

BRUCE HILL ROAD

AKA: RIDGE ROAD

LENGTH: 12,610 (2.39 MILES)

WIDTH: 22'

June 13, 1796

At the request of Phineas Whitney and others, we have viewed and laid out a road as follows: viz:

Beginning at Gloucester Road, between the Lots No. 12 and 13 (in present North Yarmouth), running thence between said lots until it gets within Six rods of the most Southerly corner of No.13 in the 120 Acre Division. Thence south 16 degrees West 28 rods. Thence south 42 Degrees West 27 rods. Thence south 46 1/2 degrees west 26 rods. Thence south 56 1/2 degrees west 16 rods. Thence south 60 degrees west 24 rods. Thence south 53 degrees west 32 rods. Thence south 66 degrees west 90 rods. Thence south 52 degrees west 11 rods. Thence south 42 degrees west 11 rods. Thence 59 degrees west 32 rods. Thence south 29 degrees west 35 rods, or until it strikes the line between Lots No. 90 and 91 (present Pleasant Valley Road). Thence on the line between Lots no. 90 and 91 in the 120 acre Division (should be the 100 acre division) 116 rods or until it strikes the most Southerly corner of Lot No. 91, thence on the line between Benjamin Rideout and Jeremiah Blanchard's to Tuttle Road, so called (present Blanchard Road). Thence on the line between Lots No. 55 and 56 until it strikes the southerly corner of No. 56. Thence on the line between Richmond Loring and Amos Harris, Junior through the middle of Lot No. 35, until it strikes Sanborn Road, so called (present Range Road). The road is to Four Rods in width, and the line is to be the center of the road from New Gloucester Road until it strikes the division line between Lots No. 90 and 91. Then to lie on the Northwesterly side of said lines until it strikes Tuttle's Road. Then on the Southeasterly side of said line between Lots No. 55 and No. 56. Then on the Northwesterly side of the Division line between Amos Harris Junior's and Richmonds Loring's until it strikes Sanborn Road, so called.

Mr. John Hamilton to be allowed fifteen dollars, Jacob Hayes fifteen dollars and Benjamin Rideout ten dollars.

Stephen L. Harris, Samuel Cutter, William Buxton- Selectmen
Recorded by Samuel P. Russell, Town Clerk

June 13, 1796

Town Meeting voted to accept the Selectmen's report relative to a road which they laid out from New Gloucester Road to Tuttle's Road and from thence to Sanborn's Road, so called.

May 12, 1798

To the Freeholders and other inhabitants of the Town of North Yarmouth -

Whereas a road was laid out at the request of Phineas Whitney and others, and accepted by said town the 13th of June 1796 -- "Beginning at the Gloucester Road between Lots No. 12 and 13" -- which not being so clearly described as to prevent any dispute about the beginning of said road; We, at the request of said Whitney and others have relaid so much of of said road as we thought disputable:

Beginning said road four rods from the southerly corner of Dominicus Mitchell's blacksmith shop, on a course south 64 degrees west according to the original running of the lots, thence on the same course until it comes within 6 rods of the range way. Then south 16 degrees west etc., being in the same place in which said road was laid before.

Eliphalet Greely, William Buxton - Selectmen
Recorded by Samuel P. Russell, Town Clerk

June 4, 1798

Town meeting voted that the return of a road relaid to Phineas Whitney's and others be accepted.

June 1, 1807

Warrant, 5th Article: Request of Mr. Ozni Harris to see if the town will discontinue the road by his land (lot 34, Old Times, p.210) and Mr. Jonathan Hulit's (Lot 35, Old Times, p. 210) to the Shaw Road, so called (Range Road in West Cumberland).

June 22, 1807

Town Meeting voted to discontinue the town road by Mr. Ozni Harris and Jonathan Hulit's land until it strikes the Shaw Road.

May 11, 1812

Town Meeting voted the report of the Selectmen laying out a road from Joab Black's to Sanborn Road be not accepted.

Undated:

To the inhabitant of the Town of North Yarmouth in town meeting assembled:

At the request of Zachariah Field and others, we have laid out for the use of said town of North Yarmouth, a town way as follows - Beginning at the most easterly corner of the hundred acre Lot No. 56, on the west side Royall's River and from said corner to run south 45 degrees west 160 rods on the dividing line between land now owned by Joab Black and Ozni Harris. Thence to run on the same course about 188 rods (or until it enters the first range way next to Falmouth line) (present Range Road) on the dividing line between land now owned by Jonathan Hulit and Nehemiah Shaw. Said way to be 4 rods wide, one half of which to be on each side of said course. Damages as follows:

Ozni Harris, \$50.00; Joab Black, \$50.00; Jonathan Hulit, \$75.00;
Nahemiah Shaw, \$56.00

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November 12, 1812

Town Meeting voted the report of the Selectmen laying out a road through land of Ozni Harris, Joab Black, Jonathan Hulit and Nehemiah Shaw be accepted. The damages (\$231.) to be paid out of assessment of 1813.

Undated

TO the inhabitants of North Yarmouth in town meeting assembled -

At the request of Robert Maxfield and other inhabitants of said town, we proceeded to perambulate and now run a town road formerly laid out in said town, leading from New Gloucester Road, near where John Hamilton now lives across to Tuttle's Road, so called.

In running the same we found so many gross mistakes in the return of the courses, that we thought it advisable to relay said road so as to include the land which the town has heretofore worked upon and traveled in, or near the same, only straightening some crooked places in it. We notified the persons owning the land through which said road passes; the most of them were present and expressed their satisfaction on our relaying said road and bounding the same as follows, viz: Beginning at a stake standing in the westerly sideline of the County Road now leading from Weare's Falls to New Gloucester and two Rods Northerly from the most Northerly corner of one acre of land that Jacob Hayes lately sold to David Parsons as by said Haye's deed to him bearing date May 20, 1805, may fully appear and from said stake to sun South 62 degrees west on the line between the 120 acre lots numbered 12 and 13 146 rods. Thence south 34 degrees west 24 rods. Thence south 45 degrees west 104 rods to the line between the range of lots. Thence south 61 degrees west 58 rods. Thence south 69 degrees west 52 1/2 rods. Thence south degrees west 58 rods to Maxfield's Range way. Thence on the last mentioned course 12 rods. Thence south 32 degrees west until it comes to the line between the hundred acre lots numbered 90 and 91 (present Pleasant Valley Road). Thence south 45 degrees west on said line until it comes to the west corner of said Lot No. 90. Thence south 12 degrees west until it comes to the line between the Hundred Acre lots numbered 75 an 76, thence 45 degrees west on the last mentioned line until it comes to Tuttle Road, so called, or the Second Rangeway from Falmouth line (present Blanchard Rd). Said road is laid four rods in width, two rods on each side of the foregoing courses and distances until it comes to the line between the aforesaid Hundred Acre Lots numbered 90 and 91, and from thence to lay four rods in width on the Northwest side of the foregoing courses until it enters into the aforesaid Tuttle Road. For plan see on the back of the report on file.

Alford Richardson, Jeremaih Buxton - Selectmen
Recorded by Edward Russell, Town Clerk

May 10, 1813

Town meeting voted that the report of the Selectmen relaying a road near John Hamilton's be accepted.

May 17, 1813

Town Meeting voted Nehemiah Shaw be allowed \$19.00 in addition to the damages allowed him for a road laid through his land in November, 1812.

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May 15, 1815

To the inhabitants of the town of North Yarmouth -
Gentlemen - We have laid out for the use of said town a town way as follows, viz.

Beginning at the first range way next to Falmouth line (present Range Road) 10 rods and 5 links southwesterly of the westerly corner of Nehemiah Shaw's land. Thence north 31 degrees east 37 rods and 20 links to the town way laid out and reported by the Selectmen and accepted by the Town November 12, 1812. Said way to be 4 rods wide, half of which to be on each side of said courses. Allowed no damages.

Alfred Richardson, Jeremiah Buxton - Selectmen
Recorded by Edward by Edward Russell, Town Clerk

May 15, 1815

Town Meeting voted the report of the Selectmen making an alteration in the town road near Jonathan Hulit's be accepted.

April 15, 1835

Warrant, 14th Article: Request of Nicholas Rideout 2nd to see if the town will discontinue the road leading from Maxfield's Road over Walnut Hill as far as middle of David Parson's land (100 acre - Lot 106) on said road and act thereon as maybe thought best.

May 11, 1835

Town meeting voted to discontinue the town road leading from Maxfield's road over Walnut Hill as far as the middle of David Parson's land adjoining said road.

March 18, 1851

To the Selectmen of the Town of Cumberland -

Gent., I want you should insert an article in the warrant for the annual town meeting to see if the town will let me fence up a portion of what was once a town road but has for a number of years been used as a drift road by putting bars or gates at each end of said road fenced. Said road lies along side of land formerly owned by Selah B_____, now owned by Simeon Clough and J.M. Rideout.

Solomon L. Blanchard

March 24, 1851

Warrant, 19th Article: To hear the request of Solomon L. Blanchard and act thereon.

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March 31, 1851

Town Meeting voted to shut up the road over Walnut Hill, so called, which has been used as a draft road for a number of years past, agreeable to request of Solomon L. Blanchard.

September 11, 1865

Warrant, 5th Article: To see if the town will discontinue the road leading from the range road over Johnson's Hill, so called.

September 18, 1865

Town Meeting voted that the town withdraw all labor upon the road named in Article 5th and leaving it a drift road, and that the Selectmen be directed to advertise the same, and that all persons traveling the same will be at their own risk.

February 23, 1926

Warrant, 36th Article: To see if the town will instruct Selectmen to designate as 3rd Class Highway that portion of Range Road from Route 100 to Ridge Road, thence by Ridge Road to Blanchard Road at Ferris Cemetery, and expend money received from the State for construction of 3rd Class Highways, beginning construction at Blanchard Road.

March 2, 1926

Town Meeting voted to pass Article 36.

June 8, 1928

On petition of the Cumberland Selectmen to redefine Bruce Hill Road from Blanchard Road to Range Road, County Commissioners ordered a redefinition at a width of sixty (60) feet recorded.

(County Commissioner's Docket No. 432;
see County Commissioner's Records, Vol. 19,
pg. 398; also Plan Book 5, page 4)

March 4, 1952

Town Meeting voted funds to repair Bruce Hill Road.

1952 Annual Report

Road Commissioner reported Bruce Hill Road ditched and graveled so passable.

December 1, 1959

On petition of the Cumberland Selectmen, County Commissioner's ordered that portion of Bruce Hill Road beyond Valley Road and leading by the summer home of Mrs. John Tame shall not be opened for travel during December 1 through April 30th for the next five(5) years.

(See County Commissioner's Docket No. 1307,
June Term, 1960)

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1969 Annual Report

Road Commissioner reported State Aid money used to build a section of Bruce Hill Road.

ADDED INFO:

BRUCE HILL ROAD (FORMALLY KNOWN AS ABBOTT ROAD)

Pursuant to the foregoing Petition of Henry Steinfield, Fred L. Robinson, and Maurice W. Small, Municipal Officers of the Town of Cumberland, and Order of the Court thereon, we, the County Commissioners for the County of Cumberland, met the parties, at the time and place, and for the purpose designated in said order; and it being then and there satisfactorily proved to us that all the notices named in the said order had been duly and seasonably published, served and posted, and that all the requirements thereof had been fully complied with; and that the highway described in said Petition was duly located, we thereupon proceeded with the parties, and viewed the highway described in said Petition; and immediately after such view, at a convenient place in the vicinity of said highway, we gave a hearing to the parties and their witnesses.

And after a full hearing of all the facts, testimony and arguments by them presented; and having maturely considered the same, we were of

the opinion, and adjudged, and do hereby adjudge and determine that the true boundaries of said highway are doubtful, uncertain or lost.

And, in pursuance of the foregoing Adjudication, We, the County Commissioners aforesaid, proceeded to locate and define the boundaries of said highway as follows:

PORTION OF THE BRUCE HILL ROAD IN CUMBERLAND:
FORMALLY KNOWN AS THE ABBOTT ROAD

This is a section of a town road that was laid out in 1807 when Cumberland was a part of ancient North Yarmouth. The road began in Falmouth on what is now the Hurricane Road and was laid out before the present Gray Road was established. It extended North easterly through Falmouth and through what is now Cumberland, the former Ridge Road, crossing Greely Road and passing over Bruce Hill Road. It intersected the present Route 115 in North Yarmouth near the cemetery in the village of North Yarmouth.

When the present Gray Road was established in 1830 the section of the above described road in Falmouth between the present Gray Road and the Hurricane Road was abandoned and in 1851 the section in Cumberland extending North easterly from Greely Road was discontinued, because of the difficulty of maintaining a road over Bruce Hill Road.

The whole road was laid out four rods in width, but in recent years some of the sections have been given a width of sixty feet and this section of road is now established at that width.

The description of this section of road as redefined by the Commissioners of Cumberland County following the hearing on same September 27, 1961 is as follows:--

BRUCE HILL ROAD PG 7

Beginning at Station 0 plus 00 on the south westerly side line of the Range Road and 30.00 feet north westerly from a stone monument on said South Westerly side line.

Thence South 50 degrees 12' West to Station 10 plus 24.22.

Thence south 32 degrees 40' west to Station 13 plus 95.13

Thence South 27 degrees 51 1/2' west to Station 17 plus 74.36

Thence South 36 degrees 36' west to Station 21 plus 50.05

Thence south 31 degrees 47' west to Station 27 plus 34.41

Thence south 20 degrees 39' west to Station 27 plus 34.41
at the Cumberland - Falmouth town line.

The above described line is the center line of a road 60.00 in width.

The north westerly side line of this road is a line parallel to and thirty feet from the above described center line. It is marked by stone monuments opposite Station 0 Plus 00.23, 4 plus 72.41, 10 plus 24.22, 13 plus 95.13, 17 plus 74.36, 21 plus 50.05, 23 plus 96.94 and the Cumberland- Falmouth town line monument opposite Station 27 plus 17.25

The south easterly side line of this road is a line parallel to and thirty feet from the above described center line. It is marked by stone monuments opposite Stations -0 plus 00.23, 4 plus 72.41, 10 plus 24.22, 13 plus 95.13, 17 plus 74.36, 21 plus 50.05, 23 plus 96.94 and 27 plus 51.57 on the Cumberland Falmouth town line as shown on the accompanying plan.