

ditions, the Mortgagee shall have the Statutory Power of Sale. And for said Con-

sideration I, Margaret M. Henry wife of said Mortgagor hereby release unto the Mortgagee all rights of dower and homestead and other interests in the mortgaged premises.

BK  
1887

WITNESS our hands and seals this tenth day of April 1930

Lawrence W. Fallon )	)	Michael J. Henry	(seal)
)	)		
to both signatures )	)	Margaret M. Henry	(seal)

Commonwealth of Massachusetts Suffolk SS April 10th, 1930 Then personally appeared the above-named Michael J. Henry and Margaret M. Henry and acknowledged the foregoing instrument to be their free act and deed, before me Abraham Ranen Notary Public (-----)

Rec'd & entered for record Apr. 11, 1930 at 11h. 14m. A.M.

#138

COMMONWEALTH OF MASSACHUSETTS

Norfolk, ss. At a meeting of the County Commissioners for the County of Norfolk, held at Dedham, within and for said County, on the first day of April 1930, by adjournment of their December meeting next preceding: The petition of Arthur F. Young and others, of Foxborough 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 Foxborough in said County, that common convenience and necessity require that the way known as Mechanic Street, a public way in said town, be relocated between Chestnut Street and Cocasset Street, for the purpose of making alterations in the course and width of said way, making repairs on said way, and establishing the boundary lines of said way. Wherefore your petitioners pray that said way may be relocated within the limits above specified. Dated August 19, 1929.

County of Norfolk  
Taking

- Arthur F. Young
- William S. Cruickshank
- Elizabeth M. Sim
- Frank H. Alden
- Charles H. Prew
- Clarence V. McGrane

Plan Book 111, Plans 244 to 246 incl. 1930

This petition was presented to the Commissioners and duly entered at a meeting of said Commissioners, held at Dedham, aforesaid, on the twentieth day of August, 1929, by adjournment of their June meeting next preceding; and the eighth day of October then next, and 11:00 o'clock in the forenoon, at the Court House in said Dedham, were appointed by the Commissioners as the time and place for commencing and proceeding 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 Foxborough, 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 Foxborough Reporter, 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 or against said petition, might then and there appear and be heard if they saw fit. And on the said eighth day of October, the Commissioners, Edward W. Hunt, Frederick A. Leavitt, and Russell T. Bates, met at the time and place specified in said order, when and where the petitioners appeared, and the town of Foxborough 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 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 from time to time to this meeting. And now the said Commissioners, by courses and distances, metes and bounds, do relocate said Mechanic Street as prayed for in said petition. And the lines of said relocation of said Mechanic Street are as follows: The northerly line begins at the stone bound at the northerly end of the curve at the northeast corner of Cocasset and Mechanic Streets as laid out by the Norfolk County Commissioners by return dated October 19, 1928; thence southerly and easterly by a 50 ft. radius curve 85.14 ft. to a stone bound; thence by a 1039.63 ft. radius curve to the right 154.53 ft. to a stone bound; thence N 44 41 40 E 271.60 ft. to a stone bound; thence by a 3560 ft. radius curve to the right 84.23 ft. to a stone bound in the westerly line of Location of the N.Y.N.H. & H.R.R. Then beginning at a stone bound in the easterly line of location of said railroad, said bound bearing N 46 50 55 E 99.24 ft. from the last described bound; thence easterly and southerly by a 1849.45 ft. radius curve 236.04 ft. to a stone bound; thence continuing by the same curve 236.04 ft. to a stone bound; thence by a 25.53 ft. radius curve to the left 41.27 ft. to a stone bound in the approximate westerly line of Neponset Street; thence N 65 30 50 E 50.26 ft. across said Neponset St. to a stone bound; thence southerly and easterly by a 25 ft. radius curve 38.12 ft. to a stone bound; thence N 62 16 20 E 359.92 ft. to a stone bound; thence by a 660 ft. radius curve to the left 288.75 ft. to a stone bound; thence N 37 12 20 E 441.41 ft. to a stone bound; thence by a 1000 ft. radius curve to the left 439.39 ft. to a stone bound; thence N 12 01 50 E 232.73 ft. to a stone bound; thence by a 660 ft. radius curve to the right 374.28 ft. to a stone bound; thence N 44 31 20 E 543.28 ft. to a stone bound; thence continuing by the same course 633.88 ft. to a stone bound; thence by a 30.13 ft. radius curve to the left 46.40 ft. to a stone bound in the approximate westerly line of Chestnut Street. The southerly line begins at the point of beginning of the northerly line as above described; thence S 46 15 20 E 57.08 ft. to an unmarked point; thence S 67 06 10 E 87.22 ft. to the stone bound at the southerly end of the curve at the southeast corner of Cocasset and Mechanic Streets as laid out by the Norfolk County Commissioners by return dated Oct. 19, 1926; thence northerly and easterly by a 20 ft. radius curve 30.57 ft. to the stone bound at the easterly end of said curve; thence continuing by a 749.70 ft. radius curve to the right 164 ft. to a bolt; thence N 44 41 40 E 271.60 ft. to a stone bound; thence by a 3500 ft. radius curve to the right 89 ft. to a stone bound in the westerly line of location of

the N.Y.N.H.& H.R.R. Then beginning at a stone bound in the easterly line of location of the said railroad, said bound bearing N 46 25 50 E 34.14 ft. from the last described bound; thence easterly and southerly by a 3500 ft. radius curve 57.28 ft. to a stone bound; thence continuing by a 1789.45 ft. radius curve to the right 228.38 ft. to a stone bound; thence continuing by the same curve 228.38 ft. to a stone bound; thence N 62 16 20 E 129.50 ft. to a stone bound; thence by a 25 ft. radius curve to the right 38.21 ft. to a stone bound in the approximate westerly line of Maple St.; thence N 65 17 40 E 40.18 ft. across said Maple Street to a stone bound; thence northerly and easterly by a 25 ft. radius curve 40.33 ft. to a stone bound; thence N 62 16 20 E 241 ft. to a stone bound; thence by a 720 ft. radius curve to the left 315 ft. to a stone bound; thence N 37 12 20 E 40.04 ft. to a stone bound; thence by a 20 ft. radius curve to the right 39.48 ft. to a stone bound in the westerly line of Pleasant St.; thence N 49 25 20 E 40.73 ft. across said Pleasant St. to a stone bound in the easterly line of said Pleasant St.; thence northerly and easterly by a 60 ft. radius curve 70.06 ft. to a stone bound; thence N 37 12 20 E 287.98 ft. to a stone bound; thence by a 1060 ft. radius curve to the left 232.87 ft. to a stone bound; thence continuing by the same curve 232.88 ft. to a stone bound; thence N 12 01 50 E 174.45 ft. to a stone bound; thence by an 800 ft. radius curve to the right 226.83 ft. to a stone bound; thence continuing by the same curve 226.84 ft. to a stone bound; thence N 44 31 20 E 485 ft. to a stone bound; thence by the same course 245 ft. to a stone bound; thence N 36 51 40 W 5.06 ft. to an unmarked point in the present southerly line of said Mechanic St.; thence N 44 31 20 E 417.31 ft. in the present southerly line of said Mechanic Street to the stone bound at the southwesterly corner of Chestnut and Mechanic Sts.; thence N 45 28 10 W 55 ft. to an unmarked point; thence N 43 42 20 W 29.21 ft. to the last bound in the northerly line as above described. Said lines are shown upon a plan entitled "Plan showing the Relocation and Widening of Mechanic Street, Foxborough, from Cocasset St. to Chestnut St. as made by the Norfolk County Commissioners by Return dated April 1, 1930. Hartley L. White, County Engineer. Scale 1 inch-40 feet" and marked "Edward W. Hunt, Chairman", 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 easements and rights incident to a public highway in the lands included within the lines of relocation hereinbefore described, with the exception of so much of said lands as lie within the limits of the location of the New York, New Haven and Hartford Company, Lessee, 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 or, 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 Foxborough 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 the removal of all buildings, structures, hedges, walls and fences from the lands taken, and all land and other damages and expenses incident thereto, be paid by the Inhabitants of the town of Foxborough. 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 the 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 Foxborough when the lands hereby taken and over which said way is hereby located, have been entered upon and possession taken for the purpose of constructing said way.

George E. Smith	\$36.00
Charles W. Chandler	81.00
Foxboro Hotel Co.	160.00
Collier's Sales & Service, Inc.	75.00
William A. & Kate H. Carpenter	64.00
Russell E. McKenzie et al, Trs.	25.00
Annie Marrassini	55.00
Emma G. Mott	60.00
C. Elizabeth Chestnut et al	33.00
George L. Harrison	64.00
Luella A. Roscoe	1.00
Alonzo F. Hilchey	44.00
Ernest A. & Emma D. White	10.00
Richard C. & Sarah H. Morse	42.00
Alva E. & Edith U. Poole	39.00
Adelaide V. Richards	31.00
May C. R. Bristol	38.00
Ada M. Hicks	53.00
George W. & Mina M. Preston	10.00
F. Celesta Downes	57.00
Elizabeth P. Newcomb	20.00



Martha W. Boyden	\$24.00
The Foxboro Laundry Co.	27.00
Celia W. Hagget	51.00
Mansfield Lumber Co.	29.00
Mabel C. Swift	22.00
Henry & Sarah Lacey	1.00
Mary A. Conley	2.00
Helen S. Woodard	90.00
Minot F. & H. Louise Inman	25.00
Foxboro Co.	16.00
Mabel C. Swift	1.00
R. & J. Farquhar Co.	28.00
Charles M. Leonard	11.00
R. & J. Farquhar Co.	52.00
Nathaniel McLaughlin	8.00
Frank W. Hagspiel	8.00
John H. & Isabelle MacLeod	25.00
Jae Arline Scott	14.00
Louisa W. Nichols	<u>29.00</u>
	\$1464.00

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 remove their buildings, structures, hedges, walls, and fences from the lands so taken at any time within six months from the date of beginning of work of construction of said way as herein required.

)	Edward W. Hunt	)	
)		)	
)	Frederick A. Leavitt	)	County
)		)	
)	Russell T. Bates	)	Commissioners

Commonwealth of Massachusetts Norfolk, ss. At a meeting of the County Commissioners, held at Dedham, on Tuesday, the first day of April, 1930, by adjournment of their December meeting next preceding: Ordered That the foregoing Return and Order be filed, accepted and recorded, and that an attested copy thereof be transmitted to the Clerk of the Town of Foxborough 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.

)	Edward W. Hunt	)	
)		)	
)	Frederick A. Leavitt	)	County
)		)	
)	Russell T. Bates	)	Commissioners

A true copy of County Commissioners Return and Order.

Attest: R.B. Worthington Clerk

Rec'd & entered for record Apr. 11, 1930 at 11h.32m.A.M.