30.00 feet distant from station 337+36.81 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north 65° 55'

04" west and 30.00 feet distant from station 380+43.59; thence by a curve to the left of 60.00 feet radius for a distance of 97.60 feet to a point on the southerly side of Spring Street, so called, bearing north 63° 36' 53" west and being 94.56 feet distant from station 380+99.71 of the base line; thence crossing Spring Street, north 43° 03' 26" east for a distance of 48.60 feet to a point on the northerly side thereof, bearing north 84° 27' 48" west and being 88.60 feet distant from station 381+77.83 of the base line; thence easterly to north-easterly by a curve to the left of 60.00 feet radius for a distance of 85.12 feet to a point bearing north 22° 42' 03" west and 37.92 feet distant from the said station 381+77.83; thence parallel to the base line as above described and 30.00 feet distant therefrom to a point bearing south 78° 46' 10" west and 32.88 feet distant from station 389+71.86; thence north 13° 07' 40" east for a distance of 138.57 feet to a point bearing north 74° 31' 01" west and 25.85 feet distant from station 390+95.88 of the base line; thence north 12° 12' 10" east for a distance of 204.31 feet to a point on the westerly location line of the aforesaid 1909 State highway layout bearing north 78° 51' 10" west and 19.95 feet distant from station 393+02.12 of the above-described base line; thence following said 1909 location line, as determined by the bounds as located, north 12° 24' 19" east for a distance of 114.66 feet to a point at the end of the layout, bearing north 77° 35' 41" west and being 19.93 feet distant from the point of ending of the above-described base line shown on plan as station 394+16.34.

The easterly location line begins at a point on the westerly location line of the aforesaid 1902 State highway layout, said point bearing north 84° 25' 49" east and being 69.83 feet distant from station 155+25.42 of the above-described base line; thence leaving said State highway location line and extending south-westerly to westerly to north-westerly by a curve of 20.00 feet radius for a distance of 54.93 feet to a point bearing north 84° 25' 49" east and 30.60 feet distant from the said station 155+25.42; thence parallel to the base line as above described and 30.00 feet distant therefrom to a point bearing north 51° 32' 18" east and 30.60 feet distant from station 165+02.53; thence by a curve to the right of 20.00 feet radius for a distance of 55.00 feet to a point bearing north 51° 32' 18" east and 69.84 feet distant from the said station 165+02.53; thence north 49° 40' 42" west for a distance of 116.53 feet to a point bearing north 56° 49' 05" east and 30.00 feet distant from station 166+20.93 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north 81° 39' 10" east and 31.46 feet distant from station 187+47.30; thence by a curve to the right of 30.00 feet radius for a distance of 66.58 feet to a point on the southerly side of Furnace Street, so called, bearing

south  $78^{\circ} 43' 00''$  east and being 98.01 feet distant from station 188+20.93 of the base line; thence (crossing Furnace Street) north  $11^{\circ} 17' 00''$  east for a distance of 35.00 feet to a point on the northerly side thereof, bearing south  $78^{\circ} 43' 00''$  east and being 124.53 feet distant from station 188+64.85 of said base line; thence westerly to north-westerly by a curve of 174.86 feet radius for a distance of 161.29 feet to a point bearing north  $81^{\circ} 39' 10''$  east and 31.46 feet distant from station 189+38.48 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south  $80^{\circ} 51' 03''$  east and 30.00 feet distant from station 297+17.56; thence by a curve to the right of 775.90 feet radius for a distance of 275.48 feet to a point on the south-easterly side of Canoetree Street, so called, bearing south  $70^{\circ} 27' 48''$  east and being 108.75 feet distant from station 300+08.78 of the base line; thence crossing Canoetree Street north  $70^{\circ} 30' 30''$  west for a distance of 40.00 feet to a point on the north-westerly side thereof, bearing south  $76^{\circ} 09' 26''$  east and being 69.70 feet distant from the said station 300+08.78; thence extending south-westerly to westerly to northerly by a curve of 20.00 feet radius for a distance of 51.91 feet to a point bearing south  $76^{\circ} 09' 26''$  east and 31.18 feet distant from the said station 300+08.78; thence parallel to the base line as above described and 30.00 feet distant therefrom to a point bearing south  $81^{\circ} 43' 48''$  east and 30.00 feet distant from station 319+81.53; thence north  $34^{\circ} 31' 35''$  east for a distance of 427.06 feet to a point bearing south  $81^{\circ} 43' 48''$  east and 218.93 feet distant from station 323+64.53 of the base line; thence crossing the present highway on Main Street north  $55^{\circ} 28' 25''$  west for a distance of 40.00 feet to a point on the north-westerly side thereof, bearing south  $81^{\circ} 43' 48''$  east and being 183.05 feet distant from station 323+82.23 of the base line; thence south-westerly to westerly by a curve of 60.00 feet radius for a distance of 51.66 feet to a point on the northerly side of Forest Street, so called, bearing north  $83^{\circ} 51' 31''$  east and being 148.86 feet distant from station 323+13.61 of the base line; thence south  $83^{\circ} 51' 31''$  west for a distance of 79.20 feet to a point bearing north  $83^{\circ} 51' 31''$  east and 69.66 feet distant from the said station 323+13.61; thence by a curve to the right of 30.00 feet radius for a distance of 54.67 feet to a point bearing south  $86^{\circ} 37' 32''$  east and 30.11 feet distant from station 323+57.43 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south  $83^{\circ} 24' 14''$  east and 30.03 feet distant from station 331+70.18; thence by a curve to the right of 59.21 feet radius for a distance of 84.82 feet to a point on the southerly side of Highland Street, bearing south  $88^{\circ} 40' 40''$  east and being 81.83 feet distant from station 332+18.92 of the base line; thence, crossing Highland Street,

north  $1^{\circ} 19' 20''$  east for a distance of 40.00 feet to a point on the northerly side thereof, bearing south  $88^{\circ} 40' 40''$  east and being 76.25 feet distant from station 332+59.31 of the base line; thence westerly to northwesterly to northerly by a curve of 40.00 feet radius for a distance of 68.37 feet to a point bearing south  $83^{\circ} 24' 14''$  east and 30.03 feet distant from station 333+08.06 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north  $84^{\circ} 53' 35''$  east and 30.97 feet distant from station 360+81.92; thence by a curve to the right of 20.00 feet radius for a distance of 52.80 feet to a point bearing north  $84^{\circ} 53' 35''$  east and 69.72 feet distant from the said station 360+81.92; thence north  $9^{\circ} 28' 10''$  west for a distance of 78.11 feet to a point bearing south  $80^{\circ} 44' 40''$  east and 30.00 feet distant from station 361+67.71 of the base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south  $64^{\circ} 35' 21''$  east and 30.00 feet distant from station 380+75.96; thence by a curve to the right of 41.57 feet radius for a distance of 60.85 feet to a point bearing south  $62^{\circ} 48' 28''$  east and 66.49 feet distant from station 381+19.36 of the base line; thence south  $70^{\circ} 42' 51''$  east for a distance of 50.00 feet to a point on the south-westerly location line of the aforesaid 1909 layout on Summer Street, so called, said point bearing south  $62^{\circ} 30' 00''$  east and being 116.00 feet distant from station 381+26.86 of the above-described base line. Then beginning again at a point on the north-easterly location line of the aforesaid State highway layout on Summer Street, bearing north  $38^{\circ} 13' 00''$  east and being 20.22 feet distant from station 421+90.77 of the above-described auxiliary base line, and extending thence north-westerly to northerly, as shown on plan, by a curve to the right of 336.37 feet radius for a distance of 285.83 feet to a point on the south-easterly location line of the aforesaid 1909 State highway layout on Bridge Street, so called, said point bearing north  $86^{\circ} 59' 16''$  east and being 26.96 feet distant from station 424+96.64 of the auxiliary base line; thence following said 1909 State highway location line northerly to a point bearing south  $75^{\circ} 17' 37''$  east and 30.00 feet distant from station 389+04.01 of the aforesaid main base line; thence leaving said State highway location line and extending parallel to said main base line and 30.00 feet distant therefrom to a point bearing north  $78^{\circ} 46' 10''$  east and 32.78 feet distant from station 389+71.86; thence north  $12^{\circ} 21' 07''$  east for a distance of 109.10 feet to a point bearing south  $74^{\circ} 31' 01''$  east and 32.54 feet distant from station 390+95.88; thence north  $12^{\circ} 40' 27''$  east for a distance of 207.45 feet to a point bearing south  $76^{\circ} 58' 08''$  east and 40.06 feet distant from station 393+02.12 of the base line; thence north  $12^{\circ} 24' 19''$  east for a distance of 114.66 feet to a point at the end of the

layout, bearing south 77° 35' 41" east and being 40.07 feet distant from the point of ending of the above-described base line shown on plan as station 394+16.34.

Streets intersecting the foregoing lines are not discontinued, except that Bridge Street, between station 364+50 and its intersection with Summer and Spring Streets, is discontinued from the date of completion of the new State Highway.

Portions of Main Street outside the foregoing lines and between the stations mentioned are discontinued as public ways, but such discontinuance shall not affect the use of such portions by abutting owners:

Between Stations	174	and	178+50	adjoining land of	Chas. E. Flagg Jr.
"	"		253+50	"	"
"	"		258	"	" Simeon B. Keith
"	"		308	"	" Wm. A. Rogers
"	"		317	"	" 319+81
				"	" Ralph Hatch

In cases where grade of new street requires a cut or fill the right to slope is included in the taking of land.

If walls and fences are moved the work shall be done without expense to the owners.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the State Department will be cut into suitable lengths and deposited on other land of the owners by the contractor.

TOWN OF MARSHFIELD

1926 COUNTY LAYOUT

DESCRIPTION OF LAND TAKINGS

The stations hereinafter mentioned refer to the base line shown on the plan of the 1926 county layout.

Parcel No. 1. FROM HOWARD W. HALL. A parcel of land on the westerly side of Main Street, so-called, being described as follows: Beginning at a point on the westerly location line of the 1926 county layout opposite station 150+00; thence extending northerly by said location line for about 132 feet, to a point opposite station 151+35; thence easterly by the dividing line between the property of the Methodist Parsonage and that of the said Howard W. Hall, for about 10 feet; thence returning southerly by the front property line as defined by the westerly location line of the 1902 State highway for about 130 feet; thence westerly by the line defining the southerly end of the taking for 9.05 feet to the point of beginning, containing about 1160 square feet.

Parcel No. 2. FROM THE METHODIST PARSONAGE. A parcel of land on the westerly side of Main Street, so-called, being described as follows: Beginning at the intersection of the westerly location line of said 1926

county layout with the dividing line between the property of Howard W. Hall and that of the said Methodist Parsonage; thence extending northerly by said location line for about 140 feet to a point opposite station 152+76; thence easterly by the dividing line between the property of Gertrude Wilson and that of the said Methodist Parsonage for about 17 feet; thence returning southerly by the front property line, as defined by the westerly location line of the 1902 State highway layout, for about 137 feet to a point about opposite station 151+32; thence westerly by the first mentioned dividing line for about 10 feet to the point of beginning, containing about 1700 square feet.

Parcel No.3. FROM GERTRUDE WILSON. A parcel of land on the westerly side of Main Street, so-called, being described as follows; Beginning at the intersection of the westerly location line of the 1926 county layout with the dividing line between the property of the Methodist Parsonage and that of the said Gertrude Wilson; thence extending northerly by said location line for about 94 feet to a point about opposite station 153+70; thence southeasterly by the dividing line between the property of Tradd and Payne and that of the said Gertrude Wilson for about 47 feet; thence returning southerly by the front property line, as defined by the westerly location line of the 1902 State highway layout, for about 76 feet to a point about opposite station 152+69; thence westerly by the first mentioned dividing line for about 17 feet to the point of beginning, containing about 2400 square feet.

Parcel No.4. FROM TRADD AND PAYNE. A parcel consisting, in part, of land on the westerly side of Main Street, so-called, and in part the entire width of location of the 1926 county layout, bounded and described as follows: Beginning at the intersection of the westerly location line of said layout with the dividing line between the property of Gertrude Wilson and that of the said Tradd and Payne and extending thence northerly to northwesterly by said location line for about 365 feet; thence northeasterly by the dividing line between the property of W. L. Sprague and that of the said Tradd and Payne for about 60 feet to a point about opposite station 157+42; thence returning southeasterly to easterly to northerly by the easterly location line of said layout for about 280 feet; thence southerly by the front property line on the aforesaid Main Street, as defined by the westerly location line of the 1902 State highway, for about 185 feet to a point about opposite station 153+42; thence northwesterly by the first mentioned dividing line for about 47 feet to the point of beginning, containing about 24330 square feet.

Parcel No.5. FROM W. L. SPRAGUE. A parcel of land comprising the entire width of location of the 1926 county layout between the stations here-

inafter mentioned, being more fully described as follows; Beginning at a point in the southwesterly location line of said layout about opposite station 157+42 and extending thence northwesterly by said location line for about 472 feet; thence northeasterly by the dividing line between the property of W. L. Sprague et al and that of the said W. L. Sprague for about 65 feet to a point about opposite station 162+38; thence returning southwesterly by the northeasterly location line of said layout for about 496 feet; thence southwesterly by the first mentioned dividing line for about 60 feet to the point of beginning, containing about 29,040 square feet.

Parcel No. 6. FROM W. L. SPRAGUE ET AL. A parcel of land comprising the entire width of location of the 1926 county layout between the stations hereinafter mentioned and being bounded and described as follows: Beginning at a point on the southwesterly location line of said layout about opposite station 162+14 and extending thence northwesterly by the said location line for about 216 feet; thence northeasterly by the dividing line between the property of Edward P. Sprague and that of the said W. L. Sprague et al for about 64 feet to a point about opposite station 164+51; thence returning southeasterly by the northeasterly location line of said layout for about 213 feet; thence southwesterly by the dividing line between the property of W. L. Sprague and that of the said W. L. Sprague et al for about 65 feet to the point of beginning, containing about 12,900 square feet.

Parcel No. 7. FROM EDWARD P. SPRAGUE. A parcel comprising in part land on the southwesterly side of Main Street, so-called, and in part the entire width of location of the 1926 county layout, being bounded and described as follows: Beginning at a point on the southwesterly location line of said layout about opposite station 164+30 and extending thence northwesterly by said location line for about 238 feet to a point about opposite station 166+74; thence northeasterly by the dividing line between the properties of Thomas A. Slater and the said Edward P. Sprague for about 46 feet; thence returning southeasterly by the front property line on the present highway for about 173 feet; thence northwesterly to southwesterly, to southeasterly by the northeasterly location line of layout for about 114 feet; thence southwesterly by the dividing line between the property of W. L. Sprague et al and that of the said Edward P. Sprague for about 64 feet to the point of beginning, containing about 15,300 square feet.

Parcel No. 8. FROM THOMAS A. SLATER. A parcel of land on the southwesterly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the southwesterly location line of said 1926 county layout about opposite station 166+74 and extending thence northwesterly by said location line for about 190 feet; thence northeasterly by



the dividing line between the properties of Wallace C. Lowd and the said Thomas A. Slater for about 14 feet to a point about opposite station 168+70; thence returning southeasterly by the front property line on the present highway for about 198 feet; thence southwesterly by the dividing line between the properties of Edward P. Sprague and the said Thomas A. Slater for about 46 feet to the point of beginning, containing about 5200 square feet.

Parcel No. 9. FROM HAROLD A. SPRAGUE ET AL. A parcel of land on the northeasterly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the northeasterly location line of the 1926 county layout about opposite station 168+11 and extending thence northwesterly by the front property line on the present highway for about 59 feet; thence northeasterly by the dividing line between the property of Lawrence A. Sprague and that of the said Harold A. Sprague et al for about 6 feet to a point about opposite station 168+70; thence returning southeasterly by the above mentioned location line for about 60 feet to the point of beginning, containing about 175 square feet.

Parcel No. 10. FROM LAWRENCE A. SPRAGUE. A parcel of land on the northeasterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the northeasterly location line of the 1926 county layout with the dividing line between the property of Harold A. Sprague et al and that of the said Lawrence A. Sprague and extending thence southwesterly by said dividing line for about 6 feet to a point about opposite station 168+69; thence northwesterly by the front property line, on the present highway for about 113 feet to a point about opposite station 169+79; thence northeasterly by the dividing line between the properties of Myra Ames and the said Lawrence A. Sprague for about 9 feet; thence returning southeasterly by the above mentioned location line for about 113 feet to the point of beginning, containing about 925 square feet.

Parcel No. 11. FROM WALLACE C. LOUD. A parcel of land on the southwesterly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the southwesterly location line of the 1926 county layout about opposite station 168+69 and extending thence northwesterly by said location line for about 114 feet, to a point about opposite station 169+87; thence northeasterly by the dividing line between the properties of George F. Leavitt and the said Wallace C. Loud for about 12 feet; thence returning southeasterly by the front property line on the present highway for about 114 feet; thence southwesterly by the dividing line between the properties of Thomas A. Slater and the said Wallace C. Loud for about 14 feet to the point of beginning, containing about 1370 square feet.

Parcel No. 12. FROM MYRA AMES. A parcel of land on the north-

easterly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the northeasterly location line of the 1926 county layout about opposite station 169+86 and extending thence southwesterly by the dividing line between the properties of Lawrence A. Sprague and the said Myra Ames for about 9 feet; thence northwesterly by the front property line on the present highway for about 110 feet to a point about opposite station 170+86; thence returning southeasterly by the aforesaid location line for about 110 feet to the point of beginning containing about 580 square feet.

Parcel No. 13. FROM GEORGE F. LEAVITT. A parcel of land on the southwesterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the southwesterly location line of the 1926 county layout with the dividing line between the properties of Wallace C. Loud and the said George F. Leavitt and extending thence northwesterly by said location line for about 312 feet; thence northeasterly by the dividing line between the properties of Charles E. Flagg, Jr. and the said George F. Leavitt for about 10 feet to a point about opposite station 173+04; thence returning southeasterly by the front property line on the present highway for about 318 feet to a point about opposite station 169+86; thence southwesterly by the first mentioned dividing line for about 12 feet to the point of beginning, containing about 5650 square feet.

Parcel No. 14. FROM MYRA AMES. A parcel of land on the northeasterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the northeasterly location line of the 1926 county layout with the front property line on the present highway, said junction being about opposite station 172+27 and extending thence westerly by said front property line for about 88 feet; thence northerly by the dividing line between the properties of Peter Peterson and the said Myra Ames for about 12 feet to a point about opposite station 173+17; thence returning southeasterly by the aforesaid location line for about 90 feet to the point of beginning, containing about 510 square feet.

Parcel No. 15. FROM CHARLES E. FLAGG, JR. A parcel of land on the southwesterly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the southwesterly location line of the 1926 county layout about opposite station 173+01 and extending thence northwesterly by said location line for about 73 feet to a point about opposite station 173+74; thence returning easterly by the front property line on the present highway for about 71 feet; thence southerly by the dividing line between the properties of George F. Leavitt and the said Charles F. Flagg, Jr. for about 10 feet to the point of beginning, containing about 350 square feet.

Parcel No. 16. FROM PETER PETERSON. A parcel of land on the northeasterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the northeasterly location line of the 1926 county layout with the dividing line between the properties of Myra Ames and the said Peter Peterson and extending thence southerly by said dividing line for about 12 feet to a point about opposite station 173+14; thence westerly to northwesterly by the front property line on the present highway for about 480 feet; thence northeasterly by the dividing line between the properties of Mary A. Daly and the said Peter Peterson for about 35 feet to a point about opposite station 177+85; thence returning southeasterly by the aforesaid location line for about 460 feet to the point of beginning, containing about 17,730 square feet.

Parcel No. 17. FROM MARY A. DALY. A parcel of land on the northeasterly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the northeasterly location line of said layout about opposite station 177+74 and extending thence southwestwardly by the dividing line between the properties of Peter Peterson and the said Mary A. Daly for about 35 feet; thence northwesterly by the front property line on the present highway as defined in part by a retaining wall for about 527 feet; thence northeasterly by the dividing line between the properties of William G. Ford and the said Mary Daly for about 2 feet to a point about opposite station 183+10; thence returning southeasterly by the aforesaid location line for about 517 feet to the point of beginning, containing about 4570 square feet.

Parcel No. 18. FROM MARY A. DALY. A parcel of land on the southwestwardly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the southwestwardly location line of said layout about opposite station 178+55 and extending thence northwesterly by said location line for about 462 feet to a point about opposite station 183+10; thence northeasterly by the dividing line between the properties of William G. Ford and the said Mary A. Daly for about 18 feet; thence returning southeasterly by the front property line on the present highway as defined in part by a stone wall for about 460 feet to the point of beginning, containing about 6720 square feet.

Parcel No. 19. From WILLIAM G. FORD. A parcel of land on the southwestwardly side of Main Street so-called, described as follows: Beginning at a point on the southwestwardly location line of the 1926 County layout, about opposite station 183+10; thence extending northwesterly to westerly by said location line for about 608 feet to a point on the southerly side of Furnace Street so-called, about opposite station 188+96; thence easterly by said side of street for about 102 feet; thence returning southeasterly by

the front property line as defined in part by a stone wall for about 522 feet; thence southwesterly by the dividing line between the properties of Mary A. Daly and the said William G. Ford for about 18 feet to the point of beginning, containing about 9150 square feet.

Parcel No. 20. From WILLIAM G. FORD. A parcel of land on the northeasterly side of Main Street so-called, bounded and described as follows: Beginning at a point on the northeasterly location line of the 1926 County layout about opposite station 183+10; thence extending southwesterly by the dividing line between the properties of Mary A. Daly and the said William G. Ford for about 2 feet; thence extending northwesterly by the assumed property line for about 494 feet to a point on the southerly side of Furnace Street so-called about opposite station 188+04; thence easterly by said side of street for about 70 feet; thence returning westerly to southerly to southeasterly by the aforesaid location line of the County layout for about 494 feet to the point of beginning, containing about 3070 square feet.

Parcel No. 21. From WILLIAM G. FORD. A parcel of land on the northeasterly side of Main Street so-called, bounded and described as follows: Beginning at a point on the northeasterly location line of the 1926 County layout about opposite station 187+90; thence extending westerly by the northerly side of Furnace Street so-called, for about 96 feet; thence northwesterly by the assumed front property line for about 1400 feet; thence northeasterly by the dividing line between the properties of Lydia S. Sprague and the said William G. Ford for about 4 feet to a point on the aforesaid County location line about opposite station 202+49; thence returning southeasterly to easterly by the said County location line for about 1481 feet to the point of beginning, containing about 12770 square feet.

Parcel No. 22. From WILLIAM G. FORD. A parcel of land on the southwest side of Main Street so-called, bounded and described as follows: Beginning at the junction of the southwesterly location line of the 1926 County layout and the northerly side of Furnace Street as evidenced by a stone wall; thence extending easterly to northwesterly by said location line for about 1358 feet; thence northeasterly by the dividing line between the properties of Herbert F. Belknap et al and the said William G. Ford for about 16 feet to a point on the assumed front property line about opposite station 202+41; thence southeasterly by said front property line for about 1362 feet to a point on the northerly side of Furnace Street so-called, about opposite station 188+94; thence westerly by the said side of Furnace Street for about 50 feet to the point of beginning, containing about 16,350 square feet.

Parcel No. 23. From HERBERT F. BELKNAP ET AL. A parcel of land on the southwest side of Main Street so-called, bounded and described as

follows: Beginning at a point on the southwesterly location line of the 1926 County layout about opposite station 202+39; thence extending northwesterly by said location line for about 280 feet; thence northeasterly by the dividing line between the properties of Town of Marshfield and the said Herbert F. Belknap et al, for about 14 feet to a point on the assumed front property line about opposite station 205+20; thence returning southeasterly by the said front property line for about 278 feet; thence southwesterly by the dividing line between the properties of William G. Ford and the said Herbert F. Belknap et al, for about 16 feet to the point of beginning, containing about 4150 square feet.

Parcel No. 24. From LYDIA S. SPRAGUE. A parcel of land on the northeast side of Main Street so-called, bounded and described as follows: Beginning at the junction of the northeasterly location line of the 1926 County layout and the dividing line between the properties of William G. Ford and the said Lydia S. Sprague, and extending southwesterly by the aforementioned dividing line for about 4 feet to a point on the assumed front property line about opposite station 202+48; thence northwesterly by said front property line for about 618 feet to a point about opposite station 208+66; thence northeasterly by the dividing line between the properties of Town of Marshfield and the said Lydia S. Sprague for about 8 feet; thence returning southeasterly by the aforesaid County location line for about 616 feet to the point of beginning, containing about 3050 square feet.

Parcel No. 25. From TOWN OF MARSHFIELD. A parcel of land on the southwest side of Main Street so-called, bounded and described as follows: Beginning at a point on the southwesterly location line of the 1926 County layout about opposite station 205+20; thence extending northwesterly by said location line for about 1872 feet to a point about opposite station 224+02; thence returning southeasterly by front property line defined in part by a stone wall and in part assumed for about 1880 feet; thence southwesterly by the dividing line between the properties of Herbert F. Belknap et al, and the said Town of Marshfield for about 14 feet to the point of beginning, containing about 22430 square feet.

Parcel No. 26. From TOWN OF MARSHFIELD. A parcel of land on the northeast side of Main Street so-called, bounded and described as follows: Beginning at a point on the northeasterly location line of the 1926 County layout about opposite station 208+66; thence extending southwesterly by the dividing line between the properties of Lydia S. Sprague and the said Town of Marshfield for about 8 feet; thence northwesterly by the front property line defined in part by a stone wall and in part assumed for about 1923 feet, to a point on the dividing line between the properties of Elizabeth F. Nolan.

and the said Town of Marshfield about opposite station 227+69; thence northeasterly by said dividing line for about 83 feet to a point on the aforementioned County location line; thence returning southeasterly by said location line for about 1895 feet to the point of beginning; containing, 29,200, square feet.

Parcel No. 27. From ELIZABETH F. NOLAN. A parcel of land on the northeasterly side of Main Street, so-called, comprising the entire width of the 1926 County layout, bounded and described as follows: Beginning at a point on the northeasterly location line of said layout about opposite station 227+61; thence extending southwesterly by the dividing line between the properties of the Town of Marshfield and the said Elizabeth F. Nolan, as defined by the remains of a rail fence, for about 83 feet; thence northwesterly, southeasterly, easterly, northeasterly to again northwesterly by the southwesterly location line of said layout for about 526 feet; thence northeasterly by the dividing line between the properties of John V. Riley and the said Elizabeth F. Nolan for about 60 feet to a point about opposite station 232+38; thence returning southeasterly by the aforesaid northeasterly location line for about 473 feet to the point of beginning; containing about 29,850 square feet.

Parcel No. 28. From JOHN V. RILEY. A parcel of land lying to the east of Main Street so-called, comprising the entire width of the 1926 County layout, bounded and described as follows: Beginning at the intersection of the westerly location of said layout with the dividing line between the properties of Elizabeth F. Nolan and the said John V. Riley about opposite station 232+32; thence extending northerly by said location line for about 319 feet; thence easterly by the dividing line between the properties of C. Allen Brown and the said John V. Riley for about 60 feet to a point about opposite station 235+49; thence returning southerly by the easterly location line of said layout for about 306 feet to its intersection with the first mentioned dividing line; thence southwesterly by said dividing line for about 60 feet to the point of beginning; containing about 18,720 square feet.

Parcel No. 29. From C. ALLEN BROWN. A parcel of land lying to the east of Main Street, so-called, comprising the entire width of the 1926 County layout, bounded and described as follows: Beginning at the intersection of the westerly location line of said layout with the dividing line between the properties of John V. Riley and the said C. Allen Brown, about opposite station 235+45; thence extending northerly to northeasterly for about 823 feet; thence southeasterly by the dividing line between the properties of Sarah A.F. Murray and the said C. Allen Brown for about 60.5

feet to a point about opposite station 243+52; thence returning southwesterly to southerly by the easterly location line of said layout for about 786 feet; thence westerly by the first mentioned dividing line for about 60 feet to the point of beginning; containing about 48,180 square feet.

Parcels 30, 31 and 32 are on School Street Extension and will be part of a separate decree for that street.

Parcel No. 33. From SARAH A. F. MURRAY. A parcel of land comprising in part the entire width of location of the 1926 County layout and in part a strip of land on the southeasterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the northwesterly location line of said layout with the dividing line between the properties of C. Allen Brown, and the said Sarah A. F. Murray, about opposite station 243+48; thence extending northeasterly by said location line and the front property line for about 614 feet to a point about opposite station 249+52; thence southeasterly by the dividing line between the property of Harrison F. Borden, and the said Sarah A. F. Murray, for about 14 feet; thence returning southwesterly by the southeasterly location line of said layout, for about 590 feet; thence northwesterly by the first mentioned dividing line for about 61 feet to the point of beginning, containing about 21,000 square feet.

Parcel No. 34. From LOT/ PHILLIPS. A parcel of land on the northwesterly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the northwesterly location line of the 1926 County Layout about opposite station 246+22; thence extending northeasterly by said location line for about 240 feet to a point about opposite station 248+59; thence southeasterly by the dividing line between the properties of Mabel R. Boyden et al. and the said Lott Phillips for about 13 feet; thence returning southwesterly by the front property line for about 240 feet to the point of beginning; containing about 2000 square feet.

Parcel No. 35. From MABEL R. BOYDEN, BLANCHE G. WETHERBEE, ALICE B. MOREHOUSE, CHARLES G. AND GEORGE H. WETHERBEE. A parcel of land on the northwesterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the northwesterly location line of the 1926 County Layout with the dividing line between the properties of Lott Phillips and the said Mabel R. Boyden et al., about opposite station 248+59; thence extending northeasterly by said location line for about 77 feet to a point about opposite station 249+36; thence southeasterly by the dividing line between the properties of Charles Knights and the said Mabel R. Boyden et al. for about 13 feet; thence returning southwesterly by the front property line for about 77 feet; thence northwesterly by the first

mentioned dividing line for 13 feet to the point of beginning; containing about 1000 square feet.

Parcel No. 36. From CHARLES KNIGHTS. A parcel of land on the northwesterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the north-westerly location line with the dividing line between the properties of Mabel R. Boyden et al. and the said Charles Knights, about opposite station 249+36; thence extending northeasterly to northerly by said location line for about 1733 feet to a point about opposite station 266+95; thence returning southerly to southwesterly by the front property line, as defined in part by a stone wall, for about 1768 feet; thence northwesterly by the aforesaid dividing line for about 13 feet to the point of beginning; containing about 40,200 square feet.

Parcel No. 37. From HARRISON F. BORDEN. A parcel of land on the southeasterly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the southeasterly location line of the 1926 County Layout about opposite station 249+52; thence extending northwesterly by the dividing line between the properties of Sarah A. F. Murray and the said Harrison F. Borden for about 14 feet; thence northeasterly by the front property line for about 317 feet to a point about opposite station 252+67; thence returning southwestwardly by the aforesaid location line for about 317 feet to the point of beginning; containing about 2950 square feet.

Parcel No. 38. From SIMEON B. KIETH. A parcel of land on the easterly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the easterly location line of the 1926 County Layout about opposite station 257+90; thence extending northerly by the assumed front property line for about 40 feet to a point about opposite station 58+29; thence easterly by the dividing line between the properties of Charles Knights and the said Simeon B. Kieth, as defined by a stone wall, for about 4 feet; thence returning southerly by said location line for about 40 feet to the point of beginning; containing about 80 square feet.

Parcel No. 39. From CHARLES KNIGHTS. A parcel of land on the easterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the easterly location line of the 1926 County Layout with the dividing line between the properties of Simeon B. Kieth and the said Charles Knights, as defined by a stone wall, about opposite station 258+29; thence westerly for 4 feet; thence northerly by the front property line as defined by a stone wall for about 430 feet to a point about opposite station 262+51; thence returning southerly by the aforesaid location line for about 431 feet to the point of beginning; containing about 3300 square feet.



Parcel No. 40. From CHARLES KNIGHTS. A parcel of land on the easterly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the easterly location line of the 1926 County Layout about opposite station 264+13; thence extending northerly by the assumed front property line for about 607 feet; thence easterly by the dividing line between the properties of Martha Sherman and the said Charles Knights for about 41 feet to a point about opposite station 270+21; thence returning southerly by the aforesaid location line for about 608 feet to the point of beginning; containing about 12,730 square feet.

Parcel No. 41. From MARTHA SHERMAN. A parcel of land on the easterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the easterly location line of the 1926 County Layout with the dividing line between the properties of Charles Knights and the said Martha Sherman; thence extending westerly for about 41 feet to a point about opposite station 270+19; thence northerly by the assumed front property line for about 392 feet to a point about opposite station 274+08; thence returning southerly by the aforesaid location line for about 387 feet to the point of beginning; containing about 8470 square feet.

Parcel No. 42. From CHARLES KNIGHTS. A parcel of land on the westerly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the westerly location line of the 1926 County Layout about opposite station 272+18; thence extending northerly by said location line for about 465 feet to a point about opposite station 276+82; thence easterly by the southerly side of a road separating the properties of Willard Knights and the said Charles Knights for about 45 feet; thence returning southerly by the front property line, as defined by a stone wall, for about 453 feet to the point of beginning; containing about 10,310 square feet.

Parcel No. 43. From WILLARD KNIGHTS. A parcel of land on the westerly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the westerly location line of the 1926 County Layout with the northerly side of a road separating the properties of Charles Knights and the said Willard Knights; thence extending northerly by said location line for about 233 feet to a point about opposite station 279+23; thence easterly by the dividing line between the properties of Perkins R. Livermore and the said Willard Knights as defined by a stone wall for about 27 feet; thence returning southerly by the assumed front property line for about 230 feet to a point on the aforesaid side of road about opposite station 276+80; thence westerly for about 44 feet to the point of

beginning; containing about 8000 square feet.

Parcel No. 44. From PERKINS R. LIVERMORE. A parcel of land on the westerly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the westerly location line of the 1926 County Layout with the dividing line between the properties of Willard Knights and the said Perkins R. Livermore, as defined by a stone wall; thence extending northerly by said location line for about 166 feet to a point about opposite station 280+88; thence returning southerly by the assumed front property line for about 178 feet to a point in the aforesaid dividing line about opposite station 279+13; thence westerly for about 25 feet to the point of beginning; containing about 2290 square feet.

Parcel No. 45. From RALPH HATCH. A parcel of land on the easterly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the easterly location line of the 1926 County Layout about opposite station 279+58; thence extending northerly by the assumed front property line for about 185 feet; thence northeasterly by the dividing line between the properties of Samuel F. Hatch and the said Ralph Hatch for about 28 feet to a point about opposite station 281+44; thence returning southerly by the aforesaid location line for about 185 feet to the point of beginning; containing about 2700 square feet.

Parcel No. 46. FROM SAMUEL F. HATCH. A parcel of land on the easterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the easterly location line of the 1926 county layout with the dividing line between the properties of Ralph Hatch and the said Samuel F. Hatch; thence extending southwesterly by said dividing line for about 28 feet to a point about opposite station 281+42; thence northerly by the front property line, as defined in part by a stone wall for about 420 feet; thence easterly by the dividing line between the properties of I. H. Oakman and the said Samuel F. Hatch, as defined by a stone wall for about 34 feet to a point about opposite station 285+67; thence returning southerly by the aforesaid location line for about 418 feet to the point of beginning, containing about 9700 square feet.

Parcel No. 47. FROM I. H. OAKMAN. A parcel of land on the easterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the easterly location line of the 1926 county layout with the dividing line between the properties of Samuel F. Hatch and the said I. H. Oakman as defined by a stone wall; thence extending westerly by said dividing line for about 34 feet to a point about opposite station 285+61; thence northerly to northeasterly by the assumed front property line for about 525 feet to a point about opposite station 290+80; thence south-

easterly by the dividing line between the properties of Otis B. Oakman and the said I. H. Oakman for about 17 feet; thence returning southwesterly to southerly by the aforesaid location line for about 500 feet to the point of beginning, containing about 20,250 square feet.

Parcel No. 48. FROM LEONARD EWELL. A parcel of land on the westerly side of Main Street, so-called, bounded and described as follows: Beginning at a point on the westerly location line of the 1926 county layout about opposite station 290+54; thence extending northeasterly by said location line for about 521 feet to a point about opposite station 295+80; thence easterly by the dividing line between the properties of Jennie Ford and the said Leonard Ewell, as defined by the remains of a stone wall, for about 11 feet; thence returning southwesterly by the assumed front property line for about 522 feet to the point of beginning, containing about 4790 square feet.

Parcel No. 49. FROM OTIS B. OAKMAN. A parcel of land on the easterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the easterly location line with the dividing line between the properties of I. H. Oakman and the said Otis B. Oakman, about opposite station 290+79; thence extending northwesterly by said dividing line for about 17 feet; thence northeasterly by the assumed front property line for about 504 feet; thence easterly by the dividing line between the properties of Harry Fisher and the said Otis B. Oakman as defined by the remains of a stone wall, for about 9 feet to a point about opposite station 295+80; thence returning southwesterly by the aforesaid location line for about 507 feet to the point of beginning, containing about 5740 square feet.

Parcel No. 50. FROM HARRY FISHER. A parcel of land on the easterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the easterly location line of the 1926 County layout with the dividing line between the properties of Otis B. Oakman and the said Harry Fisher, as defined by the remains of a stone wall, about opposite station 295+80; thence extending westerly by said dividing line for about 9 feet; thence northerly by the assumed front property line and northeasterly by the southeasterly side of Canoetree Street, so-called, for about 422 feet to a point about opposite station 299+69; thence returning southwesterly to southerly by the aforesaid location line for about 415 feet to the point of beginning, containing about 4040 square feet.

Parcel No. 51. FROM JENNIE FORD. A parcel of land on the westerly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the westerly location line of the 1926 county layout with the dividing line between the properties of Leonard Ewell and the said

Jennie Ford, as defined by the remains of a stone wall, about opposite station 295+80; thence extending northerly by said location line for about 353 feet to a point about opposite station 299+39; thence easterly by the dividing line between the properties of Charles G. Wetherbee and the said Jennie Ford for about 11 feet; thence returning southerly by the assumed front property line for about 356 feet; thence westerly by the first mentioned dividing line for about 11 feet to the point of beginning, containing about 3940 square feet.

Parcel No. 52. FROM CHARLES G. WETHERBEE. A parcel of land on the westerly side of Main Street, so-called, bounded and described as follows: Beginning at a point in the westerly location line of the 1926 County layout about opposite station 299+39; thence northerly by said location line for about 324 feet to a point about opposite station 302+68; thence easterly by the dividing line between the properties of the estate of Elisha W. Hall and the said Charles G. Wetherbee for about 11 feet; thence southerly by the assumed front property line for about 325 feet; thence westerly by the dividing line between the properties of Jennie Ford and the said Charles G. Wetherbee for about 11 feet to the point of beginning, containing about 3270 square feet.

Parcel No. 53. OTIS B. OAKMAN. A parcel of land on the easterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the easterly location line of the 1926 county layout and the northwesterly side of Canoetree Street, so-called; thence southwesterly to westerly by said side of Canoetree Street for about 68 feet to a point about opposite station 299+39; thence westerly to northerly by the assumed front property line for about 876 feet to a point about opposite station 308+05; thence returning southerly to southeasterly to northeasterly by the aforesaid location line for about 862 feet to the point of beginning, containing about 8980 square feet.

Parcel No. 54. ESTATE OF ELISHA W. HALL, WINTHROP HALL, HENRIETTA HALL, SARAH B. HALL, MRS. F. S. MARTIN. A parcel of land on the westerly side of Main Street, so-called, bounded and described as follows: Beginning at a point in the westerly location line of the 1926 county layout about opposite station 302+68; thence northerly by said location line for about 551 feet to a point about opposite station 308+19; thence easterly by the dividing line between the properties of George H. Wetherbee and the said Elisha W. Hall estate for about 22 feet; thence returning southerly by the assumed front property line for about 551 feet; thence westerly by the dividing line between the properties of Charles G. Wetherbee and the said Elisha W. Hall estate for about 11 feet to the point of beginning, containing about 6330 square feet.

Parcel No. 55. FROM GEORGE H. WETHERBEE. A parcel of land lying to the west of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the westerly location line of the 1926 county layout with the dividing line between the property of the Estate of Elisha W. Hall and that of the said George H. Wetherbee; thence extending northerly by said location line for about 311 feet to a point about opposite station 311+30; thence easterly by the dividing line between the properties of Ralph Hatch and the said George H. Wetherbee for about 60 feet; thence returning southerly by the westerly location line of said layout for about 10 feet; thence continuing southerly by the front property line on the present highway for about 300 feet to a point about opposite station 308+17; thence westerly by the first mentioned dividing line for about 21 feet to the point of beginning, containing about 13,200 square feet.

Parcel No. 56. FROM RALPH HATCH. A parcel consisting in part of land on the westerly side of Main Street, so-called, and in part the entire width of location of the 1926 county layout, bounded and described as follows: Beginning at the intersection of the westerly location line of said layout with the dividing line between the property of George H. Wetherbee and that of the said Ralph Hatch and extending thence northerly by said location line for about 552 feet to a point about opposite station 316+78; thence returning southerly by the front property line on the present highway for about 400 feet; thence continuing southerly by the easterly location line of said layout for about 160 feet to a point about opposite station 311+24; thence westerly by the first mentioned dividing line for about 60 feet the point of beginning, containing about 23,450 square feet.

Parcel No. 57. FROM W. A. ROGERS. A parcel of land on the easterly side of Main Street, so-called, bounded and described as follows: Beginning at the intersection of the easterly location line of said layout with the front property line as defined in part by a stone wall, said intersection being about opposite station 316+00 and extending thence in a northerly to northeasterly direction by said front property line for about 393 feet to a point opposite station 319+81.53; thence returning southerly by the aforesaid location line for about 376 feet to the point of beginning, containing about 10,300 square feet.

Parcel No. 58. From RALPH HATCH. A parcel of land bounded by the northwesterly side of Main Street, the southerly side of Forest Street, so-called, and the westerly location line of the 1926 County Layout; being more fully described as follows: Beginning at a point on the westerly location line of said 1926 County Layout, about opposite station 319+51, and extending thence northerly to northwesterly to westerly by said location line for about 330 feet to a point on the southerly side of Forest Street;

thence easterly by said side of Forest Street for about 220 feet to a point on the northwesterly side of Main Street so-called, about opposite station 323+08; thence returning southwesterly by said side of Main Street for about 400 feet to the point of beginning; containing about 27,800 square feet.

Parcel No.59. FROM JENNIE FORD. A parcel of land lying to the north of Forest Street, so-called, and comprising in part the entire width of location of the 1926 county layout being bounded and described as follows: Beginning at the junction of the westerly location line of said layout with the northerly side of the aforesaid Forest Street, said junction being about opposite station 322+92; thence extending easterly to northeasterly to northerly by the westerly location line of said layout for about 376 feet, to a point about opposite station 326+48; thence easterly by the dividing line between the properties of Beatrice V. Gardner and the said Jennie Ford for about 60 feet; thence returning southerly by the westerly location line of said layout for about 56 feet; thence continuing southerly by the dividing line between the properties of Mrs. Howard W. Damon and the said Jennie Ford for about 45 feet; thence westerly and southerly by the dividing line between the properties of Ralph Hatch and the said Jennie Ford for a total distance of about 290 feet; thence westerly by the above mentioned side of street for about 52 feet to the point of beginning; containing about 7,560 square feet.

Parcel No. 60. FROM RALPH HATCH. A parcel of land lying to the north of Forest Street, so-called, bounded and described as follows: Beginning at the junction of the easterly location line of the 1926 county layout with the northerly side of Forest Street, so-called, and extending thence westerly by said side of street, as defined in part by a stone wall, for 98 feet to a point about opposite station 323+07; thence northerly by the dividing line between the properties of Jennie Ford and the said Ralph Hatch for about 240 feet, to a point about opposite station 325+48; thence easterly by the line separating the property of the aforesaid Jennie Ford and that of Mrs. Howard W. Damon from that of the said Ralph Hatch for about 53 feet; thence returning southerly to southeasterly to easterly by the easterly location line of the aforesaid layout for about 236 feet, to the point of beginning; containing about 12,930 square feet.

Parcel No. 60 A. From RALPH HATCH. A parcel of land located at the northwesterly corner of Main and Forest Streets and being bounded as follows:- Southerly, by the northerly side of Forest Street, about 26 feet; northwesterly by the easterly location line of the 1926 County Layout about 51-1/2 feet; southeasterly, by the northwesterly side of Main Street about 26 feet, said parcel containing about 100 square feet.

Parcel No. 61. FROM MRS. HOWARD W. DAMON. A parcel of land lying to the north of Forest Street, so-called, bounded and described as follows: Beginning at the intersection of the easterly location line of said layout with the dividing line between the properties of Ralph Hatch and the said Mrs. Howard W. Damon, about opposite station 325+41; thence extending westerly by said dividing line about 2 feet to land of Jennie Ford; thence northerly by the line dividing the properties of Jennie Ford and the said Mrs. Howard W. Damon about 45 feet to its intersection with the said location line, about opposite station 325+86; thence returning southerly by said location line about 45 feet to the point of beginning; containing about 45 square feet.

Parcel No. 62. FROM BEATRICE V. GARDNER. A parcel of land lying to the north of Forest Street, so-called, comprising the entire width of location of the 1926 county layout, bounded and described as follows: Beginning at the intersection of the easterly location line of said layout with the dividing line between the properties of Jennie Ford and the said Beatrice V. Gardner, about opposite station 326+42; thence extending westerly by said dividing line about 60 feet to its intersection with the westerly location line of said layout; thence northerly by said location line about 56 feet to its intersection with the dividing line between properties of Frank Rogers and the said Beatrice V. Gardner, about opposite station 327+05; thence easterly by said dividing line about 60 feet to its intersection with the easterly location line of said layout; thence southerly by said location line about 59 feet to the point of beginning; containing about 3430 square feet.

Parcel No. 63. From FRANK ROGERS. A parcel of land on the southerly side of Highland Street, so-called, described as follows: Beginning at the intersection of the easterly location line of the 1926 County Layout, with the dividing line between the property of Beatrice V. Gardner and that of the said Frank Rogers, said intersection being about opposite station 327+02; thence extending westerly by said dividing line for about 65 feet; thence northerly, northwesterly, and again northerly by the westerly location line of the aforesaid layout for about 519 feet to a point on the southerly side of Highland Street so-called; thence easterly by said side of street for about 152-1/2 feet to its intersection with the aforesaid easterly location line at a point about opposite station 332+30; thence returning westerly to southerly by said location line for about 553 feet to the point of beginning; containing about 37,900 square feet.

Parcel No. 63 A. From W. H. PHILLIPS. A parcel of land on the westerly side of the 1926 County Layout, described as follows: Beginning at a point on the westerly location line of the aforesaid layout, at its

intersection with a stone wall, separating the property of Frank Rogers from that of the said W. H. Phillips, said point being about opposite station 330+48; thence extending northerly by said location line for about 50 feet, to its junction with the aforesaid dividing line at a point about opposite station 330+97; thence returning southeasterly for about 2 feet and southerly for about 50 feet, both distances by said dividing line to the point of beginning; containing about 50 square feet.

Parcel No. 64. From W. A. ROGERS. A parcel of land on the northerly side of Highland Street so-called, comprising with parcel No. 65 of the herein described takings, the entire width of the 1926 County layout, and being bounded and described as follows: Beginning at the intersection of the westerly location line of said layout, with the northerly side of Highland Street, said intersection being about opposite station 332+50; thence extending northerly by said location line, (which approximately coincides with a stone wall separating the property of Lysander S. Richards from that of the said W. A. Rogers), for about 487 feet to a point opposite station 337+36.81; thence, leaving said location line but still following said dividing line, northerly for about 265 feet and westerly for about 17 feet to its intersection with the aforesaid location line; thence northerly by said location line for about 280 feet to its intersection with the line dividing the properties of Edmond L. Damon and the said W. A. Rogers; thence easterly by said dividing line about 60 feet to its intersection with the easterly location line of said layout; thence returning southerly to easterly by said location line about 1040 feet to its junction with the northerly side of Highland Street; thence westerly by Highland Street about 138 feet to the point of beginning; containing about 67,000 square feet.

Parcel No. 65. FROM LYSANDER S. RICHARDS. A parcel of land on the westerly side of the 1926 county layout bounded and described as follows: Beginning at the intersection of the westerly location line of said layout with the front property line, as defined by a stone wall, about opposite station 337+37; thence extending northerly by said location line for about 267 feet to a point about opposite station 340+04; thence easterly by the dividing line between the properties of W. A. Rogers and the said Lysander S. Richards, as defined by a stone wall for about 17 feet; thence returning southerly by the aforesaid front property line for about 265 feet to the point of beginning; containing about 2,280 square feet.

Parcel No. 66. FROM EDMOND L. DAMON. A parcel of land comprising the entire width of the 1926 county layout bounded and described as follows: Beginning at the intersection of the easterly location line of said layout with the dividing line between the properties of W. A. Rogers and the said Edmond L. Damon about opposite station 342+83; thence extending westerly by



said dividing line for about 60 feet; thence northerly by the westerly location line of said layout for about 288 feet to a point about opposite station 345+72; thence easterly by the dividing line between the properties of Patrick Ford and the said Edmond L. Damon, as defined by a stone wall, for about 60 feet; thence returning southerly by the first mentioned location line for about 287 feet to the point of beginning; containing about 17,340 square feet.

Parcel No. 67. FROM PATRICK FORD. A parcel of land comprising the entire width of the 1926 county layout bounded and described as follows: Beginning at the intersection of the easterly location line of said layout with the dividing line between the properties of Edmond L. Damon and the said Patrick Ford, as defined by a stone wall, about opposite station 345+72; thence extending westerly by said dividing line for about 60 feet; thence northerly by the westerly location line of said layout for about 625 feet; thence easterly by the dividing line between the properties of Joseph Holmes and the said Patrick Ford as defined by a stone wall, for about 35 feet to a point about opposite station 352+03; thence southeasterly by the dividing line between the properties of Elizabeth Cuning and the said Patrick Ford, as defined by a stone wall, for about 76 feet; thence returning southerly by the first mentioned location line for about 559 feet to the point of beginning; containing about 36,900 square feet.

Parcel No. 68. FROM ELIZABETH CUNNING. A parcel of land on the easterly side of the 1926 county layout bounded and described as follows: Beginning at the intersection of the easterly location line of said layout with the dividing line between the properties of Patrick Ford and the said Elizabeth Cuning, as defined by a stone wall, about opposite station 351+31; thence extending northwesterly by said dividing line for about 76 feet to a point about opposite station 352+03; thence easterly by the dividing line between the properties of Joseph Holmes and the said Elizabeth Cuning for about 25 feet; thence returning southerly by the aforesaid location line for about 69 feet to the point of beginning; containing about 850 square feet.

Parcel No. 69. FROM JOSEPH HOLMES. A parcel of land comprising the entire width of the 1926 county layout bounded and described as follows: Beginning at a point on the westerly location line of said layout about opposite station 351+98; thence extending northerly by said location line for about 538 feet; thence easterly by the dividing line between the properties of Morris Crouse and the said Joseph Holmes, as defined by a stone wall, for about 60 feet to a point about opposite station 357+45; thence returning southerly by the easterly location line of said layout for about 544 feet; thence westerly by the dividing lines between the properties of Elizabeth Cuning, Patrick Ford and the said Joseph Holmes, as defined

by a stone wall for about 60 feet to the point of beginning; containing about 32,050 square feet.

Parcel No. 70. FROM MORRIS CROUSE. A parcel of land comprising the entire width of the 1926 county layout bounded and described as follows: Beginning at a point on the westerly location line of said layout about opposite station 357+38; thence extending northerly by said location line for about 431 feet to a point about opposite station 361+69; thence easterly by the dividing line between the properties of C. Killiam and the said Morris Crouse for about 67 feet; thence returning southerly, northwesterly, westerly to again southerly by the easterly location line of said layout for about 463 feet; thence westerly by the dividing line between the properties of Joseph Holmes and the said Morris Crouse, as defined by a stone wall, for about 60 feet to the point of beginning; containing about 26,330 square feet.

Parcel No. 71. From C. KILLIAM. A parcel of land located in part on the westerly side of and adjacent to Bridge Street, so-called, and in part lying to the west of said street, this latter portion comprising the entire width of the 1926 County layout location. Said parcel is more fully described as follows: Beginning at the intersection of the westerly location line of said layout, with the dividing line between the property of Morris Crouse and that of the said C. Killiam; thence extending northerly by said location line for about 1705 feet; thence southeasterly by the dividing line between the property of C. D. Stoddard and that of the said C. Killiam for about 60 feet to a point on the easterly location line of said layout, about opposite station 378+73; thence returning southerly by said location line for about 1050 feet to its intersection with the front property line on the present highway; thence continuing southerly by said front property line, as evidenced in part by a wall, for about 670 feet to its junction with the first mentioned dividing line at a point about opposite station 361+57; thence westerly by said dividing line for about 67 feet to the point of beginning; containing about 85,300 square feet.

Parcel No. 72. From C. D. STODDARD. A parcel of land lying to the west of Bridge Street, so-called, and also being located on the southerly side of Spring Street, being more fully described as follows: Beginning at a point on the westerly location line of the 1926 County layout, about opposite station 378+68; thence extending northeasterly to northwesterly by said location line for about 277 feet to a point on the southerly side of Spring Street, so-called; thence easterly by said side of street, as evidenced by a stone wall, for about 150 feet to a point on the easterly location line of said layout; thence returning northwesterly to westerly to southwesterly by said location line for about 250 feet; thence westerly by the dividing line between the property of C. Killiam and that of the said

C.D. Stoddard for about 60 feet to the point of beginning; containing about 16,000 square feet.

Parcel No. 73. From C. D. STODDARD. A parcel of land located at Stoddard's Corner, so-called. Said parcel is situated on the northeasterly side of Summer Street and on the southeasterly side of Bridge Street, being more fully described as follows: Beginning at the junction of the easterly location line of the 1926 County layout with the front property line on Summer Street, said junction being opposite and 20.22 feet distant from station 421+90.77 of the auxiliary base line of said layout; thence extending northwesterly to northerly to northeasterly by the front property line on Summer and Bridge Streets, as defined by the 1909 State highway layout location line for about 323 feet to a point opposite station 424+96.64 of said base line; thence returning southerly to southeasterly by the aforesaid County location line for 285.83 feet to the point of beginning; containing about 6,550 square feet.

Parcel No. 74. From C. D. STODDARD. A parcel of land on the northwesterly side of Bridge Street, so-called, described as follows: Beginning at the intersection of the northwesterly location line of the 1926 County Layout with a stone wall on the northerly side of Spring Street, so-called, said intersection being about opposite station 381+44; thence extending easterly to northeasterly by said location line for about 460 feet to a point about opposite station 385+93; thence southeasterly by the dividing line between the property of Walker Whiting and the said C. D. Stoddard, as evidenced by a wall, for about 60 feet; thence returning southwesterly by the front property line, as defined by the northwesterly location line of the 1909 State highway layout for about 420 feet; thence westerly by the first mentioned stone wall for about 125 feet to the point of beginning; containing about 29,100 square feet.

Parcel No. 75. From WALKER WHITING. A parcel of land on the westerly side of Bridge Street, so-called, described as follows: Beginning at a point on the westerly location line of the 1926 County Layout, about opposite station 385+93; thence extending northerly by said location line for about 280 feet; thence easterly by the dividing line between the properties of Charles Bunting and the said Walker Whiting for about 20 feet; thence returning southerly by the front property line, as evidenced in part by a stone wall and in part by the westerly location line of the 1909 State highway layout for about 295 feet; thence westerly by the dividing line between the properties of C. D. Stoddard and the said Walker Whiting (as evidenced by a wall) for about 60 feet to the point of beginning; containing about 12,000 square feet.

Parcel No. 76. From CHARLES BUNTING. A parcel of land on the westerly side of Bridge Street, so-called, bounded and described as follows: Beginning at the intersection of the westerly location line of the 1926 County Layout with the dividing line between the properties of Walker Whiting and the said Charles Bunting, about opposite station 388+79; thence extending northerly by said location line for about 243 feet to a point about opposite station 391+24; thence easterly by the dividing line between the properties of Benjamin Tripp and the said Charles Bunting for about 2.5 feet; thence returning southerly by the front property line, as defined by a stone wall, for about 241 feet; thence westerly by the first mentioned dividing line for about 20 feet to the point of beginning; containing about 2,470 square feet.

Parcel No. 77. From C.D. STODDARD. A parcel of land on the easterly side of Bridge Street, so-called, bounded and described as follows: Beginning at a point on the easterly location line of the 1926 County Layout, opposite station 389+04.01; thence extending northerly by the front property line, as defined in part by a stone wall, and in part by the easterly location line of the 1909 State Highway Layout, for about 283 feet to a point about opposite station 391+86; thence southeasterly by the dividing line between the properties of the Towns of Marshfield and Scituate and the said C. D. Stoddard, as defined by a stone wall, for about 15 feet; thence returning southerly by said County location line for about 278 feet to the point of beginning; containing about 2,100 square feet.

Parcel No. 78. From BENJAMIN TRIPP. A parcel of land on the westerly side of Bridge Street, so-called, bounded and described as follows: Beginning at a point on the westerly location line of the 1926 County Layout about opposite station 391+24; thence extending northerly by said location line for about 85 feet to a point about opposite station 392+10; thence returning southerly by the front property line, as defined by a stone wall, for about 85 feet; thence westerly by the dividing line between the properties of Charles Bunting and the said Benjamin Tripp for about 2.5 feet to the point of beginning; containing about 100 square feet.

Parcel No. 79. From THE TOWNS OF MARSHFIELD AND SCITUATE. A parcel of land on the easterly side of Bridge Street, so-called, bounded and described as follows: Beginning at the intersection of the easterly location line of the 1926 County Layout with the dividing line between the properties of C. D. Stoddard and the said Towns of Marshfield and Scituate, as defined by a stone wall, about opposite station 391+80; thence extending northwesterly by said dividing line for about 15 feet; thence northerly by the front property line, as defined by the easterly location line of the 1909 State Highway Layout for about 229 feet; thence easterly by the line

defining the northerly end of the said County Layout for about 21 feet to a point opposite station 394+16.34; thence returning southerly by the aforesaid location line for about 235 feet to the point of beginning; containing about 4,500 square feet.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove other obstructions from the lands so taken before the first day of November A.D., 1926.

The inhabitants of the town of Marshfield aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of October A.D., 1928.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

<u>Parcel</u>	<u>Owner</u>	<u>Land Taking</u>	<u>Amount</u>
1.	Howard W. Hall	1160 Sq. Ft.	\$60.00
2.	Methodist Parsonage	1700 " "	20.00
3.	Gertrude Wilson	2400 " "	2.50
4.	Tradd & Payne	24330 " "	25.00
5.	W. L. Sprague	29040 " "	500.00
6.	W. L. Sprague, et al.	12900 " "	150.00
7.	Edward P. Sprague	15300 " "	150.00
8.	Thomas A. Slater	5200 " "	25.00
9.	Harold A. Sprague, et al.	175 " "	2.00
10.	Lawrence A. Sprague	925 " "	5.00
11.	Wallace C. Loud	1370 " "	40.00
12.	Myra Ames	580 " ")	5.00
14.	" "	510 " ")	
13.	George F. Leavitt	5650 " "	55.00
15.	Charles E. Flagg, Jr.	350 " "	1.00
16.	Peter Peterson	17730 " "	20.00
17.	Mary A. Daly	4570 " ")	1.00
18.	" " "	6720 " ")	
	Barn to be moved by the County of Plymouth.		
19.	William G. Ford	9150 " "	25.00
20.	" " "	3070 " "	10.00
21.	" " "	12770 " "	35.00
22.	" " "	16350 " "	40.00
23.	Herbert F. Belknap, et al.	4150 " "	15.00
24.	Lydia S. Sprague	3050 " "	10.00
25.	Town of Marshfield	22430 " "	0.00
26.	" " "	29200 " "	0.00
27.	Elizabeth F. Nolan	29850 " "	75.00
28.	John V. Riley	18720 " "	45.00
29.	C. Allen Brown	48180 " ")	85.00
30.	" " "	6750 " ")	
	Buildings to be moved by the County of Plymouth.		
33.	Sarah A. F. Murray	21000 " "	35.00
34.	Lott Phillips	2000 " "	5.00
35.	Mabel R. Boyden, et als.	1000 " "	2.50
36.	Charles Knights	40200 " "	200.00
37.	Harrison F. Borden	2950 " "	10.00
38.	Simeon B. Kieth	80 " "	0.00

		Sq.Ft.	
39.	Charles Knights	3300	\$10.00
40.	" "	12730	35.00
41.	Martha Sherman	8470	15.00
42.	Charles Knights	10310	25.00
43.	Willard Knights	8000	20.00
44.	Perkins R. Livermore	2290	5.00
45.	Ralph Hatch	2700	5.00
46.	Samuel F. Hatch	9700	20.00
47.	I. H. Oakman	20250	25.00
48.	Leonard Ewell	4790	15.00
49.	Otis B. Oakman	5740	10.00
50.	Harry Fisher	4040	10.00
51.	Jennie Ford	3940	10.00
52.	Charles G. Wetherbee	3270	10.00
53.	Otis B. Oakman	8980	25.00
54.	Estate of Elisha W. Hall	6330	20.00
55.	George H. Wetherbee	13200	40.00
56.	Ralph Hatch	23450	75.00
57.	W. A. Rogers	10300	35.00
58.	Ralph Hatch	17580	275.00
59.	Jennie Ford	7560	100.00
60.	Ralph Hatch	12930	125.00
61.	Mrs. Howard W. Damon	45	2.00
62.	Beatrice V. Gardner	3430	20.00
63.	Frank Rogers	37050	750.00
64.	W. A. Rogers	67000	900.00
65.	Lysander S. Richards	2280	5.00
66.	Edmond L. Damon	17340	40.00
67.	Patrick Ford	36900	120.00
68.	Elizabeth Cuning	850	10.00
69.	Joseph Holmes	32050	320.00
70.	Morris Crouse	26330	300.00
	Barn to be moved by the County of Plymouth.		
71.	C. Killiam	85300	1.00
72.	C. D. Stoddard	16000	1.00
73.	" " "	6550	1.00
74.	" " "	29100	1.00
75.	Walker Whiting	12000	120.00
76.	Charles Bunting	2470	24.70
77.	C. D. Stoddard	2100	1.00
78.	Benjamin Tripp	100	1.00
79.	County of Plymouth		0.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Marshfield within the limits of which said highway described therein lies.

In Witness whereof, the said County  
Commissioners have hereunto set their hands  
this eleventh day of October in the year of  
our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Plympton the sum of Two Thousand Dollars (\$2,000.) for and on account of the construction of Main Street in conjunction with similar amounts furnished by the Commonwealth and the Town.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
PLYMPTON  
OCT. 18, 1926.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Abington the sum of Fifty-five Dollars and Seventy-five Cents (\$55.75) to complete construction of Center Avenue in said town, in conjunction with other funds furnished by the Commonwealth and the Town.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
ABINGTON  
OCT. 18, 1926.

Ordered, that there be paid from the County treasury to the town of East Bridgewater, by its treasurer, the sum of \$1,650.00 for co-operative work on West Street in that town, under decree No. 679.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
EAST BRIDGEWATER  
OCT. 18, 1926.

Ordered that there be paid from the County treasury to the town of Mattapoisett, by its treasurer, the sum of \$1116.66 for co-operative work on North Street in that town, under decree No. 684.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
MATTAPoisETT  
OCT. 18, 1926.

ORDER  
TOWN OF HANSON  
OCT. 25, 1926.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Hanson the sum of \$1423.25, for and on account of work on Whitman Street in said town, in conjunction with the Town and Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

WARRANT  
POWDER  
POINT  
BRIDGE  
OCT. 25, 1926.

Inasmuch as the payment for the repairs on the Powder Point Bridge in the Town of Duxbury for the year 1925 amount to \$4798.53, and said work having been completed and voucher therefor being on file it is hereby

Ordered:- that there be paid by the Treasurers of the following towns to the County Treasury the following sums, being the proportion of said amount for which said towns are liable.

Duxbury	1/3	\$1599.51
Plymouth	1/6	799.75
Marshfield	1/9	533.17
Kingston	1/18	266.58

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

WARRANT  
TOWN OF  
ROCKLAND  
NOV. 3, 1926.

Ordered, that there be paid by the Treasurer of the Town of Rockland to the County Treasury the sum of \$7.00, for and on account of award for land damage paid to George W. Rivett et al. under Decree No. 676, on Hingham Street in said town, said award being payable from the Town Treasury.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )



Ordered, that there be paid from the Treasury of the Town of Rockland to the following persons the sums named, as awards for land damage under Decree No.676 for the relocation of Hingham Street in said town:

Harold Anderson	\$5.00
Town of Rockland	0.00
William F. O'Connor	1.50
Everett Curtis	3.50
Samuel Strone	1.00
Town of Hingham	0.00
Harry M. Wood	15.00
Harold Anderson	15.00
George A. Stoddard	3.00
Henry T. Roche et al.	10.00
William H. Bearce	5.00
Bessie Frame	1.00
Lottie B. Dunn	3.00
Joseph & Wilbur Lincoln	12.00
" " " "	20.00
James McCarthy	25.00
James Lacey	5.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

WARRANT  
TOWN OF  
ROCKLAND  
NOV. 3, 1926.

Ordered, that there be paid from the County Treasury to H. H. Clifford, Whitman, Mass., the sum of \$27.33, for and on account of labor and material furnished as extra work in the moving of Mrs. Pratt's house, East Bridgewater, under Decree No.679.

Frederic T. Bailey )  
 ) County Commissioners.  
 Charles S. Beal )

ORDER  
H.H.CLIFFORD  
NOV. 3, 1926.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Lakeville the sum of \$2,756.36, for and on account of construction of Precinct and Myricks Streets, in said town, in conjunction with similar funds furnished by the Commonwealth and town.

Frederic T. Bailey )  
 ) County Commissioners.  
 Charles S. Beal )

ORDER  
TOWN OF  
LAKEVILLE  
NOV. 3, 1926.

ORDER

A. BOUTIN

NOV. 3, 1926.

Ordered, that there be paid from the County Treasury to Adelard Boutin, South Middleborough, Mass., the sum of \$121.60 for and on account of damage caused by the taking of land under Decree No.633.

Frederic T. Bailey

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County Commissioners.

Charles S. Beal

SELECTMEN OF  
MIDDLEBOROUGH  
NOV. 3, 1926.  
NO. 670.

On the petition of the Selectmen of the town of Middleborough presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventeenth day of November in the year of our Lord nineteen hundred and twenty-five, representing that the highways in said town known as Center Street, Taunton Road, Plympton Street, Marion Road, Perry Street, and Miller Street are narrow, crooked and inconvenient for public travel and in need of specific repair and relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town House in Whitman, in said County, on the twenty-eighth day of December A.D., 1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, the said hearing was continued and adjourned for further consideration, from time to time, all persons and corporations interested having due notice thereof, to the meeting of the County Commissioners, held at the Court House in Plymouth on the seventh day of September A.D., 1926, when and where they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted.

And upon the adjudication aforesaid, the said Commissioners appointed the fourteenth day of October A.D. 1926, and ten o'clock in the forenoon, at the Rock Railroad Station in said Middleborough as the time and place when and where they would proceed to further view the premises, and take such order in relation to said adjudication as by law they might be authorized to do.

And having given notice of such adjudication, and of the time and place appointed for the purposes aforesaid, in the same manner, as the notice and publication were given and made before first proceeding to view (except by publishing an abstract of said petition instead of a copy thereof), the said Commissioners met at the time and place appointed and then and there

heard all persons and corporations interested, and said hearing was thence adjourned and continued from time to time to the meeting of the County Commissioners held at the Court House at Plymouth, in said County, on the third day of November A.D., 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

MIDDLEBOROUGH  
1926 County Layout

The layout begins on Miller Street, so called, at the crossing of the New York, New Haven & Hartford Railroad, near Rock Station; and extends thence in a general south-westerly direction by existing and new locations of Miller and Perry Streets for about one and three-fourths miles to a point on Marion Road, so called, about 1500 feet south-westerly from said Perry Street. The layout is more fully described as follows:-

The base line of location begins at a point shown on plan as station O+34.00 and extends thence south 9° 00' 00" west for a distance of 544.45 feet; thence south 12° 15' 55" west for a distance of 186.86 feet; thence by a curve to the right of 1321.34 feet radius for a distance of 590.00 feet; thence south 37° 50' 55" west for a distance of 429.54 feet; thence by a curve to the right of 874.20 feet radius for a distance of 199.13 feet; thence south 50° 54' 00" west for a distance of 279.92 feet; thence by a curve to the right of 553.69 feet radius for a distance of 383.85 feet; thence north 89° 22' 45" west for a distance of 560.63 feet; thence by a curve to the right of 703.98 feet radius for a distance of 198.67 feet; thence north 73° 12' 35" west for a distance of 165.08 feet; thence by a curve to the left of 875.82 feet radius for a distance of 187.70 feet; thence north 85° 29' 20" west for a distance of 1457.19 feet; thence by a curve to the right of 1200.00 feet radius for a distance of 455.18 feet to a point shown on plan as station 56+72.20, said station equalling station 57+43.93 of the line ahead; thence north 63° 45' 20" west for a distance of 1742.79 feet; thence by a curve to the left of 500.00 feet radius for a distance of 704.90 feet; thence south 35° 28' 10" west for a distance of 1045.02 feet to a point at the end of the layout, on Marion Road, so called, said point being shown on plan as station 92+36.64. The length equalling 9130.91 feet.

The south-easterly location line begins at a point on the south-westerly location line of the New York, New Haven & Hartford Railroad, said point bearing south 22° 55' 00" east and being 47.29 feet distant from the point of beginning of the above-described base line shown on plan as station O+34, and extends thence parallel to said base line and 25.00 feet

distant therefrom to a point bearing south  $79^{\circ} 06' 48''$  east and 25.01 feet distant from station 7+65.31; thence by a curve to the right of 1400.00 feet radius for a distance of 625.12 feet to a point bearing south  $15^{\circ} 07' 40''$  east and 37.58 feet distant from station 13+55.31 of the above-described base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south  $53^{\circ} 59' 13''$  east and 31.04 feet distant from station 22+63.90; thence by a curve to the left of 30.00 feet radius for a distance of 59.01 feet to a point on the north-easterly side of Highland Street, so called, bearing south  $23^{\circ} 42' 47''$  east and 74.24 feet distant from station 22+63.90 of the above-described base line; thence crossing said Highland Street south  $28^{\circ} 11' 28''$  west for a distance of 50.00 feet to a point on the south-westerly side thereof, bearing south  $3^{\circ} 11' 08''$  east and 112.22 feet distant from the said station 22+63.90; thence north  $61^{\circ} 48' 32''$  west for a distance of 38.94 feet to a point bearing south  $16^{\circ} 41' 45''$  west and 97.77 feet distant from the aforesaid station 22+63.90; thence by a curve to the left of 50.00 feet radius for a distance of 50.82 feet to a point bearing south  $27^{\circ} 28' 03''$  east and 37.02 feet distant from station 23+76.31 of the above-described base line; thence by a curve to the right of 409.90 feet radius for a distance of 219.35 feet to a point bearing south  $69^{\circ} 40' 17''$  east and 73.39 feet distant from station 26+47.75 of the above-described base line; thence parallel to said base line and 24.75 feet distant therefrom to a point bearing south  $4^{\circ} 41' 18''$  west and 24.81 feet distant from station 32+08.38; thence by a curve to the right of 722.66 feet radius for a distance of 203.94 feet to a point bearing south  $16^{\circ} 47' 25''$  west and 25.00 feet distant from station 34+07.05 of the above-described base line; thence parallel to said base line and 25.00 feet distant therefrom to a point bearing south  $4^{\circ} 30' 40''$  west and 25.00 feet distant from station 50+72.43; thence by a curve to the left of 140.00 feet radius for a distance of 119.85 feet to a point on the south-easterly side of Miller Street, so called, bearing south  $23^{\circ} 25' 45''$  east and 82.91 feet distant from station 52+17.02 of the above-described base line; thence by said south-easterly side of Miller Street south  $45^{\circ} 27' 38''$  west for a distance of 101.32 feet to a point bearing south  $14^{\circ} 56' 12''$  west and 152.29 feet distant from station 52+17.02 of the above-described base line; thence crossing said Miller Street north  $44^{\circ} 32' 21''$  west for a distance of 40.00 feet to a point on the north-westerly side thereof bearing south  $29^{\circ} 34' 11''$  west and 136.39 feet distant from station 52+17.02 of the above-described base line; thence north-easterly to northerly to north-westerly by a curve of 20.00 feet radius for a distance of 38.16 feet to a point on the south-westerly side of Perry Street, so called, bearing south  $40^{\circ} 00' 13''$  west and 112.82 feet distant from station 52+17.02 of the above-described base line; thence

north  $63^{\circ} 51' 15''$  west for a distance of 2102.77 feet to a point bearing south  $37^{\circ} 53' 02''$  east and 63.94 feet distant from station 74+86.72 of the above-described base line; thence by a curve to the left of 538.32 feet radius for a distance of 757.99 feet to a point bearing south  $7^{\circ} 17' 12''$  west and 63.52 feet distant from station 81+91.62 of the above-described base line; thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout bearing south  $54^{\circ} 31' 50''$  east and 30.00 feet distant from the point of ending of the above-described base line shown on plan as station 92+36.64.

The north-westerly location line begins at a point on the south-westerly location line of the New York, New Haven & Hartford Railroad, said point bearing north  $22^{\circ} 55' 00''$  west and being 47.29 feet distant from the point of beginning of the above-described base line shown on plan as station 0+34, and extends thence parallel to said base line and 25.00 feet distant therefrom to a point bearing north  $71^{\circ} 10' 45''$  west and 25.16 feet distant from station 7+65.31; thence by a curve to the right of 1360.00 feet radius for a distance of 607.26 feet to a point bearing south  $76^{\circ} 37' 30''$  west and 31.93 feet distant from station 13+55.31 of the above-described base line; thence parallel to said base line and 20.00 feet distant therefrom to a point bearing north  $39^{\circ} 06' 00''$  west and 20.00 feet distant from station 19+83.98; thence south  $50^{\circ} 54' 00''$  west for a distance of 334.48 feet to a point bearing south  $71^{\circ} 02' 07''$  west and 58.11 feet distant from station 22+63.90; thence by a curve to the right of 359.90 feet radius for a distance of 249.50 feet to a point bearing bearing north  $70^{\circ} 32' 48''$  east and 73.56 feet distant from station 26+47.75 of the above-described base line; thence parallel to said base line and 25.25 feet distant therefrom to a point bearing north  $3^{\circ} 21' 59''$  west and 25.31 feet distant from station 32+08.38; thence by a curve to the right of 672.66 feet radius for a distance of 189.83 feet to a point bearing north  $16^{\circ} 47' 25''$  east and 25.00 feet distant from station 34+07.05 of the base line; thence parallel to said base line and 25.00 feet distant therefrom to a point bearing north  $4^{\circ} 30' 40''$  east and 25.00 feet distant from station 52+17.02; thence by a curve to the right of 1174.98 feet radius for a distance of 443.92 feet to a point bearing north  $30^{\circ} 53' 58''$  east and 25.09 feet distant from station 56+72.20 of the above-described base line; thence north  $63^{\circ} 51' 15''$  west for a distance of 2077.43 feet to a point bearing north  $6^{\circ} 17' 20''$  west and 118.48 feet distant from station 77+70.62 of the above-described base line; thence by a curve to the right of 50.00 feet radius for a distance of 86.68 feet to a point in the south-easterly side of Marion Road, so called, bearing north  $7^{\circ} 09' 15''$  west and 194.06 feet distant from station 77+78.18 of the above-described base line; thence crossing said road north  $54^{\circ} 31' 50''$  west for a distance of 50.00 feet to a

point in the north-westerly side thereof bearing north 10° 02' 51" west and 228.84 feet distant from station 78+03.43 of the above-described base line; thence south 35° 28' 10" west for a distance of 1555.72 feet to a point at the end of the layout bearing north 54° 31' 50" west and 20.00 feet distant from the point of ending of the above-described base line shown on plan as station 92+36.64.

Intersecting streets are not discontinued.

Portions of the old highways lying outside the above described lines are hereby discontinued, except that part of Miller Street between Stations 24 and 28+50 which remains a public way.

That portion of Miller Street between Stations 42 and 51+ is discontinued as a public way, but remains a private way for the benefit of the abutters.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work shall be done without expense to owners.

MIDDLEBOROUGH      1926 TAKINGS FOR COUNTY LAYOUT

DESCRIPTION OF LAND TAKINGS

Note: The stations hereinafter mentioned are points on the base line of location shown on plan of the 1926 County Layout.

Parcel No. 1. FROM LEVI O. ATWOOD. A parcel of land on the westerly side of Miller Street, bounded and described as follows: Beginning at a point on the westerly location line of the 1926 County Layout shown on plan as bearing N22-55-00W and 47.29 feet distant from station 0+34.00; thence extending southeasterly by the southwesterly location line of the New York, New Haven and Hartford Railroad for about 14 feet; thence southerly by the front property line, as assumed, for about 80 feet; thence southwesterly by the northerly side of Walnut Street, so-called, for about 10 feet; thence returning northerly by the aforesaid county location line for about 100 feet to the point of beginning; containing about 650 square feet.

Parcel No. 2. FROM THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY. A parcel of land on the easterly side of Miller Street, so-called, bounded and described as follows: Beginning at the intersection of the easterly location line of the 1926 County Layout with the dividing line between the property of the Society of Federated Church of Rock, and that of the said N.Y., N.H. and H. RR., said intersection being about opposite station 1+77; thence extending westerly by said dividing line for about 5 feet; thence northerly by the front property line on Miller Street, as assumed, for about 105 feet to a point about opposite station 0+67; thence southeas-

terly by the northerly end of the taking for about 4 1/2 feet; thence returning southerly by the aforesaid location line for about 103 feet to the point of beginning; containing about 420 square feet.

Parcel No. 3. FROM LEVI O. ATWOOD. A parcel of land on the westerly side of Miller Street, bounded and described as follows: Beginning at a point on the westerly location line of the 1926 County Layout about opposite station 1+74 and extending thence southeasterly by the southerly side of Walnut Street for about 7 feet; thence southerly by the assumed front property line for about 95 feet; thence westerly by the dividing line between the properties of Martha Smith and the said Levi O. Atwood, as defined by a fence, for about 4 feet to a point about opposite station 2+75; thence returning northerly by the aforesaid location line for about 100 feet to the point of beginning; containing about 490 square feet.

Parcel No. 4. FROM THE SOCIETY OF FEDERATED CHURCH OF ROCK. A parcel of land on the easterly side of Miller Street, bounded and described as follows: Beginning at a point on the easterly location line of the 1926 County Layout, at its intersection with the dividing line between the properties of the N.Y., N.H. and H. R.R., and the said Society; and extending thence southerly by said location line for about 112 feet to a point about opposite station 2+89; thence westerly by the dividing line between the properties of W. Thomas and the said Society for about 4 feet; thence returning northerly by the assumed front property line for about 114 feet to a point about opposite station 1+75; thence southeasterly by the first mentioned dividing line for about 5 feet to the point of beginning; containing about 500 square feet.

Parcel No. 5. FROM MARTHA SMITH. A parcel of land on the westerly side of Miller Street, bounded and described as follows: Beginning at a point on the westerly location line of the 1926 County Layout about opposite station 2+75; and extending thence easterly by the dividing line between the properties of Levi O. Atwood and the said Martha Smith, as defined by a fence, for about 4 feet; thence southerly by the assumed front property line for about 104 feet; thence westerly by the dividing line between the properties of Oscar Westgate and the said Martha Smith, as defined by a fence, for about 3 feet to a point about opposite station 3+79; thence returning northerly by the aforesaid location line for about 104 feet to the point of beginning; containing about 360 square feet.

Parcel No. 6. FROM W. THOMAS. A parcel of land on the easterly side of Miller Street, bounded and described as follows: Beginning at a point on the easterly location line of the 1926 County Layout about opposite station 2+89, and extending thence southerly by said location line for about 66 feet; thence westerly by the dividing line between the properties of

Harvey Atwood and the said W. Thomas, as defined by a fence, for about 3 1/2 feet to a point about opposite station 3+55; thence returning northerly by the assumed front property line for about 66 feet; thence easterly by the dividing line between the properties of the Society of Federated Church of Rock and the said W. Thomas, as defined by a fence, for about 4 feet to the point of beginning; containing about 255 square feet.

Parcel No. 7. FROM HARVEY ATWOOD. A parcel of land on the easterly side of the road, bounded and described as follows: Beginning at a point on the easterly location line of the 1926 County Layout about opposite station 3+55 and extending thence southerly by said location line for about 140 feet to a point about opposite station 4+95; thence westerly by the dividing line between the properties of Walter Howard and the said Harvey Atwood, as defined by a fence for about 5 feet; thence returning northerly by the assumed front property line for about 140 feet; thence easterly by the dividing line between the properties of W. Thomas and the said Harvey Atwood, as defined by a fence, for about 3 1/2 feet to the point of beginning; containing about 530 square feet.

Parcel No. 8. FROM OSCAR WESTGATE. A parcel of land on the westerly side of Miller Street, bounded and described as follows: Beginning at a point on the westerly location line of the 1926 County Layout, about opposite station 3+79 and extending thence easterly by the dividing line between the properties of Martha Smith and the said Oscar Westgate, as defined by a fence for about 3 feet; thence southerly by the front property line as defined in part by a wall and fence for about 196 feet to a point about opposite station 5+75; thence returning northerly by the aforesaid location line for about 196 feet to the point of beginning; containing about 250 square feet.

Parcel No. 9. FROM WALTER HOWARD. A parcel of land on the easterly side of Miller Street, bounded and described as follows: Beginning at a point on the easterly location line of the 1926 County Layout about opposite station 4+95, and extending thence southerly to southwesterly by said location line for about 964 feet to a point about opposite station 14+45; thence northwesterly by the dividing line between the properties of William F. Clark and the said Walter Howard, as defined by a stone wall, for about 11 feet; thence returning northeasterly to northerly by the front property line, as defined in part by a wall, for about 962 feet; thence easterly by the dividing line between the properties of Harvey Atwood and the said Walter Howard as defined by a fence, for about 5 feet to the point of beginning; containing about 8800 square feet.

Parcel No. 10. FROM C. N. ATWOOD. A parcel of land on the northwesterly side of Miller Street, bounded and described as follows: Beginning



at a point on the northwesterly location line of the 1926 County Layout, about opposite station 11+94 and extending thence southwesterly by the front property line for about 94 feet; thence northwesterly by the dividing line between the properties of H. H. Morton and the said C. N. Atwood, as defined by a stone wall, for about 5 feet to a point about opposite station 12+91; thence returning northeasterly by the aforesaid location line for about 94 feet to the point of beginning; containing about 150 square feet.

Parcel No. 11. FROM H. H. MORTON. A parcel of land on the northwesterly side of Miller Street, bounded and described as follows: Beginning at a point on the northwesterly location line of the 1926 County Layout, at its intersection with the dividing line between the properties of C. N. Atwood and the said H. H. Morton, as defined by a stone wall, and extending thence southeasterly by said dividing line for about 5 feet to a point about opposite station 12+90; thence southwesterly by the front property line, as defined in part by a stone wall and a pipe fence for about 330 feet to a point about opposite station 16+20, said point being approximately the junction of said front property line and the aforesaid location line; thence returning northeasterly by said location line for about 330 feet to the point of beginning; containing about 1300 square feet.

Parcel No. 12. FROM WILLIAM F. CLARK. A parcel of land on the southeasterly side of Miller Street, bounded and described as follows: Beginning at a point on the southeasterly location line of the 1926 County Layout about opposite station 14+45 and extending thence southwesterly by said location line for about 455 feet to a point about opposite station 18+96; thence northwesterly by the dividing line between the properties of the Society of the Third Baptist Church of Middleboro and that of the said William F. Clark, as defined by a wire fence, for about 6 feet; thence returning northeasterly by the front property line, as defined in part by a wire fence, for about 452 feet; thence southeasterly by the dividing line between the properties of Walter Howard and the said William F. Clark as defined by a stone wall for about 11 feet to the point of beginning; containing about 4,500 square feet.

Parcel No. 13. FROM THE SOCIETY OF THE THIRD BAPTIST CHURCH OF MIDDLEBORO. A parcel of land on the southeasterly side of Miller Street, bounded and described as follows: Beginning at the junction of the southeasterly location line of the 1926 County Layout with the dividing line between the properties of Wm. F. Clark and the said Society and extending thence southwesterly by said location line for about 184 feet; thence northwesterly by the dividing line between the properties of Henry Tinkham and the said Society for about 10 feet to a point on the front property line, about opposite station 20+78; thence returning northeasterly by the said

front property line for about 185 feet to a point about opposite station 18+95; thence southeasterly by the first mentioned dividing line for about 6 feet to the point of beginning; containing about 1760 square feet.

Parcel No. 14. FROM HENRY TINKHAM. A parcel of land on the southeasterly side of Miller Street, bounded and described as follows: Beginning at a point on the southeasterly location line of the 1926 County Layout, about opposite station 20+76 and extending thence southwesterly to southerly to southeasterly by said location line for about 238 feet to a point on the northeasterly side of Highland Street, so-called, thence northwesterly to northerly to northeasterly by said side of Highland Street and by the front property line on Miller Street, (both as assumed) for a total distance of about 250 feet to a junction with the dividing line between the property of the Society of the Third Baptist Church of Middleboro and that of the said Henry Tinkham; thence returning southeasterly by said dividing line for about 10 feet to the point of beginning; containing about 2,250 square feet.

Parcel No. 15. FROM FRANK ELLIOT. A parcel land on the southeasterly side of Miller Street, bounded and described as follows: Beginning at the intersection of the southeasterly location line of the 1926 County Layout with the southwesterly side of Highland Street, so-called, as evidenced by a stone wall, said intersection being about opposite station 23+07 and extending thence southwesterly for about 15 feet and northwesterly for about 62 feet both distances by said location line, to a point on the front property line of the taking on Miller Street about opposite station 23+51; thence returning easterly by said front property line and southeasterly by the aforementioned side of Highland Street for about 71 feet to the point of beginning; containing about 800 square feet.

Parcel No. 16. FROM HENRY TINKHAM. A parcel of land comprising in part the entire width of a cutoff or new location for Miller Street, and in part land on the northerly side of said street, said parcel being bounded and described as follows: Beginning at a point on the northerly location line of the 1926 County Layout about opposite station 23+30; and extending thence southwesterly by the front property line of the taking on Miller Street as at present located, for about 122 feet to a point on the southerly location line of said layout; thence southwesterly to westerly by said location line for about 354 feet to a point again on the aforesaid front property line, here evidenced by a stone wall; thence northwesterly and westerly by said front property line for about 497 feet to its junction with the dividing line between the property of Charles W. Tinkham and the said Henry Tinkham, at a point about opposite station 32 +62.5; thence northerly by said dividing line, as evidenced by a stone wall, for about 30 feet to

its intersection with the aforesaid northerly location line; thence returning easterly to northeasterly by said location line for about 922 feet to the point of beginning; containing about 28,250 square feet.

Parcel No. 17. FROM S. F. TINKHAM. A parcel of land on the southerly side of Miller Street, bounded and described as follows: Beginning at a point on the southerly location line of the 1926 County Layout, about opposite station 28+40, and extending thence westerly by said location line for about 236 feet to a point about opposite station 30+76; thence returning easterly by the front property line, as defined by a stone wall and fence, for about 238 feet to the point of beginning; containing about 740 square feet.

Parcel No. 18. FROM CHARLES W. TINKHAM. A parcel of land on the northerly side of Miller Street, bounded and described as follows: Beginning at a point on the northerly location line of the 1926 County Layout, about opposite station 32+62.5, and extending thence southerly by the dividing line between the properties of Henry Tinkham and the said Charles W. Tinkham, as defined by a stone wall, for about 30 feet; thence westerly by the front property line, partly defined by a stone wall and partly assumed for about 475 feet to a point about opposite station 37+31; thence northerly by the dividing line between the properties of Hiram Caldwell and the said Charles W. Tinkham for about 6 feet; thence returning easterly by the aforesaid location line for about 465 feet to the point of beginning; containing about 3650 square feet.

Parcel No. 19. FROM LEVI O. ATWOOD. A parcel of land on the southerly side of Miller Street, bounded and described as follows: Beginning at a point on the southerly location line of the 1926 County Layout about opposite station 34+04 and extending thence westerly by said location line for about 445 feet to a point about opposite station 38+55; thence returning easterly by the front property line, as defined in part by a stone wall, for about 450 feet to the point of beginning; containing about 3,300 square feet.

Parcel No. 20. FROM HIRAM CALDWELL. A parcel of land on the northerly side of Miller Street, bounded and described as follows: Beginning at a point on the northerly location line of the 1926 County Layout, about opposite station 37+30, and extending thence southerly by the dividing line between the properties of Charles W. Tinkham and the said Hiram Caldwell for about 6 feet; thence westerly by the assumed front property line for about 100 feet; thence northerly by the dividing line between the properties of Harry Caldwell and the said Hiram Caldwell for about 7.5 feet to a point about opposite station 38+32; thence returning easterly by the aforesaid location line for about 103 feet to the point of beginning; containing about 600 square feet.

Parcel No. 21. FROM HARRY CALDWELL. A parcel of land on the northerly side of Miller Street, bounded and described as follows: Beginning at a point on the northerly location line of the 1926 County Layout about opposite station 38+32 and extending thence southerly by the dividing line between the properties of Hiram Caldwell and the said Harry Caldwell for about 7.5 feet thence westerly by the assumed front property line for about 130 feet; thence northerly by the dividing line between the properties of Levi O. Atwood and the said Harry Caldwell for about 16 feet to a point about opposite station 39+62; thence returning easterly by the aforesaid location line for about 130 feet to the point of beginning; containing about 1600 square feet.

Parcel No. 22. FROM LEVI O. ATWOOD. A parcel of land on the northerly side of Miller Street, bounded and described as follows: Beginning at a point on the northerly location line of the 1926 County Layout at its intersection with the dividing line between the properties of Harry Caldwell and the said Levi O. Atwood and extending thence southerly by said dividing line for about 16 feet to a point about opposite station 39+61; thence westerly to northwesterly by the assumed front property line for about 240 feet to a point about opposite station 41+97; thence returning easterly by the aforesaid location line for about 235 feet to the point of beginning; containing about 5,125 square feet.

Parcel No. 23. FROM LEVI O. ATWOOD. A parcel of land lying southerly of Miller Street as at present located, and comprising the entire width of part of a cutoff or new location for said street, said parcel being more fully described as follows: Beginning at the intersection of the southerly location line of the 1926 County Layout with the front property line on the present highway, said intersection being about opposite station 41+82; thence extending westerly by said location line for about 680 feet to a point opposite station 48+62; thence northeasterly by the dividing line between the properties of Arthur Winslow and the said Levi O. Atwood for about 55 feet to its intersection with the northerly location line of said layout; thence returning easterly by said location line for about 555 feet to its intersection with the aforesaid front property line; thence southeasterly by said front property line, as evidenced by a wall, for about 114 feet to the point of beginning; containing about 30,750 square feet.

Parcel No. 24. FROM ARTHUR WINSLOW. A parcel of land lying southerly of Miller Street, as at present located, and comprising the entire width of part of a cutoff or new location for said street, said parcel being more fully described as follows: Beginning at the intersection of the southerly location line of the 1926 County Layout, with the dividing line between the property of Levi O. Atwood and that of the said Arthur Winslow;

thence extending westerly to southwesterly by said location line for about 330 feet to a point on the southeasterly side of Miller Street, as at present located about opposite station 51+78; thence northeasterly by said side of street for about 130 feet to a point on the northerly location line of the aforesaid County Layout; thence returning easterly by said location line for about 255 feet to a point opposite station 48+39; thence southwesterly by the aforesaid dividing line for about 55 feet to the point of beginning; containing about 13,800 square feet.

Parcel No. 25. FROM ARTHUR WINSLOW. A parcel of land on the northeasterly side of Perry Street, at its junction with Miller Street, so-called, said parcel being bounded and described as follows: Beginning at the junction of the northeasterly location line of the 1926 County Layout with the assumed front property line on Miller Street, said junction being about opposite station 51+45; thence extending southwesterly by said front property line for about 115 feet, and thence northwesterly by the assumed front property line on Perry Street, so-called, for about 460 feet to its junction with the aforesaid County location line, at a point opposite station 56+72.20; thence returning southeasterly to easterly by said location line for about 516 feet to the point of beginning; containing about 16,000 square feet.

Parcel No. 26. FROM ARTHUR WINSLOW. A parcel of land on the southwesterly side of Perry Street and on the southeasterly side of Marion Road, so-called, said parcel being more fully described as follows: Beginning at the junction of the southwesterly location line of the 1926 County Layout, with the front property line of the taking on Miller Street, so-called; thence extending northeasterly to northerly to northwesterly to westerly to southwesterly by said location line, as shown on plan, for about 3855 feet to a point (on Marion Road) on the dividing line between the properties of W. S. Leland and the said Arthur Winslow; thence northwesterly by said dividing line for about 14 feet to a point on the front property line, about opposite station 92+09; thence returning northeasterly by said front property line on Marion Road for about 1420 feet, and southeasterly by the front property line on Perry Street for about 2600 feet (both front property lines being evidenced in part by stone walls) to a point on the aforesaid front property line on Miller Street, at a point about opposite station 52+46; thence southwesterly by said last mentioned front property line for about 40 feet to the point of beginning; containing about 80,600 square feet.

Parcel No. 27. FROM ARTHUR WINSLOW. A parcel of land on the northeasterly side of Perry Street, so-called, bounded and described as follows: Beginning at the intersection of the northeasterly location line of the 1926 County Layout with the front property line, as defined by a stone wall, said intersection being about opposite station 66+50; thence extending northwes-

terly by said front property line for about 1235 feet to its junction with the front property line of the taking on Marion Road, so-called, at a point about opposite station 78+16; thence northeasterly by said front property line for about 65 feet to a point on the aforesaid location line; thence southeasterly for about 9 feet and southwesterly to southerly to again southeasterly all by said location line, for about 1255 feet to the point of beginning; containing about 8450 square feet.

Parcel No. 28. FROM CLIFFORD WELD. A parcel of land on the northwesterly side of Marion Road, so-called, bounded and described as follows: Beginning at a point on the northwesterly location line of the 1926 County Layout, opposite station 78+03.43 and extending thence southeasterly by the northeasterly end of the taking for about 7 feet to a point about opposite station 78; thence southwesterly by the front property line, as evidenced in part by a wall, for about 615 feet to a point on the aforesaid location line about opposite station 82+98; thence returning northeasterly by said location line for about 615 feet to the point of beginning; containing about 3725 square feet.

Parcel No. 29. FROM ARTHUR WINSLOW. A parcel of land on the northwesterly side of Marion Road, so-called, bounded and described as follows: Beginning at the intersection of the front property line, as defined by a stone wall, with the northwesterly location line of the 1926 county layout said intersection being about opposite station 84+93, and extending thence southwesterly by said front property line for about 596 feet to a point on the dividing line between the properties of Harold Thomas and the said Arthur Winslow about opposite station 90+89; thence extending northwesterly by said dividing line for about 4 feet; thence returning northeasterly by the aforesaid county location line for about 596 feet to the point of beginning; containing about 1900 square feet.

Parcel No. 30. FROM HAROLD THOMAS. A parcel of land on the northwesterly side of Marion Road, so-called, bounded and described as follows: Beginning at the intersection of the northwesterly location line of the 1926 County Layout with the dividing line between the property of Arthur Winslow and that of the said Harold Thomas, said intersection being about opposite station 90+89; thence extending southeasterly by said dividing line for about 4 feet; thence southwesterly by the front property line, as defined by a stone wall for about 130 feet; thence northwesterly by the dividing line between the properties of W. S. Leland and the said Harold Thomas for about 4 feet to a point about opposite station 92+21; thence returning northeasterly by the aforesaid location line for about 132 feet to the point of beginning; containing about 580 square feet.

Parcel No. 31. FROM W. S. LELAND. A parcel of land on the southeasterly side of Marion Road, so-called, bounded and described as follows: Beginning at a point on the southeasterly location line of the 1926 County Layout about opposite station 92+05; thence extending southwesterly by said location line for about 31 1/2 feet to a point at the end of said layout opposite station 92+36.64; thence northwesterly by said end of layout for about 13 feet; thence returning northeasterly by the front property line, as defined by a fence for about 27 1/2 feet; thence southeasterly by the dividing line between the properties of Arthur Winslow and the said W. S. Leland for about 14 feet to the point of beginning; containing about 390 square feet.

Parcel No. 32. FROM W. S. LELAND. A parcel of land on the northwesterly side of Marion Road, so-called, bounded and described as follows: Beginning at the junction of the northwesterly location line of the 1926 County Layout with the dividing line between the properties of Harold Thomas and the said W. S. Leland; thence extending southeasterly by said dividing line for about 4 feet to a point about opposite station 92+20; thence southwesterly by the front property line, as defined by a fence for about 16 1/2 feet to a point at the end of the aforesaid layout opposite station 92+36.64; thence northwesterly by said end of layout for about 3.5 feet; thence returning northeasterly by the aforesaid location line for about 15 1/2 feet to the point of beginning; containing about 60 square feet.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of December A.D., 1926.

The inhabitants of the town of Middleborough aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of November A.D., 1928.

Awards will be made under a separate decree.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Middleborough within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this third day of November in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

ORDER  
COOPERATIVE  
WORK  
SEPT. 14, 1926.

Ordered, that there be paid from the County Treasury to the following Towns the amounts specified, for and on account of cooperative work done in said Towns in conjunction with Town and State:

Duxbury	\$3,666.67	for work on Congress St.
Hanson	1,576.75	" " " Whitman St.
Carver	3,742.85	" " " Tremont St.
Lakeville	3,070.92	" " " Precinct and Myrick Sts.
Kingston	1,500.00	" " " Wapping Road
Mattapoisett	566.67	" " " North St.
Abington	2,500.00	" " " Centre Avenue
Pembroke	3,791.43	" " " High Street
West Bridgewater	5,474.55	" " " East Center St.
" "	2,238.44	" " " " " "
Rockland	3,966.67	" " " Hingham St.
Whitman	2,999.83	" " " Franklin St.
Middleborough	5,000.00	" " " Plympton St.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 )

ORDER  
TOWN OF  
MATTAPOISETT  
NOV. 9, 1926.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Mattapoisett the sum of \$2,150.00 for work on North Street in said town, in conjunction with other funds furnished by the town and State.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )



Ordered, that there be paid from the County Treasury to the Treasurer of the Plymouth County Hospital the sum of \$10,000.00 for the general uses of said hospital.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
PLYMOUTH  
COUNTY  
HOSPITAL  
NOV. 9, 1926.

Ordered, that there be paid from the Treasury of the Town of Kingston to the following named persons the sums named, for and on account of damage caused by the taking of land under Decree No.680 for the relocation of Wapping Road in said town:-

WARRANT  
TOWN OF  
KINGSTON  
NOV. 9, 1926.

John J. Higgins	\$2.00
Winthrop Coffin	24.00
Patrick E. Kelley	5.50
Julius A. Sherer	4.00
Luke S. White	43.30
Anna G. Hartin	52.00
Charles F. Cook	9.00
Nicholas F. Schilling	3.00
Myron Faunce et al.	2.00
Antoine Perry	0.00
John Maki	10.00
Isabella Kelley	3.25
Omalia Anderson	1.94
Maurice Edwards	35.00
Lot Phillips Co.	1.50
Minnie G. Buxton	110.00
Austin H. Clinton	27.00
Walter H. Faunce	27.00
Enoch W. Padelford	2.90
Helen Holmes	68.00
Adolph Ruprecht et ux.	62.00
Walter H. Faunce	27.50
Myron Faunce et al.	56.00
Elizabeth T. Barker	14.00
Leona P. McLaughlin	1.00
Helen Holmes	246.00
Patrick Malone	4.00
Eugene O'Brien	32.00
Mary A. Halligan	5.00
Mary A. Chandler	10.00
Frederick Wareham	4.60
Tura Brothers	6.00
Joseph N. Maglathlin et al. (Frank W.)	10.00
Emma A. Crane	7.30
Estate of Isaac Miller	1.50
Orlando C. Niles	12.10
Edgar W. Bryant et al. (Mabel Norris)	12.80
Carolyn Butler	18.00
Anna G. Hartin	36.10
Fred E. Fuller	1.00
Nicholas F. Schilling	1.00
Jacob Schilling et al.	28.30
Frank L. Dore	36.00
John Maki	40.00
Maurice E. Buxton	42.00
Bertha E. Wilson et al.	19.00
W. W. Radcliffe et ux.	300.00
Emma J. Mange	500.00
W. W. Radcliffe et ux.	38.00
Edgar H. Welch et ux.	11.60
Leiven Demulder	50.00

Nathan C. Bosworth et al.	\$19.70
Sarah E. Center	13.60
Max Hanelt	1.00
Nelson Smith	15.00
Isabella A. Hammond	1.00
Mayflower Worsted Co.	58.50
Helen Holmes	460.00
Arthur B. Holmes	1.00
Helen Holmes	40.00
Frank Maglathlin	11.00
Henry T. Sturtevant	11.00
William F. Glass	5.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
J.J.ENGLAND  
NOV.16,1926.

Ordered, that there be paid from the County Treasury to J. J. England, of New Bedford, the sum of Eight Hundred Dollars (\$800.00) for and on account of the moving of the house of Sophia Kuntze on Maquan Street, in Hanson, under Decree No.661.

Jere B. Howard )  
 Charles S. Beal ) County Commissioners.

ORDER  
J.J.ENGLAND  
NOV.16,1926.

Ordered, that there be paid from the County Treasury to J. J. England, of New Bedford, the sum of One Hundred Sixty-four Dollars and Sixty-five Cents (\$164.65), as final payment for moving the buildings of Charles W. Pratt, on Washington Street, in East Bridgewater, under Decree No.679.

Jere B. Howard )  
 Charles S. Beal ) County Commissioners.

SELECTMEN OF  
PEMBROKE  
NOV.16,1926.  
NO.694.

On the petition of the Selectmen of the town of Pembroke presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirty-first day of August in the year of our Lord nineteen hundred and twenty-six, representing that the bounds of the highway in said town known as School Street, between Mattakesett Street and Little Sandy Pond are indefinite and, in some instances, missing, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Bryantville Post Office in Pembroke in said County, on the seventh day of October A.D. 1926, at 2:30 o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the sixteenth day of November A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

TOWN OF PEMBROKE

DECREE NO. 694.

SCHOOL STREET

Northerly Line.

Beginning at a concrete monument at the point of tangency in the northerly line of MAIN STREET, said concrete monument bearing south 88° 15' west and being distant fifty-two and seventy-four hundredths (52.74) feet from the town bound on the westerly side of MATTAKEESETT STREET, thence by a curve to the left whose radius is one hundred sixty (160) feet by land of Oscar Gassett Jr. and Grace E. Gassett one hundred four and eighty-two hundredths (104.82) feet to a concrete monument at the point of curvature on the westerly side of MATTAKEESETT STREET.

Thence beginning again on the easterly side of MATTAKEESETT STREET at a concrete monument marking the point of curvature and continuing by a curve to the left whose radius is thirty (30) feet by land of James E. Brown forty-seven and sixty-five hundredths (47.65) feet to a concrete monument at the point of tangency thence south 53° 16' east by land of said Brown and land of Maud Crowell one hundred eighty-three and thirty-three hundredths (183.33) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred sixty-two and eighty-two hundredths (762.82) feet by land of said Crowell and land of Mary O. Kilbrith forty-seven and ninety-seven hundredths (47.97) feet to the point of tangency thence south 49° 39' 50" east by land of said Kilbrith, land of Amelia Daub, land of Wright Wells land of the Town of Pembroke and land of the estate of Mary S. Howe six hundred fifty-five and two hundredths (655.02)

feet to the point of curvature thence by a curve to the right whose radius is fourteen hundred twenty-five and forty hundredths (1425.40) feet by land of said Howe, land of Clinton E. Crowell, land of William Lefebvre, land of Mary J. Ford land of Ella F. Mann and land of George H. Dewitt six hundred forty-one and thirty hundredths (641.30) feet to the point of tangency thence south  $23^{\circ} 53' 10''$  east by land of said Dewitt and land of the Brockton and Plymouth Street Railway Company eleven hundred sixty-seven and seventy-eight hundredths (1167.78) feet to the point of tangency at the end of the lay out.

SCHOOL STREET

Southerly Line.

Beginning at a concrete monument at the point of curvature in the southerly line of MAIN STREET, said concrete monument bearing south  $65^{\circ} 18'$  west and being distant one hundred twenty-nine and twenty-eight hundredths (129.28) feet from the Town Bound on the westerly side of MATTAKEESETT STREET, thence by a curve to the right whose radius is fifty (50) feet by land of Ada J. Hemmenway one hundred two and sixty-nine hundredths (102.69) feet to the concrete monument at the point of tangency on the westerly side of UNION STREET.

Thence beginning again at the concrete monument marking the point of curvature on the easterly side of UNION STREET, said concrete monument bearing north  $74^{\circ} 21'$  east and being distant sixty-three and eighty-four hundredths (63.84) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is fifty (50) feet by land of Effie E. Hill seventy-three and thirty hundredths (73.30) feet to a concrete monument at the point of compound curvature thence by a curve to the left whose radius is seven hundred twelve and eighty-two hundredths (712.82) feet by land of said Hill, land of Ada M. Damon and land of Channing Y. Howard three hundred twenty-eight and ninety-seven hundredths (328.97) feet to a concrete monument at the point of tangency thence south  $49^{\circ} 39' 50''$  east by land of said Howard, land of Ellery L. Merritt, land of Ida Thompson, land of William Lefebvre et ux. land of the Trustees of the Bryantville Fire Department and land of Hannah G. Smith six hundred fifty-five and two hundredths (655.02) feet to a stone monument at the point of curvature thence by a curve to the right whose radius is thirteen hundred seventy-five and four tenths (1375.4) feet by land of said Smith, land of Florence V. Mann, land of Lucy Lefebvre, land of Arthur B. Ford, land of Elmer T. Benson, land of the Edison Electric Illuminating Company, by other land of Elmer T. Benson and land of Almira F. Benson six hundred eighteen and eighty hundredths (618.80) feet to a concrete monument at the point of tangency thence south  $23^{\circ} 53' 10''$  east by land of said Almira F. Benson, land of the estate of Harriet M. Eaton, land of Roscoe Rickard, land of the Brockton & Plymouth

Street Railway Company, land of Joseph Bois and land of Sebastian Tavernelli eleven hundred sixty-seven and seventy-eight hundredths (1167.78) feet to a stone monument at the point of tangency it being the end of the layout.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work will be done without expense to owners.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove buildings and other obstructions from the lands so taken before the first day of January A.D., 1927.

The inhabitants of the town of Pembroke aforesaid, are hereby ordered to cause said relocation in part to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the sixteenth day of November A.D., 1927.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Oscar Gassett et ux.	1000 Sq.Ft.	\$30.00
James E. Brown	735 " "	36.75
Maud Crowell	720 " "	72.00
Mary O. Kilbrith	1140 " "	114.00
Amelia Daub	930 " "	93.00
Wright Wells	1240 " "	60.00
Effie E. Hill	2000 " "	200.00
Ada M. Damon	1000 " "	75.00
Ada J. Hemmenway	1800 " "	100.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Pembroke within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this sixteenth day of November in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

ORDER  
UNDER DECREE  
NO. 684.  
NOV. 23, 1926.

In the matter of award for damages by Decree No. 684, on North Street, in the Town of Mattapoisett

It is ordered, that the amount formerly credited to Wyatt Snow is hereby changed to read as follows:

Lemuel LeB. Dexter, Tr. 5400 Sq. Ft. of land \$50.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
COOPERATIVE  
WORK  
NOV. 23, 1926.

Ordered, that there be paid from the County Treasury to the Treasurers of the following named Towns, the sums named, for cooperative work in said Towns, in conjunction with similar funds furnished by the Towns and the State:

Carver, Tremont Street, Decree No. 682 - \$257.15  
 Duxbury, Congress Street, Decree No. 667 - 1333.33  
 East Bridgewater, West Street, Decree No. 679 - 50.00  
 Mattapoisett, North Street, Decree No. 684 - 1000.00  
 Pembroke, High Street, Decree No. 672 - 208.57

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
J. T. WELDON  
NOV. 23, 1926.

Ordered, that there be paid from the County Treasury to James T. Weldon, Buzzards Bay, Mass., the sum of \$45.00 for and on account of damage caused by the taking of land under Decree No. 657.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

Ordered, that there be paid from the County Treasury to Mary F. Cushman, of Whitman, the sum of \$16.00 for and on account of damage caused by the taking of land under Decree No.679, on Washington Street in East Bridgewater.

Jere B. Howard )  
                  ) County Commissioners.  
Charles S. Beal )

ORDER  
M.F.CUSHMAN  
NOV.30,1926.

Ordered, that there be paid from the County Treasury to Ralph L. Williams, R.F.D., East Taunton, Mass., the sum of \$17.78 for and on account of damage caused by the taking of land under Decree NO.656.

Jere B. Howard )  
                  ) County Commissioners.  
Charles S. Beal )

ORDER  
R.L.WILLIAMS  
NOV.30,1926.

We, the undersigned, Board of Examiners for the County of Plymouth, met at the Court House in Plymouth in said County on the first day of December, A.D., one thousand nine hundred and twenty six, it being the first Wednesday in said month, and examined the return of votes transmitted to us by the proper officers of the several towns and one city in said County, given for County Commissioner for said County of Plymouth on the second day of November last, and find and declare the

Whole number to be		39756
Charles S. Beal, Rockland,	had	24879
Thomas H. Buckley, Abington,	had	12046
Scattering		2
Blanks		2829

Loyed E. Chamberlain )  
Sumner A. Chapman ) Board of Examiners.  
Edward E. Hobart )

CHAS.S.BEAL,  
COUNTY  
COMMR.  
DEC. 1,1926.

And we find and declare Charles S. Beal of Rockland to have been duly elected County Commissioner for said County of Plymouth, and have notified him of his election.

ASSOCIATE  
COMMISSIONERS  
DEC. 1, 1926.

We, the undersigned, Board of Examiners for the County of Ply-  
mouth, met at the Court House in Plymouth in said County on the first  
day of December, A.D., one thousand nine hundred and twenty six, it being the  
first Wednesday in said month, and examined the return of votes transmitted  
to us by the proper officers of the several towns and one city in said  
County, given for Associate Commissioners for said County of Plymouth on the  
second day of November last, and find and declare the

Whole number to be		156
William L. Sprague, Marshfield,	had	41
Maurice F. Greaney, Whitman,	had	43
Scattering		72

Loyed E. Chamberlain	)	
Edward E. Hobart	)	Board of Examiners.
Sumner A. Chapman	)	

And we find and declare William L. Sprague of Marshfield and  
Maurice F. Greaney, of Whitman, Associate Commissioners for said County of  
Plymouth, and have notified them of their election.

SELECTMEN OF  
WAREHAM  
DEC. 7, 1926.  
NO. 689.

On the petition of the Selectmen of the Town of Wareham and others  
presented to the County Commissioners of Plymouth County at their meeting  
holden at Plymouth on the twenty-second day of June in the year of our Lord  
nineteen hundred and twenty-six, representing that public necessity and  
convenience require a new crossing to be made at grade over property of the  
New York, New Haven & Hartford Railroad Company, Lessee, in Wareham in said  
County, at or near the crossing formerly known as "Gibbs Crossing", which  
said "Gibbs Crossing" was discontinued by special commission in 1894, ref-  
erence being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly pub-  
lished, posted and served, by which all persons and corporations interested  
had due notice thereof, met to view the premises at the Antlers Club, Onset,  
in Wareham in said County, on the thirtieth day of July A.D. 1926, at 10:30  
o'clock in the forenoon, and after viewing the premises and hearing all per-  
sons and corporations who desired to be heard, they adjudicate and determine  
that common convenience and necessity require that the prayer of said peti-  
tion be granted as hereafter set forth; no person or corporation then or at  
any other time objecting thereto.

And they continue and adjourn said proceedings from time to time  
for further consideration and to make return thereof, all persons and cor-



porations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the seventh day of December A.D. 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

MAIN ST. CROSSING

Beginning at a concrete monument in the southerly line of the location of the said New York, New Haven & Hartford Railroad Company, Lessee, it being also the westerly boundary of Main Street, so called, thence north  $46^{\circ}$  east across said right of way ninety-two and eighty-three hundredths (92.83) feet to a point in the northerly line of said location thence south  $71^{\circ} 32'$  east with said location eighty-four and sixty hundredths (84.60) feet, thence turning and running south  $46^{\circ}$  west one hundred and eighty-three hundredths (100.83) feet to a concrete monument in the southerly line of said location, thence turning and running north  $66^{\circ} 39'$  west with said location eighty-one and twenty hundredths (81.20) feet to the first-mentioned bound.

This decree is made subject to the approval of the Department of Public Utilities of the Commonwealth.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Wareham aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of December A.D., 1928.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the County Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

New York, New Haven & Hartford Railroad Company, Lessee                      \$1.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Wareham within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this seventh day of December in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

ORDER  
E. JOSSELYN  
DEC. 7, 1926.

Ordered, that there be paid from the County Treasury to Edgar Josselyn, State Street, Hanson, Mass., the sum of \$21.00 for and on account of damage caused by the taking of land under Decree No.645.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
COOPERATIVE  
WORK  
DEC. 7, 1926.

Ordered, that there be paid from the County Treasury to the Treasurers of the following named Towns, the sums named, for cooperative work in said Towns, in conjunction with similar funds furnished by the Towns and the State:

East Bridgewater,	Franklin Street	Decree No.679	-	\$700.00
Middleborough,	Marion Road, Perry	" No.670	-	200.50
Norwell,	and Miller Streets Bridge Street	" No.671	-	1563.75
Rochester,	Mary's Pond Road	" No.681	-	515.51
Rockland	Hingham Street	" No.676	-	2790.78

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
COOPERATIVE  
WORK  
DEC. 14, 1926.

Ordered, that there be paid from the County Treasury to the Treasurers of the following named Towns, the sums named, for and on account of cooperative work in said Towns, in conjunction with similar funds furnished by the Towns and the Commonwealth:

Lakeville,	Precinct & Myricks Sts.	Decree No.669	-	\$1672.72
Plympton,	Main St.	" No.674	-	7500.00
Mattapoisett,	North St.	" No.684	-	1165.22

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Norwell the sum of \$2928.00, for and on account of cooperative work under Decree No.671 on Pond Street in said Town, in conjunction with similar funds furnished by the Town and the Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
NORWELL  
DEC.14,1926.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Kingston the sum of Five Hundred Dollars (\$500.00), as final payment on account of the construction of Wapping Road in said town, in conjunction with similar funds furnished by the Town and the Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
KINGSTON  
DEC.14,1926.

Ordered, that there be paid from the County Treasury to A.F.Barker, Attorney, the sum of Seven Hundred Fifty Dollars (\$750.00), in full settlement of claim for land damage of Ida H. Holmes of Bridgewater, being an action at law in the Superior Court.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
A.F.BARKER,  
ATTY.  
DEC.14,1926.

Ordered, that there be paid from the County Treasury to A.F.Barker, Esq., the sum of Fifty Dollars (\$50.00) for professional services in connection with the settlement of claim for land damage of Ida H. Holmes of Bridgewater.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
A.F.BARKER  
DEC.14,1926.

WARRANT  
TOWN OF  
MARSHFIELD  
DEC.14,1926.

Ordered, that there be paid from the Treasury of the Town of Marshfield to the County Treasury the sum of Eleven Thousand Dollars (\$11,000.00), it being the limit of the amount which may be assessed for the construction of a bridge in the dike across Green Harbor River in the Town of Marshfield, under the provision of Chapter 298 of the Acts of 1925, the details of the expenditures having been placed on file in the office of the Clerk of Courts in accordance with Section 3 of said chapter.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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County Commissioners.

WARRANT  
GREEN HARBOR  
RECLAMATION  
DISTRICT  
DEC.14,1926.

Ordered, that there be paid from the Treasury of the Green Harbor Reclamation District to the County Treasury the sum of Eleven Thousand Dollars (\$11,000.00), it being the limit of the amount which may be assessed for the construction of a bridge in the dike across Green Harbor River in the Town of Marshfield, under the provision of Chapter 298 of the Acts of 1925, the details of the expenditures having been placed on file in the office of the Clerk of Courts in accordance with Section 3 of said chapter.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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County Commissioners.

ORDER  
J.J.ENGLAND  
DEC.14,1926.

Ordered, that there be paid from the County Treasury to J. J. England, 215 Church St., New Bedford, Mass., the sum of \$406.65 in full for extra work in connection with building moving at East Bridgewater and Wareham, charged to the Department of Highways.

Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal

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County Commissioners.

Whereas, the Weweantic District Drainage Commission, organized under the laws of the Commonwealth, petitioned the County for aid in financing its operations and

Whereas, the County has paid to said Commission in the year 1922 \$1727.81, in the year 1923, \$830.90, in the year 1924, \$1.00, and in the year 1925, \$303.56, a total of \$2863.27, it is therefore

Ordered, that there be paid into the County Treasury by the said Weweantic District Drainage Commission, on or before December 31, 1926, the said sum with interest for one year at 4% per annum, namely \$2977.80.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.

Ordered, that there be paid from the Treasury of the Town of Marshfield to Percival E. Merritt of North Scituate the sum of Eight Hundred Fifty Dollars (\$850.00), for and on account of the moving of buildings in the Town of Marshfield under contract, this being the first payment on a total of \$3,700.00.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.

Ordered, that there be paid from the Treasury of the Town of Marshfield the following sums to the parties named, for and on account of damages caused by the taking of land for the construction of a State highway in said Town under Decree No.688:

<u>Parcel No.</u>	<u>Owner</u>	<u>Award</u>
1.	Howard W. Hall	\$60.00
2.	Methodist Parsonage	20.00
3.	Gertrude Wilson	2.50
4.	Tradd & Payne	25.00
5.	W. L. Sprague	500.00
6.	W. L. Sprague, et al.	150.00
7.	Edward P. Sprague	150.00
8.	Thomas A. Slater	25.00
9.	Harold A. Sprague, et al.	2.00

WARRANT  
WEWEANTIC DIST.  
DRAINAGE COMM.  
DEC. 21, 1926.

WARRANT  
TOWN OF  
MARSHFIELD  
DEC. 21, 1926.

WARRANT  
TOWN OF  
MARSHFIELD  
DEC. 21, 1926.

10.	Lawrence A. Sprague	\$5.00
11.	Wallace C. Loud	40.00
12.& 14.	Myra Ames	5.00
13.	George F. Leavitt	55.00
15.	Charles E. Flagg, Jr.	1.00
16.	Peter Peterson	20.00
17.& 18.	Mary A. Daly	1.00
19.	William G. Ford	25.00
20.	" " "	10.00
21.	" " "	35.00
22.	" " "	40.00
23.	Herbert F. Belknap, et al.	15.00
24.	Lydia S. Sprague	10.00
25.	Town of Marshfield	0.00
26.	" " "	0.00
27.	Elizabeth F. Nolan	75.00
28.	John V. Riley	45.00
29.& 30.	C. Allen Brown	85.00
33.	Sarah A. F. Murray	35.00
34.	Lott Phillips	5.00
35.	Mabel R. Boyden, et als.	2.50
36.	Charles Knights	200.00
37.	Harrison F. Borden	10.00
38.	Simeon B. Kieth	0.00
39.	Charles Knights	10.00
40.	" " "	35.00
41.	Martha Sherman	15.00
42.	Charles Knights	25.00
43.	Willard Knights	20.00
44.	Perkins R. Livermore	5.00
45.	Ralph Hatch	5.00
46.	Samuel F. Hatch	20.00
47.	I. H. Oakman	25.00
48.	Leonard Ewell	15.00
49.	Otis B. Oakman	10.00
50.	Harry Fisher	10.00
51.	Jennie Ford	10.00
52.	Charles G. Wetherbee	10.00
53.	Otis B. Oakman	25.00
54.	Estate of Elisha W. Hall	20.00
55.	George H. Wetherbee	40.00
56.	Ralph Hatch	75.00
57.	W. A. Rogers	35.00
58.	Ralph Hatch	275.00
59.	Jennie Ford	100.00
60.	Ralph Hatch	125.00
61.	Mrs. Howard W. Damon	2.00
62.	Beatrice V. Gardner	20.00
63.	Frank Rogers	750.00
64.	W. A. Rogers	900.00
65.	Lysander S. Richards	5.00
66.	Edmond L. Damon	40.00
67.	Patrick Ford	120.00
68.	Elizabeth Cuning	10.00
69.	Joseph Holmes	320.00
70.	Morris Crouse	300.00
71.	C. Killiam	1.00
72.	C. D. Stoddard	1.00
73.	" " "	1.00
74.	" " "	1.00
75.	Walker Whiting	120.00
76.	Charles Bunting	24.70
77.	C. D. Stoddard	1.00
78.	Benjamin Tripp	1.00
79.	County of Plymouth	0.00

Frederic T. Bailey )

Jere B. Howard )

County Commissioners.

Ordered, that there be paid from the County Treasury to the following named persons the sums named for and on account of damage caused by the taking of land under the decrees given:

Decree No.633 - Joseph Boutin, South Middleborough, \$30.40  
" No.609 - J.Howard Miller, 88 Pleasant St., East Bridgewater, \$15.00

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
LAND DAMAGE  
DEC.21,1926.

On the petition of the Selectmen of the town of Middleborough presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventeenth day of November in the year of our Lord nineteen hundred and twenty-five, representing that the highways in said town known as Center Street, Taunton Road, Plympton Street, Marion Road, Perry Street, and Miller Street are narrow, crooked and inconvenient for public travel and in need of specific repair and relocation, reference being had to the petition filed of record in the case.

SELECTMEN OF  
MIDDLEBOROUGH  
DEC.21,1926.  
NO.670.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town House, in Whitman in said County, on the twenty-eighth day of December A.D.,1925, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, the said hearing was continued and adjourned for further consideration, from time to time all persons and corporations interested having due notice thereof, to the meeting of the County Commissioners, held at the Court House in Plymouth on the seventh day of September A.D.,1926, when and where they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted.

And upon the adjudication aforesaid, the said Commissioners appointed the fourteenth day of October A.D.1926, and ten o'clock in the forenoon at the Rock Railroad Station in said Middleborough as the time and place when and where they would proceed to further view the premises, and take such order in relation to said adjudication as by law they might be authorized to do.

And having given notice of such adjudication, and of the time and place appointed for the purposes aforesaid, in the same manner, as the notice and publication were given and made before first proceeding to view (except by publishing an abstract of said petition instead of a copy thereof),

the said Commissioners met at the time and place appointed and then and there heard all persons and corporations interested, and said hearing was thence adjourned and continued from time to time to the meeting of the County Commissioners held at the Court House at Plymouth, in said County, on the twenty-first day of December A.D., 1926, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

The petition is granted so far as it relates to Plympton Street.

The lines of Plympton Street are hereby established as follows:

The northerly line begins at a stone bound set in the northerly line of Plympton Street, said bound being about two hundred thirty-nine (239) feet westerly from the easterly boundary line of land of Jesse Carpenter Jr. and Elsie W. Carpenter and the westerly boundary line of land of United Cranberry Company and thence runs south  $82^{\circ} 47' 40''$  east over said land of Jesse Carpenter Jr. and Elsie W. Carpenter one hundred sixty and sixty hundredths (160.60) feet to a stone bound, thence running south  $79^{\circ} 57' 10''$  east over said land of Jesse Carpenter Jr. and Elsie W. Carpenter, land of United Cranberry Company and land of Aaron L. Card one thousand seventy-five and eighty hundredths (1075.80) feet to a stone bound, thence running on a curve to the left of a radius of six hundred twenty-one and sixty-four hundredths (621.64) feet over said land of Aaron L. Card five hundred fifty-nine and thirty-six hundredths (559.36) feet to a stone bound thence running north  $48^{\circ} 29' 30''$  east over said land of Aaron L. Card, land of Rose O. and Henry F. Shaw and land of Horace L. Bryant fifteen hundred eighty-seven and sixteen hundredths (1587.16) feet to a stone bound, thence running on a curve to the right of a radius of four hundred twenty-five and no hundredths (425.00) feet over said land of Horace L. Bryant and land of George S. Eddy four hundred twelve and eighty-seven hundredths (412.87) feet to a stone bound, thence running south  $75^{\circ} 50' 50''$  east over said land of George S. Eddy five hundred fifty-five and forty-eight hundredths (555.48) feet to a stone bound and thence running on a curve to the left of a radius of four hundred fifty-five and no hundredths (455.00) feet over said land of George S. Eddy and land of Cobb four hundred ninety-two and seventy-one hundredths (492.71) feet to a stone bound.

The southerly line begins at a stone bound set in the southerly line of Plympton Street, said bound bearing south  $7^{\circ} 12' 20''$  west and being fifty (50) feet distant from the first described stone bound in the above-described northerly line, thence running south  $82^{\circ} 47' 40''$  east over land of Jesse Carpenter Jr. and Elsie W. Carpenter one hundred fifty-nine and thirty-six hundredths (159.36) feet to a stone bound, said line being parallel to and fifty (50) feet distant southerly from the first described northerly



line, thence running south  $79^{\circ} 57' 10''$  east over said land of Jesse Carpenter Jr. and Elsie W. Carpenter and land of John Maki one thousand seventy-four and fifty-six hundredths (1074.56) feet to a stone bound said line being parallel to and fifty (50) feet distant southerly from the second described northerly line, thence running on a curve to the left of a radius of six hundred seventy-one and sixty-four hundredths (671.64) feet over said land of John Maki eighty-one and ninety-three hundredths (81.93) feet to a stone bound, thence running on a curve to the right of a radius of nine hundred sixty and ninety-six hundredths (960.96) feet by said land of John Maki two hundred nine and sixty-five hundredths (209.65) feet to a stone bound, thence running on a curve to the right of a radius of thirty (30) feet over said land of John Maki forty-six and ninety-six hundredths (46.96) feet to a stone bound set in the north westerly line of Raven Street, thence running south  $74^{\circ} 45' 10''$  east across said Raven Street forty (40) feet to a stone bound set in the south easterly line of Raven Street, thence running on a curve starting north easterly and curving easterly on a radius of three hundred thirty-one and eighty hundredths (331.80) feet over old Plympton Street and land of town of Middleboro two hundred forty and thirty hundredths (240.30) feet to a stone bound, thence running on a curve to the left of a radius of six hundred seventy-one and sixty four hundredths (671.64) feet over said land of town of Middleboro and land of Aaron L. Card ninety-six and seventy-one hundredths (96.71) feet to a stone bound, thence running north  $48^{\circ} 29' 30''$  east over said land of Aaron L. Card over land of Rose O. and Henry F. Shaw over old Plympton Street and land of Ida F. Bryant fifteen hundred eighty-seven and sixteen hundredths (1587.16) feet to a stone bound said line being parallel to and fifty (50) feet distant southerly from the above fourth described northerly line, thence running on a curve to the right of a radius of three hundred seventy-five and no hundredths (375.00) feet over said land of Ida F. Bryant three hundred sixty-four and thirty hundredths (364.30) feet to a stone bound, thence running south  $75^{\circ} 50' 50''$  east over said land of Ida F. Bryant and land of Estate of Caleb F. Eddy seven hundred ten and ninety-two hundredths (710.92) feet to a stone bound, thence running on a curve to the right of a radius of seventeen hundred fourteen and sixty-five hundredths (1714.65) feet over said land of Estate of Caleb F. Eddy and land of Clarence Soule two hundred twenty-nine and eighty-five hundredths (229.85) feet to a stone bound, thence running north  $21^{\circ} 50' 0''$  east across Carmel Street fifty (50) feet to a stone bound set in land of M. A. Moore, thence running on a curve starting westerly and curving northerly of a radius of fifty (50) feet over said land of M. A. Moore ninety-six and eighty-three hundredths (96.83) feet to a stone bound, thence running north  $42^{\circ} 47' 40''$

east by said land of M. A. Moore one hundred eighty-four and fifty-one hundredths (184.51) feet to a stone bound and thence running north 47° 53' 30" west across Plympton Street forty-six and twenty-one hundredths (46.21) feet to the last-described stone bound in the above described northerly line.

That portion of Old Plympton Street lying east of Raven Street and outside the above-described lines for approximately six hundred (600) feet, is hereby discontinued as a public way, but such discontinuance shall not affect the rights of abutting owners in said portion. Intersecting streets are not discontinued. Other small portions of Old Plympton Street lying outside the above described lines are hereby discontinued.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work will be done without expense to owners.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Middleborough aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of January A.D., 1927.

Awards will be made under a separate decree.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Middleborough within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-first day of December in the year of our Lord nineteen hundred and twenty-six.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

Ordered, that there be paid from the County Treasury to J. J. England, New Bedford, Mass., the sum of \$870.35, in full for all labor and material in connection with the moving of the Thompson and Pratt houses in East Bridgewater, and the Kuntze house in Hanson, and for extra work in connection with the Draper property in Wareham.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
J. J. ENGLAND  
DEC. 28, 1926.

Ordered, that as the interests of said County demand certain expenditures in excess of the amount authorized by law therefor, the County Treasurer is hereby authorized to transfer the following amounts from the reserve fund for transfer only in the County Treasury to the following overdrawn accounts, the reason being that necessary and unforeseen expenditures for the good of the County were made in excess of said appropriations.

Item 3 - Salaries --- Fixed by Law \$62.02  
" 15 - Care, Fuel, Lights and Supplies 1,381.50  
" 16 - Highways, Bridges and Land Damages 2,557.06  
\$4,000.58

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
FOR TRANSFERS  
DEC. 28, 1926.

Ordered, that as the interests of said County demand certain expenditures in excess of the amount authorized by law therefor, the County Treasurer is hereby authorized to transfer the following amounts from any unappropriated money in the County Treasury to the following overdrawn accounts, the reason being that necessary and unforeseen expenditures for the good of the County were made in excess of said appropriations.

Item 8 - Civil Expenses in Superior Courts \$3,093.52  
" 12 - Auditors, Masters and Referees 3,374.77  
\$6,468.29

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
FOR TRANSFERS  
DEC. 28, 1926.

REPORT  
GREEN HARBOR  
RIVER  
BRIDGE  
DEC. 14, 1926.

THE COUNTY COMMISSIONERS OF THE COUNTY OF PLYMOUTH, ACTING UNDER  
AUTHORITY OF CHAPTER 298, ACTS OF 1925, HEREWITH SUBMIT THE FOLLOWING  
REPORT:

Information was furnished showing that details as to the organization of the Green Harbor Reclamation District had been legally complied with and the plan of the proposed work was presented by them for approval.

Fay, Spofford & Thorndike, Engineers, 200 Devonshire St., Boston, were engaged by the Commissioners to advertise for bids and oversee the work of construction.

Advertising for bids was done in accordance with law and bids were received as follows:

Engineering Service & Construction Co., Boston	\$24,750.00
Robert A. Doyle, Lynn	26,280.00
Bay State Dredging & Contracting Co., East Boston	26,400.00
Joseph A. Glenn Construction Co., Taunton	27,444.50
Milliken & Armstrong Inc., Providence, R. I.	29,245.00
Simpson Bros. Corp., Boston	32,000.00
Luke S. White Inc., Kingston	32,900.00
James J. Coughlan & Sons Inc., Boston	36,433.00
Wm. L. Miller Co., Boston	39,897.00
The Rendle Corp., Chelsea	48,456.50

The contract was awarded to the Engineering Service & Construction Co., of Boston.

Work was begun on or about May 28th, 1925 and completed on or about October 13th, 1925, under direction of the engineers, and to the satisfaction of the County Commissioners.

The payments were as follows:

Engineering Service & Construction Co.	\$31,492.21
Fay, Spofford & Thorndike	1,567.94
Engineering News Record - Advertising	24.40
Total	\$33,084.55

One third of the amount not exceeding \$33,000.00, or \$11,000.00, is to be assessed in the Town of Marshfield, and the same amount, viz. \$11,000.00, on the said Green Harbor Reclamation District.

All papers regarding the matter are filed herewith.

In Witness whereof, the said County  
Commissioners have hereunto set  
their hands this fourteenth day of

December in the year of our Lord  
nineteen hundred and twenty-six.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

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PLYMOUTH, SS.

AT A REGULAR MEETING OF THE COUNTY COMMISSIONERS OF PLYMOUTH COUNTY HOLDEN AT PLYMOUTH WITHIN AND FOR SAID COUNTY ON THE FIRST TUESDAY OF JANUARY, BEING THE FOURTH DAY OF SAID MONTH, A.D. 1927.

## PRESENT:

HON. FREDERIC T. BAILEY, CHAIRMAN.  
HON. JERE B. HOWARD.  
HON. CHARLES S. BEAL.

ESTIMATE BY THE COUNTY COMMISSIONERS OF THE RECEIPTS AND EXPENDITURES OF THE COUNTY OF PLYMOUTH FOR THE YEAR ENDING DECEMBER 31, 1926, TOGETHER WITH A STATEMENT OF THE APPROPRIATIONS FOR 1927, AND EXPENDITURES FOR THE THREE YEARS NEXT PRECEDING, AS PROVIDED BY CHAP.35, SEC.28, GENERAL LAWS. ALSO A STATEMENT SHOWING THE UNAPPROPRIATED BALANCE ON HAND AT THE CLOSING OF THE TREASURER'S BOOKS FOR THE YEAR 1926.

ESTIMATE OF RECEIPTS AND EXPENDITURES

Statement Showing Estimated Receipts and Cash  
in the Treasury Available for Appropriation.

1.	Interest,	\$3300.00	
2.	Sheriff, Supreme Judicial and Superior Courts,	6250.00	
3.	Inferior Courts and Trial Justices,	4600.00	
4.	Jails and Houses of Correction (fines),	2300.00	
5.	Clerks of Courts (fees),	2200.00	
6.	Registers of Deeds (fees),	30000.00	
7.	Assistant Recorders of Land Courts (fees),	2500.00	
8.	Jails and Houses of Correction (labor, board, etc.),	10000.00	
9.	Highways and Bridges,	3100.00	
10.	Training Schools,	950.00	
11.	Agricultural School,		
12.	Miscellaneous, Green Harbor District	11000.00	
	Weweantic District	3000.00	
	Wareham	6800.00	
	Total,		\$86000.00
	Balance in Treasury at the closing of the books for the Year 1926,	3654.98	
	(a) Less special appropriations,	\$	
	(b) Less money held for dog account,	\$	
	(c) Less reserve for contracts,	\$	
	Net balance in Treasury, unappropriated; add to estimated receipts above,		3654.98
	Estimated amount available for appropriation,		\$89654.98
	Tax to be assessed		534000.00
	Total		\$623654.98

Items.

- 1. Interest on county debt, .....
- 2. Reduction of county debt, .....
- 3. Salaries of county officers and assistants, fixed by law, .....
- 4. Clerical assistance in county offices, .....
- 5. Salaries and expenses, district and municipal courts, .....
- 6. Salaries of jailers, masters and assistants, and support of prisoners  
in jails and houses of correction, .....
- 7. Criminal costs in superior court, .....
- 8. Civil expenses in supreme and superior courts, .....
- 9. Trial justices, .....
- 10. Transportation of county commissioners, .....
- 11. Medical examiners, inquests and care of the insane, .....
- 12. Auditors, masters and referees, .....
- 13. Building county buildings, .....
- 14. Repairing, furnishing and improving county buildings, .....
- 15. Care, fuel, lights and supplies in county buildings, other than jails  
and houses of correction, .....
- 16. Highways, including State highways, bridges and land damages, .....
- 17. Law libraries, .....
- 18. Training school, .....
- 19. County aid to agriculture, or agricultural school, .....
- 20. Hospital or sanatorium, .....
- 21. Weweantit River Drainage, .....
- 22. Pensions, .....
- 23. Miscellaneous, to make tax \$534,000., .....
- 24. Reserve for transfer only, .....
- Outstanding Liabilities, .....
- Totals, .....

JANUARY TERM, 1927.

<u>Estimated</u> <u>Expenditures</u> <u>for</u> <u>1927.</u>	<u>Appropriation</u> <u>for</u> <u>1926.</u>	<u>Transfer</u> <u>from</u> <u>Reserve Fund</u> <u>1926.</u>	<u>Expenditures</u> <u>1926.</u>	<u>Expenditures</u> <u>1925.</u>	<u>Expenditures</u> <u>1924.</u>
\$28000.00	\$31700.00		\$27340.66	\$18030.27	\$19453.11
63000.00	62000.00		60500.00	47000.00	336750.00
25500.00	24050.00	\$62.02	24112.02	22214.47	22211.97
30000.00	30000.00		27571.22	27975.68	26937.05
50000.00	50000.00		49317.61	50859.48	46054.62
90000.00	90000.00		89017.70	94402.20	82758.82
63000.00	75000.00		62702.20	64670.59	55801.12
30000.00	26000.00		29093.52	25413.48	18975.36
1500.00	1500.00		1484.90	1321.74	1158.92
5000.00	6000.00		4889.79	5936.91	5928.50
8500.00	5000.00		8374.77	5066.60	4648.78
				4910.20	
5500.00	6000.00		3845.07	10201.22	2442.50
19000.00	17500.00	1381.50	18881.50	16561.50	15988.38
149000.00	141897.00	2557.06	144454.06	139465.34	110152.19
550.00	550.00		2550.00	550.00	2050.00
6500.00	6500.00		6300.57	5583.77	6224.92
8500.00	8000.00		8000.00	8000.00	8000.00
				303.56	
3015.00	3015.00		3015.00	3015.00	3015.00
3003.98	3762.31		2925.95	3849.74	3291.85
10000.00	10000.00				
<u>24086.00</u>	<u>17770.00</u>		<u>16761.56</u>	<u>12305.85</u>	<u>25446.15</u>
\$623654.98	\$616244.31	\$4000.58	\$591138.10	\$567637.60	\$797289.24

A true copy. Attest:

Frederic T. Bailey

Chairman.

ORDER  
PLYMOUTH  
COUNTY  
HOSPITAL  
JAN. 4, 1927.

Ordered, that there be paid from the County Treasury to Gary W. Russell, as he is Treasurer of the Plymouth County Hospital, the sum of Ten Thousand Dollars (\$10,000.00) for the general maintenance of said hospital.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

WARRANT  
POWDER  
POINT  
BRIDGE  
JAN. 4, 1927.

Inasmuch as the payment for the repairs on the Powder Point Bridge in the Town of Duxbury for the year 1926 amount to \$4,641.74, and said work having been completed and voucher therefor being on file it is hereby

Ordered:- that there be paid by the Treasurers of the following towns to the County Treasury the following sums, being the proportion of said amount for which said towns are liable.

Duxbury	1/3	\$1547.25
Plymouth	1/6	773.62
Marshfield	1/9	515.75
Kingston	1/18	257.87

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

WARRANT  
TOWN OF  
NORWELL  
JAN. 11, 1927.

Ordered, that there be paid from the Treasury of the Town of Norwell to the following named persons, the sums named, as awards for land damage under Decree No.671 for the relocation of Pond Street in said town:

John Loring	\$1.00
John Dupree	1.00
William Loring	9.00
Henry Shute	5.00
Wilfred C. Bowker	6.00

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered that the County treasurer pay to the treasurers of the several towns and one city hereinafter named the sums set against the names of the said towns and one city, being the several sums due under the provisions of Chapter 140 Section 172 of the general Laws relating to dogs:

DIVIDENDS TO TOWNS UNDER STATUTE RELATING TO DOGS.  
JAN. 11, 1927.

Abington	\$820.82
Bridgewater	1167.18
Brockton	6954.45
Carver	313.13
Duxbury	404.57
East Bridgewater	795.66
Halifax	337.38
Hanover	560.33
Hanson	524.92
Hingham	836.62
Hull	212.35
Kingston	370.80
Lakeville	810.58
Marion	345.65
Marshfield	331.45
Mattapoisett	243.61
Middleborough	2302.73
Norwell	446.43
Pembroke	268.40
Plymouth	1790.38
Plympton	218.28
Rochester	413.03
Rockland	475.35
Scituate	761.85
Wareham	912.44
West Bridgewater	831.24
Whitman	1121.55
	<u>\$24571.18</u>

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

Ordered, that there be paid from the Treasury of the Town of Rochester to the following named persons, the sums named, as awards for land damage under Decree No.681 for the relocation of Mary's Pond Road in said town:

WARRANT TOWN OF ROCHESTER.  
JAN. 11, 1927.

Fannie M. Kirby	\$7.00
Robert Gifford	1.00
Andrew G. Weeks	2.00
Arthur Delano	25.00
Robert Hiller	74.50
Robert Hiller et al.	19.50
Burton H. Jefferson	20.00
Crawford L. Dunham	47.50
James Hennessey	20.00
Catherine Rounseville	13.00
William Smellie	1.00
Raynor M. Gifford et al.	1.50
Charles Holmes	30.00
Theodore Shurtleff	11.00
A.D.Makepeace	11.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

WARRANT  
TOWN OF  
MATTAPOISETT  
JAN. 11, 1927.

Ordered. that there be paid from the Treasury of the Town of Mat-  
tapoisett to the following named persons, the sums named, as awards for land  
damage under Decree No. 684 for the relocation of North Street in said town:

Lemuel L. Dexter	\$84.00
Nathan S. Mendall	3.75
George Alden	2.75
Ella Hall	8.00
W. Howard	26.00
George Randall	34.00
Everett C. Stetson	30.50
William Meadowcroft	1.00
Amanda Bowles	28.00
Dennis Mahoney	35.50
Loring Ward	7.00
John Peets	17.00
Jeremiah Randall	15.00
Henry Martel	4.00
William Meadowcroft et al.	11.00
Charles J. Alsatt	3.00
Harold Mahoney	4.00
Ellis Bowles	100.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

WARRANT  
TOWN OF  
HANSON.  
JAN. 11, 1927.

Ordered. that there be paid from the Treasury of the Town of Han-  
son to the following named persons, the sums named, as awards for land dam-  
age under Decree No. 668 for the relocation of Whitman Street in said town:

Heirs of Edwin O. Martin	\$18.00
Edward J. Hart	4.00
Jesse F. Damon	4.00
Horace J. Purdy	7.00
B. & P. St. Ry. Co.	4.00
Benjamin F. Paige	19.00
Anna J. Krake	16.00
Waldo Drake	4.00
Nettie L. Keene	2.00
Martin Sturtevant	4.00
Ida Turner	20.00
Charles S. Burke	17.00
Lydia K. Lewis	30.00
Estate of Samuel House	29.00
Edward E. Jennings	13.00
Lila A. Fields	3.00
Susie J. Young	6.00
John F. Crooks	7.00
Margaret McKay	13.00
Richmond Brown	14.00
William A. Hill	13.00
Arthur M. Churchill	3.00
Myra L. Angie	2.00
Alfred Lapointe	8.00
Clara M. White	9.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

Ordered, that there be paid from the Treasury of the Town of Pembroke to the following named persons, the sums named, as awards for land damage under Decree No.672 for the relocation of Oldham Street in said town:

Charles J. Mix	\$13.90
James Lowery et ux.	3.20
Jeanette H. Russell	81.40
Lizzie Bonney	4.80
Aroline White	4.50
Lizzie Sweeney	73.00
Samuel W. Hollis	16.50
Charles H. Young	20.30
Joseph E. Reardon	7.00
James G. Bonney	38.60
Bertha D'Arcy	34.50
Lawrence Gardner	33.00
Gilbert H. Keene	12.00
T. M. Reynolds	21.00
Unitarian Church	18.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

WARRANT  
TOWN OF  
PEMBROKE.  
JAN.11,1927.

Ordered, that there be paid from the Treasury of the Town of Plympton to the following named persons, the sums named, as awards for land damage under Decree No.674 for the relocation of Main Street in said town:

Alice G. Wanzer	\$27.29
Polly C. Sherman	.83
George E. Roberts	1.55
Helen E. & G. W. Shaw	2.26
G. L. Haywood	.18
Charles H. Curtiss	.69
Lillian M. Briggs	.51
Sally L. Hammond	1.75
Plympton Grange	1.01
Emily Walton	3.06
Christine Peck	1.34
Mabel S. Soule	8.34
Charles D. Page	.09
Jacob Parker	.67
Mrs. Frank Wilbur	7.66
Phoeby Hallowell	7.61
Melvin L. Fuller	6.75
G. P. & Clarence Thomas	1.74
Joseph April	8.75
George W. Thomas	2.63
Elizabeth P. Fillebrown	11.59
Seth L. Wilbur	.58
Henry F. Brackett	4.72
Barrington & Lundberg	2.38
Melvin W. Gould	1.28
M. L. Felch	2.67
Charles Andrade	4.45
John & Anna G. Flemister	.87
Joseph Vine	.69
Benjamin A. Martin	.65
Manuel Benivedes	.73
Francis A. Partridge	8.87
Fedel Gomes	3.03
Natalie Churchill	8.20
William Perkins	.19

WARRANT  
TOWN OF  
PLYMPTON.  
JAN.11,1927.

Warren Parker	.52
Nettie E. Bradford	5.06
Flora N. Churchill	.20
Helen E. Shaw	2.24
Susan Duesbury	6.21
Alexander C. Wright	.31
Herbert B. Manley	2.10
Harriett Fillebrown	.40

Frederic T. Bailey	)	
Jere B. Howard	)	County Commissioners.
Charles S. Beal	)	

WARRANT  
TOWN OF  
EAST  
BRIDGEWATER.  
JAN. 11, 1927.

Ordered. that there be paid from the Treasury of the Town of East  
 Bridgewater to the following named persons, the sums named, as awards for  
 land damage under Decree No. 679 for the relocation of Washington Street in  
 said town:

Fred P. Whitmarsh	\$13.00
William S. McGowan	1.50
Charles W. Pratt	117.00
Rosa M. Plunkett	7.00
Charles S. Grant	5.00
Joseph Golden	14.50
C. B. Powers	2.00
Charlena B. Powers	6.50
Frederick Honeker	4.00
Harry H. Thompson	29.00
Arthur Calif	18.00
Etta Ramsdell	28.00
James W. Sturtevant	11.00
Mary Lacombe	25.00
Webber & Roach	7.00
Arthur Hatch	15.00
Samuel Corning	47.50
Tr. of Boston Y.M.C.A. Union	80.00
George J. Malouin	42.00
Henry C. Bacon	20.00
George H. Snow et al.	34.00
George A. Goss	7.00
Blazey Orłowski	46.00
Mary F. Cushman	16.00
Christian E. Metzler	25.00
Walter Pratt	12.00
Albert Simard	2.00
Elizabeth P. Wade	20.00
Melville Hoyt	15.00
James F. Austin et al.	40.00
Forest Sturtevant	21.00
Elizabeth A. Fuller	30.00
James Bouldry	29.00
Anthony Getoski	62.00
Frederick M. Bouldry	22.00
Frank Pratt	10.00

Frederic T. Bailey	)	
Jere B. Howard	)	County Commissioners.
Charles S. Beal	)	



Ordered, that there be paid from the Treasury of the Town of Pembroke to the following named persons, the sums named, as awards for land damage under Decree No.694 for the relocation in part of School Street in said town:

Oscar Gassett et ux.	\$30.00
James E. Brown	36.75
Maud Crowell	72.00
Mary O. Kilbrith	114.00
Amelia Daub	93.00
Wright Wells	60.00
Effie E. Hill	200.00
Ada M. Damon	75.00
Ada J. Hemmenway	100.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

Ordered, that there be paid from the County Treasury to Arthur and Helen Noyes, of Kingston, Mass., the sum of \$4.22, for and on account of land damage under Decree No.580, to be charged to Outstanding Liabilities.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Pembroke the sum of \$390.38, one half the amount of land damage payable from the Treasury of said Town under Decree No.694.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

WARRANT  
TOWN OF  
PEMBROKE.  
JAN.11,1927.

ORDER  
A. & H. NOYES  
JAN. 11, 1927.

ORDER  
TOWN OF  
PEMBROKE.  
JAN.25,1927.

SALARY ORDER

1927

JAN. 18, 1927.

Ordered that the following persons be allowed and paid the following salaries for the year ending December 31, 1927 for the services indicated, each payment to be made upon the first day of each month or weekly if they so desire, - to the jail officers in compliance with the provisions of Chapter 126 G.L., and the Clerk be and hereby is authorized to draw warrants therefor:

Herman W. Tower,	Dep. Master, House Correction	\$2500.00
Charles C. Simmons,	Turnkey, " "	1850.00
Alfred C. Finney,	Farmer, " "	1900.00
Fred D. Stone,	Officer, " "	1800.00
Charles E. Nauman,	" " " "	1800.00
Fred H. Chase,	" " " "	1800.00
John F. Hollis	" " " "	1800.00
Joseph Maybury	" " " "	1800.00
Willis E. Brewster,	" " " "	1200.00
Samuel Ferguson,	Watchman, " "	1300.00
George C. Haskins,	" " " "	1800.00
Elnathan W. Holmes,	Engineer, " "	1700.00
Arthur Hughes,	Chauffeur, " "	1200.00
Rev. John E. Blake,	Chaplain, " "	312.00
Mrs. M. Alice Hall,	Pianist, " "	156.00
E. D. Hill, M.D.,	Physician, " "	1080.00
Mrs. L. Louise Blake,	Matron, " "	480.00
Edwin A. Dunton,	Janitor, Plymouth Court House	1800.00
George H. Fletcher	Asst. " " " "	1200.00
William L. Wade,	Janitor, Brockton Court House	2000.00
Howard Briggs,	Asst. " " " "	1040.00
John Romanus,	Court Officer & Interpreter	1700.00
Charles A. Parris,	Probation Officer, Brockton	2400.00
Louise E. Lake,	Asst. " " " "	1200.00
Herbert L. Pratt,	Prob. Officer, 2nd Dist. Court,	720.00
John E. Miles,	" " 3rd " "	480.00
Harold W. Hurley,	" " 4th " "	480.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER

P. E. MERRITT

JAN. 18, 1927.

Ordered, that there be paid from the County Treasury to Percival E. Merritt, North Scituate, Mass., the sum of One Thousand Dollars (\$1000.00), second payment on contract for moving buildings in the Town of Marshfield in connection with the building of the State Highway.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

WARRANT  
TOWN OF  
DUXBURY  
JAN. 25, 1927.

Ordered, that there be paid from the Treasury of the Town of Duxbury to the following named persons, the sums named, as awards for land damage under Decree No. 643 for the relocation of Union, Congress, and West Streets in said town:

Lora Keene	\$3.00
Church of God Beulah Trs.	5.00
Laura L. Parker	33.00
Anna M. Wainwright	4.75
Lot Phillips Co.	18.00
Fred G. Brackett	3.50
James W. Baker	8.50
Sarah L. Holland	51.00
Daniel W. Studley	25.00
Alma Jansen	65.00
Edwin L. McAuliffe	16.00
Mary E. Baker	76.00
Ethel F. Wales (McAuliffe)	20.00
Paul S. McAuliffe	22.00
Joseph W. Beale	9.00
Lorenzo W. Peterson	12.00
Washington Nickerson	50.00
Lysander C. Walker	3.00
L. Burton Belknap	36.00
Frank C. Baker	16.00
Mary Perry	4.00
Edgar W. Chandler	5.00
So. River Cranberry Co.	100.00
Martha C. Titus	4.00
William Hagborne	30.00
Elizabeth W. Hunt	37.00
Lottie Peterson	15.00
Arthur R. Studley	25.00
Mary A. Delano	9.00
Lucia B. Knapp	50.00
Robert Cushman	3.00
Clara M. Gilman	15.00
Mary E. Nepton	9.00
Percy L. Walker	40.50
E. Pembroke Community Club	2.00
J. Leavitt Delano	1.00
Lester S. Baker	5.00
Robert B. Mann	2.00
Marshall M. C. Blakeman	26.00
Etta W. Strawbridge	55.00
Eden W. Soule	4.00
Manuel M. Fernandez et al.	7.45
Sarah R. Baker et al.	45.00
Paul C. Peterson et al.	4.00
Alice M. Badger	12.50
Gilbert H. West	2.00
George W. Cobbett	25.00
Harry Cushing	24.00
William L. Benedict	80.00
John Brownrigg	76.00
Herbert E. Walker	35.00
Ernest W. Osgood	406.00

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
MATTAPOISETT  
JAN. 25, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Mattapoissett the sum of \$207.25, one half the amount of land damage payable from the Treasury of said Town under Decree No.684.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners  
Charles S. Beal )

ORDER  
TOWN OF  
ROCHESTER  
JAN. 25, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Rochester the sum of \$284.00, the total amount of land damage payable from the Treasury of said Town under Decree No.681.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
PLYMPTON.  
JAN. 25, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Plympton the sum of \$152.65, the total amount of land damage payable from the Treasury of said Town under Decree No.674.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
NORWELL  
JAN. 25, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Norwell the sum of \$22.00, the total amount of land damage payable from the Treasury of said Town under Decree No.671.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Hanson the sum of \$134.50, one half the amount of land damage payable from the Treasury of said Town under Decree No.668.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF HANSON  
JAN. 25, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Pembroke the sum of \$190.85, one half the amount of land damage payable from the Treasury of said Town under Decree No.672.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
PEMBROKE.  
JAN.25,1927.

Ordered, that there be paid from the County Treasury to Mrs. C.Wal-  
ter Pratt of East Bridgewater the sum of \$16.24, additional award on account  
of moving of her house on Washington Street in said town.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
MRS. C.W.PRATT  
JAN.25,1927.

On the petition of John L. Rothery and others presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirteenth day of July in the year of our Lord nineteen hundred and twenty-six, representing that the County highway at Humarock, in Scituate in said County, extending from Marshfield Avenue along the shore to the new mouth of the North River, is dangerous and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

J.L.ROTHERY  
ET ALL.  
JAN.25,1927.  
NO.690.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Scituate in said County, on the nineteenth day of August A.D. 1926, at 2:30 o'clock in the afternoon, and after viewing the premises and hearing all

persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-fifth day of January A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

Description of the Lines of that Part of Central Avenue  
in the Town of Scituate as Established by the Plymouth  
County Commissioners under Decree  
No. 690.

The Westerly Line begins at a stone bound set in the northerly line of Marshfield Avenue and thence runs on a curve starting easterly and curving northerly of a radius of fifty and no hundredths (50.0) feet by land of Humarock Improvement Real Estate Trust, seventy-eight and fifty-four hundredths (78.54) feet to a stone bound, thence running north 13° 20' 0" west by said land of Humarock Improvement Real Estate Trust, by land of Humarock & North River Land Association by a private way called Webster Street, by other land of the Humarock & North River Land Association, by land of John F. Dwight, by a private way called Dartmouth Street, by other land of the Humarock & North River Land Association by a private way called Manchester Street, by other land of the Humarock & North River Land Association and by a private way called Lowell Street, twelve hundred and sixty-eight and eighty-seven hundredths (1268.87) feet to a point, thence running north 15° 30' 0" west by other land of the Humarock & North River Land Association, by a private way called Concord Street, by other land of the Humarock & North River Land Association, by a private way called Newell Street, by other land of the Humarock & North River Land Association by a private way called Newport Street and by other land of Humarock & North River Land Association nine hundred seventy-seven and forty-four hundredths (977.44) feet to a point, thence running north 3° 0' 0" west by said land of the Humarock & North River Land Association, by a private way called Monticello Street and by other land of the Humarock & North River Land Association five hundred sixty-nine and seventy-six hundredths (569.76) feet to a point, thence running north 12° 10' 0" west by said land of Humarock & North River Land Association, by a private way called Minot Street, by other land of the

Humarock & North River Land Association, by a private way called Bay View Street, by other land of the Humarock & North River Land Association by a private way called Atlantic Street, by other land of the Humarock & North River Land Association, by a private way called Sea View Avenue and by land of Leon Hatch sixteen hundred sixty-three and twenty-two hundredths (1663.22) feet to a point, thence running north  $14^{\circ} 41' 55''$  west by land of John L. Rothery et als. twenty-eight hundred twenty-five and twenty-two hundredths (2825.22) feet to a point and thence running north  $75^{\circ} 18' 05''$  east by said land of John L. Rothery et als. sixty (60) feet to a stone bound and thence continuing on same course about one hundred thirty and no hundredths (130.0) feet to mean high water.

The Easterly Line begins at a stone bound set in the northerly line of Marshfield Avenue said stone bound bearing north  $76^{\circ} 40' 00''$  east and being one hundred thirty and no hundredths (130.00) feet distant from the first described bound in the above described Westerly Line and thence runs on a curve starting westerly and curving northerly of a radius of twenty and no hundredths (20.0) feet by land of Hazel M. Morehardt thirty-one and forty-two hundredths (31.42) feet to a stone bound, thence running north  $13^{\circ} 20' 0''$  west by said land of Hazel M. Morehardt, by land of Humarock & North River Land Association by a private way called Webster Street, by other land of Humarock & North River Land Association, by a private way called Dartmouth Street, by land of Cynthia W. Swift, by land of Claudia L. Byrne, by land of Constance V. Copeland, by a private way called Manchester Street, by land of Edwin and Mattie P. Clayton, by land of Humarock & North River Land Association and by a private way called Lowell Street thirteen hundred and no hundredths (1300.00) feet to a stone bound, said line being parallel to and sixty (60) feet distant easterly from the above second described Westerly Line. Thence running north  $15^{\circ} 30' 00''$  west by land Carl K. Bacon, by a private way called Concord Street, by other land of the Humarock & North River Land Association, by a right of way, by other land of the Humarock & North River Land Association, by a private way called Newell Street, by land of Edward Marsh, by land of Annie Cone Curtis and by a private way called Newport Street nine hundred seventy-two and no hundredths (972.00) feet to a stone bound, thence running north  $3^{\circ} 0' 0''$  west, by land of Humarock and North River Land Association, by a private way called Montello Street, by land of Maud T. Havemeyer and by land of Harry C. and Bertha W. Turner five hundred sixty-eight and no hundredths (568.00) feet to a stone bound, thence running north  $12^{\circ} 10' 00''$  west by said land of Harry C. & Bertha W. Turner, by land of Bertha E. Moore, by a private way called Minot Street, by land of the Humarock & North River Land Association, by a private way called Bay View Street, by other land of Humarock & North River

Land Association by a private way called Atlantic Street, by other land of Humarock & North River Land Association, by a private way called Sea View Avenue and by land of Leon Hatch sixteen hundred sixty-eight and three hundredths (1668.03) feet to a stone bound, thence running north  $14^{\circ} 41' 55''$  west by land of John L. Rothery et als. twenty-seven hundred sixty-five and twenty-two hundredths (2765.22) feet to a point and thence running north  $75^{\circ} 18' 5''$  east by said land of John L. Rothery et als. about one hundred thirty (130) feet to mean high water and all the land lying between the above described lines is hereby taken and laid out as a public highway.

By agreement the Humarock Improvement Real Estate Trust will remove the house now standing at the northwesterly corner of Marshfield Avenue and said Central Avenue.

The town is to put into proper condition the said avenue from the junction of Marshfield Avenue northerly about 3750 feet to the limit of the present oiled surface and, beyond this point, is to construct a roadway eighteen (18) feet in width along and eight (8) feet distant westerly from the easterly side line of the above described layout, a distance of about twenty-six hundred (2600) feet to a point one thousand (1000) feet southerly from the northerly end of the above described layout. This point being the southerly boundary line of the parcel of land to be conveyed to the town of Scituate by J. L. Rothery et al. for public use. From said southerly boundary for a distance of one thousand (1000) feet northerly the road is to be constructed sixty (60) feet in width and in the following manner.

The sub-base shall consist of approved stone, not exceeding twelve (12) inches in their longest dimension, and be not less than two (2) inches in their smallest dimensions. The material obtained from excavation shall be used as filling below sub-grade, or if unsuitable for sub-base shall be deposited on land obtained by town of Scituate from J. L. Rothery et al. Sub-base shall be rolled.

On this sub-base is to be laid approved gravel, thoroughly watered and rolled to a depth of six (6) inches in the center and four (4) inches at the shoulder. The gravel surfacing shall be composed of hard durable stone practically free from loam and clay, with all stone having a dimension larger than four (4) inches removed. The shoulder on the easterly side is to be graded on a slope of  $2\frac{1}{2}$  to 1, until it strikes the beach. The westerly shoulder shall be on a slope of  $2\frac{1}{2}$  to 1 for a width of four (4) feet and  $1\frac{1}{2}$  to 1 beyond until it strikes the marsh.

The road surface and shoulders shall be treated with one gallon of 65° asphalt to the square yard, and sanded, said asphalt to be applied in two separate applications with first application not sanded.

A line of rubble stones not less than one (1) foot in smallest



diameter shall be placed six (6) feet apart along the westerly shoulder and painted with white cold water paint.

Only so much of the beach as lies between the above described lines is to be removed or leveled. All other filling shall be obtained at some other location approved by the Commissioners or their duly appointed agent.

Said avenue shall be constructed on an elevation of twelve (12) feet above mean low water in the center and shall have a slope of  $\frac{1}{2}$  inch to 1 foot.

This decree is made subject to the conveyance by John L. Rothery et al. of a parcel of beach and marsh land extending one thousand (1000) feet in width from the ocean to the river, and the acceptance of said parcel by said town at its annual meeting in March, 1927.

The inhabitants of the town of Scituate aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the first day of March A.D., 1929.

There is no land damage.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Scituate within the limits of which said highway described therein lies.

Mr. William L. Sprague, Associate County Commissioner, acted in place of Mr. Frederic T. Bailey, County Commissioner, in consideration of all matters and things pertaining to said decree, said Bailey being a resident of said Scituate.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-fifth day of January in the year of our Lord nineteen hundred and twenty-seven.

Jere E. Howard	)	
Charles S. Beal	)	County
	)	Commissioners.
William L. Sprague	)	Associate
	)	Commissioner.



ORDER  
MAINTENANCE  
PLYMOUTH  
COUNTY  
HOSPITAL  
JAN. 25, 1927.

It is ordered in accordance with the provisions of Chapter 111, Section 85, of the General Laws and Acts relative thereto, that there be paid from the treasuries of the twenty-six towns and one city of said County to the Treasurer of said County the following sums for maintenance of Plymouth County Hospital for the year ending December 31st, 1926:

The notes issued for maintenance for the year amount to \$75,000.00:-

Abington	\$1981.44
Bridgewater	2297.65
Brockton	25168.55
Carver	843.15
Duxbury	1412.32
East Bridgewater	1538.80
Halifax	379.43
Hanover	1032.88
Hanson	801.08
Hingham	3457.00
Hull	4658.52
Kingston	864.25
Lakeville	505.90
Marion	1222.60
Marshfield	1328.00
Mattapoisett	864.25
Middleborough	3098.68
Norwell	569.14
Pembroke	716.68
Plymouth	9148.36
Plympton	252.95
Rochester	442.66
Rockland	2824.63
Scituate	2782.48
Wareham	3246.20
West Bridgewater	864.25
Whitman	2698.15
Total .....	\$75000.00

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

SELECTMEN OF  
SCITUATE  
JAN. 25, 1927.  
NO. 712.

On the petition of the Selectmen of the Town of Scituate presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventh day of December in the year of our Lord nineteen hundred and twenty-six, representing that the highways in said town known as Clapp Road, between Booth Hill Road and the Norwell line, and Summer Street, between the Norwell line and Cohasset line, are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the North Scituate Railroad Station, in Scituate, said County, on the fifteenth day of January A.D. 1927, at 9:45 o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that

*Superseded and cancelled by Decree # 889 (13416.P.534)*

the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-fifth day of January A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

Description of the Lines of that Part of Clapp  
Road in the Town of Scituate as Established by  
the Plymouth County Commissioners under Decree  
No. 712.

The Northerly Line begins at a stone bound set in the division line between the Towns of Norwell and Scituate and thence runs north 54° 41' 20" east by land of Aaron Bates and by land of owners unknown three hundred twenty-seven and eighty-six hundredths (327.86) feet to a stone bound, thence running on a curve to the right of a radius of five hundred thirty and no hundredths (530.00) feet by land of owners unknown and by land of Fred L. Litchfield et al. three hundred sixty-seven and thirteen hundredths (367.13) feet to a stone bound, thence running south 85° 37' 20" east by land of Fred L. Litchfield et al. five hundred twenty and eighty hundredths (520.80) feet to a stone bound, thence running on a curve to the left of a radius of five hundred fifty and no hundredths (550.00) feet by said land of Fred L. Litchfield et al. three hundred fifty-three and ninety-seven hundredths (353.97) feet to a stone bound, thence running north 57° 30' 10" east by said land of Fred L. Litchfield et al. three hundred fifty-seven and fifteen hundredths (357.15) feet to a stone bound, thence running on a curve to the right of a radius of one thousand ten (1010) feet by said land of Fred L. Litchfield et al., by land of Harry Bates, by old Clapp Road and by other land of Harry Bates four hundred twenty-four and ninety-three hundredths (424.93) feet to a stone bound, thence running north 81° 36' 30" east by said land of Harry Bates, by land of Samuel Hyland, by old Clapp Road, by land of William O. Clapp and by land of Fred L. Litchfield et al. three hundred nine and forty-two hundredths (309.42) feet to a stone bound, thence running on a curve to the left of a radius of seventeen hundred fifty and no hundredths (1750.00) feet by said land of Fred L. Litchfield et al. and by land of Aaron Bates four hundred ninety-one and fifteen hundredths (491.15) feet to a stone bound, thence running north 65° 31' 40" east by said land of Aaron Bates, by land of Fred L. Litchfield et al. and by land

of Janie V. Furgerson two hundred ninety-one and twenty-nine hundredths (291.29) feet to a stone bound, thence running on a curve to the left of a radius of twelve hundred and no hundredths (1200) feet by said land of Janie V. Furgerson and by land of Hattie Litchfield three hundred forty-four and twelve hundredths (344.12) feet to a stone bound, thence running on a curve to the left of a radius of two hundred thirty-one and forty-nine hundredths (231.49) feet by said land of Hattie Litchfield two hundred twenty-nine and twenty-three hundredths (229.23) feet to a stone bound set in the westerly line of Summer Street. Then beginning again at a stone bound set in the easterly line of Summer Street, said bound bearing south 66° 12' 50" east and being fifty-eight and fifty-nine hundredths (58.59) feet distant from the last-mentioned bound, thence running on a curve starting southerly and curving easterly of a radius of one hundred (100) feet by land of Hattie Litchfield and by land of Lorenzo F. Hyland one hundred thirty-six and three hundredths (136.03) feet to a stone bound, thence running south 85° 34' 50" east by said land of Lorenzo F. Hyland by land of Emma W. Fletcher and by land of Lucy D. Mitchell five hundred twenty-seven and ninety-eight hundredths (527.98) feet to a stone bound, thence running on a curve to the right of a radius of eight hundred forty and no hundredths (840.00) feet by said land of Lucy D. Mitchell, by land of Reuben D. Litchfield, by a passageway and by Mount Hope Cemetery, three hundred sixty-three and ninety-six hundredths (363.96) feet to a stone bound, thence running south 60° 45' 20" east by said Mount Hope Cemetery, and by land of Sumner O. and Raymond P. Crane one hundred ninety-one and forty-nine hundredths (191.49) feet to a stone bound, thence running south 62° 39' 50" east by said land of Sumner O. and Raymond P. Crane, by land of Lorenze F. Hyland by land of James H. Merritt and by land of Luther Litchfield eight hundred sixty-five and no hundredths (865.00) feet to a stone bound, thence running on a curve to the left of a radius of seven hundred twenty and no hundredths (720.00) feet by said land of Luther Litchfield and by land of Salome Litchfield two hundred thirty-six and fifty-six hundredths (236.56) feet to a stone bound, thence running on a curve to the left of a radius of twenty-one hundred and forty-one hundredths (2100.41) feet by said land of Salome Litchfield and by land of Milton Litchfield five hundred twenty-four and seventy-three hundredths (524.73) feet to a stone bound, thence running on a curve to the left of a radius of six hundred forty and fifty-seven hundredths (640.57) feet by said land of Milton Litchfield and by land of Luther Litchfield four hundred nineteen and twenty-two hundredths (419.22) feet to a stone bound thence running north 46° 47' 10" east by said land of Luther Litchfield and by land of Laurence Litchfield three hundred eighty-four and sixteen hundredths (384.16) feet to a stone bound, thence running on a curve to the right of a radius of

seven hundred twenty and no hundredths (720.00) feet by said land of Laurence Litchfield by land of Charles A. and Lucius E. Bates and by land of Edith E. Bailey three hundred sixty-four and thirty-two hundredths (364.32) feet to a stone bound, thence running north  $75^{\circ} 46' 40''$  east by said land of Edith E. Bailey and by land of Ethel Merritt et al. one hundred sixty-nine and eighty-four hundredths (169.84) feet to a stone bound, thence running on a curve to the left of a radius of six hundred seventy and no hundredths (670.00) feet by said land of Ethel Merritt et al. two hundred forty-five and eighteen hundredths (245.18) feet to a stone bound thence running north  $54^{\circ} 48' 40''$  east by said land of Ethel Merritt et al., by a lane, and by land of Charles A. and Lucius E. Bates four hundred seventeen and fifty-eight hundredths (417.58) feet to a stone bound, thence running on a curve to the right of a radius of five hundred forty and no hundredths feet by said land of Charles A. and Lucius E. Bates and by land of Grace L. Hall four hundred ninety-seven and seventy-one hundredths (497.71) feet to a stone bound, thence running south  $72^{\circ} 22' 50''$  east by said land of Grace L. Hall and by land of George H. Burbank three hundred thirty-five and twenty-nine hundredths (335.29) feet to a stone bound, thence running on a curve to the right of a radius of seven hundred seventy and no hundredths (770.00) feet by said land of George H. Burbank and by land of Albert E. Brown two hundred ninety and ninety-six hundredths (290.96) feet to a stone bound, thence running south  $50^{\circ} 43' 50''$  east by said land of Albert E. Brown and by land of John A. and Alice L. Neal three hundred twenty-nine and fifty-two hundredths (329.52) feet to a stone bound, thence running on a curve to the right of a radius of eight hundred ninety and no hundredths (890.00) feet by said land of John A. and Alice L. Neal and by land of Maud D. Ruiter one hundred thirty-three and sixty-seven hundredths (133.67) feet to a stone bound thence running south  $42^{\circ} 7' 30''$  east by said land of Maud D. Ruiter one hundred fifty-five and thirty-one hundredths (155.31) feet to a stone bound and thence running on a curve to the left of a radius of one hundred thirty-four and seventy hundredths (134.70) feet by said land of Maud D. Ruiter one hundred eighty-seven and eighty-six hundredths (187.86) feet to a stone bound set in the northerly line of Booth Hill Road. Then beginning again at a stone bound set in the southerly line of Booth Hill Road said bound bearing south  $0^{\circ} 7' 40''$  west and being fifty-nine and six hundredths (59.06) feet distant from the last-mentioned bound and thence running on a curve starting southwesterly and curving to the left of a radius of sixty and seventy-four hundredths (60.74) feet by other land of Maud D. Ruiter one hundred six and ten hundredths (106.10) feet to a stone bound set in the northeasterly line of Clapp Road.

The Southerly Line begins at a stone bound set in the division line between the Towns of Norwell and Scituate said bound bearing south  $76^{\circ} 25' 0''$  east and being sixty-six and thirty-six hundredths (66.36) feet distant from the first-described bound in the above-described Northerly Line, thence running parallel to and fifty (50) feet distant southerly from the above-described Northerly Line north  $54^{\circ} 41' 20''$  east by land of Robert J. Litchfield two hundred eighty-four and twenty-four hundredths (284.24) feet to a stone bound, thence running on a curve to the right of a radius of four hundred eighty and no hundredths (480.00) feet by said land of Robert J. Litchfield and by land of Estate of Abner Bates three hundred thirty-two and fifty hundredths (332.50) feet to a stone bound, thence running south  $85^{\circ} 37' 20''$  east by said land of estate of Abner Bates and by land of Fred L. Litchfield et al. five hundred twenty and eighty hundredths (520.80) feet to a stone bound, thence running on a curve to the left of a radius of six hundred and no hundredths (600.00) feet by said land of Fred L. Litchfield et al. three hundred eighty-six and sixteen hundredths (386.16) feet to a stone bound, thence running north  $57^{\circ} 30' 10''$  east by said land of Fred L. Litchfield et al. three hundred fifty-seven and fifteen hundredths (357.15) feet to a stone bound, thence running on a curve to the right of a radius of nine hundred sixty and no hundredths (960.00) feet by said land of Fred L. Litchfield et al. and by land of Harry Bates four hundred three and eighty-nine hundredths (403.89) feet to a stone bound, thence running north  $81^{\circ} 36' 30''$  east by said land of Harry Bates, by land of Samuel Hyland, by old Clapp Road and by land of Fred L. Litchfield et al. three hundred nine and forty-two hundredths (309.42) feet to a stone bound, thence running on a curve to the left of a radius of eighteen hundred and no hundredths (1800.00) feet by said land of Fred L. Litchfield et al., by land of Aaron Bates and by old Clapp Road five hundred five and nineteen hundredths (505.19) feet to a stone bound, thence running north  $65^{\circ} 31' 40''$  east by land of William O. Clapp two hundred ninety-one and twenty-nine hundredths feet to a stone bound, thence running on a curve to the left of a radius of twelve hundred fifty and no hundredths (1250.00) feet by said land of William O. Clapp and by land of Hattie Litchfield two hundred twenty-seven and sixty-two hundredths (227.62) feet to a stone bound, thence running on a curve to the right of a radius of sixty-seven and no hundredths (67.00) feet by said land of Hattie Litchfield one hundred fifty-four and fifty-five hundredths (154.55) feet to a stone bound set in the westerly line of Summer Street. Then beginning again at a stone bound set in the easterly line of Summer Street, said bound bearing north  $25^{\circ} 51' 50''$  east and being one hundred fifty-six and seventy-four hundredths (156.74) feet distant from the last described stone bound set in the westerly line of Summer Street, thence running on a

curve starting northeasterly and curving easterly of a radius of one hundred and no hundredths (100.00) feet by land of Fred L. Litchfield et al. one hundred fifty-two and twelve hundredths (152.12) feet to a stone bound, thence running south 85° 34' 50" east by said land of Fred L. Litchfield et al., thence running on a curve to the right of a radius of seven hundred ninety and no hundredths (790.00) feet by land of George W. Damon and by land of Fred L. Litchfield et al. three hundred forty-two and twenty-nine hundredths feet (342.29) to a stone bound, thence running south 60° 45' 20" east by said land of Fred L. Litchfield et al. and by land of William O. Clapp one hundred ninety-two and thirty-two hundredths (192.32) feet to a stone bound, thence running south 62° 39' 50" east by said land of William O. Clapp, by land of Floyd H. Litchfield, by land of Waldo Litchfield, by land of George A. Hardwick, by land of Vera G. Damon, by land of Edith Crane and by land of Town of Scituate eight hundred thirty-eight and seventeen hundredths (838.17) feet to a stone bound thence running on a curve to the right of a radius of twenty-five and no hundredths (25.00) feet by said land of Town of Scituate sixty and thirty-nine hundredths (60.39) feet to a stone bound set in the northerly line of Cedar Street. Then beginning again at a stone bound set in the southerly line of Cedar Street and Clapp Road, said bound bearing south 25° 35' 0" west and being sixty-five and twelve hundredths (65.12) feet distant from the last-described bound, thence running on a curve starting northeasterly and curving more easterly of a radius of seven hundred fifty-five and six hundredths (755.06) feet by land of Laurence Litchfield, by land of Robert Kinsley and by land of Luther Litchfield two hundred ninety-nine and ninety-five hundredths (299.95) feet to a stone bound, thence running on a curve to the left of a radius of twenty-one hundred fifty and forty-one hundredths (2150.41) feet by said land of Luther Litchfield and by land of Viola A. Crosbie five hundred thirty-seven and twenty-three hundredths (537.23) feet to a stone bound, thence running on a curve to the left of a radius of six hundred ninety and fifty-seven hundredths (690.57) feet by said land of Viola A. Crosbie four hundred fifty and ninety-one hundredths (450.91) feet to a stone bound, thence running north 46° 47' 10" east by said land of Viola A. Crosbie, and by land of Ernest H. Ellis three hundred eighty-four and sixteen hundredths (384.16) feet to a stone bound thence running on a curve to the right of a radius of six hundred seventy and no hundredths (670.00) feet by said land of Ernest H. Ellis and by land of Ethel Merritt et al. three hundred thirty-nine and two hundredths (339.02) feet to a stone bound, thence running north 75° 46' 40" east by said land of Ethel Merritt et al. one hundred sixty-nine and eighty-four hundredths (169.84) feet to a stone bound, thence running on a curve to the left of a radius of seven hundred twenty and no hundredths

(720.00) feet by said land of Ethel Merritt et al. two hundred sixty-three and forty-eight hundredths (263.48) feet to a stone bound, thence running north  $54^{\circ} 48' 40''$  east by said land of Ethel Merritt et al. three hundred sixty-two and ninety-seven hundredths (362.97) feet to a stone bound, thence running on a curve to the right of a radius of six hundred and no hundredths (600.00) feet by said land of Ethel Merritt et al. and by land of Martha A. Clapp five hundred fifty-three and no hundredths (553.00) feet to a stone bound, thence running south  $72^{\circ} 22' 50''$  east by said land of Martha A. Clapp two hundred eighty and sixty-eight hundredths (280.68) feet to a stone bound thence running on a curve to the right of a radius of seven hundred twenty and no hundredths (720.00) feet by said land of Martha A. Clapp and by land of Albert E. Brown two hundred seventy-two and six hundredths (272.06) feet to a stone bound, thence running south  $50^{\circ} 43' 50''$  east by said land of Albert E. Brown three hundred twenty-nine and fifty-two hundredths (329.52) feet to a stone bound, thence running on a curve to the right of a radius of eight hundred forty and no hundredths (840.00) feet by said land of Albert E. Brown one hundred twenty-six and sixteen hundredths (126.16) feet to a stone bound and thence running south  $42^{\circ} 7' 30''$  east by said land of Albert E. Brown and by land of Laurence A. Brennenstuhl three hundred ninety-one and forty-three hundredths (391.43) feet to a stone bound, said bound bearing south  $47^{\circ} 52' 30''$  west and being fifty (50) feet distant from the last-mentioned bound in the above-described Northerly Line. And all the land lying between the above-described lines is hereby taken and laid out as a public highway, and all that part of old Clapp Road lying outside of the above-described lines is hereby abandoned as a public highway.

Description of the Lines of that Part of Summer  
Street in the Town of Scituate as Established by  
the Plymouth County Commissioners under Decree

No. 712.

\_\_\_\_\_

The Easterly Line begins at a stone bound set in the division line between the Towns of Scituate and Cohasset and thence runs south  $8^{\circ} 11' 0''$  east by land of Henry T. Cole three hundred sixty-one and ninety-six hundredths (361.96) feet to a stone bound, thence running on a curve to the left of a radius of seven hundred ninety and no hundredths (790.00) feet by said land of Henry T. Cole, by land of Louis Levine and by land of Hattie Litchfield one hundred eighty-seven and fifty-nine hundredths (187.59) feet to a stone bound, thence running south  $21^{\circ} 47' 0''$  east by said land of Hattie Litchfield and by land of Aaron Bates six hundred eighty-two and five hundredths (682.05) feet to a stone bound thence running on a curve to the right



of a radius of twelve hundred fifty and no hundredths (1250.00) feet by said land of Aaron Bates by land of Amy Hardwick and by land of Heirs of Daniel E. Hill three hundred eight and seventy-one hundredths (308.71) feet to a stone bound, thence running south  $7^{\circ} 38' 20''$  east by said land of Heirs of Daniel E. Hill and by land of Hattie E. Litchfield six hundred fifteen and seventy-seven hundredths (615.77) feet to a stone bound in the northerly line of Clapp Road. Then beginning again at a stone bound set in the southerly line of Clapp Road and running south  $7^{\circ} 15' 40''$  west by land of Ellwood Litchfield, by land of Fred L. Litchfield et al. by land of Clara F. Hyland by land of Abbie Briggs, by land of John L. Litchfield and by land of Eliza J. Litchfield eight hundred seventy-four and forty-two hundredths (874.42) feet to a stone bound thence running on a curve to the left of a radius of one hundred (100) feet by said land of Eliza J. Litchfield, by land of Ella B. Waterman and by other land of Eliza J. Litchfield one hundred thirty-four and forty-five hundredths (134.45) feet to a stone bound set in the northerly line of Cedar Street. Then beginning again at a stone bound set in the southerly line of Cedar Street said bound bearing south  $19^{\circ} 22' 10''$  east and being sixty-four and eighty-nine hundredths (64.89) feet distant from the last-mentioned bound, thence running on a curve starting westerly and curving to the south of a radius of one hundred (100) feet by land of Arthur E. Litchfield one hundred seventy and eight hundredths (170.08) feet to a stone bound and thence running south  $12^{\circ} 46' 50''$  east by said land of Arthur E. Litchfield and by land of George B. Elms eight hundred forty-one and twenty-eight hundredths (841.28) feet to a stone bound set in the boundary line between the towns of Scituate and Norwell.

The Westerly Line begins at a stone bound set in the division line between the towns of Cohasset and Scituate said bound bearing south  $67^{\circ} 17' 0''$  east and being fifty-one and sixty-five hundredths (51.65) feet distant from the first-described bound in the above-described Easterly Line and thence runs south  $8^{\circ} 11' 0''$  east by land of Charles Cohen, by land of Amy Hardwick and by land of William Brown three hundred forty-nine and no hundredths (349.00) feet to a stone bound, thence running on a curve to the left of a radius of eight hundred forty and no hundredths (840.00) feet by said land of William Brown by land of Frances Vargus et al. and by land of Annie Michelson one hundred ninety-nine and forty-seven hundredths (199.47) feet to a stone bound, thence running south  $21^{\circ} 47' 0''$  east by said land of Annie Michelson, by land of Aaron Bates, by land of Hyman Cohen and by land of Mary Andrews six hundred eighty-two and five hundredths (682.05) feet to a stone bound, thence running on a curve to the right of a radius of twelve hundred (1200) feet by said land of Mary Andrews, by land of Mary E. Daniels

and by land of Hattie Litchfield two hundred ninety-six and thirty-six hundredths (296.36) feet to a stone bound, thence running south 7° 38' 20" east by said land of Hattie Litchfield five hundred eighty-five and twenty-one hundredths (585.21) feet to a stone bound set in the northerly line of Clapp Road. Then beginning again at a stone bound set in the southerly line of Clapp Road and running south 7° 15' 40" west by land of Hattie Litchfield by land of William O. Clapp and by land of Arthur E. Litchfield seven hundred fifty and twenty-one hundredths (750.21) feet to a stone bound, thence running on a curve to the right of a radius of twelve hundred (1200) feet by said land of Arthur E. Litchfield one hundred fifteen and sixty hundredths (115.60) feet to a stone bound and thence running south 12° 46' 50" east by said land of Arthur E. Litchfield, by land of George B. Elms and by land of Fred A. Fenger nine hundred eighteen and fifty-nine hundredths (918.59) feet to a stone bound marking the division line between the Towns of Scituate and Norwell said bound bearing north 53° 37' 0" west and being fifty-four and fifty-six hundredths (54.56) feet distant from the last-described bound in the above-described Easterly Line, said street to be fifty (50) feet in width. And all the land lying between the above-described lines is hereby taken and laid out as a public highway.

Portions of Clapp Road and Summer Street lying outside the foregoing lines are hereby discontinued except that part of Clapp Road lying southerly of and adjoining land of Lorenzo F. Hyland, and northerly of and adjoining field land of George W. Damon and field land of Fred L. Litchfield. Also that portion of Clapp Road on the line running westerly from Summer Street lying southerly of and adjoining land of Fred L. Litchfield, and northerly of and adjoining land of Samuel Hyland, William O. Clapp and Harry E. Bates.

The discontinuance of other portions of said ways shall take effect upon the completion of the new ways within the limits they serve.

The following sections of said ways are to be completed within one year from date:

1. That portion of Clapp Road opposite land of Fred L. Litchfield, and the homes of George W. Damon, Lorenzo Hyland, Hattie Litchfield, and Jennie V. Ferguson.
2. That part of Summer Street opposite the homes of Fred L. Litchfield, Elwood Litchfield, and vacant land of Fred L. Litchfield and of Clara F. Hyland.
3. That portion of Clapp Road adjoining land of Milton G. Litchfield and Luther Litchfield.
4. That portion of Clapp Road adjoining land of Harry Merritt and

land of Grace M. Hall.

The remaining portions of said ways are to be made safe and convenient for public travel, but need not be worked to their full widths until it becomes necessary to re-build the macadam.

The barn of Harry Merritt, the store of Louis Levine, and the store of Israel Cohen, now on leased land, are to be moved without expense to the owners. When walls and fences are to be moved the work shall be done by the Town without expense to the owner.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Scituate aforesaid, are hereby ordered to cause said highway to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the 25th day of January A.D., 1928.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

<u>Owner</u>	<u>Sq. Ft.</u> <u>Taken</u>	<u>Sq. Ft.</u> <u>Abandoned</u>	<u>Award</u>
CLAPP ROAD.			
Maud D. Ruiter	864	320	\$150.00
" " "	2528		50.00
John A. & Alice L. Neal	560	208	15.00
Lawrence A. Brennenstuhl	1024	208	1.00
Albert E. Brown	6400	496	60.00
" " "	1790	58	17.00
George H. Burbank	45	1896	0.00
Grace L. Hall	320	2052	0.00
Martha A. Clapp	5936		180.00
Ethel Merritt et al.	24336		495.72
Harry Merritt et al.	2640	960	26.40
Charles & Lucius Bates	2944	2592	0.00
Harry Merritt			
One barn, two sheds -			
Move barn.			
Edith E. Bailey	288	576	0.00
Charles & Lucius Bates	768		10.00
Ernest H. Ellis	688		13.76
Laurence Litchfield	4048		80.96
Luther Litchfield	3408		17.04
Milton Litchfield	8128		140.00
Viola Crosbie	140	7952	0.00
Salome Litchfield	640		19.20
Luther Litchfield	2144		21.44
" "	1216		12.16
Robert Kinsley	544		16.32
Laurence Litchfield	2400		72.00
Edith Crane	1152		23.04
Vera G. Damon	609		18.27
George A. Hardwick	15	74	0.00
James H. Merritt	2090		50.00
Waldo Litchfield		436	0.00
Floyd H. Litchfield	460	455	0.00
Lorenzo Hyland	3168		15.84
S.O. & R.P. Crane	1184		35.52

<u>Owner</u>	<u>Sq. Ft. Taken</u>	<u>Sq. Ft. Abandoned</u>	<u>Award</u>
William O. Clapp	3776		\$75.52
F. L. Litchfield	1536		46.08
Reuben D. Litchfield	544		16.32
George W. Damon	7720		163.00
Lucy D. Mitchell	464	1568	0.00
Emma W. Fletcher	1984	1760	0.00
F. L. Litchfield et al.	1328	192	13.28
George W. Damon		2752	0.00
Lorenzo F. Hyland	14784	2368	900.00
Fred L. Litchfield et al.	5760	5136	125.00
Hattie Litchfield	14358	22	287.16
" "	9120		91.20
Ellwood M. Litchfield	450	5312	0.00
Janie V. Furgerson	896	1360	0.00
William O. Clapp	4608	9700	0.00
Fred L. Litchfield et al.	60		1.00
Aaron Bates	5312		13.28
Fred L. Litchfield et al.	16736		41.84
William O. Clapp	916	448	2.29
Samuel Hyland	4640	2048	46.40
Harry Bates	23120	17120	300.00
Fred L. Litchfield et al.	17323	1000	43.31
" " " " "	3616	5872	9.04
Abner Bates Estate	5600		14.00
Robert J. Litchfield	5600		14.00

## SUMMER STREET.

Fred A. Fenger		45	\$0.00
George B. Elms	4848		
" "		183	)- 10.00
Arthur E. Litchfield	8352		83.52
Ella B. Waterman	500		25.00
And fill cellar.			
Abbie Briggs	460		9.20
Clara F. Hyland	560		11.20
Fred L. Litchfield et al.	500		10.00
Elwood Litchfield.	450		9.00
W. O. Clapp	704		3.52
Hattie Litchfield	4016		40.16
Heirs Daniel E. Hill	4416	18	92.00
Amy Hardwick	656	12	19.68
Mary E. Daniels	1856		18.56
Mary Andrews	590		17.70
Aaron Bates	3664		73.28
Hyman Cohen	928		27.84
Aaron Bates	1560		15.60
Hattie Litchfield	4544		45.44
Louis Levine	1536		76.80
Move building.			
Annie Michelson	1248		62.40
Frances Vargus et al.	1050		52.50
Henry T. Cole	4320		86.40
William Brown	2816		56.32
Amy Hardwick	960		28.80
Charles Cohen	992		29.76

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Scituate within the limits of which said highway described therein lies.

Mr. William L. Sprague, Associate County Commissioner, acted in place of Mr. Frederic T. Bailey, County Commissioner, in consideration of all matters and things pertaining to said decree, said Bailey being a resident of said Scituate.

In Witness whereof, the said County Commissioners have hereunto set their hands

this twenty-fifth day of January in the year of our Lord nineteen hundred and twenty-seven.

Jere B. Howard )  
Charles S. Beal ) County Commissioners.  
William L. Sprague ) Associate Commissioner.

Ordered, that there be paid from the County Treasury to the Trustees of the County Aid to Agriculture the sum of Eight Thousand Dollars (\$8,000.00),- said sum to be payable to Horace T. Fogg, as he is Treasurer thereof.

ORDER  
H. T. FOGG,  
TREAS., TRS.  
COUNTY AID TO  
AGRICULTURE  
FEB. 1, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered, that there be paid from the County Treasury to the owners of land taken in connection with the building of the new State Highway in the Town of Marshfield, under Decree No.688, the total sum of \$5,181.70. These amounts were ordered paid from the Treasury of the Town of Marshfield, and are now assumed by the County of Plymouth, through its Commissioners.

ORDER  
UNDER  
DECREE NO.688.  
FEB. 1, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Norwell, the sum of \$277.23, for and on account of work on Pond Street in said Town, under Decree No.671, in conjunction with other funds furnished by the Town and Commonwealth, to be charged to Outstanding Liabilities.

ORDER  
TOWN OF NORWELL  
FEB. 1, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER

D.H.COAKLEY

FEB.1,1927.

Ordered, that there be paid from the County Treasury to Daniel H. Coakley, 84 The Fenway, Boston, Mass., the sum of \$43.93, for and on account of the taking of land under Decree No.657, to be charged to Outstanding Liabilities.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

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ORDER

C.& J.LOMBA

FEB.15,1927.

Ordered, that there be paid from the County Treasury to Caroline and John Lomba, Wareham, Mass., the sum of \$3.00, for and on account of the taking of land under Decree No.616, to be charged to Outstanding Liabilities.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

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ORDER

S.FERGUSON

FEB.15,1927.

Ordered, that there be paid from the County Treasury to Samuel Ferguson, as he is Watchman at the House of Correction, the sum of \$25.00, due him on account of automatic salary increase effective in October, 1926.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

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ORDER

PLYMOUTH  
COUNTY  
HOSPITAL

FEB. 15, 1927.

Ordered, that there be paid from the County Treasury to Gary W. Russell, as is Treasurer of the Plymouth County Hospital, the sum of Ten Thousand Dollars (\$10,000.00) for the general maintenance of said hospital.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

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On the petition of the Selectmen of the town of Middleborough presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventeenth day of November A.D. 1925, representing that the highways in said town known as Center Street, Taunton Road, Plympton Street, Marion Road, Perry Street, and Miller Street are narrow, crooked and inconvenient for public travel and in need of specific repair and relocation, upon which return of location of Plympton Street issued on the twenty-first day of December A.D. 1926, the following awards on Plympton Street are made this sixteenth day of February A.D. 1927, to be paid from the Town Treasury so soon as entry is made and possession taken of the land of the following owners:-

AWARDS ON  
PLYMPTON ST.  
UNDER  
DECREE NO. 670.  
FEB. 16, 1927.

	<u>Abandoned</u>	<u>Taken</u>	<u>Amount</u>
Jesse Carpenter Jr. et al.		1312 Sq.Ft.)	\$25.00
" " " " " "		917 " " )	
United Cranberry Co.		4400 " "	1.00
John Maki		7200 " "	7.20
Aaron L. Card		25060 " "	25.00
Rose O. Shaw et al.		30800 " "	30.00
Ida F. Bryant		8800 " "	44.00
Owner to have use of well.			
Horace L. Bryant	1080 Sq.Ft.	1280 " "	1.00
George S. Eddy	900 " "	14200 " "	100.00
Estate of Caleb F. Eddy		5380 " "	15.00
Clarence Soule		220 " "	1.00
M. A. Moore		1900 " "	125.00

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered, that there be paid from the County Treasury to William L. Sprague, of Marshfield, the sum of Five Hundred Dollars (\$500.00), as special damage caused by the construction of the State Highway through his property, under Decree No. 688.

ORDER  
W.L. SPRAGUE  
MAR. 8, 1927.

Frederic T. Bailey )  
Charles S. Beal ) County Commissioners.

D. MAHONEYET ALI.FEB.28,1927.NO.691.

On the petition of Dennis Mahoney of Mattapoissett and others presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the twenty-seventh day of July in the year of our Lord nineteen hundred and twenty-six, representing that public necessity and convenience require the laying out of the Fairhaven Road, so called, from a point at or near Station 60+98 as shown on plan made by the Massachusetts Department of Public Works, Division of Highways, to Main Street, thence continuing on County Street to North Street, thence over a new highway in an easterly direction over private lands and a portion of Church Street to a point in the Marion Road at or near Station 82 of the 1900 layout, as shown on plan of said road on file with said Division of Highways, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Mattapoissett, in said County, on the third day of September A.D. 1926, at 10:30 o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-eighth day of February A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

MATTAPOISETT1927 County Layout

The layout begins at the easterly end of the State highway on County Street, as laid out March 17, 1925; extending thence in a general easterly direction along County Street to North Street, and thence by a cut off or new location (crossing Dexter and Church Streets) for a total distance of about 1.9 miles to a point on the State highway on the Marion Road, as laid out April 18, 1901; said point being about 900 feet easterly from Bolles Corner, so called; the layout being more fully described as follows:

The base line begins at a point shown on plan as station 60+98.13, said point being identical with the easterly end of the base line of the aforesaid 1925 State highway layout, and extends thence north 70° 33' 00" east for a distance of 1034.40 feet, thence north 75° 54' 30" east for a



distance of 411.67 feet, thence north  $78^{\circ} 47' 00''$  east for a distance of 618.30 feet, thence north  $81^{\circ} 11' 00''$  east for a distance of 475.65 feet to a point shown on plan as station 86+38.15, said station equalling station 0 for the line ahead, thence continuing by the same course north  $81^{\circ} 11' 00''$  east for a distance of 114.76 feet, thence north  $61^{\circ} 11' 00''$  east for a distance of 55.70 feet, thence north  $81^{\circ} 30' 30''$  east for a distance of 1995.69 feet, thence by a curve to the right of 2600.00 feet radius for a distance of 2244.98 feet, thence south  $49^{\circ} 01' 10''$  east for a distance of 1196.14 feet, thence by a curve to the left of 1600.00 feet radius for a distance of 448.90 feet, thence south  $65^{\circ} 05' 40''$  east for a distance of 211.59 feet, thence by a curve to the left of 1600.70 feet radius for a distance of 1136.75 feet to a point at the end of the layout, on the Marion Road, so called, said point being shown on plan as station 74+04.51 and equalling station 83+06.47 of the base line of the aforesaid 1901 State highway layout. Length of layout = 9944.53 feet.

The northerly location line begins at a point bearing north  $19^{\circ} 27' 00''$  west and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 60+98.13, and extends thence north  $70^{\circ} 13' 56''$  east for a distance of 724.97 feet to a point bearing north  $19^{\circ} 46' 01''$  west and 34.02 feet distant from station 68+23.27 of the base line, thence by a curve to the right of 3260.00 feet radius for a distance of 358.66 feet to a point bearing north  $13^{\circ} 27' 51''$  west and 20.76 feet distant from station 71+ 79.17, thence north  $76^{\circ} 32' 10''$  east for a distance of 473.62 feet to a point bearing north  $12^{\circ} 06' 30''$  west and 21.01 feet distant from station 76+52.39, thence north  $79^{\circ} 14' 50''$  east for a distance of 248.84 feet to a point bearing north  $10^{\circ} 21' 19''$  west and 19.00 feet distant from station 79+00.62 of the base line, thence north  $80^{\circ} 02' 32''$  east for a distance of 823.89 feet to a point bearing north  $8^{\circ} 44' 27''$  west and 24.43 feet distant from station 0+85.88 of the base line, thence by a curve to the left of 30.00 feet radius for a distance of 46.22 feet to a point on the westerly side of Main Street, bearing north  $8^{\circ} 14' 00''$  west and 54.12 feet distant from station 1+14.76 of the base line, thence crossing Main Street, north  $79^{\circ} 44' 09''$  east for a distance of 43.30 feet to a point on the easterly side thereof, bearing north  $22^{\circ} 03' 18''$  west and 37.15 feet distant from station 1+70.46, thence southerly to southeasterly to easterly by a curve of 30.00 feet radius for a distance of 46.66 feet to a point bearing north  $63^{\circ} 17' 14''$  east and 23.05 feet distant from the said station 1+70.46, thence north  $80^{\circ} 18' 37''$  east for a distance of 1815.04 feet to a point bearing north  $28^{\circ} 17' 37''$  west and 48.00 feet distant from station 20+23.25, thence by a curve to the left of 80.00 feet radius for a distance of 120.55 feet to a point on the westerly side of North Street, so called,

bearing north  $6^{\circ} 01' 30''$  west and being 121.81 feet distant from station 20+80.00 of the base line, thence crossing North Street, north  $74^{\circ} 04' 14''$  east for a distance of 40.61 feet to a point on the easterly side thereof bearing north  $26^{\circ} 14' 38''$  west and being 133.30 feet distant from station 21+66.15, thence southerly to southeasterly to easterly by a curve of 80.00 feet radius for a distance of 125.75 feet to a point bearing north  $31^{\circ} 00' 18''$  east and 56.48 feet distant from the said station 21+66.15, thence by a curve to the right of 2857.64 feet radius for a distance of 961.29 feet to a point bearing north  $13^{\circ} 11' 21''$  east and 30.00 feet distant from station 31+50.00 of the base line, thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north  $40^{\circ} 58' 50''$  east and 30.00 feet distant from station 50+69.37, thence by a curve to the left of 480.00 feet radius for a distance of 109.33 feet to a point bearing north  $47^{\circ} 05' 12''$  east and 42.64 feet distant from station 51+73.22, thence by a curve to the right of 480.00 feet radius for a distance of 214.40 feet to a point bearing north  $36^{\circ} 50' 34''$  east and 43.46 feet distant from station 53+93.51, thence by a curve to the left of 480.00 feet radius for a distance of 123.41 feet to a point bearing north  $40^{\circ} 58' 50''$  east and 32.24 feet distant from station 55+12.95 of the base line, thence by a curve to the left of 3068.42 feet for a distance of 743.59 feet to a point bearing north  $24^{\circ} 54' 20''$  east and 30.00 feet distant from station 62+67.76 of the base line, thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout on the northerly location line of the aforesaid 1901 State highway layout on the Marion Road, said point bearing north  $15^{\circ} 47' 00''$  west and being 30.00 feet distant from the point of ending of the above-described base line shown on plan as station 74+04.51.

The southerly location line begins at a point bearing south  $19^{\circ} 27' 00''$  east and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 60+98.13 and extends thence north  $70^{\circ} 13' 56''$  east for a distance of 725.30 feet to a point bearing south  $19^{\circ} 46' 01''$  east and 25.98 feet distant from station 68+23.27, thence by a curve to the right of 3200.00 feet radius for a distance of 352.06 feet to a point bearing south  $13^{\circ} 27' 51''$  east and 39.24 feet distant from station 71+79.17, thence north  $76^{\circ} 32' 10''$  east for a distance of 472.20 feet to a point bearing south  $12^{\circ} 06' 30''$  east and 39.00 feet distant from station 76+52.39, thence north  $79^{\circ} 14' 50''$  east for a distance of 247.01 feet to a point bearing south  $10^{\circ} 21' 19''$  east and 41.00 feet distant from station 79+00.62, thence north  $80^{\circ} 02' 32''$  east for a distance of 822.20 feet to a point bearing south  $8^{\circ} 44' 27''$  east and 35.58 feet distant from station 0+85.88, thence by a curve to the right of 28.00 feet radius for a distance of 44.70 feet to a point on the westerly side of Main Street bearing south

8° 29' 00" east and being 63.74 feet distant from station 1+14.76 of the base line, thence crossing Main Street north 79° 25' 34" east for a distance of 48.29 feet to a point on the easterly side thereof, bearing south 5° 41' 09" east and 81.43 feet distant from station 1+70.46 of the base line, thence northerly to northeasterly to easterly by a curve of 30.00 feet radius for a distance of 45.10 feet to a point bearing south 34° 10' 17" east and 58.51 feet distant from the said station 1+70.46, thence north 80° 18' 37" east for a distance of 1828.14 feet to a point bearing south 9° 41' 23" east and 14.51 feet distant from station 20+23.25, thence by a curve to the right of 52.42 feet radius for a distance of 85.69 feet to a point on the westerly side of North Street bearing south 6° 01' 30" east and 69.24 feet distant from station 20+80.00, thence, crossing North Street, south 67° 14' 56" east for a distance of 45.64 feet to a point on the easterly side thereof, bearing south 19° 52' 00" west and being 105.50 feet distant from station 21+66.15, thence northerly to northeasterly to easterly by a curve of 80.00 feet radius for a distance of 125.57 feet to a point bearing south 72° 14' 32" east and 36.98 feet distant from the said station 21+66.15, thence by a curve to the right of 2797.64 feet radius for a distance of 941.34 feet to a point bearing south 13° 11' 21" west and 30.00 feet distant from station 31+50.00 of the base line, thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south 40° 58' 50" west and 30.00 feet distant from station 48+55.05, thence by a curve to the right of 20.00 feet radius for a distance of 50.84 feet to a point on the northerly side of Church Street, so called, bearing south 40° 58' 50" west and being 66.51 feet distant from station 48+66.34, thence crossing Church Street, south 6° 37' 39" west for a distance of 50.00 feet to a point on the southerly side thereof, bearing south 40° 58' 50" west and being 107.79 feet distant from station 48+94.55 of the base line, thence following said southerly side of Church Street easterly by a curve to the right of 200.00 feet radius for a distance of 40.40 feet to a point bearing south 40° 58' 50" west and 88.51 feet distant from station 49+29.97 of the base line, thence south 71° 47' 59" east for a distance of 50.38 feet to a point bearing south 40° 58' 50" west and 69.00 feet distant from station 49+76.42, thence leaving said side of Church Street and extending by a curve to the right of 500.00 feet radius for a distance of 198.79 feet to a point bearing south 47° 05' 12" west and 30.17 feet distant from station 51+73.22 of the base line, thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south 36° 50' 34" west and 30.08 feet distant from station 53+93.51, thence by a curve to the left of 3128.42 feet radius for a distance of 98.69 feet to a point bearing south 40° 58' 50" west and 28.44 feet distant from station 54+94.35, thence by a curve to the right of 500.00 feet radius for a distance

of 128.66 feet to a point again on the southerly side of Church Street, bearing south  $21^{\circ} 06' 18''$  west and 43.47 feet distant from station 56+07.27, thence following said side of Church Street south  $36^{\circ} 05' 00''$  east for a distance of 210.99 feet to a point bearing south  $33^{\circ} 32' 30''$  west and 102.45 feet distant from station 58+15.00 of the base line, thence crossing Church Street north  $53^{\circ} 55' 00''$  east for a distance of 52.00 feet to a point on the northerly side thereof, bearing south  $32^{\circ} 54' 52''$  west and 53.80 feet distant from station 58+32.52 of the base line, thence northwesterly, northeasterly and south easterly by a curve of 20.00 feet radius for a distance of 55.46 feet to a point bearing south  $32^{\circ} 39' 41''$  west and 15.14 feet distant from station 58+39.58, thence southeasterly by a curve to the left of 3128.42 feet radius for a distance of 430.92 feet to a point bearing south  $24^{\circ} 54' 20''$  west and 30.00 feet distant from station 62+67.76, thence parallel to the base line as above described and 30.00 feet distant therefrom to a point bearing south  $4^{\circ} 15' 44''$  west and 30.00 feet distant from station 68+44.48, thence by a curve to the right of 20.00 feet radius for a distance of 55.83 feet to a point at the end of the layout, on the northerly location line of the aforesaid 1901 State highway layout on the Marion Road, said point bearing south  $4^{\circ} 01' 37''$  west and being 68.80 feet distant from station 68+51.05 of the above-described base line.

The westerly end of the layout is defined by the easterly end of the aforesaid 1925 State highway layout.

The easterly end of the layout is defined by that portion of the northerly location line of the State highway on the Marion Road, 565.81 feet in length, connecting the points of ending of the above-described northerly and southerly location lines.

Portions of the old highway lying outside the above-described lines are hereby discontinued, except Main, Barstow, North, Dexter, and Church Streets.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work will be done without expense to owners.

MATTAPOISETT

1927 County Layout

The stations hereinafter mentioned are points on the base line of location of the 1927 County Layout on County Street, so-called, and extension thereof.

Parcel No. 1. From JAMES McAFEE. A parcel of land on the northerly side of County Street, bounded and described as follows: Beginning at the

junction of the northerly location line of the 1927 County layout with the line defining the westerly end of the taking, said junction being opposite and 30 feet distant from station 60+98.13; thence extending easterly by said location line for about 220 feet; thence southerly by the dividing line between the properties of Arthur G. Smith and the said McAfee, as defined by a wall, for about 11 feet to a point on the assumed front property line about opposite station 63+17; thence returning westerly by said front property line for about 220 feet; thence northerly by the aforesaid end of taking for about 8 feet to the point of beginning; containing about 2,090 square feet.

Parcel No. 2. From ARTHUR G. SMITH. A parcel of land on the northerly side of County Street, bounded and described as follows: Beginning at the intersection of the northerly location line of the 1927 County layout with the dividing line between the properties of James McAfee and the said Smith, as defined by a wall, said intersection being about opposite station 63+17; thence extending easterly by said location line for about 160 feet to a point about opposite station 64+78; thence southerly by the dividing line between the property of Jesse P. Keller and that of the said Smith for about 13 feet; thence returning westerly by the front property line, as defined by a face wall, for about 156 feet; thence northerly by the first-mentioned dividing line for about 11 feet to the point of beginning; containing about 1,820 square feet.

Parcel No. 3. From JESSE P. KELLER. A parcel of land on the northerly side of County Street, bounded and described as follows: Beginning at the intersection of the northerly location line of the 1927 County layout with the dividing line between the properties of Arthur G. Smith and the said Keller; thence extending easterly by said location line for about 167 feet to a point about opposite station 66+45; thence southerly by the dividing line between the properties of Arthur McAfee and the said Keller, as defined by a wall for about 13 feet; thence returning westerly by the front property line, as defined by a face wall, for about 167 feet to a point about opposite station 64+74; thence northerly by the first-mentioned dividing line for about 13 feet to the point of beginning; containing about 2,025 square feet.

Parcel No. 4. From ARTHUR <sup>(James McAfee)</sup> MCAFEE. A parcel of land on the northerly side of County Street, bounded and described as follows: Beginning at the intersection of the northerly location line of the 1927 County layout with the dividing line between the properties of Jesse P. Keller and the said McAfee; thence extending easterly by said location line for about 472 feet to a point on the front property line about opposite station 71+16; thence returning westerly by said front property line, as defined in part by

a wall and in part as assumed, for about 475 feet to a point about opposite station 66+41; thence northerly by the first-mentioned dividing line, as defined by a wall, for about 13 feet to the point of beginning; containing about 4,400 square feet.

Parcel No. 5. From THOMAS VOKES. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at a point on the southerly location line of the 1927 County layout about opposite station 70+45; thence extending easterly by the front property line, as defined by a stone masonry wall, for about 186 feet to a point about opposite station 72+34; thence southerly by the dividing line between the properties of Arthur J. Walling and the said Vokes, as defined by a wire fence, for about 10 feet; thence returning westerly by the aforesaid location line for about 184 feet to the point of beginning; containing about 1,150 square feet.

Parcel No. 6. From ARTHUR J. WALLING. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at a point on the southerly location line of the 1927 County layout about opposite station 72+32; thence extending northerly by the dividing line between the properties of Thomas Vokes and the said Walling, as defined by a wire fence, for about 10 feet; thence easterly by the front property line, as defined by a stone masonry wall, for about 418 feet; thence southerly by the dividing line between the properties of Charles Bolles and the said Walling, as defined by a wire fence, for about 10 feet to a point about opposite station 76+52; thence returning westerly by the aforesaid location line for about 418 feet to the point of beginning; containing about 4,650 square feet.

Parcel No. 7. From CHARLES BOLLES. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at the intersection of the southerly location line of the 1927 County layout with the dividing line between the properties of Arthur J. Walling and the said Bolles; thence extending northerly by said dividing line for about 10 feet to a point about opposite station 76+52; thence easterly by the front property line, as defined in part by a wire and lattice fence and in part as assumed, for about 430 feet to a point about opposite station 80+83; thence southerly by the dividing line between the properties of A. Morton Dexter and the said Bolles for about 20 feet; thence returning westerly by the above-mentioned location line for about 429 feet to the point of beginning; containing about 5,775 square feet.

Parcel No. 8. From A. MORTON DEXTER. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at the intersection of the southerly location line of the 1927 County layout with the dividing line between the properties of Charles Bolles and the said

A. Morton Dexter, said intersection being about opposite station 80+81; thence extending northerly by said dividing line for about 20 feet; thence easterly by an assumed front property line for about 183 feet to a point about opposite station 82+65; thence southerly by the dividing line between the properties of Dennis Mahoney and the said A. Morton Dexter for about 27 feet; thence returning westerly by the above-mentioned location line for about 182 feet to the point of beginning; containing about 4,275 square feet.

Parcel No.9. From DENNIS MAHONEY. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at a point on the southerly location line of the 1927 County layout about opposite station 82+64; thence extending northerly by the dividing line between the properties of A. Morton Dexter and the said Mahoney for about 27 feet; thence easterly by the front property line, as defined in part by a fence, for about 169 feet to a point about opposite station 84+35; thence southerly by the westerly location line of the New York, New Haven and Hartford Railroad Company for about 23 feet; thence returning westerly by the aforesaid location line for about 168 feet to the point of beginning; containing about 4,200 square feet.

Parcel No.10. From the NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at a point on the southerly location line of the 1927 County layout about opposite station 84+33; thence extending northerly by the dividing line between the property of Dennis Mahoney and that of the said New York, New Haven and Hartford Railroad Company for about 24 feet; thence easterly by the front property line for about 111 feet; thence southerly by the dividing line between the property of the Heirs of Martha Hammond and that of the said Railroad for about 19 feet, to a point about opposite station 85+46; thence returning westerly by the aforesaid location line for about 113 feet to the point of beginning; containing about 2,430 square feet.

Parcel No. 11. From ABBIE PURINGTON. A parcel of land on the northerly side of County Street, bounded and described as follows: Beginning at the intersection of the northerly location line of the 1927 County layout with the easterly location line of the New York, New Haven and Hartford Railroad Company at a point about opposite station 85+28; thence extending easterly by said location line for about 110 feet; thence southerly by the dividing line between the property of the Mattapoissett Grange and that of the said Purington for about 3.5 feet to a point about opposite station 86+38; thence returning westerly by the front property line, as defined in part by the back edge of a tar walk and in part assumed, for about 110 feet thence northerly by the aforesaid location line of the New York,

New Haven and Hartford Railroad for about one foot to the point of beginning; containing about 330 square feet.

Parcel No. 12. From the HEIRS OF MARTHA HAMMOND. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at a point on the southerly location line of the 1927 County layout, about opposite station 85+46; thence extending northerly by the easterly location line of the New York, New Haven and Hartford Railroad Company for about 19 feet; thence easterly and southeasterly by the front property line, as defined by a picket fence, for about 210 feet to a point on the westerly side of Main Street, so-called, about opposite station 1+14.76; thence southerly by said side of Main Street for about 30 feet; thence returning northerly to northwesterly to westerly by the aforesaid County location line for about 223 feet to the point of beginning; containing about 3,400 square feet.

Parcel No. 13. From the MATTAPOISETT GRANGE. A parcel of land on the northerly side of County Street, bounded and described as follows: Beginning at a point on the northerly location line of the 1927 County layout about opposite station 86+38; and extending thence easterly to northeasterly to northerly by said location line for about 133 feet to a point on the westerly side of Main Street, so-called, about opposite station 1+34; thence southerly by said side of street for about 34 feet; thence returning westerly by the front property line, as defined by the back edge of a tar walk, for about 115 feet; thence northerly by the dividing line between the property of Abbie Purington and that of the said Mattapoissett Grange for about 3.5 feet to the point of beginning; containing about 650 square feet.

Parcel No. 14. From JAMES NOBLE. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at the intersection of the southerly location line of the 1927 County layout with the easterly side of Main Street, so-called, said intersection being about opposite station 1+38; thence extending northerly by said side of Main Street for about 61 feet; thence easterly by the front property line of the taking on County Street, as defined in part by fences and in part by a stone wall, for about 720 feet; thence southerly by the westerly side of the road separating the property of Joe Mendes from that of the said Noble, for about 18 feet to a point about opposite station 8+92; thence returning westerly to southwesterly to southerly by the aforesaid location line for about 740 feet to the point of beginning; containing about 18,600 square feet.

Parcel No. 15. From JOHN MENDALL, JR. A parcel of land on the northerly side of County Street, bounded and described as follows: Beginning at a point on the northerly location line of the 1927 County layout about opposite station 8+40; thence extending easterly by said location line for



about 214 feet; thence southerly by the dividing line between the property of Frank Pimental and that of the said Mendall, as defined by a stone wall, for about 4 feet to a point on the front property line about opposite station 10+54; thence returning westerly by said front property line, as assumed, for about 214 feet to the point of beginning; containing about 440 square feet.

Parcel No. 16. From JOE MENDES. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at the intersection of the southerly location line of the 1927 County layout with the easterly side of the road separating the property of James Noble from that of the said Mendes; thence extending northerly by said side of road for about 17.5 feet to a point about opposite station 9+01; thence easterly by the front property line, as defined by a fence, for about 83 feet; thence southerly by the dividing line between the properties of Dennis Mahoney and the said Mendes for about 15.5 feet to a point about opposite station 9+84; thence returning westerly by the aforesaid location line for about 82 feet to the point of beginning; containing about 1,365 square feet.

Parcel No. 17. From DENNIS MAHONEY. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at a point on the southerly location line of the 1927 County layout about opposite station 9+84; thence extending northerly by the dividing line between the properties of Joe Mendes and the said Mahoney for about 15.5 feet thence easterly by the front property line, as defined in part by fences and in part by a stone wall, for about 463 feet; thence southerly by the westerly side of Barstow Street, so-called, for about 6 feet to a point about opposite station 14+47; thence returning westerly by the aforesaid location line for about 463 feet to the point of beginning; containing about 4,930 square feet.

Parcel No. 18. From FRANK PIMENTAL. A parcel of land on the northerly side of County Street, bounded and described as follows: Beginning at a point on the northerly location line of the 1927 County layout about opposite station 10+54; thence extending easterly by said location line for about 253 feet; thence southerly by the dividing line between the properties of John Silva and the said Pimental, as defined by a stone wall, for about 10 feet to a point about opposite station 13+07; thence returning westerly by the front property line, as defined in part by a fence, in part by a wall, and in part by a hedge, for about 253 feet; thence northerly by the dividing line between the properties of John Mendall, Jr. and the said Pimental, as defined by a stone wall, for about 4 feet to the point of beginning; containing about 1,920 square feet.

Parcel No. 19. From JOHN SILVA. A parcel of land on the norther-

ly side of County Street, bounded and described as follows: Beginning at a point on the northerly location line of the 1927 County layout about opposite station 13+07; thence extending easterly to northeasterly to northerly by said location line for about 817 feet to a point about opposite station 20+85; thence southerly by the westerly side of North Street, so-called, for about 122 feet; thence returning westerly by the front property line, as defined in part by a wire fence, in part by a stone wall, and in part as assumed, for about 774 feet; thence northerly by the dividing line between the properties of Frank Pimental and the said Silva, as defined by a stone wall, for about 10 feet to the point of beginning; containing about 15,000 square feet.

Parcel No. 20. From MANUEL ROSO. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at a point on the southerly location line of the 1927 County layout about opposite station 14+86; thence extending northerly by the easterly side of Barstow Street, so-called, as defined by a stone wall, for about 4 feet; thence easterly by the front property line, as defined by a stone wall, for about 214 feet to a point about opposite station 17+00; thence returning westerly by the aforesaid location line for about 214 feet to the point of beginning; containing about 560 square feet.

Parcel No. 21. From E. C. STETSON. A parcel of land on the southerly side of County Street, bounded and described as follows: Beginning at the intersection of the southerly location line of the 1927 County layout with the front property line, said intersection being about opposite station 20+47; thence extending easterly by said front property line, as defined by a stone wall, for about 31 feet to a point about opposite station 20+78; thence southerly by the westerly side of North Street, so-called, for about 48 feet; thence returning northerly to northwesterly by the aforesaid location line for about 60 feet to the point of beginning; containing about 460 square feet.

Parcel No. 22. From HELEN C. WADE. A parcel of land on the easterly side of North Street, so-called, bounded and described as follows: Beginning at the intersection of the southerly location line of the 1927 County layout on County Street with the easterly side of North Street, said intersection being about opposite station 21+17; thence extending northerly by said side of street for about 43 feet; thence easterly by the dividing line between the property of Henry B. Dunseith and that of the said Wade, as defined by a hedge, for about 16 feet to a point about opposite station 21+33; thence returning southwesterly by the aforesaid location line for about 47 feet to the point of beginning; containing about 220 square feet.

Parcel No. 23, From HENRY B. DUNSEITH. A parcel of land on the

easterly side of North Street, so-called, bounded and described as follows: Beginning at the intersection of the northerly location line of the 1927 County layout on the extension of County Street, so-called, with the easterly side of North Street; thence extending southerly to southeasterly to easterly by said location line for about 157 feet to a point about opposite station 22+32; thence southerly by the dividing line between the properties of D. Frank Crosby and the said Dunseith, as defined by a stone wall, for about 60 feet; thence returning westerly to southwesterly by said location line for about 110 feet; thence westerly by the dividing line between the properties of Helen C. Wade and the said Dunseith, as defined by a hedge, for about 16 feet to a point about opposite station 21+18; thence northerly by the aforesaid easterly side of North Street, as defined in part by a hedge, for about 177 feet to the point of beginning; containing about 9,200 square feet.

Parcel No. 24. From D. FRANK CROSBY. A parcel of land comprising the entire width of location of the 1927 County layout on County Street extension insofar as consistent with the following description: Beginning at a point on the northerly location line of said layout about opposite station 22+32; thence extending easterly by said location line for about 237 feet to a point about opposite station 24+65; thence returning southwesterly by the stone wall separating the properties of Helen C. Wade and Dennis Mahoney from that of the said Crosby, for about 180 feet; thence westerly by the southerly location line of said layout for about 63 feet; thence northerly by the dividing line between the properties of Henry B. Dunseith and the said Crosby, as evidenced by a wall, for about 60 feet to the point of beginning; containing about 9,070 square feet.

Parcel No. 25. From HELEN C. WADE. A parcel of land comprising a portion of a cut-off or new location for the extension of County Street, so-called, said parcel being more fully described as follows: Beginning at a point on the southerly location line of the 1927 County layout, about opposite station 22+95; thence extending northeasterly by the dividing line between the properties of D. Frank Crosby and the said Wade, as defined by a stone wall, for about 170 feet; thence southerly by the dividing line between the properties of Dennis Mahoney and the said Wade, as also defined by a stone wall, for about 58 feet to a point about opposite station 24+65; thence returning westerly by the aforesaid location line for about 168 feet to the point of beginning; containing about 4,575 square feet.

Parcel No. 26. From DENNIS MAHONEY. A parcel of land comprising a portion of a cut-off or new location for the extension of County Street, so-called, said parcel being more fully described as follows: Beginning at the intersection of the southerly location line of the 1927 County layout

with the dividing line between the properties of Helen C. Wade and the said Mahoney; thence extending northerly by said dividing line, as defined by a stone wall, for about 58 feet to a point about opposite station 24+55; thence northeasterly by the stone wall defining the dividing line between the properties of D. Frank Crosby and the said Mahoney for about 10 feet; thence easterly to southeasterly by the northerly location line of said layout for about 2,520 feet; thence continuing southeasterly by the dividing line between the properties of Charles Hillers and the said Mahoney (assumed to be the center of an old trail) for about 73 feet to a point about opposite station 50+30; thence returning westerly by the northerly side of Church Street, so-called, for about 182 feet; thence northeasterly to northerly to northwesterly and westerly by the aforesaid southerly location line, for about 2,420 feet to the point of beginning; containing about 152,800 square feet.

Parcel No. 27. From CHARLES HILLERS. A parcel of land on the northerly side of Church Street, so-called, bounded and described as follows: Beginning at a point on the northeasterly location line of the 1927 County layout on County Street extension, said point being about opposite station 49+60; thence extending southeasterly by said location line for about 117 feet to a point about opposite station 50+77; thence returning westerly by the northerly side of the aforesaid Church Street for about 50 feet; thence northwesterly by the dividing line between the property of Dennis Mahoney and that of the said Hillers (assumed to be the center of an old trail) for about 73 feet to the point of beginning; containing about 1,170 square feet.

Parcel No. 28. From DENNIS MAHONEY. A parcel of land on the southwesterly side of Church Street, so-called, consisting of a portion of a cut-off or new location of the highway, and being bounded and described as follows: Beginning at the junction of the southwesterly location line of the 1927 County layout with the front property line on Church Street, as defined by a stone wall, said junction being about opposite station 50+00; thence extending easterly to southeasterly by said front property line for about 620 feet to a point about opposite station 56+00; thence returning northwesterly by the aforesaid location line for about 603 feet to the point of beginning; containing about 17,800 square feet.

Parcel No. 29. From NELLIE SHERMAN. A parcel of land on the northeasterly side of Church Street, so-called, consisting of a portion of a cut-off or new location of the highway, and being bounded and described as follows: Beginning at the intersection of the northeasterly location line of the 1927 County layout with the front property line on Church Street, as defined by a wire fence, said intersection being about opposite station 55+32; thence extending southeasterly by said location line for about 58 feet

to its intersection with the dividing line between the property of Ellen Hiller and that of the said Sherman at a point about opposite station 55+90; thence southwesterly by said dividing line, as defined by a fence, for about 16 feet to its junction with the aforesaid front property line; thence returning northwesterly by said front property line for about 56 feet to the point of beginning; containing about 450 square feet.

Parcel No. 30. From ELLEN HILLER. A parcel of land lying to the northeast of Church Street, so-called, and comprising the entire width of location of the 1927 County layout between the stations hereinafter mentioned, insofar as consistent with the following description: Beginning at the intersection of the northeasterly location line of said layout with the dividing line between the property of Nellie Sherman and that of the said Hiller; thence extending southeasterly to easterly by said location line for about 1,005 feet to a point about opposite station 66+12; thence southwesterly by the dividing line between the properties of Maurice W. Cayton and the said Hiller, as evidenced in part by a stone wall and in part by a fence, for about 100 feet; thence returning westerly to southwesterly to southerly by the southerly location line of said layout for about 757 feet; thence northwesterly by the northeasterly side of Church Street, for about 260 feet to a point about opposite station 55+86; thence northeasterly by the first-mentioned dividing line, as defined by a fence, for about 16 feet to the point of beginning; containing about 57,300 square feet.

Parcel No. 31. From MAURICE W. CAYTON. A parcel of land lying to the north of Marion Road, so-called, comprising the entire width of location of the 1927 County layout between the stations hereinafter mentioned, insofar as consistent with the following description: Beginning at a point on the southerly location line of said layout about opposite station 65+34; thence extending northeasterly by the dividing line between the properties of Ellen Hiller and the said Cayton, as defined in part by a stone wall and in part by a fence, for about 100 feet; thence easterly by the northerly location line of the aforesaid layout for about 298 feet; thence southerly by the dividing line between the properties of Lewis Corry and the said Cayton, as defined by a stone wall, for about 75 feet to a point about opposite station 69+49; thence returning westerly by the northerly side of the above-mentioned Marion Road, as defined by the northerly location line of the 1901 State highway layout, for about 106 feet; thence northeasterly to northerly to westerly by the first-mentioned location line for about 372 feet to the point of beginning; containing about 23,350 square feet.

Parcel No. 32. From LEWIS CORRY. A parcel of land on the northerly side of Marion Road, so-called, bounded and described as follows: Beginning at a point on the northerly location line of the 1927 County layout on

County Street and extension thereof, said point being about opposite station 69+16; and extending thence easterly by said location line for about 478 feet to a point opposite station 74+04.51; thence returning westerly by the northerly side of said Marion Road, as defined by the northerly location line of the 1901 State highway layout, for about 458 feet; thence northerly by the dividing line between the properties of Maurice W. Cayton and the said Corry, as defined by a stone wall, for about 75 feet to the point of beginning; containing about 11,000 square feet.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of March A.D., 1928.

The inhabitants of the town of Mattapoissett aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-eighth day of February A.D., 1929.

Awards for the taking of land will be made under separate decree.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Mattapoissett within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-eighth day of February in the year of our Lord nineteen hundred twenty-seven.

Frederic T. Bailey

Jere B. Howard

Charles S. Beal

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)  
) County  
) Commissioners.  
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It was voted that the County Commissioners borrow on the credit of the County the sum of \$320,000.00 in anticipation of, and to be repaid from, the County tax of the current year, and that Horace T. Fogg, as he is County Treasurer, be and he hereby is authorized and directed in the name and on behalf of the County to issue sixteen notes of said County, numbered one to sixteen inclusive, each note to be in the sum of \$20,000.00 without interest, dated January 12th, 1927, ten of said notes numbered one to ten inclusive to be payable November 15th, 1927 and six of said notes numbered eleven to sixteen inclusive payable December 15th, 1927, from the taxes of the current year at the Second National Bank of Boston, and the said Horace T. Fogg, as he is Treasurer aforesaid, is hereby authorized and directed to sell said notes at a discount rate not to exceed four per cent per annum.

VOTE  
ANTICIPATION  
LOAN  
JAN.11.1927.

Frederic T. Bailey

Jere B. Howard

Charles S. Beal

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County Commissioners  
 of Plymouth County.

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PLYMOUTH, SS.

AT A REGULAR MEETING OF THE COUNTY COMMISSIONERS OF PLYMOUTH COUNTY HOLDEN AT PLYMOUTH WITHIN AND FOR SAID COUNTY ON THE THIRD TUESDAY OF MARCH BEING THE FIFTEENTH DAY OF SAID MONTH, A.D. 1927.

PRESENT

- HON. FREDERIC T. BAILEY, CHAIRMAN.
- HON. JERE B. HOWARD.
- HON. CHARLES S. BEAL.

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Ordered. that there be paid from the County Treasury to J. Williams Beal, Sons, 185 Devonshire St., Boston, Mass., the sum of Thirty-five Hundred Dollars (\$3,500.) for and on account of professional services on plans for the Nurses' Home at the Plymouth County Hospital, the construction of the home having been delayed on account of failure to pass bill in the Legislature, to be charged to account of Miscellaneous.

ORDER  
J. WILLIAMS  
BEAL, SONS.  
MAR. 15, 1927.

Frederic T. Bailey            )  
 Jere B. Howard                )  
 Charles S. Beal                )       County Commissioners.

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Ordered. that there be paid from the County Treasury to Percival E. Merritt, of North Scituate, the sum of One Thousand Dollars (\$1,000), on account of moving buildings on Main Street, at Marshfield, Mass., being the third payment on account.

ORDER  
P. E. MERRITT  
MAR. 15, 1927.

Frederic T. Bailey            )  
 Jere B. Howard                )  
 Charles S. Beal                )       County Commissioners.

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WM. G. BARNESET ALI.MAR. 22, 1927.NO. 696.

On the petition of William G. Barnes and others presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the fourteenth day of September in the year of our Lord nineteen hundred and twenty-six, representing that Holmes Street in the town of Halifax, in said County, between the Halifax Railroad Station and Plymouth Street, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Railroad Station in Halifax, in said County, on the twenty-second day of October A.D. 1926, at 10:30 o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-second day of March A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

TOWN OF HALIFAXDECREE NO. 696.HOLMES STREETNorthwesterly Line.

Beginning at a concrete monument marking the point of curvature on the northerly side of PLYMOUTH STREET, said concrete monument bearing north 24° 36' west and being distant one hundred eighty-three and nineteen hundredths (183.19) feet from the northeast corner of the piazza of the house of Thomas Devine situated on the southerly side of PLYMOUTH STREET, thence by a curve to the left whose radius is one hundred fifteen and seventeen hundredths (115.17) feet by land of George W. Bliss et ux. and land of Andrew R. Parker et al. one hundred eighty and sixty-eight hundredths (180.68) feet to the concrete monument at the point of tangency thence north 32° 30' 20" east by land of said Parkers and again by land of said Blisses, land of Mary M. Poor, land of J. Lowell Parker and land of Lillian Twombly four hundred fourteen and ten hundredths (414.10) feet to the point of

curvature thence by a curve to the right whose radius is two thousand and fifty (2050) feet by land of said Twombly and by the highway two hundred twenty-two and seven hundredths (222.07) feet to the point of tangency thence north  $38^{\circ} 42' 40''$  east by the highway three hundred ninety-two and fifty-eight hundredths (392.58) feet to an angle; thence north  $51^{\circ} 17' 20''$  west by the highway and by land of the estate of Solomon Bacharach nine (9) feet to a concrete monument at or near the high water mark of the East Monponsett Pond; thence continuing same course twenty-six (26) feet to the low water mark of said Pond; thence running in a general northeasterly direction following the low water line of said Pond about nine hundred fifty (950) feet to a point; thence south  $85^{\circ} 48' 10''$  east thirteen (13) feet to a concrete monument at or near the high water mark of said Pond; thence continuing same course by land of Julia A. O'Brien seven (7) feet to an angle; thence by a curve to the right whose radius is six hundred fifty (650) feet by land of said O'Brien and by the highway three hundred twenty-eight and fifty-nine hundredths (328.59) feet to the point of tangency thence north  $33^{\circ} 09' 40''$  east by the highway, by land of Edward Baker, land of George S. Parker and again by the highway six hundred eighty-six and fifty-seven hundredths (686.57) feet to the point of curvature thence by a curve to the right whose radius is eight hundred fifty (850) feet by the highway and by land of James F. Krauss six hundred forty-three and forty-eight hundredths (643.48) feet to the point of tangency thence north  $76^{\circ} 32' 10''$  east by land of said Krauss three hundred twenty-three and seven hundredths (323.07) feet to an angle; thence north  $73^{\circ} 17' 40''$  east by land of said Krauss three hundred sixty-one and eighty hundredths (361.80) feet to the point of curvature thence by a curve to the left whose radius is nineteen hundred fifty (1950) feet by land of said Krauss and land of the Halifax Garden Company four hundred fifty-five and three hundredths (455.03) feet to the point of tangency thence north  $59^{\circ} 55' 50''$  east by land of said Halifax Garden Company and land of Mildred P. Avery three hundred nine and fourteen hundredths (309.14) feet to the point of curvature thence by a curve to the left whose radius is fourteen hundred fifty (1450) feet by land of said Avery and land of Edwin H. Vaughan four hundred eighty-one and seventy-five hundredths (481.75) feet to a concrete monument at the point of tangency thence north  $40^{\circ} 53' 40''$  east by land of said Vaughan and land of the Halifax Garden Company thirteen hundred fifty-one and eighty-two hundredths (1351.82) feet to the point of curvature thence by a curve to the left whose radius is seven hundred fifty (750) feet by land of said Halifax Garden Company and land of the N.Y., N.H. & H. R.R. Co. three hundred nine and eighty hundredths (309.80) feet to the point of tangency at the end of the lay out.

HOLMES STREETSoutheasterly Line.

Beginning at a concrete monument marking the point of curvature on the northerly side of PLYMOUTH STREET said concrete monument bearing north  $78^{\circ} 52'$  east and being distant two hundred twenty-three and seventeen hundredths (223.17) feet from the northeast corner of the piazza of the house of Thomas Devine situated on the southerly side of PLYMOUTH STREET, thence by a curve to the right whose radius is one hundred thirteen (113) feet by land of the estate of Solomon Bacharach two hundred fifteen and ninety-seven hundredths (215.97) feet to a concrete monument at the point of tangency thence north  $32^{\circ} 30' 20''$  east by land of said Bacharach Estate three hundred sixty-eight and eighty hundredths (368.80) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is two thousand (2000) feet by land of said Bacharach Estate two hundred sixteen and sixty-two hundredths (216.62) feet to a concrete monument at the point of tangency thence north  $38^{\circ} 42' 40''$  east still by land of said Bacharach Estate three hundred ninety-two and fifty-eight hundredths (392.58) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is four hundred (400) feet by land of said Bacharach Estate three hundred seventy-seven and five hundredths (377.05) feet to a concrete monument at the point of tangency thence north  $6^{\circ} 26' 50''$  west still by land of said Bacharach Estate one hundred nineteen and seventy-five hundredths (119.75) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fifteen hundred (1500) feet by land of said Bacharach Estate and by the highway two hundred seventy-eight and sixty-seven hundredths (278.67) feet to a concrete monument at the point of tangency thence north  $4^{\circ} 11' 50''$  east by the highway two hundred sixty and seventeen hundredths (260.17) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is six hundred (600) feet by the highway and by land of Julia A. O'Brien three hundred three and thirty-one hundredths (303.31) feet to a concrete monument at the point of tangency thence north  $33^{\circ} 09' 40''$  east by land of said O'Brien, land of Edward Baker, by the highway and again by land of said Baker six hundred eighty-six and fifty-seven hundredths (686.57) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eight hundred (800) feet by land of said Baker, land of George S. Parker, land of Edwin H. Vaughan, and land of James F. Krauss six hundred five and sixty-three hundredths (605.63) feet to a concrete monument at the point of tangency thence north  $76^{\circ} 32' 10''$  east by the highway three hundred twenty-four and forty-eight hundredths (324.48) feet to a concrete monument at an angle; thence north  $73^{\circ} 17' 40''$  east by the highway three hundred



sixty-three and twenty-one hundredths (363.21) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is two thousand (2000) feet by the highway and by land of George W. Peterson four hundred sixty-six and sixty-nine hundredths (466.69) feet to a concrete monument at the point of tangency thence north  $59^{\circ} 55' 50''$  east by land of said Peterson three hundred nine and fourteen hundredths (309.14) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifteen hundred (1500) feet by land of said Peterson three hundred twenty-eight (328) feet to a concrete monument at the point of tangency thence north  $47^{\circ} 24' 10''$  east by land of said Peterson ninety-three and thirty-one hundredths (93.31) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is four hundred (400) feet by land of said Peterson and land of the Halifax Garden Company one hundred ninety-two and sixty-three hundredths (192.63) feet to a concrete monument at the point of tangency on the southerly side of LAKE STREET.

Thence beginning again at a concrete monument marking the point of curvature on the northerly side of LAKE STREET said concrete monument bearing north  $45^{\circ} 11'$  east and being distant eighty and forty-two hundredths (80.42) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is forty (40) feet by land of the Halifax Garden Company one hundred one and eighty-six hundredths (101.86) feet to a concrete monument at the point of tangency thence north  $40^{\circ} 53' 40''$  east by land of the Halifax Garden Company eleven hundred forty-seven and fifty-six hundredths (1147.56) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eight hundred (800) feet by land of the said Halifax Garden Company, by land of Andrew R. Parker et al. and by land of the N.Y., N.H. & H. R.R. Co. three hundred thirty and forty-five hundredths (330.45) feet to a concrete monument at the point of tangency near the Halifax Depot of the N.Y., N.H. & H. R.R. Co., it being the end of the layout.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work will be done without expense to owners.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the thirtieth day of April A.D., 1927.

The inhabitants of the town of Halifax aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-second day of March A.D., 1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Estate of Solomon Bacharach	4750 Sq.Ft.	\$25.00
" " " "	3270 " "	8.00
Julia O'Brien	2950 " "	8.00
Edward Baker	6000 " "	15.00
" "	2450 " "	7.00
George S. Parker	3000 " "	4.00
Edwin H. Vaughan	7300 " "	8.00
James F. Krauss	550 " "	2.00
George W. Peterson	5300 " "	12.00
Halifax Garden Co.	250 " "	1.00
" " "	3100 " "	4.00
George W. Bliss et ux.	3260 " "	20.00
Estate of Solomon Bacharach	300 " "	1.00
Julia A. O'Brien	7900 " "	80.00
Edward Baker	4600 " "	11.00
George S. Parker	1500 " "	4.00
James F. Krauss	9550 " "	28.00
Halifax Garden Co.	3000 " "	4.00
Mildred P. Avery	2760 " "	7.00
Edwin H. Vaughan	2700 " "	7.00
Halifax Garden Co.	5560 " "	15.00
N.Y., N.H. & H.R.R. Co.	3000 " "	7.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Halifax within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-second day of March in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey	)	
Jere B. Howard	)	
Charles S. Beal	)	County
	)	Commissioners.

On the petition of the Selectmen of Lakeville presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirtieth day of November in the year of our Lord nineteen hundred and twenty-six, representing that the highway in said town known as Highland Road, between Bedford Street and County Street, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

SELECTMEN OF  
LAKEVILLE  
MAR. 22, 1927.  
NO. 707.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall in Whitman, in said County, on the seventh day of January A.D. 1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-second day of March A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

TOWN OF LAKEVILLE  
DECREE NO. 707.  
HIGHLAND STREET

Northwesterly Line.

Beginning at a concrete monument marking the point of curvature in the northerly side of COUNTY ROAD, said COUNTY ROAD being a STATE HIGHWAY, and said concrete monument being distant easterly one hundred (100) feet from a Massachusetts highway bound marking station 110+75.84 in the northerly line of said COUNTY ROAD, thence by a curve to the left whose radius is forty-nine and sixty-seven hundredths (49.67) feet by land of Zebulon L. Canedy seventy-five and forty-four hundredths (75.44) feet to a

concrete monument at the point of tangency thence north  $31^{\circ} 27' 30''$  east by the highway three hundred twenty-nine and fifty-seven hundredths (329.57) feet to the point of curvature thence by a curve to the left whose radius is nine hundred fifty-five (955) feet by land of said Zebulon L. Canedy three hundred twenty and sixty-two hundredths (320.62) feet to the point of tangency thence north  $12^{\circ} 13' 20''$  east by land of said Canedy six hundred sixteen and sixty-six hundredths (616.66) feet to the point of curvature thence by a curve to the right whose radius is seven hundred forty-five (745) feet by land of said Canedy, by the highway and again by land of said Canedy four hundred and nineteen hundredths (400.19) feet to the point of tangency thence north  $43^{\circ}$  east by land of said Canedy three hundred sixty-two and thirty-six hundredths (362.36) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one hundred fifty (150) feet by land of said Canedy two hundred twelve and sixty-seven hundredths (212.67) feet to a concrete monument at the point of curvature on the southerly side of RACECOURSE ROAD.

Thence beginning again at a concrete monument marking the point of curvature on the northerly side of said RACECOURSE ROAD, said concrete monument bearing south  $83^{\circ} 47'$  east and being distant forty-nine and five hundredths (49.05) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is eighty (80) feet by land of said Canedy one hundred thirty-six and seventy-eight hundredths (136.78) feet to a concrete monument at the point of tangency thence north  $44^{\circ} 48' 30''$  east by land of said Canedy seventy and thirty-seven hundredths (70.37) feet to the point of curvature thence by a curve to the right whose radius is ten hundred forty-five (1045) feet by land of said Canedy and by the highway four hundred seventy-nine and thirty-seven hundredths (479.37) feet to the point of tangency thence north  $71^{\circ} 5' 30''$  east by the highway, by land of Zebulon L. Canedy, land of Walter Sampson, by the highway again by land of said Sampson and land of Ellen Hinds, crossing a brook, nineteen hundred eighty-two and ninety-eight hundredths (1982.98) feet to the point of curvature thence by a curve to the left whose radius is eight hundred fifty-five (855) feet by land of Chester Ashley and land of Annie Davis four hundred thirty-one and thirty-nine hundredths (431.39) feet to the point of tangency thence north  $42^{\circ} 11'$  east by land of said Davis ninety-three and ninety-five hundredths (93.95) feet to the point of curvature thence by a curve to the right whose radius is fifteen hundred forty-five (1545) feet by land of said Davis by the highway and again by land of said Davis two hundred eighty and sixty-six hundredths (280.66) feet by the point of tangency thence north  $52^{\circ} 34' 30''$  east by land of said Davis, land of James Nichols, land of Preston Robbins and land of Mary Rose eight hundred

ninety and forty-nine hundredths (890.49) feet to an angle; thence north  $50^{\circ} 33' 40''$  east by land of said Rose, land of Ellen Hinds, by the highway and again by land of said Hinds fourteen hundred sixty-two and seven hundredths (1462.07) feet to the point of curvature thence by a curve to the right whose radius is two thousand forty-five (2045) feet by land of said Hinds three hundred forty and seventy-six hundredths (340.76) feet to the point of tangency thence north  $60^{\circ} 6' 30''$  east by land of said Hinds and land of H. S. Reynolds four hundred three and sixty-six hundredths (403.66) feet to the point of curvature thence by a curve to the right whose radius is eight-hundred forty-five (1845) feet by land of said Reynolds, by the highway and again by land of said Reynolds seven hundred eighty-six and fifty-three hundredths (786.53) feet to the point of tangency thence north  $84^{\circ} 31' 50''$  east by land of said Reynolds and land of Fred Shaw ten hundred sixty-two and forty-four hundredths (1062.44) feet to the point of curvature thence by a curve to the left whose radius is seven hundred fifty-five (755) feet by land of said Shaw five hundred forty-eight and ten hundredths (548.10) feet to the point of tangency thence north  $42^{\circ} 56' 10''$  east by land of said Shaw, and by the highway two hundred seventy and eighteen hundredths (270.18) feet to the point of curvature thence by a curve to the right whose radius is seven hundred forty-five (745) feet by the highway and by land of Fred Shaw three hundred forty-two and nineteen hundredths (342.19) feet to the point of tangency thence north  $69^{\circ} 15' 10''$  east by land of said Shaw and by the highway six hundred sixty-seven and twenty-seven hundredths (667.27) feet to the point of curvature thence by a curve to the left whose radius is fourteen hundred fifty-five (1455) feet by the highway and by land of Clara E. Phillips three hundred nine and thirty-nine hundredths (309.39) feet to the point of tangency thence north  $57^{\circ} 4' 10''$  east by land of said Phillips, land of the City of Taunton and by the highway one hundred thirty-six and eighty-nine hundredths (136.89) feet to the point of curvature thence by a curve to the right whose radius is seven hundred forty-five (745) feet by the highway three hundred fifty-nine and thirty-five hundredths (359.35) feet to the point of tangency thence north  $84^{\circ} 42' 20''$  east by the highway and by land of the City of Taunton three hundred fifty-eight and nineteen hundredths (358.19) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one hundred thirty-four and fifty-seven hundredths (134.57) feet by land of said City of Taunton two hundred four and sixty-five hundredths (204.65) feet to a concrete monument at the point of tangency on the westerly side of BEDFORD STREET, said BEDFORD STREET being a STATE HIGHWAY and said concrete monument being at the end of the layout.

HIGHLAND STREETSoutheasterly Line.

Beginning at a Massachusetts highway bound marking station 107+30.06 in the northerly line of COUNTY ROAD, said COUNTY ROAD being a STATE HIGHWAY, thence north 57° 03' west by land of N. Augusta Canedy eighty-two and sixty-one hundredths (82.61) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eighty (80) feet by land of said Canedy one hundred twenty and fourteen hundredths (120.14) feet to a concrete monument at the point of tangency thence north 31° 27' 30" east by land of said Canedy two hundred ninety-five and seventy-eight hundredths (295.78) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said N. Augusta Canedy by the highway and by land of Zebulon L. Canedy three hundred thirty-five and seventy-three hundredths (335.73) feet to a concrete monument at the point of tangency thence north 12° 13' 20" east by land of said Zebulon L. Canedy six hundred sixteen and sixty-six hundredths (616.66) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred (700) feet by land of said Canedy three hundred seventy-six and two hundredths (376.02) feet to a concrete monument at the point of tangency thence north 43° east by land of said Canedy by the Cemetery and by land of Walter Sampson four hundred twenty-nine and thirty-four hundredths (429.34) feet to a concrete monument at an angle; thence north 44° 48' 30" east by land of said Sampson two hundred fifty-seven and fifty-nine hundredths (257.59) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is ten hundred (1000) feet by land of said Sampson four hundred fifty-eight and seventy-three (458.73) feet to a concrete monument at the point of tangency thence north 71° 5' 30" east by land of said Sampson eight hundred eighty-two and ninety-eight hundredths (882.98) feet to a concrete monument thence continuing same course by land of said Sampson and land of Chester Ashley eleven hundred (1100) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred (900) feet by land of said Ashley and by the highway four hundred fifty-four and nine hundredths (454.09) feet to a concrete monument at the point of tangency thence north 42° 11' east by the highway ninety-three and ninety-five hundredths (93.95) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fifteen hundred (1500) feet by the highway by land of said Ashley and land of Preston Robbins two hundred seventy-two and forty-nine hundredths (272.49) feet to a concrete monument at the point of tangency thence north 52° 34' 30" east by land of said Robbins and land of A. Frank Clark eight hundred ninety-one and

twenty-eight hundredths (891.28) feet to a concrete monument at an angle; thence north  $50^{\circ} 33' 40''$  east by land of said Clark, land of Annie Davis and land of Ellen Hinds fourteen hundred sixty-three and sixty-five hundredths (1463.65) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is two thousand (2000) feet by land of said Hinds three hundred thirty-three and twenty-six hundredths (333.26) feet to a concrete monument at the point of tangency thence north  $60^{\circ} 6' 30''$  east by land of said Hinds four hundred three and sixty-six hundredths (403.66) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eighteen hundred (1800) feet by land of said Hinds and land of Arthur G. Rotch seven hundred sixty-seven and twenty-five hundredths (767.25) feet to a concrete monument at the point of tangency thence north  $84^{\circ} 31' 50''$  east by land of said Rotch ten hundred sixty-two and forty-four hundredths (1062.44) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eight hundred (800) feet by land of said Rotch and by the highway five hundred eighty and seventy-seven hundredths (580.77) feet to a concrete monument at the point of tangency thence north  $42^{\circ} 56' 10''$  east by the highway and by land of said Rotch two hundred seventy and eighteen hundredths (270.18) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred (700) feet by land of said Rotch three hundred twenty-one and fifty-two hundredths (321.52) feet to a concrete monument at the point of tangency thence north  $69^{\circ} 15' 10''$  east by land of said Rotch, by the highway and again by land of said Rotch, by land of Clara E. Phillips, and land of Rebecca L. Thomas six hundred sixty-seven and twenty-seven hundredths (667.27) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifteen hundred (1500) feet by land of said Thomas and by the highway three hundred eighteen and ninety-six hundredths (318.96) feet to a concrete monument at the point of tangency thence north  $57^{\circ} 4' 10''$  east by the highway and by land of the City of Taunton one hundred thirty-six and eighty-nine hundredths (136.89) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred (700) feet by land of said City of Taunton three hundred thirty-seven and sixty-four hundredths (337.64) feet to a concrete monument at the point of compound curvature thence by a curve to the right whose radius is five hundred (500) feet by land of said City of Taunton and by the highway two hundred thirty-five and sixty-two hundredths (235.62) feet to a concrete monument at the point of tangency thence south  $68^{\circ} 17' 40''$  east by the highway one hundred sixty-seven and sixty-three hundredths (167.63) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one hundred sixty and sixteen hundredths (160.16) feet by the highway and by

land of said City of Taunton one hundred eighty-seven and seventy-four hundredths (187.74) feet to a Massachusetts highway bound marking station 171+14.69 on the westerly side of BEDFORD STREET, said BEDFORD STREET being a STATE HIGHWAY and this point being the end of the layout.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work will be done without expense to owners.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the thirtieth day of April A.D., 1927.

The inhabitants of the town of Lakeville aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-second day of March A.D., 1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Zebulon L. Canedy	440	Sq.Ft.	\$2.00
" " "	1000	" "	2.50
" " "	5000	" "	12.50
" " "	4300	" "	4.00
Walter Sampson	1300	" "	1.50
Ellen Hinds	1300	" "	1.50
Chester Ashley	2000	" "	5.00
Annie Davis	3900	" "	9.00
Mary Rose	900	" "	1.00
Ellen Hinds	1700	" "	1.00
" "	1600	" "	1.00
H. S. Reynolds	2500	" "	4.50
" " "	4300	" "	10.00
Fred Shaw	10530	" "	25.00
" "	2100	" "	5.00
Clara E. Phillips	3200	" "	3.00
City of Taunton	37570	" "	90.00
N. Augusta Canedy	4770	" "	22.00
Zebulon L. Canedy	6300	" "	10.00
Walter Sampson	6900	" "	11.00
" "	1000	" "	1.00
Chester Ashley	3150	" "	3.50
" "	80	" "	.50
" "	400	" "	1.00
Preston Robbins	2900	" "	8.00
A. Frank Clark	3700	" "	3.50
Annie Davis	450	" "	1.00
" "	2000	" "	5.00
Ellen Hinds	3500	" "	6.00
" "	700	" "	2.00
" "	860	" "	1.00
" "	350	" "	.50
Arthur G. Rotch	6500	" "	15.00
Clara E. Phillips	2250	" "	5.00



Rebecca L. Thomas	1000	Sq.Ft.	\$3.00
City of Taunton	15800	" "	17.00
" " "	550	" "	1.50

And said Commissioners order that the foregoing return be filed, accepted and recorded and that an attested copy thereof be transmitted to the Clerk of the town of Lakeville within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-second day of March in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey	}	County Commissioners.
Jere B. Howard		
Charles S. Beal		

We the undersigned Selectmen of the Town of Hull deeming it proper for public convenience and safety, having fulfilled the requirements of law and given a notice and a hearing to all parties interested, signifying our intention to relocate the easterly line of Nantasket Avenue near its junction with Sumner Street by widening Nantasket Avenue on the Easterly side thereof, along and adjoining the property owned by Henry A. Fitzgerald, and along the property owned by the N. E. Telephone and Telegraph Company, so called, the said relocation of the easterly line of Nantasket Avenue being shown on the accompanying plan filed herewith, and drawn by W. B. Foster C. E., and dated February 1927, and no remonstrance having been offered at said hearing

we do hereby order the before mentioned relocation of line to be made as shown on said plan, and any land taken on account of said relocation of line shall be included in said Nantasket Avenue, and hereafter the line as shown on said plan shall be known as the true line of said Street, and we report the same to the town for acceptance, and when so accepted, allowed, and recorded, will be known as the new line of said Nantasket Avenue near its junction with Sumner Street, and

the said plan with the description thereof has been filed by us this 5th day of March 1927, in the office of the Town Clerk, and we award the sum of \$495.00 to Henry A. Fitzgerald, and award the sum of \$56.50 to the N. E. Telephone and Telegraph Company for land taken.

TOWN ALTERATION  
NANTASKET AVE.  
HULL  
MAR. 25, 1927.

	Clarence V. Nickerson	)	Selectmen of Hull
	James Jeffrey	)	
March 5, 1927.	Henry J. Stevens	)	

Hull, March 24, 1927.

I, Andrew F. Pope, Town Clerk of Hull, hereby certify that the foregoing is a true copy of the relocation by the Selectmen of the Town of Hull filed in the office of the Town Clerk of said Hull on March 5th, A.D. 1927.

Andrew F. Pope  
Town Clerk of Hull.

Description of the alteration of the easterly line  
of Nantasket Avenue at the intersection of Sumner Street,  
Hull, Mass.

The new line begins at a point to be marked by a stone bound, in the easterly line of Nantasket Avenue, one hundred ten (110) feet south-easterly from an angle in said Avenue; thence running on a curve starting northwesterly and curving to the right of a radius of four hundred eight and thirty-nine hundredths (408.39) feet through land of Henry A. Fitzgerald ninety and fifty-two hundredths (90.52) feet to a point to be marked by a stone bound; thence continuing and running on a curve to the right of a radius of twenty-five (25.00) feet through said land of Henry A. Fitzgerald forty-six and eighty-six hundredths feet to a point, to be marked by a stone bound, in the southerly line of Sumner Street. Then beginning again at a point in the northerly line of Sumner Street to be marked by a stone bound, said point being twenty-four and ninety hundredths (24.90) feet from the intersection of the present northerly line of Sumner Street with the present easterly line of Nantasket Avenue, thence running on a curve of a radius of twenty-four (24.00) feet starting northwesterly and curving to the right through land of the New England Telephone and Telegraph Company thirty-nine and thirty hundredths (39.30) feet to a point to be marked by a stone bound; thence continuing on a curve to the right of a radius of four hundred eight and thirty-nine hundredths (408.39) feet through said land of the New England Telephone and Telegraph Company twenty-seven and sixty-three hundredths (27.63) feet to a point in the easterly line of Nantasket Avenue to be marked by a stone bound, and all the land between the above described lines and the present easterly line of Nantasket Avenue is hereby taken and laid out as a public highway.

For a further identification and more particular description reference is hereby made to a plan entitled "Plan showing alteration of

Easterly line of Nantasket Avenue, at the intersection of Summer Street, Hull, Mass.", dated February, 1927, drawn on a scale of twenty (20) feet to an inch by Walter B. Foster, C.E., herewith filed and made a part of this description and location.

Hull, March 24, 1927.

I, Andrew F. Pope, Town Clerk of Hull, hereby certify that the foregoing is a true copy of the boundaries and measurements of the way filed with and made a part of the relocation by the Selectmen of the Town of Hull, a copy of which relocation is hereto annexed.

Andrew F. Pope  
Town Clerk of Hull.

At the Annual Town Meeting of the Inhabitants of the Town of Hull qualified to vote in town affairs, duly called, warned and notified and held on the twelfth day of March, A.D. 1927, upon the following article of the warrant for said meeting, to wit:

ARTICLE 29. Will the Town accept the relocation of the easterly line of Nantasket Avenue near Summer Street as relocated by the Selectmen and reported to the Town, and filed in the office of the Town Clerk, and appropriate a sum of money for the payment of damages sustained by any person or party by reason of said relocation, and construction costs of relocation, or act on anything relating thereto?

It was unanimously VOTED,

That the Town accept and does hereby accept the relocation of Nantasket Avenue near Summer Street as relocated by the Selectmen and reported to the Town and filed in the office of the Town Clerk, and that the sum of Seven Hundred and Fifty Dollars is hereby raised and appropriated for the payment of engineering expenses and of damages sustained by any person or party by reason of said relocation and the taking of land therefor.

Attest:

Andrew F. Pope

Town Clerk of Hull

Hull, March 24, 1927.

I, Andrew F. Pope, Town Clerk of Hull, hereby certify that the foregoing is a true copy of said Article 29 and of the vote of the Town of Hull thereon at said meeting.

Andrew F. Pope  
Town Clerk of Hull.

TOWN ALTERATION

NANTASKET AVE.

HULL

MAR. 25, 1927.

We the undersigned Selectmen of the Town of Hull deeming it proper for public convenience and safety, having fulfilled the requirements of law and given notice and a hearing, signifying our intention to relocate the westerly line of Nantasket Avenue and the southerly line of Spring Street, along and adjoining land owned by the Town of Hull and land owned by Cora B. Weston, the said relocations of lines being shown on the accompanying plan filed herewith, and drawn by W. B. Foster, C. E., and dated February 1927, and no remonstrance having been offered at said hearing

we do hereby order the before mentioned relocations of lines to be made as shown on said plan, and any land taken on account of said relocation of lines shall be included in said Nantasket Avenue, and said Spring Street, and hereafter the lines as shown on said plan shall be the true lines of said Streets, and we report the same to the town for acceptance, and when so accepted, allowed, and recorded, will be known as the new lines of said Streets at their intersection, and

the said plan with the description thereof has been filed this 5th day of March 1927 in the office of the Town Clerk, and we award the sum of \$280.20 to Cora B. Weston for land taken.

	Clarence V. Nickerson )	
	James Jeffrey )	Selectmen
	Henry J. Stevens )	of
March 5, 1927.		Hull

Hull, March 24, 1927.

I, Andrew F. Pope, Town Clerk of Hull, hereby certify that the foregoing is a true copy of the relocation by the Selectmen of the Town of Hull filed in the office of the Town Clerk of said Hull on March 5th, A. D. 1927.

Andrew F. Pope  
Town Clerk of Hull.

Description of the proposed alteration of the southeasterly line of Spring Street near its intersection with the southwesterly line of Nantasket Avenue, Hull, Mass.

Beginning at a point in the wall of the southeasterly line of Spring Street and thence running on a curve starting northeasterly and curving to the right of a radius of three hundred twenty and fifty-five hundredths (320.55) feet through land of the Town of Hull, and through land of James H. Murphy three hundred fifty-one and forty-four hundredths (351.44) feet to a point in the southwesterly line of Nantasket Avenue, and all the land between the above described line and the line of Spring Street and of

Nantasket Avenue is hereby taken and laid out as a public highway.

For a further identification and more particular description reference is hereby made to a plan entitled "Plan showing proposed alteration of the southeasterly line of Spring Street, near its intersection with the southwesterly line of Nantasket Avenue, Hull, Mass.", dated February, 1927, drawn on a scale of thirty (30) feet to an inch by Walter B. Foster. C. E., herewith filed and made a part of this description and location.

Hull, March 24, 1927.

I, Andrew F. Pope, Town Clerk of Hull, hereby certify that the foregoing is a true copy of the boundaries and measurements of the ways filed with and made a part of the relocation by the Selectmen of the Town of Hull, a copy of which relocation is hereto annexed.

Andrew F. Pope  
Town Clerk of Hull.

At the Annual Town Meeting of the Inhabitants of the Town of Hull qualified to vote in town affairs, duly called, warned and notified and held on the twelfth day of March, A.D. 1927, upon the following article of the warrant for said meeting, to wit:

ARTICLE 27. Will the Town accept the relocation of the westerly line of Nantasket Avenue and the southerly line of Spring Street near their junction, as relocated by the Selectmen and reported to the Town, and filed in the office of the Town Clerk, and appropriate a sum of money for the payment of damages sustained by any person or party by reason of said relocation, and construction costs of relocation, or act on anything relating thereto

It was unanimously VOTED,

That the Town accept and does hereby accept the relocation of Nantasket Avenue and of Spring Street near their junction, as relocated by the Selectmen and reported to the Town and filed in the office of the Town Clerk, and that the sum of Four Hundred Dollars is hereby raised and appropriated for the payment of engineering expenses and of damages sustained by any person or party by reason of said relocation and the taking of land therefor.

Attest. Andrew F. Pope  
Town Clerk of Hull.

Hull, March 24, 1927.

I, Andrew F. Pope, Town Clerk of Hull, hereby certify that the foregoing is a true copy of said Article 27 and of the vote of the Town of Hull thereon at said meeting.

Andrew F. Pope  
Town Clerk of Hull.

TOWN ALTERATION

NANTASKET AVE.HULLMAR. 25, 1927.

We the undersigned Selectmen of the town of Hull deeming it proper for public convenience and safety, having fulfilled the requirements of law and given notice and a hearing to all parties interested, signifying our intention to relocate the westerly line of Nantasket Avenue and the northerly line of Whitehead Avenue by widening said Nantasket Avenue on its westerly side, and by widening Whitehead Avenue on its northerly side, along and adjoining property owned by Edward J. Russell, the said relocation of line and widening being shown on accompanying plan drawn by W. B. Foster, C. E., and dated December 1926, and no remonstrance having been offered at said hearing we do hereby order the before mentioned relocations to be made as shown on said plan, and any land taken by said relocations shall be included in said Nantasket Avenue and said Whitehead Avenue, and hereafter the lines as shown on said plan shall be the true lines of said Streets, and we report the same to the town for acceptance, and when so accepted, allowed, and recorded, will be known as the new lines of said Streets at their intersection, and the said plan with the description thereof has been filed by us this 5th day of March 1927 in the office of the Town Clerk, and we award the sum of \$1029.60 to Edward J. Russell for land taken

	Clarence V. Nickerson	)	
	James Jeffrey	)	Selectmen
		)	of
March 5, 1927.	Henry J. Stevens	)	Hull

Hull, March 24, 1927.

I, Andrew F. Pope, Town Clerk of Hull, hereby certify that the foregoing is a true copy of the relocation by the Selectmen of the Town of Hull filed in the office of the Town Clerk of said Hull on March 5th, A. D. 1927.

Andrew F. Pope  
Town Clerk of Hull.

Description of the alteration of the westerly line of Nantasket Avenue at the intersection of Whitehead Avenue, Hull, Mass.

The new line begins at a point to be marked by a stone bound in the westerly line of Nantasket Avenue twenty-eight and thirty hundredths (28.30) feet from a concrete bound marking the northwesterly corner of land of B. F. Durgin, thence running on a curve to the right of a radius of five hundred sixty-three and seventy-five hundredths (563.75) feet through said land of B. F. Durgin one hundred twenty-four and eight hundredths (124.08) feet to a point to be marked by a stone bound; thence continuing on a curve

to the right of a radius of twenty-five (25) feet through said land of B. F. Durgin fifty-four and seventy-five hundredths (54.75) feet to a point to be marked by a stone bound.

Then beginning again at a point in the southerly line of Whitehead Avenue, said point bearing South 59° 22' 0" East, (magnetic declination 15° 05' 00" West), from the last point mentioned above to be marked by a stone bound, and being eighty-eight and four hundredths (88.04) feet distant therefrom, and thence running on a curve starting southeasterly and curving to the right of a radius of five hundred sixty-three and seventy-five hundredths (563.75) feet through land of Anna E. Gorin and David Greenglass thirty-two and forty-eight hundredths (32.48) feet to a point in the westerly line of Nantasket Avenue to be marked by a spike or bolt in the concrete, and all the land between the above described lines and the westerly line of Nantasket Avenue is hereby taken and laid out as a public highway.

For a further identification and more particular description reference is hereby made to a plan entitled "Plan showing Alteration of westerly line of Nantasket Avenue, at the intersection of Whitehead Avenue, Hull, Mass.", dated December, 1926, drawn on a scale of twenty (20) feet to an inch by Walter B. Foster, C.E., herewith filed and made a part of this description and location.

Hull, March 24, 1927.

I, Andrew F. Pope, Town Clerk of Hull, hereby certify that the foregoing is a true copy of the boundaries and measurements of the ways filed with and made a part of the relocation by the Selectmen of the Town of Hull, a copy of which relocation is hereto annexed.

Andrew F. Pope  
Town Clerk of Hull.

At the Annual Town Meeting of the Inhabitants of the Town of Hull qualified to vote in town affairs, duly called, warned and notified and held on the twelfth day of March, A.D. 1927, upon the following article of the warrant for said meeting, to wit:

ARTICLE 26. Will the Town accept the relocation of the westerly line of Nantasket Avenue near Whitehead Avenue and the northerly line of Whitehead Avenue near junction with Nantasket Avenue as relocated by the Selectmen, and reported to the Town, and filed in the office of the Town Clerk, and appropriate a sum of money for the payment of damages sustained by any person or party by reason of said relocation, and construction costs of relocation, or act on anything relating thereto?

It was unanimously VOTED,

That the Town accept and does hereby accept the relocation of Nantasket Avenue and of Whitehead Avenue as relocated by the Selectmen and reported to the Town and filed in the office of the Town Clerk, and that the sum of Twenty-seven Hundred and Fifty Dollars is hereby raised and appropriated for the purpose of constructing said ways as relocated and for the pay-

ment of damages sustained by any person or party by reason of said relocation and the taking of land therefor.

Attest:

Andrew F. Pope  
Town Clerk of Hull

Hull, March 24, 1927.

I, Andrew F. Pope, Town Clerk of Hull, hereby certify that the foregoing is a true copy of said Article 26 and of the vote of the Town of Hull thereon at said meeting.

Andrew F. Pope  
Town Clerk of Hull.

SELECTMEN OF  
PLYMPTON  
MAR. 29, 1927.  
NO. 702.

On the petition of the Selectmen of the town of Plympton presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirtieth day of November in the year of our Lord nineteen hundred and twenty-six, representing that the highway in said town known as Main Street, between County Road and North Carver, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall in Whitman, in said County, on the seventh day of January A.D. 1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-ninth day of March A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

No change in the lines of the highway is to be made under this decree.

The town of Plympton is hereby ordered to construct said highway in accordance with specifications approved by the State Division of Highways, and to the satisfaction of the County Commissioners.



The County of Plymouth will assist in the construction of said highway in the amount determined by the said Division, the County Commissioners, and the Selectmen of the town of Plympton.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Plympton aforesaid, are hereby ordered to cause said highway to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-ninth day of March A.D., 1929.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Plympton within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-ninth day of March in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

On the petition of the Selectmen of the town of Duxbury presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirtieth day of November in the year of our Lord nineteen hundred and twenty-six, representing that the highways in said town known as Congress and West Streets, between Thomas Alden's Corner so-called and Massachusetts State Highway at Millbrook Corner so-called, are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

SELECTMEN OF  
DUXBURY  
MAR. 29, 1927.  
NO. 703.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Whitman, in said County, on the seventh day of January A.D. 1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be

granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-ninth day of March A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

No change in the lines of these highways is to be made under this decree.

The town of Duxbury is hereby ordered to construct said highways in accordance with specifications approved by the State Division of Highways and to the satisfaction of the County Commissioners.

The County of Plymouth will assist in the construction of said highways in the amount determined by the said Division, the County Commissioners and the Selectmen of the town of Duxbury.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Duxbury aforesaid, are hereby ordered to cause said highways to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-ninth day of March A.D., 1929.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Duxbury within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-ninth day of March in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.



On the petition of the Selectmen of the town of Hanover presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirtieth day of November in the year of our Lord nineteen hundred and twenty-six, representing that the highway in said town known as Silver Street, between Washington Street and Main Street, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall in Whitman, in said County, on the seventh day of January A.D. 1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-ninth day of March A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

No change in the lines of the highway is to be made under this decree.

The town of Hanover is hereby ordered to construct said highway in accordance with specifications approved by and to the satisfaction of the County Commissioners.

The County of Plymouth will assist in the construction of said highway in the amount determined by the said County Commissioners and the Selectmen of the town of Hanover.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Hanover aforesaid, are hereby ordered to cause said highway to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-ninth day of March A.D., 1929.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Hanover within the limits of which said highway

SELECTMEN OF

HANOVERMAR.29,1927.NO.705.

described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-ninth day of March in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey }  
Jere B. Howard } County  
Charles S. Beal } Commissioners.

SELECTMEN OF  
MIDDLEBOROUGH  
MAR. 29, 1927.  
NO. 708.

On the petition of the Selectmen of the town of Middleborough presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirtieth day of November in the year of our Lord nineteen hundred and twenty-six, representing that the highways in said town known as Marion Road, Perry Street, Miller Street and Smith Street, between the work completed on Marion Road in 1924 and the State road known as Wareham Street, are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall in Whitman, in said County, on the seventh day of January A.D. 1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-ninth day of March A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

No change in the lines of these highways is to be made under this decree.

The town of Middleborough is hereby ordered to construct said highways in accordance with specifications approved by the State Division of

Highways and to the satisfaction of the County Commissioners.

The County of Plymouth will assist in the construction of said highways in the amount determined by the said Division, the County Commissioners and the Selectmen of the town of Middleborough.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Middleborough aforesaid, are hereby ordered to cause said highways to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-ninth day of March A.D., 1929.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Middleborough within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-ninth day of March in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey }  
Jere B. Howard } County  
Charles S. Beal } Commissioners.

On the petition of the Selectmen of the town of Kingston presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirtieth day of November in the year of our Lord nineteen hundred and twenty-six, representing that Wapping Road, not completed, and Main Street, between Tura's Corner and Elm Street, are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

SELECTMEN OF  
KINGSTON  
MAR. 29, 1927.  
NO. 709.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall in Whitman, in said County, on the seventh day of January A.D. 1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said

petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-ninth day of March A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

No change in the lines of the highways is to be made under this decree.

The town of Kingston is hereby ordered to construct said highways in accordance with specifications approved by the State Division of Highways and to the satisfaction of the County Commissioners.

The County of Plymouth will assist in the construction of said highways in the amount determined by the said Division, the County Commissioners and the Selectmen of the town of Kingston.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Kingston aforesaid, are hereby ordered to cause said highways to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-ninth day of March A.D., 1929.

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Kingston within the limits of which said highway described therein lies.

In Witness whereof, the said County  
Commissioners have hereunto set their  
hands this twenty-ninth day of March  
in the year of our Lord nineteen  
hundred and twenty-seven.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

Ordered, that there be paid from the County Treasury to Gary W. Russell, as he is Treasurer of the Plymouth County Hospital, the sum of Ten Thousand Dollars (\$10,000.00) for the general maintenance of said hospital.

Frederic T. Bailey )

Jere B. Howard )

Charles S. Beal )

County Commissioners.

ORDER  
PLYMOUTH  
COUNTY  
HOSPITAL  
MAR. 29, 1927.

REVOCABLE LICENSE.

AGREEMENT  
BACK RIVER  
BRIDGE  
APR. 12, 1927.

THIS AGREEMENT, made and entered into this eighth day of April, 1927, by and between the United States of America, represented by the Secretary of the Navy, hereinafter called the Licensor, party of the first part, and the County of Norfolk, Massachusetts, represented by its County Commissioners, and the County of Plymouth, Massachusetts, represented by its County Commissioners, hereinafter called the Licensees, parties of the second part, WITNESSETH THAT:

WHEREAS, the Licensees are charged with the care, operation, and maintenance of the drawbridge over the Weymouth Back River, located at a point about 300 feet distant from the Wharf at the United States Naval Ammunition Depot, Hingham, Mass., and the said Licensees bear equally the cost of the operation and maintenance of said bridge; and

WHEREAS, the Licensees, for the purpose of obtaining adequate electric power for the operation of said drawbridge on the best terms practicable, have requested permission of the United States to lay, construct, and maintain an electric power line connecting with the power line at the Wharf above mentioned which serves the Hingham Naval Ammunition Depot and extending from said Wharf across the land of the United States embraced within the Ammunition Depot to said drawbridge over the Weymouth Back River; and

WHEREAS, the only vessels passing said drawbridge at the present time are those destined for, or departing from, the Ammunition Depot; and

WHEREAS, it is considered that the Licensor would derive an especial advantage from the granting of the permission requested, particularly in time of war, by reason of the fact that the power lines controlling the operation of the drawbridge above mentioned would be entirely upon Government property; and

WHEREAS, the granting of this license under the terms and conditions hereinafter enumerated is deemed to be of mutual benefit to the parties hereto:

NOW, THEREFORE, the Licensor hereby permits the Licensees to lay, install, and maintain an electric power line connecting with the power line at the Hingham Naval Ammunition Depot Wharf and extending from said Wharf across the Licensor's land included within the Naval Ammunition Depot to the drawbridge over the Weymouth Back River, situated at a distance of about 300 feet from said Wharf, the route of the power line to be installed under this license to be approximately as indicated by the attached plan or chart.

IT IS FURTHER COVENANTED AND AGREED:

1. That the Licensees shall bear all expenses in connection with the installation and upkeep of the power line authorized by this agreement.
2. That the Licensees shall install an electric meter at the Weymouth Back River drawbridge above referred to, that shall correctly measure the electric current used at said bridge, and the Licensees shall bear the expense of all electric current so used.
3. That before attempting any repair work on lines or equipment hereby authorized within the Hingham Naval Ammunition Depot and before making any inspection, the Licensees shall obtain permission from the Naval Inspector of Ordnance in Charge at the Ammunition Depot to enter the Depot grounds.
4. That the Licensees shall not assign this license.

5. That this license may be revoked and terminated at any time at the option of the Secretary of the Navy.

6. That in the event this license is terminated the Licensees shall remove at their sole expense and within a reasonable time from the Licensor's property the wires, poles, and equipment installed hereunder and shall restore the premises as far as practicable to the same condition it was in at the time of the granting of this license.

7. That the Licensee's agents, officers, and employees engaged upon work for the Licensees in connection with the installation of the power line hereby authorized and its equipment on Naval Ammunition Depot land shall comply with all safety and fire regulations prescribed for said Ammunition Depot.

8. That under or by reason of this license or by reason of anything contained herein the Licensor shall incur no expense or liability whatsoever and the Licensees shall hold and save the Licensor harmless from any damage or injury that may be done by the Licensees' agents, officers, or employees to persons or property in the construction, maintenance, or operation authorized hereunder.

9. No Member of or Delegate to Congress, Resident Commissioner, Officer of the Navy, or any person holding any office or appointment under the Navy Department is or shall be admitted to any share or part of this license or to any benefit to arise therefrom.

Attest:

Philip Buettner

By UNITED STATES OF AMERICA  
Ourtis D. Wilbur  
Secretary of the Navy.

( S E A L )

NORFOLK COUNTY, MASSACHUSETTS

By Evan F. Richardson  
Edward W. Hunt  
Frederick A. Leavitt  
County Commissioners.

PLYMOUTH COUNTY, MASSACHUSETTS

By Frederic T. Bailey  
Jere B. Howard  
Charles S. Beal  
County Commissioners.

WARRANT  
TOWN OF  
MIDDLEBOROUGH  
APR. 12, 1927.

Ordered, that there be paid from the Treasury of the town of Middleborough to the following named persons, the sums named, as awards for land damage under Decree No.670 for the relocation of Plympton Street in said town:

Jesse Carpenter Jr. et al.	\$25.00
United Cranberry Co.	1.00
John Maki	7.20
Aaron L. Card	25.00
Rose O. Shaw et al.	30.00
Ida F. Bryant	44.00
Horace L. Bryant	1.00
George S. Eddy	100.00
Estate of Caleb F. Eddy	15.00
Clarence Soule	1.00
M. A. Moore	125.00

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )



Ordered that there be paid from the County Treasury to Peter Peterson of Marshfield, Mass. the sum of Eighty-eight Dollars (\$88.00) in full for damage caused by the taking of land under Decree No.688, said amount being paid to him in place of the award of \$20.00 made to him under this decree through error.

ORDER  
PETER PETERSON  
APRIL 12, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered, that there be paid from the County Treasury to Osro H. Seaver, of Wareham, Mass., the sum of Fifty-two Dollars (\$52.00) in full for damage caused by the taking of land under Decree No.616, said sum including \$5.00 awarded to Oswald H. Seaver and \$47.00 damage to land transferred to said Osro H. Seaver by Sophronia and Mary Hudson,- to be charged to Outstanding Liabilities.

ORDER  
O. H. SEAVER  
APRIL 12, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Middleborough the sum of Thirty-five Hundred Dollars (\$3,500.) for and on account of the construction of bridge across the Taunton River, Titicut Bridge, so called, to be charged to Outstanding Liabilities.

ORDER  
TOWN OF  
MIDDLEBOROUGH  
APRIL 20, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered, that the award made to Beatrice V. Gardner under Decree No.688 be amended by adding "special award for trees,- \$40.00" making the total award to be paid \$60.00, and the Treasurer is hereby authorized to pay the same.

ORDER  
AMENDED AWARD  
DECREE NO.688.  
APRIL 20, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

SALARY ORDER  
W.E.BREWSTER  
APRIL 20, 1927.

It is ordered that Willis E. Brewster, as he is a Farmer at the County Farm, be paid a salary of thirteen hundred dollars (\$1300.00) a year beginning April 1st, 1927, and that the Clerk be authorized to draw orders therefor monthly on the County Treasury.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal. )

SELECTMEN OF  
HALIFAX  
APRIL 26, 1927.  
NO. 713.

On the petition of the Selectmen of the Town of Halifax, presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the fourteenth day of December in the year of our Lord nineteen hundred and twenty-six, representing that Plymouth Street, between East Bridgewater and Plympton near the Plympton line, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested due notice thereof, met to view the premises at the Town Hall in Halifax, in said County, on the twenty-first day of January A.D. 1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-sixth day of April A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

TOWN OF HALIFAX.

DECREE NO. 713.

PLYMOUTH STREET.

Southerly line.

Beginning at a point in or near the Town Line between the Town of PLYMPTON and the Town of HALIFAX, said point bearing south 51° 41' west and being distant fifty-seven and eighty-five hundredths (57.85) feet from the

concrete monument at the point of beginning on the northerly side of PLYMOUTH STREET, thence by a curve to the left whose radius is thirteen hundred fifty (1350) feet by the highway and by land of Lewis Billings eight hundred eighty-three and twenty-seven hundredths (883.27) feet to the point of tangency thence north  $57^{\circ} 13' 10''$  west by land of said Billings, by the highway and by land of Peter Bouley fourteen hundred fourteen and nine hundredths (1414.09) feet to the point of curvature thence by a curve to the left whose radius is fourteen hundred fifty (1450) feet by land of said Bouley, land of the estate of Solomon Bacharach and by the highway five hundred sixty-one and sixty-one hundredths (561.61) feet to the point of tangency thence north  $79^{\circ} 24' 40''$  west by the highway one hundred ninety-seven and ninety-four hundredths (197.94) feet to the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by the highway and by land of George W. Bliss et ux. seven hundred sixty-seven and ninety-four hundredths (767.94) feet to the point of tangency thence north  $35^{\circ} 24' 40''$  west by land of said Blisses and land of Orazio G. DiBona et al. fifty-seven and seventy-six hundredths (57.76) feet to the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said DiBona et al. and land of the Town of Halifax three hundred thirty-four and twenty-nine hundredths (334.29) feet to the point of tangency thence north  $55^{\circ} 34' 20''$  west by land of the Town of Halifax and by land of Andrew R. Parker et al. five hundred ninety-five and seventy-one hundredths (595.71) feet to an angle; thence north  $57^{\circ} 49' 50''$  west by land of said Parker et al. one hundred thirty-four and twenty-seven hundredths (134.27) feet to the point of curvature thence by a curve to the left whose radius is six hundred fifty (650) feet by land of said Parker et al. three hundred seventy-four and six hundredths (374.06) feet to the point of tangency thence south  $89^{\circ} 11' 40''$  west by land of said Parker et al. two hundred twenty-two and fifty-eight hundredths (222.58) feet to an angle; thence north  $86^{\circ} 5' 40''$  west by land of said Parker et al. land of Emmet A. Saunders Tr. and land of Jessie B. Doane nine hundred fourteen and sixty-five hundredths (914.65) feet to the point of curvature thence by a curve to the left whose radius is ten hundred fifty (1050) feet by land of said Doane, by the highway and again by land of said Doane four hundred sixty-eight (468) feet to the concrete monument at the point of compound curvature thence by a curve to the left whose radius is one hundred twenty-four and eighty-one hundredths (124.81) feet by land of said Doane one hundred seventy-seven and thirty-eight hundredths (177.38) feet to the concrete monument at the point of tangency on the easterly side of MONPONSETT STREET.

Thence beginning again at the concrete monument marking the point of curvature on the westerly side of MONPONSETT STREET, said concrete monu-

ment bearing south  $22^{\circ} 43'$  west and being distant seventy and thirty-six hundredths (70.36) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is one hundred (100) feet by land of Annette M. Hatfield one hundred eighty-eight and twenty hundredths (188.20) feet to the concrete monument at the point of tangency thence south  $59^{\circ} 6'$  west by land of said Hatfield and land of George W. Sturtevant six hundred ninety-seven and fifteen hundredths (697.15) feet to the point of curvature thence by a curve to the left whose radius is nineteen hundred fifty (1950) feet by land of said Sturtevant four hundred twenty-five and sixty-one hundredths (425.61) feet to the point of tangency thence south  $46^{\circ} 35' 40''$  west by land of said Sturtevant and land of Deborah L. Brown two hundred sixty-four and forty-eight hundredths (264.48) feet to the point of curvature thence by a curve to the right whose radius is eight hundred fifty (850) feet by land of said Brown land of Edward C. Ramseyer, by the highway and by land of Edith E. Schweitzer six hundred twenty-six and five hundredths (626.05) feet to the point of tangency thence south  $88^{\circ} 47' 40''$  west by land of said Schweitzer one hundred twenty-eight and forty-five hundredths (128.45) feet to the point of curvature thence by a curve to the right whose radius is eight hundred fifty (850) feet by land of said Schweitzer, by the highway, and by land of Frances W. Packard three hundred nineteen and forty-one hundredths (319.41) feet to the point of tangency thence north  $69^{\circ} 40' 30''$  west by land of said Packard and land of Lydia Bunker seven hundred twenty-seven and ninety-three hundredths (727.93) feet to an angle; thence north  $67^{\circ} 46' 40''$  west by land of said Bunker, and land of Alice M. Myers et al. eight hundred nine and eighty-five hundredths (809.85) feet to the point of curvature thence by a curve to the left whose radius is nine hundred eighty-seven and ninety-six hundredths (987.96) feet by land of said Myers et al. five hundred eight and sixty-eight hundredths (508.68) feet to the point of tangency thence south  $82^{\circ} 42' 20''$  west by land of said Myers et al. and land of Frank H. Albee three hundred sixty-six and forty-two hundredths (366.42) feet to the point of curvature thence by a curve to the right whose radius is ten hundred fifty (1050) feet by the highway two hundred ninety (290) feet to a concrete monument at the point of tangency thence north  $81^{\circ} 27' 10''$  west by the highway to a concrete monument at the point of curvature thence by a curve to the left whose radius is one hundred (100) feet by land of said Albee one hundred thirty-four and thirty-nine (134.39) hundredths feet to a concrete monument at the point of tangency on the easterly side of SOUTH STREET.

Thence beginning again at the concrete monument marking the point of curvature on the westerly side of SOUTH STREET said concrete monument bearing north  $52^{\circ} 34'$  west and being distant forty-one and fifty-eight hun-

dredths (41.58) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is seventy (70) feet by land of the Town of Halifax one hundred five and nineteen hundredths (105.19) feet to the concrete monument at the point of tangency thence north  $64^{\circ} 33' 10''$  west by the highway sixty-nine (69) feet to the concrete monument at the point of curvature thence by a curve to the right whose radius is ten hundred fifty (1050) feet by the highway and by land of Frank H. Albee two hundred (200) feet to the point of tangency thence north  $53^{\circ} 38' 20''$  west by land of said Albee, land of Myrtle B. Armstrong, land of Lavina M. Estes, land of the Town of Halifax and land of Edwin H. Vaughan sixteen hundred three and fifty-three hundredths (1603.53) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is twenty (20) feet by land of said Vaughan fifty and fifty-five hundredths (50.55) feet to a concrete monument at the point of tangency on the easterly side of CARVER STREET.

Thence beginning again at the concrete monument marking the point of curvature on the westerly side of CARVER STREET, said concrete monument bearing north  $77^{\circ} 21' 30''$  west and being distant forty-six and sixty-five hundredths (46.65) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is three hundred (300) feet by land of said Vaughan one hundred eighty-four and eighty-six hundredths (184.86) feet to the concrete monument at the point of tangency thence north  $53^{\circ} 38' 20''$  west by land of said Vaughan two hundred thirty-six and seven hundredths (236.07) feet to the point of curvature thence by a curve to the left whose radius is fourteen hundred fifty (1450) feet by land of said Vaughan and land of Lloyd Morton four hundred seventeen and seventy-seven hundredths (417.77) feet to the point of tangency thence north  $70^{\circ} 8' 50''$  west by land of said Morton two hundred forty-seven and three hundredths (247.03) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eighty (80) feet still by land of said Morton one hundred sixteen and thirty-six hundredths (116.36) feet to a concrete monument at the point of tangency on the easterly side of THOMPSON STREET.

Thence beginning again at the concrete monument marking the point of curvature on the westerly side of THOMPSON STREET, said concrete monument bearing north  $49^{\circ}$  west and being distant forty-one and thirty-one hundredths (41.31) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is fifty (50) feet by land of Albert A. & Hilda Thomas eighty-three and ninety-six hundredths (83.96) feet to a concrete monument at the point of tangency thence north  $70^{\circ} 8' 50''$  west by land of said Thomases, land of Nellie V. Stellberger and land of William L.

Robertson three hundred sixteen and twenty-eight hundredths (316.28) feet to the point of curvature thence by a curve to the right whose radius is ten hundred fifty (1050) feet by land of said Robertson and by the highway three hundred thirty-four and nine hundredths (334.09) feet to the point of tangency thence north  $51^{\circ} 55'$  west by land of said Robertson two hundred fifty-eight and eight hundredths (258.08) feet to the point of curvature thence by a curve to the right whose radius is fifteen hundred fifty (1550) feet by the highway and by land of said Robertson three hundred sixty-three and seventeen hundredths (363.17) feet to the point of tangency thence north  $38^{\circ} 28' 50''$  west by land of said Robertson and land of the estate of Henry Mitchell three hundred forty-seven and fifty-five hundredths (347.55) feet to an angle; thence north  $41^{\circ} 47' 50''$  west by land of the estate of Henry Mitchell and land of Jared B. Baker five hundred twenty and sixty-eight hundredths (520.68) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is three hundred (300) feet by land of said Baker seventy-four and twenty-three hundredths (74.23) feet to a concrete monument at the point of tangency on the southerly side of CIRCUIT STREET.

Thence beginning again at a concrete monument marking the point of curvature on the northerly side of CIRCUIT STREET, said concrete monument bearing north  $43^{\circ} 06'$  west and being distant one hundred forty-eight and five hundredths (148.05) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is eighteen (18) feet by land of said Baker forty-nine and forty-one hundredths (49.41) feet to a concrete monument at the point of tangency thence north  $33^{\circ} 16' 10''$  west by land of said Baker seventy-eight and eighty-two hundredths (78.82) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is thirty (30) feet still by land of said Baker sixty-six and thirty-six hundredths (66.36) feet to a concrete monument at the point of curvature on the easterly side of PINE STREET.

Thence beginning again at the concrete monument marking the point of curvature on the westerly side of PINE STREET, said concrete monument bearing south  $82^{\circ} 25' 30''$  west and being distant forty-five and thirty-one hundredths (45.31) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is two hundred eighteen and seventy-five hundredths (218.75) feet by land of Robert M. Edwards two hundred sixty-three and forty-five hundredths (263.45) feet to a concrete monument at the point of tangency thence north  $33^{\circ} 16' 10''$  west by land of said Edwards seventy-four and sixty-nine hundredths (74.69) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Edwards three hundred forty and eighteen hundredths (340.18) feet to a concrete monument at

the point of tangency thence north  $53^{\circ} 47' 10''$  west by land of said Edwards and land of Ellen Curtis two hundred seventy-nine and three hundredths (279.03) feet to the point of curvature thence by a curve to the left whose radius is nineteen hundred fifty (1950) feet by land of said Curtis one hundred sixty-seven and sixty-two hundredths (167.62) feet to the point of tangency thence north  $58^{\circ} 42' 40''$  west by land of said Curtis and land of Gilbert H. Thompson three hundred eighty-two and eighty-nine hundredths (382.89) feet to the point of curvature thence by a curve to the left whose radius is six hundred fifty (650) feet by land of said Thompson three hundred eighty-four and forty-six hundredths (384.46) feet to the point of compound curvature thence by a curve to the left whose radius is seven hundred seven and seventy-three hundredths (707.73) feet by land of Gilbert H. Thompson four hundred thirty and thirty-four hundredths (430.34) feet to the point of tangency thence south  $52^{\circ} 33' 30''$  west by land of said Thompson and land of the United Cape Cod Cranberry Company one hundred eighty-five and seventy hundredths (185.70) feet to the point of curvature thence by a curve to the right whose radius is seven hundred fifty (750) feet by land of said Cranberry Company, by the highway and again by land of said Company four hundred forty-five (445) feet to a concrete monument at the point of tangency thence south  $86^{\circ} 33' 10''$  west by land of said Cranberry Company ninety-six and ten hundredths (96.10) feet to the point of curvature thence by a curve to the left whose radius is four hundred (400) feet still by land of said Cranberry Company one hundred forty-two and thirty-two hundredths (142.32) feet to a concrete monument at the point of tangency on the southerly side of CROSS STREET.

Thence beginning again at a concrete monument marking the point of curvature on the northerly side of CROSS STREET said concrete monument bearing north  $80^{\circ} 31'$  west and being distant seventy-two and ninety-three hundredths (72.93) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is forty (40) feet by land of the Agawam Reservoir Power & Irrigation Company ninety-five and ninety-two hundredths (95.92) feet to the concrete monument at the point of tangency. Thence north  $71^{\circ} 13' 50''$  west by land of the said Agawam Reservoir Power & Irrigation Company nine hundred one and four tenths (901.4) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is forty (40) feet still by land of said Irrigation Company seventy-nine and fifty-nine hundredths (79.59) feet to a concrete monument at the point of tangency on the easterly side of CIRCUIT STREET.

Thence beginning again at a concrete monument marking the point of curvature on the westerly side of CIRCUIT STREET, said concrete monument bearing north  $69^{\circ} 10'$  west and being distant forty-six and thirty-three hundredths (46.33) feet from the last mentioned concrete monument and continuing

by a curve to the left whose radius is one hundred (100) feet by land of the United Cape Cod Cranberry Company one hundred eight and twenty-four hundredths (108.24) feet to a concrete monument at the point of tangency thence north  $67^{\circ} 14' 50''$  west still by land of said Cranberry Company eleven hundred forty-eight and eighty-seven hundredths (1148.87) feet to a point in or near the Town Line between the Town of Halifax and the Town of Bridgewater it being the end of the layout.

PLYMOUTH STREET.

Northerly line.

Beginning at a concrete monument in or near the Town Line between the Town of PLYMPTON and the Town of HALIFAX, said concrete monument being distant sixty-nine and eighty-two hundredths (69.82) feet in a general westerly direction from a concrete monument marking the point of curvature in the northerly line of said PLYMOUTH STREET in the Town of Plympton, thence by a curve to the left whose radius is fourteen hundred (1400) feet by land of Florence Barnes, by the highway and again by land of said Barnes eight hundred ninety-one and sixty-one (891.61) feet to a concrete monument at the point of tangency thence north  $57^{\circ} 13' 10''$  west by land of said Barnes and land of the estate of Solomon Bacharach fourteen hundred fourteen and nine hundredths (1414.09) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifteen hundred (1500) feet by said land of the estate of Solomon Bacharach five hundred eighty and ninety-eight hundredths (580.98) feet to a concrete monument at the point of tangency thence north  $79^{\circ} 24' 40''$  west still by said land of the estate of Solomon Bacharach one hundred ninety-seven and ninety-four hundredths (197.94) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is nine hundred fifty (950) feet by land of said estate forty (40) feet to a concrete monument at the point of compound curvature thence by a curve to the right whose radius is one hundred thirteen (113) feet by land of said estate two hundred fifteen and ninety-seven hundredths (215.97) feet to a concrete monument at the point of tangency on the easterly side of HOLMES STREET.

Thence beginning again at a concrete monument marking the point of curvature on the westerly side of HOLMES STREET, said concrete monument bearing south  $80^{\circ} 3' 30''$  west and being distant sixty-seven and seventy-six hundredths (67.76) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is one hundred fifteen and seventeen hundredths (115.17) feet by land of Andrew R. Parker et al. and land of George W. Bliss et ux. one hundred eighty and sixty-eight hundredths (180.68) feet to a concrete monument at the point of compound curvature



thence by a curve to the right whose radius is nine hundred fifty (950) feet by land of said Blissess three hundred sixty-eight (368) feet to a concrete monument at the point of tangency thence north  $35^{\circ} 24' 40''$  west by land of said Blissess fifty-seven and seventy-six hundredths (57.76) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by the highway and by land of the Town of Halifax three hundred fifty-one and eighty-eight hundredths (351.88) feet to a concrete monument at the point of tangency thence north  $55^{\circ} 34' 20''$  west by said land of the Town of Halifax, land of Andrew R. Parker et al. and by the East Cemetery five hundred ninety-six and seventy hundredths (596.70) feet to a concrete monument at an angle; thence north  $57^{\circ} 49' 50''$  west by land of Andrew R. Parker et al. one hundred thirty-five and twenty-six hundredths (135.26) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is seven hundred (700) feet by the highway four hundred two and eighty-three hundredths (402.83) feet to the concrete monument at the point of tangency thence south  $89^{\circ} 11' 40''$  west by the highway two hundred twenty and two hundredths (220.02) feet to a concrete monument at an angle; thence north  $86^{\circ} 5' 40''$  west by land of Andrew R. Parker et al. land of Harold E. Gray and land of Benjamin F. Thrasher nine hundred thirteen and sixty-two hundredths (913.62) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eleven hundred (1100) feet by land of said Thrasher by the highway and by land of Lucia Cook two hundred eighty-two (282) feet to a concrete monument at the point of tangency thence south  $79^{\circ} 14'$  west by land of said Cook seventy-five and forty-eight hundredths (75.48) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one hundred forty (140) feet by land of said Cook and land of Bessie R. Carrier two hundred seventy-eight and fifty-seven hundredths (278.57) feet to a concrete monument at the point of tangency on the easterly side of MONPONSETT STREET.

Thence beginning again at a concrete monument marking the point of curvature on the westerly side of MONPONSETT STREET, said concrete monument bearing south  $28^{\circ} 31'$  west and being distant one hundred ninety and fifteen hundredths (190.15) feet from the last mentioned concrete monument thence by a curve to the right whose radius is three hundred (300) feet by land of Edwin H. Vaughan two hundred forty and eleven hundredths (240.11) feet to a concrete monument at the point of tangency thence south  $59^{\circ} 6'$  west by land of said Vaughan and land of George W. Sturtevant seven hundred one and thirty-seven hundredths (701.37) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is two thousand (2000) feet by land of said Sturtevant, by the highway and again by land of said Sturtevant four hundred thirty-six and fifty-three hundredths

(436.53) feet to a concrete monument at the point of tangency thence south  $46^{\circ} 35' 40''$  west by land of said Sturtevant and land of Frank D. Lyon two hundred sixty-four and forty-eight hundredths (264.48) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eight hundred (800) feet by land of said Lyon and by the highway five hundred eighty-nine and twenty-two hundredths (589.22) feet to a concrete monument at the point of tangency thence south  $88^{\circ} 47' 40''$  west by the highway one hundred twenty-eight and forty-five hundredths (128.45) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eight hundred (800) feet by the highway, by land of Agnes M. Kammler et al. and by land of Frank D. Lyon three hundred and sixty-two hundredths (300.62) feet to a concrete monument at the point of tangency thence north  $69^{\circ} 40' 30''$  west by land of said Lyon, land of Frances W. Packard and again by land of said Lyon seven hundred twenty-seven and ten hundredths (727.10) feet to an angle; thence north  $67^{\circ} 46' 40''$  west by land of said Lyon, land of Herbert E. Sturtevant and land of Myrtie B. Armstrong eight hundred nine and two hundredths (809.02) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is ten hundred thirty-seven and ninety-six hundredths (1037.96) feet by land of said Armstrong, and land of Leroy Thompson et ux. five hundred thirty-four and forty-two hundredths (534.42) feet to a concrete monument at the point of tangency thence south  $82^{\circ} 43' 20''$  west by land of said Thompsons, land of Fred B. Locke, crossing the Driftway, so called, and by land of the Town of Halifax three hundred sixty-six and forty-two hundredths (366.42) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of the town of Halifax, land of the First Religious Society and land of James B. Bowman seven hundred sixty-one and sixty-four hundredths (761.64) feet to a concrete monument at the point of tangency thence north  $53^{\circ} 38' 20''$  west by land of said Bowman, land of the Town of Halifax, land of the Hanson Cedar Company, land of Elmer Willett, land of Joseph Rockwell and land of Clyde O. Bosworth two thousand sixty-seven and twenty-seven hundredths (2067.27) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifteen hundred (1500) feet by land of said Bosworth four hundred thirty-two and eighteen hundredths (432.18) feet to a stone monument at the point of tangency thence north  $70^{\circ} 8' 50''$  west by land of said Bosworth and land of Lloyd Morton seven hundred thirty and ninety-six hundredths (730.96) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of said Morton and land of Edwin H. Vaughan three hundred eighteen and eighteen hundredths (318.18) feet to a concrete monument at the point of tangency thence north  $51^{\circ} 55'$  west by

land of said Vaughan and land of Clyde O. Bosworth two hundred fifty-eight and eight hundredths (258.08) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fifteen hundred (1500) feet by land of said Bosworth and land of Jared B. Baker three hundred fifty-one and forty-five hundredths (351.45) feet to a concrete monument at the point of tangency thence north  $38^{\circ} 28' 50''$  west by land of said Baker and land of Andrew Stellberger three hundred forty-eight and seventy-one hundredths (348.71) feet to a concrete monument at an angle; thence north  $41^{\circ} 47' 50''$  west by land of Andrew Stellberger, land of Nellie Stellberger and land of Frank H. Albee Tr. five hundred and fifteen hundredths (500.15) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twelve hundred (1200) feet by land of said Albee Tr. and land of Jared B. Baker one hundred seventy-eight and sixty-one hundredths (178.61) feet to a concrete monument at the point of tangency thence north  $33^{\circ} 16' 10''$  west by land of said Baker, land of the estate of Henry Mitchell and land of Robert M. Edwards five hundred forty-nine and fifty-seven hundredths (549.57) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is six hundred (600) feet by land of said Edwards three hundred seventy-four and fifty-eight hundredths (374.58) feet to a concrete monument at the point of tangency on the easterly side of ELM STREET.

Thence beginning again at a concrete monument marking the point of curvature on the westerly side of the said ELM STREET said concrete monument bearing south  $31^{\circ} 39'$  west and being distant eighty-two and twelve hundredths (82.12) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is eighty (80) feet by land of the Hanson Cedar Company one hundred seventy-two and seventy-four hundredths (172.74) feet to a concrete monument at the point of tangency thence north  $53^{\circ} 47' 10''$  west by land of the said Hanson Cedar Company one hundred seventy-one and seventy-two hundredths (171.72) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is two thousand (2000) feet by land of said Hanson Cedar Company one hundred seventy-one and ninety-two hundredths (171.92) feet to the concrete monument at the point of tangency thence north  $58^{\circ} 42' 40''$  west by land of said Hanson Cedar Company three hundred eighty-two and eighty-nine hundredths (382.89) feet to the concrete monument at the point of curvature thence by a curve to the left whose radius is seven hundred (700) feet by land of the Hanson Cedar Company four hundred fourteen and three hundredths (414.03) feet to the concrete monument at the point of tangency thence south  $87^{\circ} 23' 50''$  west still by land of the Hanson Cedar Company seventy-four and forty-three hundredths (74.43) feet to the concrete monument at the point of curvature

thence by a curve to the right whose radius is eighty (80) feet by land of the said Hanson Cedar Company one hundred eighteen and sixty-eight hundredths (118.68) feet to the concrete monument at the point of tangency on the easterly side of FURNACE STREET.

Thence beginning again at the concrete monument marking the point of curvature on the westerly side of FURNACE STREET near the mill, said concrete monument bearing south  $28^{\circ} 7' 30''$  west and being distant sixty-eight and fifty hundredths (68.50) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is forty (40) feet by other land of the Hanson Cedar Company fifty and seventy-one hundredths (50.71) feet to the concrete monument at the point of tangency thence south  $65^{\circ} 2' 30''$  west eighty and sixty-three hundredths (80.63) feet to the concrete monument at the point of curvature thence by a curve to the left whose radius is seven hundred fifty-seven and seventy-three hundredths (757.73) feet by the highway and by land of the Hanson Cedar Company one hundred sixty-five (165) feet to the concrete monument at the point of tangency thence south  $52^{\circ} 33' 30''$  west by said land of the Hanson Cedar Company and by land of the Agawam Reservoir Power & Irrigation Company one hundred eighty-five and seventy hundredths (185.70) feet to the concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred (700) feet by land of said Irrigation Company six hundred eighty-six and seventy-five hundredths (686.75) feet to the concrete monument at the point of tangency thence north  $71^{\circ} 13' 50''$  west by land of said Irrigation Company ten hundred nine and thirty-seven hundredths (1009.37) feet to a concrete monument at an angle; thence north  $67^{\circ} 14' 50''$  west still by land of said Irrigation Company twelve hundred thirty-one and ninety-one hundredths (1231.91) feet to the concrete monument at the end of the lay out in or near the Town Line between the towns of Halifax and East Bridgewater.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work will be done without expense to owners.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of July A.D., 1927.

The inhabitants of the town of Halifax aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County

Commissioners before the twenty-sixth day of April A.D., 1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the County Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Name	Sq. Ft.	Amount
Lewis Billings	3800	\$13.00
Orazio G. DiBona et al.	1600	8.00
Andrew R. Parker et al.	7300	35.00
Jesse B. Doane	2900	14.00
Annette M. Hatfield	4200	50.00
George W. Sturtevant	1680	8.00
Edith E. Schweitzer	1600	8.00
Frank H. Albee	500	5.00
Town of Halifax	900	0.00
Edwin H. Vaughan	760	5.00
" " "	900	5.00
Lloyd Morton	1000	5.00
Albert A. and Hilda Thomas	700	5.00
William L. Robertson	1350	5.00
Estate of Henry Mitchell	4400	20.00
Jared B. Baker	350	1.00
" " "	2700	20.00
Robert M. Edwards	3000	15.00
Ellen Curtis	2000	15.00
Gilbert H. Thompson	2700	7.00
" " "	3900	10.00
United Cape Cod Cranberry Co.	850	1.00
" " "	1700	2.00
Agawam Reservoir Power and Irrigation Co.	2170	5.00
" " "	1100	2.50
United Cape Cod Cranberry Co.	920	1.00
Florence Barnes	2175	8.00
Estate of Solomon Bacharach	2000	9.00
George Bliss et ux.	4600	23.00
Lucia Cook	20300	95.00
Edwin H. Vaughan	2870	12.00
Bessie R. Currier	270	0.50
Frank D. Lyon	9000	45.00
Agnes M. Kammler et al.	180	1.00
Frank D. Lyon	250	1.00
Town of Halifax	1200	0.00
First Religious Society	1900	10.00
Edwin H. Vaughan	750	2.00
Jared B. Baker	1500	4.00
Nellie Stellberger	120	1.00
Frank H. Albee Tr.	600	5.00
Jared B. Baker	320	2.00
Estate of Henry Mitchell	2000	10.00
Robert M. Edwards	3700	18.00
Hanson Cedar Co.	2500	12.00
" " "	2400	12.00
Agawam Reservoir Power and Irrigation Co.	4800	5.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Halifax within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-sixth day of April in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.



George W. Sturtevant	\$8.00
Edith E. Schweitzer	8.00
Frank H. Albee	5.00
Town of Halifax	0.00
Edwin H. Vaughan	24.00
Lloyd Morton	5.00
Albert A. and Hilda Thomas	5.00
William L. Robertson	5.00
Estate of Henry Mitchell	30.00
Jared B. Baker	27.00
Robert M. Edwards	33.00
Ellen Curtis	15.00
Gilbert H. Thompson	17.00
United Cape Cod Cranberry Co.	4.00
Agawam Reservoir Power and Irrigation Co.	12.50
Florence Barnes	8.00
Estate of Solomon Bacharach	9.00
George Bliss et ux.	23.00
Lucia Cook	95.00
Bessie R. Currier	0.50
Frank D. Lyon	46.00
Agnes M. Kammler et al.	1.00
First Religious Society	10.00
Nellie Stellberger	1.00
Frank H. Albee Tr.	5.00
Hanson Cedar Co.	24.00

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

On the petition of the Selectmen of the town of Hanson, presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the twenty-second day of March in the year of our Lord nineteen hundred and twenty-two, representing that the boundary lines of the highway in said town known as Perry Avenue, from its junction with Whitman Street and extending southwesterly and northwesterly to the town line between the towns of Hanson and Whitman, are not properly defined and that said Perry Avenue should be widened at the angle on land of Estate of Edward Y. Perry where the present roadbed, as constructed and now travelled, passes over private lands, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Court House, in Plymouth, in said County, on the twenty-fifth day of April A.D. 1922, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time

SELECTMEN  
OF HANSON  
OCT. 24, 1922.  
NO. 598.  
 ○○○○  
(MAY 10, 1927)

for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-fourth day of October A.D. 1922, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

Description of the Lines of that Part of Perry  
Avenue in the Town of Hanson as Established by  
the Plymouth County Commissioners under Decree  
No. 598.

The Southerly Line begins at a concrete bound set in the southerly line of Perry Avenue and thence runs on a curve starting westerly and curving northerly of a radius of ninety-one and seventy-three hundredths (91.73) feet by land of E. Y. Perry Estate one hundred forty-four and nine hundredths (144.09) feet to a concrete bound.

The Northerly Line begins at a concrete bound set in the easterly line of Perry Avenue, said bound bearing N. 69° 30' E. and being fifty and no hundredths (50.00) feet from the last-mentioned bound, thence running on a curve starting southerly and curving easterly of a radius of forty-one and seventy-three hundredths (41.73) feet by other land of E. Y. Perry Estate sixty-five and fifty-five hundredths (65.55) feet to a concrete bound set in the northerly line of Perry Avenue, said bound bearing N. 20° 30' W. and being fifty and no hundredths (50.00) feet distant from the first described bound in the above-described Southerly Line.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed.

The inhabitants of the town of Hanson aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-fourth day of October A.D., 1923.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the County Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Estate of E. Y. Perry

No Damage

And said Commissioners order that the foregoing return be filed,



accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Hanson within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-fourth day of October in the year of our Lord nineteen hundred and twenty-two.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Hanover the sum of Three Thousand Dollars (\$3000) for and on account of the construction of Silver Street in said town.

ORDER  
TOWN OF  
HANOVER.  
MAY 17, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered, that there be paid from the County Treasury to Herbert L. Pratt, Esq., Clerk of the Second District Court, the sum of \$12.35, the amount of money stolen from the safe in the courtroom at Abington some time between closing of office on the 28th of April and the opening of the office on the 30th. This order is issued in accordance with the approval of Mr. Fenton of the Division of Accounts.

ORDER  
H.L.PRATT,ESQ.  
MAY 17, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered, that George T. Burt, as he is Assistant Janitor at the Court House, in Plymouth, be paid a salary of Twelve Hundred Dollars (\$1200.00) a year beginning May 10th, 1927, and that the Clerk be authorized to draw orders therefor monthly on the County Treasury.

ORDER  
GEO. T. BURT  
MAY 17, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
SATURDAY  
CLOSING.  
MAY 17, 1927.

It was voted to allow Saturday afternoons from twelve o'clock, noon, as holidays, during the months of June, July, August, and September, to all employees of the County in the Court Houses and Registry of Deeds, in accordance with the provisions of Section 16 of Chapter 34 of the General Laws.

Frederic T. Bailey	)	
Jere B. Howard	)	County Commissioners.
Charles S. Beal	)	

SELECTMEN OF  
WHITMAN  
MAY 17, 1927.  
NO. 711.

On the petition of the Selectmen of the town of Whitman presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the seventh day of December in the year of our Lord nineteen hundred and twenty-six, representing that the highway in said town known as Plymouth Street, between Pleasant Street and the Hanson town line, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Whitman, in said County, on the fourteenth day of January A.D. 1927, at two o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the seventeenth day of May A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

Description of the lines of that part of  
Plymouth Street in the town of Whitman as  
established by the Plymouth County Commissioners  
under Decree No. 711.

The Northerly Line begins at a concrete bound set in the northerly line of Plymouth Street said bound bearing S. 72° 15' 00" E. and being ninety and ninety hundredths (90.90) feet distant from a stone bound set at a point

of curve in the southerly line of Plymouth Street as established by the County Commissioners under petition of George E. Fairbanks et al. and thence runs S. 43° 52' 30" E. by land of Terzian and Kayazanian brothers two hundred fourteen and ninety-seven hundredths (214.97) feet, thence running on a curve to the left of a radius of six hundred and no hundredths (600.00) feet by said land of Terzian and Kayazanian brothers three hundred twenty-four and seventy-five hundredths (324.75) feet, thence running south 74° 53' 10" E. by said land of Terzian and Kayazanian brothers and by land of C.F.Green eight hundred seventy and seventy-six hundredths (870.76) feet, thence running on a curve to the right of a radius of fourteen hundred forty and no hundredths (1440.00) feet by said land of C. F. Green and by land of R. L. Searle seven hundred thirty and thirty-two hundredths (730.32) feet, thence running S. 45° 49' 40" E. by said land of R. L. Searle and by land of E. K. Carlton three hundred sixty-seven and seventeen hundredths (367.17) feet, thence running on a curve to the right of a radius of eighteen hundred and no hundredths (1800.00) feet by said land of E. K. Carlton, by land of J.N. Prouty and by land of Orin P. Barrett et al. six hundred eleven and forty-eight hundredths (611.48) feet, thence running S. 26° 21' 50" E. by said land of Orin P. Barrett et al. one hundred seventy-seven and forty-one hundredths (177.41) feet, thence running on a curve to the right of a radius of thirteen hundred twenty and no hundredths (1320.00) feet by said land of Orin P. Barrett three hundred twenty-eight and four hundredths (328.04) feet, thence running S. 12° 7' 30" E. by said land of Orin P. Barrett et al., by land of Edison Electric Light Company, by land of Sumner Smith, by land of Louis Smith, by a private way, and by land of LeBlanc seven hundred ninety-nine and ninety-four hundredths (799.94) feet, and thence running on a curve to the left of a radius of fourteen hundred forty and no hundredths (1440.00) feet by said land of LeBlanc three hundred eleven and thirty-seven hundredths (311.37) feet to a point in the division line between the towns of Whitman and Hanson.

The Southerly Line begins at a concrete bound set in the easterly line of Pleasant Street said bound bearing S. 36° 44' 30" E. and being two hundred six and ninety-five hundredths (206.95) feet distant from a stone bound set in the southerly line of Plymouth Street as established by the County Commissioners under petition of George Fairbanks et al. and thence runs on a curve starting northerly and curving easterly of a radius of fifteen and no hundredths (15.00) feet by land Edward H. Elliott twenty-seven and fifty hundredths (27.50) feet to a concrete bound, thence running S. 43° 52' 30" E. by said land of Edward H. Elliott seventy-five and ten hundredths (75.10) feet to a concrete bound, thence running on a curve to the left of a

radius of six hundred fifty and no hundredths (650.00) feet by said land of Edward H. Elliott and by land of George Hollett one hundred forty-three and thirty-eight hundredths (143.38) feet to a concrete bound, thence running on a curve to the right of a radius of thirty and no hundredths (30.00) feet by said land of George Hollett forty-five and sixty-seven hundredths (45.67) feet to a concrete bound set in the westerly line of Simmons Ave. Then beginning again at a concrete bound set in the easterly line of Simmons Ave., said bound bearing S. 38° 16' 10" E. and being forty-two and eighty-three hundredths (42.83) feet distant from the last-described bound, thence running on a curve starting northeasterly and curving easterly of a radius of fifty and no hundredths (50.00) feet by land of Elmer Benson seventy-two and thirty-one hundredths (72.31) feet to a concrete bound, thence running on a curve to the left of a radius of six hundred fifty and no hundredths (650.00) feet by said land of Elmer Benson ninety-five and eighty-nine hundredths (95.89) feet to a concrete bound, thence running S. 74° 53' 10" E. by said land of Elmer Benson by land of John F. Walo eight hundred seventy and seventy-six hundredths (870.76) feet to a concrete bound, thence running on a curve to the right of a radius of thirteen hundred ninety and no hundredths (1390.00) feet by said land of John F. Walo by land of Anna B. Hatch, and by land of E.K. Carlton seven hundred four and ninety-six hundredths (704.96) feet to a concrete bound, thence running S. 45° 49' 40" E. by said land of E. K. Carlton three hundred sixty-seven and seventeen hundredths (367.17) feet to a concrete bound, thence running on a curve to the right of a radius of seventeen hundred fifty and no hundredths (1750.00) feet by said land of E. K. Carlton, by land of Prouty brothers, and by land of George A. Fisk et ux. five hundred ninety-four and forty-nine hundredths (594.49) feet to a concrete bound, thence running S. 26° 21' 50" E. by said land of George A. Fisk et ux. one hundred seventy-seven and forty-one hundredths (177.41) feet to a concrete bound, thence running on a curve to the right of a radius of twelve hundred seventy and no hundredths (1270.00) feet by said land of George A. Fisk et ux., by land of A. F. Alden and by land of Fabrizio Casoni three hundred fifteen and sixty-one hundredths (315.61) feet to a concrete bound, thence running S. 12° 7' 30" E. by said land of Fabrizio Casoni by land of Briggs H. Ford, by land of Patrick Kenneally, by land of Harry F. Bessom, and by land of Lydia Fitzgerald, four hundred four and seventy-five hundredths (404.75) feet to a concrete bound, thence running on a curve to the right of a radius of fifty and no hundredths (50.00) feet by said land of Lydia Fitzgerald ninety-five and forty-six hundredths (95.46) feet to a concrete bound set in the northerly line of South Ave. then beginning again at a concrete bound set in the southerly line of South Ave., said bound bearing S. 40° 51' 50" E. and being eighty-nine and ninety hundredths (89.90)

feet from the last-mentioned bound, thence running on a curve starting easterly and curving to the south of a radius of thirty-five and no hundredths (35.00) feet by land of Joe Willis forty-three and thirteen hundredths (43.13) feet to a concrete bound, thence running S. 12° 7' 30" E. by said land of Joe Willis, by land of Howard Goss and by land of Lydia F. Fitzgerald two hundred thirty-six and eighteen hundredths (236.18) feet to a concrete bound, thence running on a curve to the left of a radius of fourteen hundred ninety and no hundredths (1490.00) feet by said land of Lydia F. Fitzgerald, by land of Charles Denham, by land of Ida Sampson, and by land of Ed. Parker two hundred ninety-three and fifty hundredths (293.50) feet to a point in the division line between the towns of Whitman and Hanson said point bearing N. 84° 35' 00" W. and being fifty-seven and forty-one hundredths (57.41) feet distant from the last described point in the above described northerly line.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work will be done without expense to owners.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of July A.D., 1927.

The inhabitants of the town of Whitman aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the seventeenth day of May A.D., 1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

	<u>Taken</u>	<u>Abandoned</u>	
Edward H. Elliott	256 sq.ft.		\$10.00
George Hollett	175 " "	336 sq.ft.	0.00
Kayazian Brothers	2080 " "	450 " "	15.00
Elmer Benson	2872 " "	384 " "	25.00
C. F. Green	1634 " "	604 " "	25.00
John F. Walo	6052 " "		70.00
Anna B. Hatch	2016 " "	45 " "	10.00
R. L. Searle	94 " "	30 " "	1.00
E. K. Carlton	2000 " "	224 " "	25.00

E. K. Carlton		256 sq.ft.	\$0.00
J. N. Prouty	80 sq.ft.	160 " "	0.00
Prouty Brothers	75 " "	200 " "	0.00
George A. Fisk et ux.	180 " "	88 " "	3.00
Orrin P. Barrett et al.	284 " "	562 " "	0.00
A. F. Alden	576 " "		25.00
Fabrizio Casoni	128 " "		5.00
Lydia Fitzgerald	704 " "		21.00
Howard Goss		368 " "	0.00
Lydia F. Fitzgerald		256 " "	0.00
Charles Denham	22 " "	90 " "	0.00
Ida Sampson		224 " "	0.00
Ed. Parker		64 " "	0.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Whitman within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this seventeenth day of May in the year of our Lord nineteen hundred twenty-seven.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

ORDER  
PLYMOUTH  
COUNTY  
HOSPITAL  
MAY 24, 1927.

Ordered, that there be paid from the County Treasury to Gary W. Russell, as he is Treasurer of the Plymouth County Hospital, the sum of Ten Thousand Dollars (\$10,000) for and on account of the general maintenance of said hospital.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

ORDER  
SPECIAL AWARD  
E.E.DRURY  
MAY 24, 1927.

In the matter of award for damages to property of Ethel E. Drury of Duxbury, caused by the widening of Tremont Street at Island Creek:  
It is ordered that there be paid from the County Treasury to said Ethel E. Drury the sum of Five Hundred Fifty Dollars (\$550), for and on account of the moving of her house and all damages except payment for land taken.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

Ordered, that there be paid from the Treasury of the Town of Duxbury the total sum of \$1130.65, as awards for land damage on Tremont Street, in said town, under Decree No.655, as ordered by said Commissioners on April 28th, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

WARRANT  
TOWN OF  
DUXBURY  
MAY 24, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Rochester the sum of \$2,130.06 for and on account of work on Mary's Pond Road in said town, charged to Outstanding Liabilities.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
ROCHESTER  
MAY 24, 1927.

Ordered: that the Clerk forthwith issue warrants to will and require the sum of five hundred twenty-nine thousand dollars (\$529,000.) to be assessed and levied upon the inhabitants of the several towns and one city in said County, according to the provisions of law and the basis of apportionment thereby established, to be collected and paid into the treasury of said County on or before the last day of October next, in the following proportions, that is to say:-

Abington	\$13,975.83
Bridgewater	16,206.02
Brockton	177,522.77
Carver	5,947.16
Duxbury	9,961.50
East Bridgewater	10,853.57
Halifax	2,676.22
Hanover	7,285.27
Hanson	5,649.80
Hingham	24,383.36
Hull	32,858.06
Kingston	6,095.84
Lakeville	3,568.30
Marion	8,623.38
Marshfield	9,366.78
Mattapoisett	6,095.84
Middleborough	21,855.82
Norwell	4,014.33
Pembroke	5,055.09
Plymouth	64,526.70
Plympton	1,784.15
Rochester	3,122.26
Rockland	19,922.99
Scituate	19,625.63
Wareham	22,896.57
West Bridgewater	6,095.84
Whitman	19,030.92

Total \$529,000.00

WARRANT  
COUNTY TAX  
MAY 31, 1927.







Frederic T. Bailey )

) County Commissioners.

Charles S. Beal )

)

WARRANT  
TOWN OF  
HANSON

Ordered, that there be paid from the Treasury of the Town of Han-  
son to the following named persons the sums named as awards for land damage  
on Franklin Street, in said town, under Decree No.654:-

JUNE 21, 1927.

Lewis R. Dunham	\$48.00
Eunice N. Sherlock	4.00
New England Society	3.00
Henry M. Ensign	12.00
Vivian L. Arnold	15.00
Arthur A. Paul	37.00
James M. Costello	30.00
N.Y., N.H. & H.R.R.	1.00
Ann M. Kenney	35.00
Sarah F. Newton	7.50
New England Society	2.00

Total ..... \$194.50

Frederic T. Bailey )

) County Commissioners.

Charles S. Beal )

)

WARRANT  
TOWN OF  
EAST  
BRIDGEWATER

Ordered, that there be paid from the Treasury of the Town of East  
Bridgewater to the following named persons the sums named as awards for land  
damage on Franklin Street in said town, under Decree No.654:-

JUNE 21, 1927.

Hattie Reed	\$6.60
James M. Costello	35.00
Michael Antoinewicz	25.00
Alice Milton	6.00
Verne G. Maxwell	5.00
Arthur Coombs	1.00
Verne G. Maxwell	3.00
Ann M. Kenney	40.00
New England Society	13.00
Sarah F. Newton	7.50

Total ..... \$142.10

Frederic T. Bailey )

) County Commissioners.

Charles S. Beal )

)

Ordered, that there be paid from the Treasury of the Town of Whitman to the following named persons the sums named as awards for land damage on Franklin Street, in said town, under Decree No.654:-

WARRANT  
TOWN OF  
WHITMAN  
JUNE 21, 1927.

John H. Abbott	\$15.00
Ellis A. Wagner	85.00
Mary E. Mitchell	20.00
Etta Thompson	24.00
Alphonso B. Wright	10.00
Emma J. Gurney et al.	20.00
Mary A. Fuller	3.00
Edwin E. Hunt Tr.	60.00
Lewis R. Dunham	12.00
" " "	1.00
" " "	35.00
Hattie Reed	16.00
N.Y., N.H. & H.R.R.	4.00
Hattie Reed	26.40
Mathe Lenoci et al.	24.00
John T. Lane	26.00
Christina McLeod	22.00
George F. Spear	17.00
May S. Irwin	10.00
George Bell	40.00
Arthur A. Paul	12.00

Total ..... \$482.40

Frederic T. Bailey )  
 )  
 ) County Commissioners.  
 )  
 Charles S. Beal )

Ordered, that there be paid from the County Treasury to the following named owners the sums named as awards for land damage under Decree No. 696, for the relocation of Holmes Street in the town of Halifax, said amounts having been ordered paid from the Treasury of the town of Halifax, and now being assumed by the County of Plymouth, through its Commissioners:-

ORDER  
AWARDS UNDER  
DECREE NO. 696.  
JUNE 21, 1927.

Estate of Solomon Bacharach	\$34.00
Julia A. O'Brien	88.00
Edward Baker	33.00
George S. Parker	8.00
Edwin H. Vaughan	15.00
James F. Krauss	30.00
George W. Peterson	12.00
Halifax Garden Co.	24.00
George W. Bliss et ux.	20.00
Mildred P. Avery	7.00
N.Y., N.H., & H.R.R. Co.	7.00

Total ..... \$278.00

Frederic T. Bailey )  
 )  
 ) County Commissioners.  
 )  
 Charles S. Beal )

ORDER  
PLYMOUTH  
COUNTY  
HOSPITAL  
JUNE 28, 1927.

Ordered. that there be paid from the County Treasury to Gary W. Russell, as he is Treasurer of the Plymouth County Hospital, the sum of Ten Thousand Dollars (\$10,000) for and on account of the general maintenance of said hospital.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
CARVER  
JUNE 28, 1927.

Ordered. paid from the County Treasury to the Treasurer of the Town of Carver the sum of Four Thousand Five Hundred Dollars (\$4,500) for and on account of the construction on highway in the Town of Carver in 1924, the appropriation therefor having been specifically approved by the Legislature, 1927, under Outstanding Liabilities.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

SELECTMEN OF  
MIDDLEBOROUGH  
JULY 5, 1927.  
NO. 708  
(AMENDED)

On the petition of the Selectmen of the Town of Middleborough presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirtieth day of November in the year of our Lord nineteen hundred and twenty-six, representing that the highways in said town known as Marion Road, Perry, Miller and Smith Streets, between the work completed on Marion Road in 1924 and the State Road known as Wareham Street, are narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall in Whitman, in said County, on the seventh day of January A.D. 1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any

other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the fifth day of July A.D.1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

The County Commissioners hereby rescind so much of their decree of March 29, 1927, under petition No.708, as recites there is no change of line on Smith Street in the Town of Middleborough, and by this amendment of said decree change the line of said street as follows:---

Decree No.708.

Description of Smith Street in the Town of Middle-  
borough as laid out by the Commissioners of Plymouth  
County under petition of the Selectmen.

The Northerly Line begins at a concrete bound set in the easterly line of Miller Street and thence running N. 87° 51' 20" E. by land of Walter C. Thomas, by land of W. A. LeBaron, by land of Clifford Westgate, by land of Levi Atwood, by land of Delia F. Cudworth et al., and by land of Amy Delano eleven hundred one and ninety-six hundredths (1101.96) feet to a concrete bound, thence running on a curve to the right of a radius of six hundred fifty (650) feet by said land of Amy Delano, and by land of George Dunham one hundred seventy-three and nineteen hundredths (173.19) feet to a concrete bound, thence running S. 76° 52' 40" E. by said land of George Dunham, by land of Delia F. Cudworth, et al., by land of John Merrihew by land of Wilbur Oldfield, by land of Amy B. Westgate, and by land of Ralph D. Morinville thirteen ninety-seven and fifteen hundredths (1397.15) feet to a concrete bound thence running on a curve to the left of a radius of twenty-four hundred (2400) feet by said land of Ralph D. Morinville, by land of Wallace F. Preston, and by land of Joseph Poirier two hundred seventy-nine and forty-nine hundredths (279.49) feet to a concrete bound, thence running S. 83° 33' 00" E. by said land of Joseph Poirier, by land of Wallace F. Preston, and by land of Elmer E. Bumpus five hundred eighty-one and ninety-six hundredths (581.96) feet to a concrete bound, and thence running on a curve to the left of a radius of thirty (30) feet by said land of Elmer E. Bumpus fifty-eight and forty-seven hundredths (58.47) feet to a bound set in the westerly line of Wareham Street as established by the Massachusetts State Highway Commission.

The Southerly Line begins at a concrete bound set in the easterly line of Miller Street said bound bearing S. 13° 54' 50" W., and being one

hundred thirty-three and four hundredths (133.04) feet distant from the first described bound in the above described Northerly Line, thence running on a curve starting northerly and curving easterly of a radius of one hundred seven and sixty hundredths (107.60) feet by land of Walter C. Thomas one hundred thirty-eight and eighty-six hundredths (138.86) feet to a concrete bound, thence running N. 87° 51' 20" E. by said land of Walter C. Thomas, by land of Harry Rogers, by land of Lottie M. Shurtleff, by land of City of New Bedford, by land of Howard Bishop by land of Mrs. Alfred E. Thomas, by a private way called Bishop's Lane, by land of Rebecca M. Bishop, by land of George F. Cobb et al., and by land of Walter C. Thomas ten hundred thirty-five and thirty-seven hundredths (1035.37) feet to a concrete bound, thence running on a curve to the right of a radius of six hundred (600) feet by said land of Walter C. Thomas, and by land of Francis Carver one hundred fifty-nine and eighty-seven hundredths (159.87) feet to a concrete bound, thence running S. 76° 52' 40" E. by said land of Francis Carver, by land of Elizabeth LeBaron, by land of Frank Lincoln, by land of Albert S. Veazie, by land of Sophronia W. Veazie, by land of Amy B. Westgate and by land of Roy Pendleton, et al. one thousand three hundred ninety-seven and fifteen hundredths (1397.15) feet to a concrete bound, thence running on a curve to the left of a radius of twenty-four hundred fifty (2450) feet by said land of Roy Pendleton et al., by land of Alta M. Pendleton, and by land of J. F. Washburn two hundred eighty-five and thirty-one hundredths (285.31) feet to a concrete bound, thence running S. 83° 33' 00" E. by said land of J. F. Washburn, and by land of L. P. Spaulding five hundred seventy-eight and sixteen hundredths (578.16) feet to a concrete bound and thence running on a curve to the right of a radius of one hundred (100) feet by said land of L. P. Spaulding one hundred nineteen and twenty-six hundredths (119.26) feet to a concrete bound set in the westerly line of Wareham Street as established by the Massachusetts State Highway Commission. Said bound bearing S. 35° 13' 10" E. and being one hundred sixty-five and ninety-two hundredths (165.92) feet from the last-described bound in the above described Northerly Line.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owner by the contractor.

If walls and fences are moved the work will be done without expense to owners.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands

so taken before the first day of September A.D.,1927.

The inhabitants of the town of Middleborough aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the fifth day of July A.D.,1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

	<u>Taken</u>	<u>Discontinued</u>	<u>Award</u>
Walter C. Thomas Store to be moved with- out expense to owner.	2350 sq.ft.		\$47.00
W. A. LeBaron	70 " "		1.00
Clifford Westgate	1200 " "		15.00
Levi O. Atwood	380 " "		4.00
Harry Rogers	157 " "		1.50
Delia F. Cudworth et al.	3268 " "		65.00
Amy Delano	640 " "		13.00
George Dunham	176 " "		3.50
Delia F. Cudworth et al.	400 " "		1.00
John Merrihew	1000 " "		20.00
Wilbur Oldfield	360 " "		7.20
Amy B. Westgate	637 " "		12.75
Walter C. Thomas	1000 " "		20.00
Ralph D. Morinville	3140 " "		47.00
Roy Pendleton et al.	650 " "		6.50
Wallace F. Preston	736 " "		15.00
Alta M. Pendleton	50 " "		1.00
Joseph Poirier	720 " "		7.20
L. P. Spaulding	600 " "	600 sq.ft.	0.00
Elmer E. Bumpus	132 " "	360 " "	0.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Middleborough within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this fifth day of July in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

SELECTMEN OF  
HALIFAX  
JULY 5, 1927.  
NO.714.

On the petition of the Selectmen of the town of Halifax presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the twenty-fourth day of February in the year of our Lord nineteen hundred and twenty-seven, representing that the highway in said town known as Monponsett Street, between Plymouth Street and the Hanson town line, is narrow, crooked and inconvenient for public travel, and in need of relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Halifax, in said County, on the fifth day of April A.D.1927, at 2:30 o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the fifth day of July A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

DECREE NO. 714.

MONPONSETT STREET

TOWN OF HALIFAX

Easterly line.

Beginning at a concrete monument at the junction of PLYMOUTH STREET and MONPONSETT STREET, at the northeast corner thereof, as laid out in 1927, thence N. 13° 14' 50" E. by land of Bessie R. Currier and Benjamin H. Currier and land of Lucia Cook ten hundred five (1005) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred (700) feet by land of Lillie Levy and land of Ruby C. McDermott three hundred four and eighty-two hundredths (304.82) feet to a concrete monument at the point of tangency thence N. 38° 12' 50" E. by land of said McDermott, land of Lucia Cook and by the East Monponsett Pond three hundred seventy-five and twenty-one hundredths (375.21) feet to the point of curvature thence by a curve to the right whose radius is six hundred (600) feet by the Pond and by land of Beatrice A. Duggan three hundred eighty-eight and sixty-three hundredths (388.63) feet to a concrete monument at the



point of tangency thence N. 75° 19' 30" E. by land of said Duggan, by the highway and again by land of said Duggan one hundred eighty-two and fifty-seven hundredths (182.57) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is five hundred sixty (560) feet by land of said Duggan, crossing WHITE ISLAND ROAD, a private way, by land of Evan G. Goodale Tr. by the highway and again by land of said Goodale Tr. three hundred fifty-five and thirty-one hundredths (355.31) feet to a concrete monument at the point of tangency thence N. 39° 6' 20" E. by land of said Goodale Tr. two hundred thirty-eight and fifteen hundredths (238.15) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Goodale Tr. land of William A. Maynard and again by land of said Goodale Tr. one hundred fifty-eight and fifty-eight hundredths (158.58) feet to a concrete monument at the point of tangency thence N. 30° 1' 10" E. by land of said Goodale Tr. by land of Francis Higgins, again by land of said Goodale Tr. and by the highway four hundred seventy-four and fifty-seven hundredths (474.57) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is two hundred forty (240) feet by the highway one hundred forty-eight and forty hundredths (148.40) feet to a concrete monument at the point of tangency thence N. 84° 35' 30" E. by land of the Town of Halifax eight (8) feet to the highwater line of the East Monponsett Pond; thence continuing same course to the low water line of said Pond; thence turning and running in a general northerly direction by said water line about two hundred forty (240) feet thence S. 84° 35' 30" W. six (6) feet more or less to a concrete monument at the highwater line of said Pond; thence N. 5° 24' 30" W. by land of Therese A. Schindler two hundred thirty-seven (237) feet to a concrete monument at an angle; thence N. 10° 51' W. by land of said Schindler nine hundred eighty-two and eleven hundredths (982.11) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is two thousand (2000) feet by land of said Schindler and by the highway two hundred fifty-five and eleven hundredths (255.11) feet to a concrete monument at the point of tangency thence N. 3° 32' 30" W. by the highway, by land of said Schindler, land of the Roman Catholic Archbishop of Boston, land of Patrick Walsh, land of the Veteran Firemen's Association, crossing STANDISH STREET, a private way, by land of Charles H. Voigt, other land of Patrick Walsh, land of John Uston, land of Edward N. Cross, land of Anna D. Lentine and land of John W. Rose fourteen hundred fifteen and thirty-eight hundredths (1415.38) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred seventy (770) feet by land of said Rose, land of John A. Harty and land of John Taylor two hundred thirty-seven

and ninety-eight hundredths (237.98) feet to a concrete monument at the point of tangency thence N. 14° 10' E. by land of said Taylor, land of Charles Donati, land of Henrietta Schmidgruber and land of Charles Snell two hundred forty-five and forty-seven hundredths (245.47) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred (700) feet by land of Mary O'Shaughnessy, crossing a right of way, and by land of Rena Douglas ninety-five and eighty-four hundredths (95.84) feet to a concrete monument at the point of tangency thence N. 22° 0' 40" E. by land of said Douglas, crossing another right of way and by land of Frederic Lydston one hundred thirty-eight (138) feet to a concrete monument at the point of tangency thence N. 48° 22' E. by land of said Lydston and land of Edward N. Cross one hundred thirty-two (132) feet to a concrete monument at an angle; thence N. 48° 52' 20" E. by land of said Cross, land of Therese Schindler, land of Grace Gentile, land of Mary Donovan, land of Annie Walsh, land of Charles P. Ferry crossing CHURCH STREET, a private way, and land of Filomena Bruno four hundred sixty and forty-two hundredths (460.42) feet to a concrete monument in or near the Town line between the Town of Halifax and the Town of Hanson as shown by the established road stone, it being the end of the layout.

Westerly line.

Beginning at a concrete monument in the westerly line of the said MONPONSETT STREET, said concrete monument bearing S. 28° 31' W. and being distant one hundred ninety and fifteen hundredths (190.15) feet from the concrete monument at the point of beginning on the easterly side of the said MONPONSETT STREET, thence N. 13° 14' 50" E. by land of Edwin H. Vaughan, land of Betty Burroughs, land of Herbert G. Taylor, by other land of Betty Burroughs, and other land of Herbert G. Taylor, crossing LINGAN AVENUE, a private way, and by still other land of Herbert G. Taylor eleven hundred eighty-eight and forty-six hundredths (1188.46) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred fifty (750) feet by land of said Taylor land of Hattie A. McDonald, by the highway and by land of Orient Richards two hundred sixty-nine and twenty-nine hundredths (269.29) feet to a concrete monument at the point of tangency thence N. 33° 49' 10" E. by land of said Richards, crossing ISLAND STREET, a private way, by land of Bessie Currier and by the West Monponsett Pond four hundred forty-three and sixty-four hundredths (443.64) feet to the point of curvature thence by a curve to the right whose radius is four hundred (400) feet by said West Monponsett Pond and by the highway two hundred eighty-nine and seventy-five hundredths (289.75) feet to a concrete monument at the point of tangency thence N. 75° 19' 30" E. by the highway, by the

said Pond and by land of Beatrice A. Duggan three hundred twenty-one (321) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is five hundred ten (510) feet by land of said Duggan, by the highway and by land of Evan G. Goodale Tr. three hundred twenty-three and fifty-nine hundredths (323.59) feet to a concrete monument at the point of tangency thence N. 39° 6' 10" E. by the West Monponsett Pond and by land of Evan G. Goodale Tr. two hundred thirty-eight and fifteen hundredths (238.15) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Goodale Tr. and land of Myrtle H. West one hundred fifty and sixty-five hundredths (150.65) feet to a concrete monument at the point of tangency thence N. 30° 1' 10" E. by land of said West, land of Evan G. Goodale and land of Evan G. Goodale Tr. three hundred ninety-one and fifty-three hundredths (391.53) feet to the point of curvature thence by a curve to the left whose radius is four hundred fifty (450) feet by the pond two hundred seventy-eight and twenty-five hundredths (278.25) feet to the point of tangency thence N. 5° 24' 30" W. by the pond, and by land of Therese A. Schindler three hundred ninety-one and sixty-seven hundredths (391.67) feet to a concrete monument at an angle; thence N. 10° 51' W. by land of said Schindler nine hundred seventy-nine and seventy-three hundredths (979.73) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is twenty hundred fifty (2050) feet by land of said Schindler two hundred sixty-one and forty-nine hundredths (261.49) feet to a concrete monument at the point of tangency thence N. 3° 32' 30" W. by land of said Schindler, land of Patrick H. Walsh, land of John Uston, land of C. D. Bassett, land of Lillian M. Burrell and land of the Town of Halifax fourteen hundred fifteen and thirty-eight hundredths (1415.38) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eight hundred twenty (820) feet by land of the Town of Halifax, by the highway and by land of John A. Harty and land of John Taylor two hundred fifty-three and forty-three hundredths (253.43) feet to a concrete monument at the point of tangency thence N. 14° 10' E. by land of said Taylor and land of Della M. Dearborn one hundred fifty-nine and thirty-three hundredths (159.33) feet to a concrete monument thence continuing same course across OCEAN AVENUE thirty (30) feet to another concrete monument thence N. 14° 10' E. by land of Anna D. Lentine fifty-six and fourteen hundredths (56.14) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred fifty (750) feet by land of said Lentine and land of Katherine Duffy one hundred two and sixty-eight hundredths (102.68) feet to a concrete monument at the point of tangency thence N. 22°

O' 40" E. by land of said Duffy fifty-seven and ninety-four hundredths (57.94) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is three hundred fifty (350) feet by land of said Duffy, land of Anna D. Lentine, land of Joseph Leclare, by other land of Anna D. Lentine and by BOSTON AVENUE a private way one hundred sixty-one (161) feet to a concrete monument at the point of tangency thence N. 48° 22' E. by said BOSTON AVENUE, by land of William G. Barnes and land of Florence Barnes one hundred thirty-two and twenty-two hundredths (132.22) feet to a concrete monument at an angle; thence N. 48° 52' 20" E. by land of said Florence Barnes, by land of the Estate of Catherine Quinn, by land of Evelyn A. Purpura and land of Josephine Purpura three hundred ninety-eight and seventy-four hundredths (398.74) feet to a concrete monument in or near the town line between the Town of Halifax and the Town of Hanson as shown by the established road stone, it being the end of the layout.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work will be done without expense to owners.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of July A.D., 1928.

The inhabitants of the town of Halifax aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the fifth day of July A.D., 1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the County Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Bessie R. Currier et Al.	2620 sq.ft.	\$28.00
Lucia Cook	1930 " "	22.00
Lillie Levy	1800 " "	21.00
Ruby C. McDermott	850 " "	20.00
Lucia Cook	100 " "	5.00
Beatrice A. Duggan	1200 " "	11.50
Evan G. Goodale Tr.	340 " "	3.00
William A. Maynard	125 " "	1.50
Evan G. Goodale Tr.	1100 " "	12.50
Francis Higgins	320 " "	3.00
Evan G. Goodale Tr.	540 " "	6.00
Therese A. Schindler	2350 " "	15.00
" " "	180 " "	2.00

Roman Catholic Archbishop of Boston	400 sq.ft.	\$7.00
Patrick H. Walsh	350 " "	2.00
" " "	180 " "	2.00
Veteran Firemen's Association	100 " "	2.00
Charles H. Voigt	100 " "	2.00
Patrick H. Walsh	100 " "	2.00
John Uston	360 " "	6.00
Edward N. Cross	200 " "	3.50
Anna D. Lentine	500 " "	5.00
John W. Rose	120 " "	2.00
John A. Harty	850 " "	14.00
John Taylor	1200 " "	20.00
Charles Donati	420 " "	7.00
Henrietta Schmidgruber	920 " "	15.00
Charles Snell	420 " "	7.00
Mary A. O'Shaughnessey	480 " "	8.00
Rena Douglass	1000 " "	20.00
Frederic Lydston	820 " "	20.00
Edward N. Cross	400 " "	7.00
Therese A. Schindler	440 " "	7.00
Grace Gentile	440 " "	7.00
Mary Donovan	150 " "	2.00
Annie Walsh	300 " "	4.00
Charles P. Ferry	300 " "	4.00
Filomena Bruno	200 " "	2.00
Edwin H. Vaughan	4020 " "	45.00
Betty Burroughs	300 " "	3.00
Herbert G. Taylor	150 " "	1.50
Betty Burroughs	150 " "	1.50
Herbert G. Taylor	750 " "	7.50
" " "	350 " "	3.50
Orient Richards	200 " "	2.00
Bessie R. Currier	450 " "	5.00
Beatrice A. Duggan	750 " "	8.00
Evan G. Goodale Tr.	2560 " "	28.00
Myrtle H. West	140 " "	1.50
Evan G. Goodale	1600 " "	17.00
Evan G. Goodale Tr.	2300 " "	26.50
Therese A. Schindler	18150 " "	125.00
Patrick H. Walsh	900 " "	10.00
" " "	1870 " "	20.00
John Uston	600 " "	10.00
C.D. Bassett	300 " "	5.00
Lillian M. Burrell	200 " "	3.50
Town of Halifax	120 " "	0.00
Joseph Leclare	150 " "	2.00
Anna D. Lentine	300 " "	5.00
William G. Barnes	200 " "	3.50
Florence Barnes	1000 " "	15.00
Estate of Catherine Quinn	300 " "	5.00
Evelyn Purpura	700 " "	10.50
Josephine Purpura	100 " "	1.50

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Halifax within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this fifth day of July in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey	)	
Jere B. Howard	)	
Charles S. Beal	)	
	)	County
	)	Commissioners.

ORDER  
TOWN OF  
PLYMPTON.  
JULY 5, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Plympton the sum of \$1978.86, for and on account of work on Main Street in said town in conjunction with funds provided by the town and by the Commonwealth of Massachusetts.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.

ORDER  
TOWN OF  
HANSON.  
JULY 5, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Hanson the sum of \$2,142.63, for and account of work on Whitman, Spring, and Washington Streets in said town in conjunction with funds provided by the town and the State.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.

ORDER  
TOWN OF  
LAKEVILLE.  
JULY 5, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Lakeville, the sum of \$1,653.06, for and on account of work on Highland Road in said town, in conjunction with funds provided by the town and the State.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.

ORDER  
TOWN OF  
PLYMPTON.  
JULY 12, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Plympton the sum of \$1,552.39, for and on account of work on Main Street in the Town of Plympton, in conjunction with similar funds furnished by said Town and the Commonwealth.

Jere B. Howard )  
Charles S. Beal ) County Commissioners.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Hanson the sum of \$1,138.25, for and on account of work on Whitman, Spring and Washington Streets in said town, in conjunction with funds furnished by the town and State.

ORDER  
TOWN OF  
HANSON.  
JULY 19, 1927.

Frederic T. Bailey

Charles S. Beal

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County Commissioners.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Rochester the sum of \$265.41, for and on account of work on Mary's Pond Road in said town, in conjunction with funds furnished by the town and State.

ORDER  
TOWN OF  
ROCHESTER.  
JULY 19, 1927.

Frederic T. Bailey

Charles S. Beal

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County Commissioners.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Lakeville the sum of \$1,087.25, for and on account of work on Highland Road in said town, in conjunction with funds furnished by the town and State.

ORDER  
TOWN OF  
LAKEVILLE.  
JULY 19, 1927.

Frederic T. Bailey

Charles S. Beal

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County Commissioners.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Hanson the sum of \$97.25, one half the amount of land damage payable from the Treasury of said Town under Decree No.654.

ORDER  
TOWN OF  
HANSON.  
JULY 26, 1927.

Frederic T. Bailey

Jere B. Howard

Charles S. Beal

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County Commissioners.

ORDER

NO. 670.

AWARDS UNDER  
DECREE NO. 670.  
JULY 26, 1927.

On the petition of the Selectmen of the Town of Middleborough pre-  
to the County Commissioners of Plymouth County at their meeting holden at  
Plymouth on the seventeenth day of November A.D.1925, representing that the  
highways in said town known as Center Street, Taunton Road, Plympton Street,  
Marion Road, Perry Street, and Miller Street are narrow, crooked and incon-  
venient for public travel and in need of specific repair and relocation,  
upon which return of location of Miller and Perry Streets, and Marion Road  
issued on the third day of November A.D.1926, the following awards on Miller  
and Perry Streets, and Marion Road are made this twenty-sixth day of July  
A.D.1927, to be paid from the Town Treasury so soon as entry is made and  
possession taken of the land of the following owners:-

	<u>Taken</u>	<u>Discontinued</u>	<u>Award</u>
1. Levi O. Atwood	650 Sq.Ft.		\$6.50
2. N.Y., N.H. & H. R.R. Co.	---	" "	0.00
3. Levi O. Atwood	490 " "		10.00
4. Soc. Fed. Church of Rock	500 " "		10.00
5. Martha Smith	360 " "		7.20
6. Walter Thomas	255 " "		2.50
7. Harvey Atwood	530 " "		10.60
8. Oscar Westgate	250 " "		5.00
9. Walter Howard	8800 " "		200.00
10. C. N. Atwood	150 " "		5.00
11. H. H. Morton	1300 " "		40.00
12. William F. Clark	4500 " "		90.00
13. Soc.Third Baptist Church	1760 " "		52.00
14. Henry Tinkham	2250 " ")		1000.00
16. Henry Tinkham	28250 " ")		
Rebuild wall.			
15. Frank Elliot	800 " "		16.00
17. S. F. Tinkham	740 " "	3200 Sq.Ft.	0.00
18. Charles W. Tinkham	3650 " "		36.00
19. Levi O. Atwood	3300 " "		8.00
20. Hiram Caldwell	600 " "		12.00
21. Harry Caldwell	1600 " "		32.00
22. Levi O. Atwood	5125 " ")	Old road abandoned.	0.00
23. Levi O. Atwood	30750 " ")	Old road abandoned.	77.00
24. Arthur Winslow	13800 " ")	Old road abandoned.	0.00
25. Arthur Winslow	16000 " "		40.00
26. Arthur Winslow	67300 " "		556.00
27. Arthur Winslow	8450 " "		62.50
28. Clifford Weld	3725 " "		37.00

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
AMENDED AWARD  
DECREE NO. 643  
JULY 26, 1927.

Whereas the award for damages on Congress and West Streets in the  
Town of Duxbury, under Decree No.643, omitted the name of Arthur N. Delano  
et ali., substituting therefor the name of George E. Hathaway,-

It is hereby ordered that the decree be amended in accordance with  
the revised plan on file awarding to Arthur N. Delano et ali., for 4200 sq.  
ft. of land less 350 sq.ft. discontinued, the sum of \$20.00. George E.  
Hathaway sustains no damage. This amount is ordered to be paid from the  
Treasury of the Town of Duxbury.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )



Ordered, that there be paid from the Treasury of the town of Middleborough to the following named persons, the sums named, as awards for land damage under Decree No.670 for the relocation of Miller and Perry Streets, and Marion Road in said town:

WARRANT  
TOWN OF  
MIDDLEBOROUGH  
JULY 26, 1927.

Levi O. Atwood	\$101.50
Society of Federated Church of Rock	10.00
Martha Smith	7.20
Walter Thomas	2.50
Harvey Atwood	10.60
Oscar Westgate	5.00
Walter Howard	200.00
C. N. Atwood	5.00
H. H. Morton	40.00
William F. Clark	90.00
Society of Third Baptist Church	52.00
Henry Tinkham	1000.00
Frank Elliot	16.00
Charles W. Tinkham	36.00
Hiram Caldwell	12.00
Harry Caldwell	32.00
Arthur Winslow	658.50
Clifford Weld	37.00

Total ..... \$2315.30

Frederic T. Bailey	)	
Jere B. Howard	)	County Commissioners.
Charles S. Beal	)	

Ordered, that there be paid from the Treasury of the Town of Middleborough, to the following named persons, the sums named, as awards for land damage under Decree No.708, as amended, for the relocation of Smith Street in said town:

WARRANT  
TOWN OF  
MIDDLEBOROUGH  
JULY 26, 1927.

Walter C. Thomas	\$67.00
W. A. LeBaron	1.00
Clifford Westgate	15.00
Levi O. Atwood	4.00
Harry Rogers	1.50
Delia F. Cudworth et al.	66.00
Amy Delano	13.00
George Dunham	3.50
John Merrihew	20.00
Wilbur Oldfield	7.20
Amy B. Westgate	12.75
Ralph D. Morinville	47.00
Roy Pendleton et al.	6.50
Wallace F. Preston	15.00
Alta M. Pendleton	1.00
Joseph Poirier	7.20

Total ..... \$287.65

Frederic T. Bailey	)	
Jere B. Howard	)	County Commissioners.
Charles S. Beal	)	

SELECTMEN OF  
PEMBROKE  
JUNE 14, 1927.  
NO. 704.

On the petition of the Selectmen of the town of Pembroke presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirtieth day of November in the year of our Lord nineteen hundred and twenty-six, representing that the highway in said town known as High Street, between West Duxbury and Center Pembroke, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Whitman in said County, on the seventh day of January A.D. 1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the fourteenth day of June A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

Description of the lines of High Street in the town  
of Pembroke as established by the Plymouth County  
Commissioners under Decree No. 704.

The Easterly Line begins at a drill hole in the capping stone of a culvert in Barker Street said drill hole being about seven (7) feet south of the present southerly line of Barker Street and thence runs on a curve starting southwesterly and curving southeasterly of a radius of one hundred fourteen and no hundredths (114.00) feet by land of Joseph J. Shepperd one hundred fifty-three and forty-eight hundredths (153.48) feet to a concrete bound, thence running S. 32° 25' 10" E. by said land of Joseph J. Shepperd six hundred forty-four and sixty-seven hundredths (644.67) feet to a concrete bound, thence running on a curve to the right of a radius of six hundred and no hundredths (600.00) feet by said land of Joseph J. Shepperd and by land of Lucy Sturtevant three hundred ninety-two and eighty-two hundredths (392.82) feet to a concrete bound, thence running S. 14° 55' 30" W. by said land of Lucy Sturtevant five hundred six and twenty-three hundredths (506.23) feet to a concrete bound, thence running on a curve to the left of a radius of seven hundred twenty and no hundredths (720.00) feet by said land of Lucy

Sturtevant four hundred eighty-two and twenty hundredths (482.20) feet to a concrete bound, thence running S. 23° 26' 50" E. by said land of Lucy Sturtevant two hundred fifty-seven and forty-eight hundredths (257.48) feet to a concrete bound, thence running on a curve to the left of a radius of seventeen hundred fifty and no hundredths (1750.00) feet by said land of Lucy Sturtevant two hundred seventy-one and thirty-three hundredths (271.33) feet to a concrete bound, thence running S. 32° 19' 50" E. by said land of Lucy Sturtevant seven hundred eighty-three and thirty-eight hundredths (783.38) feet to a concrete bound, thence running S. 32° 38' 40" E. by said land of Lucy Sturtevant and by land of Gilbert H. West five hundred fifty-four and two hundredths (554.02) feet to a concrete bound, thence running S. 35° 01' 50" E. by said land of Gilbert H. West seven hundred twenty-two and fifteen hundredths (722.15) feet to a concrete bound, thence running S. 34° 41' 00" E. by said land of Gilbert H. West, by land of Hulda Nilson and by land of Karl F. Peterson six hundred seventy-nine and sixty hundredths (679.60) feet to a concrete bound, thence running on a curve to the left of a radius of seven hundred ninety and no hundredths (790.00) feet by said land of Karl F. Peterson one hundred fifty-one and seventeen hundredths (151.17) feet to a concrete bound, thence running S. 45° 38' 50" E. by said land of Karl F. Peterson and by land of Josephine H. Ford five hundred eight and seventy-one hundredths (508.71) feet to a concrete bound, thence running on a curve to the right of a radius of one thousand ten and no hundredths (1010.00) feet by said land of Josephine H. Ford and by land of Eliza A. Radaie three hundred thirty-nine and eighty-seven hundredths (339.87) feet to a concrete bound, thence running S. 26° 22' 00" E. by said land of Eliza C. Radaie and by land of Harry W. Pinkerton four hundred five and sixty-two hundredths (405.62) feet to a concrete bound, thence running on a curve to the left of a radius of eighteen hundred and no hundredths (1800.00) feet by said land of Harry W. Pinkerton four hundred ninety-eight and forty-one hundredths (498.41) feet to a concrete bound, thence running S. 41° 48' 10" E. by said land of Harry W. Pinkerton and by land of Adelbert Roberts three hundred eighty-nine and twenty-eight hundredths (389.28) feet to a concrete bound, thence running on a curve to the left of a radius of sixty-six and fifteen hundredths (66.15) feet by said land of Adelbert Roberts one hundred fifteen and eighteen hundredths (115.18) feet to a concrete bound at a point of compound curve and thence running on a curve to the left of a radius of one hundred sixteen and forty-two hundredths (116.42) feet by said land of Adelbert Roberts fifty-two and twenty-four hundredths feet (52.24) to a concrete bound set in the westerly line of Washington Street as established by the Department of Public Works, Division of Highways.

The Westerly Line begins at a concrete bound set in the southerly line of Center Street as established by the Plymouth County Commissioners under Decree No. 568 and thence runs on a curve starting easterly and curving southerly of a radius of two hundred ninety-four and twenty hundredths (294.20) feet by land of Boland Williams three hundred five and twenty-nine hundredths (305.29) feet to a concrete bound, thence running S. 32° 25' 10" E. by said land of Boland Williams six hundred four and eighty-nine hundredths (604.89) feet to a concrete bound, thence running on a curve to the right of a radius of six hundred and no hundredths (600.00) feet by said land of Boland Williams three hundred ninety-two and eighty-two hundredths (392.82) feet to a concrete bound, thence running S. 14° 55' 30" W. by said land of Boland Williams and by land of Rosetta Keys five hundred six and sixty-five hundredths (506.65) feet to a concrete bound, thence running on a curve to the left of a radius of seven hundred twenty and no hundredths (720.00) feet by said land of Rosetta Keys four hundred eighty-two and twenty hundredths (482.20) feet to a concrete bound, thence running S. 23° 26' 50" E. by said land of Rosetta Keys two hundred seventy-four and eighty-eight hundredths (274.88) feet to a concrete bound, thence running on a curve to the left of a radius of eighteen hundred and no hundredths (1800.00) feet by said land of Rosetta Keys two hundred seventy-nine and eight hundredths (279.08) feet to a concrete bound, thence running S. 32° 19' 50" E. by said land of Rosetta Keys and by land of Minnie Hobart seven hundred eighty-three and fifty-two hundredths (783.52) feet to a concrete bound, thence running S. 32° 38' 40" E. by said land of Minnie Hobart and by land of Lucy A. Cox et als. five hundred fifty-five and twenty hundredths (555.20) feet to a concrete bound, thence running S. 35° 01' 50" E. by said land of Lucy A. Cox et als. and by land of John A. Foss six hundred seventy-six and ninety-three hundredths (676.93) feet to a concrete bound, thence running on a curve to the right of a radius of fifty and no hundredths (50.00) feet by said land of John A. Foss seventy-three and seventy-seven hundredths (73.77) feet to a concrete bound set in the northwesterly line of Mountain Avenue. Then beginning again at a concrete bound set in the southeasterly line of Mountain Avenue said bound bearing S. 22° 49' 20" E. and being forty-seven and twenty-one hundredths (47.21) feet distant from the last-described bound, thence running on a curve starting northeasterly and curving southeasterly of a radius of fifty and no hundredths (50.00) feet by land of Frederick S. Faxon, Trustee, eighty-three and sixty-two hundredths (83.62) feet to a concrete bound, thence running S. 34° 41' 00" E. by said land of Frederick S. Faxon, Trustee, five hundred seventy-nine and sixty-two hundredths (579.62) feet to a concrete bound, thence running on a curve to the left of a radius of eight hundred forty and no hundredths (840.00) feet by said land of Frederick S. Faxon,

Trustee, one hundred sixty and seventy-four hundredths (160.74) feet to a concrete bound, thence running S. 45° 38' 50" E. by said land of Frederick S. Faxon, Trustee, and by land of William G. Ford five hundred eight and seventy-one hundredths (508.71) feet to a concrete bound, thence running on a curve to the right of a radius of nine hundred sixty and no hundredths (960.00) feet by said land of William G. Ford, by land of Mary C. McKenny and by land of Henry F. Derby, Trustee, three hundred twenty-three and five hundredths (323.05) feet to a concrete bound, thence running S. 26° 22' 00" E. by said land of Henry F. Derby, Trustee, and by land of Florence O. Carle four hundred five and sixty-two hundredths (405.62) feet to a concrete bound, thence running on a curve to the left of a radius of eighteen hundred fifty and no hundredths (1850.00) feet by said land of Florence O. Carle four hundred eighty-four and ninety-four hundredths (484.94) feet to a concrete bound, thence running S. 41° 48' 10" E. by said land of Florence O. Carle by land of Gilbert H. West and by land of Georgia A. Hotchkiss three hundred eighty-nine and twenty-eight hundredths (389.28) feet to a concrete bound and thence running S. 45° 03' 10" E. by said land of Georgia A. Hotchkiss and by land of Abbie F. Litchfield et al. three hundred fifty-nine and twenty hundredths (359.20) feet to a concrete bound set ten (10) feet southwesterly from a stone bound marking the point of curvature of a curve in the southerly line of Washington Street as laid out by the Division of Highways, Department of Public Works.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work will be done without expense to owners.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their trees, fences, buildings and other obstructions from the lands so taken before the first day of June A.D., 1928.

The inhabitants of the town of Pembroke aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the fourteenth day of June A.D., 1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-







































PLYMOUTH, SS.

AT A REGULAR MEETING OF THE COUNTY COMMISSIONERS OF PLYMOUTH COUNTY HOLDEN AT PLYMOUTH WITHIN AND FOR SAID COUNTY ON THE FIRST TUESDAY OF AUGUST, BEING THE SECOND DAY OF SAID MONTH, A.D. 1927.

PRESENT:

HON. FREDERIC T. BAILEY, CHAIRMAN  
HON. JERE B. HOWARD  
HON. CHARLES S. BEAL

Ordered that there be paid from the County Treasury to Gary W. Russell, as he is Treasurer of the Plymouth County Hospital, the sum of Ten Thousand Dollars (\$10,000) for the general maintenance of said hospital.

ORDER  
PLYMOUTH  
COUNTY  
HOSPITAL.  
AUG. 2, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Hanson the sum of \$643.02 for and on account of work on Whitman, Spring and Washington Streets in said town, in conjunction with funds furnished by the Town and State.

ORDER  
TOWN OF  
HANSON.  
AUG. 2, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Lakeville the sum of \$955.22 for and on account of work done on Highland Road in said Town in conjunction with funds furnished by the Town and State.

ORDER  
TOWN OF  
LAKEVILLE.  
AUG. 2, 1927.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

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ORDER  
TOWN OF  
PLYMPTON.  
AUG. 2, 1927.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Plympton the sum of \$370.07 for and on account of work on Main Street in said town, in conjunction with funds furnished by the Town and State.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

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ORDER  
TOWN OF  
KINGSTON.  
AUG. 2, 1927.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Kingston the sum of \$1978.82, for and on account of construction of Wapping Road in conjunction with other funds furnished by the Commonwealth and by the Town of Kingston.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

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ORDER  
AMENDED AWARD  
UNDER  
DECREE NO. 713.  
AUG. 9, 1927.

Ordered. that the order of the County Commissioners, made April 26, 1927, for the payment of land damage on Plymouth Street in the Town of Halifax, under Decree No. 713, be amended insofar as the award to Gilbert H. Thompson of \$17.00 is concerned, and

It is hereby ordered that \$100.00 be substituted for said \$17.00, and the County Treasurer is hereby ordered to pay to said Gilbert H. Thompson the sum of \$100.00 in full for claims under said decree, including right to slope.

Frederic T. Bailey )  
 Jere B. Howard ) County Commissioners.  
 Charles S. Beal )

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Ordered that the order of the County Commissioners, No.657, for the payment of land damage in the Town of Wareham be amended insofar as the award to J. M. Savery of \$90.00 is concerned, and

It is hereby ordered that \$125.00 be substituted for the said \$90.00, and the County Treasurer is hereby ordered to pay to said J. M. Savery the sum of \$125.00 in full for claims under said decree.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
AMENDED AWARD  
UNDER  
DECREE NO. 657.  
AUG. 9, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Lakeville the sum of \$479.22, for and on account of work on Highland Road in said town, in conjunction with funds furnished by the Commonwealth and said town.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
TOWN OF  
LAKEVILLE  
AUG. 23, 1927.

Ordered, that the awards made by the County Commissioners for the taking of land on Main Street in the Town of Marshfield, under Decree No. 688, dated October 11, 1926, be amended insofar as the award to Tradd & Payne of \$25.00 for Parcel No.4 is concerned, and

It is hereby ordered that \$500.00 be substituted for said \$25.00, payable from the County Treasury to said Tradd & Payne in full for all claims under said decree.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
AMENDED AWARD  
UNDER  
DECREE NO. 688.  
AUG. 23, 1927.

Ordered that there be paid from the Treasury of the Town of Pembroke to the following named persons the sums named, as awards for land damage under Decree No.652 for the relocation West Elm Street in said town:

Charles J. Mix \$0.00  
Jeannette H. Russell 6.00

WARRANT  
TOWN OF  
PEMBROKE.  
AUG. 23, 1927.

J. T. Moriarty	\$121.70
Charles Brewster	41.00
Arthur Merry	1.00
McCane	13.80
Emily C. Gillette	150.00
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Total .....	\$333.50

Frederic T. Bailey	}	County Commissioners.
Jere B. Howard		
Charles S. Beal		

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ORDER  
TOWN OF  
PEMBROKE  
AUG. 23, 1927.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Pembroke the sum of \$166.75, one half the amount of land damage payable from the Treasury of said town under Decree No.652 for the relocation of West Elm Street.

Frederic T. Bailey	}	County Commissioners.
Jere B. Howard		
Charles S. Beal		

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ORDER  
TOWN OF  
NORWELL.  
AUG. 23, 1927.

Ordered. that there be paid from the Treasury of the town of Norwell to Frank W. Thomas the sum of \$25.00, in full for all damages to his property under Decree No.671 for the relocation of Bridge Street in said town.

Frederic T. Bailey	}	County Commissioners.
Jere B. Howard		
Charles S. Beal		

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ORDER  
TOWN OF  
NORWELL.  
AUG. 23, 1927.

Ordered that there be paid from the County Treasury to the Treasurer of the town of Norwell the sum of \$12.50, one half the amount of land damage payable from the Treasury of said town under Decree No.671 for the relocation of Bridge Street.

Frederic T. Bailey	}	County Commissioners.
Jere B. Howard		
Charles S. Beal		

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Ordered that there be paid from the Treasury of the Town of Whitman the sums named to the following-named persons, as awards for land damage under Decree No.711 for the relocation of Plymouth Street in said town:-

Edward H. Elliott	\$10.00
George Hollett	0.00
Kayazian Brothers	15.00
Elmer Benson	25.00
C. F. Green	25.00
John F. Walo	70.00
Anna B. Hatch	10.00
R. L. Searle	1.00
E. K. Carlton	25.00
J. N. Prouty	0.00
Prouty Brothers	0.00
George A. Fisk et ux.	3.00
Orrin P. Barrett et Al.	0.00
A. F. Alden	25.00
Fabrizio Casoni	5.00
Lydia Fitzgerald	21.00
Howard Goss	0.00
Charles Denham	0.00
Ida Sampson	0.00
Ed. Parker	0.00

Total ..... \$235.00

Frederic T. Bailey	)	
Jere B. Howard	)	County
Charles S. Beal	)	Commissioners.

WARRANT

TOWN OF

WHITMAN.

AUG. 23, 1927.

L.A. SHURTLEFF

ET ALI.

AUG. 23, 1927.

NO. 718.

On the petition of Luther A. Shurtleff and others presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the twenty-second day of March in the year of our Lord nineteen hundred and twenty-seven, representing that the highway in the town of Hanson known as Indian Head Street, between Main Street and Liberty Street, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Hanson, in said County, on the twenty-ninth day of April A.D.1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-third day of

August A.D.1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

DECREE NO. 718.

INDIAN HEAD STREET

TOWN OF HANSON.

Easterly Line.

Beginning at a concrete monument marking the point of curvature on the easterly side of the said INDIAN HEAD STREET, said concrete monument bearing N. 55° 59' W. and being distant fifty-eight and twenty-two hundredths (58.22) feet from the southwest corner board of piazza of the dwelling house of Fulgence Aubert, thence by a curve to the right whose radius is one thousand (1000) feet by land of said Aubert crossing Indian Head Brook and by land of James Myers five hundred twenty-four and seventy-one hundredths (524.71) feet to a concrete monument at the point of tangency it being the end of layout.

Westerly Line.

Beginning at a concrete monument on the westerly side of said INDIAN HEAD STREET on land of Fulgence Aubert, said concrete monument being opposite and fifty (50) feet distant from the concrete monument at the point of beginning on the easterly side of said INDIAN HEAD STREET, thence N. 3° 12' E. by land of said Aubert, land of the United Cape Cod Cranberry Company crossing Indian Head Brook and by land of Harriet N. Shurtleff two hundred one and sixty-three hundredths (201.63) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is three hundred (300) feet by land of said Shurtleff, by the highway and again by land of said Shurtleff one hundred fifty-seven and forty-one hundredths (157.41) feet to a concrete monument at the point of tangency thence N. 33° 15' 50" E. by land of said Shurtleff two hundred one and sixty-three hundredths (201.63) feet to a concrete monument it being the end of layout.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor. If walls and fences are moved the work will be done without expense to owners. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of August A.D.,1928.

The inhabitants of the town of Hanson aforesaid, are hereby ordered

to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-third day of August A.D., 1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Fulgence Aubert	400 sq.ft.	\$4.00
United Cape Cod Cranberry Co.	320 " "	2.00
Harriet N. Shurtleff	1520 " "	13.00
Fulgence Aubert	1100 " "	10.00
James Myers	6800 " "	50.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Hanson within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-third day of August in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey	)	
Jere B. Howard	)	
Charles S. Beal	)	County Commissioners.

On the petition of Harry B. Davis and others presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the fifth day of July in the year of our Lord nineteen hundred and twenty-seven, representing that public necessity and convenience require the locating, relocating or locating anew, alteration and specific repair of portions of the Sagamore Road, so called, between a point at or near Sta.176 of the 1911 layout of State Highway, in a general southerly direction, and a point about 1200 ft. southerly from Costello's Corner, so called at about Sta.446 of the 1914 layout of State Highway, and the laying out of a new road westerly of the Sagamore Road from a point at or near Sta.316 of the 1913 layout near Ellisville, so called, in a general southerly direction to a point near Costello's Corner, so called, all in the Town of Plymouth, reference being had to the petition filed of record in the case.

H.B.DAVIS ET  
ALI.  
AUG. 23, 1927.  
NO.724.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Court House, in Plymouth, in said County, on the thirteenth day of August A.D.1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the twenty-third day of August A.D.1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

PLYMOUTH

1927 County Layout.

The layout is located on the Sandwich Road, so-called, and consists in part of altering the State highway location on said road (as laid out August 9, 1911, August 12, 1913 and March 31, 1914) and in part of relocating said road by the laying out of cut-offs or new locations.

The layout begins at the southerly end of the State highway as altered and laid out February 12, 1924, extending thence southerly for about 5 miles to a point about 1000 feet southerly from "Cedarville Corner" so called; being more fully described as follows:-

The base line begins at a point shown on plan as station 172, said point being identical with the southerly end of the base line of the aforesaid 1924 State highway layout, and extends thence south 22° 58' 15" west for a distance of 282.30 feet; thence south 18° 38' 15" west for a distance of 415.76 feet; thence south 3° 54' 15" west for a distance of 336.65 feet; thence south 7° 28' 45" west for a distance of 380.67 feet; thence south 17° 00' 25" west for a distance of 488.51 feet; thence by a curve to the right of 1463.72 feet radius for a distance of 199.69 feet; thence south 24° 49' 25" west for a distance of 549.48 feet; thence by a curve to the left of 1079.01 feet radius for a distance of 547.91 feet; thence south 4° 16' 15" east for a distance of 107.12 feet; thence by a curve to the left of 1002.50 feet radius for a distance of 278.20 feet; thence south 20° 10' 15" east for a distance of 161.00 feet; thence by a curve to the right of 1015.31 feet radius for a distance of 583.40 feet; thence south 12° 45' 05" west for a distance of 172.73 feet; thence by a curve to the right of 1678.61 feet

radius for a distance of 690.11 feet; thence south  $36^{\circ} 18' 25''$  west for a distance of 90.19 feet; thence by a curve to the left of 1683.73 feet radius for a distance of 350.88 feet; thence south  $24^{\circ} 22' 00''$  west for a distance of 567.20 feet; thence by a curve to the right of 1427.82 feet radius for a distance of 298.90 feet; thence south  $36^{\circ} 21' 40''$  west for a distance of 643.71 feet; thence by a curve to the left of 1235.60 feet radius for a distance of 396.56 feet; thence south  $17^{\circ} 58' 20''$  west for a distance of 1349.13 feet; thence by a curve to the left of 647.43 feet radius for a distance of 294.80 feet; thence south  $8^{\circ} 07' 00''$  east for a distance of 754.45 feet; thence by a curve to the right of 2273.32 feet radius for a distance of 398.97 feet; thence south  $1^{\circ} 56' 20''$  west for a distance of 1932.45 feet; thence by a curve to the right of 1225.87 feet radius for a distance of 1160.52 feet; thence south  $56^{\circ} 10' 50''$  west for a distance of 940.59 feet; thence south  $57^{\circ} 05' 50''$  west for a distance of 604.52 feet; thence by a curve to the left of 2000.79 feet radius for a distance of 497.42 feet; thence by another curve to the left of 2001.55 feet radius for a distance of 149.71 feet; thence south  $38^{\circ} 34' 02''$  west for a distance of 1954.63 feet; thence by a curve to the left of 2000.32 feet radius for a distance of 1130.87 feet; thence south  $6^{\circ} 10' 32''$  west for a distance of 294.69 feet; thence by a curve to the right of 1998.26 feet radius for a distance of 472.94 feet; thence south  $19^{\circ} 44' 10''$  west for a distance of 2272.41 feet; thence by a curve to the right of 4308.62 feet radius for a distance of 1192.33 feet; thence south  $35^{\circ} 35' 30''$  west for a distance of 1734.86 feet; thence by a curve to the left of 1121.42 feet for a distance of 1036.80 feet; thence south  $17^{\circ} 22' 50''$  east for a distance of 199.52 feet; thence by a curve to the right of 1922.60 feet radius for a distance of 398.57 feet; thence south  $5^{\circ} 30' 10''$  east for a distance of 254.09 feet to a point at the end of the layout, in the present highway, said point being shown on plan as station 437+65.24 and being identical with station 445+92.59 of the base line of the aforesaid 1914 State highway layout. Length equals 26,565.24 feet.

The easterly location line begins at a point marking the southerly end of the easterly location line of the aforesaid 1924 State highway layout, said point bearing south  $67^{\circ} 01' 45''$  east and being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 172; and extends thence south  $21^{\circ} 08' 39''$  west for a distance of 366.81 feet to a point bearing south  $68^{\circ} 41' 45''$  east and 35.24 feet distant from station 175+67.90; thence by a curve to the left of 1970.00 feet radius for a distance of 529.09 feet to a point bearing south  $84^{\circ} 14' 38''$  east and 30.13 feet distant from station 181+08.52; thence south  $5^{\circ} 45' 22''$  west for a distance of 196.11 feet to a point bearing south  $63^{\circ} 33' 29''$  east and

29.76 feet distant from station 182+94.20; thence by a curve to the right of 2800.00 feet radius for a distance of 549.82 feet to a point bearing north  $86^{\circ} 19' 17''$  east and 32.07 feet distant from station 188+61.13; thence south  $17^{\circ} 00' 25''$  west for a distance of 217.45 feet to a point bearing south  $72^{\circ} 59' 35''$  east and 30.00 feet distant from station 190+67.25; thence by a curve to the right of 2030.00 feet for a distance of 115.20 feet to a point on the easterly location of the aforesaid 1911 layout, bearing south  $69^{\circ} 58' 42''$  east and being 28.80 feet distant from station 191+80.91 of the above-described base line.

Then beginning again at a point on said 1911 State highway location line, bearing south  $65^{\circ} 10' 35''$  east and 30.00 feet distant from station 195+90.88 of the above-described base line, and extending thence (leaving said State highway location line) south  $24^{\circ} 49' 25''$  west for a distance of 267.08 feet to a point bearing south  $55^{\circ} 53' 20''$  east and 30.40 feet distant from station 198+53.06; thence by a curve to the left of 970.00 feet for a distance of 648.16 feet to a point bearing south  $78^{\circ} 58' 44''$  east and 51.87 feet from station 205+08.09; thence south  $13^{\circ} 27' 43''$  east for a distance of 456.04 feet to a point again on the aforesaid easterly location line of the 1911 State highway layout, bearing south  $53^{\circ} 52' 59''$  east and 53.07 feet distant from station 209+47.29 of the above-described base line. Then beginning again at a point on said State highway location line, bearing south  $81^{\circ} 03' 37''$  east and 22.30 feet distant from station 214+63.14 of the above-described base line, and extending thence southerly (leaving said State highway location line) by a curve to the right of 1690.28 feet radius for a distance of 239.93 feet to a point bearing south  $81^{\circ} 14' 31''$  east and 37.09 feet distant from station 217+03.42; thence by another curve to the right of 1660.34 feet radius for a distance of 237.80 feet to a point again on said 1911 State highway location line bearing south  $69^{\circ} 23' 29''$  east and 36.10 feet distant from station 219+33.61 of the above-described base line. Then beginning again at a point on said 1911 State highway location line, bearing south  $61^{\circ} 01' 07''$  east and 33.98 feet distant from station 221+78.91 of the above-described base line, and extending thence (leaving said 1911 State highway location line) by a continuation of said last mentioned curve (1660.34 feet radius) for a distance of 120.32 feet to a point bearing south  $56^{\circ} 14' 53''$  east and 32.55 feet distant from station 222+96.46; thence south  $33^{\circ} 45' 07''$  west for a distance of 295.04 feet to a point bearing south  $57^{\circ} 23' 32''$  east and 39.44 feet distant from station 225+92.43; thence by a curve to the left of 1600.00 feet radius for a distance of 262.09 feet to a point bearing south  $29^{\circ} 51' 01''$  east and 43.14 feet distant from station 228+34.60 of the above-described base line; thence parallel to said base line and 35.00 feet distant therefrom to a point bearing south  $72^{\circ} 01' 40''$  east and 35.00 feet



distant from station 260+90.10; thence south  $19^{\circ}05'38''$  west for a distance of 84.50 feet to a point bearing south  $79^{\circ}51'41''$  east and 27.56 feet distant from station 261+78.62; thence south  $1^{\circ}08'26''$  east for a distance of 195.62 feet to a point bearing north  $81^{\circ}53'00''$  east and 35.00 feet distant from station 263+84.90; thence parallel to the base line as above described and 35.00 feet distant therefrom to a point bearing south  $44^{\circ}58'38''$  east and 35.67 feet distant from station 315+71.88; thence south  $59^{\circ}40'26''$  west for a distance of 38.01 feet to a point on the southeasterly location line of the aforesaid 1913 State highway layout, bearing south  $30^{\circ}19'34''$  east and 33.21 feet distant from station 316+00.89 of the above-described base line.

Then beginning again at a point on the northwesterly location line of said 1913 State highway layout, said point bearing south  $32^{\circ}54'10''$  east and being 25.81 feet distant from station 317+66.17 of the above-described base line, and extending thence (leaving said 1913 State highway location line) south  $59^{\circ}40'26''$  west for a distance of 314.69 feet to a point bearing south  $32^{\circ}54'10''$  east and 11.66 feet distant from station 320+80.54; thence by a curve to the left of 110.00 feet radius for a distance of 137.82 feet to a point bearing south  $24^{\circ}40'38''$  east and 83.36 feet distant from station 321+76.40; thence south  $12^{\circ}06'38''$  east for a distance of 95.75 feet to a point again on the northwesterly location line of said 1913 State highway layout, bearing south  $17^{\circ}57'26''$  east and being 178.04 feet distant from the said station 321+76.40. Then beginning again at a point on said State highway location line, bearing south  $38^{\circ}07'46''$  east and 309.07 feet distant from station 323+58.92 of the above-described base line, and extending thence (leaving said 1913 State highway location line) north  $12^{\circ}06'38''$  west for a distance of 227.26 feet to a point bearing south  $2^{\circ}25'00''$  west and 127.03 feet distant from the aforesaid station 321+76.40; thence by a curve to the left of 70.00 feet radius for a distance of 141.46 feet to a point bearing south  $37^{\circ}03'57''$  east and 3.80 feet distant from station 323+21.78; thence by another curve to the left of 945.00 feet radius for a distance of 223.27 feet to a point bearing south  $51^{\circ}25'58''$  east and 21.11 feet distant from station 325+48.29; thence south  $38^{\circ}34'02''$  west for a distance of 2229.01 feet to a point bearing south  $51^{\circ}25'58''$  east and 40.00 feet distant from station 347+78.16; thence parallel to the base line as above described and 40.00 feet distant therefrom to a point bearing south  $53^{\circ}22'22''$  east and 40.89 feet distant from station 393+15.92; thence by a curve to the left of 25.00 feet radius for a distance of 68.16 feet to a point again on the north-westerly location line of the 1913 State highway layout, bearing south  $53^{\circ}22'22''$  east and being 89.82 feet distant from the said station 393+15.92. Then beginning again at a point on the southeasterly location

line of said 1913 State highway layout, bearing south  $62^{\circ} 42' 21''$  east and being 64.95 feet distant from station 395+17.44 of the above-described base line, and extending thence (leaving said State highway location line) southwesterly by a curve to the left of 400.00 feet radius for a distance of 136.03 feet to a point bearing south  $66^{\circ} 20' 32''$  east and 40.18 feet distant from station 396+52.67; thence parallel to the base line as above described and 40.00 feet distant therefrom to a point bearing south  $54^{\circ} 24' 30''$  east and 40.00 feet distant from station 402+14.40; thence by a curve to the left of 400.00 feet radius for a distance of 155.74 feet to a point bearing south  $54^{\circ} 24' 30''$  east and 69.94 feet distant from station 403+66.23; thence south  $13^{\circ} 17' 00''$  west for a distance of 20.02 feet to a point again on the easterly location line of the aforesaid 1913 State highway location bearing south  $54^{\circ} 24' 30''$  east and 77.54 feet distant from station 403+84.76 of the above-described base line. Then beginning again at a point on the westerly location line of said 1913 State highway layout, bearing south  $65^{\circ} 33' 45''$  east and being 89.83 feet distant from station 405+59.67 of the above-described base line, and extending thence (leaving said State highway location line) northerly to northwesterly to westerly to southwesterly by a curve of 25.00 feet radius for a distance of 68.81 feet to a point bearing south  $65^{\circ} 33' 45''$  east and 40.77 feet distant from the said station 405+59.67; thence parallel to the base line as above described and 40.00 feet distant therefrom to a point bearing south  $35^{\circ} 43' 16''$  east and 44.11 feet distant from station 419+89.22; thence by a curve to the left of 25.00 feet radius for a distance of 56.35 feet to a point bearing south  $35^{\circ} 43' 16''$  east and 89.27 feet distant from the said station 419+89.22; thence north  $79^{\circ} 42' 20''$  east for a distance of 20.28 feet to a point on the northwesterly location line of the aforesaid 1914 State highway layout, bearing south  $46^{\circ} 18' 26''$  east and 99.67 feet distant from the said station 419+89.22. Then beginning again at a point on the southeasterly location line of said 1914 State highway layout, bearing south  $62^{\circ} 55' 58''$  east and being 146.00 feet distant from station 420+43.10 of the above-described base line, and extending thence (leaving said State highway location line) southwesterly by a curve to the left of 240.00 feet radius for a distance of 274.72 feet to a point bearing south  $75^{\circ} 52' 46''$  east and 30.00 feet distant from station 422+96.50; thence by another curve to the left of 1091.42 feet radius for a distance of 603.00 feet to a point again on the easterly location line of the aforesaid 1914 State highway layout bearing north  $78^{\circ} 13' 31''$  east and 30.15 feet distant from station 429+13.06 of the base line as above described.

The westerly location line begins at a point marking the southerly end of the westerly location line of the aforesaid 1924 State highway layout, said point bearing north  $67^{\circ} 01' 45''$  west and being 30.00 feet distant from

the point of beginning of the above-described base line shown on plan as station 172, and extends thence south  $21^{\circ} 08' 56''$  west for a distance of 368.56 feet to a point bearing north  $68^{\circ} 41' 45''$  west and 24.76 feet distant from station 175+67.90; thence by a curve to the left of 2030.00 feet radius for a distance of 253.70 feet to a point on the westerly location line of the aforesaid 1911 State highway layout, bearing north  $71^{\circ} 21' 45''$  west and being 20.00 feet distant from station 178+20.24 of the above-described base line. Then beginning again at a point on said State highway location line, bearing north  $86^{\circ} 05' 45''$  west and being 20.01 feet distant from station 179+62.98 of the above-described base line, and extending thence by a continuation of said last mentioned curve (2030.00 feet radius) for a distance of 144.94 feet to a point bearing north  $84^{\circ} 14' 38''$  west and 29.87 feet distant from station 181+08.52; thence south  $5^{\circ} 45' 22''$  west for a distance of 173.45 feet to a point bearing north  $63^{\circ} 33' 29''$  west and 34.38 feet distant from station 182+94.20; thence by a curve to the right of 2970.00 feet radius for a distance of 583.20 feet to a point bearing south  $86^{\circ} 19' 17''$  west and 32.07 feet distant from station 188+61.13; thence south  $17^{\circ} 00' 25''$  west for a distance of 194.80 feet to a point bearing north  $72^{\circ} 59' 35''$  west and 30.00 feet distant from station 190+67.25; thence by a curve to the right of 1970.00 feet radius for a distance of 268.76 feet to a point bearing north  $65^{\circ} 10' 35''$  west and 30.00 feet distant from station 193+40.22; thence south  $24^{\circ} 49' 25''$  west 550.81 feet to a point bearing south  $63^{\circ} 08' 04''$  west and 48.39 feet distant from station 198+53.06; thence south  $21^{\circ} 08' 46''$  west for a distance of 174.05 feet to a point again on the westerly location line of said 1911 State highway layout, bearing north  $76^{\circ} 05' 21''$  west and being 39.05 feet distant from station 200+58.57 of the above-described base line.

Then beginning again at a point on the westerly location line of said 1911 State highway layout, bearing north  $81^{\circ} 05' 32''$  west and 27.68 feet distant from station 209+47.29 of the above-described base line and extending thence southerly by a curve to the right of 1630.28 feet radius for a distance of 745.86 feet to a point bearing north  $70^{\circ} 50' 27''$  west and 23.14 feet distant from station 217+03.42; thence by a curve to the right of 1600.34 feet radius for a distance of 586.57 feet to a point bearing north  $56^{\circ} 14' 53''$  west and 27.45 feet distant from station 222+96.46; thence south  $33^{\circ} 45' 07''$  west for a distance of 272.70 feet to a point again on the westerly location line of said 1911 State highway layout, bearing north  $56^{\circ} 36' 03''$  west and 20.27 feet distant from station 225+69.17 of the above-described base line; then beginning again at a point on the northwesterly location line of the aforesaid 1913 State highway layout, bearing north  $33^{\circ} 49' 10''$  west and being 25.00 feet distant from station 312+34.89 of the above-described base line, and extending thence (leaving said State highway location

line) south  $59^{\circ} 40' 26''$  west for a distance of 911.22 feet to a point bearing north  $9^{\circ} 35' 30''$  west and 77.70 feet distant from station 321+76.40; thence by a curve to the right of 50.00 feet radius for a distance of 76.29 feet to a point on the northeasterly side of the "Old Plymouth Road", so called, said point bearing north  $40^{\circ} 52' 50''$  west and being 122.49 feet distant from the said station 321+76.40; thence crossing said road south  $60^{\circ} 23' 53''$  west for a distance of 40.07 feet to a point on the southwesterly side thereof, bearing north  $57^{\circ} 39' 32''$  west and 136.12 feet distant from the aforesaid station 321+76.40; thence southeasterly to southerly to southwesterly by a curve of 50.00 feet radius for a distance of 76.48 feet to a point bearing north  $87^{\circ} 50' 27''$  west and 128.21 feet distant from the said station 321+76.40; thence by a curve to the left of 1025.00 feet radius for a distance of 289.26 feet to a point bearing north  $51^{\circ} 25' 58''$  west and 58.89 feet distant from station 325+48.29; thence south  $38^{\circ} 34' 02''$  west for a distance of 2229.01 feet to a point bearing north  $51^{\circ} 25' 58''$  west and 40.00 feet distant from station 347+78.16; thence parallel to the base line as above described and 40.00 feet distant therefrom to a point again on the northwesterly location line of the 1913 State highway layout, bearing north  $66^{\circ} 20' 32''$  west and 40.18 feet distant from station 396.52.67 of the above-described base line. Then beginning again at a point on said 1913 State highway location line, bearing north  $54^{\circ} 24' 30''$  west and being 40.00 feet distant from station 402+46.56 of the above-described base line, and extending thence (leaving said State highway location line) parallel to said base line and 40.00 feet distant therefrom to a point bearing north  $54^{\circ} 24' 30''$  west and 40.00 feet distant from station 418+00.48; thence by a curve to the left of 2000.00 feet radius for a distance of 489.27 feet to a point bearing north  $74^{\circ} 45' 20''$  west and 53.78 feet distant from station 422+74.51; thence south  $21^{\circ} 34' 30''$  west for a distance of 46.24 feet to a point on the westerly location line of the aforesaid 1914 State highway layout, bearing north  $76^{\circ} 59' 08''$  west and 59.78 feet distant from station 423+18.15 of the above-described base line. Then beginning again at a point on said westerly location line of the 1914 State highway layout, bearing north  $61^{\circ} 30' 33''$  west and 43.09 feet distant from station 429+13.06 of the above-described base line, and extending thence (leaving said State highway location line) south  $17^{\circ} 22' 50''$  east for a distance of 230.45 feet to a point bearing south  $72^{\circ} 37' 10''$  west and 30.00 feet distant from station 431+12.58; thence parallel to the base line as above described and 30.00 feet distant therefrom to a point bearing south  $89^{\circ} 54' 35''$  west and 30.13 feet distant from the point of ending of the above-described base line shown on plan as station 437+65.24; thence north  $89^{\circ} 54' 35''$  east for a distance of 5.02 feet to a point at the end of the layout, again on the westerly location line of the 1914 State

highway layout, said point bearing south 89° 54' 35" west and being 25.11 feet distant from the said station 437+65.24.

The location lines of the highway not included in the layout as above described, remain as at present, being identical with those of the State highway layouts hereinbefore referred to, and being defined on the ground by bounds.

The portion of the present highway lying between the Old Plymouth and Sandwich Road and the easterly line of departure to the proposed way is hereby discontinued.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor. If walls and fences are moved the work will be done without expense to owners. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of November A.D., 1927.

The inhabitants of the town of Plymouth aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-third day of August A.D., 1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

	1.	Levy Mayer Estate	3170	Sq.Ft.	\$3.00
	2.	Levy Mayer Estate	2870	" "	14.00
Reg.Land.	3.	Shore Acres Company	550	" "	1.00
	4.	Levy Mayer Estate	6150	" "	6.00
Reg.Land.	5.	Shore Acres Company	13200	" "	6.00
Reg.Land.	5a.	Shore Acres Company	1779	" "	1.00
Reg.Land.	6.	Shore Acres Company	31900	" "	16.00
	7.	Levy Mayer Estate	32400	" "	16.00
	8.	Levy Mayer Estate	1515	" "	0.75
	9.	Town of Plymouth	4900	" "	0.00
	10.	Levy Mayer Estate	17540	" "	8.50
	11.	Levy Mayer Estate	24570	" "	12.00
	12.	Levy Mayer Estate	3800	" "	2.00
	13.	Susan M. Sullivan	1715	" "	34.00
	14.	Susan M. Sullivan	4600	" "	92.00
	15.	Alton Valler	4950	" "	100.00
	16.	Alton Valler	8390	" "	100.00
	17.	Frank Griswold	1350	" "	13.25
	18.	Ernest B. Jones	340	" "	7.80
	19.	George Tribou	705	" "	35.00
	20.	Alton Valler	1025	" "	10.00
	21.	Herbert Ryder	4000	" "	2.00
	22.	Ida M. Douglass	16480	" "	8.50
	23.	Robert R. Richardson	1800	" "	1.00
	24.	Benjamin W. Hatch	13800	" "	100.00





BRANT ROCKESPLANADE(Ch. 249,  
Acts, 1927)

SEPT. 6, 1927.

NO. 693.

WHEREAS the County Commissioners of the County of Plymouth were authorized and directed by the provisions of Chapter 249 of the Acts of the Legislature of the Commonwealth of Massachusetts for the year 1927, being an act relative to the improvement of Ocean Street in the town of Marshfield, and

WHEREAS the said County Commissioners accepted said act by unanimous vote on April 20, 1927 and the town of Marshfield accepted said act by a vote of 89 to 2 at a duly notified meeting called July 15, 1927 at which more than a quorum were present,

THEREFORE the County Commissioners, by and under the power and authority granted to us in said act and by every other power and authority us hereto enabling have caused a survey to be made in accordance with its provisions, and prepared a plan, showing in detail the several parcels of land involved, to which reference may be had for further description.

IT IS ORDERED that the following described parcels of land shown on said plan be, and hereby are taken in fee simple on behalf of the County for the purposes set out in said act and are the property of the County of Plymouth, entrance being made this day for purpose of construction.

FIRST:

A certain parcel of land in Marshfield on the westerly side of Ocean Street in Brant Rock bounded and described as follows: Beginning at the northeast corner at the junction of Ocean Street and the Dike Road, thence running southeasterly by Ocean Street and Island Street about 940 feet to a canal thence turning and running southwesterly with said canal about 136 feet to a point thence running N. 33° 46' 40" W. with a ditch 31 feet, thence running N. 43° 38' 20" W. by land of Delia J. Barron, by land of Assad Tradd and by land of Saada Haddad about 661 feet, thence turning and running N. 46° 21' 40" E. about 105 feet to a ditch, thence turning and running northwesterly with said ditch about 4 feet, thence turning and running northeasterly with present division line between land of Lilla F. Barnes and land of Saada Haddad about 29 feet, thence turning and running N. 43° 38' 20" W. through said land of Saada Haddad and through land of George P. and Edith Bryant about 188.5 feet, thence running on a curve starting northwesterly and curving more westerly of a radius of 40.00 feet through land of said Bryants 51.68 feet to a point in the Dike Road, thence running northeasterly with the present southerly line of the Dike Road about 186 feet to the westerly line of Ocean Street and point of beginning. Said parcel is made up of the following parcels:

Parcel A. said to belong to George P. and Edith Bryant is bounded on the north by the Dike Road, on the east by Ocean Street, on the south by



land of Saada Haddad and on the west by land of George P. and Edith Bryant, containing about 7424 square feet.

Parcel B. said to belong to Saada Haddad, bounded on the east by Ocean Street, about 158 feet, on the south by land of Lilla F. Barnes about 65 feet, on the west by other land of Saada Haddad, N. 43° 38' 20" W. about 153.36 feet to land of George P. and Edith Bryant, thence running north-easterly and bounded northerly by land of said Bryants to Ocean Street and point of beginning containing 13,710 square feet.

Parcel V. said to belong to Saada Haddad, bounded on the east by land of Lilla F. Barnes and by land of John H. Flavell et Al. by a ditch about 142 feet, thence by the present division line between land of Saada Haddad and Assad Tradd in two courses, southwesterly about 32 feet and southerly about 80 feet to a point, thence running N. 43° 38' 20" W. through land of Saada Haddad 208.29 feet to a corner, thence turning and running N. 46° 21' 40" E. through said land of Saada Haddad about 105 feet to a ditch and point of beginning, containing about 14,850 square feet.

Parcel C. said to belong to Lilla F. Barnes, bounded on the north by land of Saada Haddad, on the east by Ocean Street, on the south by land of John H. Flavell et Al. and on the west by land of Saada Haddad, containing about 9100 square feet.

Parcel D. said to belong to John H. Flavell et Al. bounded on the north by land of Lilla F. Barnes, on the east by Ocean Street, on the south by land of Assad Tradd and on the west by land of Saada Haddad, containing about 5470 square feet.

Parcels E. and U. said to belong to Assad Tradd and bounded and described as follows: on the east by Ocean Street about 50 feet, on the south by land of Emma Smith about 126.5 feet to a ditch, then by said ditch in a southeasterly direction about 408 feet to another ditch, thence in a southwesterly direction by said ditch about 11.5 feet, thence running N. 43° 38' 20" W. through land of Assad Tradd about 382 feet to a point in the division line between land of said Tradd and land of Saada Haddad, thence running in a northerly direction about 80 feet on the present division line between land of Assad Tradd and land of Saada Haddad to an iron pipe, thence running in a northeasterly direction and bounded northerly by land of said Saada Haddad and by land of John H. Flavell et Al. about 150 feet to Ocean Street and point of beginning, containing about 26,000 square feet.

Parcel F. said to belong to Emma Smith, bounded on the north by land of Assad Tradd, on the east by Ocean Street, on the south by land of Ida W. Rich and on the west by a ditch, containing about 4850 square feet.

Parcel G. said to belong to Ida W. Rich, bounded on the north by

land of Emma Smith, on the east by Ocean Street, on the south by land of Henry C. Phillips and on the west by a ditch, containing about 5730 square feet.

Parcel H. said to belong to Henry C. Phillips, bounded on the north by land of Ida W. Rich, on the east by Ocean Street, on the south by the Estate of Walter Peterson, and on the west by a ditch, containing about 5250 square feet.

Parcel I. said to belong to Estate of Walter Peterson, bounded on the north by land of Henry C. Phillips, on the east by Ocean Street, on the south by land of F. Benzie, and on the west by a ditch containing about 10,600 square feet.

Parcel J. said to belong to F. Benzie, bounded on the north by land of said Peterson Estate, on the east by Ocean Street, on the south by land of Walter L. Donnelly and on the west by a ditch, containing about 13,700 square feet.

Parcel K. said to belong to Walter L. Donnelly, bounded on the north by land of F. Benzie, on the east by Ocean Street, on the south by land of True Estes and on the west by a ditch, containing about 16,900 square feet.

Parcel L. said to belong to True Estes bounded on the north by land of Walter L. Donnelly, on the east by Ocean Street on the south by land of W. H. Mahoney and on the west by a ditch, containing about 6300 square feet.

Parcel M. said to belong to W. H. Mahoney bounded on the north by land of True Estes, on the east by Ocean and Island Streets, on the south by land of Delia J. Barron and on the west by a ditch, containing about 10,200 square feet.

Parcel N. said to belong to Delia J. Barron bounded on the north by land of W. H. Mahoney, on the east by Island Street, on the south by a canal and on the west by a ditch, containing about 12,800 square feet.

Parcel T. said to belong to Delia J. Barron, bounded on the north by land of Assad Tradd on the east, by a ditch and on the west by a line bearing N. 43° 38' 20" W. about 72 feet to the point of beginning, containing about 416 square feet.

SECOND:

A certain parcel of land situated on the westerly side of Island Street and bounded and described as follows: Beginning at the northeasterly corner of the following described premises, said corner being the intersection of a canal with the present westerly line of Island Street, thence running S. 4° 32' 0" E. by Island Street about 226 feet thence turning and

running S. 85° 28' 0" W. through land of Fred Packard and land now or formerly of Frank C. Andrews 95 feet thence turning and running N. 4° 32' 0" W. 167.35 feet to a point, thence turning and running 12.43 feet to a canal, thence northeasterly with said canal about 121 feet to Island Street and point of beginning, said parcel made up of the following parcels:

Parcel X. belonging to Fred Packard, erroneously given in special act as one Davidson, bounded easterly by Island Street about 49.5 feet, southerly by other land of said Packard and northwesterly by land of one Andrews or Vargus, erroneously given in special act as Vaughan.

Also a parcel belonging to Emma E. Andrews: Beginning at a point in the division line of land of said Andrews and land of one Packard said point being about 5 feet south of the westerly line of Island Street, thence bounded easterly by land said to belong to one Packard about 59 feet, thence bounded southerly by land said to belong to one Andrews S. 85° 28' 0" W. about 57 feet, bounded on the West by land said to belong to one Andrews N. 4° 32' 0" W. 47 feet, thence bounded on the North by land said to belong to one Andrews N. 85° 26' 00" E. about 92 feet, containing about 3480 square feet.

Parcel W. belonging to Nellie J. Brown of Whitman: Beginning at a point in the westerly line of Island Street at the southeast corner of land of Horace B. Maglathlin, thence bounded on the East by Island Street about 45 feet, thence bounded on the South by land said to belong to one Brown, about 85 feet, bounded on the West by land said to belong to one Maglathlin about 3 feet, bounded on the North by land said to belong to one Maglathlin about 99 feet, and containing about 2000 square feet of land.

Parcel O. belonging to Jessie B. Faunce, bounded northerly by a canal, easterly by Island Street, southerly by land of Maglathlin, westerly by land of the town of Marshfield, containing about 13 rods of land.

Parcel P. belonging to Horace B. Maglathlin, bounded northerly by land of Faunce, 111 feet, easterly by said Island Street about 12 feet, southerly by land of one Brown about 99 feet, again easterly by land of Brown about 48 feet, southerly by land of Andrews about 21 feet, and westerly by other land of said Maglathlin about 67 feet, and containing about 2000 square feet of land.

THIRD:

A parcel of land at the corner of Ocean Street and Island Street in the Town of Marshfield, Massachusetts, said parcel bounded and described as follows: easterly by Ocean Street, southerly by land of Edward and Fred Packard and land of one Damon, and westerly by Island Street. Said parcel is made up of the following parcels:

Parcel Q. said to belong to Delia J. Barron, bounded easterly by Ocean Street, southerly by land of Flanigan and Curtis, and westerly by Island Street, containing about 1340 square feet.

Parcel R. said to belong to Flanigan and Curtis, bounded on the north by land of said Barron, on the east by Ocean Street, on the south by land of Charles Alix and on the west by Island Street, containing about 1600 square feet.

Parcel S. said to belong to Charles Alix, bounded on the north by land of Flanigan and Curtis, on the east by Ocean Street, on the south by land of one Damon and on the west by Island Street, containing about 2340 square feet.

Parcel Y. said to belong to A. M. Damon, bounded on the north by land of Charles Alix, on the east by other land of said Damon, on the south by land of Edward Packard and on the west by Island Street, containing about 2000 square feet.

Also another parcel of land belonging to A. M. Damon, bounded on the north by land of Charles Alix, on the east by Ocean Street and on the west by land of Fred Packard and said Damon, containing about 1100 square feet.

Also another parcel of land said to belong to Edward Packard, bounded northerly by land of A. M. Damon, easterly by Ocean Street, and westerly by other land of said Packard, containing about 130 square feet.

FOURTH:

Said Commissioners deem it is necessary for the purposes set forth in said act to take the following additional parcels of land at the corner of Ashburton Avenue, Ocean Street and the Dike Road in the town of Marshfield, for which purposes said additional parcels are hereby taken in fee:

George P. and Edith Bryant:

(a) Beginning at the intersection of the westerly line of Ocean Street and the northerly line of the Dike Road, thence running southwesterly with the northerly line of the Dike Road 31.62 feet thence turning and running on a curve starting northeasterly and curving northerly of a radius of 40 feet a distance of 53.51 feet to a point in the westerly line of Ocean Street, then southerly with the westerly line of Ocean Street 31.62 feet to the point of beginning, containing 194 square feet.

(b) Beginning at the intersection of the easterly line of Ashburton Avenue and the northerly line of the Dike Road, thence running northerly with the easterly line of Ashburton Avenue 41.75 feet to a point; thence turning and running on a curve starting southeasterly and curving easterly of a radius of 40 feet a distance of 64.54 feet to a point, thence turning

and running southwesterly with the northerly line of Dyke Road 41.75 feet to the point of beginning and containing 379 square feet.

(c) Beginning at the intersection of the westerly line of Ashburton Avenue and the northerly line of the Dike Road, thence running westerly with the northerly line of the Dike Road 38.32 feet to a point, thence running on a curve starting northeasterly and curving northerly of a radius of 40 feet a distance of 61.13 feet to a point, thence turning and running southeasterly with the present westerly line of Ashburton Avenue 38.32 feet to the point of beginning, containing 310 square feet.

For a further identification and more particular description reference may be made to a plan entitled "Plan of Land Taken at Brant Rock, Mass. under Authority of Chapter 249 of the Acts of 1927 Relative to the Improvement of Ocean Street in the Town of Marshfield, Mass."

IT IS FURTHER ORDERED that damages be awarded to each of the following owners, on account of the said taking of land, to wit:

Saada Haddad	\$365.00
Lilla F. Barnes	1.00
John H. Flavell et al.	1.00
Assad Tradd	140.00
Emma Smith	10.00
Ida W. Rich	1.00
Henry C. Phillips	5.00
F. Benzie	1.00
E. Lloyd Peterson)	
Harriet A. Peterson)	
Julia C. Peterson )	
Sarah E. Peterson )	60.00
Elizabeth B. Peterson)	
Bertha S. Robart )	
Walter L. Donnelly	80.00
True Estes	67.00
Walter H. Mahoney	257.00
Delia J. Barron	270.00
Jessie B. Faunce	10.00
Horace B. Maglathlin	9.00
Nellie J. Brown	300.00
A.J. Vargus	1.00
Emma E. Andrews	no award
Fred Packard	250.00
W. F. Flanagan	150.00
Chas. Alix	1.00
Edward Packard	13.00
Geo. P. & Edith Bryant	1200.00
A. M. Damon	800.00

IT IS FURTHER ORDERED that the easterly line of this part of Ocean Street be established as follows:

Beginning at a bound set in the present easterly line of Ocean Street, said bound bearing S. 19° 34' 50" W. and being 63.74 feet distant from the southwesterly corner of the United States Coast Guard Station, and thence runs S. 14° 19' 10" E. one hundred thirty-five and forty-three hundredths (135.43) feet to a stone bound, thence running on a curve to the left of a radius of four hundred eighty-seven and forty-one hundredths (487.41) feet a distance of two hundred and one hundredths (200.01) feet to

a stone bound set in the southerly line of North Street, said bound marking a point of compound curve, thence on a curve to the left of a radius of fifteen hundred twenty-seven and sixty-seven hundredths (1527.67) feet a distance of one hundred fifty-four and eighty-seven hundredths (154.87) feet to a bound, thence running S. 43° 38' 20" E. a distance of two hundred twenty-one and two hundredths (221.02) feet to a bound, thence running on a curve to the left of a radius of one hundred fourteen and thirty-four hundredths (114.34) feet a distance of ninety-three and fifty-two hundredths (93.52) feet to a stone bound set in the northerly line of South Street. Then beginning again at a bound set in the southerly line of South Street said bound bearing S. 43° 38' 20" E. and being twenty-three and thirty hundredths (23.30) feet distant from the last described bound, thence running on a curve starting westerly and curving southerly and southeasterly of a radius of twenty-one and forty-seven hundredths (21.47) feet a distance of forty-nine and eighty-nine hundredths (49.89) feet to a bound and thence running S. 43° 38' 20" E. a distance of three hundred nineteen and sixty-six hundredths (319.66) feet to a stone bound set in the present easterly line of Ocean Street.

That the northerly line of this part of Ocean Street be established as follows:

Beginning at a bound set in the present westerly line of Ocean Street said point bearing S. 75° 40' 50" W. and being fifty (50) feet distant from the first described bound in the above described easterly line, thence running on a curve starting southerly and curving westerly of a radius of forty (40) feet a distance of fifty-three and fifty-one hundredths (53.51) feet to a bound set in the present northerly line of Dike Road, thence running S. 62° 19' 30" W. in the present northerly line of Dike Road a distance of forty-six and fifty-two hundredths (46.52) feet to a bound, thence running on a curve to the right of a radius of forty (40) feet a distance of sixty-four and fifty-four hundredths (64.54) feet to a bound set in the present easterly line of Ashburton Avenue, then beginning again at a bound set in the westerly line of Ashburton Avenue said bound bearing S. 57° 26' 40" W. and being forty and thirty-nine hundredths (40.39) feet distant from the last described bound, thence running on a curve starting southeasterly and curving westerly of a radius of forty (40) feet a distance of sixty-one and thirteen hundredths (61.13) feet to a bound set in the present northerly line of Dike Road.

That the westerly line of this part of Ocean Street be established as follows:

Beginning at a bound set in the present southerly line of Dike Road said bound bearing S. 28° 7' 30" E. and being fifty and one hundredth

(50.01) feet distant from the last described bound in the above described northerly line, thence running on a curve starting easterly and curving southeasterly of a radius of forty (40) feet a distance of fifty-one and sixty-eight hundredths (51.68) feet to a bound, thence running S. 43° 38' 20" E. on a line parallel with and one hundred (100) feet westerly from the fourth described line in the above described easterly line a distance of eight hundred two and ninety hundredths (802.90) feet to a bound, thence running on a curve to the right of a radius of two hundred seventy-two and eighty-four hundredths (272.84) feet a distance of one hundred eighty-six and twenty-two hundredths (186.22) feet to a bound set in the present westerly line of Island Street.

That the southerly line of this part of Ocean Street be established as follows:

Beginning at a bound set in the easterly line of Island Street, said bound bearing N. 71° 44' 30" E. and being forty-six and thirty-one hundredths (46.31) feet from the last described bound in the above described westerly line, then running on a curve starting northerly and curving easterly of a radius of forty-one and fifty-four hundredths (41.54) feet a distance of ninety-four and fifty-eight hundredths (94.58) feet to a bound, thence running S. 54° 4' 50" E. a distance of seventy-one and fifty-five hundredths (71.55) feet to a bound thence running on a curve to the right of a radius of eighty and twenty-nine hundredths (80.29) feet a distance of twenty-three and eighty-two hundredths (23.82) feet to a bound set in the present westerly line of Ocean Street, said bound bearing S. 17° 43' 40" W. and being thirty-six and ninety-two hundredths (36.92) feet distant from the last described bound in the above described easterly line.

And all the land lying between the above described lines is hereby taken and laid out as a public highway.

For a further identification and more particular description reference is hereby made to a plan entitled "Plan of Brant Rock Esplanade (A Part of Ocean Street in the Town of Marshfield) as Laid Out by the County Commissioners under Chapter 249 of the Acts of 1927".

IT IS FURTHER ORDERED that the buildings be moved to new locations on the remaining described land and the sewer and other improvements be constructed all at the expense of the County in accordance with plans and specifications approved by the County Commissioners and now on file in the Commissioners' office, with such changes as the Commissioners may from time to time order in writing.

And the County Commissioners, by authority of Chapter 249 of the Acts of 1927, for and on behalf of the County of Plymouth have this day

granted to the following persons for consideration all of the remaining land in lots, with the buildings moved thereon, each lot being conveyed in fee simple by separate deed.

- |        |                                                       |
|--------|-------------------------------------------------------|
| Lot 1. | Saada Haddad                                          |
| " 2.   | Lilla F. Barnes                                       |
| " 3.   | John H. Flavell et Al.                                |
| " 4    | Assad Tradd                                           |
| " 5    | Emma Smith                                            |
| " 6    | Ida W. Rich                                           |
| " 7    | Henry C. Phillips                                     |
| " 8    | Estate of Walter Peterson,<br>Lloyd Peterson, Trustee |
| " 9    | F. Benzie                                             |
| " 10   | Walter L. Donnelly                                    |
| " 11   | True Estes                                            |
| " 12   | Warren H. Mahoney                                     |
| " 13   | Delia J. Barron                                       |
| " 14   | Flanigan and Curtis                                   |
| " 15   | Horace B. Maglathlin                                  |
| " 18   | Isabell D. Faunce                                     |
| " 19   | Charles Alix                                          |
| " 20   | A. M. Damon                                           |

Betterments are to be assessed therefor by the town of Marshfield as provided in Section 5 of said Act and under Chapter 80 of the General Laws.

Given under our hands this sixth day of September in the year of our Lord one thousand nine hundred and twenty-seven.

<u>Frederic T. Bailey</u>	)	County Commissioners.
<u>Jere B. Howard</u>	)	
<u>Charles S. Beal</u>	)	

ORDER  
PLYMOUTH  
COUNTY  
HOSPITAL  
SEPT. 13, 1927.

Ordered, that there be paid from the County treasury to Gary W. Russell, as he is Treasurer of Plymouth County Hospital, the sum of ten thousand (\$10,000.00) dollars for and on account of its use for general maintenance.

Charles S. Beal	)	County Commissioners.
Frederic T. Bailey	)	



NO. 698.

DECREE  
NATIONAL  
FIREWORKS  
INC.  
SEPT. 13, 1927.  
NO. 698.

It is ordered in the matter of the petition of the National Fireworks, Inc., of Hanover, in said County, No. 698, for abatement of assessment of taxes by the Assessors of said Town on certain real estate used in the conduct of the business of said company April 1st, 1924 that an abatement be made on the following assessment:

Land and buildings	\$98,750.00
Amended assessment	<u>89,530.00</u>
Abatement on balance	\$9,220.00

The Commissioners find no cause for an abatement on the assessments for the year 1925,- \$109,750.00; and for the year 1926,- \$116,000.00.

It is therefore ordered that the National Fireworks, Inc., aforesaid, receive an abatement of said tax based upon a reduction of \$9,220.00 from the former assessment by the Assessors for the year 1924.

Jere B. Howard )  
 ) County  
 Charles S. Beal ) Commissioners.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Pembroke the sum of \$3,000.00 for and on account of work on High Street in said Town, in conjunction with funds furnished by the Commonwealth and the Town of Pembroke.

ORDER  
TOWN OF  
PEMBROKE.  
SEPT. 20, 1927.

Frederic T. Bailey )  
 ) County  
 Jere B. Howard ) Commissioners.  
 Charles S. Beal )

Ordered that there be paid from the County Treasury to Helen E. Bonnell, 81 E. Central Ave., Onset, Mass., the sum of Ten Dollars (\$10.00) for and on account of award for land damage under Decree No. 657 for the relocation of Sawyer Road, in the Town of Wareham, charged to Outstanding Liabilities.

ORDER  
H.E. BONNELL.  
OCT. 4, 1927.

Frederic T. Bailey )  
 ) County  
 Jere B. Howard ) Commissioners.  
 Charles S. Beal )

ORDER  
TOWN OF  
MIDDLEBOROUGH.  
OCT. 4, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Middleborough the sum of \$1799.50, for and on account of work on Marion Road, Perry and Miller Streets in said town, in conjunction with funds furnished by the Town and by the Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

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ORDER  
TOWN OF  
ROCHESTER.  
OCT. 4, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Rochester the sum of \$580.05 for and on account of work on Mary's Pond Road in said town, in conjunction with funds furnished by the Town and by the Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

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ORDER  
TOWN OF  
MATTAPOISETT.  
OCT. 4, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Mattapoisett the sum of \$1400.00, for and on account of work on North Street in said town, in conjunction with funds furnished by the Town and by the Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

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ORDER  
TOWN OF  
LAKEVILLE.  
OCT. 11, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Lakeville the sum of \$742.95, for and on account of work on Highland Road in said town, in conjunction with other funds furnished by the said town and the Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

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Ordered that there be paid from the County Treasury to the following named persons the amounts named as awards for damages under Decree No.693 for the construction of Brant Rock Esplanade in the Town of Marshfield under the provisions of Chapter 249 of the Acts of 1927:-

Saada Haddad	\$365.00
Lilla F. Barnes	1.00
John H. Flavell et al.	1.00
Assad Tradd	140.00
Emma Smith	10.00
Ida W. Rich	1.00
Henry C. Phillips	5.00
F. Benzie	1.00
E. Lloyd Peterson et ali.	60.00
Walter L. Donnelly	80.00
True Estes	67.00
W.H.Mahoney	257.00
Delia J. Barron	270.00
Jessie B. Faunce	10.00
Horace B. Maglathlin	9.00
Nellie J. Brown	300.00
A. J. Vargus	1.00
Fred Packard	250.00
W. F. Flanagan et al.	150.00
Charles Alix	1.00
Edward Packard	13.00
George P. and Edith Bryant	1200.00
A. M. Damon	800.00

Total ..... \$3992.00

Frederic T. Bailey )  
 )  
 Jere B. Howard ) County  
 ) Commissioners.  
 Charles S. Beal )

ORDER  
AWARDS ON  
BRANT ROCK  
ESPLANADE  
OCT.11,1927.

Ordered. that there be paid from the County Treasury to the Treasurer of the Town of Hanson the sum of \$901.60 for and on account of work on Whitman, Spring and Washington Streets in said town, in conjunction with other funds furnished by the said town and the Commonwealth

Frederic T. Bailey )  
 )  
 Jere B. Howard ) County  
 ) Commissioners.  
 Charles S. Beal )

ORDER  
TOWN OF  
HANSON.  
OCT.11,1927.

Ordered. that there be paid from the County Treasury to the Treasurer of the Town of Plympton the sum of \$859.84 for and on account of work on Main Street in said town, in conjunction with other funds furnished by the said town and the Commonwealth.

Frederic T. Bailey )  
 )  
 Jere B. Howard ) County  
 ) Commissioners.  
 Charles S. Beal )

ORDER  
TOWN OF  
PLYMPTON.  
OCT.11,1927.

WARRANT  
TOWN OF  
PEMBROKE.  
OCT. 11, 1927.

Ordered, that there be paid from the Treasury of the Town of Pembroke the sums named to the following named persons as awards for land damage under Decree No. 717 for the relocation of Center Street in said town:-

Caesar Armadeo et al.	\$5.50
City of Brockton	82.00
Charles C. Rogers	30.00
Mary E. Marsh	50.00
William I. Smallman	2.00
Jessie Torrey	3.00
Chester H. Kelley	4.00
Theodore I. Hall	5.50
Owner unknown	2.00
Perley C. Reed	138.00
Hattie L. Ellis	30.00
Montcalm E. Reed	219.00
Henry N. Magoun	25.00
Albert A. Colley et ali.	75.00
Edward F. Drake	28.00
Fred W. Snow	19.00
Almon A. Belcher et ux.	22.00
Mark A. Manley	7.00
Daniel J. Hayes	57.00
Alfred Anderson	7.50
Lucy W. Hewitt	2.00
Elmer O. Norris et ux.	10.00
Gussie A. Solari	23.50
Jeanette H. Russell	149.00
Fred S. Gorham	21.00
Joseph T. Ford	8.00
Fred White	2.00
Ira F. Porter	2.00
Ira F. Bealow	1.00
George F. Lawley	5.00
E. Florence Bartlett	2.00
United Cape Cod Cranberry Company	103.00
Ella F. Donnell	13.00
Edward Burchette	7.00
Estelle P. S. Clark	10.00
Lot Phillips Co.	11.00
E. Elmer Haskell	30.00
Helmi Kaski et al.	1.00
John Haynes	20.00
Fannie M. Anderson	7.00
Thomas Toivanen	7.00
Edith Toivanen	10.00
Fred H. Curtis	4.00
Gustave C. Lepine	7.00
Andrew Anderson	0.50
Sophia Hyatt	16.00
Robert H. Peacock	2.00
Catherine M. Curtis	15.00
Gilbert H. West	4.00
Roberta Jolly et al.	3.00
Frank P. Whitcomb	21.00
Helen P. Holmes	3.00
Nora Crossley	15.00
Adelaide Josselyn	18.00

Total .....\$1364.50

Frederic T. Bailey	)	
Jere B. Howard	)	
Charles S. Beal	)	County
	)	Commissioners.



Ordered, that there be paid from the County Treasury to the Treasurer of the town of Pembroke the sum of \$682.25, one half the amount of land damage payable from the Treasury of said town under Decree No.717 for the relocation of Center Street in said town.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

ORDER  
TOWN OF  
PEMBROKE.  
OCT.11,1927.

Ordered, that there be paid from the Treasury of the Town of Hanson the sums named to the following named persons as awards for land damage under Decree No.718 for the relocation of Indian Head Street in said town:-

Fulgence Aubert \$14.00  
United Cape Cod Cranberry Co. 2.00  
Harriet N. Shurtleff 13.00  
James Myers 50.00  
Total ..... \$79.00

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

WARRANT  
TOWN OF  
HANSON.  
OCT.18,1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the town of Hanson the sum of \$39.50, one half the amount of land damage payable from the Treasury of said town under Decree No.718 for the relocation of Indian Head in said town.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

ORDER  
TOWN OF  
HANSON.  
OCT.18,1927.

SELECTMEN OF  
PEMBROKE  
OCT. 11, 1927.  
NO. 717.

On the petition of the Selectmen of the town of Pembroke presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the fifteenth day of March in the year of our Lord nineteen hundred and twenty-seven, representing that the highway in said town known as Center Street, between Mattakesett Street and the Halifax town line, is narrow, crooked and inconvenient for public travel and in need of specific repair or relocation, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Town Hall, in Pembroke, in said County, on the fifteenth day of April A.D. 1927, at two o'clock in the afternoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the eleventh day of October A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

TOWN OF PEMBROKE

DECREE NO. 717.

CENTER STREET

Easterly Line.

Beginning at a concrete monument marking the point of curvature in or near the Town Line between the Town of HALIFAX and the Town of PEMBROKE and continuing by a curve to the left whose radius is seven hundred thirty-five (735) feet by land of Caesar Amadeo et al. and land of the City of Brockton three hundred eighteen and fifty-seven hundredths (318.57) feet to a concrete monument at the point of tangency thence north 2° 16' 50" west by said land of the City of Brockton five hundred fifty-one and ten hundredths (551.10) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred (700) feet by said land of the City of Brockton four hundred four and two hundredths (404.02) feet to a concrete monument at the point of tangency thence north 30° 47' 10" east by said land of the City of Brockton, by land of Charles

C. Rogers, by the highway by land of F. Forest Harding and by other land of the City of Brockton eight hundred twelve and seventy-five hundredths (812.75) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by said land of the City of Brockton two hundred thirty-eight and ninety-six hundredths (238.96) feet to a concrete monument at the point of tangency thence north  $17^{\circ} 5' 50''$  east by said land of the City of Brockton and land of Mary E. Marsh, crossing a right of way of the Brockton Water Works seven hundred twenty-three and thirty hundredths (723.30) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of said Marsh, land of William I. Smallman and a private way called WASHINGTON STREET three hundred fourteen and seventy-nine hundredths (314.79) feet to a concrete monument at the point of tangency thence north  $35^{\circ} 8'$  east by said private way, WASHINGTON STREET, land of Jessie Torrey, land of Chester H. Kelley, crossing LEACH STREET, a private way, and by land of Theodore I. Hall two hundred sixty-four and eighty-seven hundredths (264.87) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Hall, crossing HOWLAND STREET, a private way, by land of Joseph S. Carter, crossing MATTAKESETT STREET, a private way, land of owner unknown and land of Perley C. Reed four hundred fifteen and forty-four hundredths (415.44) feet to a concrete monument at the point of tangency thence north  $11^{\circ} 19' 50''$  east by land of Perley C. Reed and by the highway thirteen hundred ninety-five and four hundredths (1395.04) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifteen hundred (1500) feet by the highway, by land of said Reed and by land of Hattie L. Ellis five hundred nine and thirty-four hundredths (509.34) feet to a concrete monument at the point of reverse curvature thence by a curve to the right whose radius is eighty-six and eighty-three hundredths (86.83) feet by land of said Ellis one hundred thirty-nine and forty hundredths (139.40) feet to a concrete monument at the point of tangency on the southerly side of PLAIN STREET.

Thence beginning again at a concrete monument marking the point of curvature on the northerly side of PLAIN STREET, said concrete monument bearing north  $11^{\circ} 42' 30''$  west and being distant fifty and twenty-six hundredths (50.26) feet from the last-mentioned concrete monument and continuing by a curve to the right whose radius is ninety and ninety hundredths (90.90) feet by land of Montcalm E. Reed one hundred thirty-nine and twenty-one hundredths (139.21) feet to a concrete monument at the point of compound curvature thence by a curve to the right whose radius is four hundred fifty

(450) feet by land of said Reed and by the highway three hundred fifty-three and twenty-nine hundredths (353.29) feet to a concrete monument at the point of tangency thence north  $36^{\circ} 51' 30''$  east by the highway and by land of said Reed and by land of Henry N. Magoun eight hundred seventy-five and twenty-seven hundredths (875.27) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is two thousand (2000) feet by land of said Magoun, land of Albert A. Colley et ali. by the highway and again by land of said Colley et ali. three hundred eighty-five and ninety-one (385.91) feet to a concrete monument at the point of tangency thence north  $25^{\circ} 48' 10''$  east by land of said Colley et ali. three hundred sixty and ninety-nine hundredths (360.99) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Colley et ali. two hundred eighty-one and eighty-two hundredths (281.82) feet to a concrete monument at the point of tangency thence north  $9^{\circ} 39' 20''$  east by land of said Colley et ali. one hundred forty-three and sixty-one hundredths (143.61) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is nine hundred (900) feet still by land of said Colley et ali. two hundred ninety-five and eighteen hundredths (295.18) feet to a concrete monument at the point of tangency thence north  $28^{\circ} 26' 50''$  east still by land of said Colley et ali. four hundred thirty-six and seventy-three hundredths (436.73) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred (700) feet by land of said Colley et ali. and land of Edward F. Drake four hundred fifty-eight and eight hundredths (458.08) feet to a concrete monument at the point of tangency thence north  $65^{\circ} 56' 30''$  east by land of said Drake and land of Fred W. Snow two hundred forty-seven and ninety-one hundredths (247.91) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifteen hundred (1500) feet by land of said Snow, by the highway and again by land of said Snow three hundred two and seventy four hundredths (302.74) feet to a concrete monument at the point of tangency thence north  $54^{\circ} 22' 40''$  east by land of said Snow and land of Almon A. Belcher et ux. three hundred ten and two hundredths (310.02) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Belchers two hundred seventy-one and twenty-four hundredths (271.24) feet to a concrete monument at the point of tangency thence north  $38^{\circ} 49' 10''$  east by land of said Belchers two hundred thirty-eight and ten hundredths (238.10) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one hundred fifty (150) feet still by land of said Belchers one



hundred twenty-four and forty-four hundredths (124.44) feet to a concrete monument at the point of tangency on the southerly side of MILL STREET.

Thence beginning again at the concrete monument marking the point of curvature on the northerly side of MILL STREET, said concrete monument bearing north  $49^{\circ} 47'$  east and being distant sixty-seven and thirteen hundredths (67.13) feet from the last-mentioned concrete monument and continuing by a curve to the right whose radius is thirty (30) feet by land of Mark A. Manley seventy-one and fifty hundredths (71.50) feet to a concrete monument at the point of tangency thence north  $42^{\circ} 54' 40''$  east by land of said Manley and by the highway two hundred eighty-one (281) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by the highway and by land of Daniel J. Hayes three hundred sixty and seventy-five hundredths (360.75) feet to a concrete monument at the point of tangency thence north  $22^{\circ} 14' 30''$  east by the highway and by land of said Hayes one hundred ninety-four and eighty-one hundredths (194.81) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred (700) feet by land of said Hayes four hundred thirty-five and twenty-one hundredths (435.21) feet to a concrete monument at the point of tangency thence north  $57^{\circ} 51' 50''$  east by land of said Hayes, land of Alfred Anderson, land of Lucy W. Hewitt and land of Elmer O. Norris et ux. seven hundred seventy-seven and forty-one hundredths (777.41) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred (900) feet by land of said Norrises one hundred (100) feet to a concrete monument at the point of tangency thence north  $51^{\circ} 25' 50''$  east by land of said Norrises forty-six and forty-five hundredths (46.45) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is forty (40) feet still by land of said Norrises seventy-three and ninety hundredths (73.90) feet to a concrete monument at the point of tangency on the southerly side of HOBOMOCK STREET.

Thence beginning again at a concrete monument marking the point of curvature on the northerly side of HOBOMOCK STREET, said concrete monument bearing north  $70^{\circ} 56'$  east and being distant seventy-seven and fifty-six hundredths (77.56) feet from the last-mentioned concrete monument and continuing by a curve to the right whose radius is four hundred (400) feet by land of Gussie A. Solari two hundred sixteen and forty-two hundredths (216.42) feet to a concrete monument at the point of tangency thence north  $27^{\circ} 35' 30''$  east by land of said Solari, land of Joseph J. Shepherd and land of Jeanette H. Russell fifteen hundred ninety-seven and thirty-seven hundredths (1597.37) feet to a concrete monument at the point of curvature

thence by a curve to the left whose radius is one thousand (1000) feet by land of said Russell and land of Fred S. Gorham one hundred ninety-eight and eighty-seven hundredths (198.87) feet to a concrete monument at the point of tangency thence north  $16^{\circ} 11' 50''$  east by land of said Gorham and other land of Jeanette H. Russell two hundred thirty-nine and five hundredths (239.05) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seventy-five and seventy hundredths (75.70) feet still by land of said Russell one hundred thirty-two and twelve hundredths (132.12) feet to a concrete monument at the point of tangency on the southerly side of MOUNTAIN AVENUE.

Thence beginning again at a concrete monument marking the point of curvature on the northerly side of MOUNTAIN AVENUE, said concrete monument bearing north  $1^{\circ} 7'$  west and being distant forty-five and eighteen hundredths (45.18) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is one hundred twenty (120) feet by land of Jeanette H. Russell one hundred forty-six and sixty-seven hundredths (146.67) feet to a concrete monument at the point of tangency thence north  $6^{\circ} 13' 40''$  east by land of said Russell four hundred thirty-three and fifty-seven hundredths (433.57) feet to a concrete monument at an angle; north  $2^{\circ} 28' 10''$  east by land of said Russell five hundred forty-one and eighty-five hundredths (541.85) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of said Russell and land of Joseph T. Ford one hundred eighty-three and seventy-nine hundredths (183.79) feet to a concrete monument at the point of tangency thence north  $13^{\circ}$  east by the highway, by land of said Ford and land of Fred White two hundred eighty-five and seventy-eight hundredths (285.78) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is one thousand (1000) feet by land of said White and land of Ira F. Porter one hundred eighty-five and ten hundredths (185.10) feet to a drill hole at the point of tangency thence north  $21^{\circ} 47' 40''$  east by land of said Porter and land of Joseph J. Shepherd one hundred thirty and two tenths (130.2) feet to the face of a stone post, it being the end of the layout.

CENTER STREET

Westerly Line.

Beginning at a concrete monument in or near the Town Line between the Town of HALIFAX and the Town of PEMBROKE thence north  $22^{\circ} 33' 10''$  east by land of Caesar Amadeo et al. twenty-three (23) feet to the point of curvature thence by a curve to the left whose radius is six hundred eighty-five (685) feet by land of said Amadeo et al. and land of the City of Brock-

ton two hundred ninety-six and eighty-seven hundredths (296.87) feet to a concrete monument at the point of tangency thence north  $2^{\circ}16' 50''$  west by said land of the City of Brockton five hundred fifty-one and ten hundredths (551.10) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred fifty (750) feet by said land of the City of Brockton, by the highway and by other land of the City of Brockton four hundred thirty-two and eighty-eight hundredths (432.88) feet to a concrete monument at the point of tangency thence north  $30^{\circ} 47' 20''$  east by land of the City of Brockton, by the highway, by land of Ira F. Bealow, crossing FISH STREET, a private way, by land of George F. Lawley and land of Mary E. Marsh eight hundred twelve and seventy-five hundredths (812.75) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Marsh, land of E. Florence Bartlett and by other land of said Marsh two hundred twenty-seven and one hundredths (227.01) feet to a concrete monument at the point of tangency thence north  $17^{\circ} 5' 50''$  east by land of said Marsh, crossing a right of way of the Brockton Water Works and by land of the United Cape Cod Cranberry Company seven hundred twenty-three and thirty hundredths (723.30) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is ten hundred fifty (1050) feet by land of said Company and by land of Ella F. Donnell three hundred thirty and fifty-three hundredths (330.53) feet to a concrete monument at the point of tangency thence north  $35^{\circ} 8'$  east by the highway two hundred sixty-four and eighty-seven hundredths (264.87) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by the highway and again by land of said Donnell three hundred eighty-four and sixty-seven hundredths (384.67) feet to a concrete monument at the point of tangency thence north  $11^{\circ} 19' 50''$  east by land of said Donnell, by the highway, by land of Perley C. Reed, again by the highway and by land of the United Cape Cod Cranberry Company thirteen hundred ninety-five and four hundredths (1395.04) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fourteen hundred fifty (1450) feet by land of said Company, land of Fred W. Snow and by the highway four hundred ninety-two and thirty-six hundredths (492.36) feet to a concrete monument at the point of compound curvature thence by a curve to the left whose radius is ninety-one (91) feet by the highway and by land of Edward Burchette one hundred forty-three and fifty-nine hundredths (143.59) feet to a concrete monument at the point of tangency on the southerly side of SCHOOL STREET.

Thence beginning again at a concrete monument marking the point of curvature on the northerly side of SCHOOL STREET said concrete monument bear-

ing north  $1^{\circ} 3' 20''$  west and being distant fifty and forty-seven hundredths (50.47) feet from last-mentioned concrete monument and continuing by a curve to the left whose radius is eighty-six and sixty-five hundredths (86.65) feet by land of said Burchette and by the highway one hundred thirty-five and forty-nine hundredths (135.49) feet to a concrete monument at the point of reverse curvature thence by a curve to the right whose radius is five hundred (500) feet by the highway and by land of Perley C. Reed three hundred ninety-two and fifty-five hundredths (392.55) feet to a concrete monument at the point of tangency thence north  $36^{\circ} 51' 30''$  east by land of said Reed and land of Henry N. Magoun seven hundred ninety-one and thirty-six hundredths (791.36) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is thirty (30) feet still by land of said Magoun seventy-four and nine hundredths (74.09) feet to a concrete monument at the point of tangency on the southerly side of WEST STREET.

Thence beginning again at a concrete monument marking the point of curvature on the northerly side of WEST STREET, said concrete monument bearing north  $29^{\circ} 57'$  east and being distant fifty-six and eighteen hundredths (56.18) feet from the last-mentioned concrete monument and continuing by a curve to the left whose radius is two hundred forty-eight and sixty-five hundredths (248.65) feet by land of Henry N. Magoun and by land of Albert A. Colley et al. one hundred eighty-eight and twenty-nine hundredths (188.29) feet to a concrete monument at the point of compound curvature thence by a curve to the left whose radius is nineteen hundred fifty (1950) feet by land of said Colley et al. two hundred ten (210) feet to a concrete monument at the point of tangency thence north  $25^{\circ} 48' 10''$  east by land of said Colley et al. and by land of the United Cape Cod Cranberry Company three hundred sixty and ninety-nine hundredths (360.99) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Company two hundred sixty-seven and seventy-three hundredths (267.73) feet to a concrete monument at the point of tangency thence north  $9^{\circ} 39' 20''$  east by land of said Company one hundred forty-three and sixty-one hundredths (143.61) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is nine hundred fifty (950) feet still by land of said Company three hundred eleven and fifty-eight hundredths (311.58) feet to a concrete monument at the point of tangency thence north  $28^{\circ} 26' 50''$  east by land of said Company and land of Estelle P. Stuart Clark four hundred thirty-six and seventy-three hundredths (436.73) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred fifty (750) feet by land of said Clark and by the highway four hundred ninety and eighty-one hundredths (490.81) feet to a concrete monument at the

point of tangency thence north  $65^{\circ} 56' 30''$  east by land of said Clark and land of Lot Phillips Company two hundred forty-seven and ninety-one hundredths (247.91) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fourteen hundred fifty (1450) feet by land of said Lot Phillips Company and land of E. Elmer Haskell two hundred ninety-two and sixty-five hundredths (292.65) feet to a concrete monument at the point of tangency thence north  $54^{\circ} 22' 40''$  east by land of said Haskell three hundred ten and two hundredths (310.02) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Haskell and land of Helmi Kaski et al. two hundred fifty-seven and sixty-eight hundredths (257.68) feet to a concrete monument at the point of tangency thence north  $38^{\circ} 49' 10''$  east by land of said Kaski et al. and land of John Haynes two hundred eighty-two and sixty-four hundredths (282.64) feet to a concrete monument at an angle; thence north  $42^{\circ} 54' 40''$  east by land of said Haynes and land of Fannie M. Anderson four hundred forty-one and twenty-seven hundredths (441.27) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Anderson and land of Fred W. Snow three hundred forty-two and seventy-one hundredths (342.71) feet to a concrete monument at the point of tangency thence north  $22^{\circ} 14' 30''$  east by land of said Snow one hundred ninety-four and eighty-one hundredths (194.81) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is seven hundred fifty (750) feet by land of said Snow, by the highway, crossing the Herring Brook and by land of Thomas Toivanen four hundred sixty-six and thirty hundredths (466.30) feet to a concrete monument at the point of tangency thence north  $57^{\circ} 51' 50''$  east by land of said Toivanen, land of Alfred Anderson and land of Edith Toivanen seven hundred seventy-seven and forty-one hundredths (777.41) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eight hundred fifty (850) feet by land of said Edith Toivanen, land of Fred H. Curtis, and land of Gussie A. Solari four hundred forty-nine and two hundredths (449.02) feet to a concrete monument at the point of tangency thence north  $27^{\circ} 35' 30''$  east by land of said Solari, land of Gustave C. Lepine, land of Andrew Anderson, land of Sophia Hyatt, land of Robert H. Peacock, land of Catherine M. Curtis, land of Gilbert H. West, land of Roberta Jolly et al. other land of Gilbert H. West and land of Frank P. Whitcomb fifteen hundred fifty-two and thirty hundredths (1552.30) feet to a drill hole at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Whitcomb and land of Helen P. Holmes one hundred eighty-eight and ninety-three hundredths (188.93) feet to a drill hole at the point of tangency

thence north  $16^{\circ} 11' 50''$  east by land of said Holmes two hundred thirty-nine and five hundredths (239.05) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Holmes and land of Harris Ramsdell one hundred sixty-five and thirty hundredths (165.30) feet to a concrete monument at the point of tangency thence north  $6^{\circ} 13' 40''$  east by land of said Ramsdell and land of Jeanette H. Russell four hundred seventy-three and sixty-two hundredths (473.62) feet to a concrete monument at an angle; thence north  $2^{\circ} 28' 10''$  east by land of said Russell five hundred thirty-nine and thirty-four hundredths (539.34) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is ten hundred fifty (1050) feet by land of said Russell and land of Nora Crossley one hundred ninety-two and ninety-eight hundredths (192.98) feet to a concrete monument at the point of tangency thence north  $13^{\circ} 0'$  east by land of said Crossley and land of Adelaide Josselyn three hundred twenty-five (325) feet to a concrete monument at an angle; thence north  $8^{\circ} 36' 30''$  east by land of said Josselyn one hundred seventy-three and ninety-seven hundredths (173.97) feet to an iron pipe in the southerly line of MATTAKEESETT STREET, according to the lay out of 1919 said iron pipe marking the end of the present layout.

Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor.

If walls and fences are moved the work will be done without expense to owners.

Intersecting streets or private ways are not discontinued under this decree.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of November A.D., 1927.

The inhabitants of the town of Pembroke aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the fourteenth day of June A.D., 1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Caesar Armadeo et al.	1000	sq.ft.	\$2.50
City of Brockton	1450	" "	3.00
" " "	18800	" "	40.00
Charles C. Rogers	6860	" "	30.00
City of Brockton	6400	" "	22.00
Mary E. Marsh	11600	" "	30.00
William I. Smallman	500	" "	2.00
Jessie Torrey	800	" "	3.00
Chester H. Kelley	1150	" "	4.00
Theodore I. Hall	840	" "	3.00
" " "	640	" "	2.50
Unknown	500	" "	2.00
Perley C. Reed	47100	" "	120.00
" " "	600	" "	3.00
Hattie L. Ellis	6000	" "	30.00
Montcalm E. Reed	11000	" "	50.00
" " "		21 apple trees	168.00
" " "	200	" "	1.00
Henry N. Magoun	950	" "	3.00
" " "	480	" "	1.00
Albert A. Colley et ali.	180	" "	1.00
" " " " "	5750	" "	32.00
" " " " "	3450	" "	10.00
Edward F. Drake	4900	" "	28.00
Fred W. Snow	760	" "	3.00
Almon A. Belcher et ux.	4700	" "	22.00
Mark A. Manley	1440	" "	7.00
Daniel J. Hayes	1200	" "	7.00
" " "	9100	" "	50.00
Alfred Anderson	1000	" "	2.50
Lucy W. Hewitt	800	" "	2.00
Elmer O. Norris et ux.	1860	" "	10.00
Gussie A. Solari	100	" "	0.50
Jeanette H. Russell	2000	" "	13.00
Fred S. Gorham	3600	" "	21.00
Jeanette H. Russell	4100	" "	41.00
" " "	3830	" "	38.00
" " "	1000	" "	20.00
Joseph T. Ford	1000	" "	8.00
Fred White	100	" "	2.00
Ira F. Porter	100	" "	2.00
Caesar Armadeo et al.	1200	" "	3.00
City of Brockton	7500	" "	17.00
Ira F. Bealow	420	" "	1.00
George F. Lawley	2000	" "	5.00
Mary E. Marsh	5650	" "	19.00
E. Florence Bartlett	350	" "	2.00
Mary E. Marsh	450	" "	1.00
United Cape Cod Cranberry Company	1000	" "	3.00
Ella F. Donnell	3450	" "	13.00
United Cape Cod Cranberry Company	4660	" "	50.00
Fred W. Snow	200	" "	1.00
Edward Burchette	1150	" "	7.00
Perley C. Reed	4350	" "	15.00
Henry N. Magoun	6000	" "	21.00
Albert A. Colley et ali.	5480	" "	32.00
United Cape Cod Cranberry Company	5630	" "	25.00
" " " "	5000	" "	25.00
Estelle P. S. Clark	1500	" "	10.00
Lot Phillips Co.	3500	" "	11.00
E. Elmer Haskell	6900	" "	30.00
Helmi Kaski et al.	200	" "	1.00
John Haynes	3500	" "	20.00
Fannie M. Anderson	2000	" "	7.00
Fred W. Snow	3000	" "	15.00
Thomas Toivanen	1200	" "	7.00
Alfred Anderson	800	" "	5.00
Edith Toivanen	1650	" "	10.00
Fred H. Curtis	700	" "	4.00
Gussie A. Solari	3700	" "	23.00
Gustave C. Lepine	1340	" "	7.00
Andrew Anderson	100	" "	0.50
Sophia Hyatt	2500	" "	16.00
Robert H. Peacock	370	" "	2.00
Catherine M. Curtis	3300	" "	15.00
Gilbert H. West	750	" "	3.00
Roberta Jolly et al.	500	" "	3.00
Gilbert H. West	250	" "	1.00
Frank P. Whitcomb	3150	" "	21.00

Helen P. Holmes	500 sq.ft.	\$3.00
Jeanette H. Russell	4900 " "	37.00
Nora Crossley	1500 " "	15.00
Adelaide Josselyn	1800 " "	18.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Pembroke within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this eleventh day of October in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

F.L.LITCHFIELD

ET ALI.

OCT. 11, 1927.

NO. 715.

*Superseded and  
 rescinded by  
 Decree # 809  
 (Bk. 16 - P. 534)*

On the petition of Fred L. Litchfield and others presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the eighth day of March in the year of our Lord nineteen hundred and twenty-seven, that the County Commissioners change their proposed layout on the road beginning at Bruce Fletcher's, going west, north of Fred Litchfield's house, and make the layout south of the house of Fred Litchfield, with the necessary changes on the west side of Summer Street in the town of Scituate, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Old School House, Clapp Road, in said Scituate, on the fifteenth day of April A.D. 1927, at 10.30 o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And they continue and adjourn said proceedings from time to time for further consideration and to make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the eleventh day of



October A.D.1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

No changes in the lines of Clapp Road and Summer Street as established under Decree No.712 are to be made under this decree, but the time within which the said work shall be completed is hereby extended to the fifteenth day of April A.D.1929.

And said Commissioners order that the foregoing return be filed, accepted and recorded and that an attested copy thereof be transmitted to the Clerk of the town of Scituate within the limits of which said highway described therein lies.

Mr. William L. Sprague, Associate County Commissioner, acted in place of Mr. Frederic T. Bailey, County Commissioner, in consideration of all matters and things pertaining to said decree, said Bailey being a resident of said Scituate.

In Witness whereof, the said County Commissioners have hereunto set their hands this eleventh day of October in the year of our Lord nineteen hundred twenty-seven.

Jere B. Howard )  
Charles S. Beal ) County Commissioners.  
William L. Sprague ) Associate Commissioner.

Ordered that there be paid from the County Treasury to the Estate of Alice Tobey Jones the sum of \$58.33 to correct error on rent which occurred in 1924, charging the same to outstanding liabilities.

ORDER  
ESTATE OF  
A.T.JONES  
OCT.18,1927.

Jere B. Howard )  
Charles S. Beal ) County Commissioners.

Ordered that there be paid from the County Treasury to Elizabeth Fillebrown of Plympton the sum of Five Hundred Dollars (\$500.00) for and on account of the taking of land on Main Street in the Town of Plympton under Decree No.674, as modified by Decree No.726.

ORDER  
E.FILLEBROWN  
OCT.18,1927.

Frederic T. Bailey )  
Jere B. Howard ) County Commissioners.  
Charles S. Beal )

ORDER  
AMENDED AWARD  
DECREE NO. 688.  
OCT. 18, 1927.

Ordered that the award made to Charles Bunting, Main Street, Marshfield, under Decree No. 688, for Parcel #76, \$24.70, be amended to read "Walker Whiting", he being the owner of record at the time of taking.

Jere B. Howard )  
                          ) County  
Charles S. Beal    ) Commissioners.

SELECTMEN OF  
PLYMPTON.  
OCT. 18, 1927.  
NO. 726.

On the petition of the Selectmen of the town of Plympton, presented to the County Commissioners of Plymouth County at their meeting holden at Plymouth on the thirteenth day of September in the year of our Lord nineteen hundred and twenty-seven, representing that the town of Plympton by vote requests a modification of the decree numbered 674 of the County Commissioners establishing and relocating Main Street in said town, by making a single entrance into County Street in said town instead of the forked entrance as ordered in said decree, and discontinuing such parts of Main Street as will not be needed on account of such changes, and affirming the lines of said decree as amended, and for such further orders and decrees as public necessity and convenience may require, reference being had to the petition filed of record in the case.

The County Commissioners, pursuant to an order of notice duly published, posted and served, by which all persons and corporations interested had due notice thereof, met to view the premises at the Court House, in Plymouth in said County, on the eighteenth day of October A.D. 1927, at ten o'clock in the forenoon, and after viewing the premises and hearing all persons and corporations who desired to be heard, they adjudicate and determine that common convenience and necessity require that the prayer of said petition be granted as hereafter set forth; no person or corporation then or at any other time objecting thereto.

And make return thereof, all persons and corporations interested having due notice thereof, to a meeting of the County Commissioners held at the Court House at Plymouth on the eighteenth day of October A.D. 1927, when and where they proceed to complete said proceedings and make return thereof as follows, to wit:-

Westerly Line.

Beginning at an iron pipe on the southerly side of County Road, said bound being S. 52° 44' E. eighty-six and forty-six hundredths (86.46) feet from an angle point at station 43+26.67 of the Massachusetts highway

base line of said County Road, thence by a curve to the right, the radius being one hundred ninety-two (192) feet, a distance of two hundred sixty-seven and one hundredth (267.01) feet to a cement bound and point of tangent, thence S. 10° 08' W. four hundred twenty-four and thirty-four hundredths (424.34) feet to a cement bound and angle point, thence S. 14° 49' W. ninety-seven and seventy-one hundredths (97.71) feet to an angle point, thence S. 5° 50' W. one hundred sixty-three and fifty-five hundredths (163.55) feet in or near the present street line to a cement bound and angle point said bound being sixty-two (62) feet from the northeast corner and forty-six (46) feet from the southeast corner of W. F. Templin's dwelling thence S. 9° 10' E. two hundred sixty-seven and seventy-five hundredths (267.75) feet to a cement bound thence S. 10° 41' E. five hundred sixty-four (564) feet to a cement bound in point of curve thence by a curve to the right the radius being one thousand two hundred eleven (1211) feet a distance of three hundred seventy-six and ninety-one hundredths (376.91) feet to a cement bound in point of tangent thence S. 7° 09' W. one hundred fifty-eight and forty hundredths (158.40) feet to a cement bound in point of curve thence by a curve to the right the radius being nine hundred fifty-four and twenty-five hundredths (954.25) feet a distance of two hundred ninety-seven and fifty-five hundredths (297.55) feet to cement bound and point of tangent said bound being seventy-nine (79) feet from the northwest corner and sixty-two and eighty hundredths (62.80) feet from the southeast corner of M. W. Gould's barn thence S. 21° 01' W. four hundred fifty-nine and four tenths (459.4) feet to a cement bound and point of curve said bound being one hundred three and four tenths (103.4) feet from the southwestern corner and eighty-two and forty-six hundredths (82.46) feet from the southeasterly corner of the house of Benjamin A. Martin thence by a curve to the right the radius being seven hundred two and sixty-three hundredths (702.63) feet a distance of one hundred ninety-eight and sixty-six hundredths (198.66) feet to a cement bound and point of tangent thence S. 41° 13' W. one hundred thirty-seven and seven tenths (137.7) feet to a cement bound and point of curve thence by a curve to the left the radius being six hundred forty-nine and seven tenths (649.7) feet a distance of one hundred ninety-eight and forty-three hundredths (198.43) feet to a cement bound and point of tangent thence S. 23° 43' W. seventy-seven and ninety-five hundredths (77.95) feet to a cement bound and point of curve on the northerly side of Crossway Street thence by a curve to the right the radius being eighty-one and sixty-two hundredths (81.62) feet a distance of ninety-nine and eighty-four hundredths (99.84) feet to a cement bound and point of tangent thence S. 23° 43' W. crossing Crossway Street forty-two and fifty-nine hundredths (42.59) feet to a cement

bound and point of curve on the southerly side of said street thence by a curve to the right the radius being forty (40) feet a distance of seventy-six and eighty-five hundredths (76.85) feet to a cement bound and point of tangent thence S. 23° 43' W. one hundred ninety-one and sixty-nine hundredths (191.69) feet to a cement bound and point of curve thence by a curve to the left the radius being eight hundred twenty-three and thirty hundredths (823.30) feet a distance of three hundred five and eighty-one hundredths (305.81) feet to a cement bound and point of tangent said stone being one hundred five and fifty hundredths (105.50) feet from the southeasterly corner of Charles B. Perkins' barn thence S. 2° 26' W. four hundred forty and sixty-one hundredths (440.61) feet to a cement bound and angle point thence S. 2° 12' E. four hundred forty-five and sixty-one hundredths (445.61) feet to a cement bound and point of curve said bound being twenty and thirty hundredths (20.30) feet from the southeasterly corner and forty-four (44) feet from the northeasterly corner of Manuel Benevides' barn it also being fifty-six and sixty hundredths (56.60) feet from the northeasterly corner of the piazza of said Benevides' house thence by a curve to the left the radius being seven hundred eighty-eight and seventy-seven hundredths (788.77) feet a distance of one hundred fifty-four and forty-one hundredths (154.41) feet to a cement bound and point of tangent thence S. 13° 25' E. a distance of three hundred fifty-five and eighty hundredths (355.80) feet to a cement bound and point of curve thence by a curve to the right the radius being two hundred sixty-three and sixty-five hundredths (263.65) feet a distance of two hundred sixty-six and eighty-nine hundredths (266.89) feet to a cement bound and point of tangent said bound being sixty-six and twenty hundredths (66.20) feet from the southwesterly corner and sixty-seven and twenty hundredths (67.20) feet from the southeasterly corner of the barn of Francis A. Partridge thence S. 44° 35' W. a distance of eleven hundred eight and eleven hundredths (1108.11) feet to a cement bound and angle point thence S. 43° 48' W. a distance of twelve hundred thirty-three and fifty-six hundredths (1233.56) feet to a cement bound and point of curve said bound being sixty-eight and fifty hundredths (68.50) feet from the southeasterly corner of Sally L. Hammond's dwelling house thence by a curve to the right the radius being seven hundred thirty-three and nine hundredths (733.09) feet a distance of one hundred forty-four and fifty-seven hundredths (144.57) feet to a cement bound and point of tangent said point being fifty-four and fifty hundredths (54.50) feet from the southwesterly corner and seventy-eight and seventy hundredths (78.70) feet from the southeasterly corner of said Sally L. Hammond's dwelling house thence S. 55° 06' W. five hundred eighteen and forty-five hundredths (518.45) feet to a cement bound and point of curve thence by a curve to the left the radius being five hun-

dred eleven and forty-four hundredths (511.44) feet a distance of two hundred seven and thirty-seven hundredths (207.37) feet to cement bound and point of tangent thence S.  $31^{\circ} 52'$  W. three hundred thirty-six and sixty hundredths (336.60) feet to a cement bound and point of curve said bound being seventy-two and fifty hundredths (72.50) feet from the northeasterly corner and forty-eight (48) feet from the southeasterly corner of Alexander C. Wright's dwelling house thence by a curve to the right the radius being forty (40) feet a distance of sixty-nine and sixty-seven hundredths (69.67) feet to a point in the facewall on the northerly side of Center Street thence S.  $23^{\circ} 01'$  W. crossing Center Street forty-two and sixteen hundredths (42.16) feet to a cement bound and point of curve on the southerly side of Center Street thence by a curve to the right the radius being forty (40) feet a distance of fifty-nine and seventy-seven hundredths (59.77) feet to a cement bound and point of tangent said bound being twenty-five (25) feet from the northeasterly corner and twenty-nine and five hundredths (29.05) feet from the southeasterly corner of the dwelling house of Harriet Fillebrown thence S.  $37^{\circ} 17'$  W. forty-five and thirty hundredths (45.30) feet to a cement bound and point of curve said bound being forty (40) feet from the southeasterly corner of said Fillebrown's dwelling house thence by a curve to the right the radius being twenty-three hundred and sixty-seven (2367) feet a distance of four hundred ninety-two and ninety-seven hundredths (492.97) feet to a cement bound and point of tangent thence S.  $49^{\circ} 13'$  W. a distance of eight hundred ninety-one and thirty hundredths (891.30) feet to a cement bound and point of curve said bound being two hundred three and seventy-five hundredths (203.75) feet from the southwesterly corner of the dwelling house of Helen E. and G. W. Shaw thence by a curve to the left the radius being three hundred eighty-two and twenty-seven hundredths (382.27) feet a distance of one hundred six and thirty-one hundredths (106.31) feet to a cement bound and point of tangent thence S.  $33^{\circ} 17'$  W. a distance of six hundred eighty-seven and sixty-five hundredths (687.65) feet to a cement bound and point of curve thence by a curve to the left the radius being three hundred seventy-two and ninety-five hundredths (372.95) feet a distance of one hundred forty-two and twelve hundredths (142.12) feet to a cement bound and point of tangent thence S.  $11^{\circ} 27'$  W. two hundred twenty and twenty-seven hundredths (220.27) feet to a cement bound and point of curve at the northerly side of Palmer Road thence by a curve to the right the radius being forty (40) feet a distance of seventy-six and twenty-seven hundredths (76.27) feet to a cement bound and point of tangent on the northerly side of said Palmer Road thence S.  $11^{\circ} 27'$  W. across Palmer Road forty-two and thirty-seven hundredths (42.37) feet to a cement bound and point of curve on the southerly side of said Palmer Road thence by a curve to the right the radius being

seventy-nine and thirty-six hundredths (79.36) feet a distance of ninety-eight (98) feet to a cement bound and point of tangent thence S.  $11^{\circ} 27'$  W. one hundred fifteen and sixty-two hundredths (115.62) feet to a cement bound and angle point said bound being sixty-two and eighty hundredths (62.80) feet from the northeasterly corner and eighty-four and sixty-eight hundredths (84.68) feet from the northwesterly corner of the library building thence S.  $8^{\circ} 37'$  W. two hundred seventy and forty-six hundredths (270.46) feet to a cement bound and angle point thence S.  $9^{\circ} 25'$  W. seven hundred fifty-eight and one tenth (758.1) feet to a cement bound and angle point said point being sixteen and seventy-two hundredths (16.72) feet from the southeasterly corner of the store building of Elmer M. Loring and fifty-eight (58) feet from the northeasterly corner of Grange Hall thence S.  $0^{\circ} 49'$  E. fifty-seven and seventy hundredths (57.70) feet to a cement bound and point of curve said bound being sixty-three and twenty hundredths (63.20) feet from the northeasterly corner and fifty-eight and eighty hundredths (58.80) feet from the southeasterly corner of said Grange Hall thence by a curve to the right the radius being forty (40) feet a distance of sixty-six and nine hundredths (66.09) feet to a cement bound and point of tangent of the northerly side of said Elm Street thence S.  $0^{\circ} 49'$  E. crossing Elm Street forty and thirteen hundredths (40.13) feet to a cement bound and point of curve on the southerly side of said Elm Street said bound being fifty-three and one tenth (53.1) feet from the northwesterly corner and fifty-seven and one tenth (57.1) feet from the northeasterly corner of the dwelling house of Emily Walton thence by a curve to the right the radius being forty-seven and eight hundredths (47.08) feet a distance of seventy and twelve hundred (70.12) feet to a cement bound and point of tangent said bound being twenty-one and ninety-nine hundredths (21.99) feet from the northeasterly corner and forty-four and sixty-three hundredths (44.63) feet from the southeasterly corner of said Walton's dwelling house thence S.  $0^{\circ} 49'$  E. one hundred sixty-nine and thirty-seven hundredths (169.37) feet to a cement bound and point of curve said bound being twenty-four and five hundredths (24.05) feet from the southeasterly corner and forty and fifty-eight hundredths (40.58) feet from the southwesterly corner of said Walton's garage thence by a curve to the right the radius being one hundred thirty-five (135) feet a distance of one hundred nine and ninety-five hundredths (109.95) feet to a cement bound and point of tangent the northerly side of Parsonage Road thence S.  $18^{\circ} 38'$  W. crossing Parsonage Road eighty-seven and eighty hundredths (87.80) feet to a cement bound and point of curve on the southerly side of said road thence by a curve to the right the radius being forty and seventeen hundredths (40.17) feet a distance of ninety-four and seventy-nine hundredths (94.79) feet to a cement bound and point of tangent thence S.  $1^{\circ} 03'$  W.

seven hundred fifty-five and eighty hundredths (755.80) feet to a cement bound and point of curve thence by a curve to the right the radius being one thousand five and five hundredths (1005.05) feet a distance of two hundred sixty-one and ninety-six hundredths (261.96) feet to a cement bound and point of tangent thence S. 15° 59' W. in or near the present street line eleven hundred twenty-seven and forty hundredths (1127.40) feet to a cement bound and point of curve thence by a curve to the left the radius being eight hundred sixty-seven and eighty hundredths (867.80) feet a distance of two hundred four and ninety-seven hundredths (204.97) feet to a cement bound and point of tangent thence S. 2° 27' W. four hundred fifty-four and forty-three hundredths (454.43) feet to a cement bound and point of curve thence by a curve to the right the radius being eleven hundred and eighty hundredths (1100.80) feet a distance of one hundred forty-five and sixty-nine hundredths (145.69) feet to a cement bound and point of tangent thence S. 10° 2' W. four hundred fourteen and ten hundredths (414.10) feet to a cement bound and point of curve thence by a curve to the right the radius being five hundred eighty-two and fifty-three hundredths (582.53) feet a distance of one hundred forty-two and seventy-three hundredths (142.73) feet to a cement bound and point of tangent thence S. 24° 49' W. a distance of thirty-seven and thirty-six hundredths (37.36) feet to a cement bound and point of curve thence by a curve to the right the radius being forty (40) feet a distance of sixty-four and forty-one hundredths (64.41) feet to a cement bound and point of tangent on the northerly side of Winnetuxet River Road thence S. 45° 59' W. crossing said road forty-two and forty-two hundredths (42.42) feet to a cement bound and point of curve on the southerly side of said road said bound being sixty-nine and seventy-five hundredths (69.75) feet from the northwesterly corner and eighty-seven and twenty hundredths (87.20) feet from the northeasterly corner of the vacant house owned by M. L. Fuller thence by a curve to the right the radius being two hundred (200) feet a distance of one hundred ninety-two and forty-five hundredths (192.45) feet to a cement bound and point of tangent said bound being twenty and sixty-one hundredths (20.61) feet from the northeasterly corner and fifteen and thirty hundredths (15.30) feet from the southeasterly corner of said Fuller's barn thence S. 7° 47' E. forty-nine and one tenth (49.1) feet to a cement bound and point of curve thence by a curve to the right the radius being eight hundred eighty-six and fifty-five hundredths (886.55) feet a distance of three hundred eighty-two and ninety-six hundredths (382.96) feet to a cement bound and point of tangent thence S. 16° 58' W. five hundred eighty-three and sixty hundredths (583.60) feet to a cement bound and point of curve thence by a curve to the left the radius being ten hundred seventy-nine and fifty hundredths (1079.50) feet a distance of one hundred three and sixty-three

hundredths (103.63) feet to a cement bound and point of tangent thence S. 11° 28' W. a distance of ten hundred ninety-nine (1099) feet to a cement bound and point of curve thence by a curve to the right the radius being five hundred forty-two and eighteen hundredths (542.18) feet a distance of one hundred eighty-nine and twenty-five hundredths (189.25) feet to a cement bound and point of tangent on the northerly side of Montello Street thence S. 18° 15' W. crossing Montello Street one hundred seventy-six and forty-three hundredths (176.43) feet to a cement bound and point of curve on the southerly side of said Montello Street thence by a curve to the right the radius being forty (40) feet a distance of one hundred three and seventy-nine hundredths (103.79) feet to a cement bound and point of tangent thence S. 0° 08' W. six hundred seventy-seven and ninety-nine hundredths (677.99) feet to a cement bound at Plympton and Carver line.

Easterly Line.

Beginning at a stone bound on the southerly side of County Road, and the easterly side of Main Street as laid out by the County Commissioners said bound being S. 69° 32' E. three hundred forty-two and eighty-five hundredths (342.85) feet from the iron pipe on the westerly side of said street, thence by a curve to the left the radius being one hundred ten (110) feet a distance of forty-five and eighteen hundredths (45.18) feet to a stone bound, thence S. 21° W. four hundred nineteen and sixty-seven hundredths (419.67) feet to a stone bound, thence S. 12° 47' W. one hundred thirty-seven and sixty hundredths (137.60) feet to cement bound and point of curve, thence by a curve to the left the radius being thirteen hundred ninety-three and forty-six hundredths (1393.46) feet a distance of five hundred six and twenty-six hundredths (506.26) feet to a cement bound and point of tangent, thence S. 10° 41' E. five hundred sixty-four (564) feet to a cement bound and point of curve, thence by a curve to the right the radius being twelve hundred sixty-one (1261) feet a distance of three hundred ninety-two and forty-seven hundredths (392.47) feet to a cement bound and point of tangent said point being fifty-four and seven tenths (54.7) feet from the southwesterly corner forty-five and one tenth (45.1) from the northwesterly corner of the dwelling house of H. F. Brackett thence S. 7° 09' W. one hundred fifty-eight and forty hundredths (158.40) feet to a cement bound and point of curve thence by a curve to the right the radius being ten hundred four and twenty-five hundredths (1004.25) feet a distance of three hundred thirteen and fourteen hundredths (313.14) feet to a cement bound and point of tangent said bound being forty and seven tenths (40.7) feet from the southwesterly corner forty and fifty hundredths (40.50) feet from the northwesterly corner of John M. & Anna G. Flemister's house said bound also



being fifty (50) feet easterly from a cement bound marking a point of tangent on the westerly side of Main Street thence S.  $21^{\circ} 01'$  W. four hundred fifty-nine and four tenths (459.4) feet to a cement bound and point of curve thence by a curve to the right the radius being seven hundred fifty-two and sixty-three hundredths (752.63) feet a distance of two hundred twelve and eighty hundredths (212.80) feet to a cement bound and point of tangent thence S.  $41^{\circ} 13'$  W. one hundred thirty-seven and seven tenths (137.7) feet to a cement bound and point of curve said bound being thirty-nine and two tenths (39.2) feet from the southwesterly corner twenty-seven and four tenths (27.4) feet from the northwesterly corner of the dwelling house of Mrs. L. M. Felch thence by a curve to the left the radius being five hundred ninety-nine and seven tenths (599.7) feet a distance of one hundred eighty-three and sixteen hundredths (183.16) feet to a cement bound and point of tangent thence S.  $23^{\circ} 43'$  W. four hundred twenty-six and sixty-three hundredths (426.63) feet to a cement bound and point of curve thence by a curve to the left the radius being seven hundred seventy-three and thirty hundredths (773.30) feet a distance of two hundred eighty-seven and twenty-four hundredths (287.24) feet to a cement bound and point of tangent thence S.  $2^{\circ} 26'$  W. four hundred thirty-eight and fifty-nine hundredths (438.59) feet to a cement bound and angle point said bound being fifty and four hundredths (50.04) feet easterly from a bound on the westerly side of said Main Street thence S.  $2^{\circ} 12'$  E. four hundred forty-three and fifty-nine hundredths (443.59) feet to a cement bound and point of curve thence by a curve to the left the radius being seven hundred thirty-eight and seventy-seven hundredths (738.77) feet a distance of one hundred forty-four and sixty-two hundredths (144.62) feet to an ash tree and point of tangent thence S.  $13^{\circ} 25'$  E. four hundred forty-seven and sixty-eight hundredths (447.68) feet to a cement bound and point of curve thence by a curve to the left the radius being one hundred (100) feet a distance of one hundred twenty-four and thirty-two hundredths (124.32) feet to a cement bound and point of tangent on the northerly side of Ring Road thence S.  $68^{\circ} 23'$  W. crossing Ring Road eighty-five and eighty-three hundredths (85.83) feet to a stone bound thence by a curve to the left the radius being thirty-five and ninety hundredths (35.90) feet a distance of thirty-one and eighty-five hundredths (31.85) feet to a stone bound and point of tangent thence S.  $44^{\circ} 35'$  W. twelve hundred twenty-six and twenty-five hundredths (1226.25) feet to a point in or near the present street line thence S.  $43^{\circ} 48'$  W. twelve hundred sixty-eight and forty-four hundredths (1268.44) feet to a cement bound and point of curve thence by a curve to the left the radius being forty (40) feet a distance of ninety-five and eight hundredths (95.08) feet to a cement bound and point of tangent on the northerly side of Crescent Street thence S.  $58^{\circ} 59'$  W. crossing Crescent

Street eighty-three and seventy-two hundredths (83.72) feet to a cement bound and point of curve on the southerly side of said Crescent Street thence by a curve to the left the radius being three hundred seventy-four and seventy-nine hundredths (374.79) feet a distance of two hundred twelve and seventy hundredths (212.70) feet to a cement bound and point of tangent thence S. 55° 6' W. three hundred thirty-eight and sixty-six hundredths (338.66) feet to a cement bound and point of curve thence by a curve to the left the radius being four hundred sixty-one and forty-four hundredths (461.44) feet a distance of one hundred eighty-nine and fifty-four hundredths (189.54) feet to a cement bound and point of tangent thence S. 31° 52' W. three hundred eighty-six and forty-seven hundredths (386.47) feet to a cement bound and angle point said bound being thirty-nine and four tenths (39.4) feet from the northwesterly corner and fifty-six and seven tenths from the southwesterly corner of Plympton Town Hall thence S. 37° 17' W. one hundred twenty-four and eighty-two hundredths (124.82) feet to a cement bound and point of curve thence by a curve to the right the radius being twenty-four hundred seventeen (2417) feet a distance of five hundred three and thirty-nine hundredths (503.39) feet to a stone bound said bound being fifty (50) feet easterly of the cement bound on the westerly side of said street thence S. 49° 13' W. eight hundred ninety-one and thirty hundredths (891.30) feet to a cement bound and point of curve thence by a curve to the left the radius being three hundred thirty-two and twenty-seven hundredths (332.27) feet a distance of ninety-two and forty hundredths (92.40) feet to a cement bound and point of tangent said bound being eight and nine tenths (8.9) feet from the westerly corner twenty-nine and forty-five hundredths (29.45) feet from the northerly corner of the dwelling house of George E. Roberts thence S. 33° 17' W. six hundred eighty-seven and sixty-five hundredths (687.65) feet to a cement bound and point of curve thence by a curve to the left the radius being three hundred twenty-two and ninety-five hundredths (322.95) feet a distance of one hundred twenty-three and six hundredths (123.06) feet to a cement bound and point of tangent thence S. 11° 27' W. in or near the present street line of four hundred eighty-nine and sixty-five hundredths (489.65) feet to a cement bound and angle point said bound being fifty (50) feet easterly from a bound on the westerly side of said street thence S. 8° 37' W. two hundred sixty-nine and fifty-five hundredths (269.55) feet to a cement bound and angle point thence S. 9° 25' W. seven hundred fifty-three and ninety-nine hundredths (753.99) feet to a cement bound and angle point said bound being fifty and two tenths (50.2) feet easterly from a bound on the westerly side of said street thence S. 0° 49' E. three hundred forty-nine and ninety hundredths (349.90) feet to a cement bound and point of curve thence by a curve to the left the radius

being seventy-five (75) feet a distance of ninety-five and twenty-three hundredths (95.23) feet to a point in the northerly line of Mayflower Road thence S.  $42^{\circ}$  W. forty-four and thirty-four hundredths (44.34) feet to a cement bound and point of curve on the southerly side of Mayflower Road said bound being twelve and thirteen hundredths (12.13) feet from the northeasterly corner twelve and seventy hundredths (12.70) feet from the northwesterly corner of the house of Lester W. Durant thence by a curve to the left the radius being nineteen and five hundredths (19.05) feet a distance of thirty-five and four hundredths (35.04) feet to an ash tree and point of tangent thence S.  $1^{\circ} 03'$  W. eight hundred forty-three and forty-six hundredths (843.46) feet to a cement bound and point of curve thence by a curve to the right the radius being ten hundred fifty-five and five hundredths (1055.05) a distance of two hundred seventy-four and ninety-nine hundredths (274.99) feet to a cement bound and point of tangent thence S.  $15^{\circ} 59'$  W. eleven hundred twenty-seven and forty hundredths (1127.40) feet to a cement bound and point of curve thence by a curve to the left the radius being eight hundred seventeen and eighty hundredths (817.80) feet a distance of one hundred ninety-three and sixteen hundredths (193.16) feet to a cement bound and point of tangent thence S.  $2^{\circ} 27'$  W. five hundred thirty and seventy hundredths (530.70) feet to a cement bound and angle point thence S.  $10^{\circ} 2'$  W. seventeen and seventy-three hundredths (17.73) feet to a cement bound and point of curve thence by a curve to the left a radius of sixty (60) feet a distance of eighty and thirty-two hundredths (80.32) feet to a cement bound and point of tangent on the northerly side of Pleasant Street thence S.  $6^{\circ} 2'$  W. crossing Pleasant Street forty-one and ninety-seven hundredths (41.97) feet to a cement bound and point of curve on the southerly side of said street thence by a curve to the left the radius being forty (40) feet a distance of seventy-two and twelve hundredths (72.12) feet to a cement bound and point of tangent thence S.  $10^{\circ} 2'$  W. five hundred two and fifty hundredths (502.50) feet to point of curve in Winnetuxet River thence by a curve to the left the radius being six hundred thirty-eight (638) feet a distance of one hundred ninety-eight and thirty-nine hundredths (198.39) feet to a cement bound and point of tangent thence S.  $7^{\circ} 47'$  E. thirty-five and fifty hundredths (35.50) feet to a cement bound and point of curve thence by a curve to the right the radius being nine hundred thirty-six and fifty-five hundredths (936.55) feet a distance of four hundred four and fifty-six hundredths (404.56) feet to a cement bound and point of tangent said bound being fifty (50) feet easterly from a cement bound located on the westerly side of said street thence S.  $16^{\circ} 58'$  W. five hundred eighty-three and sixty hundredths (583.60) feet to a cement bound and point of curve thence by a curve to the left the radius being ten hundred twenty-nine and fifty hun-

dredths (1029.50) feet a distance of ninety-eight and eighty-three hundredths (98.83) feet to a cement bound and point of curve said bound being located forty-one and forty hundredths (41.40) feet from the southwesterly corner and fifty-eight and fifty hundredths (58.50) feet from the northwesterly corner of Joseph Arsenault's dwelling house thence S. 11° 28' W. twelve hundred thirty-four (1234) feet to a cement bound and point of curve thence by a curve to the left the radius being twelve hundred six and ninety hundredths (1206.90) feet a distance of two hundred twenty-six and sixty-seven hundredths (226.67) feet to a cement bound and point of tangent thence S. 0° 08' W. six hundred seventy-one and forty-one hundredths (671.41) feet to a cement bound at Plympton and Carver town line.

Portions of the old road outside the above-described lines are hereby discontinued.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor. If walls and fences are moved the work will be done without expense to owners.

The inhabitants of the town of Plympton aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the eighteenth day of October A.D., 1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

Alice G. Wanzer	15850 sq.ft.	\$27.29
Polly C. Sherman	1811 " "	.83
George E. Roberts	3560 " "	1.55
Helen E. & G. W. Shaw	1638 " "	2.26
G. L. Haywood	450 " "	.18
Charles H. Curtiss	1708 " "	.69
Lillian M. Briggs	2200 " "	.51
Sally L. Hammond	2402 " "	.55
Plympton Grange	442 " "	1.01
Emily Walton	1335 " "	3.06
Christine Peck	582 " "	1.34
Mabel S. Soule	9080 " "	8.34
Charles D. Page	105 " "	.09
Jacob Parker	1175 " "	.67
Mrs. Frank Wilbur	15001 " "	7.66
Phoeby Hallowell	13266 " "	7.61
Melvin L. Fuller	15087 " "	6.75
G. P. & Clarence Thomas	2200 " "	1.74
Joseph April	5630 " ")	8.75
" "	7503 " ")	
George W. Thomas	1575 " ")	2.63
" " "	1945 " ")	

Seth L. Wilbur	370	sq.ft.	\$.25
" " "	360	" "	.33
Henry F. Brackett	5640	" "	4.72
Barrington & Lundberg	7000	" "	2.38
Melvin W. Gould	1857	" "	1.28
M. L. Felch	3316	" "	1.90
" " "	1535	" "	.77
Charles Andrade	7756	" "	4.45
John & Anna G. Flemister	1260	" "	.87
Joseph Vine	1498	" "	.69
Benjamin A. Martin	940	" "	.65
Manuel Benivedes	1060	" "	.73
Francis A. Partridge	11045	" "	8.87
Fedel Gomes	7046	" "	3.03
Natalie Churchill	7146	" "	8.20
William Perkins	237	" "	.19
Sally L. Hammond	2980	" "	1.20
Warren Parker	650	" "	.52
Nettie E. Bradford	4899	" "	5.06
Flora N. Churchill	340	" "	.20
Helen E. Shaw	2173	" "	2.24
Susan Duesbury	3866	" "	6.21
Alexander C. Wright	474	" "	.31
Herbert B. Manley	1831	" "	2.10
Harriett Fillebrown	441	" "	.40

The above awards are identical in amount with the awards ordered paid by the Town of Plympton to the above-named persons under the decree of the County Commissioners numbered 674.

The following award for the taking of land is to be paid from the County Treasury:-

Elizabeth Fillebrown	30500 sq.ft.	\$500.00
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And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Plympton within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this eighteenth day of October in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey	)	
	)	
Jere B. Howard	)	County
	)	Commissioners.
	)	
Charles S. Beal	)	

SELECTMEN OF  
MIDDLEBOROUGH  
OCT. 18, 1927.

NO. 670  
(AMENDED)

WHEREAS the County Commissioners of the County of Plymouth, acting under petition of the Selectmen of Middleborough, did on the third day of November A.D. 1926, issue a decree numbered 670, granting the prayer of said petition to lay out Marion Road, Perry Street and Miller Street in the Town of Middleborough, from the railroad crossing at Rock Station to a point in land of Arthur Winslow, and

WHEREAS that section of said highways lying between stations 83 and 92+36.64, as shown on plan made under said decree, has not been entered upon for construction, and

WHEREAS it now appears that public necessity and convenience do not now require the building of said section, it is therefore

ORDERED that said decree numbered 670 be and hereby is amended and that the laying out of said way and the taking of the land terminate at said station 83, so as to read as follows:-

MIDDLEBOROUGH  
1926 County Layout

The layout begins on Miller Street, so called, at the crossing of the New York, New Haven & Hartford Railroad, near Rock Station; and extends thence in a general south-westerly direction by existing and new locations of Miller and Perry Streets for about one and three-fourths miles to a point on Marion Road, so called, about 500 feet south-westerly from said Perry Street. The layout is more fully described as follows:-

The base line of location begins at a point shown on plan as station 0+34.00 and extends thence south 9° 00' 00" west for a distance of 544.45 feet; thence south 12° 15' 55" west for a distance of 186.86 feet; thence by a curve to the right of 1321.34 feet radius for a distance of 590.00 feet; thence south 37° 50' 55" west for a distance of 429.54 feet; thence by a curve to the right of 874.20 feet radius for a distance of 199.13 feet; thence south 50° 54' 00" west for a distance of 279.92 feet; thence by a curve to the right of 553.69 feet radius for a distance of 383.85 feet; thence north 89° 22' 45" west for a distance of 560.63 feet; thence by a curve to the right of 703.98 feet radius for a distance of 198.67 feet; thence north 73° 12' 35" west for a distance of 165.08 feet; thence by a curve to the left of 875.82 feet radius for a distance of 187.70 feet; thence north 85° 29' 20" west for a distance of 1457.19 feet; thence by a curve to the right of 1200.00 feet radius for a distance of 455.18 feet to a point shown on plan as station 56+72.20, said station equalling station 57+43.93 of the line ahead; thence north 63° 45' 20" west for a distance of

1742.79 feet; thence by a curve to the left of 500.00 feet radius for a distance of 704.90 feet; thence south  $35^{\circ} 28' 10''$  west for a distance of 108.38 feet to a point at the end of the layout, on Marion Road, so called, said point being shown on plan as station 83. The length equalling 8194.27 feet.

The south-easterly location line begins at a point on the south-westerly location line of the New York, New Haven & Hartford Railroad, said point bearing south  $22^{\circ} 55' 00''$  east and being 47.29 feet distant from the point of beginning of the above-described base line shown on plan as station 0+34, and extends thence parallel to said base line and 25.00 feet distant therefrom to a point bearing south  $79^{\circ} 06' 48''$  east and 25.01 feet distant from station 7+65.31; thence by a curve to the right of 1400.00 feet radius for a distance of 625.12 feet to a point bearing south  $15^{\circ} 07' 40''$  east and 37.58 feet distant from station 13+55.31 of the above-described base line; thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south  $53^{\circ} 59' 13''$  east and 31.04 feet distant from station 22+63.90; thence by a curve to the left of 30.00 feet radius for a distance of 59.01 feet to a point on the north-easterly side of Highland Street, so called, bearing south  $23^{\circ} 42' 47''$  east and 74.24 feet distant from station 22+63.90 of the above-described base line; thence crossing said Highland Street south  $28^{\circ} 11' 28''$  west for a distance of 50.00 feet to a point on the south-westerly side thereof, bearing south  $3^{\circ} 11' 08''$  east and 112.22 feet distant from the said station 22+63.90; thence north  $61^{\circ} 48' 32''$  west for a distance of 38.94 feet to a point bearing south  $16^{\circ} 41' 45''$  west and 97.77 feet distant from the aforesaid station 22+63.90; thence by a curve to the left of 50.00 feet radius for a distance of 50.82 feet to a point bearing south  $27^{\circ} 28' 03''$  east and 37.02 feet distant from station 23+76.31 of the above-described base line; thence by a curve to the right of 409.90 feet radius for a distance of 219.35 feet to a point bearing south  $69^{\circ} 40' 17''$  east and 73.39 feet distant from station 26+47.75 of the above-described base line; thence parallel to said base line and 24.75 feet distant therefrom to a point bearing south  $4^{\circ} 41' 18''$  west and 24.81 feet distant from station 32+08.38; thence by a curve to the right of 722.66 feet radius for a distance of 203.94 feet to a point bearing south  $16^{\circ} 47' 25''$  west and 25.00 feet distant from station 34+07.05 of the above-described base line; thence parallel to said base line and 25.00 feet distant therefrom to a point bearing south  $4^{\circ} 30' 40''$  west and 25.00 feet distant from station 50+72.43; thence by a curve to the left of 140.00 feet radius for a distance of 119.85 feet to a point on the south-easterly side of Miller Street, so called, bearing south  $23^{\circ} 25' 45''$  east and 82.91 feet distant from station 52+17.02 of the above-described base line; thence by said south-easterly side of Miller Street south  $45^{\circ} 27'$

38" west for a distance of 101.32 feet to a point bearing south  $14^{\circ} 56' 12''$  west and 152.29 feet distant from station 52+17.02 of the above-described base line; thence crossing said Miller Street north  $44^{\circ} 32' 21''$  west for a distance of 40.00 feet to a point on the north-westerly side thereof bearing south  $29^{\circ} 34' 11''$  west and 136.39 feet distant from station 52+17.02 of the above-described base line; thence north-easterly to northerly to north-westerly by a curve of 20.00 feet radius for a distance of 38.16 feet to a point on the south-westerly side of Perry Street, so called, bearing south  $40^{\circ} 00' 13''$  west and 112.82 feet distant from station 52+17.02 of the above-described base line; thence north  $63^{\circ} 51' 15''$  west for a distance of 2102.77 feet to a point bearing south  $37^{\circ} 53' 02''$  east and 63.94 feet distant from station 74+86.72 of the above-described base line; thence by a curve to the left of 538.32 feet radius for a distance of 757.99 feet to a point bearing south  $7^{\circ} 17' 12''$  west and 63.52 feet distant from station 81+91.62 of the above-described base line; thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout bearing south  $54^{\circ} 31' 50''$  east and 30.00 feet distant from the point of ending of the above-described base line shown on plan as station 83.

The north-westerly location line begins at a point on the south-westerly location line of the New York, New Haven & Hartford Railroad, said point bearing north  $22^{\circ} 55' 00''$  west and being 47.29 feet distant from the point of beginning of the above-described base line shown on plan as station 0+34, and extends thence parallel to said base line and 25.00 feet distant therefrom to a point bearing north  $71^{\circ} 10' 45''$  west and 25.16 feet distant from station 7+65.31; thence by a curve to the right of 1360.00 feet radius for a distance of 607.26 feet to a point bearing south  $76^{\circ} 37' 30''$  west and 31.93 feet distant from station 13+55.31 of the above-described base line; thence parallel to said base line and 20.00 feet distant therefrom to a point bearing north  $39^{\circ} 06' 00''$  west and 20.00 feet distant from station 19+83.98; thence south  $50^{\circ} 54' 00''$  west for a distance of 334.48 feet to a point bearing south  $71^{\circ} 02' 07''$  west and 58.11 feet distant from station 22+63.90; thence by a curve to the right of 359.90 feet radius for a distance of 249.50 feet to a point bearing north  $70^{\circ} 32' 48''$  east and 73.56 feet distant from station 26+47.75 of the above-described base line; thence parallel to said base line and 25.25 feet distant therefrom to a point bearing north  $3^{\circ} 21' 59''$  west and 25.31 feet distant from station 32+08.38; thence by a curve to the right of 672.66 feet radius for a distance of 189.83 feet to a point bearing north  $16^{\circ} 47' 25''$  east and 25.00 feet distant from station 34+07.05 of the base line; thence parallel to said base line and 25.00 feet distant therefrom to a point bearing north  $4^{\circ} 30' 40''$  east and



25.00 feet distant from station 52+17.02; thence by a curve to the right of 1174.98 feet radius for a distance of 443.92 feet to a point bearing north 30° 52' 58" east and 25.09 feet distant from station 56+72.20 of the above-described base line; thence north 63° 51' 15" west for a distance of 2077.43 feet to a point bearing north 6° 17' 20" west and 118.48 feet distant from station 77+70.62 of the above-described base line; thence by a curve to the right of 50.00 feet radius for a distance of 86.68 feet to a point in the south-easterly side of Marion Road, so called, bearing north 7° 09' 15" west and 194.06 feet distant from station 77+78.18 of the above-described base line; thence crossing said road north 54° 31' 50" west for a distance of 50.00 feet to a point in the north-westerly side thereof bearing north 10° 02' 51" west and 228.84 feet distant from station 78+03.43 of the above-described base line; thence south 35° 28' 10" west for a distance of 609.08 feet to a point at the end of the layout, bearing north 54° 31' 50" west and being 20.00 feet distant from the point of ending of the above-described base line shown on plan as station 83.

REVISED LAND TAKINGS.

The descriptions of land takings remain as originally laid out under said decree numbered 670 except that Parcels No.2, 29, 30, 31 and 32 are hereby omitted, and Parcel No.26 is revised to read as follows:-

Parcel No.26. From ARTHUR WINSLOW. A parcel of land on the south-westerly side of Perry Street and on the southeasterly side of Marion Road, so-called, said parcel being more fully described as follows: Beginning at the junction of the southwesterly location line of the 1926 County layout, with the front property line of the taking on Miller Street so-called; thence extending northeasterly to northerly to northwesterly to westerly to south-westerly by said location line, as shown on plan, for about 2918 feet to a point on Marion Road opposite station 83; thence northwesterly by the south-westerly end of the taking for about 14-1/2 feet to a point on the front property line on said Marion Road; thence returning northeasterly by said front property line for about 483 feet, and southwesterly by the front property line on Perry Street for about 2600 feet (both front property lines being evidenced in part by stone walls) to a point on the aforesaid front property line on Miller Street at a point about opposite station 52+46; thence southwesterly by said last mentioned front property line for about 40 feet to the point of beginning; containing about 67,050 square feet.

The awards for land damage remain as given under said decree numbered 670.



SCHOOL, PLAIN and LAKE STREETS.Southerly and Westerly Line.

Beginning at a stone monument marking the point of curvature in the southerly line of SCHOOL STREET, at the end of the 1926 layout, thence by a curve to the left whose radius is nine hundred seventy-eight and twenty-six hundredths (978.26) feet by land of the United Cape Cod Cranberry Company eight hundred sixty-one and thirty-eight hundredths (861.38) feet to a concrete monument at the point of tangency thence S. 74° 20' 10" E. by land of said Company, crossing the right of way of the Brockton Water Works, by land of Mary C. Darling, land of Alice Norcott, land of Bertha L. Sheffield and other land of the United Cape Cod Cranberry Company seven hundred twelve and ninety-one hundredths (712.91) feet to a concrete monument at an angle; thence S. 72° 44' 10" E. by land of said Company one hundred thirty and fifty hundredths (130.50) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is four thousand (4000) feet by land of said Company three hundred thirty-eight and seventy-nine hundredths (338.79) feet to a concrete monument at the point of tangency thence S. 67° 53' E. by land of said Company and land of Michael F. Logan et al. land of Lot Phillips and Company Corporation and land of the Plymouth and Brockton Street Railway Company five hundred twenty-eight and four hundredths (528.04) feet to a stone monument at an angle; thence S. 75° 38' 20" E. by land of said Street Railway Company and land of James M. Bourne four hundred sixty-six and forty-seven hundredths (466.47) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is forty (40) feet by land of said Bourne and land of William S. Straight ninety-one and eleven hundredths (91.11) feet to a concrete monument at the point of tangency near the northwesterly side line of ELMER STREET.

Thence beginning again at a concrete monument marking the point of curvature on the southeasterly side of the said ELMER STREET said concrete monument bearing N. 73° 23' E. and being distant one hundred twenty-five and ninety-one hundredths (125.91) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is three hundred (300) feet by land of Marion L. Straight one hundred thirty-three and eleven hundredths (133.11) feet to a concrete monument at the point of tangency thence N. 80° 19' E. by land of said Straight, land of the Plymouth and Brockton Street Railway Company and land of Edward C. Burchette one hundred eighty-seven and ninety-one hundredths (187.91) feet to a concrete monument at the point of curvature at the southwest corner of CENTER STREET.

Thence beginning again at the concrete monument marking the point

of curvature on PLAIN STREET, at the southeast corner of CENTER STREET, said concrete monument bearing N.  $83^{\circ} 59' E.$  and being distant two hundred thirty-two and thirty-one hundredths (232.31) feet from the last mentioned concrete monument and continuing by a curve to the right whose radius is nine hundred forty-two and thirty-four hundredths (942.34) feet by land of Hattie L. Ellis and land of Perley C. Reed three hundred nineteen and eighty-nine hundredths (319.89) feet to a concrete monument at the point of tangency thence S.  $75^{\circ} 21' 20'' E.$  by land of said Reed thirty-seven and fourteen hundredths (37.14) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Reed, by the highway, by land of the estate of John M. Monroe and land of Fred W. Snow three hundred eighteen and thirty-three hundredths (318.33) feet to a concrete monument at the point of tangency thence N.  $86^{\circ} 24' 20'' E.$  by land of said Snow two hundred thirty-two and twenty-three hundredths (232.23) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eight hundred (800) feet by land of said Snow and land of Henry Vallier and by the highway three hundred sixty-seven and eighty hundredths (367.80) feet to a concrete monument at the point of tangency thence S.  $67^{\circ} 15' 10'' E.$  by the highway one hundred fifteen and twenty-six hundredths (115.26) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eight hundred (800) feet by the highway and by land of Henry Vallier three hundred ninety-six (396) feet to a concrete monument at the point of tangency thence S.  $38^{\circ} 53' 30'' E.$  by the highway sixty-six and twenty-seven hundredths (66.27) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eight hundred (800) feet by the highway crossing Tubbs Meadow Brook two hundred two and forty-six hundredths (202.46) feet to a concrete monument at the point of tangency thence S.  $53^{\circ} 23' 30'' E.$  by the highway and by land of Harriet Martyn four hundred ninety-four and forty hundredths (494.40) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is thirteen hundred seventy (1370) feet by land of said Martyn and land of Addi T. Dunn two hundred twenty-eight and fifty-five hundredths (228.55) feet to a concrete monument at the point of tangency thence S.  $43^{\circ} 50' E.$  by land of said Dunn three hundred thirteen and eighty-nine hundredths (313.89) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifteen hundred (1500) feet by land of said Dunn and land Florence C. Jones two hundred twenty-seven and three hundredths (227.03) feet to a concrete monument at the point of tangency thence S.  $52^{\circ} 20' 30'' E.$  by land of said Jones one hundred eighty-five and ninety-five hundredths (185.95)

feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eleven hundred (1100) feet by land of said Jones, crossing Farnham Road, a private way, one hundred eighty and seventy-seven hundredths (180.77) feet to a concrete monument at the point of tangency thence S. 42° 31' E. by land of said Jones and land of George L. Hayward six hundred eighteen and sixty hundredths (618.60) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eight hundred (800) feet by land of said Hayward, by the highway and again by land of said Hayward four hundred eleven and ninety hundredths (411.90) feet to a concrete monument at the point of tangency thence S. 72° 1' E. still by land of said Hayward seven hundred forty and forty-five hundredths (740.45) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is three hundred fifty (350) feet by land of said Hayward, land of Arthur J. Hudon et ux. and again by land of said Hayward five hundred nineteen and twelve hundredths (519.12) feet to a concrete monument at the point of compound curvature thence by a curve to the right whose radius is two thousand fifty-seven and one hundredth (205701) feet by land of said Hayward four hundred forty and twenty-nine hundredths (440.29) feet to a concrete monument at the point of tangency thence S. 25° 13' 40" W. by land of said Hayward, crossing the pole line of the Edison Electric Illuminating Company and by land of James Currie et al. nine hundred forty-six and three hundredths (946.03) feet to a concrete monument at an angle; thence S. 27° 21' 50" W. by land of said Currie et al. and land of John F. Hawkrige et ux. three hundred fifty-five and ninety hundredths (355.90) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is five hundred fifty (550) feet by land of said Hawkriges two hundred eighty-one and seventy hundredths (281.70) feet to a concrete monument at the point of tangency thence S. 0° 27' 50" W. by land of said Hawkriges and land of J. Henry Russell three hundred sixty-one and forty hundredths (361.40) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is twenty-one hundred fifty (2150) feet by land of said Russell, by the highway, again by land of said Russell and land of Fannie G. Estabrook six hundred fifteen and fifty hundredths (615.50) feet to a concrete monument at the point of tangency thence S. 15° 56' 20" E. by land of said Estabrook, land of George W. Babb, crossing Lapham Avenue a private way, by land of Otto Lehman et al. land of George F. Lawley, land of Otto S. Lehman, crossing Ford Avenue a private way, land of Amelia Lepine, land of Charles J. Kauphall, crossing Holmes Avenue, a private way, by land of John Waugh and by other land of George F. Lawley nine hundred forty-six and thirty-four hundredths (946.34) feet to a

concrete monument at an angle; thence S.  $12^{\circ} 39' 10''$  E. by land of said Lawley and by the highway four hundred twenty-six and fifty-seven hundredths (426.57) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fifteen hundred (1500) feet by land of said Lawley, by the highway and by land of Mary E. O'Neil three hundred six and thirty-eight hundredths (306.38) feet to a concrete monument at the point of tangency thence S.  $24^{\circ} 21' 20''$  E. by land of said O'Neil and land of Daniel Dewey Jr. one hundred thirty-three and twenty-one hundredths (133.21) feet to a concrete monument at the point of tangency thence by a curve to the left whose radius is one thousand (1000) feet by land of said Dewey two hundred sixty-three and thirty-five hundredths (263.35) feet to a concrete monument at the point of tangency thence S.  $39^{\circ} 26' 40''$  E. by land of said Dewey and land of Merton E. Hall and by the highway seven hundred sixteen and fourteen hundredths (716.14) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eight hundred (800) feet by the highway ninety-six (96) feet to a concrete monument in or near the Town line between the Town of PEMBROKE and the Town of KINGSTON, it being the end of the layout.

Northerly and Easterly Line.

Beginning at a concrete monument in the northerly line of the said SCHOOL STREET, marking the end of the 1926 layout, thence N.  $66^{\circ} 6' 50''$  E. by land of the Plymouth and Brockton Street Railway Company seventeen (17) feet to a concrete monument at or near the shore line of LITTLE SANDY POND, thence running in a general easterly direction by the shore line of said Little Sandy Pond about one thousand (1000) feet to a concrete monument thence S.  $17^{\circ} 20' 10''$  E. by land of Minnie Hobart seventeen (17) feet to a concrete monument thence S.  $74^{\circ} 20' 10''$  E. by land of said Hobart, land of Mildred L. Wilson, land of Clara Nutt, land of Christina V. Kelleher, land of Margaret Mahoney, land of Clara O'Neil, land of Alice L. Curran and land of John E. Allen five hundred twenty-four and forty hundredths (524.40) feet to a concrete monument at an angle; thence S.  $72^{\circ} 44' 10''$  E. by land of said Allen and land of Sophronia W. Pratt et al. one hundred ninety and seventy-eight hundredths (190.78) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one hundred fifty (150) feet by land of said Pratt et al. one hundred twelve and sixty-one hundredths (112.61) feet to a concrete monument at the point of tangency on the northerly side of WEST STREET.

Thence beginning again at a concrete monument marking the point of curvature on the southerly side of the said WEST STREET, said concrete monument bearing S.  $87^{\circ} 8' 30''$  E. and being distant eighty-three and eighty-two

hundredths (82.82) feet from the last mentioned concrete monument thence by a curve to the left whose radius is forty (40) feet by land of Bernice L. Cushman ninety-two and twenty-four hundredths (92.24) feet to a concrete monument at the point of tangency thence S. 67° 53' E. by land of said Cushman, land of Albert F. Reed et al. and land of Lot Phillips & Company Corporation five hundred twenty-four and sixty-five hundredths (524.65) feet to a concrete monument at an angle; thence S. 75° 38' 20" E. by land of said Corporation land of Mary Hurst and land of Concetta Mazzucchi three hundred eighty-four and seventy-five hundredths (384.75) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is six hundred fifty-three and twenty-six hundredths (653.26) feet by land of Mazzucchi and land of Edward C. Burchette two hundred seventy-four and fifty-five hundredths (274.55) feet to a concrete monument at the point of tangency thence N. 80° 19' E. two hundred thirty-four and twenty hundredths (234.20) feet by land of said Burchette to a concrete monument at the point of curvature at the northwest corner of CENTER STREET.

Thence beginning again at the concrete monument marking the point of curvature on PLAIN STREET, at the northeast corner of the said CENTER STREET, said concrete monument bearing N. 83° 59' E. and being distant two hundred twenty-three and thirty-two hundredths (223.32) feet from the last mentioned concrete monument thence by a curve to the right whose radius is nine hundred ninety-two and thirty-four hundredths (992.34) feet by the highway and by land of Fred W. Snow three hundred forty-four and thirty-two hundredths (344.32) feet to a concrete monument at the point of tangency thence S. 75° 21' 20" E. by land of said Snow thirty-seven and fourteen hundredths (37.14) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Snow and by the highway three hundred two and forty-one hundredths (302.41) feet to a concrete monument at the point of tangency thence N. 86° 24' 20" E. by the highway two hundred thirty-two and twenty-three hundredths (232.23) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eight hundred fifty (850) feet by the highway, by land of Albert A. Colley et al. and land of land of Fred O. Jenkins three hundred ninety and seventy-nine hundredths (390.79) feet to a concrete monument at the point of tangency thence S. 67° 15' 10" E. by land of said Jenkins one hundred fifteen and twenty-six hundredths (115.26) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is eight hundred fifty (850) feet by land of said Jenkins, by the highway and by land of Mary E. Marsh four hundred twenty and seventy-five hundredths (420.75) feet to a concrete monument at the point of tangency

thence S. 38° 53' 30" E. by land of said Marsh sixty-six and twenty-seven hundredths (66.27) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is seven hundred fifty (750) feet by land of said Marsh and land of the Estate of John M. Monroe one hundred eighty-nine and eighty-one hundredths (189.81) feet to a concrete monument at the point of tangency thence S. 53° 23' 30" E. by said land of the Estate of John M. Monroe, land of Joseph S. Gardner and again by land of the Estate of John M. Monroe and land of Harriet Martyn four hundred ninety-four and forty hundredths (494.40) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is fourteen hundred twenty (1420) feet by land of said Martyn two hundred thirty-six and eighty-nine hundredths (236.89) feet to a concrete monument at the point of tangency thence S. 43° 50' E. by land of said Martyn and land of Minnie Hobart three hundred thirteen and eighty-nine hundredths (313.89) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fourteen hundred fifty (1450) feet still by land of said Hobart two hundred nineteen and forty-six hundredths (219.46) feet to a concrete monument at the point of tangency thence S. 52° 20' 30" E. by land of said Hobart one hundred thirty-four and six hundredths (134.06) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is seventy-five (75) feet by land of said Hobart one hundred fifty-nine and seventy hundredths (159.70) feet to a concrete monument at the point of tangency on the westerly side of MONROE STREET.

Thence beginning again at a concrete monument marking the point of curvature on the easterly side of the said MONROE STREET, said concrete monument bearing S. 39° 11' E. and being distant sixty-nine and eighty-four hundredths (69.84) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is three hundred (300) feet by land of the Estate of John M. Monroe two hundred forty-three and fifty-three hundredths (243.53) feet to a concrete monument at the point of tangency thence S. 42° 31' E. by land of said Estate and land of Fred W. Snow four hundred thirty-three and seventy-five hundredths (433.75) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is eleven hundred fifty (1150) feet by land of said Snow five hundred ninety-two and eleven hundredths (592.11) feet to a concrete monument at the point of tangency thence S. 72° 1' E. by land of said Snow, land of Abbie F. Litchfield et al. and land of the Plymouth and Brockton Street Railway Company nine hundred and twenty-nine hundredths (900.29) feet to a concrete monument in the northerly side line of PLAIN STREET.

Thence beginning again at a concrete monument marking the point



of curvature on the southerly side of the said PLAIN STREET said concrete monument bearing S. 17° 59' W. and being distant fifty (50) feet from the last mentioned concrete monument and continuing by a curve to the left whose radius is twenty (20) feet by land of George L. Hayward forty-six and seventy-eight hundredths (46.78) feet to a concrete monument at the point of tangency thence S. 26° 2' 10" E. by land of said Hayward fifty-three and six hundredths (53.06) feet to a concrete monument at the point of curvature thence by a curve to the right whose radius is four hundred (400) feet by land of said Hayward, land of Arthur J. Hudon et ux. and again by land of said Hayward two hundred seventy-two and twenty-seven hundredths (272.27) feet to a concrete monument at the point of compound curvature thence by a curve to the right whose radius is twenty-one hundred seven and one hundredth (2107.01) feet by land of said Hayward, land of Howard G. Low and again by land of said Hayward one hundred seventy-one and twenty-six hundredths (171.26) feet to a concrete monument at the point of reverse curvature thence by a curve to the left whose radius is twenty-five and seventy hundredths (25.70) feet still by land of said Hayward seventy-two and six hundredths (72.06) feet to a concrete monument at the point of tangency on the westerly side of LAKE STREET.

Thence beginning again at a concrete monument marking the point of tangency on the easterly side of the said LAKE STREET said concrete monument bearing S. 53° 1' 30" E. and being distant forty (40) feet from the last mentioned concrete monument thence S. 36° 58' 30" W. by land of Harold T. Clark and land of Mary P. Wilson two hundred forty-seven and ninety hundredths (247.90) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is one thousand (1000) feet by land of said Wilson two hundred five and three hundredths (205.03) feet to a concrete monument at the point of tangency thence S. 25° 13' 40" W. by land of said Wilson, land of John L. Wilson, crossing the pole line of the Edison Electric Illuminating Company, land of Louis Anctil et al. and land of James Currie et al. seven hundred sixty-nine and forty-eight hundredths (769.48) feet to a stone monument at an angle; thence S. 27° 21' 50" W. by land of said Currie et al. and land of John F. Hawkridge et ux. three hundred fifty-six and eighty-three hundredths (356.83) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is six hundred (600) feet by land of said Hawkridges two hundred fifty-eight and twenty-three hundredths (258.23) feet to a concrete monument at the point of tangency thence S. 0° 27' 50" W. still by land of said Hawkridges three hundred sixty-one and forty hundredths (361.40) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is twenty-one hundred (2100) feet by land of said Hawkridges and land of Emma Ford et al.

six hundred one and nineteen hundredths (601.19) feet to a concrete monument at the point of tangency thence S. 15° 56' 20" E. by land of said Ford et al. by the highway, by land of Walter H. Milliken and land of Lot Phillips & Company Corporation nine hundred forty-seven and seventy-seven hundredths (947.77) feet to a concrete monument at an angle; thence S. 12° 39' 10" E. by land of said Corporation and land of Mary E. O'Neil four hundred twenty-eight (428) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is fourteen hundred fifty (1450) feet by land of said O'Neil two hundred ninety-six and seventeen hundredths (296.17) feet to a concrete monument at the point of tangency thence S. 24° 21' 20" E. by land of said O'Neil and land of Daniel Dewey Jr. one hundred thirty-three and twenty-one hundredths (133.21) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is nine hundred fifty (950) feet by land of said Dewey two hundred fifty and eighteen hundredths (250.18) feet to a concrete monument at the point of tangency thence S. 39° 26' 40" E. by land of said Dewey and land of Charles Bouchard seven hundred sixteen and fourteen hundredths (716.14) feet to a concrete monument at the point of curvature thence by a curve to the left whose radius is seven hundred fifty (750) feet by land of said Bouchard one hundred sixty (160) feet to a concrete monument in or near the town line between the Town of PEMBROKE and the Town of KINGSTON, it being the end of the layout.

Portions of the old road outside the above-described lines are hereby discontinued.

Intersecting streets or private ways are not discontinued under this decree.

The grade of the center of the above described highway when fully completed in accordance with this decree is to conform to the grade of the said highway as at present constructed. Trees on the areas taken are not to be cut by the owners, but such trees as are designated by the County Commissioners will be cut into suitable lengths and deposited on other land of the owners by the contractor. If walls and fences are moved the work will be done without expense to owners. Owners of land taken as aforesaid are required to remove their buildings and other obstructions from the lands so taken before the first day of October A.D., 1928.

The inhabitants of the town of Pembroke aforesaid, are hereby ordered to cause said relocation to be constructed as aforesaid, made safe and convenient for the public travel, and to the acceptance of the County Commissioners before the twenty-fifth day of October A.D., 1929.

At the same time awarded to the several persons and corporations whose lands are taken for said relocation or who suffer damages on account

thereof, the several sums hereafter named to be paid from the Town Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:-

United Cape Cod Cranberry Co.	400 sq.ft.		\$4.00
James M. Bourne	2300 " "		46.00
William Straight	1750 " "	Owner to move building and do grading.	100.00
Hattie L. Ellis	100 " "		2.00
Perley C. Reed	1200 " "		12.00
Estate of John M. Munroe	900 " "		9.00
Fred W. Snow	6500 " "		65.00
Henry Vallier	220 " ")	Discontinued-4600 sq.ft.)	0.00
" "	2400 " ")		
Florence C. Jones	260 " "		2.60
George L. Hayward	9470 " "	" 3200 " "	62.00
James Currie et al.	6300 " "		63.00
John F. Hawkrige et ux.	770 " "		7.70
" " " " " "	2200 " "		22.00
J. Henry Russell	2400 " "	" 800 " "	8.00
Fannie G. Estabrook	2570 " "		25.00
George Babb	500 " "		10.00
Otto S. Lehman	600 " "		12.00
George F. Lawley	260 " "		5.00
Otto S. Lehman	250 " "		5.00
Amelia Lepine	430 " "		8.00
Mary O'Neil	200 " "		5.00
Daniel Dewey, Jr.	440 " "		4.00
" " " "	200 " "		2.00
Charles J. Kauphall	250 " "		5.00
John Waugh	250 " "		5.00
Plymouth & Brockton Street Ry.Co.	750 " "		5.00
Sophonra W. Pratt et al.	600 " "		15.00
Bernice L. Cushman	2000 " "		40.00
Fred W. Snow	300 " "	Parcel Discontinued	0.00
Albert A. Colley et al.	1050 " "	" "	0.00
Fred O. Jenkins	4400 " "		44.00
Mary E. Marsh	400 " "	" "	0.00
Estate of John M. Munroe	3600 " "		33.00
Joseph S. Gardner	1600 " "		32.00
Estate of John M. Munroe	540 " "		5.40
Minnie Hobart	5900 " "		59.00
Estate of John M. Munroe	2500 " "		25.00
Fred W. Snow	8200 " "		41.00
Arthur J. Hudon et ux.	10250 " "		100.00
Howard G. Lowe	25 " "		1.00
George L. Hayward	28700 " "		200.00
Mary P. Wilson	850 " "		17.00
John L. Wilson	360 " "		4.00
Louis Anctil et al.	600 " "		10.00
James Currie et al.	850 " "		17.00
John F. Hawkrige et ux.	2800 " "		56.00
Emma Ford et al.	3400 " "		17.00
Walter H. Milliken	250 " "	Parcel Discontinued	0.00
Lot Phillips & Co. Corp.	1600 " "		8.00
Mary E. O'Neil	1220 " "		24.00
Daniel Dewey, Jr.	1470 " "		29.70
Charles Bouchard	4100 " "		60.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Pembroke within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-fifth day of October in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

ORDER  
AMENDED  
AWARDS  
DECREE  
NO. 670.  
OCT. 25, 1927.

Ordered that the order of the County Commissioners, No. 670, for the payment of land damage in the Town of Middleborough be amended insofar as the awards to Walter Howard, \$200.00, and William F. Clark, \$90.00, are concerned, and

It is hereby ordered that \$400.00 be added to the said \$200.00, and \$135.00 be added to the said \$90.00, and the Treasurer of the Town of Middleborough is hereby ordered to pay to Mrs. Walter Howard the sum of \$400.00, and to the said William F. Clark the sum of \$135.00, in full for all claims under said decree.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

ORDER  
AMENDED  
AWARD  
DECREE  
NO. 679.  
OCT. 25, 1927.

Ordered that the order of the County Commissioners, No. 679, for the payment of land damage in the Town of East Bridgewater be amended insofar as the award to Anna E. Ramsdell, 63 Webster St., Whitman, Mass., of \$28.00 is concerned, and

It is hereby ordered that \$80.00 be substituted for the said \$28.00, and the Town Treasurer of said East Bridgewater is hereby ordered to pay to said Anna E. Ramsdell the sum of \$80.00 in full for all claims under said decree.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

Ordered that the order of the County Commissioners, under Decree No.680, for the payment of land damage in the Town of Kingston be amended insofar as the award to Isabella A. Hammond of \$1.00 is concerned, and

ORDER  
AMENDED  
AWARD  
DECREE  
NO.680.  
OCT. 25, 1927.

It is hereby ordered that \$65.00 be substituted for the said \$1.00 and the Treasurer of the Town of Kingston is hereby ordered to pay to said Isabella A. Hammond the sum of \$65.00 in full for all claims under said decree.

Frederic T. Bailey )  
Jere B. Howard )  
Charles S. Beal )  
County  
Commissioners.

Ordered that there be paid from the Treasury of the Town of Plymouth to the following named persons the sums named, as awards for land damage, under the provisions of Decree No.724 for the relocation of Sandwich Road, so-called, in said town:-

WARRANT  
TOWN OF  
PLYMOUTH.  
NOV. 1, 1927.

Levy Mayer Estate	\$62.25
Shore Acres Company	24.00
Susan M. Sullivan	126.00
Alton Valler	210.00
Frank Griswold	13.25
Ernest B. Jones	7.80
George Tribou	35.00
Herbert Ryder	2.00
Ida M. Douglass	8.50
Robert R. Richardson	1.00
Benjamin W. Hatch	100.00
Thomas Ellis	7.00
H. A. Wentworth	4.00
W. N. Clark	3.50
Harry W. Whiting et al.	2.00
Charles A. Leighton	3.00
Percy H. Marsh	1.00
Janet M. Fields	1.00
Nancy W. Marsh	2.00
Ziba Ellis Heirs	2.00
Arthur V. Curtis	3.00
Old Street Railway	6.00
Channing Howard	2.00
Herbert D. Webquish	2.00
Reuben Collins Estate	15.00
Dr. Faunce Estate	8.00
Mary Hush Estate	1.00
Mary A. Swift	194.00
Harold E. Anderson	125.00
George E. Swift	91.00
Total .....	\$1062.30

Frederic T. Bailey )  
Jere B. Howard )  
Charles S. Beal )  
County  
Commissioners.

ORDER  
AMENDED  
AWARD  
DECREE  
NO. 652.  
NOV. 1, 1927.

Ordered that the award formerly made to Charles Brewster under Decree No. 652 for damages on account of the taking of land on West Elm Street in the town of Pembroke be amended and that the said award of \$34.00 be made to Alice McKane, the true owner of the land.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

ORDER  
AMENDED  
AWARD  
DECREE  
NO. 670.  
NOV. 1, 1927.

Ordered that the order of the County Commissioners, under Decree No. 670, for the payment of land damage in the Town of Middleborough be amended insofar as the award to Henry Tinkham of \$1,000.00 is concerned, by error stated to include Parcel #14, and

It is hereby ordered that there be paid from the Treasury of the Town of Middleborough to said Henry Tinkham the sum of \$100.00 in full for damages caused by the taking of Parcel #14 under said decree, said award being in addition to the award of \$1000.00 aforesaid.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

ORDER  
AMENDED  
AWARD  
DECREE  
NO. 670.  
NOV. 1, 1927.

Ordered that the order of the County Commissioners under Decree No. 670, for the payment of land damage in the Town of Middleborough, be amended insofar as the award to the Society of the Third Baptist Church is concerned, and

It is hereby ordered that said award be changed from \$52.00 to \$105.60, and the Treasurer of said Town of Middleborough is hereby ordered to pay to said Society of the Third Baptist Church the sum of \$53.60 in full for all claims under said decree.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Kingston the sum of \$1,668.80 for and on account of work on Wapping Road in said town, in conjunction with other funds furnished by said town and the Commonwealth.

ORDER  
TOWN OF  
KINGSTON.  
NOV. 1, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

Ordered that the awards for the taking of land, Parcels #38 and #46, under Decree No.724, for the relocation of Sandwich Road, so called, in the Town of Plymouth, giving ownership of said parcels as "Old Street Railway", be amended to read "Lewis Sovrensky".

ORDER  
AMENDED  
AWARD  
DECREE  
NO. 724.  
NOV. 8, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Mattapoisett the sum of \$1,599.66 for and on account of work on North Street in said town, in conjunction with other funds furnished by the Town and the Commonwealth.

ORDER  
TOWN OF  
MATTAPOISETT.  
NOV. 8, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of West Bridgewater the sum of \$2,926.32, for and on account of work on Belmont Street, in said town, in conjunction with other funds furnished by the Town and the Commonwealth.

ORDER  
TOWN OF  
WEST BRIDGE-  
WATER  
NOV. 8, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

ORDER  
TOWN OF  
EAST  
BRIDGEWATER  
NOV. 8, 1927.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of East Bridgewater the sum of \$2,806.94, for and on account of work on Washington Street in said town, in conjunction with other funds furnished by the Town and the Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

ORDER  
AMENDED  
AWARD  
DECREE  
NO. 717.  
NOV. 8, 1927.

Ordered that the award made to Montcalm E. Reed under Decree No. 717 be amended so far as the amount of \$219.00 is concerned, and that there be paid from the Town Treasury of the Town of Pembroke the sum of \$536.00 to said Reed in full for all claims for damages in connection with said decree.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

ORDER  
TOWN OF  
ROCHESTER.  
NOV. 15, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Rochester the sum of \$393.30, balance of the amount of \$3,000.00 agreed upon as the County's part of the construction of Mary's Pond Road in said Town, in conjunction with similar funds furnished by the Commonwealth and by the Town.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

AMENDED  
REPORT--  
GREEN HARBOR  
RIVER BRIDGE.  
NOV. 15, 1927.

WHEREAS the County Commissioners of the County of Plymouth, acting under authority of Chapter 298 of the Acts of 1925, did construct a bridge over Green Harbor River in the Town of Marshfield and on completion of said work did file a statement of the amounts paid out of the County Treasury for said construction, and

WHEREAS it now appears that the item of interest or discount on notes issued under said act was omitted from said statement but included by the Treasurer in the Interest item of the County Accounts for 1925,



IT IS THEREFORE ORDERED that the said account dated December 14, 1926 be amended so far as the item of interest and the total expenditure is concerned, so as to read as follows:-

<u>Received</u>	
Sale of Notes	\$22,000.00
Highway Appropriation Account, 1925	11,084.55
Interest Account, 1925	<u>436.92</u>
Total Receipts	\$33,521.47

<u>Paid</u>	
Engineering Service & Construction Co. :-	
Contract	\$24,750.00
Extra work authorized by Commissioners and approved by the Division of Accounts	<u>6,742.21</u>
Fay, Spofford & Thorndike, Engineers	\$31,492.21
Discount on Notes	1,567.94
Advertising for Bids	<u>436.92</u>
	24.40
Total Payments	\$33,521.47

In Witness whereof, the said County Commissioners have hereunto set their hands this fifteenth day of November in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey	)	
Jere B Howard	)	
Charles S. Beal	)	County Commissioners.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of East Bridgewater the sum of \$1,090.81, for and on account of work on Washington Street in said town in conjunction with similar funds furnished by the said town and the Commonwealth.

Frederic T. Bailey	)	
	)	
Charles S. Beal	)	County Commissioners.

ORDER  
TOWN OF  
EAST  
BRIDGEWATER  
NOV. 22, 1927.



Ordered that the salary of Louise E. Lake, as she is Assistant Probation Officer of the District Court of Brockton, be established at \$1500.00 a year, payable \$125.00 monthly, beginning December 1st., 1927.

SALARY ORDER  
L. E. LAKE  
NOV. 29, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

It is ordered, that the award for damage to the property of Robert Hiller or Edith B. Hiller, or both, made under Decree #681, be amended to read Two Thousand Seven Hundred and Fifty Dollars (\$2,750.00), this amount being in full for all damages caused by the taking of land under said decree, payment to be made on or before February 1, 1928 from the County Treasury.

ORDER  
AMENDED  
AWARD  
DECREE  
NO. 681.  
DEC. 6, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

Ordered that there be paid from the County Treasury to George B. Sampson, Green Harbor, Mass., the sum of \$1,50, for and on account of digging trench at Brant Rock.

ORDER  
G.B.SAMPSON  
DEC. 6, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Rochester the sum of \$265.41, for and on account of work on Mary's Pond Road in said Town, in conjunction with similar funds furnished by said Town and the Commonwealth, to be charged to Outstanding Liabilities.

ORDER  
TOWN OF  
ROCHESTER.  
DEC. 13, 1927.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

ORDER  
TOWN OF EAST  
BRIDGEWATER.  
DEC. 13, 1927.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of East Bridgewater, the sum of \$276.52 for and on account of work on Washington Street in said Town in conjunction with similar funds furnished by said Town and the Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

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ORDER  
TOWN OF  
MIDDLEBOROUGH.  
DEC. 13, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Middleborough the sum of \$1200.50, in completion of payment for work on Miller and Smith Streets in said Town in conjunction with similar funds furnished by said Town and the Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

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ORDER  
TOWN OF  
DUXBURY.  
DEC. 13, 1927.

Ordered, that there be paid from the County Treasury to the Treasurer of the Town of Duxbury the sum of \$10,000.00, for and on account of work on Congress Street in said Town, in conjunction with similar funds furnished by said Town and the Commonwealth.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

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ORDER  
H.C.WALKER  
DEC. 13, 1927.

Ordered, that there be paid from the County Treasury to Henry C. Walker, P.O.Box 24, Rock, Mass., the sum of \$16.38 as award for land damage under Decree #633, to be charged to Outstanding Liabilities.

Frederic T. Bailey )  
Jere B. Howard ) County  
Charles S. Beal ) Commissioners.

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Ordered, that there be paid from the County Treasury: - to the following named persons the amounts stated for labor and materials furnished in connection with work on Wapping Road under Decree No.680:

Lester Zahn	\$16.00
William Malone	16.00
Howard Merry	16.00
Benjamin Geel	16.00
Edgar Bailey	16.00
Nick Demuldi	48.00
Ugo Benea	36.00
Edgar W. Loring	2.25
Standard Oil Co.	3.75
Berger Mfg. Co.	58.30
Total .....	\$228.30

ORDER  
UNDER DECREE  
NO.680.  
DEC.13,1927.

and to: Helen Holmes ..... \$200.00 as special award for land damage under said Decree No.680., said amounts to be charged to Outstanding Liabilities.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

Ordered, that the award of \$8.00 made in favor of Alfred Lapointe, of Hanson, under Decree No.668 be increased to \$21.00, and it is hereby ordered that said \$21.00 shall be paid from the Treasury of the Town of Hanson to said Lapointe.

ORDER  
AMENDED  
AWARD  
DECREE  
NO.668.  
DEC.13,1927.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

Ordered that there be paid from the County Treasury to the Treasurer of the Town of Marshfield the sum of Eight Hundred Fifty Dollars, (\$850.00), reimbursement for the amount paid by the said Town to Percival E. Merritt on account of the moving of buildings on Main Street in said Town, charged to Highway account.

ORDER  
TOWN OF  
MARSHFIELD.  
DEC.20,1927.

Frederic T. Bailey )  
 Jere B. Howard ) County  
 Charles S. Beal ) Commissioners.

ORDER  
ADDITIONAL  
AWARD  
DECREE  
NO. 724.  
DEC. 27, 1927.

It is hereby ordered, as an additional award under Decree No.724, that the Town of Plymouth shall move the house of Susan M. Sullivan to a new location to be provided by said Sullivan, whenever a foundation is ready.

Jere B. Howard )  
                          ) County  
Charles S. Beal     ) Commissioners.

VOTE  
LOAN-\$10000.  
BRANT ROCK  
ESPLANADE.  
DEC. 27, 1927.

It was voted that the County Commissioners borrow on the credit of the County the sum of \$10,000.00 for and on account of the construction of Brant Rock Esplanade in the Town of Marshfield under the provisions of Chapter 249 of the Acts of 1927, and that Horace T. Fogg, as he is County Treasurer, be and he hereby is authorized and directed in the name and on behalf of the County to issue a note in the sum of \$10,000.00 without interest, dated December 27th., 1927, and the said Horace T. Fogg, as he is Treasurer aforesaid, is hereby authorized and directed to sell said note.

Jere B. Howard )  
                          ) County  
Charles S. Beal     ) Commissioners.

ORDER  
ROBERT HILLER  
ET AL.  
DEC. 27, 1927.

Ordered, that there be paid from the County Treasury to Robert Hiller and Edith B. Hiller, of Rochester, the sum of Two Thousand Seven Hundred and Fifty Dollars (\$2,750.00) in full for all damages caused by the taking of land under Decree No.681, for the relocation of Mary's Pond Road in the Town of Rochester, to be paid from Outstanding Liabilities.

Frederic T. Bailey )  
                          ) County  
Charles S. Beal     ) Commissioners.

WHEREAS the County Commissioners of Plymouth County did upon petition of the Selectmen of Hanson hold a public hearing and issue a decree, No.668, establishing the lines of Whitman Street in the Town of Hanson, southerly from Perry Avenue, and

WHITMAN ST.  
HANSON  
(IN PART)

ESTABLISHED  
WITHOUT  
PETITION.

DEC. 27, 1927.

WHEREAS the County Commissioners did upon petition of the Selectmen of Whitman hold a public hearing and issue a decree, No.711, on Plymouth Street in the Town of Whitman, this being a continuation of said Whitman Street in the Town of Hanson, leaving a short section of said Whitman Street, between the town line and said Perry Avenue, undefined, and

WHEREAS the following named persons, being the only owners of property on said section of highway, are desirous of having the said lines defined,

IT IS HEREBY ORDERED that the lines of said section of Whitman Street in the Town of Hanson, between the Whitman town line and Perry Avenue, be established without petition as follows:---

Description of the lines of Whitman Street  
in the town of Hanson, between the Whitman  
and Hanson town line and Perry Avenue, as  
established by the Plymouth County Commis-  
sioners without petition.

The Easterly Line begins at a point in the easterly line of Plymouth Street in the division line between the towns of Hanson and Whitman as established by the County Commissioners under decree #711 and thence runs on a curve in a southeasterly direction of a radius of fourteen hundred forty and no hundredths (1440.00) feet by land of Sumner L. Smith, and by land of John D. Stebbins fifty-eight and twenty-two hundredths (58.22) feet to a point, thence running S. 26° 49' 50" E. by said land of John D. Stebbins, by land of Edward J. Hart, and by land of Heirs of Edwin A. Martin five hundred thirty-one and four hundredths (531.04) feet to a point in the easterly line of Whitman Street as established by the County Commissioners under decree #668.

The Westerly Line begins at a point in the westerly line of Plymouth Street in the division line between the towns of Whitman and Hanson said point bearing N. 84° 35' 00" W. and being fifty-seven and forty-one hundredths (57.41) feet distant from the first-described point in the above-described Easterly Line and thence runs on a curve in a southeasterly direction of a radius of fourteen hundred ninety and no hundredths (1490.00) feet by land of Edward Parker eighty-eight and ninety-two hundredths (88.92) feet to a concrete bound, thence runs S. 26° 49' 50" E. by said land of Edward

Parker, by land of Ira Allen, by land of Joe Willis, by land of Francis Clemons and by land of Lila Fields five hundred thirty-one and four hundredths (531.04) feet to a concrete bound at a point of curve at Perry Avenue, said point bearing S. 63° 10' 10" W. and being fifty (50) feet distant from the last-described point in the above-described Easterly Line.

At the same time awarded to the several persons whose lands are taken for said relocation or who suffer damages on account thereof, the several sums hereafter named to be paid from the County Treasury so soon as said town shall enter upon and possession take of said lands for the purpose of constructing said relocation as aforesaid, to wit:---

	<u>Taking</u>	<u>Abandoned</u>	<u>Award</u>
Edward Parker		272 sq.ft.	\$0.00
Ira Allen	80 sq.ft.	128 " "	0.00
Joe Willis	368 " "		10.00
John D. Stebbins	1770 " "		55.00
Edward J. Hart	1967 " "		60.00
Francis Clemons	192 " "		5.00
Lila Field	992 " "		30.00
Heirs Edwin A. Martin	147 " "		5.00

And said Commissioners order that the foregoing return be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the town of Hanson, within the limits of which said highway described therein lies.

In Witness whereof, the said County Commissioners have hereunto set their hands this twenty-seventh day of December in the year of our Lord nineteen hundred and twenty-seven.

Frederic T. Bailey )  
 \_\_\_\_\_ )  
Charles S. Beal ) County Commissioners.

We, the undersigned, being all the owners of land adjoining that part of Whitman Street in the Town of Hanson between the Whitman - Hanson Town Line and Perry Avenue, for the consideration named, hereby relinquish all our right, title and interest in the land taken and waive all claims for damages of any kind on account of the establishing of the lines of said Whitman Street in accordance with plan on file in office of the County Commissioners and in the Registry of Deeds:-

	<u>Taking</u>	<u>Abandoned</u>	<u>Award</u>
Edward Parker		272 sq.ft.	\$0.00
Ira Allen	80 sq.ft.	128 " "	0.00
Joe Willis	368 " "		10.00



John D. Stebbins	1770 sq.ft.	\$55.00
Edward J. Hart	1967 " "	60.00
Francis Clemons	192 " "	5.00
Lila Field	992 " "	30.00
Heirs Edwin A. Martin (Mary B. Martin)	147 " "	5.00

Eduard D. Parker.....  
M.C. Parker  
Ira Allen.....  
Joseph Willis.....  
John D. Stebbins.....  
Edward J. Hart.....  
Francis W. Clemons.....  
Lila Abbott Field.....  
Mary B. Marten.....  
By Edward G. Marten

December 16, 1927.

Ordered that there be paid from the County Treasury to the following named persons the amounts named as awards for the taking of land on that part of Whitman Street in the Town of Hanson as established by the County Commissioners, without petition, on the twenty-seventh day of December A.D. 1927:-

Joe Willis	\$10.00
John D. Stebbins	55.00
Edward J. Hart	60.00
Francis Clemons	5.00
Lila Field	30.00
Heirs Edwin A. Martin	5.00
Total .....	\$165.00

Frederic T. Bailey )  
) County  
) Commissioners.  
Charles S. Beal )

Ordered that there be paid from the County Treasury to Lila A. Field the sum of \$7.00 as additional award for land damage under Decree No. 668 for the relocation of Whitman Street in the Town of Hanson.

ORDER  
AWARDS  
WHITMAN ST.  
HANSON  
DEC. 27, 1927.

ORDER  
L.A. FIELD  
DEC. 27, 1927.

