

1859

Report of Henry O. Kent, Commissioned on the Part of New Hampshire to Ascertain, Survey and Mark the Eastern Boundary of Said State, from the Town of Fryeburg to the Canada Line. A.D., 1859

Henry O. Kent

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*New Hampshire. Commissioner on eastern
boundary of state, from Fryeburg to Canada*
EASTERN BOUNDARY OF NEW HAMPSHIRE.

REPORT

OF

H.
HENRY O. KENT,

COMMISSIONED ON THE PART OF NEW HAMPSHIRE TO ASCERTAIN,
SURVEY AND MARK THE EASTERN BOUNDARY OF SAID STATE,
FROM THE TOWN OF FRYEBURG TO THE CANADA LINE.

A: D., 1859.

CONCORD:
GEORGE G. FOGG, STATE PRINTER.
1859.

*In House of Representatives, }
June 8, 1859. }*

Ordered, That the report of the Surveyor of the Eastern Boundary be laid upon the table, and the Clerk be directed to procure the usual number of printed copies for the use of the House.

ATTEST:

HENRY O. KENT, *Clerk.*

EASTERN BOUNDARY.

REPORT OF HENRY O. KENT.

To His Excellency the Governor of the State of New Hampshire :

The undersigned, having been appointed by virtue of a resolution of the Legislature of said State, approved June 25, 1858, in conjunction with a surveyor appointed on the part of the State of Maine, to ascertain, survey and mark the dividing line between said States, from the town of Fryeburg to the Canada line, having performed the duty entrusted to his care, respectfully asks leave at this time to submit the following

R E P O R T :

PRELIMINARY REMARKS.

Immediately after receiving the commission, a copy of which accompanies this report, the undersigned received notice from Hon. Noah Barker, Land Agent of the State of Maine, and to whom by resolve of that State, its share of this work was committed, that he had appointed John M. Wilson, of Lincoln's Plantation, Oxford County, to superintend the work as his deputy. Correspondence was opened with Mr. W., and as soon as the necessary supplies could be procured, and the maps and plans necessary for the prosecution of the work obtained from the State department at Concord, the active business of the survey commenced. Before laying before your Excellency the result of our

labor or a narrative of the survey, it may be well, in order to a proper understanding of the work in hand, to cite a few facts relative to the former surveys and adjustments of this line, as well as the distance to be passed over and the nature, productions, and resources of the country through which the work was to extend. And in this matter the undersigned takes occasion to acknowledge his indebtedness to William F. Goodwin, Esq., of Concord, for the use of many valuable papers kindly furnished by him, and which were of much assistance in this compilation.

EARLY CONTROVERSIES REGARDING THE LINE AND THEIR ADJUSTMENT.

The grants of land from the Crown to Mason and Gorges were very indefinite in their limits, and much difficulty arose from the collisions occurring between their respective proprietors. The grant to Sir Fernando Gorges of April 3, 1639, described the territory and its eastern boundary as follows: "All that part, purparte and portion of the main land of New England aforesaid, beginning at the entrance of Pascataway Harbor, and soe to pass up the same into the river Newichawoke and through the same unto the farthest head thereof, and from thence Northwestward until one hundred and twenty miles be finished." This title was purchased from the heirs of Gorges in 1677 by Massachusetts, and the location of this line was disputed as well as the position of the southerly line of this State. A severely contested suit regarding them assumed the form of a legal decision, in the report of the commissioners appointed by the King to settle the difficulty; which report was made in 1737, and in regard to this line was as follows:—

"And as to the northern boundaries between said provinces, the court resolve and determine that the dividing line shall pass up through the mouth of Piscataqua Harbor and up the river Newichwaunock, part of which is now called Salmon Falls, and through the middle of the same

"up to the farthest head thereof, and from thence north two
 "degrees westerly until 120 miles be finished from the mouth
 "of Piscataqua Harbor aforeasaid, or until it meets His
 "Majesties other governments, and that the dividing line
 "shall part the Isles of Sholes, and run through the middle
 "of the harbor between the islands to the sea on the south-
 "erly side, and that the southwesterly part of said islands
 "shall lye in and be accounted part of the province of New
 "Hampshire, and that the north-easterly part thereof shall
 "lye in and be accounted part of the province of Massa-
 "chusetts Bay, and be held and enjoyed by the said prov-
 "inces respectively in the same manner as they now do and
 "have heretofore held and enjoyed the same." This report
 and decision was highly distasteful to Massachusetts, but
 it was afterward confirmed by a committee of the council,
 and approved by His Majesty, and an instruction issued on
 the 5th of August, 1740, "to the Governor or Commander-
 in Chief of His Majesties said provinces for the time being,
 as also His Majesties respective councils and assemblies
 thereof to cause the same to be executed in the most effec-
 tual and expeditious manner." The Province of Massa-
 chusetts Bay was dissatisfied with the decision which also
 established our southerly line "due west" from a point
 marked on the commissioners' plan north of Pawtucket
 Falls, instead of the point where the Pemigewasset and
 Winnepeseke meet, as then contended for by them as well as
 with the location of the line in question which the com-
 missioners established at north two degrees westerly in-
 stead of "due northwest" as was claimed by that Province.
 They were, therefore, not at all inclined to haste in the ex-
 ecution of the royal mandate. The Province of New Hamp-
 shire made immediate provision for the survey, and Gover-
 nor Belcher, who was at that time Commander-in-Chief of
 both Provinces, being "required and enjoyned under pain
 of His Majesties highest displeasure, and of being removed
 from his Government" to take especial care that his com-

mands be executed, appointed Walter Bryent to survey the line in question, directing him to proceed according to the report of the commissioners before cited, and to take note of such observations on his route as should be worthy of preservation. This order was dated at Portsmouth, March 12, 1740, and had affixed to it the following memorandum: "*Memorandum*—The true north 2 deg. west is by the needle north 8 deg. east, which is your course."

By the journal of Walter Bryent, we learn that he commenced his survey at the outlet of East's Pond, on the 19th of the same March, and proceeded north about 27 miles, to near the Saco river, from which point, owing to the badness of the weather and the travelling, he returned; and no further record is made of his labors or of the adjustment of the line at that time. It is said that in 1763, the line was extended to the north-east corner of Shelburne, under the direction of Isaac Rindge. Of this, however, I find no report. In 1789, Jeremiah Eames and Joseph Cram, under the direction of a committee of the Legislature, continued the survey from the northeast corner of Shelburne to the Birch tree which formerly marked the northern terminus of the line. This survey was entirely *ex parte*, and was not joined in by the Commonwealth of Massachusetts; nor did the Legislature of either State by enactment accept of said line as their true boundary. Grants were made on both sides of this line, and it was alleged that Bryent had mistaken the stream he pursued for the head waters of the Salmon Falls, and that the true Salmon Falls was a stream more westerly, which has its head waters in a pond nearly seven miles further upon the territory of New Hampshire, and that the line should have been run from this point without making allowance for the variations of the needle, which line would have crossed the State in the direction of Ossipee Pond, severing from our jurisdiction a large and valuable portion of our domain, embracing a large fraction of the area of the State unsurpassed in natural advantages and value by that which would have remained.

These disputed topics were the subject of frequent and bitter controversy, and the legislature of Massachusetts by oft repeated trials attempted to gain that jurisdiction which our own State firmly and tenaciously refused to yield.

The journals of that body, together with the reports of investigating committees, are still preserved and are chiefly valuable now for the data they give regarding the opposing claims of that period. The deposition of Capt. Bryant was taken *in perpetuam*, and was simply a rehearsal of his former report, and his reasons for fixing upon his point of departure. The positions assumed by him in this document seem to have been such as would meet with approbation from all conversant with the subject matter of the dispute.

THE SURVEY OF 1827-8.

Matters continuing in this unsettled state, and the lands along the disputed line steadily gaining in value and importance, it became imperative upon the two jurisdictions to adjust in some way the many conflicting claims, and to establish a line by mutual legislation which should be final, and which would quiet the long existing difficulties on this vexatious point. Maine, in 1820, having been erected into a separate State from that portion of the territory, of the old Province of Massachusetts Bay lying contiguous to this disputed line, the rights and liabilities of the parent colony in regard to this line devolved upon her, and accordingly in 1827 the requisite legislative enactments were made by the two states of New-Hampshire and Maine, and under their provisions the Hon. Ichabod Bartlett of Portsmouth and Hon. John W. Weeks of Lancaster, were duly accredited commissioners on the part of New Hampshire,—while William King and Rufus McIntire received a similar appointment on the part of Maine, authorising them to survey and adjust the boundary and designate the same by suitable monuments.

It appears from an examination of their report that they commenced the work at East's Pond, the head of Salmon Falls River, in October 1827, and proceeded that Fall to the Androscoggin, a distance of about 40 miles. The ensuing season the work was renewed by them, and continued until October 31, when the party reached the Birch Tree, which then as in 1789, marked the northern terminus.

This line was not a direct one as is popularly supposed but has many angles, and in some places offsets of considerable extent, made in order to adjust in a spirit of equity the conflicting claims upon either side of the old Province Line. The line was marked by the commissioners by the occasional erection of stone monuments as far north as to near the northwest corner of Fryburg; north of that point and to the Canada line the only means taken to identify the boundary was by blazing trees and by the erection of seven stone posts for a distance of nearly eighty miles. The country was then a wilderness with but two or three miles of opening in its entire extent to the Canada border. As time elapsed the forest melted away as its lower extremity, and the devastating influences of fire swept away for miles, sometimes, the primeval forests north. Young trees grew up in place of the old, and the axe of the settler in several instances opened little hamlets in the wilderness, where now are gathered heavy and profitable harvests. With the steady advancement of the country, the lumber once worthless met with increased sale at higher rates:—the lands covered with this article of commerce—doubled and quadrupled in value, and their limits became not only a matter of deep interest but of contest and litigation, and extensive pecuniary interest, loudly demanded a more permanent settlement of their bounds. From the reasons alleged the old trees which formerly bore the mark of the State line had disappeared, and in some cases for miles no trace remained, either of the original line or indeed of any line worthy of reliance. Interested parties, whose lands,

covered with timber, were on the confines of one or the other of the States, in some instances were charged with making lines, less accurate for the public than favorable to themselves—and the almost innumerable sable lines in the northern wilderness made it a matter of impossibility for any one, however experienced, to follow the line where any traces of it did still exist, without the aid of a compass. Actuated, as we may presume by these considerations and by petitions for that purpose, the Legislatures of the two States in 1858, by enactment provided for another survey and for a more definite marking and final establishment of this line.

THE SURVEY OF 1858. NARRATIVE.

Immediately after the reception of our instructions the work commenced. On the part of New Hampshire the undersigned secured the services of James S. Brackett and John G. Lewis of Lancaster, and on Monday, Sept. 6, 1858, the New Hampshire portion of the commission left Lancaster for Wilson's Mills, on the Magalloway, at which point the parties from the two States were to join. Adjutant General Joseph C. Abbott of Manchester, accompanied the party as a volunteer accounting to the State for the expense thus incurred. Proceeding up the valley of the Connecticut to Colebrook, a distance of thirty six miles, we here diverged from the river and ten miles easterly entered the gateway of Dixville Notch—a chasm opened 800 feet below the craggy rocks that almost overhang the road. The towns of Dixville and Millsfield through which this road passes, are nearly unsettled. A farm or two in either township alone attesting former husbandry. Upon the Androscoggin at Errol, the land is alluvial and fertile, rivalling the intervals on the Connecticut. Taking boat at the lower dam of the Improvement Company, we proceeded four miles up the Androscoggin

to its confluence with the Magalloway. And thence following that stream through an unbroken forest, we came upon the cleared farms at Wentworth's Location valuable, at the worst but materially reduced in price by the lack of overland communication. Seven miles over a rough road brought us to the most northerly settlement on the line, south of the St. Lawrence Valley; Wilson's Mills—a little hamlet of a dozen houses situated at the foot Arziscohos Falls on the Magalloway. Observations were taken on Half Moon Mountain near this point, regarding the old line and the variation. At this place the part of the commission from Maine assembled, and on Tuesday, Sept. 14, the entire party were in motion. The distance northerly to the national boundary being a wilderness, and the rate of progress necessarily slow—and the packs of the men heavy at best, it was deemed expedient to send a batteau up the river laden with stores which should from time to time be "toted" in to those on the line.

This plan, the only reasonable one which could be adopted, was made—and more help for the time being, was necessitated. Ransom Bennett, of College Grant, was here hired. Commencing work upon the line, we found it, at best, extremely defective, and at some points, entirely obliterated.

Passing north on the night of Sept. 20th, we camped on the summit of Mt. Carmel, an elevation of 3711 feet—sleeping on the bare rocks, and without water.

The ensuing day we encountered a severe thunder storm while on the northern declivity of Mount Abbott, and on Sept. 22, were detained in camp the entire day by a furious storm of sleet and snow. Thursday, Sept. 23, we passed the old Birch which was the northern terminous of the surveys of 1789 and 1828, and reached the boundary between the United States and the Province of Canada, as established by the treaty of Washington, 1842. The ensuing day was rainy and exceedingly uncomfortable for the men. Taking however a point of compass, at night we

reached Little Boy's Falls on the Magalloway, a distance of 25 miles as travelled by us. From here we proceeded by boats through Lake Parmachene to the head of Arziscohos Falls, a walk of 2 1-2 miles bringing us to Wilson's Mills. Passing down the line we reached Umbagog Lake, and crossing that and a small intervalle of cleared land plunged into the woods again—emerging at the Androscoggin in Shelburne. Crossing here a half mile of open land we commenced the gradual ascent of Mount Royce, which overlooks the intervalles of Fryburg. Descending the southern slope of this eminence and passing through cleared and valuable land, the party on the 13th day of October, erected the last monument of the survey near the N. W. corner of the town of Fryburg.

NATURE OF COUNTRY. PRODUCTIONS, RESOURCES, AND
DEMANDS.

The contour and value of the country along this route is extremely varied. The post at the northern boundary is upon the ridge which divides the waters that flow south into the Atlantic Ocean from those that flow north into the gulf of St. Lawrence. Looking north from the summit the eye falls upon the extensive valleys of the Arnold and Chaudiere Rivers only broken by two ridges of hills until they merge with the rich farms along the St. Lawrence—while to the south arise ridge after ridge of hills in concentric rings until we stand upon Mount Royce, the last of these elevations overlooking the alluvial intervalles of the Saco.

The line between the two States surmounts many elevations of which, naming them in their order southward. Mt. Carmel, Prospect Hill, Bosebuck, and Half Moon Mountains—Mt. Ingalls and Mt. Royce are most conspicuous. The northern extremity of New Hampshire is a mere point of upland—sterile and comparatively destitute of

lumber of value. In those townships formed from the Carlisle Grant—large spruces are now standing and the different branches of the Magalloway are so located as to afford for them egress without excessive expense.

The tracks on Stearns brook and Chickwalnepy river in Success, afford good settling land. Considerable Pine is still standing upon the township. Standing upon Mount Ingalls the eye takes in a valuable tract of this land and the adjoining town of Riley in Maine, which, situated as they are near the Grand Trunk Railroad, and possessing the advantages of the Androscoggin, besides excellent water power, must at no distant day be of increased value. No better land can be found than some of that in the towns of Chatham and Stowe, while more northerly the farms in Errol and Wentworth's Location, possess natural advantages, which together with those of the rich bottom meadows on the Diamond in the second grant to Dartmouth College, are of a high order. Although the general surface of the ground, along the line is uneven and broken yet there are large tracts of fertile lands which must at some period yield a handsome remuneration to their holders. The eastern portion of New Hampshire lying North of Mt. Royce, is drained by the Androscoggin and Magalloway rivers. The former of which after serving as the outlet of those great lakes extending from Umbagog far into the wilderness to the North East, debouches from this lake receiving, one mile below, tribute from the Magalloway, a stream equal in size to the Connecticut at Hanover, which taking its rise on the boundary range drains that whole water-shed North and West of Umbagog. As a brief *resume* of the capacities, facilities, and productions of that portion of our territory embraced within the limits of this survey, we may remark:

The soil along the valley of the Magalloway, Androscoggin, Diamond and their branches, is rich and alluvial. The highlands are characterized by an argillaceous formation

entirely different from the granatic structures of the White and other Mountain ranges in our State. There can be little doubt but that mineral wealth exists in the township of Riley, Success and Shelburne, as well as along that portion of the line lying between lake Umbagog and the Androscoggin, at the latter town. Spruces of fine proportions were frequently met in large tracts North of Umbagog, while the maple, the birch, the beech, and those other forest trees indigenous to our latitude flourish in regal luxuriance in the forests North. The cedar is found in great quantities on the low lands around Umbagog. In fine, the country and its natural characteristics, are such as to warrant the belief that it will be at some time reclaimed from its present state and yield ample remuneration for the labor bestowed; and that any legislation tending to develop its resources will be of interest to the State.

There is perhaps no improvement at once so much demanded and which would so materially benefit the State as the construction of a road from Wentworth's Location south to Dummer, a distance of twenty miles. The advantages to be derived from this road would be that it would open to settlement a tract of the public land, now a wilderness, and would also form a connecting link in a chain of road leading direct from the St. Lawrence to West Milan depot, on the line of the Grand Trunk Railway in Coos, with a distance of only one hundred and twelve miles for the entire route. The Commissioners of Crown Lands in Canada, proposed to the commissioners for Oxford county in Maine, that if those authorities would locate a road to the boundary ridge the former would continue it to the Canadian settlement. The offer has been accepted and acted upon, and a line of road is now commenced running from Wilson's Mills up the Magalloway, skirting the borders of Pamachene Lake, and taking the right branch of the Magalloway, three miles above Little Boy's Falls, it reaches on comparatively level ground, the same pass in the highlands

through which Arnolds' army marched in the terrible *sortie* on Quebec, and thence down the Arnold and Chaudiere rivers to that city, or any point in the St. Lawrence Valley. This road if built from Wentworth's Location, southward, will not only open the ungranted lands of our own State, but bring nearer to market those valuable water-powers which abound on the Androscoggin and the Magalloway. There can be no doubt but that a few hundred dollars judiciously expended here would be amply, although indirectly retured to the State.

CLOSING REMARKS.

During the continuance of the work the weather was unfavorable in the extreme. The route was seventy-nine miles in length, and through a country where supplies could not be had. Additional labor was therefore required to complete the work. It was the aim of the undersigned in which he was zealously seconded by the commissioner from Maine, to complete the survey at as early a day, and at as limited an expenditure as consistent with the proper performance of the work. In this, they have, they trust, succeeded to the interest of the State, and the satisfaction of those whose limits are now definitely established. In a space of thirty-eight days, including stormy and uncomfortable weather, with a small force, a line has been thoroughly run by the commissioners personally, a series of monuments erected and a permanent line between the two commonwealths, established at an expense, which must be deemed economical when the magnitude and importance of the work is considered.

The undersigned has deemed it his duty under his appointment to give the foregoing cursory view of the route travelled and the work performed by the party under his superintendence, aside from the information contained in the engrossed parchment accompanying this narrative,

and which is signed by the commissioners of the two States, acting in their said capacity and which is herewith submitted for your Excellency's examination and approval.

All of which is respectfully submitted,

HENRY O. KENT.

June 1, 1859.

To His Excellency the Governor and the Honorable Council of the State of New Hampshire :

The undersigned, John M. Wilson, appointed on the part of Maine, and Henry O. Kent appointed on the part of New Hampshire, in conformity with the provisions of the accompanying resolutions, beg leave to make the following

REPORT:

The resolutions cited above authorized the marking of the dividing line, between the two States, from the town of Fryeburg to the Canada line; and as that line was marked by former commissioners in 1828, the undersigned did not feel themselves at liberty to make alterations, or to straighten it where curvatures existed; but simply to mark anew, and where the original monuments were effaced and destroyed, to connect by a straight line the two nearest remaining monuments of the reliability of which there could be no doubt. During the continuance of the work, offsets were discovered, but the existence of the distin-

guishing mark of the old survey, left no doubt of their authenticity, and as the commissioners under whose direction the work was formerly done, established the line marked by them as the true line in the words following, "The whole course of the line from the Androscoggin river, (North) was re-marked by spotting the old marked trees, and crossing the spots, and marking others on the route, and the line as above surveyed and described, we agree to be the true boundary line of said States, and the above described marks and monuments we established to designate the same, and that the said line hereafter remain the boundary line between the States, unless the Legislature of either State shall, at the first session after the execution of this agreement, by resolve, disapprove of the same;" and the Legislature having by their action ratified the agreement, the line, however irregular, became the boundary between the two States, and the undersigned, in conformity with their instructions, felt it their duty to follow it. The report following, describes the position and course of the line as re-marked, and the old marks and monuments, as well as those made and established by us. The point commenced at is an iron post situated on the line run in accordance with the "Treaty of Washington, of August 9th, 1842," as the boundary between the United States and the province of Canada, at the corners of the States of Maine and New Hampshire. On the south face of said post are the words, "Albert Smith, U. S. Comssr.;" on the north face, "Lt. Col. I. B. B. Eastcourt, H. B. M. Comssr.;" on the west face, "Boundary, Aug. 9th, 1842," on the east face, "Treaty of Washington." To the marks we added, on the southern half of the west face, "H. O. Kent;" a large flat stone was placed at the southern face of the monument, and marked, "1858—N. H., Me.;" on either side of a line cut in said stone, bearing the direction of the State's line, viz: south, eight degrees west. From this point the line is south, eight degrees; west, seventeen rods, seven links, to a large

yellow birch stubb, the northern terminus of the former survey; thence one hundred and twenty-six rods to a beaver pond; thence seventy-eight rods to the north-westerly branch of the Magalloway, known as Kent River; thence two hundred and forty-two rods to another branch of the Magalloway; thence one hundred and eighty-six rods to a certain steep precipice, perpendicular on its southern face; thence three hundred and forty-six rods, to a branch of the Magalloway River; thence two hundred and sixty rods to another branch of the same; thence five hundred and forty rods to a precipice, the southern side of Mount Abbott; thence four hundred rods to the summit of Mount Carmel; thence nine hundred and twenty rods, and across four streams, to the summit of Prospect Hill. On this distance we marked a yellow birch tree, "H. O. Keat, Sept. 20th, 1858," and the names of the remainder of the party; thence four hundred rods to another branch of the Magalloway; thence three hundred and thirty-two rods to the Little Magalloway River; thence two thousand one hundred and twenty rods across Bosebuck Mountain to a branch of said river. On this distance, at the north-west corner of township No. 5, range 3, in Maine, we marked a white birch tree, "N. H., M.," and on its north and south sides, "IV., III." Thirty rods from the summit of Bosebuck Mountain, and on its northern slope, we erected a stone monument, marked "N., M.;" thence three hundred and fifty rods to the Little Diamond River, or Abbot Brook; thence four hundred and sixty rods to the north-west corner of township No. 5, range 2, in Maine. On this distance we found an ancient yellow birch tree, marked "1789—35 M.;" to these marks we added, "1858;" thence one thousand eight hundred and six rods, to the south-west corner of the same township. On this distance, at the north-east corner of Dartmouth College Second Grant, in N. H., we marked a large, yellow birch tree, "Me., J. M. W., 1858; N. H., II. O. K.;" thence, and across

an open bog four hundred and forty-four rods to the north bank of the Magalloway River, to a white maple tree marked "N. H.," "M;" thence ten rods across said river to a large pine tree, marked "M.," "N. H.;" thence and across a second open bog, two hundred and ninety rods to the same river, and to a large elm stubb; thence ten rods across said river; thence two hundred and sixty-four rods to a spruce post marked "M.," "N. H.," "W. L.," "D. C.," being the south-east corner of Dartmouth College Second Grant; thence one hundred and sixty-two rods to the Magalloway River; thence ten rods across said river to a stone monument on its southerly side, standing about three feet above the ground, and marked "M.," "N. H.;" thence to the original line tree nearest to the clearing of the home farm of Z. F. Durkee, Esq. The course of the line the entire distance from the iron post at the national boundary to this point, bears south eight degrees west; thence across said clearing, the old line marks being gone, south eleven degrees and thirty minutes west, one hundred and sixty-eight rods, to the old crossed trees in the woods south of Pond Brook; thence from Pond Brook, south eight degrees west, seven hundred and fourteen rods to the north bay of Umbagog Lake, and to a cedar tree marked "M.," "N." To this we added "1858."

On this distance, near the corner of Errol and Wentworth's Location, which is a cedar post in a pile of stones, we marked a maple tree, "M., 1858;" "N. H., 1858;" thence south ten degrees and thirty minutes west, one thousand one hundred and sixty-five rods, across the north bay of said lake to the old marked trees on the southern shore; thence south eight degrees west, two hundred and six rods, across a peninsula to a cedar tree marked, "M.," "N. H." A large stone also, on the lake shore, was marked "M.," "N. H.;" thence, same course, two hundred and twenty-five rods across a bay of said lake; thence, same course, ten rods across a peninsula; thence same course,

thirty-four rods across a cove; thence, same course, five hundred and sixty-seven rods to Cambridge River; thence, same course, eight rods across said river to a white maple stubb; thence, same course, two hundred and ten rods to a stone monument on the north side of the road leading from Andover, Me., to Colebrook, N. H.; thence, same course, to the north edge of the burnt land in Grafton and Success; thence south, eleven degrees west, across ten streams, and the Chickwalnepy River, or Silver Stream, to the old line trees bearing the crosses, easterly of the south end of Success Pond; thence, on the same course south, ten degrees west, following the old mark, to an ash tree bearing the original cross, standing a few rods north of the house of the late Daniel Ingalls, in Shelburne; thence south, eleven degrees west, to a stone monument by the road on the north side of the Androscoggin River, and to the north bank of said river, the whole distance from the stone monument near Umbagog Lake to the north bank of the Androscoggin River, being six thousand six hundred and sixty-two rods; thence south, eleven degrees west, eighteen rods across said river; thence same course, one hundred rods, crossing the track of the Grand Trunk Railroad, to a stone monument on the north side of the road leading from Lancaster, N. H. to Bethel, Me.; thence, same course, seven hundred sixty-five rods to a hemlock tree on the south bank of Wild River: Thence south, sixty-six degrees, thirty minutes west, thirty-four rods on an offset of the old survey along said south bank to the old line trees; thence following the old line trees south, eleven degrees west, passing the south-east corner of Shelburne, eight hundred ninety-eight rods to the top of Mount Royce, the whole distance being one thousand eight hundred and eighty-one rods. One mile north of the summit of Mount Royce we marked a beech tree, "N. H." "M." "1858"; thence to a large stone marked "N. H." "M."; thence south ten degrees, fifteen minutes west, to a stone monument on the

east side of the Cold River Road. On this distance, at the foot of the first precipice on the northern face of Mount Royce, a white birch tree was marked "1858." Further on and east of a bare ledge, a white birch tree was marked "1858," and near it, on the line, a pile of stones was erected. At the first clearing, near the north end of a stone fence, a large stone was marked "M. N. H."; thence, along a stone fence and across a road, through a piece of new growth, and again crossing the road, then following another stone fence on the east side of the road, passing through a field and by the end of another stone fence; then crossing a road near the west end of a bridge over Cold River; then following the valley of that stream and crossing it six times; then crossing another road where we placed a stone monument; then through a field, striking an old stump and pile of stones, shown as the old line, and passing between a house and barn—and through the western edge of a grove of trees, to the stone monument near the house of Mr. Eastman—the whole distance being one thousand one hundred and ninety rods; thence, one thousand six hundred and thirty rods, to a stone monument standing in the meadow, sixty rods north of the north shore of Kimball's Pond, in Fryburgh, but as the towns of Fryburgh and Stowe have erected no durable monuments on the State's line at their respective corner, we deemed it advisable, under our instructions, to proceed so far south as at least to pass the said corner, and to complete the work at some well defined monument of the old survey. This course bore from the monument to and across an open bog, south, twelve degrees west; thence on the old trees south, nine degrees west, one hundred rods; thence on the old line south, ten degrees thirty minutes west, to a stone monument erected by us, near the house of James Clay, in Chatham, and on the north side of the road leading from Stowe to Chatham corners,—said monument is marked "M. N. H., 1858,"; thence on the old line south, eleven degrees

west, to the road leading from North Fryburgh to Chatham, at which point we placed a stone monument; thence south, eleven degrees west—to the north-west corner of Fryburgh—being a stake in a pile of stones, in a piece of low ground, southerly of the house of Capt. Bryant, and to the old monument sixty rods north of Kimball's Pond. On the bank north of said corner, on the south side of the road, and near Capt. Bryant's house, we placed a stone monument, marked "M. N. H." "1858."

The different courses laid down in the foregoing Report, are the present bearings of the compass when placed on the line established in 1828. By referring to the report of that survey, it will be perceived that the entire distance from Wentworth's Location to the National Boundary, the bearing is the same, no variation existing,—while from that point southward, a variation of from one to four degrees was discovered, as will be seen by a comparison of the two Reports. The line being now so well defined, both by the old monuments existing, and those added by us, we deemed best, under the tenor of the resolution, to follow the line by the compass, and give its bearings at the present time, rather than to make repeated experiments upon the variation between the true and magnetic meridian, which would be of no practical benefit, as the line, as now marked, must be followed until the States by special enactment shall effect a change in its location.

As the resolution accompanying, contemplated specially, the *marking* of the line, and as the distance between the termini was formerly chained, and all the courses marked by monuments at present enduring, we did not feel ourselves authorized to incur the additional expense of chaining anew the whole distance.

All doubtful points were, however, located, and all monuments placed in accordance with the Report above, and the distances, when added, as they have been by us, to the dis-

tances laid down in the former Report, give a correct series of courses and distances between the two extremities of the line.

The line was marked by the erection of stone monuments at all road crossings and noticable points where none before existed, and by retouching the old monuments. Many large and prominent trees were blazed and marked on either side "N. H." "M," and the names of various members of the party were added, together with the date, "1858."

Aside from the monuments described above, the whole course of the line was marked by spotting the old marked trees, and all others on the route, and by marking the spots with a double cross, thus X, and the under brush was cleared away so as to enable one to follow the line by a continual observance of the spots.

It is believed that the line above described is now sufficiently marked and designated to afford a distinguishable and permanent dividing line, which will subserve all the purposes of the two States equally well as a more expensive system of monuments.

All of which is respectfully submitted,

JOHN M. WILSON,

On the part of Maine.

HENRY O. KENT,

On the part of New Hampshire.

Dated the 21st day of }
December, A. D., 1858. }