DESCRIPTIVE REPORT.

LOCALITY:
West Shore of Cape Cod
Bay from Saint Mary's to Ship Cove

1907

CHIEF OF PARTY:
O. B. French.
Descriptive Report to accompany

The Revision of original Topographic Sheets
No. 719, 612, 425, 455, and 1063, West
show of Cape Cod Bay from Neddick
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 wherever 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
sheets 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 angles 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 wharves are shown on these tracings and 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 question now is shown on the tracings in red ink, except contours. The latter are shown in red ink and only the changes 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.

Fences lines were not noticed. Many of the fence and ditches, however, and most of the main fences 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 work being ordinarily confined to a narrow strip along the shore on to the main road which is nearly the coast.
On Sheet No. 1863, from White Horse Beach
around Rocky Pt. the original topography
was so poorly represented that the new road
could not be located at all accurately,
hence a station 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 Kenaunox over the Little
near 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.

Plants of Manomet, White Horse Beach,
Plymouth, Kingston, Duxbury, Stavish Hill
and vicinity, Great Harbor, Brant Rock,
Arkhams, Humarock, Ferry Hill, and
sea view, were obtained from Richards
Atlas of Plymouth County, 1905, 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 few 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 hence was not even tested except by inspection. Many points which were tested were found unaltered, 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.
In 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 dilapidated and unpaved.

There are few changes in the timber situation since the original survey and little probability of any material change in the near future except when 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 wools, etc., Midway between Plymouth and Kingston is one of the largest Codger Woots in the United States.

The State of Maine has built the isthmus to open a channel from this Codger Woot.
to drop water so crews going craft can go directly to the plants with their loads of cordage making materials. Bridges are now all 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 Dryden Point Head L.H.

The Cordage Co. have 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., Canaan Mills, Concrete Chimney, Electric Tower, Brick Church, High School White top dome, and wireless pole or mast.

The most prominent artificial object in this region is the large Pudding Monument on Captain's Hill. Almost
as prominent (possibly now so from Cape Lookout) is the tall wreckage marked as Brasut Rock.

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

Respectfully submitted,

Georg B. French
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