

Selected map

~ PROPERTY OF THE TOWN OF BOURNE ~

BOUNDARY LINES

~ BROUGHT TO DATE ~ 1937 ~ BY RED INK REVISIONS ~

OF

BOURNE.

1899.

~ INCLUDING PLANS AND REPORT OF 1937 SHORE-CONTROL REVISION OF ~

~ BOURNE ~ WAREHAM BOUNDARY LINE ~

To
The County Commissioners of
Barnstable and Plymouth Counties
and
The Selectmen of the Towns of
Bourne and Wareham

REPORT
COVERING 1937-1938 WORK OF REVISION OF
1897 SHORE-CONTROL TO PRESERVE THE
BOURNE WAREHAM BOUNDARY LINE IN TIDEWATER

Accompanying this Report:

- (1) PLAN - reproduced from the original 1897 layout.
 - (2) PLAN - 1937 Shore Control Revision of 1897 Plan.
-

Allan Beale, Civil Engineer
3-31-38

1937 Revision of Shore Control Triangulation
To Preserve
1897 Layout of Bourne-Wareham Boundary Line in Tidewater

The Changes made in shore monuments and triangulation:

HOG ISLAND CHANGES

B & W monument at the West end of Hog Island, about to be removed by U. S. Engineer Department channel dredging, was replaced by a new bound on Hog Island-East; with new control network.....Hog Island East, Jacob's Neck, Hog Neck, Stony Point, Mashnee Island.

COHASSET NARROWS CHANGES

With the construction of the new Cohasset Narrows Bridge and the removal of the old bridge, the shore bound at the East abutment of the old bridge was lost; and the bound at the West abutment of doubtful permanency. New shore control, non-dependent upon the old bridge bounds, was established by installing four new shore monuments on the East shore; with new network connecting with Ned's Point and West shore bound opposite Ned's Point. Line points set on New Bridge.

STATE PIER CHANGES

The 1897 B&W shore monument near the State Pier is now near high water line, due to shore cut-back of some 120 feet since its installation. A new witness-monument was installed to give the 1897 location additional support. Monuments at the shore-ends of Line s $61^{\circ}00'W$, namely at State Pier and at Hog Neck were supported by triangulation with B&W monument at Bourne Neck NW.

HOG ISLAND SOUTHEAST

The B&W monument at the NE end of Line S $53^{\circ}55'W$ was supported by triangulation.....Hog Island SE, Stony Point, Hog Neck.

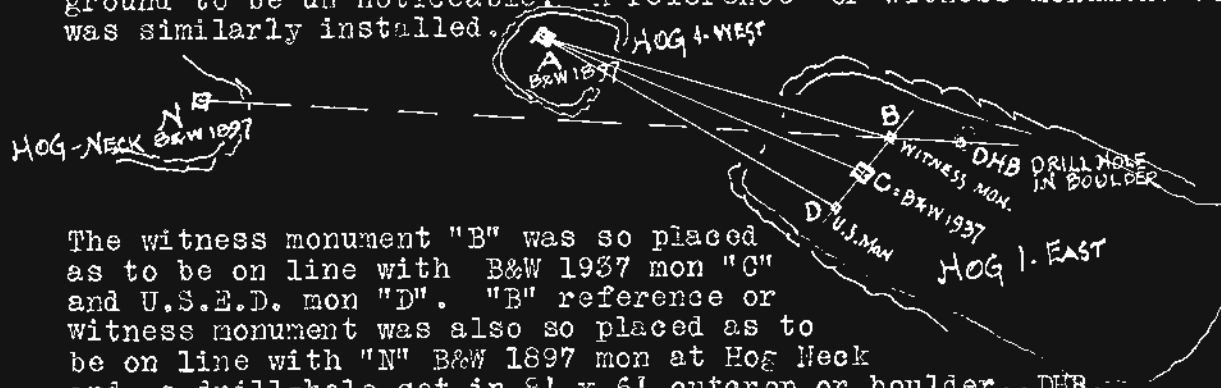
OTHER PREVIOUSLY RECORDED CHANGES

1919 Change at Wing's Neck Light, and 1923 Change at Agawam Point, found recorded in Wareham Town Records PlanBook 3 pages 205,206, were reproduced on the plan of 1937 Revision of 1897 Plan.

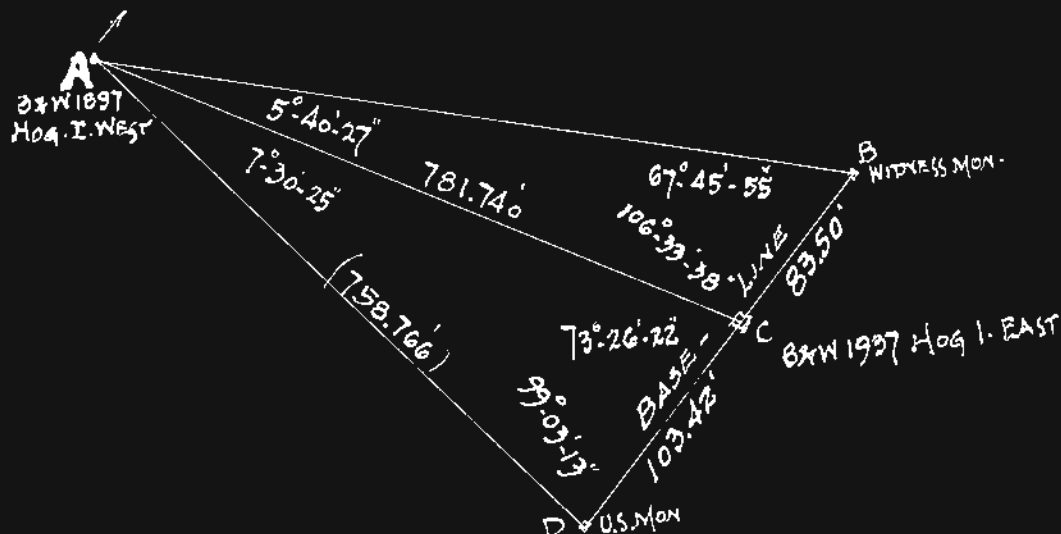
HOG ISLAND CHANGES

At the time of notice of need of a new B&W monument to replace the B&W monument on the W-ly end of Hog Island the latter was on a small remainder of the Island separated from the E-ly portion of Hog Island by the existing ship channel in process of being widened.

"C" in sketch shows location of the new B&W monument on Hog I. West set 200 feet back from the channel bank. Evidence of vandal mutilation of certain existing U.S. Engineer Dept concrete monuments in the vicinity indicated the necessity of protection for the new B&W 1937 monument. It was therefore set flush with the ground to be un-noticeable. A reference- or witness monument also was similarly installed.



The witness monument "B" was so placed as to be on line with B&W 1937 mon "C" and U.S.E.D. mon "D". "B" reference or witness monument was also so placed as to be on line with "N" B&W 1897 mon at Hog Neck and a drill-hole set in 8' x 6' outcrop or boulder..DHB. With the plan-recorded angle-and-distance data, the new B&W 1937 monument, if mutilated or disturbed, may be recovered by using the drill-hole in boulder, DHB, and Hog Neck B&W mon.."N".



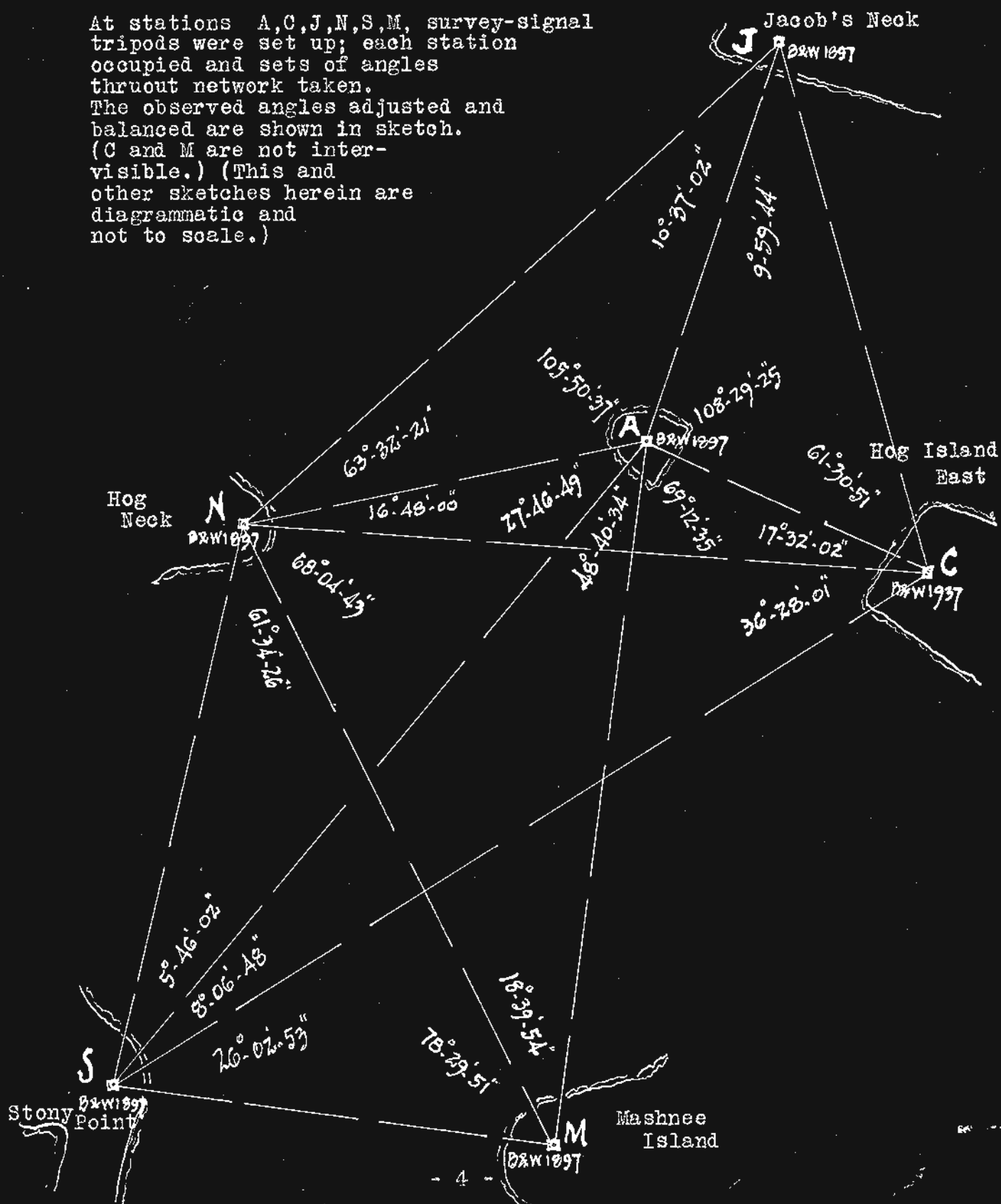
THE LINEAR RELATION

between the old and new Hog Island monuments...the distance AC.... was determined by measurement of the baseline BCD and all angles of triangles ABCD....and calculation of AC from this data. (AD also shown for convenience of U. S. Engineer Department).

HOG ISLAND CHANGES (cont)

Triangulation.....A=Hog I. West, C=Hog I. East, J=Jacob's Neck,
N=Hog Neck, S=Stony Point, M=Mashnee Island.

At stations A,C,J,N,S,M, survey-signal tripods were set up; each station occupied and sets of angles thruout network taken. The observed angles adjusted and balanced are shown in sketch. (C and M are not inter-visible.) (This and other sketches herein are diagrammatic and not to scale.)



ANGLE CONTROL FROM NEW HOG I. MON. TO B&W BOUNDARY POINTS G,H,K,L

The matter of determination of relation of the new B&W 1937 Monument on Hog I. East to nearby points in the 1897 B&W Boundary Line involves:

- (1) The linear and angular relation between the old "A" and new "C" Hog I. monuments, previously shown, and
- (2) The determination of the linear relation of the old "A" Hog I. B&W monument to nearby portion of the 1897 Boundary Line.

The position of "A", or its distance from nearby Boundary Line points, may be calculated from different sources.

Due to the 1897 Plan recording of the bearings and distances along the B&W boundary to nearest minutes of angle only, and to nearest tenths of foot only, a slightly different position of "A" will result, depending upon portion of boundary line adopted as a basis or source of calculations.

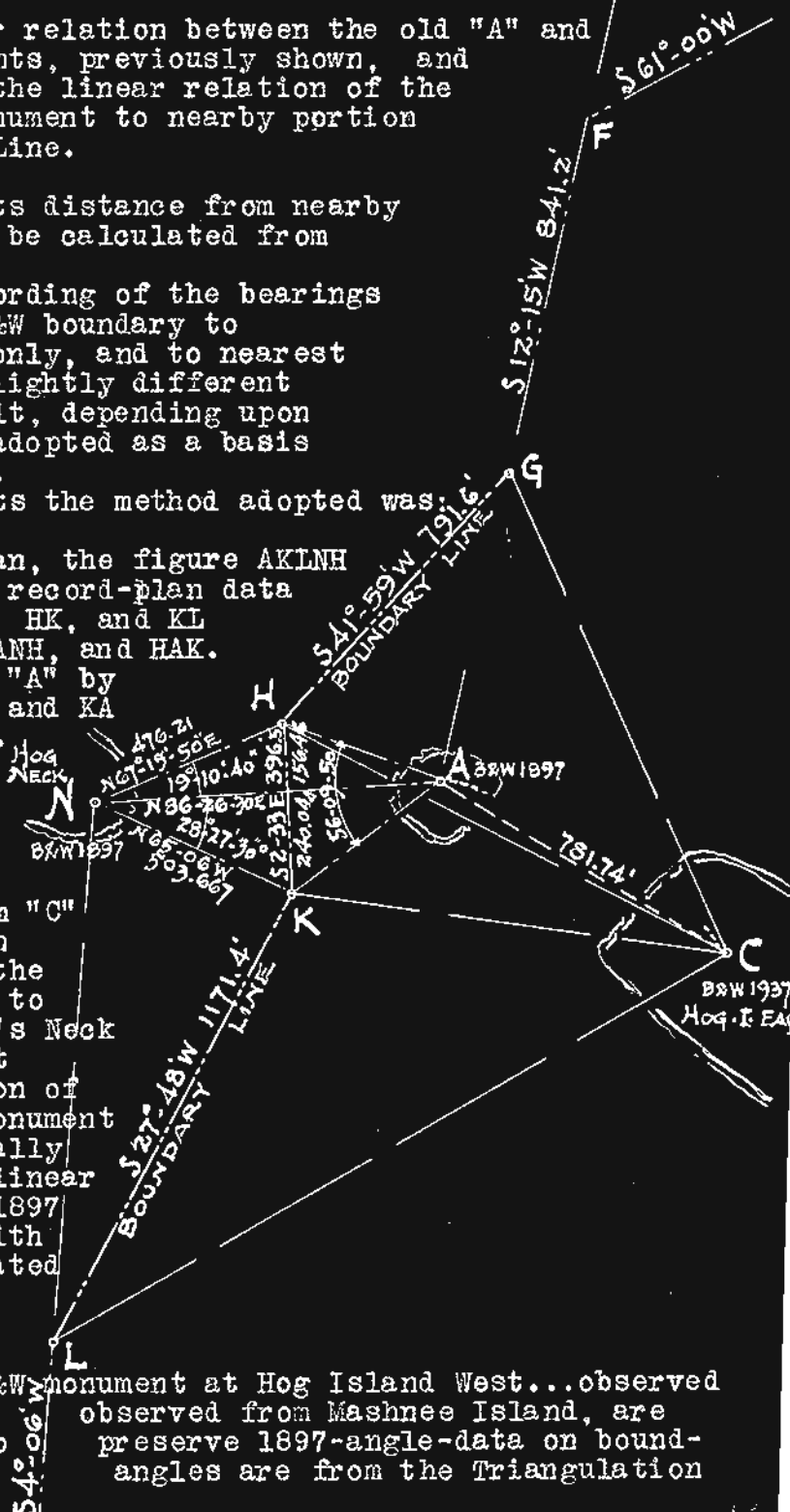
For most consistent results the method adopted was:

Using data of the 1897 Plan, the figure AKLNH was solved to satisfy the record-plan data of bearings and distances HK, and KL and the plan angles KNA, ANH, and HAK. The resulting position of "A" by bearings and distances HA and KA is shown on the 1937 Plan.

The direction AC was fixed by the angle NAC from the above described triangulation.

The calculated angles from "C" to G,H,K, and L, are shown on the 1937 Plan, as are the relations of these angles to the B&W monument at Jacob's Neck and to the B&W monument at Stony Point. (The relation of these angles to the B&W monument at Hog Neck is intentionally omitted, inasmuch as the linear distance calculated from 1897 data does not coincide with linear distance AN calculated from the 1937 base-line.)

Angles on "A" ..the old B&W monument at Hog Island West...observed from Jacob's Neck and added to the 1937 Plan to preserve 1897-angle-data on boundary line points. These angles are from the Triangulation above described.



SHORE CONTROL CHANGES RESULTING FROM 1937 TOWN LINE PERAMBULATION

While the previously described Hog Island Changes were made necessary by U. S. Channel work, the following described changes in shore control resulted from conditions discovered by the 1937 Perambulation of the Bourne Wareham Town (and County) Line.

COHASSET NARROWS CHANGES

The 1897 Bourne Wareham Boundary Line at Cohasset Narrows employed monuments at the East and West abutments of the Old Bridge, as shown at points "A" and "C".

The East abutment of the Old Bridge has been entirely removed and the monument "C" lost. Its position is now in tidewater, being uncovered at low tide.

The West abutment, while still retained is, for triangulation purposes, difficult of occupancy and of doubtful permanency.

The monument "C" contributed to the location of four portions of the boundary line.....

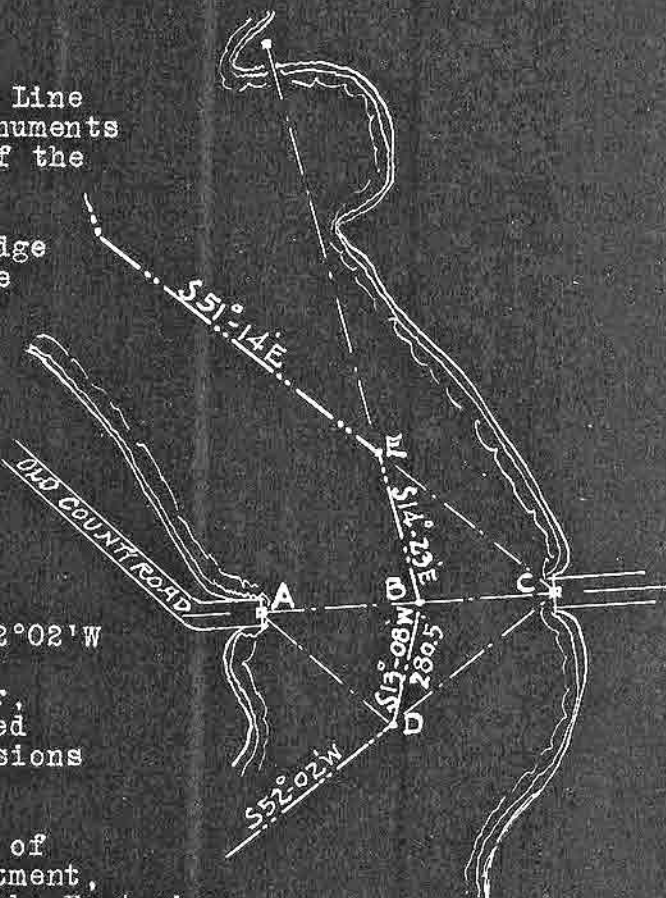
S 51°14'E, S 14°23'E, S 13°08'W, S 52°02'W
.....As a substitute for its impractical location in tidewater, three new monuments were installed on the East shore...on the extensions of lines EC, ABC, DC.

To provide against probable loss of monument "A" at the old West abutment, a new monument was installed on the East shore on the extension of line AD.

These four new monuments on the East shore, with the triangulation described below, free the system of any dependence upon the old bridge abutments.

Recovery of Points "A" and "C"

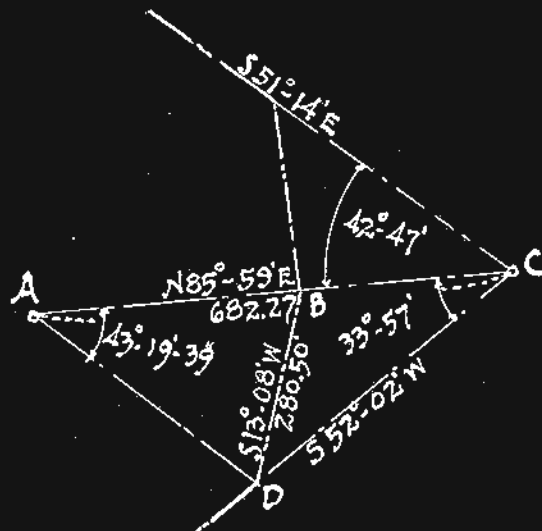
The boundary line data and the shore angles of the 1897 Plan furnish the data for calculation of positions of "A" and "C". Due to the 1897 Plan recording of the distances and directions along the boundary line to nearest minutes of angle only, and to the nearest tenths of foot only, slightly different positions will result depending upon the elements adopted as a basis of calculations; for that reason the method used is here described.



COHASSET NARROWS CHANGES (cont)

Recovery of Points "A" and "C" cont.

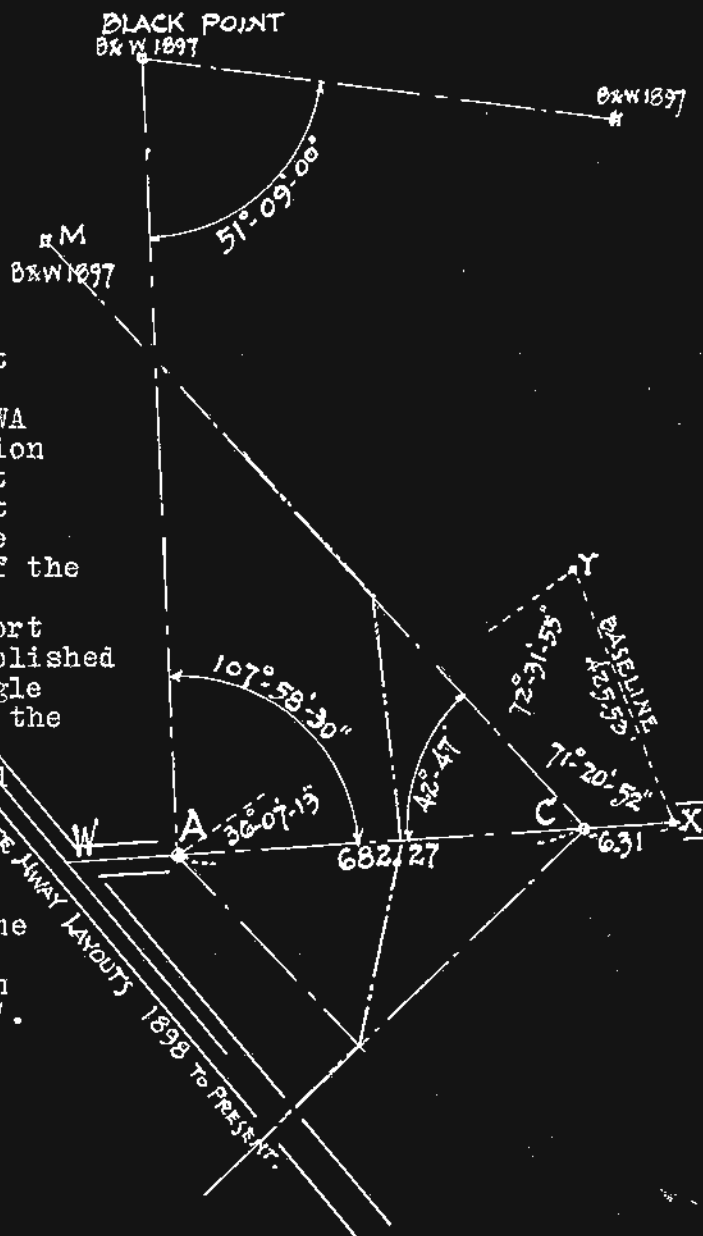
The Calculated Positions of "A" and "C" are based upon the 1897 Plan angles and bearings shown in the adjoining sketch, adopting as a linear base the distance 280.5 feet from the shown portion of the Boundary Line. The distance AC results from solution of the triangles ABCD.



The Positions of "A" and "C" on the ground were determined as follows:

Point "A" is on the centerline of the old State Hwy leading to the Old Bridge now removed. Using old highway plans taken from Mass D.P.W. files dating from 1898 to present, and working from existing Mass. Highway bounds of the present State Highway, the line WA was set off. Working from B&W 1897 Monument at Black Point the 1897 Plan angle $51^{\circ}09'00''$ was set off, intersecting line WA at "A". The point of intersection landed on an old rusty iron bolt set in the face edge of the West abutment, (attesting well to the accuracy of the triangulation of the 1897 survey). Using a special instrument support at "A", the line ACX was established by setting off the 1897 Plan angle $107^{\circ}58'30''$, X being a point on the East shore.

The distance AX was determined by triangulation AXY and measurement of baseline XY on the East shore. "C" was set from "X", and a check made of the work done by observing the angle ACM $42^{\circ}46'58''$, a close confirmation of the 1897 Plan angle $42^{\circ}47'00''$.



COHASSET NARROWS CHANGES (cont) New Monuments & Triangulation

Working from Point C, monuments were set at R, S, Q.
Working from Point A, a new monument was set at P.

R is on extension of DC
S is on extension of AC
Q is on extension of MC
P is on extension of AD.

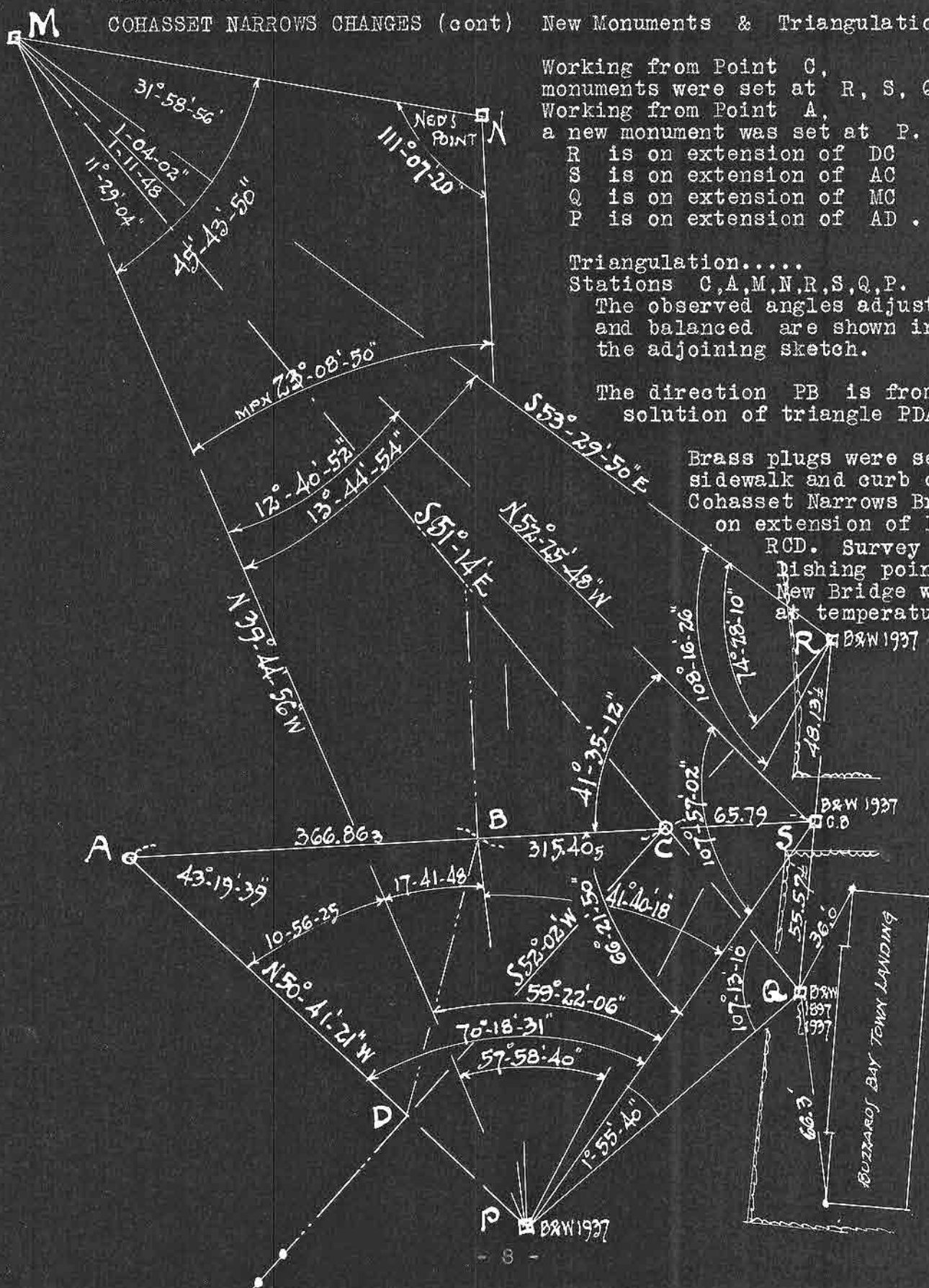
Triangulation.....

Stations C, A, M, N, R, S, Q, P.

The observed angles adjusted and balanced are shown in the adjoining sketch.

The direction PB is from solution of triangle PDABCS.

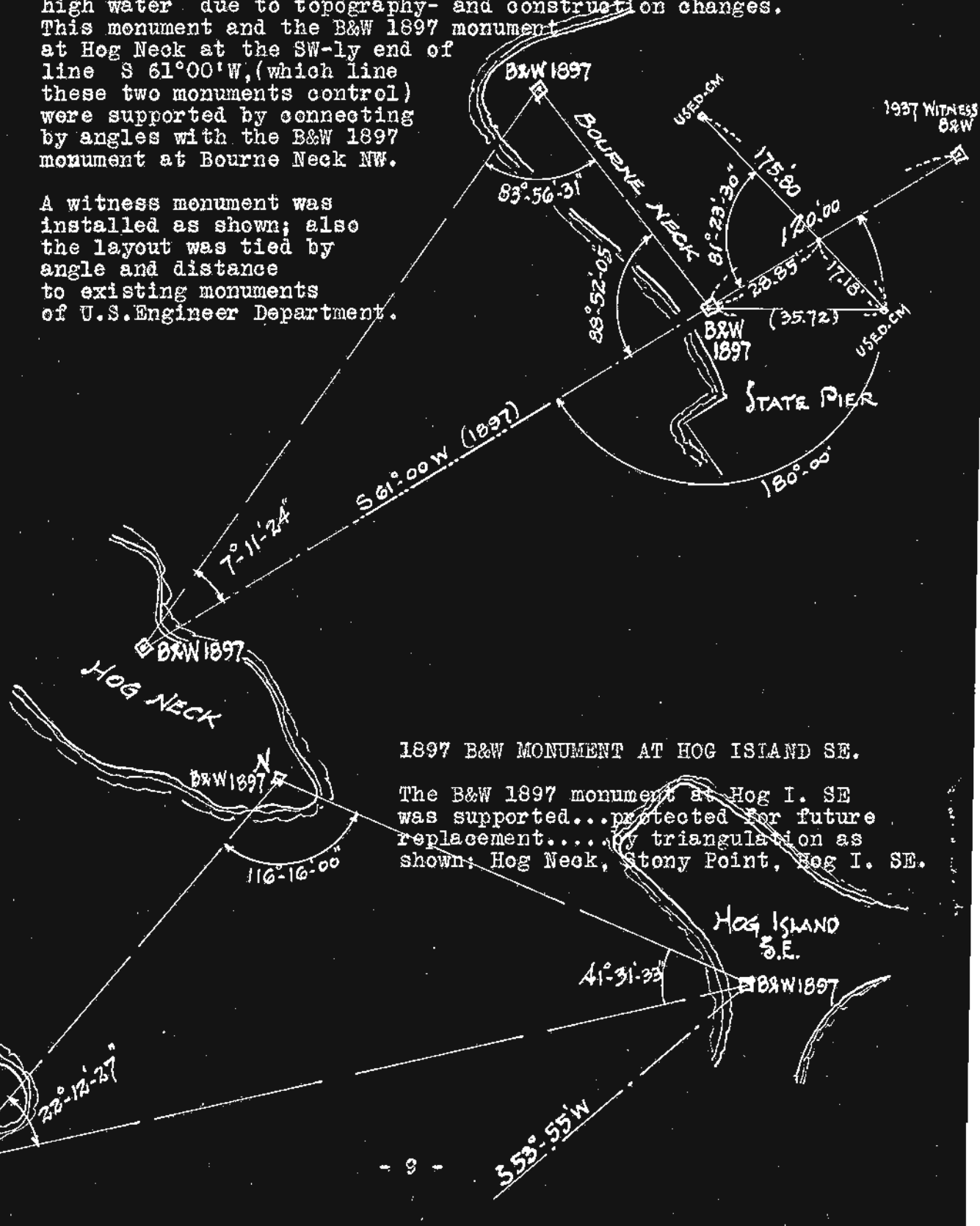
Brass plugs were set in sidewalk and curb of new Cohasset Narrows Bridge on extension of line RCD. Survey establishing points on New Bridge was made at temperature 37°F.



STATE PIER CHANGES.....BOURNE NECK

The B&W 1897 Monument near the State Pier is now near high water due to topography- and construction changes. This monument and the B&W 1897 monument at Hog Neck at the SW-ly end of line S 61°00'W, (which line these two monuments control) were supported by connecting by angles with the B&W 1897 monument at Bourne Neck NW.

A witness monument was installed as shown; also the layout was tied by angle and distance to existing monuments of U.S. Engineer Department.



1897 B&W MONUMENT AT HOG ISLAND SE.

The B&W 1897 monument at Hog I. SE was supported...protected for future replacement....by triangulation as shown: Hog Neck, Stony Point, Hog I. SE.

1937 SHORE CONTROL REVISION OF 1897 B & W BOUNDARY- MISCELLANEOUS

Monuments set.....

Two monuments at Hog Island East

One monument at State Pier

Four monuments at Cohasset Narrows

.....all have bronze plates set in their tops, stamped with identification.

To give these monument installations added permanence, portland cement was mixed with the sand-gravel backfill.

Monument uncovered.....

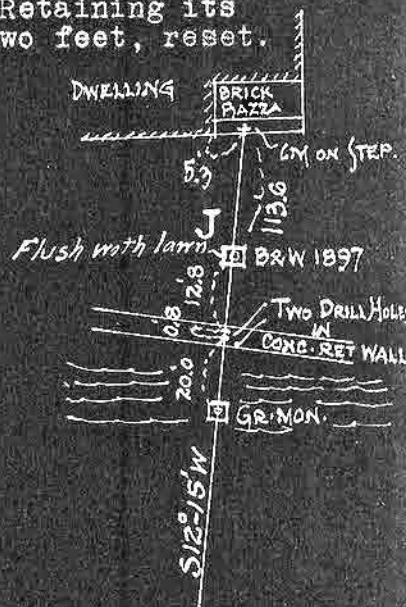
At Cohasset Narrows, the B&W 1897 monument at the NE end of line S 46°40'W, covered by Railroad embankment was located by extending the line from Sial's Point through the monument at waterline, and the distance ...46.7 feet...measured between monuments recorded on plan.

Monument lowered and reset....

At Black Point, the 1897 B&W monument due to shore erosion was standing too high for continued stability. Retaining its location, this monument was lowered vertically two feet, reset.

Monument lowered and reset....

At Jacob's Neck, on the shore the direction monument was high and unstable; this monument was lowered and reset on line with "J" and "A" the B&W 1897 monuments at Jacob's Neck and at Hog Island West, before latter was lost. The B&W 1897 monument "J" was tied as shown.



Plan Changes.....

In addition to changes in plan at Hog Island, State Pier, and Cohasset Narrows there was placed on the plan an insert of a larger scale sketch showing the New Cohasset Narrows Bridge locating points of the Boundary Line.

Certain Shore Control Changes dated 1919 and 1923 were found recorded in Wareham Town Records. In verifying the Wareham plan of 1897 with the recorded copy of same at Barnstable Registry of Deeds, the 1919-1923 changes were not found at Barnstable. These changes are shown on the 1937 Plan.

stry
Allan Wolfe.



Commonwealth of Massachusetts
TOPOGRAPHICAL SURVEY COMMISSION

ATLAS OF THE
BOUNDARIES OF THE
TOWN OF BOURNE

BARNSTABLE COUNTY

DESMOND FITZGERALD
ALFRED E. BURTON
FRANK W. HODGSON } Commissioners.

1899

Bourne, MA Boundary Lines 1899 w/1899 contour 30639-1

PREFACE.

The westerly part of the town of Sandwich was set off and incorporated as a separate town by the name of Bourne on April 2, 1884.

The Bourne-Falmouth line, formerly the Saconnesett-Sandwich line, was defined in 1681, and the part of the line westerly of Hope Spring was defined and established by an Act, March 19, 1880.

The Bourne-Plymouth line, formerly the old Plymouth-Sandwich line, was established as early as 1663-4, and again defined in 1670 and 1684. Both the 1670 and 1684 descriptions are very indefinite, license being given to run a portion of the line "upon what point of the compass they please."

The Bourne-Sandwich line was established by the act of incorporation of Bourne in 1884.

The water boundary line between Bourne and Wareham was established by an Act, April 14, 1897, which changed a portion of the line established by the Harbor and Land Commissioners, under authority of chapter 196, Acts of 1881.

The statutes defining the present boundary lines, the material parts of which are printed at the end of this preface, are as follows:—

1663-4, February 19,—bounds of Sandwich reported upon by special committee.

1670, June 7,—boundary line of Sandwich entered upon the records.

1681, July 7,—boundary line between Sandwich and Saconnesett established.

1684, October 28,—bounds of Sandwich established.

1880, Chapter 121,—boundary line between Falmouth and Sandwich established.

1884, Chapter 187,—incorporation of Bourne.

1897, Chapter 281,—boundary line between Bourne and Wareham established.

PRESENT BOUNDARIES.

Beginning at corner 1, a point in the center of the Turpentine road, at the corner of Bourne, Falmouth and Sandwich, about 15 feet northwesterly from a rough granite witness monument, marked B F 5, standing on the easterly edge of the Turpentine road about 1.4 miles northerly from the Hatchville post office (standing beside this witness monument is another rough granite monument, marked F S, being the old, original witness monument); thence north 69° 14' west by the town of Falmouth 13,236 feet to corner 2, a rough granite monument, marked F S, standing near a fence in marshy ground near "Hope Spring" at the foot of the west bank of the railroad bed of the New York, New Haven and Hartford Railroad, Woods Holl branch; thence south 80° 08' west by the town of Falmouth 1,996 feet to corner 3 witness monument, a rough granite monument, marked F S, standing in salt marsh near the southeasterly end of Lawrence island, about 100 feet from the southerly shore and about 370 feet from the northerly shore; thence on the same course by the town of Falmouth about 175 feet to corner 3, a point at low-water line in Buzzards bay; thence, following the lines as defined by the Harbor and Land Commissioners, under authority of chapter 196 of the Acts of 1881, a plan of which is on file in the office of the Secretary of the Commonwealth, to corner 4, an unmarked point in Buzzards bay, at the corner of Bourne, Falmouth and Marion; thence northeasterly by the town of Marion about 11,700 feet to corner 5, an unmarked point near Abial's Ledge where a line running southwesterly from corner 6 on a straight line for Abial's Ledge intersects the northerly boundary of the town of Marion, or with said line produced, at the corner of Bourne, Marion and Wareham; thence northeasterly in a straight line by the town of Wareham about 12,920 feet to corner 6, an unmarked point in the center of the channel between the black buoy standing on the northeast point of the ledge off the west side of Mashnee island and said island; thence, along the channel, passing between Hog Neck and Hog island up past Cohasset Narrows, by the town of Wareham, to corner 7, an unmarked point in the channel where a line south 18° east from corner 8 intersects the channel of Cohasset Narrows; thence north 18° west by the town of Wareham about 2,600 feet to corner 8, a point at the mouth of Red brook and 156 feet due west from a stone witness monument set on the easterly side of the mouth of said brook, and marked B W; thence northwesterly, as the channel of Red brook runs, by the town of Wareham, about 1.4 mile to corner 9, a point in the channel of Red brook, at the corner of Bourne, Plymouth and Wareham, north 61° 59' east, and about 25 feet from a rough granite witness monument, marked B W F, standing on the westerly bank of Red brook and about 250 feet southerly from the bridge over said brook on the Wareham-Bournedale road; thence north 61° 59' east by the town of Plymouth 9,154 feet to corner 10, a rough granite monument, marked F B, standing in the brush about 10 feet from the southwesterly edge of Crowell's cranberry bog (formerly Gibbs pond), and about 2,300 feet northerly from the Monument club house on the Wareham-Bournedale road; thence north 66° 56' east by the town of Plymouth 11,139 feet to corner 11, a drill hole in the top of a rough boulder, marked B F, standing on the bank of the southerly side of Great Herring pond, about 75 feet westerly from the center of the outlet of said pond; thence north 40° 53' east by the town of Plymouth 11,215 feet to corner 12 witness monument, a rough granite monument, marked B F, standing among bushes on the westerly side of Peaked cliff or "Peaked Hill," so called, about 200 feet northwesterly from the highest part of the cliff and about 100 feet westerly from the edge of the steep bank; thence in the same direction about 450 feet to corner 12, a point at low-water line on the shore of Cape Cod bay; thence running southeasterly along the shore of said bay, about 8,184 feet to corner 13, a point at low-water line on the shore of Cape Cod bay opposite a witness monument; thence south 2° 35' west by the town of Sandwich about 500 feet to corner 13 witness monument, a rough granite monument, marked B S, standing on the northerly edge of a salt marsh, about 250 feet westerly from the fish house belonging to the Boston & Sagamore Fish Trap Company; thence south 2° 35' west by the town of Sandwich about 7,185 feet to corner 14, a point at the northwesterly corner of "Freeman's lane," so called, and the line of the Old Colony Railroad, north 2° 35' east and 90 feet distant from a witness monument, a rough granite monument, marked B S, standing on the southeasterly side of "Freeman's lane,"

about 100 feet southwesterly from the railroad bed of the New York, New Haven and Hartford Railroad, Cape Cod division; thence to the center of "Freeman's lane" and southerly by the center of the lane by the town of Sandwich about 1,401 feet to corner 15, a rough granite monument, marked s s, standing by a wire fence on the southwesterly side of the county road opposite the center of the lane, and in front of an orchard owned by Watson Freeman, being south $32^{\circ} 33'$ west and 1,311 feet distant from the above-mentioned witness monument to corner 14; thence south $12^{\circ} 17'$ west by the town of Sandwich 17,804 feet to corner 16, a rough granite monument, marked s s, standing on the northerly side of the Sandwich and Pocasset road opposite the northerly end of the old "Turpentine road;" thence southerly along the center of the "Turpentine road," by the town of Sandwich about 30,093 feet to the point of beginning.

All courses given in this description are true bearings.

ROAD AND LINE STONES.

Between the corners as above described, intermediate line-bounds, which may or may not be exactly on the true line, are found at the following points, but with the exception of three bounds, they have not been determined.

Between corners 1 and 2, roadstone on the westerly side of the County road.

Between corners 2 and 3, roadstone on the easterly side of a road near the coast line.

Between corners 8 and 9, a limestone on the southerly side of the house of Theodore Lyman, about 380 feet easterly from Red brook, and a roadstone on the westerly side of the Bourne-Wareham road.

Between corners 9 and 10, roadstone on the southwesterly side of Sandy Pond road.

Between corners 10 and 11, roadstones on the easterly side of the Cedarville-Bournedale road, on the easterly side of a wood-road, on the southerly side of a wood-road, on the easterly side of Hunters Brook road, and on the easterly side of the Sandwich road.

On the Bourne-Falmouth line, the roadstone on the westerly side of the County road has been determined.

On the Bourne-Plymouth line, the roadstones on the southwesterly side of the Sandy Pond road and on the easterly side of the Cedarville-Bournedale road have been determined.

Sheet 1 is a plan showing the boundary lines of the town of Bourne. The locations of the corners or points of intersection of the boundary lines have been determined by triangulation. The town lines are shown in black, and the scheme of triangulation by which their location was determined is shown in red.

The corners are numbered in sequence around the town from left to right, beginning with the most southerly corner. The principal triangulation stations are shown by name as well as number, and the stations are numbered approximately in the order of their importance. The names of stations not described are given in the index table, and lines extending towards stations beyond the limits of the sheet have letters of reference to show to what stations they are directed.

Natural or water boundaries are taken from actual surveys plotted on a large scale and reduced to the scale of this plan. Copies of the large scale plans are on file at the office of the Commission.

Sheet 2 gives the geographical positions in latitude and longitude of all the corners and principal stations used as points of control, together with the azimuths, back azimuths, true bearings and distances between them.

The triangulation of this survey is based on that of the U. S. Coast and Geodetic Survey. We are much indebted to the officers of that survey for assistance in many ways in connection with the adjustment of the triangulation system.

The projection is based on the "Clarke Spheroid" and the astronomical data adopted by the U. S. Coast and Geodetic Survey in 1880.

Following the position tables are given descriptions of triangulation stations and corners, together with a topographical sketch of each corner. The half-tone cuts indicate the character of the bounds and their immediate surroundings, and help to identify them.

The usual form of conventional signs to represent the topography in the vicinity of each bound is adopted, and corresponds practically with the style adopted by the topographical conference held in Washington, D. C., in 1892.

The principal field work for this atlas was executed between the years 1887 and 1889 by C. H. Van Orden and Eugene E. Peirce, and the present bounds have been examined and topographical descriptions revised during the years 1897 and 1899.

Additional information and data pertaining to the survey may be obtained upon application at the office of the Commission.

DESMOND FITZGERALD,	} <i>Topographical Survey Commissioners.</i>
ALFRED E. BURTON,	
FRANK W. HODGSON,	

HENRY B. WOOD, *Chief Engineer.*

STATUTES DEFINING THE BOUNDARY LINES OF THE TOWN OF BOURNE.

CHAPTER 187. ACTS OF 1834.

AN ACT TO INCORPORATE THE TOWN OF BOURNE.

(DEFINING CORNERS 12-15-4.)

* * * All the territory now within the town of Sandwich, comprised within the following limits, that is to say.—Beginning at "Peaked Hill", so called, situate on the shores of Cape Cod bay, at the boundary line of the towns of Plymouth and Sandwich, and running southeasterly along the shore of said bay two thousand seven hundred and twenty-eight yards; thence southerly in a straight line, to the northwest corner of "Freeman's Lane," so called, and the line of the Old Colony Railroad; thence southerly, in a straight line to the junction of Pocasset road and Turpentine road, so called; thence southerly, by the center of Turpentine road, to the dividing line between the towns of Sandwich and Falmouth; thence, by that line, to Buzzard's bay; thence, by Buzzard's bay, to the dividing line of the towns of Sandwich, Wareham, and Plymouth; thence by the line dividing the towns of Sandwich and Plymouth, to the point of beginning.—is hereby incorporated into a town by the name of Bourne: * * *

[Approved April 2, 1834.]

BOUNDARY LINE BETWEEN SANDWICH AND SACCONESETT ESTABLISHED.

(DEFINING CORNERS 1, 2.)

The Court grants that the dividing line between the township of Sandwich and Sacconesett shall be at a place commonly called Hopes Spring, a little to the southward of Pocasset Neck, and thence easterly by a straight, square line into the woods, being Sacconesett northerly bounds, and the easterly bounds of the Christian Indians lands, and those within the said bounds liable to do such duty at Sacconesett as is requisite to be performed for the good of that society there.

[July 7, 1681.]

CHAPTER 121. ACTS OF 1880.

AN ACT TO ESTABLISH A BOUNDARY LINE BETWEEN THE TOWNS OF FALMOUTH AND SANDWICH.

(DEFINING CORNERS 1, 2.)

* * * The boundary line between the towns of Falmouth and Sandwich, at and westerly of Hope Spring, is hereby defined and established as follows, to wit:—said line shall begin at Hope Spring; thence north eighty-eight degrees forty minutes west to a stone monument on Lawrence Island; thence by the same course to Buzzard's bay. * * *

[Approved March 19, 1880.]

BOUNDS OF SANDWICH ESTABLISHED.

PLYMOUTH COLONY RECORDS.

(DEFINING CORNERS 3-12.)

The Court grants that the township of Sandwich shall run from the picked cliff at the seaside by the same line as Plymouth bounds are run, from said cliff until it comes to the Red brook, alias Stony river, and then the said brook to be the bound until it comes to the salt water bay.

[October 28, 1684]

CHAPTER 281. ACTS OF 1897.

AN ACT TO ESTABLISH A CERTAIN BOUNDARY LINE BETWEEN THE TOWNS OF BOURNE AND WAREHAM.

(DEFINING CORNERS 3-9.)

* * * Beginning at the stone monument near the Red brook bridge, on the west side of said brook a few rods south of the road leading from Sandwich to Wareham, at the corner of the towns of Plymouth, Bourne and Wareham; thence southeasterly as the channel of said brook runs, to its mouth to a point one hundred and fifty-six feet due west from a stone monument set on the easterly side of the mouth of said brook; thence south, eighteen degrees east, across the flat or bar, to the channel; thence, by the channel, down past Cohasset Narrows as the channel runs, passing between Hog island and Hog neck, and thence by the channel to a point in the center of the channel between the black buoy standing on the northeast point of the ledge off the west side of Mashpee island, and said island, thence southwesterly, in a straight line for Abials ledge, until said line intersects with the northerly boundary line of the town of Marion, or with said boundary line produced * * *

[Approved April 14, 1897.]

PLYMOUTH COLONY COURT RECORDS.

(DEFINING CORNERS 9-12.)

The Court having appointed Mr. Thomas Hinckley, Thomas Dexter, Senior, and Mr. Constant Southworth to settle the bounds between Plymouth and Sandwich, these are to certify, that the men above mentioned have, with the concurrence of the agents of the towns abovesaid, agreed and determined the bounds to be as followeth, viz: that the town of Sandwich shall run three quarters of a mile from any part of the fence of John Ellis his field, between his house and the sea, upon what point of the compass they please; and at the end thereof, to pitch their stake, and thence to run a northeast line to the sea, and a southwest line into the woods, only in case a southwest line from said stake shall cut off any part of the Herring river, to deprive the town of Sandwich of the benefit of the alewives, that then the said line shall run more westward, to clear the said river in to the town of Sandwich. In witness whereof, they have hereunto set their hands, this nineteenth day of February, 1663.

THOMAS HINCKLEY,
THOMAS DEXTER,
CONSTANT SOUTHWORTH.

[June 7, 1670.*]

* Same wording as report of 1663-4 which does not appear to have been recorded till 1670.

COMMONWEALTH OF MASSACHUSETTS

LAND COURT

MAP TO ACCOMPANY DECISION IN MISC. CASE #1360

INHABITANTS OF BOURNE vs INHABITANTS OF SANDWICH

Scale 1:80000

OCT. 5, 1920.

C.B. Humphrey, Engineer for Court

NOTE

Projections based upon the Clarke Spheroid

PLYMOUTH

CAPE

COD

BAY

BOURNE

SANDWICH

BARNSTABLE

Exterior

"Bessel"
Lat. 41° 48' 35.97"
Long. 70° 30' 26.07"

N. 77° 00' E.

N. 60° E.

Witness Moot 14.
Lat. 41° 48' 35.97"
Long. 70° 30' 26.07"

Witness Moot 13.
Lat. 41° 42' 28.84"
Long. 70° 31' 11.84"

Witness Moot 12.
Lat. 41° 48' 11.04"
Corner 14.
Long. 70° 31' 11.84"

"Bessel"
Lat. 41° 42' 31"
Long. 70° 29' 54"

N. 3° 30' E.

Witness Moot 7.
Lat. 41° 44' 03.85"
Long. 70° 25' 21.34"



Lat. 41° 50'

48'

46'

44'

42'

40'

38'

36'

34'

32'

30'

28'

26'

24'

22'

20'

18'

16'

14'

12'

10'

8'

6'

4'

2'

0'

34'

32'

30'

28'

26'

24'

22'

20'

18'

16'

14'

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4'

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34'

32'

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16'



GEOGRAPHICAL POSITIONS OF TOWN CORNERS.


	CORNER	LATITUDE	LONGITUDE	TO COR.	AZIMUTH	BACK AZIMUTH	TRUE BEARING	DISTANCE METERS	FEET
1	Bourne - Falmouth - Sandwich			1			N. 69° 14' W.		About 15
1	Bourne - Falmouth - Sandwich (W.M.)	41° 38' 44.17"	70° 34' 06.24"	2	110° 45' 34"	290° 43' 46"	N. 69° 14' W.	4038.9	13251
2	Bourne - Falmouth 1	41° 39' 30.54	70° 36' 49.47	3	80° 08' 07	260° 07' 50	S. 80° 08' W.	608.5	1996
3	Bourne - Falmouth 2 (W.M.)	41° 39' 27.16	70° 37' 15.38	3			Same direction		About 175
3	Bourne - Falmouth 2			4	Thence westerly	to a point in	Buzzards bay.		
4	Bourne - Falmouth - Marion			5	Thence nor'east-	erly to a point	in Buzzards bay	near Abiel's	Ledge.
5	Bourne - Marion - Wareham			6	Thence nor'east-	erly to a point	in the center	of the chan-	nel of Buz-
					zards bay be-	tween the black	buoy and Mash-	nee island.	
6	Bourne - Wareham 3			7	Follows the cen-	ter of the chan-	nel between Hog	Neck and	Hog island
					to a point near	the entrance to	Cohasset Nar-	rows.	
7	Bourne - Wareham 2			8	Thence	northwesterly	to a point at	the mouth	of Red
					brook 150 feet	due west from	a witness monu-	ment.	
8	Bourne - Wareham 1			9	Follows the	channel of Red	brook to a point	opposite the	witness
					monument.				
8	Bourne - Wareham 1 (W.M.)	41° 45' 38.49	70° 37' 48.46	9	184° 42' 52	314° 42' 45	N. 45° 17' W.	353.1	1158
9	Bourne - Plymouth - Wareham			9			S. 61° 59' W.		About 25
9	Bourne - Plymouth - Wareham (W.M.)	41° 45' 46.54	70° 37' 59.32	10	241° 59' 06	62° 00' 17	N. 61° 59' E.	2797.7	9179
10	Bourne - Plymouth 3	41° 46' 29.12	70° 36' 12.38	11	246° 56' 10	66° 57' 40	N. 66° 56' E.	3395.2	11139
11	Bourne - Plymouth 2	41° 47' 12.21	70° 33' 57.10	12	220° 52' 59	40° 54' 04	N. 40° 58' E.	3418.5	11215
12	Bourne - Plymouth 1 (W.M.)	41° 48' 35.97	70° 32' 20.17	12			Same direction		About 450
12	Bourne - Plymouth 1			13	Follows the	shore of Cape	Cod bay to a	point oppo-	site the
					witness monu-	ment.			
13	Bourne - Sandwich 1			13			S. 2° 35' W.		About 500
13	Bourne - Sandwich 1 (W.M.)	41° 47' 28.84	70° 31' 11.84	14	2° 35' 06	182° 35' 03	S. 2° 35' W.	2217.5	7275
14	Bourne - Sandwich 2 (W.M.)	41° 46' 17.04	70° 31' 16.17	14			N. 2° 35' E.		About 90
14	Bourne - Sandwich 2			15	Follows	the center of	Freemans lane		About 1401
14	Bourne - Sandwich 2 (W.M.)			15	32° 33' 02	212° 32' 56	S. 32° 33' W.	399.7	1311
15	Bourne - Sandwich 3	41° 46' 06.12	70° 31' 25.48	16	12° 17' 04	192° 16' 31	S. 12° 17' W.	5426.7	17804
16	Bourne - Sandwich 4	41° 48' 14.25	70° 32' 15.43	1	Follows the cen-	ter of Turpen-	tine road.		


* (W.M.) - Witness Monument.


GEOGRAPHICAL POSITIONS OF TRIANGULATION STATIONS.

	NAME OF STATION	LATITUDE	LONGITUDE	AZIMUTH	BACK AZIMUTH	TO STATION	DISTANCE METERS	LOGARITHMS
1	Pine Hill	41° 42' 31.126"	70° 38' 58.608"	277° 59' 36.0"	98° 08' 20.8"	Shootflying	18423.8	4.265378
				175° 08' 52.8	355° 07' 53.1	Manomet	24386.1	4.387143
2	Bournes Hill	41° 44' 00.318	70° 29' 11.627	158° 03' 37.6	337° 59' 26.5	Manomet	23218.0	4.365825
				263° 08' 42.4	88° 28' 04.2	Mill Hill	40533.2	4.608346
3	Deer Horn	41° 39' 37.355	70° 35' 22.052	199° 47' 25.2	19° 48' 20.7	Pine Hill	5697.9	3.755714
				19° 05' 53.3	199° 04' 44.6	Falmouth	7320.6	3.864548
4	Flat Rock	41° 45' 17.103	70° 32' 20.310	293° 20' 37.6	118° 22' 43.2	Bournes Hill	4954.5	3.695001
				23° 56' 00.3	203° 54' 54.9	Pine Hill	5602.0	3.748343
5	Sandwich Cong'l Church	41° 45' 28.35	70° 30' 00.44	236° 07' 01.	108° 10' 34.	Scorton Neck	7678.6	3.88528
				337° 19' 42.	157° 20' 14.	Bournes Hill	2926.5	3.46635
6	Tarklin Hill	41° 46' 14.631	70° 38' 45.885	281° 14' 02.	101° 18' 19.	Flat Rock	9081.9	3.958177
				316° 03' 42.	136° 06' 53.	Pine Hill	9571.7	3.980992

DESCRIPTIONS OF TRIANGULATION STATIONS.

1. PINE HILL. This station is situated on Telegraph or Pine hill, in the eastern part of Bourne, about 2 3-4 miles easterly from Wenaumet station, New York, New Haven and Hartford Railroad. Since the station was originally occupied, a flagpole has been erected which stands 24 inches north 71° east from the station. The triangulation point is a drill hole in the top of a brown stone monument 4 x 4 inches in section, which projects about 2 1-2 inches above the surface of the ground and is marked . To reach the station, follow the Sandwich-Pocasset road easterly from the Wenaumet station, New York, New Haven and Hartford Railroad, about 3 miles to its junction with the Forestdale or Snake Pond road; thence northeasterly about 1-2 mile to a cart path leading to the left; thence along the cart path about 3-4 of a mile to another path leading to the right; thence along this latter path about 200 feet to the station.

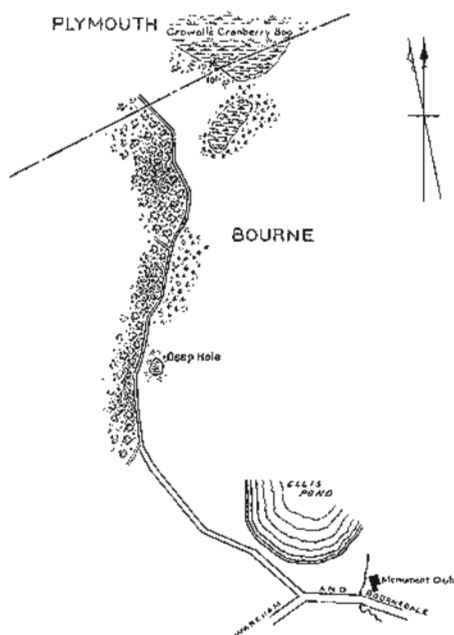
2. BOURNES HILL. This station is situated about one mile southwesterly from Spring Hill post office. It is in oak woods northwest of an old observatory, which is on a summit locally known as Telegraph hill. The triangulation point is a drill hole in the top of a freestone monument which projects about 3 inches above the surface of the ground and is marked . To reach the station, follow the road which leads from Main street, between the William Hamblin estate and the house of Alice R. Cook, southerly about 1 1-4 miles to a guide post marked "Telegraph hill;" thence along a road leading to the right about 1-4 of a mile to the station.

3. DEER HORN. This station is situated in the southern part of Bourne about 1 3-4 miles southeasterly from Cataumet station, New York, New Haven and Hartford Railroad, and about one mile southeasterly from the junction of the "Scraggy road" with the County road at Red brook. The triangulation point is marked by a marble monument about 6 inches in height and 5 1-4 x 5 1-4 inches in section, marked on the top . The underground mark is an inverted flower-pot with a hole in the bottom for the "center." The hill is the highest in the vicinity and is approached by a cart path which leads from the junction of the above-mentioned roads. This cart path is so badly overgrown with brush that it can only be traveled on foot.

4. FLAT ROCK. This station is situated on the summit of "Signal hill" in the northeasterly part of the town of Bourne. The triangulation point is marked by a drill hole in a flat rock, whose top is about level with the surface of the ground. South 51° west (magnetic) about 25 feet is the center of a large boulder 4 feet in height, measuring about 6 x 6 feet. To reach the station from Sagamore, follow the wood-road which leads southerly from Main street past the easterly side of the cemetery and by several wood-roads leading right and left, about 1 1-4 miles; thence southerly about 250 feet to the station.

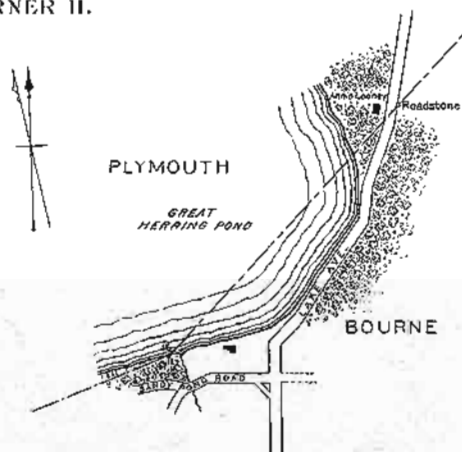
CORNER 12.

CORNER 10.

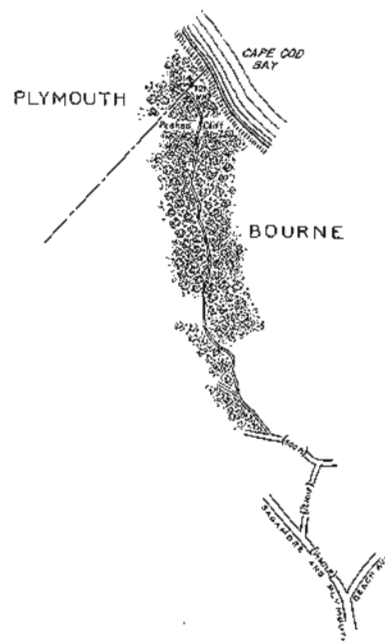


Scale about 400 Feet to an inch.

CORNER II.

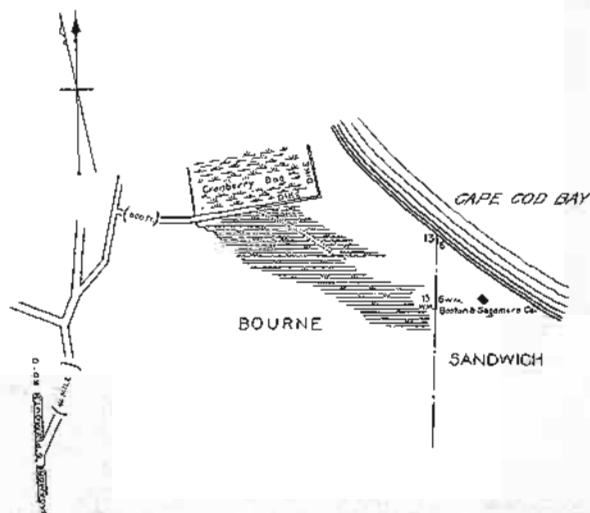


Scale about 500 feet to an inch.



Scale about 500 feet to an inch.

CORNER 13.



Scale about 500 feet to an inch.

DESCRIPTIONS OF TOWN CORNERS.

CORNER 1.

LOCATION.—The corner is situated in the center of the "Turpentine road" where said road crosses the northern boundary line of Falmouth, about 1.4 miles northerly from Hatchville post office, and about 15 feet northwesterly from the witness monument on the easterly side of the road.

MARK.—The witness mark is a rough granite monument 4.5 feet in height, and 10 x 11 inches in section. The letter F is cut on the southwest face, B on the northwest face, and S on the southeast face. There is another rough granite monument about 6 inches easterly from the witness monument 2.9 feet in height, and 5 x 10 1-2 inches in section. The letter F is cut on the southwest face, and S on the northeast face. (This last-mentioned monument is the original stone used before the incorporation of the town of Bourne.)

DIRECTIONS.—From the Hatchville post office, which is located at the house of Silas Hatch, follow southwesterly along the Hatchville-North Falmouth road about 400 feet to the old "Turpentine road" which leads northerly; thence northerly by said Turpentine road about 1.4 miles to the corner.

CORNER 2.

LOCATION.—The corner is situated near the west side of a fence at the foot of the west side of the embankment of the New York, New Haven and Hartford Railroad, Woods Hole branch, a little south of Pocasset Neck and near "Hope Spring."

MARK.—The corner mark is a rough granite monument 3.1 feet in height, and 6 1-2 x 12 1-2 inches in section. The letters F/B are cut on the east face.

DIRECTIONS.—From the roadstone on the westerly side of the County road, about 250 feet westerly from the house of James West, follow the County road northeasterly about 550 feet to a cart path leading westerly; thence along the cart path about 1,100 feet, crossing the railroad, to the corner.

CORNER 3.

LOCATION.—The corner is situated at low-water mark on the shore of Megansett harbor, about 1.2 mile north from Megansett village, and south 80° 08' west from a witness monument situated in salt marsh on the southeasterly end of Lawrence island, about 100 feet from the southerly shore and about 370 feet from the northerly shore.

MARK.—The witness mark is a rough granite monument 4.7 feet in height, and 8 x 15 inches in section. The letters F/B are cut on the east face. The letters F/S were formerly cut on the east face and later the letter B was cut over the S.

CORNER 4.

LOCATION.—The corner is a point on the general division line of tide-water in Buzzards bay, as established by the Harbor and Land Commissioners, under authority of chapter 196 of the Acts of 1891, about 18,750 feet westerly from the witness monument to corner 3 on Lawrence island. It is at the corner of Bourne, Falmouth and Marion.

CORNER 5.

LOCATION.—The corner is situated in Buzzards bay at a point near Abial's ledge where a straight line running southwesterly from corner 6 intersects the northerly boundary line of the town of Marion, or the said boundary line produced, and is unmarked.

CORNER 6.

LOCATION.—The corner is situated at a point in the center of the channel between the black buoy standing on the northeast point of the ledge off the west side of Mashnee island and said island, and is unmarked.

CORNER 7.

LOCATION.—The corner is situated in the channel near the entrance to Cohasset Narrows, at a point where a line south 18° east from corner 8 intersects the channel, and is unmarked.

CORNER 8.

LOCATION.—The corner is situated in the channel of Red brook at its mouth, 156 feet due west from a witness monument on the easterly side of the mouth of said brook, standing in salt marsh.

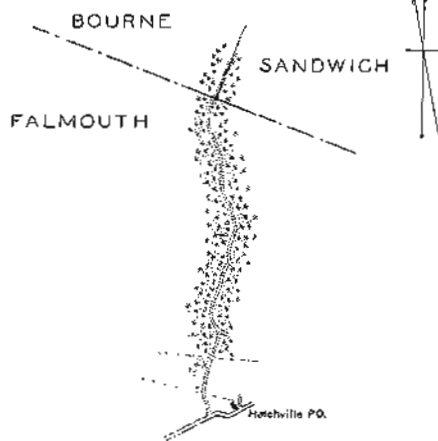
CORNER 8 (W.M.)

LOCATION.—The witness mark is situated on the point of land where Red brook joins Buttermilk bay, about 25 feet east of the line of high water, and about 1200 feet south of the road between Wareham and Sandwich at a point opposite estates of R. R. Holmes and Z. B. Godfrey.

MARK.—The witness mark is a rough, irregularly-shaped granite monument 4.0 feet in height, and averaging 8 x 10 inches in section. It is unlettered.

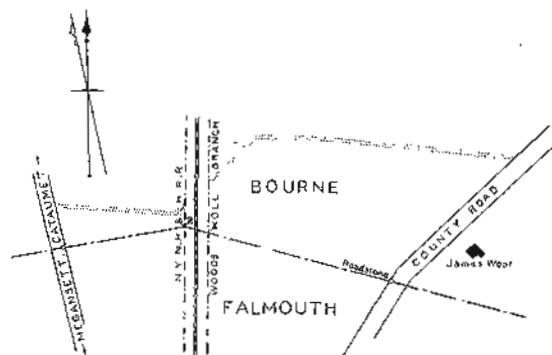
DIRECTIONS.—From a point on the Wareham-Sandwich road where Red brook crosses the same follow the road easterly about 400 feet to the entrance to the estate of R. R. Holmes; thence turn southeasterly and southerly passing the house and barn on the right, and following a cartpath through the pines to its end at the line of high water and edge of pines; thence follow the bank about 250 feet further in a southerly direction to the witness mark.

CORNER 1.



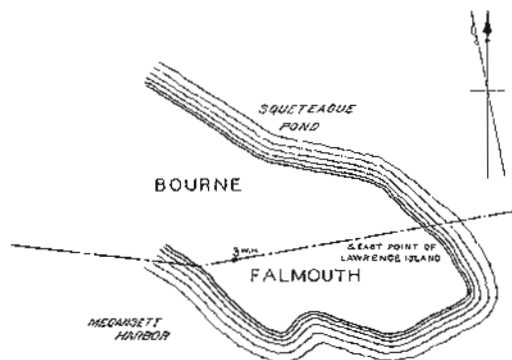
Scale about 2000 feet to an inch.

CORNER 2.



Scale about 300 feet to an inch.

CORNER 3.



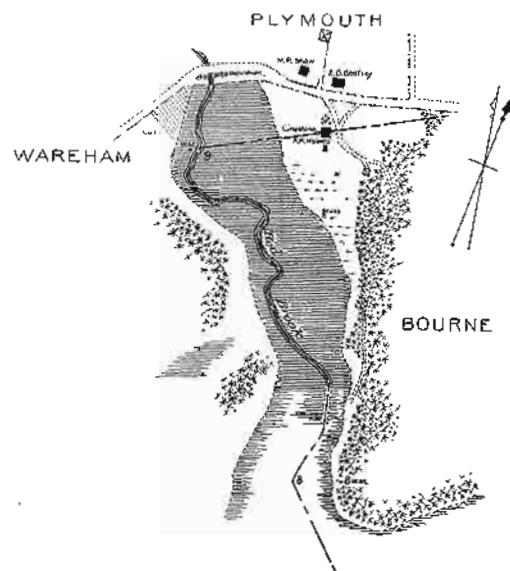
Scale about 300 feet to an inch.

CORNERS 6.7.&8.



Scale 4000 feet to an inch

CORNERS 8.&9.



Scale 300 feet to an inch.

CORNER 9.

LOCATION.—The corner is situated in the channel of Red brook, opposite to and 25 feet distant from a witness monument.

CORNER 9 (W.M.)

LOCATION.—The witness monument stands in salt marsh on the westerly bank of Red brook about 250 feet southerly from the bridge over the brook, on the Bournedale-Wareham road. It is south $61^{\circ} 59'$ west and about 375 feet distant from a limestone standing near the westerly side of Theodore Lyman's house.

MARK.—The witness mark is a rough granite monument 4 feet in height and 8×8 inches in section. The letter *B* is cut on the south face, *W* on the west face, and *P* on the north face.

CORNER 10.

LOCATION.—The corner is situated in brush, about 10 feet from the southwesterly edge of Crowell's cranberry bog (formerly Gibb's pond), and about 120 feet westerly from the most southerly corner of said bog, and about 330 feet northeasterly from a road leading northerly from the Bournedale-Wareham road.

MARK.—The corner mark is a rough granite monument 3.8 feet in height, and 8×12 inches in section. The letter *B* is cut on the south face, and *P* on the north face.

DIRECTIONS.—From the Monument club house on the northerly side of the Bournedale-Wareham road, follow the road westerly about 280 feet to its junction with a road leading northerly; thence northerly along said road, passing Ellis pond on the right, about 2,300 feet; thence northeasterly about 330 feet to the corner.

CORNER 11.

LOCATION.—The corner is situated on the southerly shore of Great Herring pond, about 150 feet northerly from Sandy Pond road, about 75 feet westerly from the middle of the outlet of the pond, and about 580 feet westerly from Lake avenue, the Bournedale-Cedarville road.

MARK.—The corner mark is a rough boulder measuring about $2 \times 3 \times 3$ feet, having a drill hole in the top. The letters *B* *P* are cut on the northerly face.

DIRECTIONS.—From the junction of the Sandy Pond road with the Bournedale-Cedarville road, follow the former about 600 feet; thence northerly about 150 feet to the bound.

CORNER 12.

LOCATION.—The corner is situated on the shore of Cape Cod bay, north $40^{\circ} 53'$ east and about 450 feet distant from a witness monument.

CORNER 12 (W.M.)

LOCATION.—The witness monument stands on the westerly slope of "Peaked Cliff" in thick brush, about 100 feet westerly from the steep bank of the cliff, and about 200 feet northwesterly from the highest part of the cliff.

MARK.—The witness mark is a rough granite monument 4.8 feet in height, and $5 \frac{1}{2} \times 10$ inches in section. The letter *P* is cut on the north face, and *B* on the south face.

DIRECTIONS.—From the junction of Beach avenue with the Sagamore-Plymouth road, follow the latter northwesterly about $\frac{1}{4}$ of a mile to its junction with a road leading northeasterly; thence by the last-mentioned road about $\frac{1}{2}$ mile to its junction with a road leading northwesterly and southeasterly; thence northwesterly by the last-mentioned road about 500 feet to a cart path leading northerly; thence along the cart path about 2,000 feet, passing a cart path on the left; thence northeasterly about 35 feet to the witness monument.

CORNER 13.

LOCATION.—The corner is situated on the shore of Cape Cod bay north $2^{\circ} 35'$ east and about 500 feet distant from a witness monument.

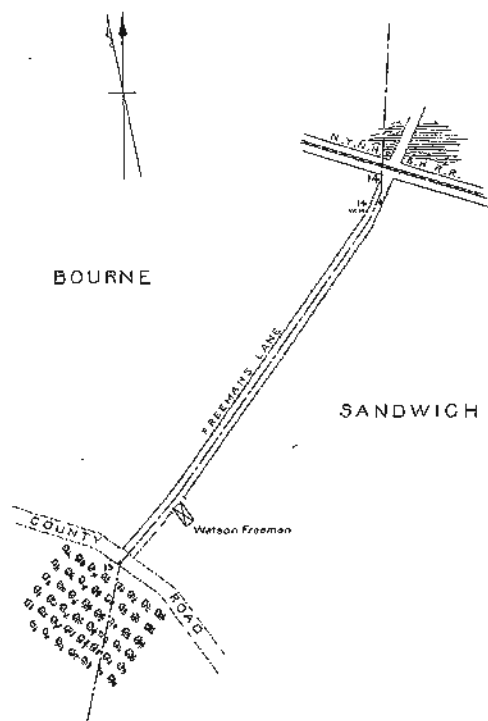
CORNER 13 (W.M.)

LOCATION.—The witness monument stands in beach grass, about 275 feet from the water, near the northerly edge of a salt marsh, and about 250 feet westerly from a house owned by the Boston and Sagamore Fish Trap Company.

MARK.—The witness mark is a rough granite monument 4 feet in height, and 10×14 inches in section. The letter *B* is cut on the west face, and *S* on the east face.

DIRECTIONS.—From the junction of the "Shore road" with the Sagamore-Plymouth road, about one mile north from Sagamore railroad station, follow the "Shore road" about 2,000 feet, passing two roads leading to the left, to a road leading to the salt marsh on the right; thence along the last-mentioned road about 1,400 feet; thence southeasterly across the salt marsh, about 1,100 feet to the witness monument.

CORNERS 14. & 15.



Scale about 300 feet to an inch.

CORNER 14.

LOCATION.—The corner is situated at the northwest corner of Freeman's lane at its junction with the location line of the New York, New Haven and Hartford Railroad, Cape Cod division, and about 90 feet north of the witness monument.

CORNER 14 (W. M.)

LOCATION.—The witness monument is on the easterly side of Freeman's lane, about 85 feet from its junction with the railroad location and was evidently designed to be at the point of intersection of the line from corner 13, through corner 14, with the extension of the center line of Freeman's lane.

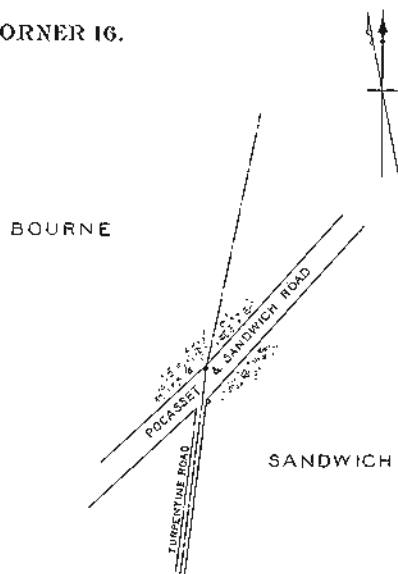
MARK.—The witness mark is a rough granite monument 4.3 feet in height, and 12 x 13 inches in section, and is marked B 2.

CORNER 15.

LOCATION.—The corner is situated beside the northwesterly side of a wire fence, on the southwesterly side of the County road, in front of Watson Freeman's orchard, about one mile easterly from the Sagamore railroad station.

MARK.—The corner mark is a rough granite monument 3.8 feet in height, and 11 1-2 x 13 1-2 inches in section. The letter B is cut on the northwest face, and S on the southeast face.

CORNER 16.



Scale about 100 feet to an inch.

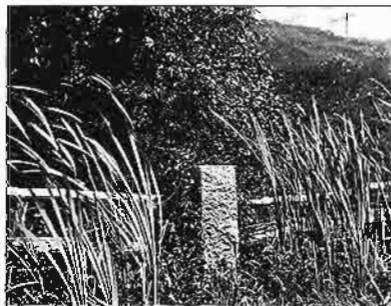
CORNER 16.

LOCATION.—The corner is situated about 7 feet northerly from the traveled part of the Pocasset and Sandwich road, about half way between the two villages and opposite the northerly end of the "Turpentine road".

MARK.—The corner mark is a rough granite monument 4.3 feet in height, and 10 1-2 x 12 1-2 inches in section. The letter B is cut on the west face, and S on the east face.



CORNER 1 (LOOKING NORTHEASTERLY) — 1896.
BOURNE — FALMOUTH — SAKEHEWICK.



CORNER 2 (LOOKING NORTHEASTERLY) — 1896.



CORNER 3 (W. M. — LOOKING NORTHWESTERLY) — 1896.



CORNER 8 (W. M. — LOOKING NORTHERLY) — 1900.



CORNER 9 (W. M. — LOOKING NORTHEASTERLY) — 1893.
BOURNE — PLYMOUTH — WARDNAK.



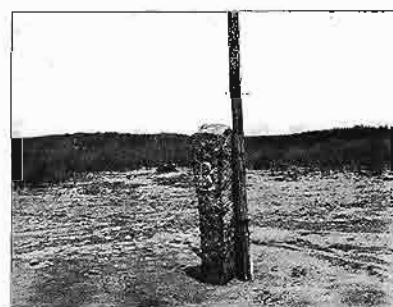
CORNER 10 (LOOKING NORTHEASTERLY) — 1896.



CORNER 11 (LOOKING SOUTHWESTERLY) — 1896.



CORNER 12 (W. M. — LOOKING NORTHERLY) — 1896.



CORNER 13 (W. M. — LOOKING EASTERLY) — 1896.



CORNER 14 (LOOKING EASTERLY) — 1896.



CORNER 15 (LOOKING SOUTHEASTERLY) — 1896.



CORNER 16 (LOOKING EASTERLY) — 1896.