Descriptive Report to accompany
Publication of original Topographic Sheets
No. 719, 612, 425, 455, and 1063, West Coast of Cape Cod Bay fromificate to Ship Pond, Massachusetts.

The method followed in making this revision was as follows: Old triangulation stations were relocated and occupied to determine the positions of many objects (such as mines, towers, chimneys, light towers, 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 upon 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 angular distances obtained being plotted later.

All changes from the original sheets are shown on tracings made over the original sheets.
All buildings, roads, railroads, and
shorelines 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 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 the latter should
be cut out, as an attempt to show such
data in red would be confusing.

Fence lines were not noted. Many of the
fences are in stone, 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 new work being
ordinarily confined to a narrow strip along the
shore or to the main road which is
west of the coast.
On sheet No. 163, 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 Kaututh over the hill 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.

Chiefs of Manomet, White Horse Beach, Plymouth, Kingston, Buxbury, Stavish Htl. and vicinity, Grinn Harbor, Brant Rock, Rixham, Annarrow, Ferris 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 further 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 shoal is of such a character that it cannot change materially hence was not even tried to plot by inspection. Many points which were tried 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 towns, villages, &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. Between the towns are numerous cottages used ordinarily only during the summer, many of these being durable and expensive.

There are few changes in the timber distribution since the original survey and little probability of any material change in the near future except where 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 wits, belts, etc., midway between Plymouth and Kingston is one of the largest codfish ports in the United States.

The State of Maine has let the contract to open a channel from this codfish port
to drip water so they are going to work and go directly to the plant with their loads of cordage making materials. Bridges are even at work upon this channel and have been all during the winter. (1908-9)

The channel is to continue 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 Buzzard Point Head L.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., Canton Mill Concrete Chimney, Electric Tower, Brick Church, High School White top down, and wireless poles or mast.

The most prominent artificial object in this region is the large Nathaniel Monument on Captain's Hill. Almost
as prominent (possibly now so from Cape Lash Bay) is the tall pinnacle named All Brant Rock.

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

Respectfully submitted,

Chrom B. French,
Assistant C. E. S.

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