DESCRIPTIVE REPORT.

LOCALITY:
West Shore of Cape Cod
Bay from Salisbury to Ship Pond

1907

CHIEF OF PARTY:
O. B. Freese
Descriptive Report to accompany
The Revision of original Topographic Sheets
No. 719, 612, 425, 455, and 1063, West show of Cape Cod Bay from Scituate to Ship Pond, Massachusetts.

The method followed in making this revision
was as follows: Old triangulation stations were
revisited and occupied to determine the positions of
many objects (such as masts, towers, chimneys,
lighthouses, flagstaffs, tanks, etc.) to afford a
control for the new work.

Local plates were obtained whenever possible
and two or more points located accurately
upon each one as well as upon a tracing over
the original sheet. Tracings of the original
sheet and their local plates were taken into
the field and all details plotted or sketched
from them thus bringing them up to date.
A sextant was used to locate such objects
as could not be accurately figured in other
ways the accuracy thus obtained being plotted
later.

All changes from the original sheets
are shown on tracings made over the original
sheets.
All buildings, roads, railroads, and
whores are shown on these tracings as the
changes were so numerous it was considered
better to have the whole data in one place.
As there were few changes in the other details
of the original sheets, only these changes are
shown on the tracings.

Data which is not in black now is shown
on the tracings in red ink, except contours.
The latter are shown in red ink and only the
change from the original are shown on the
tracings.

Whenever data on the tracings covers
data on the original sheets, this latter should
be cut out, as an attempt to show such
data in red would be confusing.

Fence lines were not revised. Many of the
fences were shown lower, and most of the main
frames shown on the original sheets are still
in existence.

No attempt was made to carry the revision to the
limits of the original sheets, the new work being
ordinarily confined to a narrow strip along the
shore or to the main road which is
near the coast.
On sheet No. 1163, from White Horse Beach around Rocky Pt., the original topography was as poorly represented that the new road could not be located at all accurately, hence a special traverse was run over this section and the data shown on the tracing is as accurate as could be desired although much different from that shown on the original sheet.

The main road to Kauswech over the Little Manomet triangulation station was plotted from data obtained from Mass. Highway Commission as also was the remainder of this road southward to a point about a mile south of Fresh Pond.

Most of the main roads in this region are macadamized and excellent but the other roads are rather poor owing to a sandy soil.

Places of Manomet, White Horse Beach, Plymouth, Kingston, Duxbury, Standish, Telm and vicinity, Grinn Harbor, Brant Rock, Brixham, Humarock, Ferris Hill, and Sea View, were obtained from Richards Atlas of Plymouth County, 1925, and
was found to be very reliable.

There is only one important change in
the shore line in this section since the
original survey, and that minor changes.
This prominent change is in the position of
the mouth of North River shown on
Top. Chart No. 719. The old mouth is
entirely closed and the new one is
some 3 miles farther north and appears
to have a good depth of water over the
bar.

The entrance to Green Harbor is changed
a little, due to the stone jetty placed there
a few years ago.

A large part of the shore is of such a
character that it cannot change materially
since was not ever trusted except by
inspection. Many points which were trusted
were found unchanged, or so slightly in
error that the distortion of the chart would
very easily account for the apparent
displacement and no correction has been
made for such cases.

The changes in the town, village, &c.,
have been more pronounced, however,
The principal town, Plymouth, has grown very materially and other old towns nearly in proportion. Several new towns have been established on the coast. They are practically summer resorts composed mostly of small wooden cottages. Return the town and numerous cottages used ordinarily only during the summer, many of them being durable and expensive.

There are few changes in the timber distribution since the original survey and little probability of any material changes in the near future except those summer cottages are to be located. The timber is very small and of little commercial value.

There are no manufacturing industries in this region except in the neighborhood of Plymouth and Kingston. There are rural woolen and cotton mills and factories for manufacture of rags, bale, nite, etc. Midway between Plymouth and Kingston is one of the largest cottage woods in the United States.

The State of Maine has let the contract to open a channel from this cottage wood...
to keep water so several going craft can go directly to the plant with their loads of cordage making materials. Bridges are now at work upon this channel and have been all during the winter. (1908-9)

The channel is to extend directly from the wharf at the Cordage Works, eastward at an angle of about 15° to southward of the south shore of Captain's Head, to the main channel into Kingston, thence about S.E. to the main channel just south of Drybury Point Head Z.H.

The Cordage Co. has planned a much larger wharf and a turning basin just north of it.

The two large chimneys at the Cordage works are very prominent objects when entering Plymouth Harbor. So also are the following objects in Plymouth: e.g., Cunton Hill Concrete Chimney, Electric Power Hi. Brick Chy., High School White top dome, and wireless poles or mast.

The most prominent artificial object in this region is the large站立ish Monument on Captain's Hill. Almost
as prominent (possibly more so from Cape Look Bay) is the tall wishing rock at Grant Rock.

All channels to Plymouth and rocks along the coast are marked by buoys which do not shift very readily.

Respectfully submitted,

[Signature]

Assistant C. S. B.

April, 1909.