

1427
Commonwealth of Massachusetts, Norfolk ss. January 5th, 1925. Then personally appeared the above named Robert Levi and acknowledged the foregoing instrument to be his free act and deed, before me Walter W. Paige Justice of the Peace. My commission expires March 24th, 1927.

Rec'd. & entered for record Jan. 5, 1925 at 9h. 58m. A.M.

Commonwealth of Massachusetts,

Norfolk County
Taking

Norfolk ss. At a meeting of the County Commissioners for the County of Norfolk held at Dedham, within and for said County on the sixteenth day of December 1924, by adjournment of their September Meeting next preceding. The petition of Allston F. Hart and others of Walpole, in said county, represents as follows: Commonwealth of Massachusetts, Norfolk ss. To the Honorable the County Commissioners of the County of Norfolk; Respectfully represent your petitioners, inhabitants of the town of Walpole in said county, that common convenience and necessity require that the way known as West Street, a public way in said town be relocated between Main Street and the Norfolk town line for the purpose of making alterations in the course and width of said way, establishing the boundary lines thereof and reconstructing and resurfacing the same. Wherefore your petitioners pray that said way may be so relocated within the limits above specified. Dated March 26, 1923.

- Allston F. Hart
- Timothy E. Delaney
- Harry A. Whiting
- Katherine J. Higgins
- William F. Riordan
- John B. Rooney

This petition was presented to the commissioners and duly entered at a meeting of said commissioners held at Dedham aforesaid on the third day of April 1923, by adjournment of their December Meeting next preceding and the fifteenth day of May then next and 3.30 o'clock in the afternoon at the Selectmen's room in said Walpole were appointed by the commissioners as the time and place for commencing to view the premises, and they thereupon caused a copy of said petition and of this order thereon to be served upon the clerk of the town of Walpole being the town within which such relocation of way was prayed for, thirty days at least before the time appointed for said view, and also caused copies of said petition and order to be posted in two public places in said town, and also gave notice to all persons interested by causing a like copy to be published three weeks successively in the Walpole Times a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, that all persons and corporations interested for

Plan Book 104, Plan 6 for 12 in. - (1925)

or against said petition might then and there appear and be heard if they saw fit. And on the said fifteenth day of May the commissioners met at the time and place specified in said order when and where the petitioners appeared and the town of Walpole was represented by its selectmen, and the said commissioners then viewed the route and premises and heard all persons and corporations interested, and no party interested objected, and said hearing was then continued and adjourned to a meeting of the commissioners held at Walpole aforesaid, after notice to abutters, when and where the said commissioners proceeded to consider and adjudicate upon the prayer of said petition and thereupon the said commissioners did adjudge that common convenience and necessity require that said way be relocated as prayed for in said petition. And thence the same was continued and adjourned to a meeting of said commissioners held at Dedham aforesaid on the twelfth day of August 1924, by adjournment of their June Meeting next preceding when and where upon the adjudication, the said commissioners appointed Monday the fifteenth day of September 1924, and four o'clock afternoon at the Selectmen's room in said Walpole as the time and place when and where they would proceed to relocate said way as prayed for and take such action in relation to said adjudication as by law they might be authorized to do. And having given notice of such adjudication and of the time and place appointed, and for the purpose aforesaid, in the same manner as the notice and publication were given and made before first proceeding to view, (except by publishing an abstract of said petition instead of a copy thereof) the said commissioners met at the time and place appointed and then and there heard all persons and corporations interested and said hearing was thence adjourned and continued from time to time to this meeting. And now the said commissioners by courses and distances metes and bounds do relocate said West Street in Walpole as prayed for in said petition. And the lines of said relocation of said West Street are as follows: The northwesterly line of West Street in Walpole is located beginning at a stone bound in the northerly line of Bird Street at the Norfolk Town Line. Thence curving to the left by a radius of twenty six and sixty eight hundredths (26.68) feet and running on said curve forty and eighteen hundredths (40.18) feet to a bound. Thence N 57° 34' 10" E. three hundred seventy six and five hundredths (376.05) feet to a bound. Thence curving to the right by a radius of eight hundred fifty and two hundredths (850.02) feet and running on said curve two hundred sixty seven and twenty nine hundredths (267.29) feet to a bound. Thence curving to the left by a radius of two hundred eighty seven and six tenths (287.60) feet and running on said curve one hundred five and twenty six hundredths (105.26) feet to a bound.

Thence N 54° 37' 00" E three hundred eighty nine and twenty three hundredths (389.23) feet to a bound. Thence curving to the left by a radius of ten hundred twenty two and twenty eight hundredths (1022.28) feet and running on said curve one hundred sixty nine and three tenths (169.30) feet to a bound. Thence N 45° 07' 40" E seven hundred sixty nine and eighty seven hundredths (769.87) feet to a bound. Thence curving to the right by a radius of four hundred ninety six and eighty five hundredths (496.85) feet and running on said curve three hundred eight and ninety three hundredths (308.93) feet to a bound. Thence N 80° 45' 10" E one hundred thirteen and sixty four hundredths (113.64) feet to a bound. Thence curving to the left by a radius of four hundred sixty one and six hundredths (461.06) feet and running on said curve three hundred nineteen and ninety seven hundredths (319.97) feet to a bound. Thence N. 40° 59' 25" E seven hundred fifty six and sixty four hundredths (756.64) feet to a bound. Thence N 45° 46' 50" E six hundred eight and thirty four hundredths (608.34) feet to a bound. Thence again N 45° 46' 50" E six hundred (600.00) feet to a bound. Thence curving to the left by a radius of twenty three hundred forty seven and twenty nine hundredths (2347.29) feet and running on said curve three hundred ninety five and sixty eight hundredths (395.68) feet to a bound. Thence N. 36° 07' 20" E one hundred eighty four and eighty three hundredths (184.83) feet to a bound. Thence curving to the left by a radius of two hundred thirty three and nineteen hundredths (233.19) feet and running on said curve one hundred four and forty nine hundredths (104.49) feet to a bound at the southerly side line of the Midland Division of the New York, New Haven and Hartford Railroad. Thence beginning again at a bound in the northerly side line of said Railroad. Thence N 06° 42' 30" W eighty two and six hundredths (82.06) feet to a bound. Thence curving to the left by a radius of thirty one and ninety six hundredths (31.96) feet and running on said curve forty five and forty nine hundredths (45.49) feet to a bound at the southerly line of Plain Street. Thence in a northerly direction across Plain Street forty and four hundredths (40.04) feet to a bound. Thence curving to the left by a radius of thirty four and forty seven hundredths (34.47) feet and running on said curve fifty nine and twenty three hundredths (59.23) feet to a bound at a Street by the Cemetery. Thence N 83° 17' 30" E forty (40.00) feet crossing said street to a bound. Thence S 06° 42' 30" E fifty one and thirty five hundredths (51.35) feet to a bound. Thence N. 87° 40' 15" E forty and ninety two hundredths (40.92) feet to a bound. Thence N 58° 06' 15" E five hundred twenty eight and fifty eight hundredths (528.58) feet to a bound. Thence N 58° 06' 15" E four hundred ninety five (495.00) feet to a bound. Thence N 58° 06' 15" E three hundred fifty one

and four tenths (351.40) feet to a bound. Thence curving to the left by a radius of ninety nine and fifty three hundredths (99.53) feet and running on said curve one hundred three and seventeen hundredths (103.17) feet to a bound at the westerly line of Division Street. Thence N. 88° 42' 45" E twenty five (25.00) feet crossing said Street to a bound. Thence curving to the left by a radius of twenty three and ninety four hundredths (23.94) feet and running on said curve fifty and thirty nine hundredths (50.39) feet to a bound. Thence N 58° 06' 15" E ninety seven and thirty five hundredths (97.35) feet to a bound. Thence curving to the right by a radius of seven hundred nine and forty one hundredths (709.41) feet and running on said curve three hundred eight and three tenths (308.30) feet to a bound. Thence N 83° 00' 15" E one hundred fifty four and twenty seven hundredths (154.27) feet to a bound. Thence curving to the right by a radius of ten hundred twelve and forty six hundredths (1012.46) feet and running on said curve two hundred forty three and twenty seven hundredths (243.27) feet to a bound. Thence curving to the left by a radius of fifteen (15.00) feet and running on said curve thirty nine and eighty one hundredths (39.81) feet to a bound at Lincoln Street. Thence N 34° 43' 30" E thirty (30.00) feet crossing said street to a bound. Thence S 55° 16' 30" E one hundred thirty eight and sixty one hundredths (138.61) feet to a bound. Thence S 75° 04' 45" E forty six and sixty five hundredths (46.65) feet to a bound. Thence curving to the right by a radius of three hundred thirty eight and ninety four hundredths (338.94) feet and running on said curve one hundred fifty two and fifteen hundredths (152.15) feet to a bound at the northerly side line of the Midland Division of the New York, New Haven and Hartford Railroad Company. Thence beginning again at a bound at the southerly side line of said Railroad. Thence curving to the left by a radius of two hundred thirty five and four tenths (235.40) feet and running on said curve thirty and five tenths (30.50) feet to a bound. Thence S 73° 55' 15" E five hundred sixty one and six tenths (561.60) feet to a bound. Thence curving to the left by a radius of one hundred eighty three and eighty nine hundredths (183.89) feet and running on said curve two hundred seventy four and forty three hundredths (274.43) feet to a bound. Thence N 20° 34' 30" E two hundred thirty four and sixty eight hundredths (234.68) feet to a bound. Thence curving to the right by a radius of eight hundred ninety and two hundredths (890.02) feet and running on said curve two hundred forty four and fourteen hundredths (244.14) feet to a bound in the southerly side line of the Midland Division of the New York, New Haven and Hartford Railroad Company. Thence beginning again at a bound in the northerly side line of said railroad. Thence N 36° 17' 30" E. one hundred fifty three

and nineteen hundredths (153.19) feet to a bound. Thence curving to the right by a radius of six hundred seventy nine and two tenths (679.20) feet and running on said curve two hundred eighty six and thirty eight hundredths (286.38) feet to a bound. Thence curving to the left by a radius of six hundred seventy six and forty seven hundredths (676.47) feet and running on said curve two hundred eighty nine and sixteen hundredths (289.16) feet to a bound. Thence N 35° 57' 30" E three hundred forty two and sixty nine hundredths (342.69) feet to a bound. Thence curving to the right by a radius of two hundred seventy three and forty one hundredths (273.41) feet and running on said curve three hundred forty two and eighty eight hundredths (342.88) feet to a bound. Thence S 72° 11' 15" E six hundred sixty eight and eight hundredths (668.08) feet to a bound at the northerly side line of the aforesaid railroad. Thence beginning again at a bound in the southerly side line of said railroad. Thence curving to the left by a radius of three hundred thirty three and eighty five hundredths (333.85) feet and running on said curve ninety four and eighty three hundredths (94.83) feet to a bound. Thence N 74° 27' 45" E four hundred forty five and fifty five hundredths (445.55) feet to a bound. Thence curving to the left by a radius of four hundred five and sixty seven hundredths (405.67) feet and running on said curve one hundred eighty four and ninety one hundredths (184.91) feet to a bound. Thence N 48° 20' 45" E eighty three and six tenths (83.60) feet to a bound. Thence curving to the right by a radius of twelve hundred forty nine and fifteen hundredths (1249.15) feet and running on said curve one hundred eighty four and twenty three hundredths (184.23) feet to a bound. Thence N 56° 47' 45" E four hundred eleven and three hundredths (411.03) feet to a bound. Thence curving to the right by a radius of two hundred eighty (280.00) feet and running on said curve one hundred forty five and thirty nine hundredths (145.39) feet to a bound. Thence N 86° 32' 45" E three hundred ninety eight and sixty seven hundredths (398.67) feet to a bound. Thence curving to the left by a radius of one hundred sixty nine and ninety eight hundredths (169.98) feet and running on said curve one hundred nine and thirty one hundredths (109.31) feet to a bound. Thence N 49° 42' 00" E ninety five and seventy nine hundredths (95.79) feet to a bound. Thence curving to the right by a radius of three hundred eighty six and one tenth (386.10) feet and running on said curve one hundred fifty eight and fourteen hundredths (158.14) feet to a bound. Thence N 73° 10' 00" E two hundred twelve and thirty three hundredths (212.33) feet to a bound. Thence curving to the left by a radius of ten and eighty five hundredths (10.85) feet, and running on said curve sixteen and sixteen hundredths (16.16) feet to a bound at Station Street. Thence N 76° 58' 30" E thirty (30.00) feet crossing said street to a bound. Thence curving to the left

by a radius of seven and fifteen hundredths (7.15) feet and running on said curve twelve and three hundredths (12.03) feet to a bound. Thence N. 71° 22' 45" E sixty nine and twenty three hundredths (69.23) feet to a bound. Thence N 56° 59' 00" E one hundred forty nine and six hundredths (149.06) feet to a bound. Thence curving to the left by a radius of nine and thirty five hundredths (9.35) feet and running on said curve seventeen and fifty seven (17.57) hundredths feet to the corner of an old stone bound in the southwesterly line of Elm Street. The southeasterly line of West Street is bounded beginning at a bound in the Norfolk Town line lying S. 22° 52' E sixty and eighty four hundredths (60.84) feet from a stone bound set at the end of the County Location of Main Street in Norfolk Dated April 20, 1920 and shown on plan 16-812 record 23-248. And being also the stone bound at the westerly end of a County location of said Main Street dated May 20, 1924 and filed plan 22-900 record 25-342. From the aforesaid beginning the line of West Street runs N 57° 34' 10" E eight hundred sixteen and twenty nine hundredths (816.29) feet to a bound. Thence curving to the right by a radius of seven hundred ninety and two hundredths (790.02) feet and running on said curve two hundred forty eight and forty two hundredths (248.42) feet to a bound. Thence curving to the left by a radius of three hundred forty seven and six tenths (347.60) feet and running on said curve one hundred twenty seven and twenty two hundredths (127.22) feet to a bound. Thence N 54° 37' 00" E three hundred eighty nine and twenty three hundredths (389.23) feet to a bound. Thence curving to the left by a radius of ten hundred eighty two and twenty eight hundredths (1082.28) feet and running on said curve one hundred seventy nine and twenty four hundredths (179.24) feet to a bound. Thence N 45° 07' 40" E seven hundred sixty nine and eighty seven hundredths (769.87) feet to a bound. Thence curving to the right by a radius of four hundred thirty six and eighty five hundredths (436.85) feet and running on said curve two hundred seventy one and sixty two hundredths (271.62) feet to a bound. Thence N 80° 45' 10" E one hundred thirteen and sixty four hundredths (113.64) feet to a bound. Thence curving to the left by a radius of five hundred twenty one and six hundredths (521.06) feet and running on said curve three hundred sixty one and sixty one hundredths (361.61) feet to a bound. Thence N 40° 59' 25" E seven hundred fifty four and thirteen hundredths (754.13) feet to a bound. Thence N 45° 46' 50" E six hundred five and eighty three hundredths (605.83) feet to a bound. Thence N. 45° 46' 50" E six hundred (600.00) feet to a bound. Thence curving to the left by a radius of twenty four hundred seven and twenty nine hundredths (2407.29) feet and running on said curve four hundred five and eight tenths (405.80) feet to a bound. Thence

N. 36° 07' 20" E one hundred fourteen and three tenths (114.30) feet to a bound. Thence curving to the right by a radius of sixteen and sixty four hundredths (16.64) feet and running on said curve forty two and one tenth (42.10) feet to a bound, in the westerly line of Cedar Street. Thence crossing said street to a bound in the easterly line of Cedar Street. Thence N 33° 02' 30" E thirteen and twenty one hundredths (13.21) feet to a bound. Thence N 62° 48' 20" E fifty two and forty six hundredths (52.46) feet to a bound. Thence N 5° 14' 15" W one hundred twenty five and eighty six hundredths (125.86) feet to a bound in the southerly side line of the Midland Division of the New York, New Haven and Hartford Railroad. Thence beginning again at a bound in the northerly side line of said railroad. Thence curving to the right by a radius of one hundred sixty and fifty one hundredths (160.51) feet and running on said curve ninety five and ninety five hundredths (95.95) feet to a bound. Thence N 58° 06' 15" E five hundred (500.00) feet to a bound. Thence N 58° 06' 15" E four hundred ninety five (495.00) feet to a bound. Thence N 58° 06' 15" E five hundred seventy six and fifty three hundredths (576.53) feet to a bound. Thence curving to the right by a radius of six hundred forty nine and forty one hundredths (649.41) feet and running on said curve two hundred eighty two and twenty three hundredths (282.23) feet to a bound. Thence N 83° 00' 15" E one hundred fifty four and twenty seven hundredths (154.27) feet to a bound. Thence curving to the right by a radius of nine hundred fifty two and forty six hundredths (952.46) feet and running on said curve three hundred sixty four and thirty three hundredths (364.33) feet to a bound. Thence S 75° 04' 45" E forty six and sixty five hundredths (46.65) feet to a bound. Thence curving to the right by a radius of two hundred seventy eight and ninety four hundredths (278.94) feet and running on said curve eighty six and twenty four hundredths (86.24) feet to a bound in the northerly side line of the aforesaid railroad. Beginning again at a bound in the southerly side line of said railroad. Thence curving to the left by a radius of two hundred ninety five and four tenths (295.40) feet and running on said curve forty nine and seventy seven hundredths (49.77) feet to a bound. Thence S 73° 55' 15" E seven hundred seventy seven and four hundredths (777.04) feet to a bound at Norfolk Street. Thence N 20° 34' 30" E sixty (60.00) feet crossing Norfolk Street. Thence S 68° 46' 45" E fifty five and nine tenths (55.90) feet to a bound. Thence curving to the right by a radius of fifty six and fifty three hundredths (56.53) feet and running on said curve eighty eight and seventeen hundredths (88.17) feet to a bound. Thence N 20° 34' 30" E three hundred forty five and three hundredths (345.03) feet to a bound. Thence curving to the right by a radius of eight hundred forty and two hundredths (840.02) feet and running on said

curve two hundred eight and four tenths (208.40) feet to a bound. Thence N 50° 02' 15" E fifty and thirty three hundredths (50.33) feet to a bound. Thence N.39° 27' 15" E one hundred ten and four tenths (110.40) feet to a bound at the southerly side line of said railroad. Thence beginning again at a bound in the northerly side line of said railroad. Thence N 36° 17' 30" E seventy three (73.00) feet to a bound. Thence curving to the right by a radius of six hundred twenty nine and two tenths (629.20) feet and running on said curve two hundred sixty five and three tenths (265.30) feet to a bound. Thence curving to the left by a radius of seven hundred twenty six and forty seven hundredths (726.47) feet and running on said curve three hundred ten and fifty four hundredths (310.54) feet to a bound. Thence N 35° 57' 30" E three hundred forty two and sixty nine hundredths (342.69) feet to a bound. Thence curving to the right by a radius of two hundred twenty three and forty one hundredths (223.41) feet and running on said curve two hundred eighty and eighteen hundredths (280.18) feet to a bound. Thence S 72° 11' 15" E six hundred twenty four and forty three hundredths (624.43) feet to a bound in the northerly side line of the aforesaid railroad. Thence beginning again at a bound in the southerly side line of said railroad. Thence S 72° 11' 15" E eighty two and sixty five hundredths (82.65) feet to a bound. Thence N 74° 27' 45" E five hundred sixty and fifty three hundredths (560.53) feet to an old stone bound. Thence curving to the left by a radius of four hundred fifty five and sixty seven hundredths (455.67) feet and running on said curve two hundred seven and seven tenths (207.70) feet to an old stone bound. Thence N 48° 20' 45" E eighty three and six tenths (83.60) feet to a bound. Thence curving to the right by a radius of eleven hundred ninety nine and fifteen hundredths (1199.15) feet and running on said curve one hundred seventy six and eighty five hundredths (176.85) feet to a bound. Thence N 56° 47' 45" E three hundred fifty four and fifty one hundredths (354.51) feet to a bound. Thence curving to the right by a radius of four hundred forty two and seventy nine hundredths (442.79) feet and running on said curve two hundred twenty nine and ninety one hundredths (229.91) feet to a bound. Thence curving to the right by a radius of thirty six (36.00) feet and running on said Curve fifty six and fifty five hundredths (56.55) feet to a bound at Spring Street. Thence N 86° 32' 45" E thirty three (33.00) feet crossing said street to a bound. Thence curving to the right by a radius of thirty six (36.00) feet and running on said curve fifty six and fifty five hundredths (56.55) feet to a bound. Thence N 86° 32' 45" E thirty and fifty three hundredths (30.53) feet to a bound in the westerly side line of location of the Mansfield and Framingham branch of the New York, New Haven and Hartford Railroad. Thence beginning again at a bound in the easterly

side line of location of said railroad, the railroad having a location width of five rods. Thence N 86° 32' 45" E ninety two and forty five hundredths (92.45) feet to a bound. Thence curving to the right by a radius of twenty nine and forty five hundredths (29.45) feet and running on said curve sixty one and seventeen hundredths (61.17) feet to a bound at old Spring Street. Thence crossing said street to a bound. Thence curving to the right by a radius of four hundred ninety one and sixty three hundredths (491.63) feet and running on said curve two hundred seven and twenty six hundredths (207.26) feet to a bound. Thence N 49° 42' 00" E ninety five and seventy nine hundredths (95.79) feet to a bound. Thence curving to the right by a radius of three hundred thirty six and one tenth (336.10) feet and running on said curve one hundred thirty seven and sixty six hundredths (137.66) feet to a bound. Thence N 73° 10' 00" E two hundred fifty three and twenty one hundredths (253.21) feet to a bound. Thence N 71° 22' 45" E thirty seven and forty one hundredths (37.41) feet to a bound. Thence curving to the right by a radius of forty two and ninety two hundredths (42.92) feet and running on said curve fifty two and thirty seven hundredths (52.37) feet to a bound at Front Street. Thence crossing said street to a bound in the northeasterly line of said street. Thence curving to the right by a radius of twenty seven and fifteen hundredths (27.15) feet and running on said curve forty five and thirty six hundredths (45.36) feet to a bound. Thence N 56° 59' 00" E eighty seven and eighty six hundredths (87.86) feet to a bound. Thence curving to the right by a radius of twenty one and fifty five hundredths (21.55) feet and running on said curve thirty two and twenty four hundredths (32.24) feet to a bound in the extension of Elm Street. Thence crossing said Street to a bound in the north easterly line thereof. Thence curving to the right by a radius of seventeen and sixty nine hundredths (17.69) feet and running on said curve twenty nine and ninety five hundredths (29.95) feet to a bound. West Street is generally sixty (60.00) feet in width between the Norfolk Town Line and Norfolk Street, it is generally fifty (50.00) feet in width between Norfolk Street and Front Street and fifty five (55.00) feet in width between Front Street and Elm Street. Being more fully shown on a plan filed herewith entitled Plan of West St. Walpole, Mass. as Relocated by the County Commissioners of Norfolk County Scale 1 inch = 50 feet E. Worthington, Engineer. December 1924. and signed Evan F. Richardson, Chariman. Which plan is filed herewith and made a part of this return. And the said commissioners do hereby take for the purposes of a highway all the lands included within the lines of relocation hereinbefore described and as shown on the plan hereinbefore referred, to and made a part hereof in so far as such lands may lie outside the limits

of said way as heretofore defined. And permanent stone or concrete bounds not less than three feet long two feet of which at least shall be inserted in the earth, will be erected at the termini and angles of the way relocated as aforesaid, when practicable and when not so, a heap of stones, a living tree, a permanent rock or the corner of an edifice will be a substitute or said bounds may be permanent stone or concrete bounds not less than three feet long with holes drilled therein and filled with lead placed a few inches below the travelled part of the street or way. And it is determined by the commissioners that the inhabitants of the town of Walpole do within two years from the date of this return and order complete said way in a thorough and workmanlike manner and to the acceptance of the county commissioners. Said way shall be constructed to the full width indicated on said plan throughout the entire length of the portion relocated by this return and order. Suitable sidewalks, gutters, culverts, retaining walls, fences and railings shall be constructed wherever needed. And it is determined by the commissioners that all the expenses of making the relocation of way prescribed in this return and order including the expenses of constructing said way and all land and other damages and expenses incident thereto be paid by the Inhabitants of the town of Walpole, and that the county of Norfolk shall pay to the Inhabitants of the town of Walpole the sum of seven thousand and eighty-three dollars (\$7083) payment thereof to be made at such time as the commissioners may determine, having regard to the amount of the work done and the proportion of the expense to be paid by the county. And the commissioners have heard the proprietors of lands and property rights and interests, taken or affected by these proceedings, and have considered and estimated the damages sustained in the premises having had regard to all the damages done to the parties respectively whether by taking their property or injuring it in any manner and having allowed, by way of set off, the benefits, if any to the property of said parties in the premises and do estimate and determine and damages to be paid to said parties respectively in the sums hereafter named, the same to be paid to said parties respectively by the Inhabitants of the town of Walpole when the lands hereby taken and over which said relocation of way hereby is located have been entered upon and possession taken for the purpose of constructing the said way.

Lewis Manufacturing Co.	70.00
Old Colony R.R. coal sheds	30.00
same Spring St.	7.00
Patrick Ginley	50.00
James Gilmartin	40.00
Ralph W. Bassey	6.00

Allen Construction Co.	8.00
James A.Sullivan	50.00
Heirs P.O.Riordan	19.00
Anna J.Mahoney	23.00
Mary Fitzgibbon	60.
Mae Hutchins	25.
same	12.
Saverio Larusso	7.
Frank Douglass	45.
John Hanson	40.
E.D.Brookes & Co.	20.
John Hanson	5.
Menne Haan	10.
same	5.
Owners unknown	1.
Joseph Lewis	5.
W.L.Bowker	900.
Joseph Ottler	35.
Charles Bartlett	275.
John Bock	330.
John Fales	5.
	<u>\$2083.</u>

And having heard the proprietors of lands and property rights and interests, taken or affected by these proceedings, the commissioners direct that all said proprietors shall have the right to take off their timber wood and trees and to re~~l~~ove their buildings, structures, hedges, walls and fences from the lands so taken at any time within six months from the date of this re- turn and order.

Evan F. Richardson

Edward W. Hunt

Frederick A. Leavitt Commissioners.

Commonwealth of Massachusetts, Norfolk ss. At a meeting of the County Com- missioners held at Dedham on Tuesday, the sixteenth day of December 1924, by adjournment of their September Meeting next preceding; Ordered that the foregoing return be filed, accepted and recorded and that an attested copy thereof be transmitted to the clerk of the town of Walpole within the limits of which said highway described therein lies, that the same may be recorded by said clerk within ten days in the book of records kept in said town for that purpose.

Evan F. Richardson

Edward W. Hunt

Frederick A. Leavitt County Commissioners.

A true copy of Return and Order of Taking, Attest:

R. B. Worthington Clerk.

Rec'd. & entered for record Jan. 5, 1925 at 10h. A.M.

KNOW ALL MEN BY THESE PRESENTS

that we William G. Shaw, Guy W. Shaw, Joseph Starr Crocker, all of Quincy, County of Norfolk, in the Commonwealth of Massachusetts, Trustees, and The W. G. Shaw Furniture Co., Inc., of Quincy, Mass., County of Norfolk, Commonwealth of Massachusetts lessee under a written instrument of lease dated January 1, 1925 agree to the following instrument. 1. This Trust is formed for the purpose of acquiring operating and managing a certain parcel of land with buildings thereon located at 2-4-6 and 8 Washington Street, Quincy, Mass., and known as the Hancock Building and Hancock Chambers Building, under a written instrument of lease dated January 1, 1925, from the owners of said property for the Benefit of the W. G. Shaw Furniture Co., Inc., of Quincy, Mass., a Corporation duly organized under the Laws of the Commonwealth of Massachusetts. 2. This Trust unless sooner terminated shall continue for the duration of the lease before mentioned. 3. The Trustees shall be William G. Shaw, Guy W. Shaw and Joseph Starr Crocker. Any Trustee may by a written instrument, signed, acknowledged and recorded in the Norfolk County Registry of Deeds, resign his office any vacancy in the office of Trustee may be filled by a vote of the two remaining Trustees, by a like written and recorded instrument. No bond or surety or sureties shall ever be required of any trustee acting hereunder. 4. The title of the Trustees shall be "Trustees of the Hancock Building Trust", and all business transacted shall be under this title. 5. The Trustees shall receive reasonable compensation for their services as such Trustees. Any Trustee who acts as council or renders extraordinary or expert service shall receive an additional reasonable compensation therefor. 6. The Trustees shall have full power to execute and deliver all written instruments which they may deem necessary and proper in the exercise of their powers. 7. No Trustee hereunder shall be liable, in any event for the acts or omissions of his Co-Trustees nor for anything other than his own personal breach of trust. 8. The signature of any one Trustee shall be deemed sufficient authority to bind the Trustees on all contracts and obligations in the performance of this Trust. In Witness Whereof the said Trustees and the said Beneficiary hereunto set their hands and common seal, each adopting the seal hereto affixed on this 29th day of November 1924.

William G. Shaw

Guy W. Shaw

Joseph Starr Crocker

(seal)

Hancock Bldg.
Trust
Decln. of Trust