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Accepted 1923

Union Street
Grove Street
Center Street

Accepted 1924

Arlington Street
School Street
Way in Acoaxet
Berryman Street
Greenwood Avenue

Accepted 1925

Conserve Avenue

Accepted 1927

Acushnet Avenue
Violet Street
Goyette Street
Gadoury Street

Accepted 1928

Elmwood Avenue

Accepted 1929

Pleasant Street
County Street
Maple Street
Cottage Street (Part of)
Greenwood Avenue
Crane Avenue
Warren Avenue

Accepted 1930

Fisher Avenue
Milk Avenue

Accepted 1931

Velvet Avenue
Glenwood Avenue

Accepted 1932

Osborn Street
McKinley Street

Accepted 1934

Briggs Road (West Part)
Oakland Avenue
Nickerson Corner to R.I. Line

Accepted 1935

Central Village to Westport Point
Johnson Street
Rock Street
West Beach Road to Wm. F. Davis Lot

Accepted 1936

Banner Avenue
Pine Tree Avenue
Lenox Avenue

Accepted 1937

Faulkner Street
Pine Tree Avenue (continued)
Pine Wood Avenue
Taft Avenue
(Fall River to be named American)

Accepted 1938

Briggs Road to S. Watuppa Pond
(Relayout at Adamsville)

Accepted 1939

Sunset Avenue
Acushnet Avenue

Commonwealth of Massachusetts
Bristol, SS

At a Court of the County Commissioners of said County holden at Taunton, on the fifth day of November AD 1896, by due and successive adjournments from the Fourth Tuesday of September AD 1896.

In the matter of the Petition of William H. Gifford and fourteen others for a Highway across the Horseneck in the Town of Westport.

And said Commissioners having heretofore, upon due notice heard all parties in regard to said parties in regard to said proposed Highway, and having heretofore decided and decreed that the laying out of the same is required by public convenience and necessity now pursuant to due notices for such laying out, met at the Court House in Taunton on said fifth day of November, and it having appeared that all notices of said meeting for laying out had been given as required by law, proceeded to hear the parties, and to consider their evidence and arguments. Certain parties desired that the road between the termini stated should approach the sea: some desired the same location as that of the existing Town way. No other objections or desires were presented.

And said Commissioners do now Return and Decree that the surface covered by such layout, shall be as follows, viz:

A strip of land fifty (50) feet in width, extending from the New Bridge Road (which runs southerly across Horseneck to the Beach) to the road which runs southerly to Gooseberry Neck and being in substance the same premises covered by the existing Town Way.

Said strip is dedicated upon the accompanying Plan, identified by the signature of a member of this Board marked "A", and dated with this Decree.

Beginning at West end of South line of proposed road, at a stone-bound placed by said Commissioners in east line of said New Bridge Road: thence making an angle of $96^{\circ} 20'$ from the Northerly portion of said Bridge Beach Road, and running in an easterly direction 645 75/100 feet to a stone bound: thence deflecting slightly Southward, the angle on the southerly side being $172^{\circ} 18'$: thence 814 74/100 feet to a stone bound: thence deflecting slightly southward making an angle on the southerly side $167^{\circ} 44' 30''$ thence, as set forth on the Plan, till said South line reaches the road leading southerly to Gooseberry Neck, at a stone bound placed by the County Commissioners. Stone bounds are placed by said Commissioners at each angle of said South line making with the terminal bound stones, sixteen in all.

The North line of the proposed road, is fifty (50) feet distant from and parallel to the above decreed South line.

The Grade of the Way now decreed, is indicated by the Profile on said Plan "A". Its western terminus is represented by reference to the top of the stone bound first mentioned; which top is six inches above the initial grade of the center line of the Way now decreed.

At the eastern terminus of the way now decreed the grade is represented by reference to the top of the said stone bound standing in the West line of said Gooseberry Neck Road; which last named top is six inches above the eastern terminal grade of the center line of the Way now decreed. The intermediate grades between said two terminals, are as shown by the red line on said profile – said red line being the road center. Plan and profile with the words, figures, lines, etc, thereon are made a part of this decree marked "A" with date of this Decree and identified by the signature of a member of this Board.

For the grade of the center line of said Highway, commence on the easterly line of the Bridge Beach Road at an elevation six inches below the top of the stone bound at the Southeasterly corner of the Bridge Beach Road and said Highway: thence running Easterly at a rising grade of 27/100 of a foot in 100 feet, 1160.6 feet: thence at a falling grade of 90/100 of a foot in 100 feet, 500 feet: thence level 400 feet, thence at a falling grade of 9/100 of a foot in 100 feet, 900 feet: thence level 365.6 feet. Thence at a rising grade of 10/100 of a foot in 100 feet 1777.9 feet: thence at a rising grade of 35/100 of a foot in 100 feet, 1156.3 feet; thence at a falling grade of 20/100 of a foot in 100 feet, 1338.5 feet; thence at a rising grade of 10/100 of a foot in 100 feet, 3,061.7 feet. Where embankments are to be formed, they shall be made twenty (20) feet wide on the top, and shall be carried up to a sub-grade, which will be six (6) inches below finished grade.

The cuttings shall be excavated to a width of twenty-four (24) feet at the level of the sub grade. The side slopes in embankments and excavations, will be two horizontal to one vertical. On the top of the sub grade, there shall be spread a sufficient layer of loam fifteen (15) feet wide, not less than (4) inches deep at

the sides, and not less than eight (8) inches deep in the middle. The sub-grade shall be carried higher at the outside of the loam dressing, so as come up flush with it, giving the road a Crown of Nine (9) inches. In building embankments and putting on loam dressing, due allowance shall be made for the settlement of the material, so that when the road is accepted, the surface lines and levels shall correspond with the required grade.

If there should be a surplus of earth taken from the cuttings, not needed in the embankments, it shall be deposited in some proper place, so as to be useful to the roadway or abutments, as far as may be.

Cuttings may be widened to full width of the road, if desirable, for obtaining earth for embankments. The land is to be cleared the whole width of this Highway, fifty (50) feet, and all wood, timber and trees not seasonably removed by the owner of the land, all bushes and other obstructions, burned or otherwise disposed of.

Where embankments are to be formed more than one foot in height the stumps shall be cropped close to the ground.

Where excavations, do not exceed two feet in depth or embankments one foot in height, all stumps shall be grubbed out.

Four six-inch pipe drains shall be laid under and across the road, to take the place of existing drains: and shall be located as shown on Plan "A", viz., near Station 57, near Station 70, and near Station 74. A fifth similar pipe drain shall be located near Station 87. These pipe drains are not to be laid till the filling has been completed and thoroughly settled, so that there will be no danger of after settlement, which might rupture the drains. They shall be four feet longer than the width of the embankment through which they pass, so as to project two (2) feet on each side. They must be well bedded throughout their entire length, and are to be laid at the same level as existing drains. Suitable protective guards and fences shall be placed at all places required for the safety and convenience of public travel. Fencing shall be four and one half (4 ½) feet high, and built of Cedar or Chestnut posts of good quality not less than eight (8) feet in length, and not less than six (6) inches in diameter: all posts to be set three and one-half (3 ½) feet into the ground, and spaced eight (8) feet apart. The boarding to consist of spruce boards not less than six (6) inches wide and (1) thick, to be laid in three courses and securely nailed. At every post an upright board four and one half (4 ½) feet long shall be nailed to the face of the fence, to secure the ends of the fence boards.

And said highway shall be completely constructed as aforesaid on or before the first day of March AD 1897, by the Town of Westport, to the acceptance of the County Commissioners, and the several owners of the land are allowed until the first day of December 1896 AD to take off their timber, wood and trees: said period being a reasonable time for so doing. And said Commissioners find that no legal damages have been sustained by any parties by reason of the premises.

William Sanders
Edward Mott
George T. Durfee
County Commissioners

A true copy,
Attest:

Edwin S. Barney, Jr.
Asst. Clerk

Received November 7, 1896 and recorded by me.

A True Copy,
Attest:

John A. Macomber, 2nd
Town Clerk

At a session of the Board of Selectmen of the Town of Westport, Mass., holden February 23rd 1897, the following petition was presented to the board for their consideration.

To the honorable the Board of Selectmen of the Town of Westport

Respectfully represent the undersigned taxpayers and voters in the Town of Westport that the public convenience and necessity require the laying out of a town way at Westport Harbor so called within said town beginning at the corner of Remington Avenue and Atlantic Avenue, so called, and running westerly through land now or formerly of James M. Sowle of Ester M. Davis and of Stephen R. Howland and sons, to the old road leading from Adamsville to the Ocean by and through the Stephen R. Howland farm in accordance with the plan accompanying this petition. Wherefore they respectfully pray that such town way be laid out and that all necessary and proper steps be taken for its establishment and the opening thereof to travel.

Edward Athington
William H. Mosher
Lysander W. Manchester
John S. Taber
Forbes W. Manchester
James F. Jackson
George H. Hawes
D. A. Babcock
E. S. Brown
Oliver S. Hawes
Charles E. Buffington

Thomas Brayton
Charles R. Borden
Elmer Z. Brayton
Melvin C. Borden
George W. Kirby
William B. Hawes
Thomas J. Borden
Edward Barker
Andrew J. Jennings
Abraham Manchester
Rufus W. Bassett

In order to get the sentiment of the inhabitants of the town in relation to the foregoing petition the following article was interested in the warrant calling the Annual Town Meeting holden March 8th, 1897.

Article 19. To see if the Town will approve of the petition and plan for a town-way at Acoaxet, filed with the Selectmen.

While said article was under consideration and after some discussion, a vote was taken which was almost unanimous to approve of the petition mentioned in Article 19 of the warrant.

Acting under the request of the petition and approval of the Town, the Selectmen did on March 18th 1897 view the premises and go over the line proposed town-way as prayed for in said petition and after careful consideration they decided it was a case of convenience and necessity and also voted to lay out said way as a public town-way but not strictly in conformity with the plan filed with said petition.

Written notices were delivered to James M. Sowle, to Esther M. Davis by her tenant, and to Stephen R. Howland and Sons, notifying them that the Selectmen would proceed to lay out said way on March 30, 1897, also public notices to abutttors and all persons notifying them that the Selectmen would proceed to lay out said way on the above date, were posted, one at the shop of Sherman Mosher near Adamsville, and one at the store of Gideon F. Gray at Central Village, the above notices were delivered and posted March 18th and 19th 1897.

On March 30th 1897 the Selectmen did lay out said way known as Atlantic Avenue as a public town-way, assisted by Thomas Kiernan of Fall River, a civil engineer.

The following is a record of the lay-out. Beginning at a point in the western terminus of Atlantic Avenue as laid out by the town of Westport, February 1894, which point is 127.10 feet west of the north-west corner of Atlantic Avenue, and Remington Avenue. Then making an angle northerly of 9°-47' and running westerly 811.40 feet. Then making an angle southerly of 8° -2' and running westerly 397.32 feet. Then making an angle southerly of 7° 43' and running westerly 506.48 feet. Then making an angle southerly 11°-47'-30" and running westerly 808.47 feet.

Then making an angle northerly of 14°-26'-45" and running westerly 460.90 feet to the easterly line of the Acoaxet Road through the Howland property. The above described line is the northerly line of said Atlantic Avenue and the southerly line is 40 feet therefrom and parallel therewith. We make no awards for

land taken for the aforesaid town-way, believing the benefits to the owners derived from said lay out will compensate for all land taken. And we do order that said owners remove all fences and other property which they desire to remove from the limits of said layout within 30 days from the date of acceptance of this order and report.

We hereby certify that we do this day subscribe our names and file the foregoing order and report with the Town Clerk as the law directs. A plan of the aforesaid town-way is filed with this report.

Albert S. Sherman
Algren O. Tripp
Andrew H. Sowle
Selectmen of Westport

Westport, April 8th, 1897

The within report of the Selectmen in relation to the laying out of Atlantic Avenue (so called) together with the plan of said lay out was filed with me this 8th day of April 1897.

Attest:

John A. Macomber, 2nd
Town Clerk

At a meeting of the legal voters of the Town of Westport legally held on the 17th day of April 1897. It was voted, to accept the Town-way in Acoaxet as laid out by the Selectmen and known as Atlantic Avenue.

A True Copy of lay out and vote:

Attest:

John A. Macomber, 2nd
Town Clerk

Town of Westport, Mass.
December 15, 1899

In Board of Selectmen

On the Petition of Charles H. Wilson, Fred C. Hinds, David Beattie, William B. M. Chace, and A. P. Smith, a majority of the Board of Directors of a corporation to be formed and known as the Fall River and Brockton Air Line Street Railway Company, for the purpose of constructing and operating a street Railway in the City of Fall River and Towns of Westport and Freetown, upon which due notice was given and hearing was held in the vestry of the church at North Westport on November 27th, 1899, at four o'clock P.M. At close of said hearing the Selectmen took the matter under advisement, it is now hereby order that:

The prayer of said petition be and the same is hereby granted to Fall River and Brockton Air Line Street Railway Company to construct and locate the tracks of its Railway in the following roads in the town of Westport, to wit:

Beginning at the dividing line between the City of Fall River and the Town of Westport at the "Narrows", so called; thence on said Westport Road and the Old Stage Road to Wordell's Corner; thence northerly from Wordell's Corner on Blossom Road, so called, to the city line of Fall River; together with all necessary switches, turn-outs, sidings, poles and wires to operate the road by the system of electric railroading known as the Trolley System.

This order is granted upon the following conditions and restrictions, viz:

1st That the location and grade of tracks of said Railway Company shall be subject to the approval of the Selectmen;

That the rails shall be known as the Trail of not less than sixty pounds per yard, and that form the dividing line between the City of Fall River and Town of Westport at the "Narrows," so called; thence

easterly to the guide post at the fork of the roads the rails shall be placed at such depth as will admit of cobble paving or macadam road, in either case the work shall be done to the satisfaction of the Board of Selectmen; that said Railway Company shall pave with cobble paving or with plan, as the Board of Selectmen may determine, all road crossings and all other crossing whether public or private, all to be done to the satisfaction of the Selectmen.

That said Railway Company shall pay the Town the sum of Six Hundred and Fifty dollars as an award to the town toward expense of widening the road at the "Narrows".

2nd Whenever any portion of the grade of the public roads shall be altered said Railway Company shall, at their own expense, make all such alterations upon the space included within their rails and eighteen inches outside of and on both sides of said space, so as to conform to the alterations made in said public streets.

3rd This order is granted upon the express condition that no erection of poles or wires and no location of tracks within any of the streets whereby a location is hereby granted, shall be made until a plan of the work relating thereto shall be filed in the office of the Town Clerk and approved by the Board of Selectmen; that all matters relating to poles and wires shall be subject to such regulations as the Board of Selectmen shall designate relating thereto, and that thereafter no alterations in the location of tracks shall be made without the approval of said Board of Selectmen in accordance with a plan to be filed with the Town Clerk and that the acceptance in writing of the conditions shall be filed with the Town Clerk within thirty days from the date of this order.

4th That the said Railway Company shall indemnify and save harmless the Town of Westport from any and all losses, costs, expenses and damages that said Town of Westport may incur and suffer by reason of the construction of said road or any negligence in locating, construction, maintenance and operation of said Street Railway Company in and upon the public roads in said Westport and by reason of any failure to comply with these conditions.

5th It is hereby further ordered that the road from Cynthia Wordell's Corner to the Blossom Road, so called, should be widened not to exceed ten feet in width, the entire cost of such widening, land damages and rebuilding of stone walls shall be borne by the said Street Railway Company.

And it is further ordered that this order be filed with the Town Clerk of Westport and a copy thereof furnished to the Fall River and Brockton Air Line Street Railway Company, its agents or attorneys.

Albert S. Sherman
Andrew H. Sowle
George E. Handy
Selectmen of Westport

Received and recorded the foregoing December 15, 1899.

A true copy,

Attest:

Edward L. Macomber
Town Clerk

In accordance with the requirements of Statues the Selectmen of Dartmouth and Westport met on the 31st day of October 1900, and proceeded to Perambulate the boundry line between the towns of Dartmouth and Westport.

The bound stones were all found to be in their proper places and bearing the proper marks and in a good state of preservation as the law requires, except as hereinafter set forth.

On account of the report that the "bound opposite to Prince Allen's north west corner" was not properly located, it was agreed by the Selectmen of both towns that the line in that vicinity should be surveyed, and said bound be reset in its proper location. It was further agreed that all bound stones be remembered with paint, beginning with the Horseneck bound stone as number two (2).

Hebert Wing
Warren Gifford
Job S. Gidley
Selectmen of Dartmouth

Albert S. Sherman
Andrew H. Sowle
George E. Handy
Selectmen of Westport

Received and recorded the foregoing this 8th day of November, 1900.

A True Copy,
Attest:
Edward L. Macomber
Town Clerk

Certificate of Perambulation of lines between the City of Fall River and Town of Westport, Mass.
November 19, 1900

In accordance with the requirements of Statutes the Selectmen of Westport and the City Engineer of Fall River met on the above date for the purpose of Perambulating said lines and examining the bounds between said City and Town.

First we went to the bound near the Southern extremity of Sawdy Pond. Said bound marks the line between the States of Rhode Island and Massachusetts, and is designated by the Topographical Survey Commission of this Commonwealth to be the extreme Southerly Point in the boundary line between Fall River and Westport. Said bound is marked on two sides thus – MASS. On one side thus R. I. And on another side thus R. I. 1861. Said bound stands erect in good condition. We next went to a bound at the extreme North end of Westport near the residence of D. D. Pettey. Said bound is on the West side of the road, is marked on North side F. R. and on the South side W. The bound is in good condition.

We next went Westerly to a bound near the North Watuppa Pond standing in line of an old wall. Said bound is marked on North side F. R. on the South side W. all in good condition. We next went to the bridge at the Narrows. Here two bounds are set in the parapet walls in the center of the stone arch bridge. One on the North and one on the South side of the highway. Each bound is marked on the Easterly side W. on the Westerly side F. R. and on the sides facing the highway 1896. Both bounds in good condition. We did not visit the bound located at the junction of Westport, Dartmouth, and Fall River for the following reason: The Selectmen of Westport had recently viewed said bound in company with the with the Selectmen of Dartmouth. And the City Engineer had recently viewed said bound with the Selectmen of Dartmouth. Said bound is triangular in form and is marked on the North F. R. on the South-east D. and on the South-west W. bound stands erect and in good condition.

Philip D. Borden
City Engineer, Fall River, Mass.

Record the foregoing, December 1, 1900.

A True copy,
Attest:
Edward L. Macomber
Town Clerk

To the Board of Selectmen of Westport, Massachusetts

To undersigned being a majority of the Board of Directors, of the Horse Neck Beach Street Railway Company, (a corporation in process of organization under the general Street Railway laws of this Commonwealth) respectfully ask for a location in the said town of Westport of the tracks of the proposed Railway of the Company as follows:

A location for a single track, with convenient sidings, turnouts and switches, beginning at a point in the Dartmouth town line and continuing in a Southwesterly direction over "Town Line Road" to Akin's corner, thence over "Town line Road" to "Let Road", thence by the road through the woods to Westport Point Bridge thence over said bridge, and over the main street through the village of Westport Point, and over Cornell road and Central Village road, to a point in the Rhode Island State line, at or near Adamsville.

You are hereby requested also, to permit the use of electricity as a motive power on said tracks, and to this end the right is asked to construct and maintain, in and upon said highways, such poles, wires and other appliances as may be adapted to the distribution of said power and to the operation of the Railway by means of the overhead trolley system.

Respectfully Submitted
Artemas S. Pennock
Benjamin W. Carlow
Henry M. Brett
Alvin F. Waite
Benjamin T. Smith
E. G. Gifford

Westport, Mass. April 8, 1903

Town of Westport, Massachusetts

Upon the foregoing petition it is ordered, that a public hearing be given to all parties interested, in the Town Hall in said Town of Westport, on Tuesday April 28th, 1903, at two P.M. at which place and time the Selectmen of this town will meet and consider said petition

And it is further ordered, that a notice thereof be given by a publication of a copy of said petition and this notice thereon once in the New Bedford Standard, a Newspaper published in New Bedford, in the County of Bristol, in said Commonwealth, said publication to be a least fourteen days before said meeting.

Albert S. Sherman
Andrew H. Sowle
George E. Handy
Selectmen of Westport

April 11, 1903

Town of Westport, Massachusetts
August 10, 1903
In Board of Selectmen

On the petition dated April 8th, 1903 of Artemas S. Pennock, Benjamin W. Carlow, Henry M. Brett, Alvin F. Waite, Benjamin T. Smith, and E. G. Gifford, a majority of the Board of Directors of a corporation in process of organization under the General Street Railway Laws of this Commonwealth, and known as the Horse Neck Beach Street Railway company, for the purpose of constructing and operating a Street Railway through the Town of Westport, upon which due notice was given to all parties interested of the time and place when the Selectmen would consider said petition, a hearing was duly held by the Selectmen in accordance with said notice in the Town Hall in said Westport on April 28, 1903, at two o'clock P.M. At the close of said hearing the Selectmen took the matter under advisement and believing that public necessity and convenience require that the location be granted as prayed for in said petition, it is hereby Ordered:

That a location be granted to the Horse Neck each Street Railway Company, to lay their tracks in the Town of Westport on the roads and bridge as shown by plan on file, as follows, viz:

Beginning at the boundary line between the Town of Dartmouth and Westport at or near Gifford's Corner; thence Westerly on the North side of the road to Akin's Corner; thence southerly on the West side

of the road to the foot of the Lane (so called); thence Westerly on the North side of the road to the highway through the woods; thence crossing said highway to the Southwesterly side thereof; thence Northwesterly on the Southwesterly, side of said highway to the road leading from Westport Point bridge to the beach; thence crossing said last named road to the Westerly side thereof; thence Northerly on the Westerly side of said last named road and across the bridge on the Westerly side thereof; thence continuing Northerly to the Cornell Road on the Westerly side of the road leading North from Westport Point; thence on the Southerly side of the said Cornell Road to the road leading from Adamsville to Central Village; thence crossing the last named road; thence Westerly on the Northerly side of the last named road to a point near Adamsville, Rhode Island, as designated on plan referred to,

Also that the said Company be and hereby is granted the right to operate its cars upon said tracks by electricity and for that purpose use the trolley system and erect such poles, trolley wires, feed wires and span wires upon and over the public streets and ways named in this grant of location, as may be necessary for the proper operation of its railway.

The above location and rights are hereby granted upon the following conditions which shall be fully complied with by said Railway Company, to wit:

That the rails shall be of the pattern known as the T – rail weighing not less than sixty pounds per yard, except on the bridge and through the Village of Westport Point, where the rails shall be of not less than said weight and of such pattern as the Selectmen shall approve;

That over the whole line of tracks laid under the provisions of this order, the top of the rails shall be laid at the present grade of the street or ways. Provided, that if at any place said Railway Company desires to raise or lower its tracks above or below the present grade, they may be permitted to do so on condition that said Company shall at its cost and expense change the entire surface of the traveled part of the road so as to conform to the grade of the top of its rails.

That no rails shall be laid until the grading and the placing of them have been viewed and approved by the Selectmen

That whenever any portions of the traveled part of the public streets or ways shall be altered by the town by raising or lowering the same, said Railway Company shall at their own expense make such alterations upon so much of the road as is include within their rails and also within the space eighteen inches wide on the outside of and adjoining said rails, so as to conform to the alterations made by the town in said public streets or ways.

That if in any place the tracks shall encroach upon the present traveled part of the public streets or ways said Railway company shall at their own expense so widen, build and prepare a traveled way that the Public will have as much space for travel in the future as now exists, provided however, that this clause shall not apply to the bridge nor to so much of the road as lies in Westport Point Village between the bridge and the Hotel

That said Railway Company shall pave with block stones or cobble paving or with suitable planking, as the Board of Selectmen may determine, between the rails and eighteen inches on both sides thereof, all turnouts and all crossings whether public or private, and such other portions of the track as the Selectman may order; and shall also pave such portions of gutters as the Selectmen may require in the streets or ways occupied by its tracks

That all the aforesaid wires shall not be less than eighteen (18) feet above the surface of all driveways and streets, and the location of all poles shall be subject to the approval of the Selectmen.

That if in the construction of said railway the flow of water in any of the streets or ways is impeded, said company shall at its own expense construct suitable gutters or culverts to maintain the free flow of water in such streets or ways.

That said Railway Company shall erect and maintain at their own expense electric lights in the following places, viz:

at Gifford's Corner, at Akin's Corner, at foot of the Lane (so called), at the intersection of the Let Road and highway through the woods, at the intersection of said highway and the road to the beach, at each end of Westport Point Bridge, and at each end of the Cornell Road; said lihts to be turned on at sunset and continued until the last car has passed in the night.

That said Railway Company shall locate within the limits of the Town of Westport, its Power House, Car Barn and repair shop.

That the turnouts and switches for said tracks shall be located at such places as the engineer in charge shall be located at such recommend subject nevertheless to the approval of the Board of Selectmen.

That the expense of constructing said track across Westport Point Bridge shall be born wholly by said

Railway Company.

That no trees within the limits of the streets or ways shall be trimmed or cut down without permission from the Tree Warden of said Town.

That said Railway Company shall, within twenty days after the acceptance of this location, give to the Town of Westport a bond with sureties approved by the Selectmen in the penal sum of ten (10) thousand Dollars, to comply with all the conditions and requirements herein contained, and indemnify the Town of Westport from all loses, damages, expenses, suits and actions arising for or growing out of the careless or negligent acts of said Railway Company, or its agents or employees during the construction of its railway.

That if said Town of Westport will so repair and reconstruct the bridge and draw at Westport Point so as to make it strong enough for street Railway travel, said Railway Company shall pay to said Town of Westport upon demand therefor by its Treasurer thirty-three and one third (33 1/3) per cent of the total expense of so repairing and reconstructing said bridge and draw and shall also pay to said town fifty (50) dollars annually towards the cost of a draw-tender on said draw after the cars begin to run across said draw and bridge.

That said Railway Company shall within twenty days of the acceptance of the location herein granted, deposit with said Town Treasurer as a guarantee of good faith the sum of six thousand (6000) dollars to be held by said Treasurer until the completion of said repairs on and reconstruction of said repairs on and reconstruction of said bridge and draw; and when said bridge and draw have been completed suitable for street railway travel, said sum shall be applied by the Town to the payment of the said thirty-three and one third (33 1/3) per cent of the total expense of the repairing and reconstruction as aforesaid, the balance if there be any, to be returned to said Railway Company; provided however that if the town fails to repair and strengthen said bridge and draw suitably for street railway travel for a period of ten months from the date of said deposit, then the Town Treasurer shall return said deposit to said Railway Company.

The said Horse Neck Beach Street Railway Company may without violating the conditions of this franchise, depart from the exact line of the location granted herein by laying its tracks for short distances upon private land, contiguous to or near by the location granted provided the consent of the owners of said land is obtained and the location of the tracks upon said private land is first approved by the Selectmen and all other conditions concerning said acts be complied with.

That all work of construction of said street Railway and all other work on the roads and ways in the Town of Westport herein referred to shall be subject to the approval of its Board of Selectmen.

That said Railway Company shall begin work of construction within sixty days from the date of acceptance of this location and said railway shall be built, completed, equipped and in operation on or before October 1, 1904 or within such further time as the Selectmen may grant, otherwise this order shall be null and void.

Albert S. Sherman
Andrew H. Sowle
George E. Handy
Selectmen of Westport

We, the undersigned directors of the Horse Neck Beach Street Railway Company, hereby accept the location granted by the Selectmen of Westport. Dated August 10, 1903. The same to be held subject to the terms, conditions and obligations therein expressed.

Benjamin W. Carlow
Artemas S. Pennock
Benjamin T. Smith
E. G. Gifford

Henry M. Brett
Alvin F. Waite, Directors
Philander H. Brightman

Boston, Mass. October 10th 1903

Recorded the foregoing Petition, Order Grant and Acceptance this 26th day of September, 1904.

A true copy,

Attest:

Edward L. Macomber
Town Clerk

To the Honorable Board of Selectmen of the Town of Westport, Massachusetts.

Gentlemen,

We, the undersigned, a majority of the Board of Directors of the Horse Neck Beach Street Railway company, respectfully petition your Honorable Board for an extension of the time of building said road, (and all other things at the present time undone, pertaining to the franchise granted said Railway company by your Board, August 10th 1903) to September 1st, 1905.

Boston, Mass.

August 25, 1904

N. L. Sheldon
Charles F. Parker
C. M. Wing
Frank H. Walker

In Board of Selectmen. September 7, 1904

Voted: That the foregoing petition be and is hereby granted.

Albert S. Sherman
Andrew H. Sowle
Elmer E. Gifford

Selectmen of the Town of Westport, Massachusetts

Recorded the foregoing petition and grant this 29th day of September 1904.

A true copy,

Attest:

Edward L. Macomber, Town Clerk

Town of Westport
In Board of Selectmen
January 28th AD 1905

In the matter of the petition of the Dartmouth and Westport Street Railway Company, dated October 26th, 1904 praying for authority to alter and extend the location of its track is in the State Highway between New Bedford and Fall River, between the easterly end of said state highway in the Town of Westport near the village of Westport Factory and the westerly end of said State Highway in the Town of Westport at a point near the Narrows, so called, by the location and construction of a second track on the southerly side of the present track; notice to all parties interested of a hearing on said petition to be held December 3rd, 1904, having been given by publication in the "Evening Standard" in accordance with the provisions of law and the order of this Board; and a hearing having been held on the day and at the time and place designated in said notice at which all parties wishing to be heard were heard; and the matter of said petition having been duly considered by this Board; and in the opinion of this Board public necessity and convenience requiring that the alterations and extensions prayed for should be granted in the manner and to the extent hereinafter set forth.

Now, therefore, it is hereby ordered, adjudged and decreed, that said petition be granted to the extent and in the manner and under the terms, conditions and obligations hereinafter set forth and which in the judgement of this Board the public interests require, to wit:

Authority is hereby granted to said company to locate, construct, maintain and operate a second track in addition to and southerly from the track now located in said highway, and to change and alter the position and location of said present track in such portions of the highway as may be necessary in order to properly locate and construct said two tracks as double and parallel tracks upon the southerly portion of said State Highway.

The physical location of said tracks, the form and manner of the construction, the grade and elevation, and other details of construction, the grade and elevation, and other details of construction, shall be such as the Massachusetts State Highway Commission shall prescribe and approve.

The rails to be used for said tracks shall be 70lb T-rails laid substantially on proper ties in a good and

workmanlike manner.

Authority is hereby granted to said Company to construct, erect, maintain and use such crossovers, switches, frogs, quad rails, poles, fixtures, wires, including trolley wires, feed wires, span wires and underground wires, and other appliances as may be necessary or as may be approved by the said State Highway Commission provided all such materials and appliances are of good and substantial quality and properly installed with due regard to the safety of the public and in accordance with the best standard of electric railway construction.

Said work of alteration and construction shall be completed within a period of five years from the date hereof, or such further period as the Board of Selectmen for the time being may upon application in writing prescribe.

All the terms, conditions and obligations of the original grant of location of tracks to said street railway company, so far as the same are legal and conformable to the statutes of this Commonwealth now or hereafter in force and applicable to this grant of alteration and extension are hereby made the terms, conditions and obligations of this grant.

The foregoing grant was duly considered, and it was voted that the same be and is hereby granted on the day and year first above written.

Albert S. Sherman
Andrew H. Sowle
Elmer E. Gifford
Selectmen of Westport

Received and recorded the foregoing grant this 28th day of January AD, 1905

A True copy,
Attest:

Edward L. Macomber
Town Clerk

Dartmouth, Mass.
November 22, 1905

The Selectmen of Dartmouth having given the required notice to the Selectmen of Westport to meet and perambulate the lines between said towns met on Thurs. November 9th, 1905.

We the undersigned certify that the bounds are all marked and in a proper condition.

Chas. W. Howland
Jas. Allen 2nd
Selectmen of Dartmouth

Andrew H. Sowle
Elmer E. Gifford
Albert F. Kirby
Selectmen of Westport

Recorded the foregoing November 27, 1905.

A True copy,
Attest:
Edward L. Macomber
Town Clerk

Certificate of Perambulation of lines between the City of Fall River and the Town of Westport, Mass.
November 24, 1905

In accordance with the requirements of Statutes the Selectmen of Westport and the City Engineer of Fall River met on the above date for the purpose of perambulating said lines and examining the bounds between said City and Town.

The bounds stones were all found to be in their proper places and bearing the proper marks, and in a good state of preservation as the law requires we did not visit the bound that defines the line between Westport, Dartmouth, Fall River at this time having previously done so with the Selectmen of Dartmouth.

Andrew H. Sowle
Elmer E. Gifford
Albert F. King
Selectmen of Westport

Recorded the foregoing November 27, 1905.

A True copy,
Attest:

Edward L. Macomber
Town Clerk

To the Honorable Board of Selectmen of the Town of Westport, Massachusetts.

Gentleman:

The directors of the Horse Neck Beach Street Railway Company respectfully petition your Honorable Board for an extension of the time of building said road, (and of all other things at the present time undone pertaining to the franchise granted said Railway Company by your board August 10th, 1903), to September 1st, 1906.

Boston, Mass.

July 27, 1905

Westport, Mass. August 4, 1905

The time within which the Horse Neck Beach Street Railway shall be built is hereby extended to September 1st, 1906, as prayed for.

Andrew H. Sowle
Elmer E. Gifford
Albert F. King
Selectmen of the Town of Westport

Recorded the foregoing, January 20, 1906

A true copy,
Attest:

Edward L. Macomber,
Town Clerk

Copy of Record

Board of Selectmen

Town of Westport

This Board having on the 28th day of August 1906, considered the petition of Charles Duffany and others praying that this Board will alter the location of the tracks of the Dartmouth and Westport Street Railway Co. near the Fall River line in North Westport and having given all parties interested (including the street railway company) notice as by Statute provided of the pendency of said petition and an opportunity to be heard thereon, and having determined that public necessity and convenience requires an alteration of such location in the manner and form hereinafter specified, adjudges and orders that the alterations hereinafter specified be made within sixty (60) days from the date of the approval of this order by the Board of Railroad Commissioners, and that the expense thereof be borne by the Dartmouth and Westport Street Railway Company.

The location of the track of the Dartmouth and Westport Street Railway Co. within said Town of Westport between the Fall River line and a point at or near the junction of the Old Bedford Road with the New Bedford road in said Westport, is altered so that the northerly rail of the track of said street railway company shall be as follows, to wit: beginning at a point in the "New Bedford Road" in said Westport, near the "Narrows" at North Westport, where the track of said railroad company (as at present located) leaves the center of the lay-out of said "New Bedford Road" and approaches the southerly side of said road and the southerly side of the causeway at said Narrows, and thence continuing northerly in the center of said "New Bedford Road" (as laid out) and making therein such a curve as may be convenient and necessary to come to a point in the intersection of the "New Bedford Road" with the "Old Bedford Road" in said Westport which point is two and one-fourth feet southerly of a line which if extended would mark the center of the eighty foot causeway as now laid out across said "Narrows," and thence continuing westerly parallel with the center line of said causeway, and two and one-fourth feet southerly therefrom, to the line between said Town of Westport and the City of Fall River, said company being hereby granted the right, until the tracks of the Old Colony Street Railway Company in said Fall River are changed and meet the tracks now authorized, to lay a suitable cross-over at the town line to connect with said Old Colony Street Railway tracks as now located in said Fall River.

And the track so altered, and said crossover now authorized, are to be paved with block paving between the rails and for a distance eighteen inches each side thereof – said block paving and the manner of laying same to meet with the approval of the selectmen of said Town of Westport. Said track and crossover are to conform with the present surface grade of said highways, and the poles are to be placed in such convenient position as this Board shall approve.

The intention of this Board is that Whereas it is necessary and expedient that the tracks of said Dartmouth and Westport Street Railway Co. shall be located in the center of the highways, within the limits mentioned in the petition, and Whereas it is likely that a double track may become necessary between such limits, that public convenience will now be better served by using what may ultimately be the location of the northerly or easterly of two center tracks as far as the junction of the two highways, and what may ultimately be the location of the southerly of two center tracks between the junction of said highways and the town line – and it is so ordered.

Albert F. King
Elmer E. Gifford
Jonathan Borden
Selectmen of Westport

Westport, September 11, 1906

Recorded the foregoing September 22, 1906

A true copy,
Attest:
Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

In Board of Railroad Commissioners

October 8, 1906

Petition for approval of relocation of tracks of the Dartmouth and Westport street railway in Westport.

Last February the Dartmouth and Westport Street Railway Company asked the Board to approve a location for double tracks over the southerly side of the causeway leading from Westport into Fall River. The residents of the neighborhood protested, claiming that the tracks should be located in the middle of the causeway and not upon one side of it. The Board sustained the protest and recommended that the double track be placed in the middle of the causeway, thus providing for a suitable highway and sidewalk upon each side.

Since that time the double track between Fall River and New Bedford, save for this terminal link, has been substantially completed. We believe that it would be unwise to now permit any makeshift to take the place, with the widening of the causeway at the expense of the company in accordance with the assurance given to the selectmen of Westport.

For this reason the petition for approval of a location for a temporary single track is dismissed, with the recommendation that the street railway company urge forward as fast as may be practicable the permanent improvement in railway and highway.

For the Board,
(signed) James F. Jackson
Chairman

A True copy,

Attest:

Charles E. Mann, Clerk

Received and recorded the foregoing October 27, 1906

A True copy,

Attest:

Edward L. Macomber
Town Clerk

AFFIDAVIT

I, the undersigned, James J. Kirby, Clerk of the Watuppa Board and Water Registrar of the city of Fall River, being duly sworn, on oath depose and say that, pursuant to a vote of said Watuppa Water Board, I caused to be posted in a public place, to wit: at the United States Post Office of North Westport, in the town of Westport, in the County of Bristol and Commonwealth of Massachusetts, and were posted in said public place, on Friday, August second, in the year of our Lord nineteen hundred and seven, the Rules and Regulations of the State Board of Health relating to the North Watuppa Pond and the lands bordering on the same, a true copy of which Rules and Regulations are hereto annexed, marked B and made a part hereof.

James J. Kirby
Fall River, August 3rd, AD 1907

Bristol, SS.

Then personally appeared James J. Kirby who subscribed the foregoing affidavit and made oath that the contents thereof were true.

Before me,
Hugo A. Dubuque
Justice of the Peace

Commonwealth of Massachusetts
State Board of Health
Rules and Regulations

For the Purpose of Preventing the Pollution and Securing the Sanitary Protection of the Waters of North Watuppa Pond and its Tributaries, used by the City of Fall River as a Source of Water Supply.

The State Board of Health, acting under the authority of section 113 of Chapter 75 of the Revised Laws and every other act thereto enabling, hereby makes the following rules and regulations for the purpose of preventing the pollution and securing the sanitary protection of the waters of North Watuppa Pond and its tributaries, used by the city of Fall River as a source of water supply, which shall remain in force until further order, and which may be hereafter from time to time amended or added to by the State Board of Health:

1. No cesspool, privy or other place for the reception, deposit or storage of human "excrement", and no urinal or watercloset not discharging into a sewer shall be located, constructed or maintained within fifty feet of high-water mark of North Watuppa Pond, so-called said pond being in the city of Fall River and the town of Westport and used by said city as source of water supply or within fifty feet of high water mark of any reservoir, lake, pond, stream, ditch water-course or other open waters, the water of which flows directly or ultimately into said North Watuppa Pond.
2. No human excrement shall be deposited or discharged in or into North Watuppa Pond, so-called, said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply, or into any reservoir, lake pond, stream, ditch, water-course or other open waters, the water of which flows directly or ultimately into said North Watuppa Pond; and no human excrement shall be kept in or deposited or discharged in or into any cesspool, privy or other receptacle situated within two hundred and fifty feet of high-water mark of said North Watuppa Pond, or within two hundred and fifty feet of high water mark of any open waters, the water of which flows directly by or ultimately into said North Watuppa Pond unless such cesspool, privy or other receptacle is so constructed that no portion of its contents can escape or be washed into any such waters.
3. No human excrement or compost containing human excrement or contents of any privy or cesspool or sewer or other receptacle for the reception or storage of human excrement, shall be deposited or discharged upon or into the ground at any place from which any such excrement, compost or contents or particles thereof, may flow or be washed or carried into North Watuppa Pond, so called, said pond being in the city of Fall River and the Town of Westport and used; by said city as a source of water supply, or into any reservoir, lake, pond, stream, ditch, water course or other open water, the water of which flows directly or ultimately into said North Watuppa Pond.
4. No house slops, sink waste, water which has been used for washing or cooking, or other polluted water, shall be discharged into North Watuppa Pond, so called, said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply, or into any reservoir, lake, pond, stream, ditch, water course or other open waters, the water of which flows directly or ultimately into said North Watuppa Pond: and no house slops, sink waste water, which has been used for washing or cooking, or other polluted water, shall be discharged into the ground within fifty feet, or upon the ground within two hundred and fifty feet, of high water mark of said North Watuppa Pond, or into the ground within fifty feet, or upon the ground within two hundred and fifty feet, of high water mark of any open waters flowing as aforesaid into said North Watuppa Pond.
5. No garbage, manure or putrescible matter whatsoever shall be put into North Watuppa Pond, so called, said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply, or into any reservoir, lake, pond, stream, ditch, water course or other open waters, the water of which flows directly or ultimately into said North Watuppa Pond; and no garbage, manure or putrescible matter whatsoever shall, except in the cultivator and use of the soil in the ordinary methods of agriculture, be put upon the ground within two

hundred and fifty feet of high-water mark of said North Watuppa Pond, or within two hundred and fifty feet of high water mark of any open waters flowing as aforesaid into said North Watuppa Pond.

6. No stable, pig sty, hen house, barn yard, hog yard, hitching or standing place for horses, cattle or other animals, or other place where animal manure is deposited or accumulates, shall be located, constructed or maintained any part of which is within fifty feet of high water mark of North Watuppa Pond, so called, said pond being in the city of Fall River and the Town of Westport, and used by said city as a source of water supply, or within fifty feet of high water mark of any reservoir, lake, pond, stream, ditch, water course or other open waters the water of which flows directly or ultimately into said north Watuppa Pond. No stable or other place, as above enumerated, shall be located, constructed or maintained with two hundred and fifty feet of high water mark of said North Watuppa Pond, or within two hundred and fifty feet of high water mark of any open waters flowing as aforesaid into said North Watuppa Pond unless suitable and adequate provision is made to prevent any manure or other polluting matter from flowing or being washed into said pond or such open waters.
7. No interment shall, except be permission in writing by the Watuppa Water Board of the city of Fall River, be made in any cemetery or other place of burial, within fifty feet of high water mark of North Watuppa Pond, so called, said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply, or within fifty feet of high water mark of any reservoir, lake, pond, stream, ditch, water course or other open waters, the water of which flows directly or ultimately into said North Watuppa Pond.
8. No lands, which were not under the control of cemetery authorities and used for cemetery purposes on August 1, 1907, from which the natural drainage flows into North Watuppa Pond, so called, said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply, or into any reservoir, lake, pond, stream, ditch, water course or other open waters, the water of which flows directly or ultimately into said North Watuppa Pond, shall be taken or used for cemetery purposes until a plan and description of the lands which it is proposed to use for such purposes sufficient for their identification shall be presented to the State Board of Health and until such taking or use shall be approved in writing by said State Board of Health.
9. No manufacturing refuse or waste products or polluting liquid, or other substance of a nature poisonous or injurious either to human beings or animals or other putrescible matter whatsoever shall be discharged directly into or at any place from which it may flow or be washed or carried into , North Watupppa Pond so called, said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply or into any reservoir, lake, pond stream, ditch, water course or other open waters, the water of which flows directly or ultimately into said North Watuppa Pond.
10. No system of sewers or other works for the collection, conveyance, disposal or purification of domestic or manufacturing sewage or drainage or any other putrescible matter whatsoever, shall, except in accordance with plans first approved in writing by the State Board of Health be constructed or maintained at any place within the watershed of North Watuppa pond, so-called, said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply. No private of separate sewer shall be constructed or maintained, having an outlet or in the ground within 250 feet of high water mark of said North Watuppa Pond, or within 250 feet of high water mark of any reservoir, lake, pond, stream, ditch, water course or other open waters, the water of which flows directly or ultimately into said North Watuppa pond.
11. No public or private hospital, or other place intended for the reception or treatment of persons afflicted with a contagious or infectious disease, shall, until the location and construction thereof have been approved in writing by the State Board of Health, be located or constructed at any place within the watershed of North Watuppa pond, so called, said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply. No public or private hospital, or other place intended or the reception or treatment of persons afflicted with a contagious or infectious disease, shall be maintained at any place within such watershed, unless all the provisions required by the State Board of Health for the purification or disposal of sewage, drainage or other polluting or organic matter, which may be discharged

therefrom, have been complied with, and unless all orders issued from time to time by said State Board of Health in relation to the purification and disposal of sewage, drainage and other polluting or organic matter which may be discharged therefrom are fully complied with.

12. No tannery, currying shop, or other establishment or place where the skin, wool, hair or fur of any animal is treated, shall, until the location and construction thereof have been approved in writing by the State Board of Health, be located or constructed at any place, within the watershed of North Watuppa pond, so called, said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply. No tannery, currying shop or other establishment or place where the skin, wool, hair or fur of any animal is treated, shall be maintained at any place within such watershed, unless all the provisions required by the State Board of Health for the purification or disposal of sewage, drainage or other polluting or organic matter, which may be discharged therefrom, have been complied with, and unless all orders issued from time to time by said State Board of Health in relation to the purification and disposal of sewage, drainage and other polluting or organic matter, which may be discharged therefrom, are fully complied with.
13. No slaughter house or other building for carrying on the business of slaughtering cattle, sheep or other animals, and no melting or rendering establishment, shall, until the location and construction thereof have been approved in writing by the State Board of Health, be located or constructed at any place within the watershed of North Watuppa pond, so-called, said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply. No slaughter house or other building for carrying on the business of slaughtering cattle, sheep or other animals, and no melting or rendering establishment, shall be maintained at any place within such watershed unless all the provisions required by the State Board of Health for the purification or disposal of sewage, drainage or other polluting or organic matter, which may be discharged therefrom, have been complied with, and unless all orders issued from time to time by the State Board of Health in relation to the purification and disposal of sewage, drainage and other polluting or organic matter, which may be discharged therefrom, are fully complied with.
14. No person shall bathe in, and no person shall, unless permitted by a written permit of the Watuppa Water Board of the City of Fall River, fish in, or send, drive or put any animal into, North Watuppa pond, so called said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply. No person, other than a member, officer, agent or employe of said Watuppa Water Board or public officer whose duties may so require, shall unless so permitted by a written permit of said board, enter or go in any boat, skiff, raft or other contrivance, on or upon the water of said pond, nor shall enter or go upon or drive any animal upon the ice of said pond.
15. No person shall enter upon North Watuppa pond, so called, said pond being in the City of Fall River and the Town of Westport and used by city as a source of water supply, for the purpose of cutting or taking ice from said pond, without a written permit, signed by the Watuppa Water Board of the city of Fall River, stating the time and place for which such permission is given.

The granting and withholding of permits required by rules 14 and 15 is hereby delegated by the State Board of Health to the Watuppa Water Board of the city of Fall River.

16. All reports which may be made to any Board of Health, or to any health officer of any city or town, of cases of contagious or shed of North Watuppa pond, so called, said pond being in the city of Fall River and the Town of Westport and used by said city as a source of water supply, shall be open to the inspection at all reasonable times of the Watuppa Water Board of the city of Fall River, its officers or agents.

By order of the Board,

Signed

Charles Harrington, Secretary

August 1, 1907

Notice

The foregoing regulations of the State Board of Health are adopted under the authority vested in said State Board by Section 113, Chapter 75 of Revised Laws of Massachusetts, and it is further provided in said Revised Laws, as follows:

Section 122. Whoever violates any rule, regulation or order made under the provisions of section one hundred and thirteen or one hundred and eighteen shall be punished for each offense by a fine of not more than five hundred dollars, to the use of the Commonwealth, year, or by both such fine and imprisonment.

(Rev. L. Chapter 75, Section 122)

Per order of Watuppa Water Board,

James J. Kirby, Clerk and Water Registrar

A true copy

Attest:

James J. Kirby

Clerk of the Watuppa Water Board

Received and recorded the foregoing this 3rd day of August AD 1907

A true copy,

Attest:

Edward L. Macomber

Town Clerk

TOWN of WESTPORT

In Board of Selectmen

July 9, AD 1907

In the matter of the petition of the Dartmouth and Westport Street Railway Company, dated October 22nd, 1906 praying for authority to alter and extend the location of its tracks in the highway in Westport between the westerly end of the State Highway and the division line between the Town of Westport and the City of Fall River at the Narrows, by the location and construction of two parallel tracks, notice to all parties interested of a hearing on said petition to be held November 30th 1906 having been given by publication in the Fall River Evening News in accordance with the provisions of law and the order of this Board, and a hearing having been held on the day and at the time and place designated in said notice at which all parties wishing to be heard were heard; and the matter of said petition having been duly considered by this Board, and in the opinion of the Board public necessity and convenience requiring that the alterations and extensions prayed for should be granted in the manner and to the extent hereinafter set forth:

Now therefore, it is hereby ordered, adjudged and decreed that said petition be granted to the extent and in the manner and under the terms, conditions and obligations hereinafter set forth and which in the judgement of this Board the public interest require, to wit:

A location of two parallel tracks of standard gauge, having a clearance between said tracks of five feet

between the heads of the rails is hereby granted and the construction of said tracks and the operation of the same under the single trolley system of electric propulsion of street railways is hereby authorized in and over the highway between New Bedford and Fall River, between the westerly end of the state highway as now laid out (layout of 1894) and the division line between the Town of Westport and the city of Fall River, except for a certain distance on each side of the crossing of the N. Y. , N. H., & H. R. R. tracks where there shall one track only as to present.

The location of said tracks is specifically described and delineated on a plan of the same filed in the office of this Board, entitled a "Plan of extension and alteration of tracks of the Dartmouth and Westport St. Ry. Co. in Westport at the Narrows between end of State Highway and City of Fall River, 1906," to which plan reference is hereby expressly made said plan being made a part hereof.

Between the end of the state highway and a point marked "B" on said plan, the track as at present laid shall remain, and a second track shall be located and constructed from said westerly end of the state highway to a point where it shall unite with the present track at a point marked "A" near the easterly side of the crossing of the railroad as shown on said plan. From the latter point to the point marked "B" near the westerly side of the said crossing the single track as at present laid shall remain. From the latter point to the point near the junction of the Hicksville Road at the point marked "C" on the plan the track as at present laid shall be relocated and moved and a second track parallel thereto and southerly therefrom, joining with the present track as shown on said plan, shall be located and constructed in such manner that the northerly rail of the southerly track and the southerly rail of the northerly track shall be two and one half (2 ½) feet southerly and northerly respectively from the center line of the highway as here laid out to a width of eighty (80) feet. The rails to be used for said new track in the above described section shall be 70 lb. T-rails, and the roadbed and form of construction shall be a continuation of the track construction now laid in the State Highway under order of this board dated, January 28th 1905, and as prescribed by the State highway for said tracks in the State Highway, the street railway company widening the roadbed so far as necessary for said track construction, filling or rebuilding the bank wall at the pond so far as may be necessary for said track construction, said work to be done at the expense of said company.

Between the point near the junction of the Hicksville Road (marked "C" on said plan) and the city line, the present track on the southerly side of the highway shall be removed and two parallel tracks shall be laid so that the northerly rail of the southerly track and the southerly rail of the northerly track shall be two and one (2 ½) feet southerly and northerly respectively from the center line of the highway as here laid out to a width of eighty feet to a point marked ("D") in said plan near the Fall River line where said two tracks shall curve towards the south as shown on said plan so that the southerly of said tracks shall connect in a straight line with the track of the old Colony Street Railway Company as now laid in Fall River to the Westport line and the northerly of said tracks shall connect in a straight line with the northerly of the two tracks of the old Colony Street Railway Company as now laid on the causeway in Fall River, if any when extended to the Westport line.

The rails to be used in this section shall be nine inch girder rails, and the space between said rails and said tracks and eighteen inches outside of said tracks shall be block paved with standard granite blocks laid in sand.

All of said tracks in both sections shall be laid at grades given by the Board of Selectmen by an engineer employed by them and by them acknowledged in writing as the grade required. Said tracks shall be laid on substantial ties in a good and workmanlike manner. The poles shall be wooden poles of substantial and slightly form and shall be painted. All materials, wires, and appliances shall be of substantial quality and properly constructed in accordance with the best standard of electric railway construction and to the satisfaction of this Board. Authority to erect, maintain and use such, poles, fixtures, wires, guard rails, switches, frogs and other appliances of a railway as may be necessary of desirable and shall be approved by said Board of Selectmen is hereby expressly granted.

In as much as the location of said tracks as shown on said plan upon the causeway between the property of I. M. Reed and a point near the Fall River line reasonably necessitates the widening of said causeway to include the entire width of the same as laid out, to wit eight feet (being a continuation of the highway as now constructed in Fall River involving the building of a new retaining wall and filling the causeway the said street railway company shall make such widening at its sole expense.

Said widening shall be effected by building a proper retaining wall in the pond, the north face of which shall be the north line of the highway as laid out between the easterly end of the Fall River Wall now standing and the abutment near I. M. Reed's store, a distance of 342 feet more or less. Said wall shall be a masonry wall laid in cement and of substantial construction and shall also have a

parapet which shall be on substantially the same height of the corresponding parapet on the Fall River side of the causeway, such as are now placed on said Fall River side. The stones forming the present retaining wall may be used so far as adaptable for the purpose. Said wall shall be constructed under the general requirements above specified but the detail of the form and manner of construction of the same shall be under the supervision and subject to the approval of the Selectmen. The space between said wall and the present causeway shall be filled with earth or other proper material to a level at such grade (to be furnished by the Board of Selectmen) as will be proper for the subsequent macadamizing of the roadway by the town, and in a manner satisfactory to said Selectmen. Said company shall not be required to macadam or surface any of the roadway within the limits of this grant except as hereinbefore expressly provided.

Said work of alteration and construction shall be completed within a period of one year from the date hereof, or such further period as the Board of Selectmen for the time being may upon application in writing prescribe.

All the terms, conditions, obligations of the original grant of location of tracks to said street railway company, so far as the same are legal and conformable to the statutes of this Commonwealth now or hereafter in force and applicable to this grant of alteration and extension, are hereby made the terms, conditions and obligations of this grant.

Albert F. King
Elmer E. Gifford
Jonathan Borden
Selectmen of Westport

Received and recorded the foregoing this 15th day of August AD 1907.

A true copy,

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts
In Board of Railroad Commissioners
July 30, 1907

Petition of the Dartmouth and Westport Street Railway Company for approval of location in Westport After notice and hearing and full consideration it is ordered that the Board hereby certify that the location and alteration of location for the tracks of the Dartmouth and Westport street railway in the highway between New Bedford and Fall River in the Town of Westport, established under an order of the selectmen of said town dated July 9, 1907, a copy of which order, with accompanying plan, is on file in this office, is consistent with the public interests.

Attest:

[Signed] Charles E. Mann
Clerk

A true copy

Attest:

Charles E. Mann
Clerk

Recorded the foregoing August 15, 1907

A true copy,

Attest:

Edward L. Macomber, Town Clerk

New Bedford, Mass.
August 2nd, 1907

To the Selectmen of the Town of Westport:

We the undersigners being a majority of the Board of Directors of the Dartmouth and Westport Street Railway Company, hereby accept the grant of location and alteration of location of tracks in the highway between New Bedford and Fall River in the Town of Westport, under order of your board dated July 9th, 1907 and certified to as consistent with the public interests by the Board of Railroad Commissioners, July 30th 1907.

Henry H. Crapo
Thomas B. Tripp
E. S. Brown
W. P. Winsor
Oliver Prescott, Jr

A majority of the Board of Directors of the Dartmouth and Westport St. Ry. Co.

Recorded the foregoing August 15, 1907

A true copy,

Attest:

Edward L. Macomber, Town Clerk

New Bedford, Mass.
May 15th 1908
Albert F. King, Esq.
Chairman Board of Selectmen

Town of Westport

Dear Sir:

In the matter of the petition of the Westport Mfg. Co. for the widening of the highway in Westport Factory Village on which hearing was this day held, the Dartmouth and Westport Street Railway Co. hereby agrees to assume all the cost involved in the alteration of the highway, including the grading, surfacing and all other cost of construction.

Yours truly,
Henry H. Crapo, President

Recorded the foregoing
Mary 29, 1908

A true copy,

Attest:

Edward L. Macomber, Town Clerk

May 29, 1908

To the Selectmen of the Town of Westport, Westport, Mass.

Gentlemen:

According to plans of extension and alteration of tracks of the Dartmouth and Westport Street Railway Company, through Westport Factory Village, in the Town of Westport, Mass. It will be necessary to take a strip of land on the south-west side of the road, belonging to the Westport Manufacturing Company, according to plans and specifications made by Albert B. Drake, Civil Engineer.

New Bedford, Mass.
Dated April 7th, 1908

For this strip of land for widening the road, as above stated, we agree to make no claim or demand upon said Town for damages upon said land, providing the said layout is accepted by the said Town of Westport.

Very truly,

Westport Mfg. Co.
William C. Trafford, Treasurer

Recorded the foregoing May, 29, 1908

A true copy, Attest:
Edward L. Macomber, Town Clerk

Town of Westport
In Board of Selectmen

It is hereby ordered, adjudged, and decreed that the public necessity and convenience of the Inhabitants of the Town of Westport require that the public way running northerly and southerly through Westport Factory Village be altered by widening the same and for that purpose it is necessary to take and lay out as a part of said Highway, two parcels of land belonging to the Westport Manufacturing Company.

Said widening of the said public way is bounded and described as follows:

First Parcel: Beginning at a point in the westerly line of the present Highway as described in the perambulation of the Town line in 1871, being also the westerly line described in the Layout of the County Commissioners in 1871, and in range with the north line of the Factory building, thence north, thirty three degrees, twenty two minutes, thirty seconds west (N.33d. 22'30"W.) eighty seven and ninety four hundredths (87-94/100) feet to a point in the southerly line of a road forty (40) feet wide, thence north seventy degrees, fourteen minutes, thirty seconds east (N.70d. 14'30"E) seventeen and five hundredths (17-5/100) feet to the westerly line of the present Highway as above described: thence south twenty two degrees, twelve minutes east (S. 22d 12'E) eighty five and fifty three hundredths (85-53/100) feet to the point of beginning. Containing 2-69/100 square rods.

Second Parcel: Beginning at a point in the westerly line of the present Highway as above described, forty and four hundredths (40-4/100) feet from the northeasterly corner of the first parcel, thence from said point south seventy degrees, fourteen minutes, thirty seconds west, (S. 70D. 14'30" W.) in the northerly line of said road, twenty five and three hundredths (25-3/100) feet to a point, thence north twenty two degrees, twelve minutes west (N. 22d. 12'W) four hundred six and sixty two hundredths (406-62/100) feet to a point in the southwesterly line of the State Highway leading toward Fall River; thence south thirty nine degrees, forty eight minutes, thirty seconds East (S.39d. 48'30"E) eighty two and thirty four hundredths (82-34/100) feet in the southwesterly line of said State Highway to a point in the westerly line of the present Highway as above described; thence south twenty two degrees, twelve minutes east (S. 22d. 12'E) three hundred twenty eight and ninety one hundredths (328 - 91/100) feet in the line of the present Highway to the point of beginning. Containing 33-77/100 square rods.

A plan made by Albert B. Drake, Civil Engineer, dated April 4th, 1908, accompanies this layout and is included and made a part of this layout.

And whereas due notice has been given of the intention of the Board of Selectmen to take the said parcels of land for the purpose aforesaid, as appears by the return on the order of notice, issued therefor, and the waivers of the abutters,

Ordered, that the parcels of land before described are taken and laid out as a part of the public highway and town way through Westport Factory Village, and that no damages be awarded to the Westport Manufacturing Company, the owners of the said parcels of land.

Albert F. King
Elmer E. Gifford
Jonathan Borden
Board of Selectmen of Westport

Westport, May 15, 1908

At a meeting of the Town of Westport legally held on the 29th day of May 1908, a plan of the foregoing alteration and layout having been on file in the Clerk's Office more than seven days before said meeting, acting under Article 2nd of the warrant calling said meeting, viz:

2nd. To see if the Town will accept the alteration and layout of a portion of the westerly line of the highway, (known as the line road between the Towns of Dartmouth and Westport) at Westport Factory Village as altered and laid out by the Selectmen, it was Voted:

That the layout and changes proposed therein made by the Selectmen of Westport be accepted and that said layout be recorded as a true record of the ways described therein.

Yes. 11.

No. 0.

The foregoing is a true copy of said layout, alteration, and vote.

Attest:

Edward L. Macomber, Town Clerk

Commonwealth of Massachusetts

Bristol, County

Town of Westport
In Board of Selectmen
February 27, 1909

A petition having been received signed by Albert D. Manchester and 24 others, praying that the Main Road for the State Line near Adamsville southerly to the sea shore near Asa R. Howland's place, including the branch road westerly from Nickerson's corner be laid out, altered and relocated, and a written notice of the intention of the Selectmen to lay out, alter, and relocate said roads having by order of the Selectmen, been left at the usual place of abode of the owners of the land by and over which said ways is proposed to be laid out, altered or relocated and posted in a public place in said Town seven days at least prior hereto, the Selectmen of the Town of Westport on this second day of June 1908 duly adjudged that common convenience and necessity require the layout, alteration and relocation of said highways, and proceeded to lay out, alter and relocate the same as follows.

The Westerly and Southerly line of said way begins at a stone bound at the State Line South of Adamsville and from said Westerly and Southerly line runs as follows:

South six and one-half degrees east, twenty-two and three-fourths rods, thence south one and one-half degrees west, seventeen rods and four links, thence south thirteen and one-half degrees west, fifty-two rods; thence south eight degrees west, eighty-three rods and five links; thence south one degree west, eighty-four rods; thence south one degree east, sixty-six rods; thence south two degrees west, thirty-four rods; thence south four degrees east, twenty-two rods; thence south one degree east, forty-five and one half rods, thence south twenty-five and one half degrees west, twenty-nine rods; thence south three and three-fourths degrees west, twenty-six rods and seven links; thence south eleven degrees east, thirteen rods, thence south twenty and one-half degrees east, fifteen rods; thence south twelve degrees east, twenty rods; thence south one and one-half degrees east, forty-two rods; thence south nine degrees east, eighteen rods; thence south eighteen degrees west, twenty rods; thence south twenty-seven degrees west, fourteen and one-half rods to Nickerson's Corner so called at which point a branch road hereinafter described leads to the west; thence continuing south fifteen and one-fourth degrees east, thirty-six rods; thence south twenty-six and one-half degrees east, nineteen rods; thence south thirty-three and three-fourths degrees east, seven rods, thence south fifty-eight and one-fourth degrees east, twelve rods; thence east eighteen degrees south, forty-three and one-half rods; thence south five and one-half degrees east, twenty-four and $\frac{1}{4}$ rods; thence east ten degrees south twelve rods; thence due east eighteen and one-half rods; thence south three degrees east, fifty-four rods; thence south one degree west, forty-seven rods and three links, thence south thirty-one degrees west, nineteen rods and twenty-three links; thence south twenty degrees west, twenty-six rods and nineteen links; thence south one degree west, fifteen rods and eight links; thence south one and one half degrees east seventy nine rods, and three links; thence east forty-five seconds south, four rods and fourteen links; thence south six and three-fourths degrees east, thirty-three rods; thence south four and three-fourths degrees west, eleven rods and twenty links; thence south one degree east, thirty-six rods; thence south two and three-fourths degrees west, forty-nine rods and fifteen links to the last bound near the sea, thence southerly on the same course to the sea.

The easterly and northerly line of said road is parallel with the line above described and is distant therefrom forty feet.

The branch road from Nickerson's Corner westward we have laid out as follows:

The northerly line of said branch road begins at a stone bound in the westerly line of the above layout near Nickerson's corner and runs thence west ten degrees north fourteen rods and twenty links; thence north forty degrees west twelve and one-half rods; thence due west twenty rods, and the southerly line of said way is parallel with and distant therefrom forty feet, except that where it enters the Main Road the southerly bound is five rods and fifteen links southerly from the northerly bound of said way, thence said southerly line extends northerly and westerly in a curved line, as shown on the accompanying plan, to a point in said southerly line directly opposite a point in the northerly line, said last mentioned point being five rods westerly from the point beginning of said branch road.

A plan of said road drawn by Peleg S. Sanford dated June 22nd, 23rd, and 25th, 1898 is filed herewith and made a part hereof. The grade of said roads is to be as nearly as practicable that of the present way, and the width is to be forty feet.

Persons whose land is taken by said layout, alteration or relocation are allowed ninety days within which to remove their fences, trees, and other property from said highways.

We have assessed the damages sustained by the persons in their property by the laying out, alteration and relocation of said ways as follows:

John S. Taber	75.00
Gideon Wordell	5.00
Albert E. Seabury	10.00
Diantha B. Gibbs	20.00
Rhoda M. Manchester	15.00
Lysander W. Manchester	75.00
Esther M. Davis	87.95
Barney Gifford	60.00
Susan Hubbard	55.00
Eliza Brownell	25.00
Henry F. Case – permission to remove soil	
Asa R. Howland	Section 1. 288.98
	Section 2. 347.75
	Section 3. 275.16
	Section 4. <u>10.00</u>
	\$1,349.84
Albert F. King	
Elmer E. Gifford	
Jonathan Borden	
Selectmen of Westport	

At a Town Meeting of the Town of Westport legally held on the 13th day of March, 1909, by adjournment from the 8th day of March 1909, by adjournment from the 8th day of March 1909, (a copy of the foregoing layout together with a plan of said layout having been on file in the Clerk's office more than seven days before said meeting) it was

Voted: To accept and allow the layout, alteration and relocation of the Main Road extending southerly from the state line at Adamsville to the seashore near Asa R. Howland's place, and also the layout, alteration and relocation of the branch road westerly from Nickerson's Corner to the state line, as made by the Selectmen's and on file with their accompanying plans in the office of the Town Clerk, and that the same be recorded.

Yes	34.	No	7.
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A true copy of said layouts and vote.

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
February 28, 1910

A petition having been received signed by Albert D. Manchester and others, praying that the roads known as the School house road and lower road in Acoaxet be laid out, altered and relocated, and a written notice of the intention of the Selectmen to lay out, alter and relocate said roads having by order of the Selectmen, been left at the usual place of abode of the owners of the land by and over which said ways are proposed to be laid out, altered or relocated, and posted in a public place in said town seven days at least prior hereto, the Selectmen of the Town of Westport on this eight day of February Nineteen Hundred and Ten, duly adjudged that common convenience and necessity require the lay-out, alteration and relocation of said highways, and proceeded to lay-out, alter and relocate the same as follows:

Beginning at the school house corner so called, thence due east 21 rods , thence east 4 degrees south 63 rods 15 links, thence east 2 ½ degrees south 98 rods 21 links to Coggs hall’s corner so called, thence south 6 ½ degrees west 16 rods 7 links, thence south 1¼ degrees west 63 rods 5 links, thence south 4 ½ degrees west 55 rods, thence south 5 ¼ degrees east 5 ¾ rods, thence south 5 ¾ degrees east 11 rods, links, thence south 7 ½ degrees west 20 rods 8 links, thence south 5 ½ degrees east 56 rods, thence south 10 ½ degrees east 36 rods, 17 links thence south 75 degrees east 9 rods 3 links, thence south 4 degrees west 29 rods 10 links, thence south 16 degrees east 15 rods 4 links, thence south 11 degrees east 18 rods 3 links, thence south 6 ½ degrees east 19 rods 20 links, thence on the same course to the Ocean.

Said ways are laid out forty feet wide, and the bounds are on the south and west side of said layout. A plan of said roads drawn by Peleg S. Sanford, Jr. dated - 1910 is filed herewith and made a part hereof. The grade of said road is to be as nearly as practicable that of the present ways.

Albert F. King
Elmer E. Gifford
Herbert A. Sanford
Selectmen of Westport

At a meeting of the Town of Westport legally held on the 19th day of March 1910, by adjournment from the 14th day of same month (the foregoing layout, alteration and relocation together with a plan of the same having been on file in the Clerk’s office more than seven days before said meeting) it was Voted:

To accept and allow the layout, alteration and relocation of the roads leading from the School House corner, so called, in Acoaxet easterly and southerly to the Atlantic Ocean, as made by the Selectmen on file with its accompanying plan in the office of the Town Clerk and that the same be recorded.

Yes 13. No 0.

The foregoing is a true copy of said layouts and vote,

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
March 5, 1910

A petition having been received signed by Peleg S. Sanford, Jr. and others praying that the road leading from Central Village westerly to the Rhode Island line in the village of Adamsville be laid out, altered and re-located, and a written notice of the intention of the Selectmen to lay out, alter and re-locate said road having by order of the Selectmen, been left at the usual place of abode of the owners of the land by and over which said way is proposed to be laid out altered or re-located, and posted in a public place in said town, seven days at least prior hereto the Selectmen of the Town of Westport on the 'twelveth' day of February Nineteen Hundred and Ten, duly adjudged that the common convenience and necessity require the lay-out, alteration and re-location of said highway and proceeded to lay out, alter and relocate the same as follows:

Beginning at an iron bolt in the highway leading from Westport Point to Central Village 50 feet westerly from the easterly line of said way at a point south $16 \frac{1}{3}$ degrees east 3 rods 9 links from the guide post, thence north $16 \frac{1}{3}$ degrees west 3 rods 9 links, to the guide post, thence north $82 \frac{1}{4}$ degrees west 80 rods; thence south 81 degrees west 32 rods, thence south $83 \frac{2}{3}$ degrees west 55 rods, thence south $72 \frac{1}{4}$ degrees west $83 \frac{1}{4}$ rods, thence south 85 degrees west 56 rods, thence south $82 \frac{1}{2}$ degrees west 15 rods, thence south $59 \frac{1}{2}$ degrees west 16 rods, thence south 65 degrees west $41 \frac{3}{4}$ rods, thence south 80 degrees west 20 rods, thence south 86 degrees west 32 rods, thence south $63 \frac{3}{4}$ degrees west 83 rods, thence south $61 \frac{3}{4}$ degrees west 22 rods, thence south 44 degrees west 10 rods, thence south $12 \frac{1}{2}$ degrees west 24 rods, thence south $38 \frac{1}{2}$ degrees west 18 rods, thence south $23 \frac{2}{3}$ degrees west, 40 rods, thence south 45 degrees west 14 rods, thence south $62 \frac{1}{4}$ degrees west 23 rods, thence south $68 \frac{1}{2}$ degrees west $60 \frac{1}{2}$ rods, thence south 25 degrees west $18 \frac{3}{4}$ rods, thence south $3 \frac{1}{2}$ degrees west 11 rods, thence south $45 \frac{1}{2}$ degrees west 13 rods 15 links to the Rhode Island line.

The northerly line of said road is described as follows:

Beginning at a point in the westerly line of the highway leading from Central Village to George H. Gifford's Corner (so called) at an iron bolt north $17 \frac{1}{2}$ degrees east from the first described bolt and 50 feet from the easterly line of said way, thence west 2 degrees south 6 rods 7 links to an iron bolt, said bolt being in the northerly line of said highway leading from Central Village to the Rhode Island Line.

The northerly line is parallel with the southerly line from the last mentioned bound to station 21 as shown on the plan of this layout and is distant therefrom 50 feet.

From Station 21 to the Rhode Island line the northerly line is parallel with the southerly line and is distant therefrom 30 feet.

A plan of said road drawn by Peleg S. Sanford, Jr. dated ---- 1909 is filed herewith and made a part hereof.

The grade of said road is to be as nearly as practicable that of the present way.

Persons whose land is taken by said lay-out alteration or relocation are allowed ninety days within which to remove their fences, trees and other property from said highway.

We have assessed the damages sustained by the persons in their property by the laying-out, alteration and relocation of said ways as follows:

James L. Gray \$100, and the town to build a proper retaining wall to hold the fill. Samuel W. Reed the town to rebuild the wall to the line of the highway. Joseph Gomes the town to rebuild the wall to the line of the highway.

Albert F. King
Elmer E. Gifford
Herbert A. Sanford
Selectmen of Westport

Dartmouth, Mass.
October 3, 1910

As required by section three of Chapter twenty-five of the Revised Laws of Massachusetts the Selectmen of Dartmouth on the twenty-first day of September 1910 issued a notice (a copy of which is hereto annexed) to the Selectmen of Westport asking them to meet on the third day of October 1910 to perambulate the line between the towns and renew the marks as required by section two of said chapter.

In accordance with said notice we the Selectmen of said towns on the day above designated met at the end of the dividing road between Dartmouth and Westport at Horseneck Beach. We then proceeded northerly viewing the several bound stones on the westerly side of the road to Akins Corner, thence turning easterly on the Russells Mills Road to Bull Street, so called, thence going northerly we viewed the bound stones on the westerly side of the road until we reached a point a short distance northerly from the road leading to Russells Mills where we found a bound stone on either side of the road and marked "Z" and "Y" on the "Book of the Boundary Lines" furnished by the Commonwealth and dated 1904; we then continued northerly to Blanchards Corner and up "White Oak Run Road" where the bounds are located on the easterly side of the road and continued on up the Fisher Road to the Old Westport Road finding a bound stone at the head of Fisher Road; thence we proceeded easterly a short distance along the Old Westport Road and turned northerly towards Westport Factory viewing the bound stones which were on the westerly side of the road to the northeasterly corner of the school house lot where there is a stone bound. The next bound is situated at a point which is about five feet easterly from the northeasterly corner of the third house below the Hall or Meeting House. It was covered up with gravel about an inch deep. We then proceeded northerly through the Village to the next bound which is situated under the westerly rail of the easterly truck of the Dartmouth and Westport Street Railway Company where the same turns towards Fall River and at a point which is forty-four and thirty-three one hundredths feet distant from the northeasterly corner and forty-four and seventy one hundredths feet distant from the southeasterly corner of the house which is situated on the southwesterly corner of Fall River Road where it turns westerly. We then proceeded northerly and viewed the bounds on the westerly side of the road, meeting the Mayor and City Engineer of Fall River at the end of the road where it intersects with the Hicksville Road. We then went easterly a short distance and took the first path leading northerly into the woods for nearly a mile until we came to an open lot, then following the wall on the northerly side of said lot westerly a short distance we located the bound situated at the corners of Dartmouth, Westport and Fall River.

All of the bound stones were found to be erect and in good state of preservation and can be easily found and located by reference to the book of "Boundary Lines" above mentioned.

Joshua G. Baker
George H. Potter
William F. S. Allen
Selectmen of Dartmouth

Albert F. King
Frank R. Slocum
Hebert A. Sanford
Selectmen of Westport

Copy
Town of Dartmouth
In Board of Selectmen
September 21, 1910

To the Selectmen of the Town of Westport
Gentlemen:

The subscribers, Selectmen of the Town of Dartmouth, hereby give notice that we shall meet at Horseneck Beach at the end of the dividing road between Westport and Dartmouth on the third day of October 1910, at nine of the clock in the forenoon if fair (if stormy, the next fair day at the same time and place you are requested to attend for this service.

Joshua G. Baker
George H. Potter
William F. S. Allen
Selectmen of Dartmouth

Recorded the foregoing Certificate of Perambulation and Copy of Notice this 13th day of November 1910.
A true copy,

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
March 1, 1912

A petition having been received signed by Allen H. Wordell and others praying that so much of the public way known as the Horseneck Road running westerly from the Dartmouth line as is shown on the accompanying plan be resurveyed and relayed out and, a written notice of the intention of the Selectmen to lay out said way having by order of the Selectmen been left at the usual place of abode of the owners of the land by and over which said way is proposed to be laid out and posted in a public place in said town seven days at least prior hereto the Selectmen of the Town of Westport on the twenty first day of February nineteen hundred and twelve duly adjudged that common convenience and necessity require the layout of said way and proceeded to layout the same as follows.

Beginning at a point in northerly line of said way at a stone bound near the cottage of Betsy B. Winslow thence north fifty degrees east three hundred feet thence south eight degrees west to the Atlantic Ocean.

The bounds are on the northerly and westerly side of said way and the southerly line is parallel with the northerly line and is distant therefrom fifty feet at the point of beginning and seventy feet at the westerly end of the first course.

The easterly line is parallel with the westerly line and is distant therefrom seventy feet.

A plan of said way drawn by Peleg S. Sanford, Jr. dated February twenty seventh, nineteen hundred and twelve is filed herewith and made a part hereof.

We have adjudged that no person has sustained damage in property or estate by the resurvey and layout of said way and have accordingly assessed no damages therefor.

Albert F. King
Frank R. Slocum
George W. Russell
Selectmen of Westport

Westport, April 13, 1912

At a meeting of the Town of Westport legally held on the twentieth day of April, A.D. 1912 the foregoing layout together with a plan of the same having been on file in the Clerk's office seven days before said meeting, it was,

Voted:

To accept the relay of a portion of the way leading from the school house corner (so called) in Acoaxet to the Atlantic Ocean as made by the Selectmen of the Town, said relay being in relation to the removal of a bound against the land of the George W. Kirby, easterly a distance of six feet and nine inches.

Yes 12. No 0.

The foregoing is a true copy of said layout and vote,

Attest:

Edward L. Macomber
Town Clerk

Town of Westport
In Board of Selectmen

It is hereby ordered, adjudged and decreed that whereas George W. Kirby one of the abutters on the highway leading southerly from the State line at Adamsville, R. I. to the seashore, having petitioned the Board of Selectmen that the bound at station 32 as shown on a plan drawn by Peleg S. Sanford, Jr. dated February 27, 1909 (said plan and relocation having been accepted by the Town), be moved easterly a distance of six feet and nine inches, whereas the said George W. Kirby having agreed to pay all expenses that may accrue by reason of moving said bound, and whereas notice having been given of the intention of the Selectmen to move said bound as petitioned for, and the waiver of a hearing having been given by all of the abutters interested therein.

Ordered, that said bound be moved as petitioned for and as shown on a plan drawn y Peleg S. Sanford, Jr. dated April 8, 1912 said plan having been filed with the Town Clerk and is included and made a part of this layout.

It having been agreed between the said George W. Kirby and Asa R. Howland the abutter whose land is taken by reason of moving said bound, that the said George W. Kirby shall pay the said Asa R. Howland for all land taken from the said Asa R. Howland.

Therefor by reason of the said agreement the Selectmen have assessed no damages for the land taken by reason said layout.

Albert F. King
Frank R. Slocum
George W. Russell
Selectmen of Westport

Westport
April 13, 1912

At a meeting of the Town of Westport legally held on the twentieth day of April, AD 1912 the foregoing layout together with a plan of the same having been on file in the Clerk's Office seven days before said meeting, it was Voted:

To accept the relay of a portion of the way leading from the school house corner (so called) in Acoaxet to the Atlantic Ocean as made by the Selectmen of the town, said relay being in reallion to the removal of a bound against the land of George W. Kirby, easterly a distance of six feet and nine inches.

Yes 12. No 0.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
March 1, 1913

A petition having been received signed by John B. Gifford and others praying that a new town way be laid out from Horseneck Point northerly back of the cottages along the West Beach to the road leading from the Westport Point bridge to the West Beach and a written notice of the intention of the Selectmen to lay out said way having by order of the Selectmen been left at the usual place of abode of the owners of the land by and over which said way is proposed to laid out and posted in a public place in said town seven days at least prior hereto and a public hearing having been held and all persons having been heard who wished to be heard the Selectmen of the Town of Westport on the twenty seventh day of February nineteen hundred and twelve duly adjudged that common convenience and necessity require the layout of said and proceeded to lay out the same as follows.

Beginning at a point in the northerly line of the Let Road at Horseneck described by a plan drawn by Peleg S. Sanford, Jr. and accepted by the town at the annual town meeting in March 1912 as Station 6 on said plan. Thence north 27 1/2 degrees west one thousand feet, thence north 31 degrees West, five hundred feet, thence north 32 degrees west five hundred feet, thence north 38 degrees west, one thousand feet, thence north 44 1/2 degrees west, one thousand feet, thence north 49 degrees west, one thousand feet, thence north, 53 degrees west, five hundred feet thence north, 55 1/2 degrees west five hundred and seventy two feet, thence north 58 degrees west five hundred feet, thence north 60 degrees west one thousand feet, thence north 62 degrees west one thousand feet thence north 67 1/2 degrees west one thousand feet.

All the monuments are placed on the westerly side of said way, the easterly line of said way is parallel with the westerly line and distant therefrom fifty-feet.

A plan of said way drawn by Peleg S. Sanford, Jr. dated February 1912 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout are allowed ninety days within which to remove their fences, trees and other property from said way.

It being the opinion of the Selectmen that the benefits received by all persons whose land is taken by reason of said layout being equal to the value of the land taken and by reason of the waiver of damages by all of the persons whose land is taken we have accordingly assessed no damages.

Albert F. King
Frank R. Slocum
George W. Russell
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport legally held on the fifteenth day of March 1913 by successive adjournments from the tenth and the eleventh days of the same month, the foregoing layout together with a plan of the same having been on file in the Clerk's Office seven days before said meeting, it was Voted:

To accept and allow the layout of a road commencing at a point in the northerly line of the Let road near the bar and continuing northerly and easterly back of the cottages to a point in the southerly line of the road leading from Westport Point Bridge about one hundred feet easterly from the West Beach, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

Yes 37. No 0.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
February 16, 1915

A petition having been received signed by Edward B. Francis and others praying that a relocation of the way be laid out from Handy's Corner so called, to the highway near the church at Westport Point, said way having been laid out formerly as a Drift Way and a written notice of the intention of the Selectmen to lay out said way having by order of the Selectmen been left at the usual place of abode of the owners of the land over which said way is proposed to be laid out and posted in a public place in said Town seven days at least prior hereto and a public hearing having been held and all persons having been heard who wished to be heard the Selectmen of the Town of Westport on the fifth day of December Nineteen hundred and fourteen duly adjudged that common convenience and necessity require the lay out the same as follows:

Beginning at a point in the south line of the road that leads from Central Village to Hixs Bridge in the east line of the road to be described.

Thence South 11° 30' west 365.80 feet, thence south 14° 13' west 202.21 feet to the corner of the cemetery, thence south 16° 57' west 296 feet thence south 41° 35' west 878.60 feet, thence south 19° 14' west 404.60 feet thence south 2° 50' west 525 feet, thence south 12° 55' west 316.90 feet, thence south 10° 31' east 448.30 feet, thence south 22° 42' east 924.90 feet, thence south 9° 40' east 1031.90 thence south 6° 35' east 1559 feet thence south 10° 22' east 300 feet thence south 14° 14' east 776.60 feet thence south, 00° 15' west 962 feet thence south 1° 55' west 2087 feet thence south 16° 49' west 1904 feet thence south 26° 23' west 1395.95feet thence south 42°32' west 168 feet thence south 24° 30' west 1297.75 feet thence south 61°05' west 494.65 feet thence north 86° 40' west 668.80 feet thence south 77° 05' west 445 feet thence south 4° 37' west 242.35 feet thence south 1° 8' east 881.80 feet thence south 89° west 291.80 feet to the main highway leading from Westport Point to Fall River. All the monuments are placed on the easterly line of said way the westerly line is parallel with the easterly line and is distant therefrom forty feet.

A plan of said way drawn by R. W. Howland & Son dated January 7, 1915, is filed herewith and made a part hereof.

The grade of said way is to be as nearly as practicable that of the present way.

Persons whose land is taken by reason of said layout are allowed ninety days within which to remove their fences, trees and other property from said way.

We have assessed the damages sustained by the persons in their property by the laying out of said way as follows:

Edgar M. Almy	\$40.00	Amassa E. Remington	\$92.00
Herbert S. Pierce	\$60.00	Irving F. Allen	\$300.00
Nancy S. Simmons	\$97.00	Martha J. Tripp	\$369.60
William R. Hoxie	\$213.00	Eurilla A. Cherry	\$106.00
Bertha Smith	\$42.00	Charles H. Hitt	\$68.00
Stephen G. Davis	\$72.00	Phillip S. Tripp	\$75.00
Ruth E. Smith	\$120.00	Samuel B. Henry, Est.	\$140.00
Edward S. Pierce	\$97.00	Susan Pierce	\$97.00
Bernard C. Feenan	\$200.00		

Frank R. Slocum
George W. Russell
Clifton L. Tripp
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport legally held on the 9th day of March 1915 by adjournment from March 8th of the same month (the foregoing layout together with a plan of the same having been on file in the Clerk's Office seven days before said meeting) it was Voted:

To accept and allow the layout and re-location of the Drift Road beginning at Handy's Corner and continuing southerly and westerly to the Main Road near the church at Westport Point, as made by the Selectmen and on filed with its accompanying plan in the office of the Town Clerk.

Yes 54. No 0.

The foregoing is a true copy of said layout and vote.

Attest: Edward L. Macomber, Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
February 25, 1915

A petition having been received signed by John F. MacDonald and others praying that a relayout of the way be made from Macomber's Corner to Narrow Avenue on the Sodom road so called, and a written notice of the intention of the Selectmen to lay out said way having by order of the Selectmen been left at the usual place of abode of the owners of the land over which said way is proposed to be laid out and posted in a public place in said Town seven days at least prior hereto and a public hearing having been held and all persons having been heard who wished to be heard the Selectmen of the Town of Westport on the Ninth day of January Nineteen hundred and fifteen duly adjudged that common convenience and necessity required the layout of said way and proceeded to lay out the same as follows.

Beginning at a point in the North line of the road that leads from Central Village to Adamsville, RI at a stone post in the west line of Sodom Road where it intersects with the above road.

Thence north 10° 20' West 761.75 feet to a corner thence North 1° 50' West 1536.95 feet north 0° 10' East 1012 feet thence North 0° 50' west 934 feet thence north 2° 12' West 295.40 feet thence north 83° 08' west 582.25 feet, thence north 7° 17' west 1051.40 feet thence north 0° 30' east 549.50 feet thence north 2° 20' west 345.50 feet thence north 13° 05' west 223.36 feet thence north 13° 05' west 223.26 feet thence north 8° 19' west 764.25 feet thence north 3° 40' east 1733.75 feet thence north 31° 35' east 430.70 feet thence north 0° 50' east 221 feet thence north 46.45' east 60.88 feet thence north 3° 55' east 865.65 feet to Narrow Avenue.

All the monuments are placed on the westerly line of said way and the easterly line is parallel with the westerly line and is distant therefrom forty feet.

A plan of said way drawn by R. W. Howland & Son dated February 14, 1915 is filed herewith and made a part hereof.

The grade of said way is to be as nearly as practicable that of the present way.

Persons whose land is taken by reason of said layout are allowed ninety days within which to remove their fences, trees and other property from said way.

We have assessed the damages sustained by the persons in their property by the laying out of said way as follows:

Philander W. Macomber	\$100.00	Manuel Fernandez	\$130.00
John F. MacDonald	\$72.00	Daniel E. Donovan	\$58.00

Frank R. Slocum
George W. Russell
Clifton L. Tripp
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 9th day of March 1915 by adjournment from the 8th day of the same month the foregoing layout together with a plan of the same having been on file in the Clerk's Office seven days before said meeting it was Voted:

To accept and allow the re-layout of the Sodom Road so called, beginning at Macomber's Corner, so called, and continuing in a northerly direction to Narrow Avenue, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

Yes 67. No 0.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Perambulation of the Fall River and Westport Boundary Line.

November sixth, 1915

Under date of November 2, 1915 a notice was received by the Executive Department of the City of Fall River from the Board of Selectmen of the Town of Westport, through the Chairman, Mr. Frank R. Slocum to the effect that Saturday, November 6, 1915 had been set as the day for the perambulation of the Fall River and Westport Line. Pursuant to the order of the Board of Aldermen in Session September 7, 1915, the City Engineer, J. Edgar Borden of Fall River repaired to and met the Selectmen of Westport they being Frank R. Slocum, Chairman, George W. Russell and Clifton L. Tripp.

The place designated was the most convenient approach to the Fall River/Westport Boundary stone which approach is from Narrow Avenue near the property of Godfrey Tripp a short distance to the east of the Stafford Road. The aforesaid Boundary is also the Massachusetts/Rhode Island Boundary Stone and is an 8" square top granite post with 3/4" drill hole in the top with the figures 1898, N. W. to S. E. and stands some 40" out of the ground it is marked Mass. on its easterly side R. I. on its westerly side, Mass. on its northerly side RI 1861 on its southerly side.

The Fall River/Westport boundary stone at Pleasant Street or at the Narrows so called is a squared stone post set as the key stone of the arch of the culvert which connects the North Wauppa Pond with the South Watuppa Pond. Said stone is in the southerly line of Pleasant Street and measures 23 1/2" east and west and 16" north and south. The upper surface with drill hole is 12" above the top of the retaining wall. The post is marked with FR on its west face W. on its east face and 1869 on its north face.

The Fall River/Westport boundary stone is at an angle in the south wall of the old way leading from the Blossom Road so called westerly to the North Wauppa Pond shore where it connects with the old Proprietor's Way. Said bound stone is situated at an angle point in the said line from which a due course westerly into the North Watuppa Pond takes its origin. The bound is rectangular in cross section and the top with drill holde is some 29" above the ground. The stone itself is 10" x 7" with F. R. marked on its north face and W. on its south face.

The Fall River/Westport boundary at the Blossom Road is a witness bound situated in the westerly line of said Road being rectangular in cross section with a drill hole in the top which is some 25" above the ground. The stone itself is 10" X 8" and has F. R. marked upon its northerly face and W. marked upon its southerly face.

The Fall River/Westport and Dartmouth Boundary stone is approached from a station some 250 feet easterly of the junction of the Fall River and Old New Bedford Road with the Line Road so-called. The latter road meets the former road about half way between the So. Mass. Tel. Co. Pole Locations 32/441 & 32/440. The point of entry from the Old New Bedford Road is opposite the Pole location So. Mass. Tel. Co. 32/438 or some 250 feet easterly of the junction of the Old New Bedford Road with the Line Road, so called, this path meeting another from the old New Bedford Road from a point opposite the station half way between poles 32/435 & 32/436 of the So. Mass. Tel. Co. which junction of paths is some 200 feet northerly from the aforesaid road.

From 350-470 is a turnout passage.

At 770 a fork path to westward.

At 900 a fork path to eastward.

At 1140 a fork path to westward.

At 1950 a fork path to westward.

At 2100 a fork path to eastward.

At 2525 a brook crossing path E & W.

At 2625 another brook crossing path East to West.
At 2725 a forked path to eastward.
At 2750 a forked path to westward.

3050 is in the center line of bar way in south wall of lot being some 5 feet to the west of the east wall of this lot. At 3250 is the Fall River/Westport – Dartmouth line, being the north wall of this lot which continues westerly to and beyond the corner bound, passing the northwest corner of the above mentioned lot at 200 feet from the above mentioned easterly wall of the lot.

The Fall River/Westport/Dartmouth bound is about 800 feet westerly of the above mentioned easterly wall of the lot and is a granite post some four feet high out of the ground, is triangular in cross section and top has a drill hole which is

5" northward from the Dartmouth – Westport corner
7" eastward from Fall River – Westport corner
7" westward from the Dartmouth – Fall River corner

The base is

18" on Fall River face
12" on Dartmouth face
12" on Westport face

The top is

12" on Fall River face
9" on Dartmouth face
11" on Westport face

The northward or Fall River face has letters F. R.

The southeastward on Dartmouth face has letters D

The southwestward or Westport face has letters W.

All the above mentioned corner and witness bounds are firmly set and in good condition.

Frank R. Slocum
George W. Russell
Clifton L. Tripp
Chairman Board of Selectmen, Town of Westport

J. Edgar Borden, City Engineer of Fall River

Recorded the foregoing certificate of perambulation November 27, 1915.

A true copy,

Attest:

Edward L. Macomber
Town Clerk

Dartmouth, Mass.
October 23, 1915

As required by section three of Chapter twenty-five of the Revised Laws of Massachusetts the Selectmen of Dartmouth on the thirteenth day of October 1915, issued a notice (a copy of which is hereto annexed) to the Selectmen of Westport asking them to meet on the twenty-third day of October 1915, to perambulate the line between the towns and renew the marks as required by section two of said chapter.

In accordance with said notice we the Selectmen of said towns on the day above designated met at the end of the dividing road between Dartmouth and Westport at Horseneck Beach. We then proceeded northerly viewing the several bound stones on the westerly side of the road to Akins Corner, thence turning easterly on the Russells Mills Road to Bull Street, so called, thence going northerly we viewed the bound stones on the westerly side of the road until we reached a point a short distance northerly from the road leading to Russells Mills where we found a bound stone on either side of the road and marked z and y on the "Book of Boundary Lines" furnished by the Commonwealth and dated 1904; we then continued northerly to Blanchard's Corner and up "White Oak Run Road" where the bounds are located on the easterly side of the road and continued on up the Fisher Road to the Old Westport Road finding a bound stone at the heap of Fisher Road; then we proceeded easterly a short distance along the Old Westport Road and turned northerly towards Westport Factory viewing the bound stones which were on the westerly side of the road to the northeasterly corner of the school house lot where there is a stone bound. The next bound is situated at a point which is about five feet easterly from the northeasterly corner of the third house below the Hall or Meeting House. It was covered up with gravel about an inch deep. We then proceeded northerly the Village to the next bound which is situated under the westerly rail of the easterly track of the Dartmouth and Westport Street Railway Company where the same turns toward Fall River and at a point which is forty-four and thirty-three one hundredths feet distant from the northeasterly corner and forty-four and seventy one hundredths feet distant from the southeasterly corner of the house which is situated on the southwesterly corner of the Fall River Road where it turns westerly. We then proceeded northerly and viewed the bounds on the westerly side of the road, meeting the Mayor and City Engineer of Fall River at the end of the road where it intersects with the Hicksville Road. We then went easterly a short distance and took the first path leading northerly into the woods for nearly a mile until we came to an open lot, then following the wall on the northerly side of said lot westerly a short distance we located the bound situated at the corners of Dartmouth, Westport, and Fall River.

All the bound stones were found to be erect and in a good state of preservation and can be easily found and located by reference to the book of "Boundary Lines" above mentioned.

William F. S. Allen	Frank R. Slocum
Michael Baker	George W. Russell
Charles F. Grow	Clifton L. Tripp
Selectmen of Dartmouth	Selectmen of Westport

Town of Dartmouth
In Board of Selectmen
October 13, 1915

To the Selectmen of the Town of Westport

Gentlemen:

The subscribers, selectmen of the Town of Dartmouth, gave notice that we shall meet at Horseneck at the end of the division road between Westport and Dartmouth on the twenty-third day of October 1915, at nine of the clock in the forenoon, if fair, if not, on the next fair day at the same time and place to perambulate and run the lines between your town and our town, and renew the marks according to the law of the Commonwealth, at which time and place you are requested to attend for that service.

William F. S. Allen
Michael Baker
Charles F. Grow
Selectmen of Dartmouth

Recorded the foregoing Certificate of Perambulation and Copy of Notice this 27th day of November 1915.

Attest:

Edward L. Macomber, Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen

Under a vote of the Town passed March 13, 1915 it was voted as follows, to authorize the Selectmen to layout a town landing place on Horseneck Point at or near the northerly end of Gooseberry Neck Bar, so called and a public hearing having been held according to law the Selectmen of the Town of Westport on the seventh day of February 1916 proceeded to lay out the same as follows.

Beginning at a stake at the south west corner of Willis R. Wordell's lot and continuing Northerly 40° W. 100 feet to a stake in the south line of the highway leading from the Dartmouth line to Horseneck Point and continuing southerly 39 1/2° W 200 feet to a bound in the south side of the aforesaid way, thence South 1 1/4° W. 200 feet to Gooseberry Neck Bar.

A plan of said landing drawn by Peleg S. Sanford, Jr. dated February 7, 1916 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said lay out are allowed thirty days within which to remove their fences, trees and other property from said landing.

We have assessed the damages sustained by the persons in their property by the laying out of said landing as follows:

Charles A. Cornell	\$709.40
William H. Jollie	\$709.40
Irving L. Wordell, Et ali	\$1500.00

Frank R. Slocum

George W. Russell
Clifton L. Tripp
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 18th day of March 1916, by successive adjournments from the 13th and 14th days of the same month (the foregoing layout together with a plan having been on file in the Clerk's office more than seven days before said meeting) it was Voted:

To accept and allow the layout of a landing place on Horseneck Point at or near the northerly end of Gooseberry Neck Bar as made by the Selectmen and on filed with its accompanying plan in the office of the Town Clerk.

Yes 26. No 11.

The foregoing is a true copy of said layout and vote.

Attest: Edward L. Macomber, Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
October 28, 1916

A petition having been received from Amasa E. Remington, and others praying that a re-layout of the way be made from Hix's Bridge easterly to the Dartmouth line and the right of a hearing having been waived by the abutters, the Selectmen of the Town of Westport on the twenty sixth day of October Nineteen hundred and sixteen duly adjudged that common convenience and necessity required the layout of said way and proceeded to lay out the same as follows:

Beginning at a point in southerly side of said way six rods easterly from two drill holes in the North West bound of the town landing at Hix's Bridge as Station one thence east 15 1/2° South 483 1/2 feet, thence east 51 1/2° South 171 33/100 feet, thence east 24 1/2° south 58 feet, thence east 1/2° south 513 feet, to a bound on the westerly line of the way leading to Cadman's Neck, thence east 2° south 706 feet, thence east 3 degrees north 249 feet, thence south 706 feet, thence east 3° north 249 feet, thence east 6° north 429 feet, thence east 3 1/2° north 647 feet, thence east 14 1/2 degrees south 583 1/2 feet to a bound in the easterly line of the Horseneck Road, thence east 11 1/2° north 1150 feet thence east 16 1/2° north 75 feet, thence east 27 1/2° north 1425 feet thence east 40 degrees north 1888 1/2 feet, thence east 20 degrees north 1336 1/2 feet to the Westerly line of the road dividing the towns of Westport and Dartmouth.

All the monuments are placed on the southerly line of said way and the northerly line of said way is parallel with the southerly line and is distant there from forty feet.

A plan of said way drawn by Peleg S. Sanford dated October 27, 1916 is filed herewith and made a part hereof. The grade of said way is to be as nearly as practicable that of the present way.

We have assessed the damages sustained by the persons in their property by the laying out of said way as follows:

James Smith	\$215.00	Samuel A. Boan	\$40.00
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Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

Frank R. Slocum
George W. Russell
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 7th day of November 1916 by adjournment from the 28th day of October 1916 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting it was Voted:

To accept and allow the relayout of the way from Hix's Bridge easterly to the Dartmouth line as made by the Selectmen and on file with its accompanying plan, in the office of the Town Clerk.

Yes	9.	No	4.
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The foregoing is a true copy of said layout and vote

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
March 2, 1918

A petition having been received from Alexander Maynard and nineteen others praying that a layout of a way be made from the State Highway northerly and easterly up to and including Washington Street at Railroad Park and a written notice of the intention of the Selectmen to lay out said way having by order of the Selectmen been left at the usual place of abode of the owners over which said way is proposed to be laid out and posted in a public place in said Town seven days at least prior hereto and a public hearing having been held and all persons having been heard who wished to be heard the Selectmen of the Town of Westport on the twenty-fifth day of February Nineteen hundred and eighty duly adjudged that common convenience and necessity required that the layout of said way and proceeded to lay out the same as follows:

Beginning at a point at the junction of the State Highway and the proposed way and continuing North $55\frac{1}{2}^{\circ}$ East 322 feet, thence North $37\frac{1}{4}^{\circ}$ East 430 feet, thence 56° East 627 feet to the West line of Washington Street, thence North $\frac{1}{2}^{\circ}$ East 1520 feet to land of Cynthia M. Pierce.

All monuments are placed on the westerly side of said way and the easterly line of said way is parallel with the westerly line and is distant therefrom forty feet.

A plan of said way drawn by Peleg S. Sanford, Jr. dated February 25, 1918 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees, and other property from said way.

We have assessed no damage to persons in their property by the layout of said way.

Frank R. Slocum
George W. Russell
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 11th day of March 1919 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was

Voted: To accept and allow the layout of a way at Railroad park beginning at the State Highway and continuing northerly and easterly to land now or formerly owned by Cynthia M. Pierce, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote

Attest: Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol

Town of Westport
In Board of Selectmen
October 15, 1919

A petition having been received from Clarence H. Williston praying that a layout of the way be made, leading from Horseneck Road on East Beach to the Ocean, and the right of a hearing having been given the Abutters, The Selectmen of the Town of Westport on the 15th day of October nineteen hundred nineteen duly adjudged that common convenience and necessity required that a layout be made, and proceeded to lay out the same as follows. Beginning at Station one (1) South 20 ½° East 165 feet to the Ocean

All the monuments are placed on the Easterly line of said way and the westerly line is parallel with the Easterly line and is distant therefrom (20) twenty feet.

A plan of said way drawn by Irving F. Sanford dated October 15, 1919 is filed herewith, and made a part hereof.

Persons whose land is taken by reason of said layout are allowed (30) Thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damage for land taken in lieu thereof, as we have used the old layout given by the layout given by the late Josiah Wood and Charles H. Williston.

George W. Russell
Charles E. Lawton
Clifton L. Tripp
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 9th day of March 1920 (the foregoing layout together with a plan of the same having been on file in the Clerk's office more than seven days before said meeting) it was unanimously Voted:

To accept and allow the layout of a way at Horseneck Beach, beginning at the Let Road, so-called, and continuing southerly to the Atlantic Ocean, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:
Edward L. Macomber
Town Clerk

Office of the Board of Selectmen
Town of Dartmouth, Massachusetts

To the Selectmen of the Town of Westport
Gentlemen:

October 16, 1920

The subscribers, selectmen of the Town of Dartmouth, give notice that we shall meet at the end of the division road between Westport and Dartmouth on the 28th day of October 1920 at nine of the clock in the forenoon, if fair; if not, on the next fair day at the same time & place, to perambulate and run the lines between your town and our town, and renew the marks according to the law of the Commonwealth, at which time and place you are requested to attend for that purpose.

John T. Sherratt
William A. Potter
Michael Baker
Selectmen of Dartmouth

Perambulation of Dartmouth and Westport Boundaries 1920

As required by Section 2 of Chapter 25 of the Revised Laws, the undersigned on November 1, 1920 met George W. Russell, Charles E. Lawton and Frank R. Slocum, Selectmen of the Town of Westport, for the purpose of perambulating the line between the two towns; meeting at 9am at the corner of the dividing and Horseneck Beach roads, we viewed several posts up to the road leading easterly toward Russells Mills, known as Akin's Corner; a post is located at the head of this road on West side thence easterly to next corner, known as "Division Road or Bull Street", at which corner is a post continuing northerly and viewing bound stones on the west side of road to road leading to Russells Mills, known as "Slades Corner", at the head of which is a bound stone; near this point we failed to located stones marked "Y" and "Z" situated at the corner of an orchard and the northerly end of the front fence of Thomas B. Gifford.

About twelve hundred (1200) feet from the last named bound stone of the east bank of the road, is a stone marked "W" on West side and "D" on east.

Continuing to "Gidley's 4 corners", so called, we located a post on the White Oak Run Road, northerly about 390 feet from corner and 19 feet from East wall of road 4'8" high, marked "D" on east and "W" on West side; proceeding along White Oak Run and Fisher Road located bound stones on East side to Old Westport Road, where a bound is at the head of Fisher Road.

Going eastlery a short distance to the Westport Factory Road, at which corner is a bound stone; viewing the bound stones at Westport Factory as follows: -

1. Situated at a point which is about five feet easterly from the Northeasterly corner of the third house below the Town hall or Meeting House.
2. Situated under the westlery rail of the easterly track of the Dartmouth and Westport Street Railway where the same turns towards Fall River, at a point which is forty-four and thirty-three one hundredths feet distant from the northeasterly corner, and forty-four and seventy-one hundredths feet distant from the southeasterly corner of the house which is situated on the southwesterly corner of the Fall River Road where it turns westerly; these bounds we failed to locate owing to their being covered with earth, the same were left for the Selectmen of Westport to locate and bring to the surface.

We then proceeded northerly and viewed the bounds on the westerly side of the road meeting the City Engineer and Assistant of Fall River at the end of the road where it intersects with the Hicksville Road. We went easterly a short distance taking the first path leading northerly into the woods for about three-fourths of a mile; taking the first left fork and coming to an open lot crossing diagonally and coming to wall, following the wall for some distance, we located the bound stone in the center of the wall, having F. R. cut in the north face and D on the South East face, and W on the South West face: this post is triangular with a drill hole on top.

Notice: The post at the junction of division and Hicksville was canted northerly, this was left for the Selectmen of Westport to erect.

John T. Sherratt	George W. Russell
William A. Potter	Charles E. Lawton
Michael Baker	Frank R. Slocum
Selectmen of Dartmouth	Selectmen of Westport

The foregoing is a true copy of the notice and certificate of perambulation.

Attest:

Edward L. Macomber, Town Clerk

Perambulation Fall River - Westport Boundary

City of Fall River, Massachusetts
Engineering Department

November 11, 1920

To the Honorable Board of Aldermen

Gentlemen:

In compliance with an order passed by your Honorable Board October 18, 1920 and as required by Section 2, Chapter 25 of the Revised Laws, the undersigned on November 1, 1920 met by appointment George W. Russell, Charles E. Lawton and Frank R. Slocum, Selectmen of the Town of Westport and with then and the Selectmen of the Town of Dartmouth made an examination of the stone bound marking the corner of Westport and Dartmouth and Fall River Boundary line, and found it to be as follows:

A granite post in good condition in a line wall 4' – 6' out of ground; triangular in Section with a drill hole in top.

The North or Fall River face measures 18" at base 12" at top and has letters F. R. cut in it. The South East or Dartmouth face measures 12" at base 9" at top and has letter D cut in it. The South West or Westport face measured 12" at base 11" at top and has letter W cut in it.

On November 9, 1920 in company with George W. Russell, Selectmen of Westport the undersigned visited the following bounds marking the line between said Town and the City of Fall River.

A granite post in good condition South of the Southerly end of Sawdy Pond to mark the most Southerly boundary of Fall River and an angle in the Westport line. This bound also marks an angle in the boundary line between the Massachusetts and Rhode Island. It is a granite post 40" out of the ground, 8" with a drill hole in the top.

Mass. is cut on the Easterly side
R.I. is cut on the Westertly side
Mass. is cut on the Northerly side
R.I. 1861 is cut on the Southerly side.

The Blossom road bound is a granite post in good condition in the Westerly line of the road 25" above ground.

It measures 10" X 18" has a drill hole in the top and has the letter F. R. cut on its north side, and W on its South side.

A granite bound marks the angle in the Fall River-Westport line about 3200 feet west of the above, at an angle in the South Wall of the way leading from Blossom Road to North Watuppa Pond.

It is in good condition and measures 10" x 7", has a drill hole in the top, is about 29" out of ground and has the letters F. R. cut on its North side and W on its South side.

The Fall River-Westport boundary at Pleasant Street is marked by a squared stone post on the South side of the street, set as the keystone of the culvert which connects the North and South Watuppa Ponds. It measures 23 1/2" x 16" and has a drill hole in the top which is about 12" above the top of the retaining wall. It has F. R. cut on its West side and W on its East side, and 1896 on its North side.

All the above mentioned corner and witness bounds are firmly set and in good condition.

George W. Russell
Charles E. Lawton
Frank R. Slocum
Selectmen of Westport

Respectfully submitted,
Albert Wolstenholme
City Engineer

The foregoing is a true copy of the certificate of Perambulation.

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
Board of Selectmen
February 27, 1922

A petition having been received from Amase E. Remington and others praying that a layout of the way be made from Handy Corner easterly to Hix Bridge and a hearing having been held according to law, the Selectmen of Town of Westport on the fourth day of February nineteen hundred and twenty-two duly adjudged that common convenience and necessity required the layout of said way and proceeded to lay out the same as follows:

The Southerly side of said layout begins at a stone bound which is the northeasterly bound of lower Drift Road at Handy's Corner thence south 58° east 90 $\frac{1}{2}$ feet thence south 45° east 110 feet thence south 37° east 77 $\frac{1}{2}$ feet thence south 26° east 176 $\frac{1}{2}$ feet thence south 46° east 166 $\frac{1}{2}$ feet thence south 55° east 315 feet to Hix Bridge

And all the monuments are placed on the southerly line of said way and the northerly line of said way is parallel with the southerly line and is distant there from forty feet.

A plan of said way drawn by Irving F. Sanford dated February 4, 1922, is filed herewith and made a part hereof.

We have assessed the following damage sustained by Edgar M. Almy in his property by the laying out of said way as (\$50) fifty dollars.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

Charles E. Lawton
Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 14th day of March, 1922 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was unanimously Voted:

To accept and allow the layout of the way beginning at Handy's Corner and continuing easterly to Hix Bridge, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
Board of Selectmen
February 27, 1922

A petition having been received from Charles S. Haskell praying that a relayout of the way be made from Station 37 to Handy's Corner of the Drift Road, so called and the right of a hearing having been waived by the abutters, the Selectmen of the Town of Westport on the fourth day of February nineteen hundred and twenty-two duly adjudged that common convenience and necessity required that a change be made in a portion of said layout and proceeded to lay out the same as follows:

Beginning at Station 37 on plan drawn by Peleg S. Sanford, Jr. February 19, 1918 and continuing southerly 5° W 201 feet to a point forty feet north of Station 1 lower Drift Road.

And all the monuments are placed on the easterly line of said way and the westerly line is parallel with the easterly line and is distant therefrom (40) forty feet.

A Plan of said way drawn by Irving F. Sanford dated February 4, 1922 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed the damages sustained by the persons in their property by the laying out of said way as follows,

Abbott P. Smith – Fifty dollars (\$50)

Charles E. Lawton

Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 14th day of March 1922 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted: (Unanimously)

To accept and allow the relayout of the Upper Drift Road, so called, beginning at Station No. 37 and continuing Southerly 201 feet to Handy's Corner as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
February 27, 1922

A petition having been received from Franklin E. Darling and others praying that a re-layout of the Cadman's Neck road be made from Station 7 to mean high water, and a public hearing having been held according to law the Selectmen of the Town of Westport on the twenty-fifth day of February 1922, proceeded to lay out the same as follows:

Beginning at Station 7 on plan drawn by Peleg S. Sanford, Jr. February 18, 1913, thence running south westerly at an exterior angle of $157^{\circ} 56' 30''$, 284.18 feet, thence at an interior angle of $172^{\circ} 0' 20''$ – 161.03 feet, thence at an interior angle of $136^{\circ} 53' 0''$, 462.05 feet, thence at an interior angle of $168.57' 45''$ about 242 feet to shore.

All the monuments are placed on the Westerly line of said way and the Easterly line parallel with the Westerly line and is distant therefrom thirty feet.

A plan of said way drawn by Francis S. Borden dated January 20, 1922 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damage to persons in their property for the re-layout of said way.

Charles E. Lawton
Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 14th day of March, 1922 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted: (Unanimously)

To accept and allow the re-layout of the way at Cadman's Neck, beginning at Station 7 and continuing southerly and easterly to mean high water, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:
Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County
(Ocean Avenue)

Town of Westport
In Board of Selectmen
March 4, 1922

A petition having been received from Chauncey R. Mosher praying that a layout of the way be made leading from West Beach Road at Horseneck to the Ocean, and a public hearing having been held according to law, the Selectmen of the Town of Westport on the twenty-seventh day of February 1922 proceeded to lay out the same as follows.

Beginning at a point in the westerly line of West Beach Road 300.03 feet northerly from Station 1 thence running westerly at an exterior angle of $84^{\circ} 27'0''$ about 123 feet to mean high water.

All the monuments are placed on the southerly line of said way and the northerly line is parallel with the southerly line and is distant therefrom fifty feet.

A plan of said way drawn by Edward M. Corbett, C. E. dated March 4, 1922 is filed herewith and made a part thereof. Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damages to persons in their property by the laying out of said way.

Charles E. Lawton
Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 14th day of March 1922 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted: (Unanimously)

To accept and allow the layouts of the several avenues at Horseneck herein after mentioned: "Ocean Avenue", "First Avenue", "Second Avenue", "Third Avenue", "Fourth Avenue", "Fifth Avenue", "Sixth Avenue", "Eleventh Avenue", and "Sixteenth Avenue", all beginning at West Beach Road and continuing westerly to mean high water, as made by the Selectmen and on file with their accompanying plans in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County
(First Avenue)

Town of Westport
In Board of Selectmen
March 4, 1922

A petition having been received from Chauncey R. Mosher praying that a layout of the way be made leading westerly from West Beach Road at Horseneck to the Ocean. And a public hearing having been held according to law the Selectmen of the Town of Westport on the twenty seventh day of February 1922 proceeded to lay out the same as follows:

Beginning at a point in the westerly line of West Beach Road running northerly at an exterior angle of $176^{\circ}-30'0''$, 503.37 feet from Station 2 thence running westerly at an exterior angle of $90^{\circ}-46'-0''$ about 141 feet to mean high water.

All the monuments are placed on the southerly line of said way and the northerly line is parallel with the southerly line, and is distant there from forty feet.

A plan of said way drawn by Edward M. Corbett, C. E. dated March 4, 1922 is filed herewith and made a part thereof. Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damages to persons in their property by the laying out of said way.

Charles E. Lawton
Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 14th day of March, 1922 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was

Voted: (Unanimously) To accept and allow the layouts of the several avenues at Horseneck, hereinafter mentioned: "Ocean Avenue", "First Avenue", "Second Avenue", "Third Avenue", "Fourth Avenue", "Fifth Avenue", "Sixth Avenue", "Eleventh Avenue", and "Sixteenth Avenue", all beginning at West Beach Road and continuing westerly to mean high water, as made by the Selectmen and on file with their accompanying plans in the office of Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:
Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County
(Second Avenue)

Town of Westport
In Board of Selectmen
March 4, 1922

A petition having been received from Chauncey R. Mosher and others praying that a layout of the way be made leading westerly from West Beach Road, at Horseneck to the Ocean.

And a public hearing having been held according to law, the Selectmen of the Town of Westport on the twenty-seventh day of February 1922 proceeded to lay out the same as follows.

Beginning at a point in the westerly line of West Beach Road 57.85 feet Southerly from Station 3, thence running westerly at an exterior angle of $94^{\circ} 20' 0''$ about 170 feet to mean high water.

All the monuments are placed on the southerly line of said way and the northerly line is parallel with the southerly line and is distant therefrom forty feet.

A plan of said way drawn by Edward M. Corbett C.E. dated March 4, 1922 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have allowed no damage to persons in their property by the laying out of said way.

Charles E. Lawton
Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 14th day of March 1922 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted: (Unanimously)

To accept and allow the layouts of the several avenues at Horseneck, hereinafter mentioned: "Ocean Avenue", "First Avenue", "Second Avenue", "Third Avenue", "Fourth Avenue", "Fifth Avenue", "Sixth Avenue", "Eleventh Avenue", and "Sixteenth Avenue", all beginning at West Beach Road and continuing westerly to mean high water, as made by the Selectmen and on file with their accompanying plans in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County
(Third Avenue)

Town of Westport
In Board of Selectmen
March 4, 1922

A petition having been received from Chauncey R. Mosher and others praying that a layout of the way be made leading westerly from West Beach Road at Horseneck to the Ocean and a public hearing having been held according to law, the Selectmen of the Town of Westport on the twenty-seventh day of February, 1922 proceeded to lay out the same as follows.

Beginning at a point in the westerly line of West Beach Road 250 feet northerly from Station 3, thence running westerly at an exterior angle of 90°-0'-0" about 150 feet to mean high water.

All the monuments are placed on the Southerly line of said way and the northerly line is parallel with the Southerly line and is distant therefrom forty feet.

A plan of said way drawn by Edward M. Corbett, C.E. dated March 4, 1922 is filed herewith and made a part thereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damage to persons in their property by the laying out of said way.

Charles E. Lawton
Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 14th day of March, 1922 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted: (Unanimously)

To accept and allow the layouts of the several avenues at Horseneck, hereinafter mentioned: "Ocean Avenue", "First Avenue", "Second Avenue", "Third Avenue", "Fourth Avenue", "Fifth Avenue", "Sixth Avenue", "Eleventh Avenue" and "Sixteenth Avenue", all beginning at West Beach Road and continuing westerly to mean high water, as made by the Selectmen and on file with their accompanying plans in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:
Edward L. Macomber, Town Clerk

Commonwealth of Massachusetts

Bristol County
(Fourth Avenue)

Town of Westport
In Board of Selectmen
March 4, 1922

A petition having been received from Chauncey R. Mosher and others praying that a layout of the way be made leading westerly from West Beach Road at Horseneck to the Ocean, and a public hearing having been held according to law, the Selectmen of the Town of Westport on the twenty-seventh day of February 1922, proceeded to lay out the same as follows:

Beginning at a point in the westerly line of the West Beach Road, 490 feet northerly from Station 3, thence running westerly at an exterior angle of 90° 0' 0" about 140 feet to mean high water.

All the monuments are placed on the southerly line of said way and the northerly line is parallel to the southerly and is distant therefrom forty feet.

A plan of said way drawn by Edward M. Corbett C. E. dated March 4, 1922 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damage to persons in their property by the laying out of said way.

Charles E. Lawton
Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 14th day of March 1922(the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted: (Unanimously)

To accept and allow the layouts of the several avenues at Horseneck, hereinafter mentioned: "Ocean Avenue", "First Avenue", "Second Avenue", "Third Avenue", "Fourth Avenue", "Fifth Avenue", "Sixth Avenue", "Eleventh Avenue" and "Sixteenth Avenue", all beginning at West Beach Road and continuing westerly to mean high water, as made by the Selectmen and on file with their accompanying plans in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County
(Fifth Avenue)

Town of Westport
In Board of Selectmen
March 4, 1922

A petition having been received from Chauncey R. Mosher and others praying that a layout of the way be made leading westerly from West Beach Road at Horseneck to the Ocean – and a public hearing having been held according to law the Selectmen of Town of Westport on the twenty-seventh day of February 1922 proceeded to lay out the same as follows:

Beginning at a point in the westerly line of the West Beach Road, 343 feet Southerly from Station 4 thence running westerly at an exterior angle of 90°-0'-0" about 140 feet to mean high water.

All the monuments are placed on the Southerly line of said way, and the northerly line is parallel with the southerly line and is distant therefrom forty feet.

A plan of said way drawn by Edward M. Corbert C. E. dated March 4, 1922 is filed herewith and made a part thereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damage to persons in their property by the laying out of said way.

Charles E. Lawton
Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 14th day of March 1922 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted: (Unanimously)

To accept and allow the layouts of the several avenues at Horseneck, hereinafter mentioned: "Ocean Avenue", "First Avenue", "Second Avenue", "Third Avenue", "Fourth Avenue", "Fifth Avenue", "Sixth Avenue", "Eleventh Avenue" and "Sixteenth Avenue", all beginning at West Beach Road and continuing westerly to mean high water, as made by the Selectmen and on file with their accompanying plans in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County
(Sixth Avenue)

Town of Westport
In Board of Selectmen
March 4, 1922

A petition having been received from Chauncey R. Mosher and others praying that a layout of the way be made leading westerly from West Beach Road at Horseneck to the Ocean.

And a public hearing having been held according to law, the Selectmen of the Town of Westport on the twenty-seventh day of February 1922 proceeded to lay out the same as follows:

Beginning at a point in the westerly line of West Beach Road 50 feet southerly from Station 4 thence running westerly at an exterior angle of $90^{\circ} 00' 00''$ about 145 feet to mean high water.

All the monuments are placed on the southerly line of said way and the northerly line is parallel with the southerly line and is distant therefrom forty feet.

A plan of said way drawn by Edward M. Corbett, C. E. dated March 4, 1922 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damage to persons in their property by the laying out of said way.

Charles E. Lawton
Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 14th day of march 1922 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted:

To accept and allow the layouts of the several avenues at Horseneck, hereinafter mentioned "Ocean Avenue", "First Avenue", "Second Avenue", "Third Avenue", "Fourth Avenue", "Fifth Avenue", "Sixth Avenue", "Eleventh Avenue", and "Sixteenth Avenue", all beginning at West Beach Road and continuing westerly to mean high water, as made by the Selectmen and on file with their accompanying plans in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:
Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County
(Eleventh Avenue)

Town of Westport
In Board of Selectmen
March 4, 1922

A petition having been received from Chauncey R. Mosher and others praying that a layout of the way be made leading westerly from West Beach Road at Horseneck to the Ocean,

and a public hearing having been held according to law, the Selectmen of the Town of Westport on the twenty-seventh day of February 1922 proceeded to lay out the same as follows:

Beginning at a point in the Westerly line of West Beach Road 275. 30 feet Southerly from Station 6 thence running westerly at an exterior angle of 90°-0'-0" about 152 feet to mean high water.

All the monuments are placed on the Southerly line of said way and the northerly line is parallel with the southerly line and is distant therefrom forty feet.

A plan of said way drawn by Edward M. Corbett C. E. dated March 4, 1922 is filed herewith and made a part thereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damage to persons in their property by the laying out of said way.

Charles E. Lawton
Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town Westport held on the 14th day of March, 1922 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted: (Unanimously)

To accept and allow the layouts of the several avenues at Horseneck, hereinafter mentioned: "Ocean Avenue", "First Avenue", "Second Avenue", "Third Avenue", "Fourth Avenue", "Fifth Avenue", "Sixth Avenue", "Eleventh Avenue" and "Sixteenth Avenue", all beginning at West Beach Road and continuing westerly to mean high water, as made by the Selectmen and on file with their accompanying plans in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:
Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County
(Sixteenth Avenue)

Town of Westport
In Board of Selectmen
March 4, 1922

A petition having been received from Chauncey R. Mosher and others praying that a layout of the way be made leading westerly from West Beach Road at Horseneck to the Ocean.

And a public hearing having been held according to law, the Selectmen of the Town of Westport on the twenty-seventh day of February 1922 proceeded to lay out the same as follows.

Beginning at a point in the Westerly line of West Beach Road 54.30 feet southerly from station 8 thence running westerly at an exterior angle of about 156 feet to mean high water.

All the monuments are placed on the southerly line of said way and the northerly line and is distant therefrom forty feet.

A plan of said way drawn by Edward M. Corbett C. E. dated March 4, 1922 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damage to persons in their property by the laying out of said way.

Charles E. Lawton
Frank R. Slocum
Leslie B. Davis
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 14th day of March 1922 (the foregoing layout together with a plan of the same having been of file in the Clerk's Office more than seven days before said meeting) it was Voted: (Unanimously)

To accept and allow the layouts of the several Avenues at Horseneck, hereinafter mentioned "Ocean Avenue", "First Avenue", "Second Avenue," "Eleventh Avenue", and "Sixteenth Avenue", all beginning at West Beach Road and continuing westerly to mean high water, as made by the Selectmen and on file with their accompanying plans in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:
Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
March 3, 1923

A petition having been received from J.E. Th. Giguere and eleven others praying that a layout of the way be made leading westerly and southerly from the State Highway to a point near the residence of Pierre St. Pierre at Suburban Park, and the right of a hearing having been waived by the abutters, the Selectmen of the Town of Westport on the twenty-seventh day of February nineteen hundred and twenty-three duly adjudged that common convenience and necessity required that the layout of said way and proceeded to lay out the same as follows.

Beginning at a point in the westerly line of the State Highway leading from Fall River to New Bedford 25 feet northerly from a stone bound in the westerly line of said highway thence turning an exterior angle of $86^{\circ} 32' 30''$ with said highway and running in a south westerly direction 836.67 feet, thence turning an exterior angle of $162^{\circ} 46'$ running in a south westerly direction 137.29 feet thence turning an interior angle of $120^{\circ} 51'$ southerly 271.88 feet to the North east corner of Center and Grove Streets, thence turning an exterior angle of $90^{\circ} 3'$, 1,085.41 feet, thence turning an interior angle of $178^{\circ} 54''$, 485.64 feet, said point being 86.05 feet southerly from the south side of Pleasant Street.

All bounds are placed on the northerly and easterly line of said way and the southerly and westerly line is parallel with the northerly and easterly line and is distant therefrom forty feet. A plan of said way drawn by E. M. Corbett C. E. dated March 2, 1923, is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way. We have assessed no damages to persons in their property by the laying out of said way.

Frank R. Slocum
Leslie B. Davis
George W. Russell
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 13th day of March 1923 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted:

To accept and allow the layout of the way leading from the State Highway to the residence of Pierre St. Pierre at Suburban Park, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:
Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
March 1, 1924

A petition having been received from Alfred E.B. Ward and others praying that a layout of the way be made leading southerly and westerly from the State highway to land of David E. Sanford and the right of a hearing having been waived by the abutters, the Selectmen of the Town of Westport on the 16th day of February 1924 proceeded to lay out the same as follows:

Beginning at a point in the southerly line of the State Highway thence making an angle of 90° with said State Highway and running southwesterly in the southerly line of Arlington Avenue 533.64 feet to a corner, the above described line being the southerly line of Arlington Avenue. The northerly line will be forty (40) feet distant therefrom and parallel thereto.

Thence beginning at a point in the northerly line of said Arlington Avenue at its intersection with the northerly line of School Street and making an exterior angle of 130° 29' and running westerly in the northerly line of School Street 600 feet to a corner, the above described line being the northerly line of School Street the southerly line will be 40 feet distant therefrom and parallel thereto.

A plan of said way drawn by Edward M. Corbett C.E. dated February 16, 1924 is filed herewith and made a part hereof.

Persons whose land is taken by said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damages to persons in their property by the laying out of said day

Frank R. Slocum
Leslie B. Davis
George W. Russell
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 11th day of March 1924 (the foregoing, layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted:

To accept and allow the layout of the way leading from the State Highway in a southwesterly direction to land of David E. Sanford, known as Arlington Avenue and School Street, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:
Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport

In Board of Selectmen

A petition having been received from Louis J. Ouellette and others praying that a layout of the way be made leading westerly land of John Ratcliffe et ux. at Berryman Four Corners and the right of hearing having been waived by the abutters, the Selectmen of the Town of Westport on the sixteenth day of February 1924 proceeded to lay out the same as follows:

Beginning at a point in the westerly line of the State Highway thence turning an exterior angle of 52° 04' with said Westerly line of said State Highway and running westerly in the northerly line o Berryman St. 1132 feet to a corner.

The above described line being the northerly line of Berryman Street.

The Southerly line will be 40 feet distant therefrom and parallel thereto.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

A plan of said way drawn by Edward M. Corbett C. E. dated February 16, 1924 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damage to persons in their property by the laying out of said way.

Frank R. Slocum

Leslie B. Davis

George W. Russell

Selectmen of Wesport

At a meeting of the inhabitants of the Town of Westport held on 11th day of March 1924 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted:

To accept and allow the layout of a way leading from the State Highway to a point near the residence of John Ratcliffe, known as Berryman Street, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber

Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
March 1, 1924

A petition having been received from George Kirby and others praying that a layout of the way be made leading southerly from Atlantic Avenue to mean high water at Acoaxet and a public hearing having been held according to law, the Selectmen of the Town of Westport on the 1st day of March 1924 proceeded to lay out the same as follows:

Beginning at a point in the southerly line of Atlantic Avenue to a point 181.30 feet easterly from a stone bound set in the angle in the south side of said Atlantic Avenue thence turning an angle of 90° with said Atlantic Avenue and running southerly in the westerly line of twenty (20) feet way about 160 feet to mean high water line of the Atlantic Ocean.

The above described line being the westerly line of said 20 foot way, the easterly line will be 20 foot distant therefrom and parallel thereto.

A plan of said way drawn by Edward M. Corbett C. E. dated March 1, 1924 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damage to persons in their property by the layout of said way.

Frank R. Slocum
Leslie B. Davis
George W. Russell
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 11th day of March 1924 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted:

To accept and allow the layout of a way leading from Atlantic Avenue Southerly to mean high water at Acoaxet, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts

Bristol County

Town of Westport
In Board of Selectmen
March 1, 1924

A petition having been received from Alexis Gagne and others praying that a layout of the way be made leading southerly and westerly from the State Highway to land of David E. Sanford at Glenwood Park and the right of a hearing having been waived by the abutters, the Selectmen of the Town of Westport on the sixteenth day of February 1924 proceeded to lay out the same as follows:

Beginning at a point in the southerly line of the State Highway thence making an angle of 90° with said State Highway and running South Westerly in the Southerly line of Greenwood Avenue 556 feet to a corner. The above described line being the Southerly line of said Greenwood Avenue.

The northerly line will be 40 feet distant therefrom and parallel thereto.

A plan of said way drawn by Edward M. Corbett C.E. dated February 16, 1924 is filed herewith and made a part hereof.

Persons whose land is taken by reason of said layout are allowed thirty days within which to remove their fences, trees and other property from said way.

We have assessed no damages to persons in their property by the layout of said way.

Frank R. Slocum
Leslie B. Davis
George W. Russell
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 15th day of March 1924 by adjournment from the 11th day of the same month (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted:

To accept the layout of the way leading from the State Highway in a southwesterly direction to land of David E. Sanford, known as Greenwood Avenue, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote.

Attest:
Edward L. Macomber
Town Clerk

Commonwealth of Massachusetts
In Board of Selectmen

February 28, 1925

Pursuant to a notice issued on the ____ day of February 1925, that it was our intention to lay out Conserve Avenue as a Town Way, and having notified the owners of the land over which we were petitioned to lay out such way, we, the Selectmen of the Town of Westport, met and have laid out such way to be known as Conserve Avenue, as follows, viz:

Commencing at the intersection of the easterly line of the Sanford Road with the Southerly line of contemplated Conserve Avenue as shown on plan of "Lakeside City", thence easterly in the southerly line of said Conserve Avenue two thousand seven hundred thirteen and 53/100 (2713.53) feet to the end of said Conserve Avenue as shown on said plan of Lakeside City. The northerly line is parallel thereto and is forty feet distant therefrom.

A plan accompanies this layout and is made a part thereof.

We have awarded no damages to persons or property on account of this layout.

And your Selectmen hereby respectfully report said Street to the Town for its acceptance.

Frank R. Slocum
George W. Russell
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 17th day of March 1925, by adjournment from the 10th day of March 1925, by adjournment from the 10th day of the same month (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more that seven days before said meeting) it was Voted:

To accept and allow the layout of Conserve Avenue leading easterly from Sanford Road, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

Attest:
Edward L. Macomber
Town Clerk

Perambulation of the Dartmouth – Westport

Boundaries 1925

As required by Section 2 of Chapter 42 of the General Laws, the undersigned, on October 19, 1925, met Frank R. Slocum, George W. Russell, and John A. Smith, Selectmen of the Town of Westport at 9am for the purpose of perambulating the lines between the two Towns.

Meeting at the southerly end of the Horseneck Road, we viewed the several stone bounds on the westerly side up to the road leading easterly known as Akin's Corner. A bound is located at the end of this road on the westerly side; thence easterly to the next corner at the road known as the Division Road; at this corner there is a bound; continuing northerly and viewing bound stones on the westerly side to Slade's Corner, at the head of which is a bound stone. (We failed to find stones Y and Z near this point as described in the 1915 report). The next bound is at the corner of an orchard at the northerly end of the front fence of Thomas B. Gifford. About 1200 feet from the last named bound stone, on the easterly side of the road is a bound marked "W" on the westerly side and "D" on the easterly side.

Continuing on to Gidley's Four Corners, so called, we located a bound on the White Oak Run Road about 390 feet from the corner and nineteen feet from the easterly wall of the road, 4'8" high marked "D" on the easterly "W" on the westerly side; proceeding along White Oak Run and Fisher Roads we located bound stones of the easterly side of the road to the Old Westport Road where a bound is located at the head of the Fisher Road.

Going easterly a short distance to the Factory Road, at the corner is a bound stone, and others on the westerly side of the road up to the northeasterly corner of the school house lot at Westport Factory.

We found a bound 5' - 3/8" easterly from the north east corner of the third house below the hall or meeting house, cut off level with the ground.

We then proceeded northerly to a point where the Dartmouth and Westport Street Railway turns toward Fall River, at this point we found a bound under the westerly rail of the easterly track of the Street Railway at the intersection of two lines which is 44' - 3 3/4" from the north east corner of the house which is situated on the southwesterly corner of the Fall River Road where it turns westerly.

We then proceeded northerly and viewed the bounds on the westerly side of the road to the end of the road where it intersects with the Hixville Road. The bound at the junction of the two roads, that was canted northerly at the time of the 1920 perambulation has been reset and was found in good condition. At this point we were to meet the Fall River officials to continue with them as per our notice to them, but, as they did not appear at the time stated, we proceeded with the Westport Selectmen to a point about 250 feet easterly along the Hixville Road to a path running northerly into the woods, following the path 3050 feet to a barway in the south wall a lot then crossing diagonally to the northwest corner and following a wall running westerly about 800 feet where we found a bound stone about 4' high set in the wall having "F.R." cut in the north face; "D" on the southeast face; and "W" on the southwest face. This bound is triangular in shape with a drill hold in the top 1.

All bounds were found in good condition

Walter C. Slocum
Elmer W. Poole
John A. Cornell
Selectmen of Dartmouth

Frank R. Slocum
John A. Smith
George W. Russell
Selectmen of Westport

Town of Westport
In Board of Selectmen

February 27, 1926

Pursuant to a notice issued on the nineteenth day of February 1926, that it was our intention to relocate the Town way from the head of Westport to Handy's Corner, now called the Drift Road, and having notified the owners of the land over which we were petitioned to lay out such way and they having waived the hearing required by law, we, the Selectmen of the Town of Westport, met and have made such relocation as follows,

The easterly line is thus described,

Commencing at a stone bound on the easterly side of the present layout, described as being at or near the northwesterly corner of what was Stephen Kirby's door yard thence in the easterly line of said layout seventy two (72) feet to a point thence deflecting to the left by a curve the radius of which is five hundred forty three and 67/100 (543.67) feet and the length of which is five hundred twenty eight and 74/100 (528.74) feet to a point, thence northerly about $1^{\circ}-28'$ West twenty five (25) feet to a point, thence deflecting to the right by a curve intersecting the easterly line of the old layout. The westerly line is parallel thereto and is forty feet distant therefrom.

We have awarded no damages,

And your Selectmen hereby respectfully report said relocation to the Town for its acceptance.

Frank R. Slocum
John A. Smith
Selectmen of Westport

A true copy,

Attest:

Edward L. Macomber
Town Clerk

At a Town Meeting held March 9, 1926 it was Voted (Unanimously):

To accept and allow the relocation of a portion of the Drift Road, near the residence of William H. Tilson, as made y the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

Town of Westport, Mass.
Office of Board Of Selectmen

December 12, 1928

A request having been received from Brayton Morton praying that a private way be laid out from his farm northerly to the Cornell Road, and a public hearing having been held relative to the laying out of said way, we the Selectmen of the Town of Westport met and proceeded to lay out said way as follows, viz:

Beginning at a point in the line of the wall between the land of William and Anna P. Owen, and that of Brayton Morton at a point 25.44 feet westerly of a wall marking the southwest corner of a mowing field of said Owen; thence N. 6°44'30"E. more or less, 2113.84 feet more or less to a point of curve; thence deflecting easterly with a Radius of 147.50 feet a distance of 113.83 feet measured in the arc to a point of tangent, said point being in or near the easterly face of a farm wall of said Owen; thence N 50° 57'30" E 402.84 feet to the southerly line of the Cornell Road (so called), said point being 11.23 feet southeasterly of a north-westerly corner of said Owen land and in line of land formerly owned by Barney Manchester. The easterly line of said way is 25 feet from and parallel with the described westerly line. The area of said way is 1 Acre and 80.62 Rods more or less and within the above described way it is intended to include the ancient way, as now traveled from the land of said Morton to the Cornell Road. Said way passes entirely over land of William and Anna P. Owen.

A plan accompanies this layout and is made a part thereof. And your Selectmen hereby respectfully report said layout to the Town for its acceptance.

George W. Russell
John a. Smith
Frank R. Slocum
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 20th day of December 1928 (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted:

To accept and allow the layout of a private way leading northerly from the north line of Brayton Morton's land to the Cornell Road, as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

Yes 92. No 4.

The foregoing is a true copy of aid layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Town of Westport
In Board of Selectmen

Pursuant to a notice issued on the 20th day of February 1929, that it was our intention to lay out Greenwood Avenue as a Town Way and having notified the owner of the land over which we were petitioned to lay out such way; we the Selectmen of the Town of Westport met and have laid out such way as follows:

Commencing at a point in the southerly line of the new layout of the State Highway at its intersection with the easterly line of Greenwood Avenue as shown of plan of Glenwood; thence southerly in said easterly line of Greenwood Avenue five hundred seventy four (574) feet to a point in the wall for an easterly line of this layout. The westerly line is parallel thereto and is forty feet distant therefrom.

A plan accompanies this layout and is made a part thereof.

And your Selectmen hereby respectfully report said layout to the Town for its acceptance.

George W. Russell
John A. Smith
Selectmen of Westport

At a meeting of the inhabitants of the Town of Westport held on the 29th day of July (the foregoing layout together with a plan of the same having been on file in the Clerk's Office more than seven days before said meeting) it was Voted:

To accept the layout of Greenwood Avenue, Glenwood Park, No. Westport as made by the Selectmen and on file with its accompanying plan in the office of the Town Clerk.

The foregoing is a true copy of said layout and vote:

Attest:
Edward L. Macomber
Town Clerk

Town of Westport
In Board of Selectmen

March 8, 1927

Pursuant to a notice issued on the 1st day of 1927, that it was our intention to layout Violet Avenue, Goyette Street and Gadoury Street as Town ways and having notified the owners of the land over which we were petitioned to lay out such ways we the Selectmen of the Town of Westport met and have laid out such ways as follows:

Violet Avenue:

Commencing at a point in the westerly line of the Sanford at the intersection with the northerly line of Violet Avenue as shown on plan of Lakeside, thence westerly in said northerly line of Violet Avenue to an intersection with the westerly line of Goyette Street produced. The southerly line is parallel thereto and is forty feet distant therefrom.

Goyette Street:

Commencing at the intersection of the southerly line of Violet Avenue with the westerly line of Goyette Street thence southerly in the westerly line of Goyette Street two hundred two and fifty nine one hundredths (202.59) feet to an intersection with the southerly line of Gadoury Street. The easterly line is parallel thereto and is forty feet distant therefrom:

Gadoury Street

Commencing at the intersection of the westerly line of Goyette Street with the northerly line of Gadoury Street thence westerly in the northerly line of said contemplated Gadoury Street seven hundred sixty five and seventy two one hundredths feet to the shore of South Watuppa Pond, and on the same line as much further as private rights extend. The southerly line is parallel thereto and is forty feet distant therefrom.

A plan accompanies these layouts and is made a part thereof.

And your Selectmen hereby respectfully report said layouts to the Town of its acceptance.

John A. Smith
George W. Russell
Selectmen of Westport

At a Town Meeting held March 15, 1927 it was

Voted: (Unanimously) To accept and allow the layout of Violet, Goyette, and Gadoury Streets from Sanford Road to South Watuppa Pond.

The foregoing is a true copy of said layout and vote.

Attest:

Edward L. Macomber
Town Clerk

Town of Westport
In Board of Selectmen

March 8, 1927

Pursuant to a notice issued on the 1st day of 1927 that it was our intention to relocate the Drift Road near Westport Point and having notified the owners of the land over which we were petitioned to layout such way and said owners having waived the hearing required by law we the Selectmen of the Town of Westport met and have laid out such relocation as follows:

Commencing at a point in the corner of the wall marking "and" angle in the westerly line of the Drift Road as laid out in 1915, thence northerly in said westerly line as laid out nineteen and ninety five one hundredths (19.95) feet to a point; then turning and running southwesterly by a curve the radius of which is twenty (20) feet and length of which is thirty one and thirty seven one hundredths (31.37) feet intersecting the northerly line of said layout of the Drift Road westerly from the angle, thence easterly inb said northly line nineteen and ninety five one hundredth (19.95) feet to the place of beginning.

A plan accompanies this layout and is made a part thereof.

And your Selectmen hereby respectfully report said relocation to the Town for its acceptance.

John A. Smith
George W. Russell
Selectmen of Westport

At a Town Meeting held March 15, 1927 it was Voted: (Unanimously)

To accept and allow a relocation of the Drift Road near the residence of Andrew A. Taber.

The foregoing is a true copy of said layout and vote.

Attest:
Edward L. Macomber
Town Clerk.

