

Jan. 13, 1890

To the City council of the City of Gardiner.

The Joint Standing Committee on Laying Out New Streets and awarding damages therefor, to whom was referred the Petition of E. H. Pottle and 32 others for a new street or way to be laid out and established, commencing at the County Road near the Depot at South Gardiner, running westerly one hundred rods, more or less, report that having given seven days notice of our intentions by posting said notice in two public places in said City in the vicinity of the proposed road, to wit: at the Railway Station and at the office of Lawrence Bros. at South Gardiner, so called, and having met at the time and place appointed for that purpose and having personally examined the route proposed are of the opinion that public convenience and necessity require that a way be laid out and established, we therefore recommend that the prayer of said petitioners be granted, and that said street be laid out: -

Beginning at the Westerly line of the River Road; thence running N. $44^{\circ} 8'$ W. about (6) feet to an iron rod (70.6) feet - S $61^{\circ} 52'$ W. from the south west corner of the Lawrence Building thence on the same course one hundred ninety one and two tenths (191.2) feet to an iron rod in the easterly line of the land belonging to the Maine Central Railroad Company: thence N $50^{\circ} 06'$ W sixty six (66) feet across land of said Co.; thence on the same course three hundred and ninety eight (398) feet to an iron rod; thence N $60^{\circ} 43'$ W one hundred and seventy one (171) feet to an iron rod; thence N $62^{\circ} 20'$ W six hundred and twenty one (621) feet to an iron rod; The above described line to be the southerly side of the street which is to be forty (40) feet wide except across the Maine Central Railroad Co.'s land, where it is to be thirty (30) feet wide.

RAILROAD STREET CONT.

PAGES 168 - 169 (FROM RECORD OF STREETS BOOK)

As will more fully appear by the accompanying plan of survey.

Your Committee award no damages for land occupied and used in laying said way.

Signed:	Van R. Beedle)	Joint Standing
	John Milton)	Com. of Lay. out
	Chas. A. Eldridge)	New Streets

Gardiner, Maine Jan. 13, 1890

Board of Aldermen, Jan. 13, 1890

Report read, accepted and sent down for Concurrence.

Common Council concurred.

Chas. O. Wadsworth, City Clerk.

Alteration in the road leading from Smith's ferry in Gardiner
(at Kennebec River) by said River to Bowdoinham .

Extract from County Record Book 4 Page 155

Kennebec ss: June 7, 1813. Then personally appeared the within named
Jedidiah Jewett, Peter Grant, Isaac Pillsbury, Thomas Coss and Phillip
Bullen, and severally made oath that they would discharge the duties
imposed on them by this Warrant, according to their best skill and judge-
ment with most convenience to the public and least prejudice or damage
to private property.

Before me Edward Swan, Justice of the Peace

We the within named Committee, pursuant to the within warrant have performed
the duties required of us as herein expressed and after examining the ground
from Smiths ferry in Gardiner to Bowdoinham North line, have proceeded
to lay out a road agreeably to the following courses and distances to be
four rods wide westwardly from the following line: vis Beginning at a stake
and stone and a Maple stump in the North line of said Bowdoinham standing
near the River Kennebec-

from thence running N 17 W 25 to a birch stump

N ten degrees West 40 rods) to Saml. Eastmans gate post	N 45° W 32
N 21 W 42 rods		North - 18 to a stump

N 14 W 50 rods	N 14 East 23 to an ash tree
N 7 W 52	N 29 East 25
N 18 E 76	N 3 W 17 to a Pine & Poplar
N 26 E 42 to a thorn bush	N 23 W 29 to an oak tree
N 48 E 20	N 22 W 37 to D°
N 60 E 58	N 20 W 40 to a pine stump
N 54 East 66 rods to Mr. R. Gardiners south line	
N 15 East 22 to an oak tree	
N 81 East 31	N 2° East 36 to an oak tree
N 44 East 38 to a stake at high water mark	
N 13 East 49 to an oil nut tree	
N 66 East 47 rods	N 36° East 30 to an oak tree
N 46 East 48	N 16° East 18 to Ditto
N 14 East 74 to a white oak tree	N 4 W 10 to Ditto
N 1 West 42	N 22 East 15 to a white birch

RIVER ROAD CONT.

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N 6° East 193 to a stake N 28 East 37 to an oak tree
N 17° W 70 to Mr. Stewarts line N 21 E 28 to an oak by Henry Smiths ferry.

The within named Committee have also taken into consideration the damage done to individuals through whose land the within road is laid and have considered that no damage should be allowed to any person.

Given under our hands and seal the eleventh day of June A.D. 1814.

Jedidiah Jewett (Seal)
Peter Grant (Seal)
Phillip Bullen (Seal)

It is therefor considered by the Court here that the alteration of the road aforesaid, as laid out by the Committee aforesaid and described in their said report be and hereby is accepted and allowed and that the same be recorded and afterwards known as a public highway.

A true copy from the records.

Attest:

John Webb, City Clerk

RIVER ROAD CONT.

Pages 140-1-2

Chas J. Noyes', C. E. description of the present (Dec. 1860)

location of Water Street or "River Road" so called in the City of Gardiner, including the several alterations made by the County Commissioners for the benefit of the Kennebec & Portland Railroad.

Beginning at a Monument on the Westerly side of said River road nearly opposite to the station of 1393 of said Railroad and on the dividing line between land of James Tarbox & -----

Thence for the westerly limits of said road, parallel and sixty feet distant from central line of said railroad westerly, as follows viz:

South $1\frac{1}{4}^{\circ}$ W 250 feet to a point opposite station 1390.50

Thence on a curve left Radius 2865 ft. 450 ft. opposite station 1386

Do.	do. Rad:	2292 ft	284 ft.	"	"	1383.16
Then tangent S. 15° E		773	"	"	"	1375.43
Then curve right rad: 1563 ft		243	"	"	"	1373.
do do "	2000 "	607	"	"	"	1366.93

The road to be 40 feet wide on easterly side of the above line.

Thence on the old road S 14° W	693 ft. opposite station	1360
south	200 "	" " 1358.22

and to be three rods wide on easterly side as by old location.

Thence by County Com. & parallel with R.R. - viz.

On a curve right Rad. 2071 ft. 414 ft. to pt. opp: station 1354.08

Then on a tangent S $22\frac{3}{4}^{\circ}$ W 586 " " " 1348.22

to be Sixty feet distant from center line of R.R. & 40 ft. east of Westerly line.

Thence on old road S 27° W	622 ft.)	
S 4° W	200)	3 rods wide on east side to pt. opposite station 1340.

Thence by County Com: 60 ft. Westerly of R. R. (center line) & parallel

On tangent S $22\frac{3}{4}^{\circ}$ W 157 ft. to pt. opposite station 1338.43

Then on curve right rad: 5730 ft. 436 " " " " 1334.07

RIVER ROAD CONT.

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Road to be Forty feet wide on easterly side.

Thence (on old road) S $38\frac{1}{2}^{\circ}$ W 407 ft. to ^{point} / opposite station 1330.

" " S $10\frac{1}{2}^{\circ}$ W 300 " " " " 1327

Road to be three rods wide on easterly side.

Thence by County Com: 60 ft. west of R. R. & parellel

On a curve left rad: 2292 ft. 700 ft. to point opposite station 1320.

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On a curve left rad: 5730 ft. 346 ft. to point opposite station 1316.54

do. " do. 2773 " 254 " " " 1314.

To be Forty feet wide on easterly side

Then (on old road) S 15° W 200 ft. to point opposite station 1312.

S 11° E 200 " " " " 1310.

S 24° E 400 " " " " 1306

Road to be three rods wide on easterly side.

Then by Co. Com: S 18° E (distant $69\frac{1}{2}$ ft. from (center line) R.R. & paralell

800 ft. and S $15\frac{1}{4}^{\circ}$ E 200 ft. to a point distant $79\frac{1}{2}$ ft. W from (center line)

R.R. and S $9\frac{1}{2}^{\circ}$ E 100 ft. to a point distant $89\frac{1}{2}$ ft. W from (center line) RR

To be three rods wide and ending at a point opposite station 1295

Thence (by old road) S 28° W 48 rods to a monument

S 10° W 16 " to do.

south 12 rods to Mon. of R. H. G. South of Rolling Dam Brook.

S 16° E 33 rods to Monument

S 13° E 105 " to " near Capen Road

S 5° W 12 " to mon. near a part of Capen road discarded

S W 193 " to mon. near Brook & Culvert

S 2° E $28\frac{1}{2}$ " cross RR at 1165 station to mon. 21 ft.

North of Union Meeting House

S 5° W $19\frac{1}{2}$ "

S 21° W $27\frac{1}{2}$ "

S 23° W $20\frac{1}{2}$ "

S 31° W 25 "

S 35° W 12 " to Mon. about one rod N----- store

S 45° W 17 $\frac{3}{4}$ rods to Mon. at a line fence

S 57° W 12½ rods to mon. at a gate post of Small gate
S 67° W 37 " "
S 66° W 8 " to the supposed old point mentioned in old
location at High water mark
S 34° W 40 rods to easterly end of Bridge over Railroad
N 74° W 6½ " on north side of Bridge & across it
West 15 " to a Monument

Note. A return of the County Com: of Jan. 6, 1852 relating to this place, is as follows viz:

Beginning North of Lawrence Cove at a point where a line drawn from the middle of the south end of Bridge over Railroad and running S. 18¼° W intersects the middle of the present road - Thence N. 18¼° E 140 ft. to the middle of the South end of said Bridge - Thence through the middle of said Bridge N. 41°, 31' ^(center) E. 114 ft. to the north end of said Bridge - Then N. 2° 31' E 150 feet to the middle of present road. The road to be established on both sides of the above line equally, and to be four rods wide.

Thence, resuming from the above course of West 15 rods

S 57° W 60 rods to a Mon. south of Lawrence Cove bridge
S 22° W 50 " "
S 20° E 24 " to crossing of Railroad near Station 1165
S 20° E 3½ " to east fence of railroad.
Thence by County Com. parallel and 20 ft. east of (center line) of R.R.

S 20° W 575 ft. to a point opposite station 1159 & 20 ft. easterly.
S 20° W 200 " " " " 1157 & 33 " "
S 20° W 650 " " " " 1150.50 & 33 " " and
near the Crossing of R. R. North of Lewis' Cove. Road to be three rods wide on easterly side.

Then across R.R. S 26° W 34 rods to Mon. ranging one rod S of Lewis' house.

S 17½° E 19½ rods to Mon. 40 ft. W of R.R. fence nearly opposite station 1141.

Then for the Easterly line of the County road as altered by the County Com. measuring from the central line of Railroad westerly and ranging S 20° W as follows viz: From a point opposite Station 1141 - 400 feet to a point 25 ft. West of R. R. Central line

Opposite Sta. 1137 - 100 ft. to a pt. 35 ft. W of R.R. central line

"	"	1136 - 100	"	"	25	"	"	"	"
"	"	1135 - 400	"	"	20	"	"	"	"
"	"	1131 - 100	"	"	15	"	"	"	"
"	"	1130 - 400	"	"	15	"	"	"	"
"	"	1126 - 300	"	"	10	"	"	"	"
"	"	1123 - 181	"	"	25	"	"	"	"

to " " 1121.12; it being at the south line of Gardiner. The road to be three rods wide on the Westerly side of the above described line. (Noyes' minutes above on file.)

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Ordered, the Common Council concurring, that the names of Brunswick Street, Washington Street, Lincoln Street, Central Street, Main Street, Dresden Street, and the street known as River Road, (from its junction with Kingsbury Street to the Richmond line) be changed to Avenues.

Stackpole - One

The Order read, passed, and sent down for concurrence, Common Council Concurred.

A true copy of the record.

Attest:

Chas. O. Wadsworth, City Clerk.

ROBINSON STREET

23 FEET WIDTH

RECORD OF STREETS BOOK PAGE 36

17 $\frac{1}{2}$ RODS LENGTH

October 1, 1845

On petition of John Robinson and others and in pursuance of public notice according to law the undersigned selectmen of the town of Gardiner proceeded to view the location for the road contemplated in said petition and have laid out the same as a town road according to the following courses and distances to wit. Beginning on the southerly line of Water Street at the easterly end of the Wharfing in front of Robert Richardsons house thence south seventeen and one third degrees east seventeen and one half rods to the westerly line of Beach Street otherwise called Neal Street. The above described line to be the westerly line of said road and the road to be twenty three feet wide. The undersigned have considered the question of damages and are of opinion that the property of no one would be injured thereby. All of which is submitted to the consideration of the town.

Gardiner Sept. 20th, 1845

C. Danforth) Selectmen
James G. Donnell) of Gardiner

Accepted by the town October 1, 1845

Attest: John Webb, Town Clerk