The Eighth

Volume of Records

of the

Town of Southampton

1893---1927

The mission of the Historic Division of the Town Clerk's Office is to preserve and protect the Town of Southampton's historic holdings for generations to come. The few copies that we have of our original editions of the Record Books of the Town of Southampton are now in need of preservation.

In addition to preserving our Town's record books, our goal is to provide improved access to those people that are interested in exploring the wonderful history of the Town of Southampton. Technological developments have allowed us to scan the originals in order to reprint each volume and also to post them on our website offering new search capabilities that have not been available in the past.

Respectfully yours,
Sundy A. Schermeyer, Town Clerk

CERTIFICATION

State of New York)
) ss.:
County of Suffolk)

Office of the Town Clerk
Southampton, New York

This is to certify that **I, Sundy A. Schermeyer,** Clerk of the Town of Southampton, in the said County of Suffolk, State of New York, have compared the original ***Eighth Book of Records of the Town of Southampton, Long Island, N.Y.*** dated 1893 held in the Town of Southampton's Historic Division and certify that this is a correct transcript of said original.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Town this ***12th day of June, 2010.***

Sundy A. Schermeyer

SUNDY A. SCHERMEYER
Clerk of the Town of Southampton

A

Record of Highways

of the

Town of Southampton, N. Y.

Liber A

From 1893 to 1927 Inclusive Transcribed Under Direction

Of The Town Board

CERTIFICATION

Compared with the original records of the Trustees of the town of Southampton. The printed copy is the same as the original, errata excepted.

H. D. SLEIGHT

Sag Harbor, N. Y., 1928.

This Volume of the Records is transcribed under direction of Edward P. White, Town Clerk, subsequent to a vote of the Town Board, ordering the printing of the Records. It is published at the expense of the Town and by its authority.

1928

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Bridgehampton, N. Y.
1930

PREFACE

The Liber A, Southampton Town, includes the Highway Records, etc., from *1893 to 1927 inclusive, transcribed under direction of the Town Board, and a committee appointed to reproduce such Records.

The whole is published at the expense of the town and by its authority, and is official. Great care has been exercised in comparing all the metes and bounds with the record in the Liber; also in comparing the printed proof sheets with the Liber. Some slight inaccuracies may and do appear in spelling, where the text has been changed to make the record more plain, but no compass course or figure has been changed. It is correct and covers such entries in whole or in abstract.

EDWARD P. WHITE, Town Clerk
Committee.

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*For highways 1809—1870 see Vol IV, printed Town Records. For highways 1870—1893 see Liber D. Town Records.

FOREWORD

The Liber A, Southampton Town Records, contains releases, dedications and condemnation of lands and records of highways for years 1893 and 1927 inclusive. Great care has been exercised in making the transcripts and abstracts and all copy for the printer has been compared with the original record; the printer's proofs have also been painstakingly compared word for word, letter for letter, and figure for figure, with the original text. If error has crept in, it has not been for want of supervision and comparison where surveyors' metes and bounds are reproduced.

The highways recorded are in all parts of Southampton Town. Among some of the larger surveys and record roads are Flanders highway, highways on Shinnecock Hills, North Sea and Towd roads, Quogue Beach, Long and Short Beaches leading to North Haven, Riverhead—Quogue road, Shinnecock Bay to Peconic Bay, St. Andrew's road, South Beach, Tuckahoe road, etc.

Some woodland roads, two rods wide, declared to be record highways from long usage, by the Superintendent of Highways, are: Brook road, Haines' path, Merchant's path, Old Farm road, Sprig Tree path, Toll Gate road, etc.

INTRODUCTORY

The Liber A, of Southampton Town, records the highways laid out, surveyed and entered as record roads during years 1893—1927 inclusive. It contains a listing of dedications of land for highway purposes, releases, condemnations, award of damages by commissioners. A great part of the Liber A, has been transcribed in whole; where abstracts are given, an effort has been made to include all information of value, leaving out only such paragraphs as would be repetitions and legalistic terms well understood in the form of record entry.

When Southampton was first settled, in June, 1640, of course, there were no highways. Such means of passing and repassing were trails used by the Indians. The town lands had been purchased by Proprietors. They at first set aside "commons." These were very wide highways, as we understand the means of passing today, and they were used for two purposes, to pass and to pasture; passing highways were also provided, and are quite different from highways and while providing means of ingress to wood lots, meadow lots and beaches and egress therefrom, were distinctive from the individual rights of way that often are incorporated in conveyances of our time.

The purchasers of the Town, i. e., the Proprietors, not only owned all the lands within the limits of the Town Purchase. They owned the highways. This is plainly indicated in Town Records. There are many instances where highways have been sold outright, closed, leased, etc., and provision was made for regulation of the cattle, sheep, horses, hogs and geese that went upon the highways. The avails from pasturing animals on the highways went to the Proprietor land owners and not, until later years, to the town. It should be borne in mind that Southampton at first had 40 Proprietors; the number was increased to 51—the highest number. The heirs and assigns of the 51 of course grew in number and, as the years went hy, and the town common lands were divided, there was an increase of those who held "right" in the common, or undivided lands, and a decrease in the area of the lands remaining to be divided. Where lands were allotted and where highways were laid out through allotted lands, such highways are in a separate class from the highways which had been, or were to be laid out by the Proprietors, as tenants in common, through the common lands owned by the Proprietors associated, and who were managed by the Trustees of the Proprietors chosen at town meeting. Town affairs were also managed by these Town Trustees who acted for the town, or freeholders and commonalty, so the duties of the Trustees were dual duties. It was quite well understood that a freeholder of lands he had purchased from the Proprietors, or from an allottee, owned no right in the undivided common land and had no right to pasture the highways, unless he had bought such a "right" when taking up his "freehold." A freeholder could use the highways for passing. But a freeholder, unless possessed of Proprietor "right," did not share in the avails of the pasturing of highways, neither did he have right to the products of the waters, within the town, oysters, clams, fish.

for such rights the Proprietors asserted. The Proprietors leased the highways, they leased the fisheries, they granted, sold and leased the mill streams, under certain reservations. There was nothing in the town, other than lands they had allotted among themselves, or sold as Proprietors, or as individuals (after taking up their allotment of lands), to freeholders, but what was owned by the Proprietors. The Town Records abound with instances to sustain this belief. This condition continued until 1818, when other regulations of lands and waters and beaches were made by the State Legislature.

The first regular division of land recorded is called the "Sagaponack division." It was made in 1653. It was "divided and disposed into 41 one hundred and 50£ lotments."

In 1655, January 25, the General Court ordered: "That no inhabitant within the bowndes of this towne shall sell his howse and land or any part thereof unto any person yt is a forrainer, at any time hence forth except the person bee such as the town do like of."

In 1657, at town meeting, "there were chosen five men to lay out the most convenient wayes to certain lands. The wayes laid out to be for perpetuity." This was done to settle a controversy.

In first volume of Town Records, (1640—1659), the "plains" are mentioned as "wayes of passing," and also highways of various widths, as well as "cart tracks."

In 1659, October 6, the Record informs, to cite but one instance, that "it was granted to Mr. Edward Jones to have 6 acres of ground at the end of Thomas Cooper's home lot, only a highway six poles betwixt to bee layd out by those the towne shall appoint."

Divisions of common land were made in 1676, 1677, 1679, 1680, 1687, 1712, 1738, 1745, 1763.

The first division of land in the western part of the town, (west of Canoe Place) was made in 1673. Followed divisions in 1683, 1686, 1712, 1738, 1763 and the last division (in the Quogue Purchase) was laid out in 1782.

In these land divisions, provisions were made for highways, and in many instances they are very wide highways, and common cart ways.

Commissioners were appointed for laying out highways and where highways are designated they are specified as "poles wide" often from 4 to 16 poles in width.

These highways were "staked out," in later years surveyed and marked by red sand stones, and in more modern years monumented with concrete posts.

There is no doubt whatever that the Trustees had the right to sell highways. One or two instances will suffice to demonstrate this:

1750, November—"The Trustees of Southampton did agree with Daniel More (Moore), that he should take up som Land in the Meeting House lane." (This land was on the west side of Sagg Pond, where the first church at Bridgehampton stood."—Ed.)

(Not Dated).—Whereas a great part of Hog Neck has fallen into the hands of Mr. Jonathan Havens, and by reason of many highways being laid out between lots, whereby great difficulty accrues. Constant Havens desires the town to sell him the said highways, he hereby obliging himself to keep and maintain good and sufficient highways for traveling through the said Neck. The Proprietors have taken the matter under consideration, and they have impowered Abram Halsey, Stephen Herrick and

Josiah Pierson to go down and view the same and agree with him, and sell him the same as they judge fitting."

(Hog Neck, or North Haven, as now called, was purchased from Shelter Island Indians in 1665; it was allotted in 1680. Jonathan Havens was born Feb. 2, 1681, died Aug. 5, 1748. His son, Constant Havens, was born in 1713, died Jan. 3, 1761.)

1666.—"If evr ye towne give up the highway then John Cooper is to have that acre to his lot." (This provision is made because "John Cooper gave way yt Mr. Phillips should have an aere northward of ye widow Briggs home lot.")—Ed.

1765, March 5.—"The trustees of the town sell to John Mitchell 16 acres and 158 poles of land on Hog neck being the whole of a highway across said neck, 370 rods long, and 6 poles wide, and a part of another highway 83 poles long and 8 poles wide, and John Mitchell agrees for himself and heirs and assigns to keep good gates or bars across said roads and allow all people to pass the(y) shall require."

To get a proper understanding of just what is meant by a "passing highway," seems at this late day, a difficult task. The settlers of the Hampton towns knew very well what it meant and what rights they had on passing highways. Cattle raising was at one time one of the principal industries of the Hamptons. Great numbers of cattle roamed all over the town unattended. It was necessary to keep them out of cultivated fields, wood lots and "closes," (fenced enclosures.) Passing highways led across large tracts of land. In East Hampton town records the term "passing highway" is elucidated:

Until a comparative recent time the Proprietors in Common there had the right to use town highways for two

different purposes, passing and pasturing. The record shows that some of these passing highways were "twenty Rodes Broad from end to end, and so to remain forever." Such lands could be fenced by the landowner but convenient gates or bars must be maintained by the land owners; and those who used the passing highway must close the gate or put up the bars after passing through. Fencing of these passing highways was permitted on condition that the land owner, or his heirs or assigns, whose lands such highways "passed through," should not "any ways hinder or stopping any person in their passing and repassing on the said highway they may have occasion to go over, ride or cart on the said highway." These passing highways were "laid out," in some instances surveyed, and in all cases recorded, but as the term is now used "insufficiently described and defined." The localities are given, from place to place, the width of the passing highways, and it is declared that "they shall remain forever," or "until closed or altered" by the commissioners. A passing highway did not mean, necessarily, a right of way for an individual to enter to his or her property; it meant much more; all proprietors, when voted authority and permission, could pasture on such highways, and the public was privileged to pass and repass "upon their lawful occasions." By some it is held, inasmuch as the town never "worked" or "highwayed" these passing roads, persons entered upon them at their own peril. If attacked by a vicious animal, (a bull) that the town would not be liable to damage. In a dispute over passing highways in East Hampton town, in 1807, the differences were settled by arbitration, and the arbitrators closed certain passing highways at Russell's Neck, and opened new and more convenient passing highways. Such wood as was cut upon these new passing highways went to the land owner, but he was allowed no compensation for the new roads, other than the land of passing highways

that had been "thrown out." The arbitrators state "that the owner had a right to pasture the same (new passing highways) 'in like manner as has been heretofore practiced with respect to passing highways in other parts of the town." The land owner was not only obliged to keep gates and bars, but he was restrained from fencing across the passing highways or any part of them, nor could he "obstruct the said roads by plowing or otherwise." The foregoing is noted at considerable length because many persons do not understand what is meant by a "passing highway," or that they may go upon a passing highway without committing any act of trespass. Often times the passing highways were little better than trails and rough roadways through woods, grazing lands, meadows and beaches."

Did the Proprietor Trustees when the common and undivided lands of the town of Southampton were all sold in 1882, dispose of the fee of the originally laid out highways? That is to say the highways of unusual width laid out through common lands, in contradistinction to highways laid out through lands by grantees to whom allotments had been made? Some opine in the case of making highways narrower or closing such originally common highways that the lands would revert to purchasers of town common lands of 1882. That is a matter to be settled by the courts and not by the historian. Early in the last century the Proprietors asserted their claim not only to the reversionary interest in the highways, but the right to sell certain portions of very wide highways. The Proprietors granted a right to place a windmill in the highway at Sagg road, near the Elisha O. Hedges house. The Supreme Court ordered that the mill be removed.

In the Liber A, will be found record of two (2) rod highways such as the "Paths" of olden times. The paths

were much more than passing highways or trails. Under this heading comes the "Merchant's Path" from Sagaponack to Northwest, the "Haines' Path," the "Sprig Tree Path," and others. They are very ancient and have been traveled for generations. Quite recently by order of the Commissioner of Highways, these paths, and some other two (2) rod roads have been surveyed and monumented by the town and recorded as such in the Town Clerk's office.

The Liber A, is one of the most valuable records of the town. In most instances where highways are described a map or survey of the land included in the highway has been filed, and is among the many papers at the Town Hall.

A very good work has been done in surveying and monumenting, and taking title to the highways on Shinnecock Hills and vicinity. This work goes forward in 1927.

H. D. SLEIGHT

June, 1927.

RECORDS OF HIGHWAYS
LIBER A
TOWN OF SOUTHAMPTON

Page 1. Whereas Warren Corwin did present to us Commissioners of Highways of the Town of Southampton, in the County of Suffolk, a written application, dated the 17th day of April, 1893, to lay out a highway in said town; and whereas Commissioners were appointed by the County Court of said County, pursuant to Section 84 of the highway law, and after having duly met, certified that such highway was necessary and proper and should be laid out and opened, and assessed the damages therefor; which said application, orders and certificate were duly filed in the office of the town clerk of said town, to which reference is here made.

Now, therefore. we, the undersigned Commissioners of Highways of said town pursuant to Section 89 of the highway law, do hereby layout such highway as so applied for and ordered, whereof a survey has been made as follows:

Beginning at a point 84 10/12 feet from the northwest corner of Emma Carter's house in Tiana running North

15° 18′ W. 528 feet to Station 2; thence North 3° East 48 feet to Station 3; thence North 35° 30′ East 72 feet to Station 4; thence North 54° 12′ East 291 6/12 feet to Station 5; thence North 20° 38′ East 62 8/12 feet to Station 6; thence South 16° 23′ East 38 10/12 feet to Station 7; thence North 4° 14′ East 65 8/12 feet to Station 8; thence North 2° 25′ West 55 1/12 feet to Station 9; thence North 50° 36′ West 269 5/12 feet to Station 10 situation on main highway leading from East Quogue to Good Ground; and the line of such survey from Station one to Station 4 shall be the East side of said highway. From Station four to Station 10 or main highway, the West line of such survey shall be the West side of said highway which is to be 3 rods in width.

Dated this 8th day of December, 1893.

EGBERT H. HILDRETH,
JETUR R. ROGERS,
DAVID ROGERS,
} Commissioners of Highways.

A true copy made this 23rd day of Dec. 1893.

W. J. POST, Town Clerk.

Page 2. Release of Damage.

Town of Southampton
County of Suffolk
} s. s:

Whereas, that portion of the highway called the North Sea Road in said Town which lies between the South line of the land of Frederick Dunwell and the South line of the land of Elizabeth Fowler is surveyed, laid out and recorded six rods wide, and,

Whereas, the Commissioners of Highways of said Town are of the opinion that the public interest will be subserved and said highway will be more convenient if the

same is altered by making said highway narrow gradually from six rods at the South line of the land of Elizabeth Fowler to four rods at the said South line of the land of Frederick Dunwell or some point a little further North, now, therefore, we, the subscribers, owners and occupants of lands affected by said proposed alteration do hereby consent to the same and do hereby release all claims for damage against the Town of Southampton by reason of such alteration.

Witness our hands and seals this 16th day of August, 1893.

DANIEL S. HAVENS, (L. S.)
CHARLES S. HALSEY, (L. S.)
GEORGE H. HALLOCK, (L. S.)
WALTER F. HAVENS, (L. S.)
In presence of FRED L. DUNWELL, (L. S.)
Jetur R. Rogers. ANNIE E. SAYLOR, (L. S.)

MAPLE STREET, LAYTON AVENUE AND PROSPECT AVENUE

Page 3. At a meeting of the Commissioners of Highways of the town of Southampton in the County of Suffolk at Sag Harbor in said town on the 16th day of July, 1894, all the Commissioners having met and deliberated on the subject matter of this order upon the application of Edward J. Halsey for the laying out of the highway hereafter described and on the certificate of three Commissioners duly appointed by the County Court of said County.

It is ordered determined and certified that a public highway to be called Prospect Avenue shall be and the same is hereby laid out pursuant to said application whereof a survey has been made and is as follows to wit: Be-

ginning at the center of a monument set at a point on the East side of Maple Street this day laid out at a point N. 18° 56′ W. 269.8 feet from the center of a monument set on the North line of Layton Avenue this day laid out and marking the house lot (the south west corner) of Daniel T. Wells running thence North 71° 06′ East 381.2 feet to another monument set at the intersection of said highway with the West line of Elm Street.

And it is further ordered that the line of survey of said highway be the South line and that the same be of the width of three rods.

Dated this 16th day of July, 1894.

DAVID ROGERS,
JETUR R. ROGERS,
E. P. ROGERS,
} Commissioners of Highways.

Page 4. (Abstract). At a meeting of Commissioners of Highways of the Town of Southampton in the County of Suffolk at Sag Harbor in said town on the 16th day of July, 1894, upon the application of Edward J. Halsey a resident of said town, for the laying out of the highway hereafter to be described and on the certificate of three Commissioners duly appointed by the County Court of said County, certifying that such highway is necessary and proper.

It is ordered determined and certified that a public highway to be called Layton Avenue shall be and the same is hereby laid out, pursuant to said application, whereof a survey has been made and is as follows, to wit:

Beginning at the center of a monument set at a point on or near the East line of Main Street in the village of Southampton and marking the Southwest corner of the house lot of Mary Alice Bellows running thence N. 71° 07′

E. 758 feet to the center of another monument set at the Southwest corner of the house lot of Daniel T. Wells, and marking the East line of Maple Street, this day laid out; thence same course 315 feet to the center of another monument set on the west line of Elm Street and marking the Southeast corner of the house lot of Daniel S. Havens.

And it is further ordered that the line of survey of said highway be the North line and that the same be of the width of three rods.

Dated July 16th, 1894.

DAVID ROGERS,
JETUR R. ROGERS,
EDWIN P. ROGERS,
} Commissioners of Highways.

Page 5. (Abstract). At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk at Sag Harbor in said town on the 16th day of July, 1894, upon the application of Edward J. Halsey for the laying out of the highway hereinafter described and on the certificate of three Commissioners duly appointed by the County Court of said County, certifying that such road is necessary and proper.

It is ordered determined and certified that a public highway to be called Maple Street shall be, and the same is hereby laid out pursuant to said application whereof a survey has been made and is as follows, to wit:

Beginning at a monument set on the North line of Layton Avenue this day laid out at a point 315 feet Southwesterly from the the monument marking the intersection of the North line of the said Layton Ave. and the West line of Elm Street and running N. 18° 56′ W. 269.8 feet to a monument set at the point of intersection of said highway and the South line of Prospect Street this day laid out.

running thence same course 340.6 feet to a monument set at and marking the intersection of the said highway with the land of the Long Island Railroad Company.

And it is further ordered that the line of survey of said highway be the East line and that the width of said highway be three rods.

Dated this 16th day of July, 1894.

DAVID ROGERS,
JETUR R. ROGERS,
E. P. ROGERS,
} Commissioners of Highways.

A true copy of original filed July 18th, 1894.

W. J. POST, Town Clerk.

ROAD AT TIANA.

Page. 6. Whereas Warren Corwin did present to us as Commissioners of Highways of the Town of Southampton, in the County of Suffolk, a written application dated the 17th day of April, 1893, to lay out a highway in said town; and whereas Commissioners appointed by the County Court of said County, certified that such proposed highway was necessary and proper and should be laid out and opened, and assessed the damages therefor; which said application, order and certificate were duly filed in the office of the town clerk of said town, to which reference is here made.

Now therefore we the undersigned Commissioners of Highways of said town pursuant to Section 89 of the highway law, do hereby lay out such highway as so applied for and ordered, whereof a survey has been made as follows:

Beginning at a point 84 10/12 feet from the Northwest corner of Emma Carter's house in Tiana running

North 15° 18′ W. 528 feet to Station 2; thence (N. 3° 00′ E.) 48 feet to Station 3; thence (N. 35° 30′ E.) 72 feet to Station 4; thence (N. 54° 12′ E. 291 6/12 feet to Station 5; thence (N. 31° 03′ E.) 68 1/2 feet to Station 6; thence (N. 20° 38′ E.) 62 8/12 feet to Station 7; thence N. 16° 23′ E. 38 10/12 to Station 8; thence (N. 4° 14′ E.) 65 8/12 feet to Station 9; thence (N. 2° 25′ W.) 55 11/12 feet to Station 10; thence (N. 50° 36′ W.) 2609 5/12 feet to Station 11, situated on the South side of Main highway leading from East Quogue to Good Ground and the line of such survey from Station 1 to Station 4 shall be the East side of said highway. From Station 4 to Station 11 on Main highway, the West line of such survey shall be the West side of said highway which is to be three rods in width.

Dated this 2nd day of February, 1895.

DAVID ROGERS,
JETUR R. ROGERS,
EDWIN P. ROGERS,
} Commissioners of Highways.

A true copy of original filed Feb. 2nd, 1895.

W. J. POST, Town Clerk.

Page 7. (Abstract). Whereas, Wauhope Lynn, Geo. E. Foster, and Joseph Penny did present to us as Commissioners of Highways of the Town of Southampton, the County of Suffolk, a written application, dated the third day of April, 1894, to lay out a highway, in said town, and whereas Commissioners were appointed by the County Court of said County, and certified that such proposed highway was necessary and proper and should be laid out and opened and assessed the damages therefor.

Now, therefore we, the undersigned Commissioners of Highways, of said town, do hereby lay out such highway

as so applied for, and ordered, whereof a survey has been made as follows:

Commencing at a point formed by the intersection of the Highway in Pon Quogue, as it now runs with the lands of Geo. E. Foster and Gilbert A. Penny running North 28° 7′ E. 2034 feet to Station 2; thence N. 43° 05′ E. 2526 3/12 feet to Station 3; thence N. 17° 07′ E. 963 2/12 feet to Station 4; thence N. 83° 45′ W. 6032 feet to the East Side of the highway leading from Good Ground to Pon Quogue. And the line of such survey, from Station 1 to Station 4, shall be the East side of said highway. From Station 4 to Station 5 on the highway leading from Good Ground to Pon Quogue, shall be the North side of said highway which is to be 3 rods in width.

Dated this 8th day of March, 1895.

DAVID ROGERS,
JETUR R. ROGERS,
EDWIN P. ROGERS,
} Commissioners of Highways.

A true copy of original filed and recorded the 9th day of March, 1895.

W. J. POST, Town Clerk.

HIGHWAY ON NORTH HAVEN.

Page 8. (Abstract). Whereas, Julius C. Smith did present to us, as Commissioners of Highways of the Town of Southampton in the County of Suffolk, a written application, dated the 16th day of November, 1894, to lay out a highway in said town, and whereas, Commissioners appointed by the County Court of said County, certified that such highway was necessary and proper and should be laid out and opened,

Now, therefore, we, the undersigned commissioners of highways of such town pursuant to Section 89 of the highway law, do hereby lay out such highway so applied for and ordered, whereof a survey has been made as follows:

Beginning on the north east side of the old road running from the Wading Place to the South Ferry opposite where the road from the Bridge at Sag Harbor intersects the above Wading Place road on its south east side and running North 59° 30′ West 1457 feet to the Southeast side of the road from Head of the Beach to South Ferry and the line of such survey shall be the south east side of the highway which is to be four rods in width.

Dated this 8th day of October, 1895.

JETUR R. ROGERS,
EDWIN P. ROGERS,
DAVID ROGERS,
} Commissioners of Highways.

A true copy of the original filed Oct. 8, 1895.

W. J. POST, Town Clerk.

HIGHWAY AT EAST QUOGUE; MAIN HIGHWAY TO BAY.

Page 9. At a meeting of Commissioners of Highways of the town of Southampton in the County of Suffolk on the 16th day of February, 1897, for the purpose of laying out a highway in said town, hereinafter described, and on the application of John H. Phillips and a release from the owner of the land through which the highway is proposed to be opened, having been given, it is ordered and determined that a highway shall be and the same is hereby laid out in said town as follows: Beginning at a point on the Main highway leading through East Quogue the

course of which is N. 39° 30′ E. from which point the corner of Geo. W. Howell's house bears N. 74° E and is distant 83 feet. The corner of the house of John H. Phillips bears S. 17° 18′ W. and is distant 88 6/12 feet from said point of beginning said highway running thence S. 59° 25′ E. 2198 ft. to the bay. And the line of survey shall be the East side of the highway, which shall be three rods in width.

WM. H. PIERSON, DAVID ROGERS, } Commissioners of Highways.

A true copy of the original filed Feb. 16, 1897.

W. J. POST, T. C.

CANOE PLACE.

Page 11. Whereas, the Commissioners of Highways of the Town of Southampton, did on the 16″ day of May, 1892 make an order laying out the Shore Road at Canoe Place which order is entered in the records of said town in Liber D at page 132, and Albert Mickler and Margaret Smith being desirous that said road shall be altered so as to straighten the same where it crosses their land, and we the undersigned having inquired into the matter and found such proposed alteration to be for the public good.

Now, therefore, at a meeting of the Commissioners of Highways of the Town of Southampton held at . . . . on the day of . . . . . 1898, it is determined and ordered that the said highway be altered as follows:

Beginning at the point where the North line of the land of Albert Mickler intersects the East line of the highway (which point is South 2° 30′ East 38 feet from the sixth station of the survey contained in said record) and

running thence South 13° 45′ East 236 9/10 feet to the point where the South line of the land of Margaret Smith intersects the East line of the highway as described in said record and thence along said line South 21° 15′ East 147 6/10 ft. to the ninth station and onward according to said record.

And it is further ordered that the new line of survey above described be the Easterly line of said highway; that said highway be three rods wide and that so much of the highway as formerly located across the lands of the said Albert Mickler and Margaret Smith as is not included within the said width as located by this order be, and the same are hereby discontinued, the portion discontinued being given to them in exchange and satisfaction for the lands taken.

Dated March 12, 1898.

DAVID ROGERS,
E. ERASTUS HALSEY,
WM. H. PIERSON,
} Commissioners of Highways.

A true copy of original made this 12″ day of Mar. 1898 by

W. J. POST, Town Clerk.

Page 12. (Abstract). At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk on the 28″ day of March, 1898, on the written application of Allen P. Squires, and the written consent of the Town Board of said town, and a release from the owners of the land through which the proposed highway is to be opened; it is ordered and determined that a highway shall be, and the same is hereby laid out in said town as follows:

Beginning at a point on the Main highway in the Western part of Good Ground on the line dividing the land of Mrs. F. W. Jackson and A. P. Squires; thence N. 6° 14′ W. 3603 1/2 ft. to the North Country Road. And the line of survey shall be the center of the highway which shall be three rods in width.

Dated this 28″ day of March, 1898.

DAVID ROGERS,
WM. H. PIERSON,
E. ERASTUS HALSEY,
} Commissioners of Highways.

A true copy of original filed Mar. 29″ 1898.

W. J. POST, Town Clerk.

LYNN AVENUE TO BAY.

Page 13. (Abstract). Whereas, George D. Squires did present to us, as Commissioners of Highways of the Town of Southampton in Southampton in the County of Suffolk, a written application dated the 15″ day of November, 1896, to lay out a highway in said town and, whereas Commissioners appointed by the County Court of said County, certified that such proposed highway was necessary and proper and should be laid out and opened, and the said Court having confirmed the decision of said Commissioners which said application, orders and certificate were duly filed in the office of the Town Clerk of said town.

Now, therefore, we, the undersigned Commissioners of Highways of said town pursuant to Section 89 of the highway law, do hereby lay out such highway as so applied for and ordered, whereof a survey has been made as follows:

Beginning at a monument at the Northeast corner of Lynn Ave.; thence N. 17° 20′ E. 616 ft.; thence N. 10° 18′

W. 377 10/12 ft.; thence — 47° 49′ W. 334 3/12 ft.; thence — 84° 27′ W. 994 4/12; thence N. 42° 00′ W. 536 6/12 ft.; thence N. 08° 50′ W. 907 ft.; thence S. 89° 09, E. 425 ft., to bay and the line of such survey shall be from Station 1 to 4 the East line of such survey, 4 to 6 center line of such survey, 6 to 8 East & South line of such survey which is to be three rods in width.

DAVID ROGERS,
WM. H. PIERSON,
E. ERASTUS HALSEY,
} Commissioners of Highways.

A true copy of original filed Mar. 29″, 1898.

W. J. POST, Town Clerk.

Page 14. (Abstract). At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk on the 5″ day of April, 1898, on application of Herrick J. Raynor and Thomas N. Rogers, it is ordered and determined that the said highway shall be and the same is hereby resurveyed and established in said town as follows:

Commencing at Beaver Dam and running Southwesterly to Elias P. and Lewis Tuttle's mill dam and running Westerly to Joseph Beckman's West line according to a survey thereof which the said Commissioners have caused to be made and is as follows:

Beginning at a monument 66 ft. West from the West end of D. B. Cook's Mill Dam at Beaver Dam where the two roads described above join; thence S. 47° 15′ 267 5/10 to Station 2; thence S. 40° 6′ W. 317 4/10 ft. to Station 3; thence S. 66° 06′ W. 730 8/10 to Station 4; thence S. 56° 41′ W. 1075 ft. to Station 5; thence S. 61° 35′ W. 1051 5/10 ft. to Station 6; thence 66° 32′ W. 669 ft. to Station 7; thence N. 76° 01′ W. 226 3/10 ft. to Station 8; thence

N. 71° 44′ W. 67 6/10 ft. to Station 9; thence N. 67° 23′ W. 1362 4/10 ft. to Station 10; thence N. 64° 33′ W. 1139 6/10 ft. to Station 11; thence N. 65° 37′ W. 741 9/10 ft. to Station 12; thence N. 74° 46′ W. 209 ft. to Station 13; thence N. 80° 15′ W. 701 6/10 ft. to Station 14; thence N. 82° 29′ W. 185 ft. to Station 15; thence N. 86° 31′ W. to Station 16; thence S. 89° 45′ W. to Station 17 at Elias P. and Lewis Tuttle's pond.

The width from Station 1 to Station 16 is 66 ft. widening from the 16″ Station to 87 7/10 ft. at the pond 17″ Station. The survey and map filed with this order also show highway 66 ft. wide between Station 1 and 2 running East across Mill Creek South of Beaver Dam.

Also survey of highway leading from Beaver Dam West to Joseph Beckman's West line: Beginning at Station 1, 66 ft. Wset of D. B. Cook's mill dam at Beaver Dam where the two roads described join; thence N. 25° 30′ W. 70 1/10 to Station 2; thence N. 46° 28′ W. 106 6/10 ft. to Station 3; thence N. 58° 59′ W. 1636 6/10 ft. to Station 4; thence N. 57° 26′ W. 1663 3/10 ft. to Station 5; thence S 85° 26′ W. 317 7/10 ft. to Station 6; thence N. 86° 25′ W. across Rail Road 343 7/10 to Station 7; thence S. 75° 34′ W. 789 6/10 ft. to Station 8 at Joseph Beckman's West line.

The width of the highway is 66ft. wide. The map will also show and it is ordered that the 66 ft. from Station 1 to the West end of D. B. Cook's mill dam is a part of the above highways.

Dated this 5″ day of April, 1898.

DAVID ROGERS,
E. ERASTUS HALSEY,
WM. H. PIERSON,
} Commissioners of Highways.

Page 15. Whereas, Timothy J. Downs did present to us as Commissioners of Highways of the Town of Southampton, in the County of Suffolk, a written application dated the 25" day of April, 1897, to lay out a highway in said town; and, whereas Commissioners appointed by the County Court of said County, certified that such proposed highway was necessary and proper and should be laid out and opened, Now, therefore, we the undersigned Commissioners of Highways of said town, do hereby lay out such highway as so applied for and ordered, whereof a survey has been made as follows:

Beginning at a point on the shore of Shinnecock Bay on the line dividing the land of William W. Warner and the land known as the Carpenter Estate; thence N. 28° 51′ W. 877 ft. to Main Street leading through Canoe Place, said highway to be wholly on the Carpenter estate; thence N. 56° 26′ E. 220 ft. along Main Street; thence N. 27° 25′ W. 416 10/12 ft.; thence N. 6° 23′ E. 90 ft. across Railroad; thence N. 20° 38′ E. 822 ft.; thence N. 4° 53′ W. 1605 6/12 ft.; thence 7° 26′ W. 800 ft.; thence N. 5° W. 327 5/12 ft.; thence N. 59° 40′ E. 893 10/12 ft. to landing 6 rods square being equally along the bay and canal as shown by map of survey filed with this order and the line of such survey shall be the red line as shown on said map, said highway shall be three rods in width.

Dated this 5" day of April, 1898.

DAVID ROGERS,
E. ERASTUS HALSEY,
WM .H. PIERSON,
} Commissioners of Highways.

A true copy of the original filed April 5", 1898.

W. J. POST, Town Clerk.

Page 16. (Abstract). Whereas J. W. Clark, A. H. Penny did present to us as Commissioners of Highways of the Town of Southampton in the County of Suffolk, a written application dated the 8" day of February, 1897, to lay out a highway in said town, and whereas, Commissioners appointed by the County Court of said County certified that such proposed highway was necessary and proper and should be laid out and opened.

Now, therefore, we the undersigned Commissioners of Highways of said town, do hereby lay out such highway as so applied for and ordered, whereof a survey has been made as follows:

Beginning at a monument in the Southwest corner of the highway at Pon Quogue 86 11/12 ft. from the Northwest corner of Chas. F. Foster's house; thence N. 71° 40' W. 37 11/12 ft. to another monument; thence S. 19° 35' W. 1742 ft. to Bay and the line of such survey shall be the South and East side of the highway, which is to be three rods in width.

DAVID ROGERS,
E. ERASTUS HALSEY,
WM. H. PIERSON,
} Commissioners of Highways.

A true copy of original filed April 5", 1898.

W. J. POST, Town Clerk.

Page 17. (Abstract). Whereas, Lewis M. Raynor did present to us as Commissioners of Highways of the Town of Southampton, in the County of Suffolk, (application) dated the 18" day of July, 1896, to lay out a highway in said town; and whereas, Commissioners appointed by the County Court of said County, certified that such proposed highway was necessary and proper, and should be laid out and opened.

Now, therefor, we the said Commissioners of Highways of said town, do hereby lay out such highway as so applied for and ordered whereof a survey has been made as follows:

Beginning at a point on the Main highway in the Western part of Speonk on the line dividing the land of Henry M. Rogers and Joseph Lescomb, thence S. 43° 50′ W. 1115 4/10 to Station 2; thence S. 84° 45′ W. 504 ft. to Station 3; thence N. 75° 43′ W. 589 5/10 ft. to Station 4; thence S. 83° 10′ W. 737 2/10 ft. to Station 5, continuing on same course 45 9/10 ft. to Seatuck river and the line of such survey shall be the center of the highway which is to be 3 rods in width except 100 ft. from the river up as shown on the map of survey filed with this order which shall be four rods wide.

Dated this 5″ day of April, 1898.

DAVID ROGERS,
E. ERASTUS HALSEY,
WM. H. PIERSON,
} Commissioners of Highways.

A true copy of original filed April 5″, 1898.

W. J. POST, Town Clerk.

Page 18. At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk on the 22″ day of April, 1898, for the purpose of deliberating on the propriety of resurveying and locating the highway from N. W. Howell's pond to the corner of R. W. Tuttle's lot, upon the application of N. W. Howell and the consent of all interested parties it is ordered that the said highway be resurveyed and located:

Beginning at N. W. Howell's pond at Station 1 thence S. 5° 30′ W. 126 ft. to Station 2; thence S. 18° 20′ E. 163

5/10 ft. to Station 3; thence S. 1° 41′ E. 421 7/10 ft. to Station 4, at the Northwest corner of R. W. Tuttle's lot and the line of survey shall be the West and South line of the highway which shall be 3 rods in width from Station 1 to Station 2 from Station 2 widening to four rods at Station 3 and continuing to be 4 rods wide to Station 4.

Dated this 22″ day of Apr. 1898.

DAVID ROGERS,
E. ERASTUS HALSEY,
WM. H. PIERSON,
} Commissioners of Highways.

A true copy of original filed Apr. 22″, 1898.

W. J. POST, Town Clerk.

Page 19. Highway District No. 10 is divided by a line running through the center of the stream and brook known as Black Brook the West part forming District No. 22 the boundaries remaining as now recorded except said stream and brook is the west boundary of Dist. No. 10 and East boundary of Dist. No. 22.

DAVID ROGERS,
E. ERASTUS HALSEY,
WM. H. PIERSON,
} Commissioners of Highways.

A true copy of original filed April 5″, 1898.

W. J. POST, Town Clerk.

OCEAN AVENUE AT QUOGUE.

Page 19. Know all men by these presents, that I, Abram S. Post, of Quogue, Suffolk Co., N. Y., for and in consideration of the laying out and entering of record of the premises hereinafter described as a public highway in

the village of Quogue, town of Southampton, do by these presents dedicate and release unto the said Town of Southampton for the purpose of opening the same for a public highway: All that certain lot or parcel of land the Westerly line of which Begins at the intersection of the dividing line between the lands of Henry Gardiner and Abram S. Post, with the South line of the Main Street through Quogue; and runs thence South thirty seven degrees twenty six minutes East, Two thousand seven hundred and twenty four and nine tenths feet (S. 37° 26′ E. 2724 9/10 ft.) through a marble monument set at the Northwesterly corner of Ocean Avenue and Quaquanantuck Lane, to another marble monument. Thence South thirty four degrees forty six minutes East One thousand six hundred and thirteen and six tenths feet, S. 34° 46′ E. 1613 6/10 ft. to the Atlantic Ocean. The Easterly line of the premises hereby released is parallel to the above described Westerly line and sixty feet therefrom; as surveyed by Erastus F. Post in the year 1889.

The aforesaid premises constituting the private road owned by me, the said Abram S. Post and known as "Ocean Avenue."

And I the said Abram S. Post convey to the said Town of Southampton all my right title and interest to and in the bridge now on said road and the premises above described, for the use of said town as a public highway, and for no other purpose, and upon the condition that said town shall forever maintain the same as a public highway, and in case the said town shall at any time hereafter fail to maintain the same as a public highway then the said land and premises shall revert to me the said Abram S. Post my heirs or assigns.

And upon the further condition that I shall have the right to maintain and if necessary renew the flag pole now

standing on said premises near the Southerly line of the above Main Street.

In witness whereof I, the said Abram S. Post have hereunto set my hand and seal this Twenty ninth day of October in the year One thousand eight hundred and ninety eight.

ABRAM S. POST, (L. S.)

In presence of A. Arthur Tuthill.

On the Twenty ninth day of October, 1898, before me personally came Abram S. Post to me known and known to me to be the individual described in the foregoing release who executed and acknowledged to me that he executed the same.

A. ARTHUR TUTHILL,
Notary Public,
Suffolk Co., N. Y.

A true copy of original filed and recorded Dec. 22", 1898.

W. J. POST, Town Clerk.

Page 20. (Abstract). Whereas Clifford J. Foster did present to us Commissioners of Highways of the Town of Southampton in the County of Suffolk a written application dated the 25" day of September, 1897, to lay out a highway in said town and whereas commissioners appointed by the County Court of said County certified that the proposed highway was necessary and proper and should be laid out and opened.

Now, therefore we the undersigned Commissioners of Highways do hereby lay out such highway as so applied

for and ordered whereof a survey has been made as follows:

Beginning at a point on Sag Road North from the house of Geo. H. Hildreth where Narrow Lane branches from said Sag Road where a monument stands making the beginning of survey and running in an Easterly direction to the Wainscott Harbor road at the L. I. R. R. Station; thence Southerly from R. R. Stattion to East Hampton Country road.

Distance and bearing by compass N. 72° 45′ E. 1826 5/10 feet from the place of beginning at Sag Road where a monument stands; thence N. 82° 06′ E. 1724 feet to another monument; thence N. 87° E. 592 feet; thence S. 19° 50′ E. 672 feet; thence S. 17° 45′ E. 929 feet; thence S. 18° 30′ E. 1155 4/10 feet to East Hampton Country road and the line of survey is the South side of Narrow Lane and West side of Wainscott road and both roads are 49 1/2 feet in width.

Dated this 6″ day of December, 1898.

E. ERASTUS HALSEY,
NATHANIEL S. JACKSON,
WM. H. PIERSON,
} Commissioners of Highways.

A true copy filed and recorded Jan. 18″, 1899.

W. J. POST, Town Clerk.

Page 21. (Abstract). At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk on the 6″ Day of December, 1898, it is ordered and determined that a highway shall be, and the same is hereby widened in said town as follows:

Beginning at Station No. 5 on the East side of Quantuck Creek Bridge and running S. 72° 11′ E. 385 8/10 ft.

to Station No. 6 being the intersection of Quogue Street and Quogue and Quiogue road.

The line of survey being the North side of road according to map as drawn by E. F. Post, Dec. 1897.

Dated this 6″ day of Dec. 1898.

WM. H. PIERSON,
NATHAN S. JACKSON,
E. ERASTUS HALSEY,
} Commissioners of Highways.

A true copy of original filed Jan. 18″, 1899.

W. J. POST, Town Clerk.

Page 23. (Abstract). At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk on the 23″ day of Nov. 1898, on the application of Egbert L. Burnett and a release from the owners of the land thereof through which the highway is proposed to be opened having been given it is ordered and determined that a highway shall be and the same is hereby laid out in said town as follows:

Beginning at a point on the South edge of the run at Channel Pond at a place called Flying Point in said town on the line of survey made by commissioners on the 30″ day of June, 1881, running thence S. 24° E. 358 feet to an angle; thence S. 60° 30′ E. 179 ft. to an angle; thence N. 79° 7′ E. 1928 feet to the termination of survey near the Sea Poose as per map of said premises made by Addison M. Cook, Surveyor, Oct. 20″, 1898, and the line of survey

is the South side of the road which shall be 4 rods in width.

Dated this 23" day of November, 1898.

E. ERASTUS HALSEY,
WM. H. PIERSON,
NATHANIEL S. JACKSON,
} Commissioners of Highways.

A true copy of original filed Jan. 18", 1899,

W. J. POST, Town Clerk.

Page 25. (Abstract). At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk on the 14" day of March, 1899, on the written application of James H. Rogers, consent of the Town Board of said town and a release from the owner of the land through which the proposed highway is to be opened it is ordered and determined that a highway shall be and the same is hereby laid out in said town as follows, viz:

Commencing at the Main Country Road at the Western boundary of the land of the late Benjamin F. Rogers and running directly to Hay Ground Bay or Creek distance from shore 77 feet to a monument N. 22° W. thence 773 feet to a monument where the road intersects the Main Country Road and the North and the East side of the road is the line of survey which is three rods in width.

Dated this 14" day of March, 1899.

WM. H. PIERSON,
E. ERASTUS HALSEY,
N. S. JACKSON,
} Commissioners of Highways.

A true copy of original filed March 14", 1899.

W. J. POST, Town Clerk.

Page 26. (Abstract). At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk on the 6" day of December, 1898, on the written application of Charles B. Corwith and the written consent of the Town Board and a release from the owners of the land through which the proposed highway is to be opened it is ordered and determined that a highway shall be and the same is hereby laid out in said town as follows:

Beginning at the Mill Pond where the Deerfield road intersects the Head of the Pond road and running Easterly through the land of Everett Halsey and the land of Melvin Halsey to an angle near the dividing line between Melvin Halsey and Charles B. Corwith thence to another angle near the dividing line between Charles B. Corwith and Henry M. Rose; thence Southerly to the L. I. R. R., where the said Head of the Pond road intersects the road leading to Main Country road distance and bearing by compass commencing at the Pond where a monument stands on the ditch of Daniel Halsey N. 71° 15' E. 212 ft. to monument where the road is 49½ feet wide; thence N. 80° E. 252 5/10 feet to a monument N. 83° 20' E. 946 2/10 (ft) to an angle where a monument stands near dividing line between Melvin Halsey and Charles B. Corwith; thence S. 40° 15' E. 319 4/10 feet to another angle near dividing line of Charles B. Corwith and Henry M. Rose where a monument stands; thence S. 4° 15' E. 620 2/10 feet to the center of the track of the L. I. R. R. and the center of the road is the line of survey.

Dated this 6" day of Dec. 1898.

E. ERASTUS HALSEY,
WM. H. PIERSON,
NATHANIEL S. JACKSON,
} Commissioners of Highways.

A true copy of original filed June 29", 1899.

W. J. POST, T. C.

Page 29. (Abstract). At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk on the 8" day of May, 1899, a release from the owners of land through which the highway is proposed to be opened having been given it is ordered and determined that a highway shall be and the same is hereby laid out in said town as follows: Beginning at a point on Apaucuck Street near the house of Herrick J. Raynor running N. 22° 30' 4883 2/10 feet to the Country road and the line of survey shall be the East line of the highway, which shall be three rods in width.

Dated this 8" day of May, 1899.

WM. H. PIERSON,
NATHANIEL S. JACKSON, } Commissioners of Highways.

A true copy of original filed June 29", 1899.

W. J. POST, T. C.

Page 30. (Abstract). Release: Josiah P. Howell to Commissioners of Highways.

Survey: Beginning at a point indicated on the survey made by Erastus F. Post, A. D. 1897, and on file in the office of the Town Clerk of said town, as Station No. five (Sta. 5) on the East side of Quantuck Creek Bridge and running thence South Seventy two degrees and eleven minutes East (S. 72° 11' E.) three hundred and eighty five and eight tenths feet (385 8/10 ft.) to Station No. 6, (Sta. 6) at the intersection of said line with the westerly side of Quogue Street; thence along the Westerly side of Quogue Street ten and five tenths feet (10 5/10 ft.) to the intersection of the said Quogue Street with the highway leading across Quantuck Creek Bridge; thence along the last mentioned highway to Quantuck Creek; thence to the said Station No. five, the point or place of beginning.

The said first party hereby conveying and releasing the aforementioned premises unto the Town of Southampton for the use benefit and occupancy thereof as an addition to and forming a part of the highway konwn as the Quantuck Bridge road, and this conveyance to be construed as giving and conveying the same use and benefits unto the second party and said town as if the same had been opened and laid out by a regular commission and no more.

Said premises being necessary to open said highway to three rods in width.

In witness whereof the party of the first part has hereunto set his hand and seal the day and year first hereinbefore written.

In the presence of

Marcus E. Griffin.

JOSIAH P. HOWELL, (L. S.)

HIGHWAY AT "MILL POND HEAD."

Page 32. Whereas Wm. S. Foster and Albert Jennings did present to us as Commissioners of Highways of the Town of Southampton, in the County of Suffolk, an application to lay out and record old highway in said town, Now, therefore, we the undersigned Commissioners of Highways of said town, do hereby lay out such highway as so applied for, whereof a survey has been made as follows:

Survey: Beginning at Station A, near where the North Sea road intersects the "Mill Pond Road" and running thence S. 11° 30′ W. 916 ft. to drain under bridge; thence to Station B 467 ft. to a stone where a cross road from "Seven Ponds" intersects the "Mill Pond Road";

thence running S. 8° 36′ W. 618 ft. to a stone at Station C; thence S. 23° 41′ E. 209 5/10 ft. to a stake at Station D, where the Cobb road intersects the "Mill Pond Road" to Water Mill and the line of such survey shall be the center of the highway which is to be four rods in width.

Dated the Fifth day of April, 1901.

WM. H. PIERSON,
N. S. JACKSON,
E. ERASTUS HALSEY,
} Commissioners of Highways.

A true copy of the original filed Apr. 9", 1901.

W. J. POST, Town Clerk.

HIGHWAY AT BRIDGE HAMPTON.

Page 32. (Abstract). At a meeting of the Commissioners of Highways of the Town of Southampton, in the County of Suffolk, and State of New York, on the 16" day of Sept. 1901, on the application of Clifford J. Foster, and a release from the owners of the land through which the highway is proposed to be opened, having been given; it is ordered and determined that a highway shall be and the same is hereby laid out in said town of the uniform width of four rods the Westerly line of the same is described as follows:

Commencing at a stake or stone on the North side of the highway leading East to the bridge over Sagg Pond and running across land late of Nancy Sherlock, deceased, N. 43° 30′ East 77 feet to roadway running West and thence across said roadway North 43° 31′ East 42 feet; thence on the same course, partly touching the West side of a two rod roadway leading into the Southwest corner

of the lot called the Cal Howell lot, late the property of Henry P. Hedges, now of Clifford J. Foster, across the land late of said Nancy C. Sherlock, deceased, to the South line or boundary of the homestead of Henry P. Hedges, 1284 feet; thence in the same course across the homestead of Henry P. Hedges 744 feet; thence North 27° 27' East 7 feet across the homestead of said Hedges to land of Charles H. Hallock; thence in the same course across lands of said Hallock 1427 feet; thence in the same course across lands of Henry P. Hedges 85 feet the highway leading to Sagaponack past the dwellings of said Hallock and Jeremiah O. Hedges at a point on the South side of said Highway 12½ feet East of the common corner of the North boundary line of the land of Henry P. Hedges and said Hallock.

Dated this 15" day of Jan. 1902.

E. ERASTUS HALSEY,
WM. H. PIERSON,
N. S. JACKSON,
} Commissioners of Highways.

A true copy of original filed and recorded this 23" day of Jan. 1902.

W. J. POST, Town Clerk.

Page 34. (Abstract). At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk on the 23" day of June 1902, on the application of Theo. A. Halsey, and the consent of the Town Board and a release from the owner of the land through which the proposed highway is to be opened, it is ordered and determined that a highway shall be and the same is hereby laid out in said town as follows:

Beginning at the North side of Mecox Bay where two monuments are set either side of the highway, the East

stone being 5 ft., from edge of cliff, the West stone 4 ft., and running North 19° 30′ West 1984 5/10 ft. to Halsey's lane where monuments are also set on both sides of highway, the stone on East side being 144 1/10 ft. from the Southwest corner of Chas. Halsey's house; said highway known as Mohawk Avenue to be 50 ft. in width as shown by map made by Addison M. Cook, Surveyor.

Dated this 31″ day of March, 1903.

E. ERASTUS HALSEY. } Commissioners
WM. H. PIERSON, } of Highways.

A true copy of original filed March 31″, 1903.

W. J. POST, T. C.

Page 34. We, Lewis Edwards, Geo. H. Penniman, Melvina A. Rogers, Rosa M. Phillips, Evelyn C. Gordon, Florence M. Phillips of the Town of Southampton and Mary E. Swezey of the Town of Brookhaven all of the County of Suffolk and State of New York owners and W. A. Read as mortgagee, for an in consideration of the laying out and entering of record a certain highway in the village of East Quogue in the said town of Southampton to be known as Sunset Avenue hereby and by these presents do dedicate to the said Town of Southampton for the purpose of a public highway, all that certain strip of land more particularly described as follows:

Beginning at a stone on the South line of Main Street set five feet West of the intersection of the land of the heirs of George E. Phillips with the Southerly line of Main Street and running thence, South, Fifty five degrees and ten minutes East, three thousand seven hundred and thirteen and seven tenths feet (S. 55° 10′ E. 3713 7/10 ft.) to a stone set on the line of the land of George H. Penniman, thence on the same course to the Bay. The said line

being the center line of said road and highway, and which said highway shall be sixty feet (60 ft.) in width and crosses the several lands of Lewis Edwards, heirs of George E. Phillips, deceased, and George H. Penniman and we the aforesaid persons do severally release said town from all damages by reason of the laying out and opening of said highway.

In witness whereof we have hereunto set our hands and seals this fifteenth day of October A. D. 1901.

GEO. H. PENNIMAN, (L. S.)
LEWIS EDWARDS, (L. S.)
MELVINA A. ROGERS, (L. S.)
ROSA M. PHILLIPS, (L. S.)
EVELYN C. GORDON, (L. S.)
FLORENCE M. PHILLIPS, (L. S.)
MARY E. SWEZEY, (L. S.)
W. A. READ, (L. S.)

Words "Remise and" on this page, erased before execution.

N. S. JACKSON,
E. P. ROGERS,
WM. H. PIERSON,
} Commissioners of Highways.

(Abstracts). On pages 35, 36, 37 are acknowledgments made by the above who signed release, stating they executed the instrument and signed in presence of witnesses and attested by a Notary Public or Notaries Public or officer empowered to administer an oath.

Page 37. (Abstract). At a meeting of the Commissioners of Highways of the Town of Southampton, in the County of Suffolk, held at Southampton in said Town of Southampton on the 26" day of March, 1904, upon the ap-

plication of Melvin P. Halsey, and upon the consent of all parties interested it is hereby ordered that said highway be re-surveyed and located as follows:

The said highway to be of the uniform width of 66 feet, and its Easterly . . . being described as follows:

Commencing at a certain stone monument set at the termination of survey of January 26", 1898 and running thence N. 38° 51′ W. thirty eight and five tenths feet to a stone monument; thence N. 22° 05′ W. fifty three and five tenths feet, to a stone monument; thence N. 13° 37′ W. forty four and five tenths feet to a stone monument; thence N. 3° 00′ W. eleven hundred and thirty seven feet to a stone monument; thence N. 3° 56′ four hundred and eighty five and three tenths feet, to a stone monument; thence N. 5° 08′ W. four hundred and eighty four feet to a stone monument which marks the intersection of said Easterly line of the highway in question with the Southeasterly line of the road or highway running to Scuttlehole, as surveyed June, 1895. The above description is taken from maps of survey made by A. M. Cook, surveyor, Nov. 25, 1903.

Dated this 26" day of March 1904.

WM. H. PIERSON,
N. S. JACKSON,
E. P. ROGERS,
} Commissioners of Highways.

A true copy of original made this 31" day of March, 1904.

W. J. POST, T. C.

Page 38. At a meeting of the Commissioners of Highways of the Town of Southampton, in the County of Suffolk on the twenty sixth day of March, 1904, and a release from the owners of the land through which the highway is proposed to be opened, having been given, it is ordered and determined that a highway shall be and the same is hereby laid out in said town as follows:

Survey: Beginning at a point in the Northerly line of the Main Country road, distant One hundred and twenty five feet Easterly from and measured at right angles to the division line between the properties of John J. Magee and S. Corwith, running thence Northerly, parallel with and one hundred and twenty five distant from said division line, a distance of Four hundred and seventy feet, more or less, to a point in the Southerly line of the Station Grounds of the Long Island Rail Road Company, which point is One hundred and thirty three feet distant from and measured at right angles from the center line of the Main track of the Montauk Division of the Long Island Rail Road Company; running thence Easterly along the Southerly side of said Station Grounds to a point distant One hundred and seventy five feet, measured at right angles from the aforesaid property line of John J. Magee and S. Corwith; running thence parallel with and One hundred and seventy five feet distant from said last mentioned property line of John Magee and S. Corwith Four hundred and eighty five feet more or less to the Northerly line of the Main Country road; running thence Westerly along the last mentioned line fifty feet, more or less, to the point or place of beginning.

Said strip of land being 50 feet in width and about 470 feet in length.

Dated this 26" day of March, 1904.

WM. H. PIERSON,
N. S. JACKSON,
EDWIN P. ROGERS,
} Commissioners of Highways.

A true copy of original made this 31" day of March, 1904.

W. J. POST, T. C.

Page 39. The Long Island Railroad Company, a corporation existing by virtue of the laws of the State of New York, for value received hereby dedicates to the Town of Southampton of the County of Suffolk and State of New York a strip of land lying between the Long Island Railroad Station ground and the Main Country Road at Water Mill in the aforesaid Town, for the purposes of a highway; said strip of land being 50 feet in width and about 470 feet in length and being bounded and described as follows: Beginning at a point in the Northerly line of the Main Country Road, distant One hundred and twenty five feet Easterly from and measured at right angles to the division line between the properties of John J. Magee and S. Corwith; running thence Northerly, parallel with and One hundred and twenty five feet distant from said division line a distance of Four hundred and seventy feet, more or less, to a point in the Southerly line of the Station grounds of the Long Island Railroad Company which point is One hundred and thirty three feet distant and measured at right angles from the center line of the main track of the Montauk Division of the Long Island Railroad Company; running thence Easterly along the Southerly side of said Station grounds to a point distant One hun-

dred and seventy five feet, measured at right angles from the aforesaid property line of John J. Magee and S. Corwith; running thence Southerly parallel with and One hundred and seventy five feet distant from said last property line of John J. Magee and S. Corwith Four hundred and eighty five feet, more or less, to the Northerly line of the Main Country road; running thence Westerly along the last mentioned line fifty feet, more or less, to the point or place of beginning.

This dedication is made for highway purposes only. and upon the express understanding and condition that if at any future time said described land is abandoned as a highway or said town fails to maintain it as such, then it is to revert to the said Long Island Railroad Company.

The Long Island Railroad Company also hereby releases said town from all damages by reason of the laying out and opening of said highway.

The Long Island Railroad Company,
(Seal) By W. H. BALDWIN, Jr., President.
Attest, FRANK E. HAFF, Secretary.

Page 41.

In the matter of the application of John Quinn, Nathaniel S. Jackson, Howard Goodale, Wm. F. Edwards and H. M. Sandford to lay out a highway in the Village of East Quogue in the Town of Southampton.

An application having been duly made on the 5" day of December, 1891, by John Quinn, Nathaniel S. Jackson. Howard Goodale, Wm. F. Edwards and H. M. Sandford

to the Commissioners of Highways for the opening and laying out of a highway hereinafter described in the Village of East Quogue, Town of Southampton and County of Suffolk, on the 9" day of December, 1891, the applicants having after the presentation of their said application to the said Commissioners of Highways by verified petition showing to so present the same and the good faith thereof applied to the County Court of Suffolk County for the appointment of three Commissioners to determine upon the necessity of such highways: the Court by order dated December 12", 1891, having appointed the undersigned Arington H. Carman, George B. Reeve and Henry L. Griffin such commissioners.

Now therefore we the said Commissioners do hereby certify that the highway applied for is necessary said proposed highway being described as follows:

Survey: Commencing at a point on the South side of the main highway leading through the Village of East Quogue in said Town of Southampton on the center line of the present roadway running Southerly from the main highway between ? the land of Nathaniel S. Jackson, John Quinn, Wells D. Benjamin and Mrs. Geo. Cecil, and continuing the course of the present roadway as above described to the Southerly boundary line of Wells D. Benjamin's land, taking an equal amount of land in width from Mrs. Cecil on the West and of Nathaniel S. Jackson, John Quinn and Wells D. Benjamin on the East, and continuing Southerly the same course as the present roadway the distance of eight (8) rods Southerly from South boundary line of Wells D. Benjamin's land and through Mrs. Geo. Cecil's land and thence at right angles Southeasterly to the Creek.

And we hereby further certify that we have assessed the damages required to be assessed by reason of laying

out and opening such highway as follows: Nathaniel S. Jackson, nothing; Mrs. Geo. Cecil $350.; John Quinn nothing; Wells D. Benjamin $150.

Dated March 25", 1892.

ARINGTON H. CARMAN,
GEORGE B. REEVE,
HENRY L. GRIFFIN,
} Commissioners.

A true copy of original filed March 28", 1892 and entered this 13" day of Jan. 1905.

W. J. POST, Town Clerk.

Page 44. (Abstract). The undersigned, by order of the County Court of Suffolk County, dated the 15" day of February, 1893, on the application of James A. Sandford having been appointed Commissioners to certify as to the necessity of laying out and opening a highway in the Town of Southampton, in said County, beginning at a point on the North side of the Main Country road, in the Village of Bridgehampton, 183 feet West of the West line of the land of Henry L. Van Scoy and running thence North 10° W. the distance of 1499 feet to Railroad Avenue, which proprosed highway crosses the lands of William A. Corwith. Now, therefore, we, the said commissioners, do certify, that in our opinion it is necessary and proper that the highway be laid out and opened pursuant to the said application of James A. Sanford dated 7" day of February, 1893.

Dated this 2" day of March, 1893.

GEORGE A. MILLER,
GEORGE D. GERARD,
JOHN M. PRICE,
} Commissioners.

A true copy of original made this 13" day of Jan. 1905 and filed Mar. 7", 1893.

W. J. POST, Town Clerk.

Page 46. (Abstract).

State of New York
Suff. Co., Town of Southampton } ss:

In the matter of the application of Edward J. Halsey to lay out Maple Street, Layton Avenue, and Prospect Avenue as public highways three rods wide in the Village and Town of Southampton.

We, George D. Gerard, Clinton Miller and Charles J. Randall, Commissioners appointed in the above matter, do hereby certify that the said highways described in the application herein are necessary and should be surveyed and opened as follows:

Layton Avenue from Main Street East to Elm Street three rods wide measured from the line of the North fence as it now stands; Prospect Avenue from Maple Street East to Elm Street three rods wide as the same is dedicated; Maple Street from Layton Avenue North to the land of John F. Fournier three rods wide as the same is now dedicated and thence North across the land of said John F. Fournier to the land of the Long Island Railroad Company the same course three rods wide.

Dated Sept. 2", 1893 at Southampton, N. Y.

GEORGE D. GERARD,
N. CLINTON MILLER, } Commissioners.
CHAS. J. RANDALL,

A true copy of original, made Jan. 14", 1905 and filed Sept. 2", 1893.

W. J. POST, Town Clerk.

Page 47. (Abstract). Chas. S. Halsey protests award of damages in above condemnation proceeding for highway. He states he will be ready and willing to release his land for the sum of $50 in addition to the sum already allowed him by the Commissioners appointed by the Court.

Page 48. Consent of Town Board. We do hereby consent that the Commissioners of Highways enter into an agreement with Charles S. Halsey and such other persons as may have any interest in the land to be taken on the South side of Layton Avenue in accordance with the application of Edward J. Halsey therefor to lay out the same three rods wide provided the total amount agreed upon shall not exceed Fifty dollars.

Dated March 27", 1894.

Harri M. Howell, Jas. H. Pierson, Marcus E. Griffin, G. Clarence Topping, Wm. C. Greene, W. J. Post.

Town Board.

A true copy of the original made Jan. 14", 1905 and filed March 27", 1894.

W. J. POST, T. C.

Page 49.

County of Suffolk }
Town of Southampton } ss:

In the matter of laying out Layton Ave., in the Village of Southampton as a public highway.

Whereas the Commissioners duly appointed by the County Court of Suffolk County to assess the damages caused by the laying out of Layton Avenue in the Village

of Southampton of the uniform width of three rods, did, by reason of a misapprehension and misunderstanding fail to value and assess all the damages sustained by the subscribers by reason of the laying out of said highway according to the terms of the application therefor (they having been unintentionally misled as to width of the present roadway).

Now, therefore, Know all men by these presents, that we, Charles S. Halsey, Nellie Duryea and Mildred Weeks, in consideration of the sum of Fifty dollars to us in hand paid by the Town of Southampton, have conveyed, remissed and released and do hereby convey, remise and release unto the Town of Southampton the right to enter upon and use for highway purposes forever all the land included in the application for the laying out of said Layton Avenue of the width of three rods, and also all claims for damages over and above those awarded us by the Commissioners appointed by the Court as hereinbefore set forth.

Witness our hands and seals this 26" day of Feb. 1894.

MRS. MILDRED WEEKS, (L. S.)
MRS. NELLIE DURYEA, (L. S.)
CHARLES S. HALSEY, (L. S.)

A true copy of the original made this 14" day of Jan. 1905 and filed March 27", 1894.

W. J. POST, T. C.

Page 50. (Abstract). The undersigned, by order of the County Court, dated the 5" day of July, 1893, on the application of Warren Corwin having been appointed Commissioners to certify as to the necessity of laying out, opening and altering a highway in the Town of Southampton in said County "commencing at a point formed by the intersection of the road as it now runs with the land of

Emma E. Carter, and the land of Sidney C. Bellows and running thence Northerly along the old road, across the lands of Emma E. Carter, William H. Corwin, Warren Corwin, (the petitioner), George E. Bellows and Sidney C. Bellows, until it passes the dwelling of said Sidney C. Bellows, and running thence across the lands of Sidney C. Bellows, Charles A. Bellows and William L. Bellows in a straight line to the Long Island Railroad and thence across the lands of Charles A. Bellows to the Main Country road, said highway to be of the width of three rods and extending about one half mile through the improved lands of the several persons above mentioned": Now, therefore we, the said Commissioners, do certify that in our opinion it is necessary and proper that the highway be laid out and opened pursuant to the application of Warren Corwin dated the 30" day of June, 1893.

Dated the 12" day of Sept. 1893.

JAMES M. STRONG,
BENJ. H. BARNES,
JOSEPH S. OSBORNE,
} Commissioners.

A true copy of original made Jan. 14", 1905 and filed Sept. 25", 1893.

W. J. POST, T. C.

Page 51. (Abstract). In the matter of the proposed new highway at or near Pon Quogue, in the County of Suffolk, applied for by Wauhope Lynn and others.

Whereas, the undersigned S. Tyson Hamilton, Isaac N. Teed, and Benj. H. Reeve all of the Town of Southold in the County of Suffolk, were appointed by an order of the County Court of the County of Suffolk, on the 23" day of April, 1894, as commissioners to certify as to the

necessity of the proposed highway. The said highway being described as follows:

Commencing at a point formed by the intersection of the road as it now runs with the land of George E. Foster and the land of Gilbert A. Penny, and running thence Northerly along an old road across the land of George E. Foster, James Reynolds, James G. Smith, William Watson, Jacob Worth, Henry H. White, James E. Holland, E. Mullhall, Michael J. Coffey, Allen P. Squires, Minnie R. Leland, John Lynn, Wauhope Lynn, Joseph Penny, Alanson C. Penny, the lands of the Shinnecock Indians, George Cantrell, Patrick H. Duffy, John L. Wells, Lorenzo D. Bellows, in nearly a straight line or course to a point formed by the intersection of the old road as it now runs and the land of Allen P. Squires; thence in a Westerly direction along lands of Allen P. Squires and said Lorenzo D. Bellows and the heirs of George Herrick to the highway as it now runs leading from Good Ground to Pon Quogue. Said highway to be of the width of three rods and extending about two miles through the improved and unimproved lands of the several persons above mentioned. Now therefore we the said commissioners do determine and certify that the laying out of said highway is a necessity.

Witness our hands this 14" day of August, 1894.

S. TYSON HAMILTON,
ISAAC N. TEED,
BENJ. H. REEVE.
} Commissioners.

A true copy of original made this 14" day of Jan. 1905 and filed Aug. 16", 1894.

W. J. POST, T. C.

Page 53 (Abstract). In the matter of the application of Julius C. Smith to lay out a highway on North Haven in the Town of Southampton.

The undersigned by an order of the County Court of Suffolk County, dated on the third day of December, 1894, on the application of Julius C. Smith, having been appointed Commissioners to certify as to the laying out and opening a highway in the Town of Southampton in said County, commencing on the West side of the highway leading from "Wading Place" to the "South Ferry," directly opposite the West end of the road or highway from the North Haven Bridge, where said road or highway connects with the East side of said highway from the "Wading Place" to the "South Ferry," thence running North Fifty nine degrees and Thirty minutes West Eight hundred and eighty seven (887) feet across the land of John J. Bartlett and continuing the same course Five hundred and seventy (570) feet across the land of John K. Eldredge to the East side of the highway leading from the "Head of the Beach" to "South Ferry." The North side of said proposed new road, where it intersects the East side of the said highway from "Head of the Beach" being Nine hundred and ninety five feet (995) from the Northwest corner of land of John K. Eldredge.

The area of land taken for proposed road on the Bartlett property is one and thirty five one hundredths (1.35-100th.) acres, and on the Eldredge property eighty five one hundredths (85-100th) acres. Said proposed road to be Fourteen hundred and fifty seven (1457) feet in length, and sixty six (66) feet, or four (4) rods in width, which said proposed road crosses the lands of John J. Bartlett and John K. Eldredge. Now therefore, we, the said Commissioners do certify that in our opinion it is necessary and proper that the highway be laid and opened pur-

suant to the application of Julius C. Smith dated November 16", 1894. And we have assessed the damages required to be assessed by reason of laying out and opening such highway.

ARINGTON, H. CARMAN,
JESSE C. MILLS,
GEORGE D. GERARD,
} Commissioners.

A true copy of original made this 16" day of Jan. 1904 and filed June 10", 1895.

W. J. POST, T. C.

Page 54. (Abstract). The undersigned by an order of the County Court of Suffolk County dated the 25th day of Sept. 1897 on the application of Clifford J. Foster, having been appointed Commissioners to certify as to the necessity of laying out, widening, extending and opening a highway in the Town of Southampton in said County beginning on the East side of the highway leading from Sagaponack to Sag Harbor and about Fifty rods South of the crossing of said highway by the Montauk Extension Railroad at the entrance to the narrow lane and running Easterly to a point on the Wainscott road about eighty six feet South of the center of the tract of the Montauk Extension Railroad over and along said Wainscott road Southerly to the Main Country road the highway is about one mile in length and of a uniform width of three rods and crosses the lands of George W. Hildreth, Solon Hildreth, Stephen Topping, Jr., Wm. W. Hildreth, Joseph Barton (Andrew J. Hand occupant), Stephen D. Wood, James S. Strong, John S. Osborne, Andrew Strong, Edward Strong and heirs of Chas. O. Hedges. (Charity Hedges occupant),

Now, therefore, we, the said Commissioners, certify, that in our opinion it is necessary and proper that the highway be laid out and altered pursuant to the application of Clifford J. Foster dated the 28" day of Aug. 1897.

Dated this 26" day of October, 1897.

HENRY H. PRESTON,
THEO. C. HAND,
NATHAN T. WILCOX,
} Commissioners.

A true copy of the original made this 16" day Jan. 1905 and filed Nov. 4", 1897.

W. J. POST, T. C.

Page 56. (Abstract).

Suffolk County Court.
In the matter of the application of George W. Warner and James S. Warner to lay out a highway in the Town of Southampton, County of Suffolk, and the assessment of damages therefor.

The undersigned, by an order of the County Court of Suffolk County, dated the 21" day of October, 1895, on the application of George W. Warner and James S. Warner having been appointed Commissioners to certify as to the necessity of laying out and opening a highway at Good Ground in the Town of Southampton, in said County, described as follows:

Beginning at a point formed by the intersection of the highway as it now runs with the lands of Allen P.

Squires, Patrick H. Duffee, James C. Holland running thence Northerly along an old road across the lands of said Allen P. Squires, Patrick H. Duffee, James C. Holland, John L. Wells, Lorenzo D. Bellows, William S. Warner, Sr., Benjamin F. Warner, Julius Sayre or heirs and the heirs of Albert Rogers, in nearly a straight line or course to a point formed by the intersection of the land of the said James C. Holland, heirs of Albert Rogers and Daniel W. Fanning distant about Fifty rods. Thence in a Northwesterly direction across the lands of the said Daniel Fanning and Emily Fanning and Franklin Jagger to the highway as it now runs distant about One hundred rods. Thence in an Easterly direction along said highway, to a point formed by the intersection of the said highway with the lands of George W. Warner and James Warner and the land of the said Franklin Jagger distant about Thirty rods. Thence in an Easterly direction along or across the lands of said George W. Warner, James S. Warner and Franklin Jagger to Shinnecock Bay distant about ten rods. Said highway to be of the width of three rods and extending about Two hundred and fifty rods through the improved and unimproved lands of the several persons above named.

Now therefore we the said Commissioners do certify: That it is necessary and proper that the highway be laid out and opened pursuant to the said application of the said George W. Warner and James S. Warner dated the 21" day of November, 1895.

Dated the 24" day of January, 1896.

EDWIN BAILY,
MILTON J. WIGGINS, } Commissioners.
NICOLL FLOYD.

A true copy of original made Jan. 16", 1905 and filed Jan. 29", 1896.

W. J. POST, T. C.

Page 57. (Abstract).

In the matter of the laying out of a highway at Speonk or Remsenburg, in the Town of Southampton upon the application of Lewis M. Raynor.

The undersigned by an order of the County Court of Suffolk County, dated the 19" day of July, 1896, on the application of Lewis M. Raynor, having been appointed Commissioners to certify to the necessity of laying out a highway in the Town of Southampton in said County, commencing at the main highway running through the Village of Speonk in said town, near the house of Joseph Liscomb, and running thence Southerly, following the general course of a traveled road now existing there, to a dock or landing place on the Creek or river known as East Seatuck River, said highway to be three rods in width except for the distance of One hundred feet from said dock or landing place, and for that distance to be four rods in width, which proposed highway crosses the lands of Joseph Liscomb, Henry Merritt Rogers, William M. Homan, and Jacob Raynor, now, we the said Commissioners, do certify: that in our opinion, it is necessary and proper that the highway be laid out and opened, pursuant to the application of Lewis M. Raynor aforesaid, dated the day of July, 1896.

Dated Oct. 5", 1896.

NICOLL FLOYD,
MILTON G. WIGGINS, } Commissioners.
CHAS. J. RYDER,

A true copy of original made Jan. 17", 1905, filed Oct. 10", 1896. W. J. POST, T. C.

Page 59. (Abstract)

County Court, Suffolk County.
In the matter of the application of Alexander H. Penny and J. Watson Clark to lay out a highway at Pon Quogue in the Town of Southampton.

The undersigned, by an order of the County Court of Suffolk County, dated the seventh day of April, 1897, on the application of Alexander H. Penny and J. Waston Clark, having been appointed Commissioners to certify as to the necessity of laying out a highway in the Town of Southampton in said County, beginning in the Village of Pon Quogue at a point formed by the intersection of the highway as it now runs with the lands of William S. Foster and Charles F. Foster and running thence in a Westerly direction distant about Thirty feet along or across the lands of the said William S. Foster and Charles F. Foster: thence in a straight line Southerly along an old road along or across the lands of the said William S. Foster, Charles F. Foster, Warren J. Penny, Joseph Penny and Wauhope Lynn to Shinnecock Bay, distant about Ninety rods. Said highway to be of the width of Three rods and extending about Ninety two rods through the improved and unimproved lands of the several persons above mentioned, which proposed highway crosses the lands of William S. Foster, Charles F. Foster, Warren J. Penny, Joseph Penny and Wauhope Lynn, now, therefore, we, the said Commissioners do certify, it is necessary and proper that the highway be laid out and opened pursuant

to the said application of Alexander H. Penny and J. Watson Clark, dated the Seventh day of April, 1897.

S. WELLS PHILLIPS,
ELIAS JENNINGS,
CHAS. R. LYON,
} Commissioners.

A true copy of original made this 17" day of Jan. 1905 and filed June 1", 1897.

W. J. POST, T. C.

Page 60. (Abstract). The undersigned by an order of the County Court of Suffolk County, dated the Twenty first day of May, 1897, on the application of Timothy J. Downs, having been appointed commissioners to certify as to the necessity of laying out and opening a highway in the Town of Southampton in said County, commencing at the point of intersection of the dividing line between the lands of William W. Warner and the land known as the "Carpenter Estate" with the Shinnecock Bay and running in a Northerly course, wholly over the land of the Carpenter Estate to the Main street leading through Canoe Place; thence crossing said highway to a point on the Northerly side thereof between the buildings on the Carpenter Estate, known as the Canoe Place Inn, and the cottage standing several rods Westerly; thence Northerly, to the Railroad Crossing, in a straight line; thence across the land of said Railroad; thence about a Northeasterly course as near as may be in a straight line to the intersection of the corner of the lands of the said Carpenter Estate and the land of Benjamin F. Warner, with the land of David W. Smith, Thence Northerly along the line between the land of Benjamin F. Warner, David W. Smith and others to the Southerly line of the Indian Lands, so called and known; thence in a Northeasterly course to the Peconic

Bay and Shinnecock Canal; and forming at said Bay and Canal a public landing six rods square, and being equally along the bay and canal, and crossing said Indian Lands, and the land of Leander Squires and others.

Said proposed highway to be three rods in width and said public landing forming a part of said proposed highway and containing about six rods square.

And the said highway crossing the improved lands of the Carpenter Estate, Henry E. Wells, occupant, the Long Island Railroad Company, David W. Smith, Benjamin F. Warner, George Smith, Edward Hardy, Edward Hubbard, Christian F. Holzman, the Indian Lands, undivided lands of Leander Squires and others and being about one mile in length; Now, therefore, we, the said commissioners. do certify, that it is necessary and proper that the said highway be laid out and opened pursuant to the said application of Timothy J. Downs.

Dated this 25" day of September, 1897.

WALTER H. JAYCOX,
SMITH W. CONKLIN,
JNO. A. POTTER,
} Commissioners.

A true copy of original made this 18" day of Jan. 1905 and filed Sept. 30", 1897.

W. J. POST, T. C.

Page 62. (Abstract). The undersigned, by an order of the County Court of Suffolk County, dated the 16" day of September, 1899, on the application of Willard F. Jagger, having been appointed commissioners to certify as to the necessity of laying out and opening a highway in the Town of Southampton, in said County, commencing at a turn in the road near the residence of Edgar Phillips run-

ning thence South 76 degrees East 2904 8/10 feet; thence South 83 degrees 49 minutes East 854 7/10 feet; thence North 86 degrees 17 minutes East 515 3/10 feet; thence South 77 degrees, 34 minutes East 948 1/10 feet; thence South 82 degrees 22 minutes East 715 feet; thence South 78 degrees 55 minutes East 530 1/10 feet; thence South 83 degrees 6 minutes East 579 5/10 feet; thence South 67 degrees 14 minutes East 824 feet; thence curving to the left the degree of curve being 23 degrees 155 feet; thence curving to the right the degree of curve being 23 degrees 92 feet; thence South 75 degrees 56 minutes East 736 feet; thence curving to the left the degree of curve being 12½ degrees 168 feet; thence curving to the right the degree of curve being 11 degrees 462 feet; thence South 62 degrees 44 minutes East 337 feet; thence South 69 degrees 15 minutes East 1137 6/10 feet to a point in Oneck lane. Said proposed highway to be sixty feet wide and above described line to be the center line thereof. Which proposed highway crosses the lands of Edgar Phillips, Arthur Hallock, S. R. Jagger's Estate, A. J. Jagger, William H. Robinson, O. B. Raynor, Charles L. Raynor, Hiram Goodman, Dr. Wilkinson, and D. K. Halsey; now, therefore, we, the said commissioners, do certify, that it is necessary and proper that the highway be laid out and opened pursuant to the application of Willard F. Jagger, dated the 23" day of August, 1899.

Dated this 7" day of December, 1899.

JESSE L. CASE,
HENRY V. DOWNS,
OLIVER B. GOLDSMITH. } Commissioners.

A true copy of original made Jan. 18", 1905 and filed Dec. 13, 1899, duplicate filed Nov. 29", 1904.

W. J. POST, T. C.

Page 63. (Abstract.) The undersigned, by an order of the County Court of Suffolk County dated the 31" day of December, 1900, on the application of Peter H. McNulty, Barnabas F. Reeve and Leander Squires, having been appointed Commissioners to certify as to the necessity of laying out and opening a highway three rods in width about one half of a mile North of the village of Squiretown, in the Town of Southampton, as follows:

Beginning at a point formed by the intersection of the highway as it now runs with the lands of Barnabas F. Reeve, and running thence Easterly along an old road called the "Landing Road," across the lands of the said Barnabas F. Reeve, Leander Squires and Peter H. McNulty about Sixty five rods to a point formed by the intersection of the land of Joseph H. Pratt with the line of the proposed highway; thence in the same direction about Fifteen rods along said "Landing Road" across land of said Joseph H. Pratt; thence in a Northerly direction about Twenty rods across the lands of said Joseph H. Pratt to Peconic Bay, said highway to be of the width of three rods through out, except that from a point Two hundred feet from Peconic Bay, said highway to be of the width of six rods and extend about One hundred rods through the unimproved lands of the several persons above mentioned; Now, therefore, we, the said Commissioners, do certify, it is necessary and proper that the highway be laid out of the width of three rods from the Squiretown and Red Creek highway, as it now runs, to Peconic bay, and in all other respects pursuant to the application of Peter H. Mc-

Nulty, Leander Squires and Barnabas F. Reeve, dated the 8″ day of November, 1900.

Dated this 2″ day of March, 1901.

THEO. D. DIMON,
JEREMIAH H. MULFORD,
BENJAMIN H. VAN SCOY,
} Commissioners.

A true copy of original made Jan. 18″, 1905 and filed March 13″, 1901.

W. J. POST, T. C.

Page 65. (Abstract). The undersigned, by an order of the County Court of Suffolk county dated the 28″ day of December, 1900, on the application of Geo. E. Foster, having been appointed commisssioners to certify as to the necessity of laying out and opening a highway in the Town of Southampton, in said County, beginning at a point formed by the intersection of the highway as it now runs with the land of William A. Raynor and heirs of Lorenzo D. Bellows, and running thence Easterly along an old road (called the Five Points Road) across the lands of the said William A. Raynor, heirs of Lorenzo D. Bellows and Edward L. Squires, Nathan D. Terrell, Joseph Penny, Alexander H. Penny, Mrs. E. A. Penny, Mrs. Sarah M. Tuttle, Mrs. J. W. Clark, Judge Wood, Geo. E. Foster, your petitioner, Edward Sayre and John H. White, about Two hundred and forty rods to Shinnecock Bay, said highway to be of the width of four rods and extending about Two hundred and forty rods through the unimproved lands of the several persons above mentioned; now, therefore, we, the said commissioners, do certify it is necessary and proper that the highway be laid out and opened pursuant

to said application of Geo. E. Foster, dated the 8" day of December, 1900.

Dated the 25" day of January, 1901.

SIMEON S. HAWKINS,
BENJ. F. HOWELL,
JETUR W. HAND,
} Commissioners.

A true copy of original made Jan. 19", 1905 and filed Jan. 29", 1901.

W. J. POST, T. C.

Page 69. (Abstract).

County Court, Suffolk County.
In the matter of the application to lay out a highway at Quogue in the Town of Southampton and to assess the damages therefor.

The undersigned having been by an order of the County Court of Suffolk County, N. Y., dated the 21" day of March, 1903, made on the application of Henry Gardiner, appointed Commissioners to determine upon the necessity of the laying (out) and opening of a highway in the Town of Southampton in said County, as follows: Beginning at Foster's Creek in the Eastern part of Quiogue where the open street or way now is and runing Westerly and Northerly to Howell's Lane at a point 1357½ feet South of Quogue Street; then running Northerly along Howell's Lane to Quogue Street, which proposed highway will cross the lands of Sallie Foster, Julia Foster, Abraham S. Post, Erastus F. Post, Sophia Herrick, Flor-

ence Jessup, George Jessup, Daisy Jessup, George H. Jessup, and Nancy Jessup, Asher B. Hallock and Mary H. Howell. Now therefore we, the said Commissioners, do certify, decide, determine and order that it is necessary that the highway be laid out and opened, pursuant to the said application of Henry Gardiner, dated the 23" day of February, 1903, and the following is a survey of said road as we determine and certify that it is necessary that it be laid out and opened:

Begining at Foster's Creek and running S. 46° 01' W. 483'; then S. 37° 49' W. 66'; then S. 63° 04' W. 3951 8/10'; then S. 80° 57' W. 446 8/10'; then N. 83° 20' W. 403 5/10'; then N. 77° 40' W. 378 7/10'; then N. 71° 26' W. 574'; then N. 70° 14' W. 276 5/10'; then N. 19° 05' E. 676 4/10'; then N. 28° 44' E. 681 1/10' to Quogue Street. the said road to be 66 feet in width from the starting point to the Shinnecock Road and Fifty five feet in width from said Shinnecock Road to Howell's Lane and the remainder of said road along Howell's Lane to be Fifty feet in width.

Dated the 17" day of April, 1903.

RILEY P. HOWELL,
JOHN L. HAVENS,
THEODORE P. TERRY,
} Commissioners

A true copy of original made Jan. 20", 1905 and filed April 17", 1903.

W. J. POST, T. C.

Page 72. (Abstract).

County Court, Suffolk County.
In the matter of the application to lay out a highway at Quogue.

We, Sally Foster and Julia Foster hereby dedicate for highway purposes all that tract or parcel of land situated at Quogue in the Town of Southampton, County of Suffolk, N. Y., now used as a road and known as Quaquanantuck Lane, said parcel of land so dedicated being sixty six feet in width from Foster's Creek to Shinnecock Road and Fifty five feet in width from Shinnecock Road to land of Abram S. Post. Reserving, however, the dock we have built on Foster's Creek, and we hereby release said town from all damages by reason of laying out and opening said road as a public highway across our land as now opened and traveled, said lands to revert to us or our heirs or assigns whenever it ceases to be used as a highway.

Witness our hands this 17" day of April, 1903.

SALLIE FOSTER,
JULIA FOSTER.

Page 73. I, Abram S. Post, of Quogue, Suffolk County, New York, in consideration of the sum of one dollar to me in hand paid, hereby consent that the road known (as) Quanquanantuck Lane heretofore laid out and opened across my premises and other property at Quogue, in the Town of Southampton, and located and described

as hereinafter set forth, be opened and forever maintained as a public street or highway, and I hereby release said town from all damages by reason of laying out and opening of such highway through my premises. The said road extends from land now or formerly of Sally H. Foster and Julia P. Foster on the East to land now or formerly of Erastus F. Post on the West, and is Fifty five feet in width throughout its whole length. The Northerly line or side of said road, or that part thereof which is affected by this instrument, begins at a marble monument set at the point of intersection of the said Northerly line of said road by the dividing line between the said land now or formerly of Sally H. Foster and Julia P. Foster, and land of the said Abram S. Post, which point is distant along the said dividing line South Forty four degrees thirty minutes East One thousand four hundred and seventy seven and 7/10 feet from the Southeasterly side of the Main Street running through Quogue; and said Northerly line of said road runs thence South Sixty three degrees four minutes West 1205 5/10 feet to another marble monument set at the point of intersection of the said Northerly side of Quaquanantuck Lane by the Westerly side of Ocean Avenue, and thence still South Sixty three degrees four minutes West Three hundred and sixty eight feet to the said land now or formerly of Erastus F. Post; Provided, however, that the land so dedicated for said highway shall revert to said Abram S. Post, his heirs or assigns, whenever it ceases to be used as a highway.

Witness my hand and seal this 13" day of April, One thousand nine hundred and three.

ABRAM S. POST, (L. S.)

Page 74. (Abstract).

County Court, Suffolk County.
In the matter of the application of William H. Camerden to lay out a highway at Quogue in the Town of Southampton, in Suffolk County, N. Y., and to assess the damages therefor and to determine the probable costs thereof.

The undersigned having been by order of the County Court of Suffolk County, N. Y., dated October 5", 1903, made on the application of William H. Camerden, appointed Commissioners to determine upon the necessity of laying out and opening a highway at Quogue, in the Town of Southampton, in said County, as follows: Beginning on Quogue Street in the Village of Quogue, between the house of J. P. Howell and Jessup's store where the traveled road now begins and running N. 0° 30' E. 3123 2/10 feet, following so far as practicable said traveled road; then running North 45° 30' East 4800 feet to the road leading to Quogue Depot, which proposed highway will cross the lands of George H. Jessup, Sophia W. Herrick, Erastus F. Post. Abram S. Post, Julia P. Foster and Sallie H. Foster and George H. Penniman. Now, therefore, we the said Commissioners do certify, decide, determine and order that it is necessary that said highway be laid out and opened to the width of three rods. pursuant to said application according to the survey of E. F. Post produced before us.

Done in duplicate this 23" day of October, 1903.

HENRY D. GREEN,
ISAAC C. WINTERS, Commissioners.
JAMES WALSH,

A true copy of original made Jan. 21", 1905 and filed Dec. 8", 1903.

W. J. POST, T. C.

Note.—The foregoing record has been transcribed with great care and exact as possible. Opportunity is given to see the form of entries which are in the Liber A., Town of Southampton, N. Y. Hereafter what follows will be in part in abstracts applying to conveyances of real estate, proceedings for opening and laying out roads, dedications, grants, covenants, etc., reciting therein all pertinent facts and rejecting the useless *tautology so often occuring in legal documents.—Ed.

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*Repetitions so often occurring in legal covenants were not wholly made in olden times so much to safeguard the covenanters as to compensate the scrivener or clerk who was paid by the folio.—Ed.

Page 79. (Abstract). Consent and release of land of Abram S. Post for opening highway at Quogue and affidavit before Marcus E. Griffin, Notary Public.

Page 79. (Abstract). Order appointing Commissioners on application of Wm. S. Halsey, to certify necessity of opening highway "commencing at the North Shore of Mecox Bay in Water Mill between lands of Theodore A. Halsey and Fannie Grant and running North 19° 30′ West a distance of 459 5/10 feet across the lands of said Theodore A. Halsey and Fannie Grant to Mohawk Avenue

certify it is necessary and proper that the highway be laid out and opened." Damages are assessed: To Theodore A. Halsey at $5.00; to Fannie Grant at $5.00. Dated March 12, 1904. Signed by Theodore D. Dimon, Geo. H. Hand, John Mulligan, Commissioners. A true copy of original filed March 18, 1904; copy made Jan. 24, 1905. Attest, W. J. Post, T. C.

Page 80. (Abstract). Charles E. Brooks dedicates to town strip of land "across my premises for highway of width three rods bounded on the Northwest by lands of Howard Corwin, George E. Bellows and Emma Carter; East by Shinnecock bay; South, West and Northwest by land of Charles E. Brooks." Releases town of all damages by reason of laying out and opening said highway. Signed and sealed February 10, 1904. Affivadit before James W. Dervy, Notary Public, King Co., N. Y., dated Fe. 10, 1904.

Page 81. (Abstract). George E. Bellows and Jennie Bellows, and William S. Bellows and Ella Bellows of Good Ground, dedicate to town for highway purposes "a strip of land across our premises commencing at a point three rods North 1° 54′ W. of a point or monument on the Southerly side of property highway numbered (3) said mark or monument standing on land of John Leighton and designated on a certain map of proposed highway made by Erastus F. Post, surveyor, in August, 1903; thence extending 751 9/10 feet N. 1° 54′ W. to a certain stone monument set on the Southerly side of proposed highway. The said highway to be three rods in width with the course above mentioned as the Eastern boundary thereof and bounded North by land of Emma Carter; East by land of Emma Carter, South by land of John Leighton and by land which the said Leighton intends to dedicate for proposed highway and West by lands of George E.

Bellows and William S. Bellows less a triangular strip of land on the East part of said described tract which has been dedicated by Emma Carter for said proposed highway. Releases town from all damages by reason of laying out and opening said highway." Dated Nov. 25, 1903. Signed in presence of Geo. W. Hildreth, with legal seals by,

GEORGE E. BELLOWS, (L. S.)
JENNIE H. BELLOWS, (L. S.)
WILLIAM S. BELLOWS, (L. S.)
ELLA H. BELLOWS, (L. S.)

Affidavit of acknowledgment sworn before George W. Hildreth, Notary Public, by above severally and individually Nov. 25, 1903.

Page 82. (Abstract). Emma E. Carter, of Good Ground, dedicates to the town of Southampton "a strip of land across my premises for the purposes of a three rod highway, bounded North and East by land of Emma E. Carter; South by land of John Leighton and West by lands of William S. Bellows and George E. Bellows containing about three sixteenths of an acre." A diagram of the plot is drawn on Page 82. Also releases Southampton from all damages by reason of laying out and opening said highway. Signed, Emma E. Carter, L. S., and acknowledged before George W. Hildreth, Notary Public, Nov. 13, 1903. Attested as true copy by W. J. Post, T. C.

Page 83. (Abstract). Charles L. Atterbury and Katherine M. Atterbury, his wife, acknowledge receipt of $177.50 paid by the Town of Southampton to them and releases and conveys "for ourselves, our heirs, executors and administrators severally for the purpose of a highway all that certain tract or parcel of land situate on Shinne-

cock Hills beginning at a certain point in the Southerly line of the South highway, as now opened across Shinnecock Hills, South sixty degrees thirty nine minutes East Two hundred seventy nine and eight tenths feet (S. 60° 39′ E. 279.8 ft.) from stone monument marked No. 219.

"Thence I. South sixty degrees thirty nine minutes East One hundred sixty and eighty nine one hundredths feet (S. 60° 39′ E. 160.89 ft.).

"Thence II. South thirty six degrees twenty six minutes and thirty seconds East Five hundred one and seventy three one hundredths feet (S. 36° 26′ 30″ E. 501.73 ft.).

"Thence III. South sixty degrees twenty four minutes and thirty seconds East One hundred eighty and seventy nine one hundredths feet (S. 60° 24′ 30″ E. 180. 79 ft.).

"Thence IV. South ten degrees thirty nine minutes West, Seventy and fifty three one hundredths feet (S. 10° 39′ W. 70.53 ft.).

"Thence V. North sixty degrees twenty four minutes and thirty seconds West Two hundred seventeen and forty five one hundredths (feet) (N. 60° 24′ 30″ W. 217.45 ft.).

"Thence VI. North thirty six degrees twenty six minutes thirty seconds West Six hundred sixty two and seven one hundredths feet (N. 36° 26′ 30″ W. 662.07 ft.). to point of beginning.

"The above tract being four rods wide and containing one and one thousand eight hundred thirty three ten thousandths acres (1.1833 A).

"The above property is shown on a map hereto annexed and is also described on a map filed in the office of the

Town Clerk of the Town of Southampton, and marked map showing the alteration of the South highway, Shinnecock Hills, Long Island."

Signed and sealed in the presence of Wallace E. Knipe, Notary Public, N. Y. Co., and acknowledged in affidavit before him by

CHARLES L. ATTERBURY, (L. S.)
KATHERINE M. ATTERBURY, (L. S.)

A true copy of original made March 1", 1905.

W. J. POST, T. C.

Page 86. (Abstract). Ellen H. Swayne gives consent that a highway of the width of four rods be laid out and opened or altered "across my premises in the Town of Southampton at Shinnecock Hills in accordance with the survey showing alteration of the South Highway across Shinnecock Hills made by Seth J. Raynor in August, 1904, and filed in the Town Clerk's office of the Town of Southampton, and releases said town of all damages by reason of laying out, opening of such highway through my premises." Signed, Ellen H. Swayne, witness Frank B. Phillips, dated June 30, 1905.

A true copy of original filed July 14", 1905.

W. J. POST, T. C.

Page 86. Southampton, L. I.: To the Commissioners of Highways of the Town of Southampton in the County of Suffolk, The undersigned hereby applies to you to lay out and alter a highway in said town commencing at J Romaine Brown, Shinnecock Hills running Westward

which proposed highway will pass through the land of Mrs. Wager Swayne and Charles A. Atterbury who consent to the laying out and altering of such highway.

Dated this 9" day of Nov. 1905.

CHARLES R. FITZ.

A true copy of original filed Nov. 9", 1905.

W. J. POST, T. C.

Page 86. Consent of Town Board. The undersigned of the Town Board of the Town of Southampton in the County of Suffolk, hereby consent that the Commissioners of Highways of said town make an order altering the proposed highway described in the order hereto annexed pursuant to Section 80 of the Highway Law.

Dated this 9" day of November, 1905.

THOMAS W. LISTER, Supervisor,
G. CLARENCE TOPPING,
EDWARD H. FOSTER,
MARCUS E. GRIFFIN,
W. C. GREENE,
GASTON E. BISHOP,

A true copy of original filed Nov. 9", 1905.

W. J. POST, T. C.

Page 87. (Abstract). Commissioners of Highways deliberate Nov. 9, 1905, on propriety of altering a highway on application of Charles R. Fitz, and determine "that a highway shall be and the same is hereby laid out in said town as follows: The said highway to be of the width of 4 rods and the Southerly line of said highway is described as follows: Survey: Commencing at a point on the South side of the highway now running across Shinnecock Hills

and distant 120.8 ft. from the stone monument set in the Southerly side of said highway and bearing North 68° 41′ West from said stone monument; thence North 75° 53′ West 202.54 feet; thence North 71° 48′ West 139.33 ft.; thence North 63° 23′ West 237.05 ft.; thence North 60° 24′ 30″ West 340.3 ft.; thence North 36° 26′ 30″ West 662.07 ft.; thence North 60° 39′ West 279.8 ft. to a stone monument marked 219, as shown on a map of the alteration of the South highway of Shinnecock Hills, made by Seth J. Raynor August, 1904, and filed in said Town Clerk's office."

Dated this 9″ day of Nov. 1905.

FRANK B. PHILLIPS,
E. P. ROGERS,
SHERWOOD HALLOCK,
} Commissioners of Highways.

A true copy of original filed Nov. 9″, 1905.

W. J. POST, T. C.

Page 88. (Abstract). Application Alteration of Towd Road. To the Commissioners of Highways of the Town of Southampton, Suffolk County:

The undersigned hereby apply to you to alter a highway in said town at North Sea, said alteration passing through the lands of the undersigned who consents to such alteration, and I for value received, do hereby dedicate to the Town of Southampton, aforesaid, a strip of land across my premises for the purposes of such alteration as shown by a map of such alteration made by Seth J. Raynor, surveyor, and hereto attached and made a part of this consent, and I hereby release the said town of all damages by the reason of said alteration.

In witness whereof I have hereunto set my hand and seal this 11" day of Dec. 1905.

Witness

D. F. OSBORNE.

EDSON JENNINGS, (L. S.)

Page 88. Order Alteration of Towd Road at North Sea. At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk on the 16" day of Jan. 1906, for the purpose of altering a highway known as Towd Road at North Sea in said town as shown by a map of said alteration made by Seth J. Raynor, surveyor, the land taken for such alteration being as follows: Commencing at a monument set on the East side of the road leading to Sag Harbor said Road being known as Towd road, and running thence N. 22° 35′ E. 62.63 feet to another monument, thence N. 75° 15′ E. to a monument set in the South side of the old Road leading to Sag Harbor, thence N. 87° 26′ 187.16 feet, thence N. 79° 64′ E. 149.8 feet, thence S. 75° 15′ W. 563 feet to the point of beginning, said proposed alteration being of the width of three rods, and on application of Edson Jennings a person liable to be assessed for highway labor in said town, and the owner the said Edson Jennings having released to the town the land taken for such alteration it is ordered and determined that such alteration be and the same is hereby made.

Dated the 16" day of Jan. 1906.

FRANK B. PHILLIPS,
E. P. ROGERS,
SHERWOOD HALLOCK,
} Commissioners of Highways.

A true copy of the original order and application filed Jan. 16", 1906.

W. J. POST, T. C.

Page 90. (Abstract). County Court, Suffolk County: In the matter of the application of S. P. Hammond to lay out a highway. George H. Furman, Sanford Weeks, and John H. Roe appointed Commissioners to determine necessity of laying out and opening a highway beginning on the highway running from West Hampton Beach to the Ocean just North of the bathing station of Frank C. Rogers and running Easterly between the Bay and the Ocean to the highway leading from Quogue to the Ocean which proposed highway will cross the lands of Frank C. Rogers, etc., having heard all the evidence do certify, decide and determine and order that it is necessary that the highway be laid out and opened pursuant to said application of S. P. Hammond, dated the 30′′ day of October, 1905.

And the following is a survey of said road as we determine and certify it is necessary that it be laid out and opened:

Survey: Beginning at the intersection of the old traveled road with the highway leading from West Hampton Beach to the Ocean and running Northerly eighty three degrees fifteen minutes East, eight hundred and forty six feet (N. 83° 15′ E. 846 ft.) thence running North eighty eight degrees forty two minutes East, four hundred eighty one and seven tenths feet, (N. 88° 42′ E. 481.7 ft.) thence running North sixty seven degrees twenty nine minutes East, three hundred seventy seven and six tenths feet, (N. 67° 29′ E. 377.6 ft.) thence running North eighty seven degrees forty eight minutes East four hundred seventy seven and five tenths feet, (N. 87° 48′ E. 477.5 ft.) thence South eighty seven degrees twelve minutes East, three hundred ninety four and two tenths feet (S. 87° 12′ E. 394.2 ft.) thence North seventy one degrees fifty eight minutes East, eight hundred and eighty feet (N. 71° 58′ E.

880 ft.) thence North seventy nine degrees thirteen minutes East, two hundred nineteen and eight tenths feet, (N. 79° 13′ E. 219.8 ft.) thence Northerly seventy two degrees eight minutes East three hundred and thirty three feet, (N. 72° 08′ E. 333 ft.) thence North seventy nine degrees thirty minutes East eight hundred eighty three and four tenths feet, (N. 79° 30′ E. 883.4 ft.) thence North seventy three degrees thirty two minutes East six hundred forty eight and three tenths feet, (N. 73° 32′ E. 648.3 ft.) thence North eighty two degrees fourteen minutes East twenty one hundred and fifty three feet, (N. 82° 14′ E. 2153 ft.) to Quogue Lane, the said survey following the old traveled road as nearly as practicable and corresponding with the survey and map made by E. F. Post and introduced in evidence on the hearing.

Such highway to be fifty feet in width and will pass through the lands of Frank C. Rogers, etc.

Done in duplicate this 20″ day of February, 1906.

GEORGE H. FURMAN,
SANDFORD WEEKS,
JOHN J. ROE,
} Commissioners.

A true copy of original filed March 16″, 1906.

W. J. POST, Town Clerk.

HEAD OF THE POND DEERFIELD ROAD

Page 94. (Abstract). Application to lay out and define and locate an old used highway, do hereby lay out and define and locate said highway the center line of said highway being shown as follows according to a map and survey made by Addison M. Cook, July 1, 1905, commencing at a stone monument set in the center of said highway at the junction of said highway with the highway leading

to Scuttle Hole and running thence N. 13° 16′ W. 954.3 feet to a stone monument, thence (N. 9° W.) 587 feet to a stone monument, thence N. 9° 33′ W. 860 feet to a stone monument, thence (N. 9° 41′ W.) 727.7 feet to a stone monument, thence (N. 9° 52′ W.) 672.2 feet to a stone monument, thence (N. 9° 34′ W.) 1206 feet to a stone monument, thence (N. 9° 24′ W.) 703.5 feet to a stone monument, thence (N. 10° 30′ W.) 716.8 feet to a stone monument nearly opposite the edge of the Woods Road, thence (N. 2° 24′ E.) 810.4 feet to a stone monument in the center of said highway between the wood land of Samuel Squires and land of "Widow" Magee, said highway being of the uniform width of four rods.

In witness whereof we have hereunto set our hands this 20″ day of February, 1906.

E. P. ROGERS,
FRANK B. PHILLIPS,
SHERWOOD HALLOCK,
} Commis. of Highways.

A true copy of original filed April 24″, 1906.

W. J. POST, T. C.

Page 94. (Abstract). Court Commissioners certificate, Riverhead to Quogue Depot: The undersigned, by an order of the County Court of Suffolk County, dated the 23″ day of June, 1905, on the application of L. Edgar Carter and others, having been appointed Commissioners to certify as to the necessity of laying out and opening a highway in the Town of Southampton, in said County: beginning on the highway leading from Riverhead to Flanders where the main traveled road from Riverhead to Quogue intersects said Flanders road and following said main travelled road from Riverhead to Quogue to the Long Island Railroad near Quogue depot. excepting therefrom

such parts of said road as have already been laid out a public highway, which proposed highway will pass through the lands of Eugene B. Fanning, William R. Fanning, Gilbert A. Penny, Harvey P. Fanning, Betsy M. Goodale, Nellie Brown, Zola M. Fanning, Emma Downs, Irving B. Downs, Thaddeus M. Benjamin, Alanson Benjamin, Mark DeWit Benjamin, Everett Benjamin, John H. Perkins, Amelia Carter, David H. Young, Nathan A. Downs, David F. Vail, George D. Squires, David A. Vail, C. C. Rope, John H. King, Wm. A. Rushmore, Benjamin F. Fairchilds, C. W. Penniman, Marcus E. Griffin, Henry Gardiner, Harvey Downs, Lewis Downs, Allison O. Downs, J. Edward Downs, Sylvester F. Downs, Mrs. Morgan M. Jackson. the heirs of Sarah I. Squires and the heirs of Mahlon Stephens and Morris Phillips, and to assess the damages, etc.

Having heard all the evidence, do thereupon certify, it is necessary and proper that the highway be laid out and opened pursuant to the said application of L. Edgar Carter, dated the 5th day of May, 1905.

Dated in duplicate this 21" day of April, 1906.

C. S. EDWARDS,
GEO. F. HOMAN,
JETUR W. HAND,
} Commissioners.

A true copy of original filed April 24", 1906.

W. J. POST, T. C.

Page 96. (Abstract). Com. of Highways order W. H. B. to Quogue on Meadow:

Whereas, S. P. Hammond did present to us a written application dated the 19" day of October, 1905 to lay out a highway in said town, and the motion having been made

to said County Court to vacate such decision and the motion having been denied by said court, etc.

The undersigned Commissioners of Highways do hereby lay out such highway as so applied for and ordered, whereof a survey has been made as follows:

Survey: Beginning on the Easterly side of the highway leading from West Hampton Beach to the Ocean at a point twenty five feet Southerly from the center of a locust post set on the East side of the said highway leading from West Hampton Beach to the Ocean and running thence, 1″ North Eighty three degrees Fifteen minutes East Eight hundred and forty six feet (N. 83° 15′ E. 846 ft.) thence 2″ North Eighty eight degrees Forty two minutes East Four hundred and eighty one and seven tenths feet (N. 88° 42′ E. 4817 ft.) 3″ North Sixty seven degrees, twenty nine minutes East, Three hundred seventy seven and six tenths feet (N. 67° 29′ E. 377.6 ft.) 4″ North Eighty seven degrees Forty eight minutes East, Four hundred seventy seven and five tenths feet (N. 87° 48′ E. 477.5 ft.) 5″ South Eighty seven degrees Twelve minutes East Three hundred ninety four and two tenths feet (S. 87° 12′ E. 394.2 ft.) 6″ North Seventy one degrees, Fifty eight minutes East, Eight hundred and eight feet, (N. 71° 58′ E. 808 ft.) 7″ North Seventy nine degrees, Thirteen minutes East, Two hundred nineteen and eight tenths feet (N. 79° 13′ E. 219.8 ft.) 8″ North Seventy two degrees Eight minutes East Three hundred thirty three feet, (N. 72° 08′ E. 333 ft.) 9″ North Seventy nine degrees Thirty minutes East, Eight hundred eighty three and four tenths feet (N. 79° 30′ E. 883.4 ft.) 10″ North Seventy three degrees Thirty two minutes East Six hundred forty eight and Three tenths feet (N. 73° 32′ E. 648.3 ft.) 11″ North Eighty two degrees Fourteen minutes East Two thousand and one hundred fifty three feet (N. 82° 14′ E. 2153 ft.)

to a post twenty five feet Southerly from the center of a locust post set on the Westerly side of the highway leading from Quogue to the Ocean.

The above line to be the center of said highway and said highway to be Fifty feet in width.

Dated this 15" day of May, 1906.

E. P. ROGERS,
F. B. PHILLIPS,
SHERWOOD HALLOCK,
} Commissioners of Highways.

A true copy of the original filed May 15", 1906.

W. J. POST, Town Clerk.

Page 97. (Abstract). In the matter of the application of Eugene O. Wilcox to lay out a highway at Speonk. By order of the County Court of Suffolk dated May 14", 1906, on the application of Eugene O. Wilcox having been appointed Commissioners to certify as to the necessity of laying out and opening a highway in the Town of Southampton beginning on the highway about three hundred feet Easterly of the brick mill owned by Elias P. Tuttle and Lewis Tuttle, at or near the point where the road of A. C. Broughkamp leaves the said highway and running in a straight line South of said mill to the highway about three hundred feet Southwesterly of said mill which proposed highway will be about seven hundred feet in length and will cross the lands of A. C. Droughkamp, Elias P. Tuttle and Lewis Tuttle, and having heard all the evidence do thereupon certify it is necessary and proper that the highway be laid out and opened pursuant to the said ap-

plication of Eugene O. Wilcox, dated March 5", 1906, and we have assessed the damages, etc.

The said highway should be laid out four rods in width.

Dated this 5" day of June, 1906.

GEORGE W. HILDRETH,
GEORGE M. VAIL,
JOHN H. HAGON.

A true copy of original filed June 6", 1906.

W. J. POST, T. C.

Page 99. (Abstract). In the matter of the application of L. Edgar Carter to lay out a highway in the Town of Southampton and assess the damages therefor. No one opposing, ordered that favorable decision of commissioners be confirmed. Signed Timothy M. Griffing, County Judge of Suffolk County. Dated May 14, 1906. Attest W. J. Post, T. C.

Page 99. (Abstract). In the matter of the application of Eugene O. Wilcox to lay out a highway in the Town of Southampton and assess the damages therefor. Confirmed. Signed Timothy M. Griffing, County Judge of Suffolk County. Dated June 25, 1906. Attest W. J. Post, T. C.

Page 100. (Abstract). In the matter of the application of Leonard L. Bishop to lay out a highway at West Hampton, Town of Southampton:

Order of County Judge of Suffolk County, dated the 31" day of July, 1906, on application of Leonard L. Bishop, appoints Commissioners to certify as to the necessity of

opening a highway beginning at a point opposite the Good Templars Hall at West Hampton and running Southerly following the traveled road leading to the road leading across Little Oneck, then running Southerly to the bay which proposed highway will cross the lands of Silas Tuttle, Andrew Schultz, Nelson Horton, John B. Cook, Frank Gordon, Morris Conklin, Richard Munson, N. B. Rogers, John S. Smith, F. R. Smart, E. Skidmore, John R. Wilmer, Arthur King, Frank C. Rogers, Theodore B. Jackson, Mary R. Raynor, Stephen W. Bishop, Fred C. Raynor, Ellen E. Raynor, Charles R. Bishop, Josie Culver, Eckford Culver, and Herbert S. Culver, Webster Gordon, Chauncey Robinson, Howard B. Goodman, Hiram F. Goodman, Richard Goodman, having heard the evidence certify that it is necessary and proper that the highway be laid out and opened pursuant to the application of Leonard R. Bishop, dated the 23" day of June, 1906.

The said road should be three rods in width.

Dated Sept. 17", 1906.

OSCAR F. FANNING,
JOHN MULLIGAN,
JEREMIAH H. MULFORD.

A true copy of original.

W. J. POST, T. C.

Page 102. (Abstract). Application of Leonard L. Bishop to lay out a highway and the decision of Commissioners and awards is confirmed by T. M. Griffing, County Judge, no one opposing. Dated November 27, 1906. Attest Nov. 28, as true copy of original, W. J. Post, Town Clerk.

Page 103. (Abstract). Undersigned apply for alteration of the highway at West Hampton Beach known as the highway running East through the lands of Hubert F. Stevens' heirs from Potunk Neck road to Moneybog Creek. The said proposed alteration being the construction of a ditch or canal thirty feet wide across said highway, and the building of a bridge over and across the same, of the width of sixteen feet, and making the necessary approaches thereto. The applicants hereto agreeing that the digging of said ditch or canal, and the construction of said bridge shall be without charge or expense to the said town of Southampton. The said proposed alteration being on the highway, and lands of the heirs of Hubert F. Stevens, who consent to the proposed alteration as before set forth. Signed: Sophia Stevens, John Chester Stevens, E. B. Reynolds, Laura E. Cutter, E. H. Bishop, J. M. Stevens, Susan M. Stevens, Silas A. Stevens, Elijah Raynor.

Owners of the land through which it is proposed to dig a canal or ditch, in consideration of the sum of one dollar ($1.00) receipt of which is hereby acknowledged, consent and agree to and with the other of us to allow a canal or ditch to be dug at West Hampton Beach, northwardly from a point within the present canal dug by the late Hubert F. Stevens in his life time and extending northerly by or near Monnebaug Creek and upon the lines as at present marked out and agreed upon to the Southerly boundary of the land of Hugo Schramm near the Southerly side of the Main Street in West Hampton Beach. Providing suitable bridge is erected across said canal within six months of the construction of the said canal, at the foot of Potunk Neck road aforesaid, and we further bind ourselves each with the other and hereby agree that said ditch or canal shall be kept open for our use, our heirs and assigns and unobstructed by any act of ours.

In witness whereof we have hereunto set our hands and seals this 5" day of January, Nineteen hundred and six. Signed: J. D. Brundage, Edwin Smith, Antoinette H. Smith, J. Mitchell Stevens, Susan M. Stevevns, Silas A. Stevens, Sophia Stevens, J. C. Stevens, E. F. Bliss, Jr., Tillie W. Reynolds, Laura E. Cutter, A. Ward Havens, Elijah Raynor. Then follows acknowledgments and attests of each person who executed agreement in presence of Notaries Public. Filed as a true copy of originals recorded on Pages 103, 104, 105. W. J. Post, T. C.

Page 105. (Abstract). In the matter of the application of William H. Mott to open and lay out a highway in the village of Eastport, in the Town of Brookhaven and Southampton. County Court appoints Commissioners to certify necessity of laying out and opening a highway commencing at a point in the middle of a highway located in the village of Eastport and running by the property of M. F. Penny South 78° East 323.3 feet; thence South 79° 54′ East 101.5 feet; thence South 88° 08′ East 116.2 feet to the Western end of a highway located in the Town of Southampton, near the property now or formerly of George W. Tuttle which land so described is the center line of a proposed highway which shall be three rods wide and the land to be taken is the land lying one and one half rods on the North and South side of said land which proposed highway will pass through the lands of the Long Island Country Club and George W. Tuttle who do not consent to the laying out of said highway, and having heard the evidence do thereupon certify that it is necessary and proper that the highway be laid out and opened pur-

suant to the said application of William H. Mott dated the 3rd day of October, 1906.

Dated November 23rd, 1906.

RALPH C. GREENE,
DANIEL D. WHITE,
PATRICK WHELAN,
} Commissioners.

A true copy of original filed Dec. 19th, 1906.

W. J. POST, T. C.

Page 107. (Abstract). Final order Highway at Eastport: Which proposed highway will pass through the land of the Long Island Country Club, G. W. Tuttle.

Dated this 8th day of April, 1907. Court confirms decision of Commissioners:

Now, therefore, we the undersigned Commissioners of Highways of said town do hereby lay out such highway whereof a survey has been made as follows: Commencing at a point in the middle of a highway, etc., (same bounds as preceding.) Signed,

SHERWOOD HALLOCK,
FRANK B. PHILLIPS,
EDWIN P. ROGERS.

A true copy of original filed this 9th day of April, 1907.

W. J. POST, T. C.

Page 108. (Abstract). Application to alter a highway on release of damages: Undersigned applies to you to alter a highway in said town commencing at the center of Wickapogue and Cobb road running South 53° 21′ East 909.2

feet to the Flying Point road proposed highway which shall be four rods wide which proposed highway will pass through the land of M. Harry Sayre, who consents to the altering of such highway.

Dated this 23" day of March 1907.

JONAH ROGERS.

A true copy.

W. J. POST, T. C.

Page 109. (Abstract). Consent of the Town Board to alter a highway described in the application of Jonah Rogers. Signed, W. C. Greene, Gaston E. Bishop, Edward H. Foster, G. Clarence Topping, Marcus E. Griffin.

A true copy,

W. J. POST, T. C.

Page 109. (Abstract). Release of damages by M. Harry Sayre; acknowledges receipt of $25.00 and releases said town from all damages by reason of altering such highway through my premises. Dated March 29, 1907. Signed M. Harry Sayre. Witness Frank B. Phillips.

A true copy,

W. J. POST, T. C.

Page 109. (Abstract). Order of altering a highway with the consent of Town Board. Commissioners of Highways ordered and determined that a highway shall be, and the same is hereby laid out as follows: Commencing at the center of Wickapogue and Cobb road, running South 53°

21′ East 909.2 feet to the Flying Point road which proposed highway shall be four (4) rods wide.

Dated this 8″ day of April in the year one thousand nine hundred and seven.

SHERWOOD HALLOCK,
FRANK B. PHILLIPS,
E. P. ROGERS,
} Commissioners of Highways.

A true copy of original made this 10″ day of April, 1907.

W. J. POST, T. C.

Page 110. (Abstract). Undersigned applies to Commissioners of Highways to lay out a highway commencing on the highway leading from Riverhead to Flanders, etc., to the Long Island Railroad near Quogue. Signed by L. E. Carter and others. Dated May 5, 1905.

Page 111. (Abstract). Final order of Highway Commissioners laying out a highway after contest:

Whereas L. E. Carter did present to us application dated the 5″ day of May, 1905, to lay out a highway, etc., do hereby lay out such highway as so applied for and ordered whereof a survey has been made as follows:

Commencing at a point in the center of the highway on the North side of the Long Island R. R., near Quogue depot North 28° 11′ West 912 feet, thence North 7° 20′ West 3500 feet, thence North 5° 00′ East 2196.3 feet, thence North 5° 32′ East 1560.9 feet, thence North 45° 20′ West 1374 feet, thence North 23° 12′ West 269.8 feet, thence North 7° 08 East 644.7 feet, thence North 3° 08 West 2551.7 feet, thence North 18° 22′ West 746.1 feet, thence North 28° 52′ West 426 feet, thence North 45° 13′

West 250.0 feet, thence North 70° 46′ West 1167.1 feet, thence North 57° 31′ West 4264 feet, thence North 15° 05′ West 3500 feet, thence North 13° 19′ West 2000 feet, thence North 4° 43′ West 500 feet, thence North 0° 07′ East 454.1 feet, thence North 23° 33′ West 604 feet, thence North 13° 41′ West 2829. 6 feet which line so described is the center line of a proposed highway.

Which proposed highway shall be 66 feet wide and the land to be taken is the land lying 33 feet on East and 33 feet on West sides of said line which proposed highway will pass through the land of G. H. Penniman, Morris R. Phillips, Marcus E. Griffin, H. Gardiner, heirs of B. C. Downs, heirs of Sarah J. Squires, Abram S. Post, Silas E. Jessup and George H. Jessup, W. J. Stevens, D. Vail, S. Jackson, Hiram Stevens, A. Benjamin, G. Penny, H. P. Fanning, Alanson Benjamin, Thadeus M. Benjamin, and John Fanning.

Dated this 11″ day of April, 1907.

SHERWOOD HALLOCK,
FRANK B. PHILLIPS.

A true copy made this 12″ day of April, 1907.

W. J. POST, T. C.

Page 112. (Abstract). Application of Peter Tuthill to lay out a highway and consent and acknowledgement of receipt of one dollar by Ethel Foster Tuthill to opening of such highway through premises before Notary Public Hermon D. Bishop dated May 16, 1907; acknowledgment of receipt of one dollar each and consents that a highway be laid out and opened through premises pursuant to application of Peter Tuthill dated the 18th day of April, 1907, and release of town from all damages signed

and acknowledged before Notary George D. Squires, May 18, 1907 by Mrs. A. H. Penny and Benj. J. Hubbard. Also release and acknowledgment of Alanson C. Penny executed before Notary Geo. D. Squires, May 18, 1907 in same matter.

Page 114. (Abstract). Commissioners of Highways on the 20th day of April, 1907 on the application of Peter Tuthill and a release of the owners of the land through which the highway has been given it is ordered and determined that a highway shall be and the same is hereby laid out in said town as follows: Beginning on Bay Avenue leading from the main highway to the Pon Quogue light house and running Northerly 20° 42′ East, 3460 (feet) to La Roache Avenue; which highway crosses the lands of Benjamin Hubbard, Alanson C. Penny, Mrs. A. H. Penny and Ethel Tuttle.

Which said highway shall be three rods in width.

Dated this 28th day of May, 1907.

EDWIN P. ROGERS,
SHERWOOD HALLOCK,
FRANK DOWNS,
} Commissioners of Highways.

A true copy of original.

W. J. POST, T. C.

Page 115. (Abstract). The undersigned by an order of the County Court of Suffolk County, dated the 9th day of September, 1907, on the application of Charles W. Hildreth, having been appointed Commissioners to certify as to the necessity of altering a highway described as follows:

Said highway to be of the width of four rods and the center line of the same being described as follows: Com-

mencing at a Stub set in the center of the present Highway between the lands of Charles W. Hildreth and Frank S. Topping and about 200 feet South of a stone monument which is the starting point of the highway laid out by an order of the Commissioners of Highways of the town of Southampton dated May 26", 1885 and filed in the Southampton Town Clerk's office May 27th, 1885, and running thence North 5° 45′ East 509.7 feet, thence North 0° 45′ West 131.3 feet, thence North 5° 50′ West, 402.3 feet, thence North 4° 34′ West 506 feet to the South side of said Main Country Road to a point 33 feet West of the corner of the M. E. Church property measured along the South side of said Main Country Road, which proposed alteration will pass through the lands of Orlando J. Howell, Annie Schultze, Althea J. Haines now occupied by Frank Talmage, Frank S. Topping and Charles W. Hildreth; Now, therefore, we the said Commissioners certify it is necessary and proper that the highway be altered pursuant to the said application of Charles W. Hildreth.

Dated this 3rd day of October, 1907.

OSCAR F. FANNING,
H. A. GREGORY,
GEORGE E. MILLER,
} Commissioners.

A true copy of original, Filed.

Page 118. (Abstract). Clifford J. Foster applies to Commissioners to lay out a highway commencing on Railroad Avenue, Bridge Hampton, near railroad station, between lands of James H. Rogers and George E. Van Scoy, to the lands of the Montauk Extension Railroad Company, which proposed highway will pass through the lands of the East Hampton Lumber and Coal Company, which does

not consent to the laying out of such highway. Dated Oct. 7, 1907.

Page 118. (Abstract). In matter of application of Clifford J. Foster to lay out a highway (described above) it is ordered that Nathan O. Petty, of the town of Riverhead and George H. Hand and John Mulligan of the town of East Hampton be and are hereby appointed Commissioners. Signed T. M. Griffing, C. Judge. Dated Oct. 30, 1907.

Page 119. (Abstract). Notice given Commissioners by C. J. Foster, Nov. 19, 1907.

Page 120. (Abstract). Commissioners report on above: Having heard all the evidence do hereby certify it is necessary and proper that the highway be laid out and opened.

And we do further certify that said highway should be laid out fifty feet wide and according to a certain survey, dated October 12th, 1907, made by A. M. Cook, surveyor, a map of the same having been received in evidence by us and marked Applicant's Exhibit 1.

Dated in duplicate this 11th day of December, 1907.

NATHAN O. PETTY,
JOHN MULLIGAN,
GEO. H. HAND,
} Commissioners.

A true copy of original application of Clifford J. Foster, appointment of Commissioners, posting of notice and certificate all filed and recorded this 15th day of Jan. 1907.

W. J. POST, T. C.

Page 123. (Abstract). George D. Squires and others apply to Commissioners to lay out a highway: commencing at the Ponquogue road running east to Wakeman road to connect the highway running from the bay, which proposed highway will pass through the lands of Mortimer Aldrich and Daniel Fanning who consent to the laying out on the highway. Oct. 24, 1908.

Page 123. (Abstract). Release from damages by Daniel Fanning, dated Oct. 24, 1908.

Page 124. (Abstract). Release from damage by Franklin E. Aldrich and Wm. H. Aldrich. Dated Oct. 24, 1908.

Page 124. (Abstract). Commissioners of Highways deliberate October 14, 1908 on propriety of laying out a highway upon application of Geo. D. Squires and other persons; and releases from damages having been executed; it is ordered and determined that a highway shall be and the same is hereby laid out in said town as follows, according to a survey, a map of which is hereto attached, and running between the highway to Good Ground and Wakeman Road N. 88° 31′ W. 3552 6/12 feet, (Thirty five hundred fifty two and 6/12 feet) same to be Four rods in width, and the line of survey shall be.

Dated this Fourteenth day of October, 1908.

EDWIN P. ROGERS,
SHERWOOD HALLOCK,
FRANK DOWNS,
} Commissioners of Highways.

A true copy of the application of George D. Squires & others, releases of damages and order of Commissioners of Highways, filed this 6th day of Nov. 1908.

W. J. POST, T.C.

Page 125. (Abstract). Application "Blank Lane." Robert Powers and others apply to Commissioners to lay out a highway commencing at Scuttle-hole road, running northward to the woods or joining the road that runs to Noyac or Sag Harbor which proposed highway will pass through the lands of Edward Costello, Michael Milet, John J. Magee, Robert Powers, S. W. Squires, and Francis Maran. Date Nov. 24, 1908.

Page 125. (Abstract). Release from all damages by John J. Magee, Robert Powers, Samuel W. Squires, Francis Maran, Edward Costello and Michael Milet and consent to lay out highway across premises. The said highway to be of the uniform width of 50 feet and the center line described as follows: Commencing at a point on the north side of the Head of the Pond Road, etc. Dated Oct. 1908

Page 126. (Abstract). Order "Blank Lane." At a meeting of the Commissioners of Highways the 24th day of November, 1908, on the application of Samuel W. Squires and others, it is ordered and determined that a highway shall be, and the same is hereby laid out in said town as follows:

Survey: Beginning at a point on the North side of the Head of the Pond Road, which point is 34 6/10 ft. Northeast of a stone monument set on the Southeast corner of land of Edward Costello, and running thence N. 6° W. 692 5/10 ft., thence N. 21° 26′ W. 249 ft., thence N. 2° 16′ W. 505 4/10 ft., thence N. 8° 40′ W. 503 ft., thence 6° 24′ W. 334 3/10 ft., thence N. 9° 35′ W. 1190 ft., thence N. 7° 23′ W. 901 2/10 ft., thence N. 6° 8′ W. 617 7/10 ft., and thence N. 7° 20′ W. 499 ft., to a point equally distant between two stone monuments, one on the Northerly side, and one on the Southerly side of the road from Rose's Grove to Scuttlehole and Sag Harbor, according to the

survey made by A. M. Cook, surveyor, July 28", 1908, and the line of survey shall be the center of the highway, which shall be fifty feet in width.

Dated this 24th day of November, 1908.

E. P. ROGERS,
SHERWOOD HALLOCK,
FRANK DOWNS.

A true copy of original filed Nov. 24", 1908.

W. J. POST, T. C.

Page 127. (Abstract). 2" order for Wakeman Road to road from Good Ground to Pon Quogue:

It is hereby ordered and determined that a highway shall be, and the same is hereby laid out in said town as follows:

Survey: Beginning at a stone monument on the North side of the highway to the bay and on the East side of Wakeman Road at their junction, and running N. 88° 31' W. 3552 5/12 ft. to the highway to Good Ground. Same to be three rods in width.

Dated this first day of December, 1908.

E. P. ROGERS,
SHERWOOD HALLOCK,
FRANK DOWNS,

A true copy of the original filed Dec. 3", 1908.

W. J. POST, T. C.

Page 128. (Abstract). Correct record of certain highway: petition of Hannah G. Cook and others.

Page 129. (Abstract). East Quogue to Quogue Depot. Whereas a petition has been filed with the Commissioners of Highways of said town: calling their attention to the fact that in a certain road order, dated Jan. 24th, 1883, Recorded in Liber D, Page 134 of the records of above town; that in said order the last course has been recorded as North 20° West, and is incorrect, and should be North 28° 26′ West.

Therefore, We, the undersigned Commissioners of Highways, hereby order that with the approval of the Town Board of said town the said course be changed from North 20° West to North 28° 26′ West.

Dated May 12th, 1909.

SHERWOOD HALLOCK, } Commissioners
FRANK B. PHILLIPS, } of Highways.

We the undersigned composing the Town Board of Southampton, N. Y., hereby approve of the above order.

EDWARD H. FOSTER,
HENRY H. CHATFIELD,
MARCUS E. GRIFFIN,
GASTON E. BISHOP,
W. C. GREENE,
} Town Board.

A true copy of the original petition and order filed May 12th, 1909.

W. J. POST, T. C.

Page 144. Order laying out highway upon dedication:

At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk on the 18th day of August, 1909.

It is ordered and determined that a highway shall be, and the same is hereby laid out in said town as follows: Beginning at a monument at West Neck Harbor, North 64° 04′ East 100 ft.; thence North 78° 04′ East 120.8 ft.; thence 52° 25′ East 199.1 ft.; thence North 60° 58′ East 244.1 ft.; thence North 77° 51′ East 427.3 ft.; thence South 79° 31′ East 422.5 ft.; thence South 67° 50′ East 576.9 ft.; thence South 58° 48′ East 677.8 ft.; thence South 49° 39′ East 383.83 ft.; being the Southerly line of the survey which is Three (3) rods wide to the 3″ Station and from thence four rods wide to the end.

Dated this 18″ day of August, 1909.

E. P. ROGERS,
FRANK B. PHILLIPS,
SHERWOOD HALLOCK,
} Com'rs of Highways.

A true copy of the original covering pages 130 to 144 inclusive of this book, Dec. 18″, 1909.

W. J. POST, T. C.

Page 146. (Abstract). Order Laying out Highway upon Dedication:

At a meeting of the Commissioners of Highways of the Town of Southampton in the County of Suffolk, on the 22 day of September, 1909. It is ordered and determined that a highway shall be and the same is hereby laid (out) in said town as follows:

Beginning at a monument at the junction of "Head of the Pond" Road and Towd Road, thence 23° 01′ East 325.2 ft.; thence North 41° 25′ East 432.3 ft.; thence North 34° 45′ East 1357.5 ft.; thence North 54° 6′ East 354 ft.; thence North 75° 16′ East 180 ft., to monument on Deer-

field Road, and the line of survey shall be the center of the highway, which shall be 50 ft., in width.

Dated this 22 day of Sept. 1909.

E. P. ROGERS,
FRANK B. PHILLIPS,
SHERWOOD HALLOCK.

A true copy of the originals; covering Pages 145-147 of this book, Application, Release & Order.

W. J. POST, T. C.

Page 147. (Abstract). In the matter of the Application of Thomas W. Lister to alter the highway known as the South highway across Shinnecock Hills in the Town of Southampton:

Thomas W. Lister did present to us as Commissioners of Highways, etc., a written application, dated the 17" day of February, 1909, to alter the highway in said town, etc., and Commissioners were appointed by the Supreme Court and certified that such proposed alteration in the said highway was necessary and proper and should be laid out and made and assessed the damages therefor, etc., now, therefore, we the undersigned Commissioners of Highways of said town do hereby alter said highway as so applied for and ordered by adding to the said South Highway across Shinnecock Hills the following described tracts or parcels of land:

I. All that tract or parcel of land situate in the Town of Southampton, etc., and bounded and described as follows: Bounded Southerly by the South Highway across Shinnecock Hills; Easterly by the Canal; and Northerly by a straight line drawn from a point in the Northerly line of the said South Highway, Two hundred and seventy

(270) feet Westerly from the point where the said Northerly line intersects a line drawn through the center of the West abutment of the new Shinnecock Canal Highway Bridge at right angles to said Northerly line of the South Highway, which said straight line passes Northerly of the said center of the West Abutment sixty five (65) containing one tenth (1/10) of an acre.

II. All that tract or parcel of land situated in the Town of Southampton, etc., bounded and described as follows: Bounded Northerly by the South Highway across Shinnecock Hills; Easterly by the canal; and Southerly by a straight line drawn from a point in the Southerly line of the said South Highway two hundred and seventy (270) feet Westerly from the point where the said Southerly line intersects a line drawn through the center of the West Abutment of the new Shinnecock Canal Highway Bridge, at right angles to the said Southerly line of the South Highway, which said straight line passes Southerly of the said center of the West Abutment, sixty five feet (65) containing one tenth (1/10) of an acre.

III. All that tract or parcel of land situate in the Town of Southampton, etc., and bounded and described as follows: Bounded Southerly by the South Highway across Shinnecock Hills; Westerly by the Canal; and Northerly by a straight line drawn from a point in the Northerly line of the said South Highway, two hundred and seventy (270) feet Easterly from the point where the said Northerly line intersects a line drawn through the center of the East Abutment of the new Shinnecock Canal Highway Bridge at right angles to said Northerly line of the South Highway, which said straight line passes Northerly of the said center of the East Abutment sixty five (65) feet, containing one tenth (1/10) of an acre.

IV. All that tract or parcel of land situate in the Town of Southampton, etc., and bounded and described as follows: Bounded Northerly by the South Highway across Shinnecock Hills; Westerly by the Canal; and Southerly by a straight line drawn from a point in the Southerly line of the said South Highway, two hundred and seventy (270) feet Easterly from the point where the said Southerly line intersects a line drawn through the center of the East Abutment of the new Shinnecock Canal Highway Bridge at right angles to the said Southerly line of the South Highway, which said straight line passes Southerly of the said center of the East Abutment, sixty five (65) feet, containing one hundred and eight one thousandths of (108/1000) an acre.

A map showing the proposed alteration is hereto attached and made a part of this order.

Dated this 29" day of September, 1909.

EDWIN P. ROGERS,
FRANK B. PHILLIPS,
SHERWOOD HALLOCK,
} Commissioners of Highways of the Town of Southampton

A true copy of original filed Oct. 7", 1909.

W. J. POST, T. C.

BAY CREST AVENUE.

Page 152. I, Sherwood Hallock, Superintendent of Highways of the Town of Southampton, application in due form having been previously made to me to lay out a highway hereinafter described and a release by the owners of the land through which the said highway is proposed to be opened having been given, I therefore order and determine

that a highway shall be and the same is laid out in the said Town of Southampton, Suffolk County, N. Y., described as follows:

Survey: Beginning at a stone monument 1235 ft., in a Southerly direction from the Main Road and opposite Nelson's store in Westhampton and running from thence South 76° 34′ West, 174 ft., to a stone; from thence South 68° 23′ West, 270 ft., to a stone; from thence South 49° 17′ West, 102 ft., to a stone and from thence South 24° 54′ West, 575 ft., to the North Shore of the Great South Bay at Westhampton, said highway to be of uniform (width) of 50 feet and to be known as Bay Crest Avenue.

Dated Jan. 18″, 1911.

SHERWOOD HALLOCK,
Superintendent of Highways
Town of Southampton.

A true copy of the original and of the orginal copy of dedication on Page 151, filed and recorded February 8″, 1911.

W. J. POST, T. C.

HIGHWAY TOWARDS COBB FROM WICKAPOGUE.

Page 152. An application having been made to me to define a road known as the Cobb Road or Lane situated near Water Mill in the Town of Southampton, and it appearing to me that the said road has been used as a highway and worked by the authorities of the town for more than twenty years, I hereby order and determine, That the said road be defined and laid out as follows:

Survey: Beginning at the Southeast corner of Wickapogue Road at a point South 80° 50′ West 67.33 ft. from a certain monument set in the Southeast corner of proposed highway marking the Southwest corner of property of Elizabeth C. Halsey, running thence North 80° 50′ East 67.33 ft. along Northerly line of property of Lucy E. Fowler to above mentioned monument; thence North 1° 11′ East 950.29 ft. along the Westerly line of property of Elizabeth C. Halsey and Daniel Halsey to a monument; thence North 5° 12′ East 773.2 ft. along the Westerly line of property of Luther D. Burnett to a monument marking the Northwest corner of said Burnett property and the Southwest corner of the Flying Point Road; thence South 89° 07′ West 66.37 ft. to a monument marking the Southeast corner of property of Annie E. Daly and the Northeast corner of property of Daniel Halsey; thence South 50° 12′ West 766.49 ft. along the Easterly line of property of said Daniel Halsey to a monument; thence South 1° 11′ West 880.88 ft. still along the Easterly line of property of said Daniel Halsey to a monument set at the Southeast corner of property of said Daniel Halsey and marking the Northeast corner of Wickapogue Road; thence South 1° 11′ West 83.88 ft., along the Easterly end of Wickapogue Road to point of beginning.

Dated January 20th, 1911.

SHERWOOD HALLOCK,
Superintendent of Highways
of the Town of Southampton.

A true copy of original filed Feb. 28″, 1911.

W. J. POST, T. C.

Page 156. (Abstract). Order laying out and altering a Highway, with the consent of the Town Board:

I, the Town Superintendent of Highways of the Town of Southampton, etc., on a written application of George F. Edwards, and the written consent of the Town Board, and releases from damages having been executed by the owners of the land through which the proposed highway is to be opened, order and determine that a highway shall be. and the same is hereby laid out in said town as follows:

Commencing at a stone monument, three hundred fifty eight feet (358 ft.) South of Channel Pond Bridge; thence South fourteen degrees, thirty nine minutes East (14° 39′ E.) two hundred seventy three and three-tenths feet (273.3 ft.) to a stone post; thence South fourteen degrees thirty nine minutes East (14° 39′ E.) one hundred ninety two feet (192 ft.) to a locust post and thence the same course to the ocean.

And the line of the survey shall be the West side of the highway which shall be four rods in width.

Dated this 21″ day of March, 1911.

SHERWOOD HALLOCK,
Town Supt.

A true copy of the original papers from page 154 to 156 inclusive filed March 21″, 1911.

W. J. POST, T. C.

Page 160. (Abstract). Order for laying out and altering a Highway, with consent of the Town Board:

I, the Superintendent of Highways of the Town of Southampton, etc., on the written application of Charles A. Halsey, and the written consent of the Town Board, and releases from damages having been executed by the owners of the land through which the proposed highway

is to be opened, order and determine that a highway shall be and the same is hereby laid out in said town as follows:

Commencing at a stake between Stone monuments on the South side of the Main Country Road 108.24 feet South of where Enoch Halsey's house stood, this being the center line; thence South 55° 30′ East 796.2 feet to stone monuments; thence South 42° 05′ East 206 feet to stone monuments; thence South 18° 17′ East 375.8 feet to stone monuments; thence South 15° 23′ East 447.1 feet to stone monuments; thence South 77° 24′ West 846.5 feet to stone monuments; thence South 84° 52′ West 288.7 feet to stone monuments; thence North 81° 26′ West 274.3 feet to stone monuments; thence North 77° 32′ West 159.1 feet to stone monuments; thence North 73° 11′ West 202 feet to stone monuments; thence North 66° 32′ West 835.3 feet to a stone monument; thence North 67° 43′ West 431.6 feet to stone monuments; thence North 83° 23′ West 164.2 feet or to the Main Country Road.

And the line of survey shall be the center line of the highway which shall be three rods in width.

Dated this 16th day of March, 1911.

SHERWOOD HALLOCK.

A true copy of original.

W. J. POST, T. C.

Page 161. (Abstract). Whereas, Elijah Raynor and Augustus E. Raynor did present to me, as town Superintendent of Highways of the Town of Southampton, a written application dated on or about the 16th day of November, 1910, to lay out a highway in said Town, and

Whereas, Commissioners were appointed by the County Court of said County and certified their decision

that such highway was necessary and proper and should be laid out and opened, etc., now therefore I, the undersigned, Town Superintendent of Highways of said Town, do hereby lay out such highway as so applied for and ordered, and of which highway a survey has been made as follows:

Fifty feet in width, the Westerly line of which is described as follows: Commencing in the margin of the Southerly side of Main Street, nearly opposite the Sea Side Bank in Westhampton Beach, in the Town of Southampton, etc., at a point fifty feet Westerly from a stone monument standing at the Northwesterly corner of the homestead property of Elijah Raynor; thence running South 3 degrees, 35 minutes East, two hundred and five (205) feet; thence South 15 degrees, 37 minutes East, four hundred thirty seven and 1/10 (437.1) feet; thence running South 12 degrees, thirty eight minutes East, five hundred forty two and 2/10 (542.2) feet; thence running S. 27 degrees, 50 minutes East, five hundred fifty four and 4/10 (454.4) feet; thence turning Easterly, and the Southerly side of which runs N. 58 degrees, 3 minutes East, eight hundred thirty seven and 3/10 (837.3) feet to the Westerly margin of Beach Lane.

Dated this 20th day of June, 1911.

SHERWOOD HALLOCK,

Town Superintendent.

A true copy of original filed and recorded June 21st, 1911.

W. J. POST, T. C.

Oct. 1", 1911. Order of the Town Supt. of Highways; Bridgehampton, Atlantic Ave., to Mecox Bay Sea Poose:

Page 170. (Abstract). Rose E. Carter and others having previously dedicated to the Town of Southampton. etc., for the purpose of a highway and having released said town from all damages by reason of the laying out and opening of such highway, It is hereby ordered that a highway be and the same is hereby laid out in said town over the premises so dedicated as follows:

Commencing at a stone monument designated as A on a map made by A. M. Cook, Surveyor, and filed herewith, set on the West line of Atlantic Avenue near the Northeast corner of the Mecox Life Saving Station and running thence North 89° 15′ W. the distance of 253.69 feet to a monument designated as "B" on said map; thence on a curve, the radius of which is 1040.75 feet in length, the distance of 853.73 feet to another monument designated as "C" on said map; thence South 73° 10′ West a distance of 1745.4 feet to a point on the dividing line between the property of said Matawok Land Company and property of H. H. Chatfield; said point is designated as "D" and is 29.54 feet South of the Northermost stone monument set on the West line of said Matawok Land Company's land; thence South 74° 13′ West 5166.5 feet to a monument which is set 25 feet from the water's edge on the East side of the Mecox Bay Sea Poose, said highway to be of the width of 66 feet from the monument designated "A" to the monument designated "C" and of the width of 49.5 feet through the rest of its course.

Dated this 1st day of October, 1911.

SHERWOOD HALLOCK,
Town Superintendent.

Page 171. (Abstract). Consent of Town Board to above dated Oct. 17, 1911.

A true copy Oct. 19", 1911.

W .J. POST, T. C.

Page 172. (Abstract). Whereas, on the 19th day of May, 1763, Elisha Howell, Silas Howell and Thomas Sandford being duly elected and appointed by the Trustees of the Town of Southampton to lay out a certain tract of land in Topping's Purchase, Aquebogue Division, did lay out a highway four poles wide from the Country Road to the Clift as recorded page 203, Vol. 3, Printed Records of the Town of Southampton.

And whereas the same has never been surveyed or sufficiently described.

Therefore, I, Town Superintendent of Highways of the Town of Southampton have caused a survey to be made by Daniel R. Young, Surveyor, and I do order that said highway be described and entered of record as follows:

Beginning at a point on the North line of the Flanders Road midway between t(w)o concrete monuments placed by D. R. Young, Surveyor, and running N. 9° 12′ E. 1401 2/10 feet, thence N. 0° 38′ W. 933 feet to the Peconic River. The line of survey being the center of the highway which is four rods in width and the angle is marked by concrete monuments; also monuments are placed on each side of the highway near the River. Being the same position as laid out in 1763, except a part of the last course which crosses the land of M. Aleta Corwin and a release having been given by the said M. Aleta Corwin for said highway, therefore that part of the old highway not being included in the above description is hereby released to the said M. Aleta Corwin.

The release and map of said highway being filed herewith.

Dated this 28th day of Nov. 1911.

Above granted by Town Board.

Names

PETER DIPPEL,

Supervisor.

SHERWOOD HALLOCK,

Town Superintendent of Highways.

A true copy of the original release and order made Dec. 9th, 1911.

W. J. POST, Town Clerk.

Page 174. (Abstract). Aug. 15", 1912; Main St., to School St., Bridgehampton:

Whereas R. Floyd Halsey did present to Sherwood Hallock as Supt. of Highways of the Town of Southampton, etc., a written application dated the Twenty eighth day of March, 1912 to lay out a highway in said Town, and whereas Commissioners were appointed by the County Court of said County and certified that such proposed highway was necessary and should be laid out, etc., now therefore I, the undersigned Supt. of Highways of said Town, do hereby lay out said highway applied for and ordered whereof a survey has been made as follows, to wit:

The center line thereof beginning at the Southerly line of the Main Street in the Village of Bridgehampton, etc., and running South 14° degrees West by the magnetic meridian 1061.24 feet to the Northerly side of School

Street, and said proposed highway being 49½ feet wide the entire length and the line of said survey shall be the center of the highway.

Dated this 15th day of August, 1912.

BENJ. G. HALSEY,
Supt. of Highways.

A true copy of original filed Aug. 17th, 1912.

W. J. POST, T. C.

Page 177. (Abstract). Order Jessup Bridge:

Whereas Winfield F. Jessup and others did present to me as Supt. of Highways of the Town of Southampton, etc., a written application dated May 1st, 1912, to lay out a highway in said Town; and whereas Commissioners were appointed by the County Court of said County and certified that such proposed highway was necessary and proper and should be laid out and opened, etc., now therefore I, the undersigned, Supt. of Highways of said Town, do hereby lay out said highway as applied for and ordered, whereof a survey has been made as follows:

Commencing on the Westerly line of Potunk Lane at a point 25.3 feet North of the Southerly corner of Potunk Lane, thence running South 82° 58′ West 349.6 feet, to a point at the junction of Stevens Lane and Jessup Lane; thence South 3° 23′ West 2836.9 feet to a point on the North abutment of Jessup Bridge; thence South 3° 16′ West 764.65 feet to junction of Jessup Lane and Beach

Road; and the line of said survey shall be the center of the highway.

Dated at Westhampton, N. Y., the first day of Sept. 1912.

BENJ. G. HALSEY,

Supt. of Highways.

A true copy of original Sept. 6", 1912.

W. J. POST, Town Clerk.

QUOGUE LANE.

Page 178. Order defining a highway in the Town of Southampton, N. Y.:

It is ordered and determined that a highway be and is hereby laid out and defined in the Town of Southampton, etc., as follows:

Beginning at a point known as Quogue Ditch at Quogue Bridge in the Village of Quogue, N. Y., from thence running Southerly 785 feet to the Atlantic Ocean and being 49.5 feet in width, Westerly from the Easterly retaining wall of the said bridge, as defined and described upon a certain map of a survey made by W. H. Halsey, C. E., on Aug. 21st, 1912, entitled Map of Beach Lane from Quogue Ditch to Atlantic Ocean, Quogue, L. I., which said map is herewith filed, and the line of the survey shall be the center line of the highway.

Dated Aug. 29th, 1912.

BENJ. G. HALSEY,

Supt. of Highways.

A true copy of original filed & recorded, Sept. 6", 1912.

W. J. POST, Town Clerk.

POND OR GOODALE ROAD.

Page 181. (Abstract). Whereas, Frank B. Phillips did present to me, as Town Supt. of Highways of the Town of Southampton, etc., a written application dated the 31st day of August, 1912, to alter a highway in said Town, and whereas, the County Court of Suffolk County was disqualified from acting in the proceeding, and Commissioners were appointed by the Supreme Court, and certified that such proposed alteration was necessary and proper and should be laid out and opened, etc., now therefore I, the undersigned Town Supt. of Highways of the Town of Southampton, do hereby lay out such alteration to said highway so applied for and ordered, whereof the survey has been made as follows:

By adding to the highway known as Goodale or Pond Road where it crosses the tracks of the Long Island Railroad the following described parcels:

All that tract of land situate in the Town of Southampton, etc., bounded and described as follows:

Survey: Beginning at a point formed by the intersection of the Easterly side of Pond or Goodale Road and the Southerly line of the right-of-way of the Long Island Railroad Company, distant thirty three feet from the center of the main track of the Long Island Railroad and running thence along the said easterly side of Pond or Goodale Road South twenty four degrees forty one minutes East the distance of two hundred and sixteen feet; thence along the land of E. G. Goodale North ten degrees thirty seven minutes fifty three seconds West the distance of two hundred seventeen and nineteen one hundredths feet to the Southerly line of the right-of-way of the Long Island Railroad Company, thence along the right of way of the L. I. R. R. Co., South seventy one degrees four

minutes West the distance of fifty three feet to the point or place of beginning, being a triangular piece whose base is along the Southerly line of the right-of-way of the Long Island Railroad Company, and containing one hundred and thirty one one-thousandths acre.

Also all that tract of land situate in the Town of Southampton, etc., bounded and described as follows:

Beginning at a point formed by the intersection of the Easterly side of Pond or Goodale Road and the Northerly line of the right-of-way of the Long Island Railroad Company, distant thirty three feet Northerly from the center of the main track of the Long Island Railroad; and running thence along the Easterly side of Pond or Goodale Road North twenty four degrees forty one minutes West the distance of two hundred and eight-three feet; thence along the land of E. G. Goodale South thirty-seven degrees five minutes, thirty-two seconds East the distance of two hundred and ninety six and thirty three one hundreths feet to the Northerly line of the right-o-way of the Long Island (Railroad) Company; thence along said Northerly line of the right of way of the Long Island Railroad Company South seventy one degrees four minutes West the distance of sixty four feet, to the point or place of beginning, being a triangular piece whose base is on the Northerly line of the right-of-way of the Long Island (Railroad) Company, and containing two hundred and seven one-thousandths acre.

Also all that tract of land situate in the Town of Southampton, etc., bounded and described as follows:

Beginning at a point formed by the intersection of the Easterly side of Pond or Goodale Road and the Southerly line of the right-of-way of the Long Island Railroad Company; thence running North twenty four degrees

forty one minutes West the distance of about sixty six feet to the point formed by the intersection of the Easterly side of Pond or Goodale Road with the Northerly line of the right-of-way of the Long Island Railroad Company; thence along the Northerly line of the right of way of the L. I. R. R. Co., North seventy-one degrees four minutes East the distance of sixty four feet; thence Southerly the distance of about sixty six feet to a point on the Southerly line of the right-of-way of the Long Island Railroad Company and distant Easterly fifty three feet from the Easterly side of the Pond or Goodale Road; thence South seventy one degrees four minutes West the distance of fifty three feet to the point or place of beginning.

B. G. HALSEY,

Town Supt. of Highways of the Town of Southampton.

A true copy of original filed Dec. 12, 1912.

W. J. POST

OLD MILL ROAD AND DEPOT ROAD.

Page 184. (Abstract). Whereas, Leonard L. Bishop did present to Sherwood Hallock as Town Supt. of Highways of the Town of Southampton, etc., a written application dated the 20th day of September, 1910, to alter highways in said Town; and whereas Commissioners were appointed by the County Court of said County and certified that such proposed alteration to highways was necessary and proper and should be made, etc., and the undersigned having succeeded the said Sherwood Hallock as Town Superintendent of Highways of the Town of Southampton, now, therefore, I, the undersigned, Town Superintendent of Highways, etc., do hereby alter portions of certain high-

ways in the Town of Southampton known as the Old Mill Road and the Depot Road, by adding to the said Old Mill Road the following described tracts or parcels of land:

All that certain piece or parcel of land situate in the village of Westhampton Beach, etc., bounded and described as follows:

Survey: Beginning at a point in the Northerly side of the Old Mill Road where the same intersects the land of Charles E. Griffing (formerly the school property of School District No. 17) running thence North 19° 21′ East 7 feet; thence North 40° 9′ West 287 feet; thence South 38° 52′ East 291.4 feet to the point or place of beginning.

All that certain piece or parcel of land situate in the village of Westhampton, etc., bounded and described as follows:

Beginning at the point formed by the intersection of the Northerly side of the said Old Mill Road with the Westerly side of the Old Riverhead Road; thence North 23° 11′ East along the Westerly side of the said Old Riverhead Road 8.6 feet; thence North 34° 38′ West 293 feet; thence North 35° 23′ West 1140 feet; thence North 41° 34′ West 153 feet to a point in the Northerly side of the said Old Mill Road; thence South 39° 22′ East 152.4 feet; thence South 38° 49′ East 358.2 feet; thence South 38° 23′ East 341.4 feet; thence South 36° 55′ East 405.2 feet; thence South 37° 38′ East 326 feet to the point or place of beginning. The last five courses running along the Northerly side of the said Old Mill Road.

All that certain piece or parcel of land situate in the Village of Westhampton Beach, etc., bounded and described as follows:

Beginning at a point in the Southerly side of the said Old Mill Road where the same intersects land now or

formerly of Ellsworth F. Glover; running thence South 11° 48′ West 10 feet; thence North 40° 9′ West 755.6 feet to the Easterly side of the said Old Riverhead Road; thence North 22° 40′ East along the Easterly side of the said Old Riverhead Road 17 feet to the Southerly side of the said Old Mill Road; thence South 37° 0′ East 286.3 feet; thence South 37° 55′ East 188.7 feet; thence South 35° 21′ East 269.4 feet to the point or place of beginning. The last three courses running along the Southerly side of Old Mill Road.

All that certain piece or parcel of land situate in the village of Westhampton, etc., bounded and described as follows:

Beginning at a point formed by the intersection of the Southerly side of the Old Mill Road with the Westerly side of the Public Road from Quogue running thence South 78° 10′ West along the Westerly side of the said Public Road from Quogue 8.6 feet; thence North 34° 38′ West 425 feet; thence North 85° 23′ West 1145.8 feet; thence North 41° 34′ West 151.1 feet; thence North 32° 38′ West 577.5 feet to the Easterly side of the Depot Road; thence North 26° 7′ West along the Easterly side of the said Depot Road, 17 feet to the Southerly side of the Old Mill Road; thence South 32° 38′ East 591.2 feet; thence South 34° 55′ East 159.9 feet; thence South 37° 43′ East 360.7 feet; thence South 36° 10′ East 352 feet; thence South 37° 2′ East 408.4 feet; thence South 37° 2′ East 322.6 feet to the point or place of beginning. The last six courses running along the Southerly side of the said Old Mill Road.

And by adding to the said Depot Road the following described tract or parcel of land:

All that certain piece or parcel of land in the Village of Westhampton, etc., bounded and described as follows:

Beginning at a point formed by the intersection of the Westerly side of the said Depot Road with the Northerly side of the said Old Mill Road; running thence Northwesterly along the said Northerly side of the said Old Mill Road 17 feet; thence in the Northeasterly direction, parallel throughout with the Westerly side of said Depot Road and distant 17 feet Westerly therefrom a distance of 1295 feet; thence North 23° 41′ East 150 feet to the Southerly side of the Old Country Road; thence South 18° 11′ West 152 feet; thence South 27° 11′ West 560 feet; thence South 26° 17′ West 745 feet to the Northerly side of the Old Mill Road at the point or place of beginning. The last three courses running along the Westerly side of the Old Depot Road.

Dated this 15th day of November, 1912.

B. G. HALSEY,

Town Supt. of Highways
of the Town of Southampton.

A true copy of original filed Dec. 12″, 1912.

W. J. POST, Town Clerk.

COUNTRY ROAD DISCONTINUED

Page 188. (Abstract). I, the undersigned, Supt. of Highways of the Town of Southampton, etc., hereby certify that the portion of highway known as the Country Road described as follows: Beginning at a point on the Easterly side of said Country Road, near the top of Cook's Hill, marked by a locust stake, and running in a Westerly direction between the estates of the heirs of Daniel B. Cook and the heirs of Abraham Gordon, a distance of 300.8 feet, to the Easterly side of Beaver Dam Creek, and being

33 feet in width, has been abandoned by the public and is no longer used as a public highway and pursuant to the provisions of the highway law, the same is discontinued. A map showing the location of such described portion of highway is hereto attached and made a part of this order.

Dated at Westhampton, N. Y., this 5th day of Dec. 1912.

B. G. HALSEY,

Supt. Highways.

A true copy of original filed Dec. 12th, 1912.

W. J. POST, T. C.

Page 188. (Abstract). To Wm. J. Post, Town Clerk: Please take notice that an order of abandonment of a part of the Old Country Road, near Cook's Mill Dam, Westhampton, N. Y., which order was filed in your office on the twelfth day of Dec. 1912, is hereby rescinded; and that I have this day endorsed upon said order the fact that same is rescinded. Dated Jan. 9, 1913. Signed,

B. G. HALSEY,

Supt. of Highways.

FILE NO. 1, TIANA ROAD.

Page 189. (Abstract). Whereas a certain highway in the Town of Southampton, etc., has existed and has been continuously used for a period of at least twenty years prior to the date of this order, etc., I the undersigned Town Supt. of Highways for said Township, have caused said highway to be surveyed and monumented as shown upon the survey of Halsey D. Rogers, dated June, 1913,

and hereby annexed, and it is hereby ordered that the boundaries of said Tianna Road, in the said Township of Southampton as shown by the aforesaid survey hereunto annexed and made a part of this order, be the boundaries of said Tiana Road, and the Town Clerk of the said Township of Southampton is hereby directed to enter this order and survey upon the records of the aforesaid Township as directed by Subdivision 8 of section 47, etc.

Dated July, 1913.

Town Supt. of Highways of the Town of Southampton.

A true copy of the original filed and recorded Aug. 13, 1913.

FILE NO. 2, BEACH ROAD AT WESTHAMPTON BEACH.

Page 190. (Abstract). Whereas a certain highway in the Township of Southampton, etc., has existed and has been continuously used for a period of at least twenty years prior to the date of this order, as a highway, and there being no evidence of the boundaries of said road, etc., I, the said Town Superintendent of Highways for said Township, have caused said highway to be surveyed and monumented as shown upon the survey of Halsey D. Rogers, dated June, 1913, and hereunto annexed, and it is hereby ordered that the boundaries of that portion of said Beach Road at Westhampton Beach, in the said Township of Southampton, beginning at a certain avenue known as Beach Lane and running Easterly to East Pond Point, as shown by the aforesaid survvey hereunto annexed and made a part of this order, be the boundaries of the aforesaid portion of said Beach Road at Westhampton Beach and the Town Clerk of the said Township of Southampton

is hereby directed to enter this order and survey upon the records, etc.

Dated July, 1913. Signed Town Supt. of Highways for the Township of Southampton. A true copy of the original filed and recorded Aug. 13, 1913.

FILE NO. 3, COUNTRY ROAD AND OLD MEETING HOUSE ROAD.

Page 191. (Abstract). Whereas a certain highway in the Town of Southampton, etc., the portion of which extending from the Brick Schoolhouse at Westhampton, Easterly to Aspatuck Brook is known as the Country Road, and the portion from said Aspatuck Brook, Easterly to the Parsonage Corner, at Quiogue, as the Old Meeting House Road, has existed and has been continuously used as a highway for a period of at least twenty years, prior to the date of this order, and there being no evidence of the boundardies, etc., I, the undersigned Town Supt. of Highways for said Township, have caused said highway to be surveyed and monumented as shown upon the survey of Halsey D. Rogers, dated April, 1913, and hereunto annexed, and it is hereby ordered that the boundaries of the aforesaid highway in the Township of Southampton as shown by the aforesaid survey hereunto annexed and made a part of this order, be the boundaries of the said highway, and the Town Clerk is hereby directed to enter this order and survey upon the records of the aforesaid Township of Southampton, etc.

Dated July, 1913. Signed Town Superintendent of Highways for the Township of Southampton. A true copy of the original filed and recorded Aug. 13, 1913.

FILE 4, SCUTTLE HOLE ROAD.

Page 192. (Abstract). Whereas a certain highway in the Town of Southampton, etc., known as "Scuttle Hole" Road, has existed and has been continuously used as a highway for a period of at least twenty years prior to the date of this order and there being no evidence of the boundaries of said road to be found among the records, etc., I, the undersigned, Town Supt. of Highways for the said Town of Southampton, have caused the said road to be surveyed and monumented as is more fully shown by the survey made by Wallace H. Halsey dated January 1913. annexed hereto and made a part hereof, and it is hereby ordered that the boundaries of said road as shown upon said annexed survey to be the boundaries of the said "Scuttle Hole" Road in the Town of Southampton and the Town Clerk is hereby directed to enter the same upon the records of the said Town, etc.

Dated August 28, 1913.

BENJ. G. HALSEY,

Town Superintendent of Highways

For the Town of Southampton.

A true copy filed and recorded Sept. 10, 1913.

Page 193. (Abstract). Deed of Dedication of the Long Island Railroad Company to the Town of Southampton.

FILE NO. 6, FORT POND ROAD.

Page 202. Upon the dedication and release of the lands within the Highway known as Fort Pond Road for

use as a public highway and upon the consent of the Town Board of the Town of Southampton, etc., hereto annexed, I do order that Fort Pond Road, as described in the dedication and release aforesaid, executed and acknowledged by James C. Parrish and Shinnecock Hills and Peconic Bay Realty Company be accepted and laid out as a public highway in the Town of Southampton, etc.: The said highway is bounded and described as follows:

The road on Shinnecock Hills in the Town of Southampton, Suffolk County, New York, known as Fort Pond Road running from South Highway to Tuckahoe Lane through lands of the parties hereto, the Westerly and Northerly line whereof is bounded and described as follows to wit: Beginning at a point on the Northerly line of the South Highway directly South from monument No. 451 on a course therefrom South twenty eight degrees tw minutes thitry seconds (28° 2′ 30″) East and running from said point of beginning North twenty eight degrees two minutes thirty seconds (28° 2′ 30″) East eleven hundred ninety seven and 66/100 (1197.66) feet to a monument No. 446, thence South eighty two degrees two minutes (82° 2′) East fifty one and 52/100 (51.52) feet to a monument No. 476, thence the same course two hundred ten and 14/100 (210.14) feet to monument No. 477, thence the same course sixty three and 27/100 (63.27) feet to monument No. 467, thence the same course ten hundred twenty five and 28/100 (1025.28) feet to monument No. 468, thence the same course fifty two and 27/100 (52.27) feet to monument No. 472, thence the same course eight hundred seventeen and 88/100 (817.88) feet to monument No. 473, and the Westerly line of Tuckahoe Lane thence South one degree four minutes (1° 4′) West ..... feet to the Southerly line of said Fort Pond Road, thence West and Southerly on a line uniformly distant from the North and West line as first herein described Fifty (50) feet to the South

Highway and thence Westerly along the South Highway to the point or place of beginning.

Witness my hand and seal the day and year above written. July, 1913.

FRANK DOWNS,

Town Superintendent of Highways.

FILE NO. 7, NORTH HIGHWAY AND ST. ANDREW'S ROAD.

Page 203. (Abstract). Acceptance and Dedication of North Highway and St. Andrew's Road:

Upon the dedication and release of the lands within the highway on Shinnecock Hills known as North Highway and part of St. Andrew's Road for use as a public highway, and upon the consent of the Town Board of the Town of Southampton, etc., hereto annexed, I do order that North Highway and part of St. Andrew's Road, as described in the dedication and release, aforesaid, executed and acknowledged by Shinnecock Hills and Peconic Bay Realty Company, Shinnecock Hills Golf Club, Samuel L. Parrish, A. H. Buck, and the Long Island Railroad Company, be accepted and laid out as a public highway in the Town of Southampton, etc.

The said highway is bounded and described as follows: The roads on Shinnecock Hills, Town of Southampton, known as North Highway and part of St. Andrew's Road described as follows:

Beginning at a monument marked 322, said monument being in the Northerly boundary line of the land of the Shinnecock Hills Golf Club. running thence North 75° 07′

20″ West 503.9 feet to monument 321; thence North 69° 02′ 20″ West 313.1 feet to monument 320; thence South 82° 30′ 40″ West 296.5 feet to monument 319; the above course being along the Northerly line of the Shinnecock Hills Golf Club, thence North 85° 12′ 20″ West 51.93 feet to monument 294, the last course being across the Tuckahoe road; thence on the same course 637.5 feet to monument 300, thence North 73° 02′ 20″ West 306.4 feet to monument 299, thence North 72° 51′ 50″ West 122.05 feet; thence North 76° 56′ 20″ West 161.44 feet; thence North 80° 32′ West 71.35 feet, thence North 88° 30′ West 187.78 feet to Station No. 1, thence North 64° 22′ 30″ West 97.3 feet; thence North 40° 21′ 40″ West 98.03 feet; thence North 59° 21′ 40″ West 57.32 feet to Station X, the above courses being along the Northerly boundary line of the land of the Shinnecock Hills Golf Club.

The foregoing describes the Southerly line of the St. Andrew's Road. The Notherly line being 50 feet distant and parallel to the Southerly line.

Beginning at Station X in the Southerly line of the said Saint Andrew's Road, running thence North 55° 23′ 36″ West 86.95 feet across Saint Andrew's Road; thence on the same course along the Northerly boundary line of the Shinnecock Hills and Peconic Bay Realty Company 69.42 feet to Station No. 2, thence North 39° 53′ West 137.35 feet to Station No. 3, thence North 20° 42′ West 472 feet to Station No. 4, thence North 42° 26′ West 143.3 feet to Station No. 5, thence North 76° 36′ 30″ West 399.00 feet to Station No. 6, thence North 65° 31′ West 399.64 to Station No. 7, thence North 61° 24′ West 428.22 to Station No. 8, thence North 69° 51′ West 379.82 feet to Station No. 9, thence North 83° 17′ 30″ West 661.21 feet to Monument H. 12, thence North 72° 28′ West 210.21 feet to monument H. 13, thence North 70° 40′ 50″ West 309.5 feet to

monument H. 14, thence North 72° 00′ West 219.75 feet to Station No. 10, thence North 75° 22′ West 491.52 feet to monument H. 15, thence North 79° 44′ 28″ West 338.9 feet to monument H. 16, thence North 83° 02′ 30″ West 510.73 feet to Monument H. 17, thence North 85° 14′ 30″ West 530.25 feet to Station No. 12, thence North 88° 40′ West 70.33 feet to the intersection with the Easterly line of the Hills Station Road; thence on the same course 50.42 feet across the said Hills Station Road; thence on the same course 217.17 feet along the Northerly boundary line of the Shinnecock Hills and Peconic Bay Realty Company to monument H. 23; thence North 88° 14′ West 251.4 feet to monument H. 24; thence North 87° 53′ 30″ West 819.41 feet to monument H. 25, thence North 84° 19′ 52″ West 465.98 feet to monument H. 26, thence North 80° 28′ 12″ West 402.13 feet to monument H. 27, thence North 75° 30′ 30″ West 225.87 to Station No. 15, thence North 68° 28′ 30″ West 271.75 to monument H. 28, thence North 66° 01′ 55″ West 771.98 feet to monument H. 29, thence North 58° 21′ West 574.1 feet to Station No. 17, thence North 65° 30′ 30″ West 183.5 feet to Station No. 18, thence North 86° 02′ 30″ West 192 feet to monument H. 30, thence South 71° 27′ 30″ West 242.3 feet to Station No. 19, thence South 60° 45′ West 246.35 feet to monument H. 31, thence South 54° 50′ West 190.95 feet to Station 20, said station being at the intersection of the Easterly line of the Peconic Road, thence on the same course 104.09 feet across said Peconic Road, thence on the same course 36.11 feet along the Northerly boundary line of the Shinnecock Hills and Peconic Bay Realty Company to Monument H. 32, thence South 62° 50′ 30″ West 413.83 feet to Monument H. 33, thence South 72° 20′ 30″ West 375.45 feet to monument H. 34, thence South 86° 03′ 30″ West 437.42 feet to Monument H. 35, thence North 80° 45′ West 256.85 feet to

Monument H. 36, thence North 58° 26′ 30″ West 488.55 to Monument H. 37, thence North 59° 03′ 30″ West 250.18 to Monument H. 38, thence North 73° 26′ West 192.78 feet to Monument H. 39, thence North 86° 15′ 19″ West 333.33 feet to Monument H. 40, thence South 85° 43′ 30″ West 429.22 feet to Station No. 22, thence South 77° 13′ 30″ West 233.8 feet to Monument H. 41, thence South 71° 00′ 30″ West 355 feet to Monument H. 42, thence South 67° 06′ West 231.18 feet to Monument H. 43, thence South 66° 47′ 42″ West 502.58 feet to Monument H. 44, thence South 64° 58′ West 204.28 feet to Station No. 24, thence South 56° 14′ West 337.43 feet to Station No. 25, thence South 56° 19′ West 156.02 feet to Station No. 26, thence South 44° 46′ West 156.98 feet to Station No. 27, thence South 30° 07′ 59″ West 444.73 feet to Station No. 29 the course also crossing the right of way of the Long Island Railroad, thence South 25° 07′ West 161.08 feet to Monument H. 48, thence South 15° 28′ 30″ West 154.35 feet to Station No. 30, thence South 15° 48′ 30″ East 100 feet, thence South 3° 59′ 30″ East 100 feet, thence South 16° 55′ 30″ West 50 feet, thence South 36° 55′ 30″ West 80 feet, thence South 56° 55′ 30″ West 57 feet to the Northerly line of the South Highway, the above describes the Southerly line of the North Highway, the Northerly line being 66 feet distant and parallel to the Southerly line going East to a point opposite Station No. 2, from this point the width of the road decreases until the said Northerly line intersects the Northerly line of the Saint Andrew's Road at a point opposite Station X.

Witness my hand and seal the day and year first above written, 1913.

FRANK DOWNS,

Town Superintendent of Highways.

FILE NO. 8, PART OF SAINT ANDREW'S ROAD.

Page 213. (Abstract). Upon the dedication and release of the lands within the highway on Shinnecock Hills known as part of Saint Andrew's Road for use as a public highway and upon the consent of the Town Board of the Town of Southampton, Suffolk County, New York, hereto annexed, I do order that part of Saint Andrew's Road, as described in the dedication and release, aforesaid, executed and acknowledged by Shinnecock Hills and Peconic Bay Realty Company, E. L. Keyes, Samuel L. Parrish, be accepted and laid out as a public highway in the Town of Southampton, Suffolk County, New York.

The said highway is bounded and described as follows: The road on Shinnecock Hills, Town of Southampton, known as part of Saint Andrew's Road, described as follows:

Beginning at a point in the Northerly line of the South Highway at the lands of E. L. Keyes and a monument No. 1 thence North 33° 48′ West 89.55 feet to monument No. 2, North 3° 9′ East 82.1 feet to monument No. 3, North 1° 36′ West 52.25 feet to monument No. 4, North 6° 23′ West 55.55 feet to monument No. 5, North 22° 3′ West 55.3 feet to monument No. 6, thence North 30° 48′ West 53.85 feet to monument No. 7, thence North 37° 50′ West 51.61 feet to monument No. 8, thence North 38° 58′ West 49.75 feet to monument No. 9, thence North 37° 58′ West 49.75 feet to monument No. 10, thence North 36° 59′ West 49.65 feet to monument No. 11, thence North 35° 65′ West 49.85 feet to monument 12, thence North 35° 30′ West 49.5 feet to monument No. 13, thence North 34° 45′ West 49.5 feet to monument No. 14, thence North 34° 25′ West 49.75 feet to monument No. 15, thence North 33° 6′ West 49.6 feet to monument 16, thence North 33° 16′ West 49.82 feet to monument No. 17, thence North 32° 11′ West 49.7 feet to

monument No. 18, thence North 30° 18′ West 49.2 feet to monument 19, thence North 28° 15′ West 49.4 feet to monument No. 20, thence North 27° 28′ West 49.42 feet to monument No. 21, thence North 25° 17′ West 48.65 feet to monument No. 22, thence North 23° 35′ West 49.7 feet to monument No. 23, thence North 22° 33′ West 48.95 feet to monument No. 24, thence North 19° 54′ West 49.1 feet to monument No. 25, thence North 19° 47′ West 50.4 feet to monument No. 26, thence North 22° 05′ West 51.03 feet to monument No. 27, thence North 23° 45′ West 50.8 feet to monument No. 28, thence North 25° 48′ West 51 feet to monument No. 29, thence North 29° 4′ West 50.85 feet to monument No. 30, thence North 31° 20′ West 51.05 feet to monument No. 31, thence North 33° 58′ West 51.6 feet to monument No. 32, thence North 35° 20′ West 50.85 feet to monument No. 33, thence North 36° 42′ West 50.2 feet to monument No. 34, thence North 35° 43′ West 49.27 feet to monument No. 35, thence North 33° 37′ West 49.42 feet to monument No. 36, thence North 33° 6′ West 90.23 feet to monument No. 559, thence across the road North 29° 47′ West 63.23 feet to monument No. 467, thence North 29° 33′ West 31 feet to monument No. 37, thence North 29° 2′ West 50.03 feet to monument No. 38, thence North 26° 14′ West 25.98 feet to monument No. 39.

The foregoing describes the Easterly line of the said road and the Westerly line is distant Westerly therefrom 49.50 feet and is uniformly parallel with the said Easterly line throughout.

Witness my hand and seal the day and year first above written.

July 1913.

FRANK DOWNS,

Town Supt. of Highways.

FILE NO. 9, TUCKAHOE ROAD

Page 219. (Abstract). In the matter of the dedication and acceptance as a Highway of the Tuckahoe Road:

Southampton, N. Y., Dec. 23, 1913. Upon the dedication and release of the lands within the highway on Shinnecock Hills known as Tuckahoe Road for use as a public highway and upon the consent of the Town Board, etc., I do order that Tuckahoe Road, as described in the dedication and release aforesaid, executed and acknowledged by Shinnecock Hills and Peconic Bay Realty Company, Shinnecock Hills Golf Club, Arthur B. Claflin, James C. Parrish, and the Long Island Railroad Company, be accepted and laid out as a public highway in the Town of Southampton, etc.

The said highway is bounded and described as follows: The road in Shinnecock Hills, Town of Southampton, known as Tuckahoe Road, bounded and described as follows:

Beginning at a monument marked 294, said monument being at the intersection of the Southerly line of the Saint Andrew's Road, and the Westerly line of the Tuckahoe Road running thence South 17° 52′ 20″ West 428.7 feet to monument 295, thence South 2° 23′ 20″ West 68.8 feet to monument 296, thence South 67° 03′ 20″ West 60.3 feet to monument 297, the above course being along the Easterly boundary line of the land of the Shinnecock Hills Golf Club, thence on a course South 5° 37′ 20″ West 100 feet across the right-of-way of the Long Island Railroad to Monument 335, thence South 31° 20′ 20″ West 285 feet along the Easterly boundary line of the land of the Shinnecock Hills Golf Club to monument 333, thence on the same course 1160.1 feet along the Easterly boundary line of the land of A. B. Claflin to monument 382, thence

South 10° 56′ 20″ West 183.58 feet, thence South 3° 25′ 40″ East 322.45 feet to the intersection of the Northerly line of the South Highway, the last two courses being along the Easerly boundary line of the Shinnecock Hills and Peconic Bay Realty Company.

The above describes the Westerly line of the Tuckahoe Road, the Easterly line being 50 feet distant and parallel to the Westerly line.

Witness my hand and seal the day and year first above written.

Town Superintendent of Highways.

FILE NO. 10, BATHING BEACH ROAD

Page 227. (Abstract). Southampton, New York, Dec. 23, 1913. Upon the dedication and release of the land within the highway known as Bathing Beach Road for use as a public highway and upon the consent of the Town Board of the Town of Southampton, etc.

The said highway is bounded and described as follows:

Beginning at a point on the Northerly side of the North Highway marked by a monument No. , and running thence North 56° 7′ 30″ East 77.51 feet, thence North 36° 35′ 30″ East 49.08 feet, thence North 16° 37′ 30″ West 368.17 feet to monument No. 512, thence on the same course 55 feet to Peconic Bay. The foregoing describes the Westerly line of the said highway. The Easterly line thereof begins at Peconic Bay at a point 50 feet distant Easterly at right angles from said Westerly line and runs thence South 16° 37′ 30″ East 415.36 feet, thence South 34° 22′ 30″ East 216.24 feet to the Northerly line of the

North Highway, thence Westerly along the Northerly line of the North Highway, thence Westerly along the Northerly line of the North highway to a point of intersection therewith of the Westerly side of said road as hereinbefore described.

Witness my hand and seal the day and year above written.

FRANK DOWNS,

Town Supt. of Highways.

FILE NO. 11, HILLS STATION ROAD.

Page 228. (Abstract). Southampton, N. Y., December 23, 1913. Upon the dedication and release of the land within the highway on Shinnecock Hills known as Hills Station Road for use as a public highway and upon the consent of the Town Board, etc., I do hereby order that Hills Station Road, as described in the dedication and release, aforesaid executed and acknowledged by Shinnecock Hills and Peconic Bay Realty Company, Ellen H. Swayne, and Long Island Railroad Company be accepted and laid out as a public highway in the Town of Southampton, etc.

The said highway is bounded and described as follows: The road on Shinnecock Hills, Town of Southampton, known as Hills Station Road described as follows:

Beginning at a point on the Southerly line of the North Highway, said point being on a course North 88° 40′ West and 70.33 feet distant from Station No. 12 of said North Highway, running thence South 8° 42′ 30″ West 292.16 feet along the Westerly boundary line of the land of The Shinnecock Hills and Peconic Bay Realty Company to Station No. 1, thence South 29° 36′ 30″ West 362.98

feet to Station No. 2, thence South 0° 01′ 30″ West 183.43 feet to Station No. 3, thence South 9° 13′ East 637.95 feet to Station No. 4, thence South 14° 59′ 42″ East 334.58 feet to Station No. 5, the last course also crossing the Long Island Railroad right-of-way, thence South 0° 50′ East 260.05 feet to Station No. 6, thence South 14° 23′ 30″ West 679.05 feet to Station No. 7, thence South 9° 37′ 30″ West 175.48 feet to Station No. 8, thence South 1° 20′ 30″ West 475.78 feet to Station No. 9, thence South 28° 36′ 30″ West 303.82 feet to Station No. 10, thence South 3° 21′ 30″ West 108.72 feet to Station 11, thence South 36° 26′ 36″ East 264.95 to Station No. 12, thence South 2° 13′ 30″ East 211.37 feet to Station No. 13, thence on a course South 32° 23′ 30″ West until it intersects the Northerly line of the South Highway; the last two courses being along the Westerly boundary line of the land of Ellen H. Swayne.

The above describes the Easterly line of the Hills Station Road, the Westerly line being 50 feet distant and parellel to the Easterly line.

Witness my hand and seal the day and year first above written.

FRANK DOWNS,

Town Superintendent of Highways.

FILE NO. 12, ALTERATION OF SAINT ANDREW'S ROAD.

Page 245. (Abstract). Southampton, N. Y., Dec. 23, 1913. The undersigned, as town superintendent of highways, in the Town of Southampton, etc., upon the written application of Shinnecock Hills Peconic Bay Realty Company, the consent and release from damages for lands

taken and effected thereby duly executed and acknowledged by the owners of the same, etc., and upon the written consent of the Town Board of the Town of Southampton, etc., dated July, 1913, does hereby order that Saint Andrew's Road aforesaid, be and the same hereby is altered by abandoning as a highway that portion thereof shown on the map as the present travelled road lying between a point in the Easterly line thereof which is distant twenty four and 09/100 (24.09) feet on a course North nineteen degrees thirteen minutes (19° 13′) West from monument No. 466 and monument No. 322 except that portion thereof running beneath the right-of-way and bridge of the Long Island Railroad Company over the same and substituting therefor the new roadbed shown on said map as "Proposed alteration of road," running through lands of James C. Parrish, Shinnecock Hills and Peconic Bay Realty Company and Samuel L. Parrish and shown on the map aforesaid.

1. Beginning at a monument No. 39, set in the Easterly line of Saint Andrew's Road, and running thence through the lands of James C. Parrish North eight degrees, eighteen minutes (8° 18′) East seven hundred thirty eight and 12/100 (738.12) feet to an abuttment of the bridge of the Long Island Railroad over the said road, as aforesaid, thence Westerly on a course at right angles to said line forty nine and 50/100 (49.50) feet, thence South eight degrees eighteen minutes (8° 18′) West to a point in the Easterly line of the present travelled road which is distant twenty four 09/100 (24.09) feet, on a course North nineteen degrees thirteen minutes (19° 13′) West from monument No. 466, thence on the same course ninety-nine and 11/100 (99.11) feet to the West line of the Saint Andrew's Road, thence North to said monument No. 39 at the point or place of beginning.

2. Beginning at the Northerly side of the right-of-way on land of the bridge of the Long Island Railroad

aforesaid, and running thence through lands of Shinnecock Hills and Peconic Bay Realty Company North eight degrees eighteen minutes (8° 18′) East one hundred and twenty four and 03/100 feet (124.03) to a point of curve, thence on a curve to the left with a radius of three hundred twenty-seven and 87/100 (327.87) feet, through the lands of Shinnecock Hills and Peconic Bay Realty Company four hundred eighty five 92/100 (485.92) feet to a point of tangent, thence through lands of Shinnecock Hills and Peconic Bay Realty Company, and of Samuel L. Parrish North seventy six degrees thirty four minutes (76° 34′) West six hundred thirteen and 3/10 (613.3) feet to monument No. 359, thence South forty degrees forty one minutes (40° 41′) East eighty five and 3/10 (85.3) feet to a point in the Easterly line of said road, thence South seventy six degrees thirty four minutes (76° 34′) East through lands of Samuel L. Parrish, four hundred seventy six and 5/10 (476.5) feet to lands of Shinnecock Hills and Peconic Bay Realty Company, thence through lands of Shinnecock Hills and Peconic Bay Realty Company South seventy six degrees thirty four minutes (76° 34′) East Sixty nine and 59/100 (69.59) feet to a point of curve, thence on a curve to the right with a radius of Two hundred seventy seven and 87/100 (277.87) feet still through lands of Shinnecock Hills and Peconic Bay Realty Company, four hundred eleven and 58/100 (411.58) feet to a point of tangent, thence South eight degrees eighteen minutes (8° 18′) West 124.03 feet to the Northerly line of the Long Island Railroad right-of-way, aforesaid, thence Easterly at right angles to the line last mentioned forty nine and 50/100 (49.50) feet to the point or place of beginning.

3. The strip of land across lands of the Long Island Railroad Company in said Town of Southampton contained within the bridge abuttments carrying the tracks of said Long Island Railroad over the present traveled road

mentioned as Saint Andrew's Road and shown as the course of "Proposed alteration of road" on a map entitled "Map showing proposed alteration of Saint Andrew's Road situate at Shinnecock Hills, Town of Southampton, N. Y., surveyed Sept. 1912 by Seth J. Raynor."

And I do hereby order that the said road shown on the map aforesaid as "Proposed alteration of road" be accepted and laid out as a public highway in the Town of Southampton, etc.

Witness my hand the day and year first above written.

FRANK DOWNS,

Town Superintendent of Highways.

FILE NO. 13, PECONIC ROAD

Page 249. (Abstract). Southampton, N. Y., Dec. 23, 1913. Upon the dedication and release of the lands within the highway on Shinnecock Hills known as Peconic Road for use as a public highway and upon consent of the Town Board of Southampton, etc., I do order that Peconic Road, as described in the dedication and release aforesaid, executed and acknowledged by Shinnecock Hills and Peconic Bay Realty Company, James C. Parrish, Francis K. Pendleton, James B. Colt and Long Island Railroad Company, be accepted and laid out as a public highway in the Town of Southampton, etc.

The said highway is bounded and described as follows: The road on Shinnecock Hills, in the Town of Southampton, known as Peconic Road and described as follows: Beginning at Station No. 20 in the Southerly line of the North Highway, running thence South 15° 29′ West 137.1 feet along the Westerly boundary line of the

land of the Shinnecock Hills and Peconic Bay Realty Company to Station No. 1, thence South 21° 59′ 30″ West 245.73 feet to Station No. 2, thence South 24° 46′ 30″ West 293.24 feet to Station No. 3, thence South 15° 17′ West 250.8 feet to Station No. 4, thence South 0° 50′ 30″ West 859.18 feet, this course and distance being still partly along the Westerly boundary line of the Shinnecock Hills and Peconic Bay Realty Company and across the 100 foot right-of-way of the Long Island Railroad, also along the Westerly boundary line of the land of James C. Parrish to monument 256, said monument marking the South West corner of the land of the said James C. Parrish, thence South 16° 54′ 30″ East 242.15 feet to monument 269, thence South 34° 54′ 30″ East 104.15 feet to monument 268, the above two courses being along the Westerly boundary line of the land of F. K. Pendleton, thence South 10° 51′ 30″ East 336.03 feet along the Westerly boundary of Shinnecock Hills and Peconic Bay Realty Company to Station No. 5, thence South 31° 18′ 30″ East 175.6 feet to Station No. 6, thence South 22° 51′ 30″ East 270.9 feet to a monument marked 377, said monument marking an angle in the Northern boundary line of the land of Jane B. Colt, South 68° 49′ 30″ West 122.7 feet to monument 375, thence South 56° 19′ 30″ West 244.2 feet to monument 374, thence South 38° 46′ 30″ West 205.55 feet to monument 373, thence South 40° 40′ 30″ East 90 feet to monument 372, the last four mentioned courses being along the land of said Jane B. Colt. said monument being in the Northerly line of the South Highway. The above describes the Easterly line of the Peconic Road, the Westerly line being 50 feet distant and parallel to the Easterly line until opposite Monument 373 from this point continuing on a course South 38° 46′ 30″

West until it intersects the Northerly line of the South Highway.

Witness my hand and seal the day and year first above written.

FRANK DOWNS

Town Superintendent of Highways.

FILE NO. 14, BEGINNING AT FLANDERS ROAD.

Page 255. (Abstract). Application of Arthur J. Fisher to lay out a highway in the Town of Southampton, etc.

Whereas, Arthur J. Fisher did present to me, as Supt. of Highways of the Town of Southampton, etc., a written application, dated the 11th day of September, 1913, to lay out a highway in said town, and whereas Commissioners were appointed by the County Court of Suffolk County, and certify that such proposed highway is necessary and proper, etc., now, therefore, I the undersigned Supt. of Highways of said town, do hereby lay out the highway as so applied for and ordered, whereof a survey has been made made as follows:

Beginning on the South side of the Flanders Road so called, at a point bearing South 75° 56′ W. one hundred fifty five feet and seven inches, from the corner of the garage and bearing S. 28° 40′ W. from the Congregational Church spire, and running thence the following courses and directions: the said courses and directions being at the center of the proposed fifty foot road, running thence S. 25° 46′ E. four hundred thirty four and three tenths feet; thence S. 17° 29′ E. two hundred and twenty five feet and three tenths feet, thence South 9° 06′ E. four

hundred sixty six and six tenths feet; again S. 23° 00′ E. eight hundred fifty seven and no tenths feet, again S. 21° 37′ E. six hundred ninety six and one tenth feet, then again S. 28° 52′ E. five hundred and twenty three and four tenths feet, thence still S. 28° 52′ E. fourteen hundred and thirty nine and seven tenths feet to the State Road leading from Riverhead to Quogue said proposed road passing through lands of the following named parties: On the East side of said proposed road being Simon Leavitt, Arthur J. Fisher, Frances E. Howell, Fred S. Hill, A. P. Shutt or Carl Le Valley, Sadie Hunter, a driveway, C. Vail, again A. P. Shutt or Carl Le Valley, Samuel Barber, a street called Pine Street, and other land of A. P. Shutt or Carl Le Valley, Wallace Nesbit, S. Smith, George M. Vail and Charlotte Middlebrooke; on the West side the land owners being Arthur J. Fisher, William H. Firth, Bess estate F. Bess, Dr. A. G. Terrell, Nicholas Miller, Charles A. Wilson, again Dr. A. G. Terrell, land now or formerly of Howell M. Reeve and Charlotte Middlebrooke, which highway as laid out will pass through the lands of the said parties, and the line of such survey shall be the center of the highway which is to be three rods in width.

Dated April, 1914.

FRANK DOWNS

Superintendent of Highways of the Town of Southampton.

(Abstract). File 15, In the matter of the application of Arthur J. Fisher to lay out a highway, etc. beginning at South side of Flanders Road (courses as on pages 255 and 256). Decision of Commissioners and award of damages.

FILE NO. 16, LUMBER LANE

Page 260. (Abstract). Whereas a certain highway in the Town of Southampton, etc., recorded on March 25th 1856, and found in Book 4 of Printed Records at Page 191, and which has been continuously used for a period of at least twenty years prior to the date of this order and there being no sufficient description of the boundaries, etc., I the undersigned Town Supt. of Highways of said Township of Southampton have caused said highway to be surveyed and monumented as shown upon the survey of A. M. Cook and W. H. Halsey dated October, 1913, and hereto annexed, and it is ordered that the boundaries of said section of said Lumber Lane, in the said Township of Southampton, as shown by the aforesaid survey hereto annexed and made a part of this order, be the boundaries of said section of Lumber Lane, and the Town Clerk of said Township of Southampton is hereby directed to enter this order and survey upon the records of the aforesaid Township, etc.

Dated the 30th day of October, 1913.

BENJ. G. HALSEY

Town Superintendent of Highways for the Township of Southampton.

FILE NO. 17

Page 261. (Abstract). Approval and consent of the Town Board of the Town of Southampton, etc., having been given to laying out a certain proposed highway at Bridgehampton in the said town of Southampton, and owners of the land through which the highway is proposed to be opened, having executed and delivered to the under-

signed Town Superintendent of Highways a release, it is hereby ordered and determined that a highway shall be and the same is hereby laid out in said Town of Southampton as follows: The center line beginning on the Easterly side of the Sag Harbor and Bridgehampton Turnpike 3.14 feet from a highway monument set on the said Easterly side of said Turnpike to mark the point at which the said Easterly line of said Turnpike changes its direction from N. 13° 34′ 44″ E. to N. 11° 00′ 40″ E., thence running S. 89° 33′ 20″ E. 739.44 feet to the Westerly side of Norris Lane. Said highway to be 49.5 feet in width throughout its entire length. All of which is more fully shown by a survey made by Halsey & Van Tuyl, dated February 5th. 1914, hereto annexed and made a part thereof.

Dated the 31 day of August, 1914 .

FRANK DOWNS,

Town Superintendent of Highways for the Town of Southampton.

Consent of Town Board, signed by Charles H. Redfield, Jas. A. Early, Gaston Bishop, Marcus E. Griffin, R. R. Kendrick, G. Clarence Topping.

FILE NO. 18, BROOK ROAD

Page 263. (Abstract. Whereas a certain highway in the Township of Southampton, etc., known as Brook Road, Westhampton Beach, has existed and has been continuously used for a period of at least twenty years prior to the date of this order; and there being no evidence of the boundaries of said road upon or among the records, etc., I the undersigned Town Superintendent of Highways for said Township have caused said highway to be surveyed and monumented as shown upon the survey made by Hal-

sey D. Rogers, dated November 13th, 1913, and hereto annexed and it is hereby ordered that the boundaries of said Brook Road, Westhampton Beach, in the said Township of Southampton, as shown by the aforesaid survey hereunto annexed and made a part of this order be the boundaries of said Brook Road, and the Town Clerk of said Township of Southampton is hereby directed to enter this order and survey upon the records of the aforesaid Township, etc.

Dated this 31 day of August, 1914.

FRANK DOWNS

Town Superintendent of Highways for the Town of Southampton.

FILE NO. 19, HIGHWAY IN EAST QUOGUE

Page 264. (Abstract). Whereas a two rod highway in the village of East Quogue, in the Town of Southampton, etc. has existed and has been continuously used for a period of at least twenty years prior to the date of this order, and there being no evidence of the boundaries of said road upon or among the records of said Town, etc. I the undersigned Town Superintendent of Highways for said Township, etc., have caused said highway to be surveyed and monumented as shown upon the survey of J. S. Raynor dated May, 1912, and hereunto annexed, and it is hereby ordered that the boundaries of said two rod highway in the Village of East Quogue, etc., as shown by the aforesaid survey hereunto annexed and made a part of this order be the boundaries of said road, and the Town Clerk of the said Township of Southampton is hereby

directed to enter this order and survey upon the records of the aforesaid Township, etc.

Dated the 31 day of August, 1914,

FRANK DOWNS,

Town Superintendent of Highways for the Township of Southampton.

FILE NO. 20, ASPATUCK ROAD WESTHAMPTON BEACH.

Page 265. (Abstract). Whereas a certain highway in the Township of Southampton, etc., known as Aspatuck Road Westhampton Beach, has existed and has been continuously used for a period of at least twenty years prior to the date of this order, and there being no evidence of the boundaries of said road upon or among the records of the said Township, etc., I the undersigned Town Superintendent of Highways for said Township, etc., have caused said highway to be surveyed and monumented as shown upon survey made by Halsey D. Rogers, dated November 24th, 1913, and hereunto annexed, and it is hereby ordered that the boundaries of said Aspatuck Road Westhampton Beach, in the said Township of Southampton, as shown by the aforesaid survey hereupon annexed and made a part of this order, be the boundaries of said Aspatuck Road, and the Town Clerk of the said Township of Southampton is hereby directed to enter this order and survey upon the records of the aforesaid Township, etc.

Dated the 31 day of August, 1914.

FRANK DOWNS,

Town Superintendent of Highways
for the Township of Southampton.

FILE NO. 21, HIGHWAY IN WESTHAMPTON BEACH, MAIN STREET.

Page 266. (Abstract). Whereas a certain highway in the Village of Westhampton Beach, in the Township of Southampton, etc., has existed and been continuously used as a highway for a period of at least twenty years prior to date of this order, and there being no evidence of the boundaries of said highway upon or among the records of the Township, etc., I, the undersigned Town Superintendent of Highways for said Township, etc., have caused said highway to be surveyed and monumented as shown upon the survey made by Halsey D. Rogers, dated November 14th, 1913, and hereupon annexed, and it is hereby ordered that the boundaries of the said highway known as Main Street in the Village of Westhampton Beach, etc., extending from Potunk Lane in said Village and Town Eastward through Quiogue to where it meets the road running North and South past the Catholic Church in said hamlet of Quiogue, as shown by the aforesaid survey hereunto annexed and made a part of this order, be the boundaries of said highway, and the Town Clerk of the said Town ship of Southampton is hereby directed to enter this order and survey upon the records of the aforesaid Township, etc.

Dated the 31 day of August, 1914.

FRANK DOWNS,
Town Superintendent of Highways
for the Town of Southampton.

FILE NO. 22, BIRCH CREEK ROAD.

Page 267. (Abstract). Whereas a certain highway in the Township of Southampton, etc., has existed and has been continuously used for a period of at least twenty years prior to the date of this order, and there being no evidence of the boundaries of said road upon or among the records of the said Township of Southampton, I the undersigned Town Superintendent of Highways for said Township, etc., have caused said highway to be surveyed & monumented as shown upon the survey of A. M. Cook. dated October 13th, 1914, and hereunto annexed and made a part hereof, and it is hereby ordered that the boundaries of said Birch Creek Road, in the said Town of Southampton, as shown by the aforesaid survey hereunto annexed and made a part of this order, be the boundaries of said Birch Creek Road, and the Town Clerk of the said Township of Southampton is hereby directed to enter this order and survey upon the records of the aforesaid Township, etc.

Dated December 30th, 1914.

FRANK DOWNS,

Town Superintendent of Highways,
for the Township of Southampton.

FILE NO. 23, PINE NECK ROAD TO MAIN COUNTRY ROAD.

Page 268. (Abstract). Whereas a certain highway in the Township of Southampton, etc., has existed and has been continuously used for a period of at least twenty years prior to the date of this order, and there being no evidence of the boundaries of said road upon or among the

records of said Township, etc., I the undersigned Town Superintendent of Highways for said Town, etc., have caused said highway to be surveyed & monumented as shown upon the survey of J. S. Raynor, dated October, 1914, and hereunto annexed, and it is hereby ordered that the boundaries of said Two Rod Road leading from Pine Neck Road Northerly to the Main Country Road, in said Township of Southampton, as shown by the aforesaid survey hereunto annexed and made a part of this order, be the boundaries of said Two Rod Road leading from Pine Neck Road Northerly to the Main Country Road, and the Town Clerk of the said Township of Southampton is hereby directed to enter this order and survey upon the records of the aforesaid Township, etc.

Dated the 1st day of Feb. 1915.

FRANK DOWNS,

Town Superintendent of Highways.
for the Township of Southampton.

FILE NO. 24, HIGHWAY AT HAYGROUND.

Page 269. (Abstract). Whereas a certain highway in the Township of Southampton, etc., has existed and has been continuously used for a period of at least twenty years prior to the date of this order, and there being no evidence of the boundaries of said road upon or among the records of the said Township, etc., I the undersigned Town Superintendent of Highways for said Township, etc., have caused said highway to be surveyed and monumented as shown upon the survey of A. M. Cook, dated May 9th, 1914, and hereunto annexed, and it is hereby ordered that the boundaries of said Highway at Hayground, in the said Township of Southampton, as shown by the aforesaid sur-

vey hereunto annexed and made a part of this order, to be the boundaries of said highway, and the Town Clerk of said Township of Southampton is hereby directed to enter this order and survey upon the records of the aforesaid Township, etc.

Dated 30th day of December, 1914.

FRANK DOWNS,

Town Superintendent of Highways
for the Township of Southampton.

FILE NO. 25, QUOGUE STATION TO LEWIS ROAD

Page 270 (Abstract). Whereas a certain highway in the Township of Southampton, etc., has existed and has been continuously used for a period of (twenty) years prior to the date of this order, and there being no evidence of the boundaries of said road upon or among the records of the said Township, etc., I, the undersigned Town Superintendent of Highways for said Township, etc., have caused said highway to be surveyed & monumented as shown upon the survey of J. S. Raynor, dated November, 1914, and hereunto annexed, and it is hereby ordered that the boundaries of said road from the North line of the R. R. land at Quogue Station to the Lewis Road at the Est. of S. F. Downs, in said Township of Southampton, as shown by the aforesaid survey hereunto annexed and made a part of this order, be the boundaries of said road from the North line of the R. R. land at Quogue Station to the Lewis Road at the Est. of S. F. Downs, and the Town Clerk of the said Township of Southampton is hereby di-

rected to enter this order and survey upon the records of the aforesaid Township, etc.

Dated the 1 day of Feb. 1915.

FRANK DOWNS,

Town Superintendent of Highways
for the Township of Southampton.

FILE NO. 26, HIGHWAY AT QUOGUE.

Page 271. (Abstract). Application of William H. Winters to lay out a highway. Decision of Commissioners. The undersigned by an order of the County Court of Suffolk County, dated the 9th day of February, 1914, having been appointed Commissioners to certify as to the necessity of laying out and opening a highway at Quiogue, the center line of which should begin at intersection of the center line of the Country Road and the center line of the Meeting House Road and extend 72° 32′ East 603.5 feet; thence North 87° 25′ East, 1293.4 feet; thence South 86° 13′ East 1382.3 feet and four (4) rods in width throughout its entire length, across the land of one Machiner, L. M. or Oceania Raynor, E. O. Fordham, G. H. Herzogor, G. Albert Bihler, John Brown, Charles Carter, Frank L. or Grace M. Pease, Hannah M. Ocame, H. D. Bishop, S. Watson Bishop, Charles Ludlow, S. W. Herrick, M. K. Dobson, A. P. Avery, Estate of J. P. Howell or Mary Halsey Howell, do certify that it is necessary and proper that the highway be laid out and opened. That the line of said highway and the course thereof should be as follows: the center line of said proposed highway should begin at the intersection of the center line of the Country Road and the center line of the Meeting House Road and extend from said point North 72° 32′ East 603.5 feet; thence South 86°

54′ East, 2252 feet; thence North 79° 45′ East 463.1 feet to the center line of the highway leading from Quogue That the said highway should be laid out 66 feet in width throughout its entire distance.

In witness whereof we have hereunto set our hands in duplicate this 14th day of August, 1914.

LE ROY YOUNG.
FRED FLUGRATH,
HOWARD B. HENDRICKSON,
} Commissioners.

Page 283. (Abstract). Decision confirmed Feb. 8, 1915. Signed, John R. Vunk, County Judge.

FILE NO. 27, HIGHWAY AT NOYAC.

Page 274. (Abstract). We the undersigned, by an order of the County Court of Suffolk County, dated the 17th day of September, 1913, on the application of Oscar B. Edwards, have been appointed Commissioners to certify as to the necessity of laying out and opening a highway in the Town of Southampton, etc., starting at a point 54 feet West of a stone at an angle in the North side of Main highway, in front of the property of Jane Chadwick, running thence North 23 degrees West 4389 ft. to an angle thence North 35 degrees West 1728 feet to Mill Creek. The line thus given being the East line of the proposed highway; the west line is described as running the same course and distance, and parallel with the East line three rods distant therefrom, its entire length, and the lines so

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Note.—This road opened up a right to cross lands and gave access to waters of Noyac Bay. Witnesses testified that the road would be of great benefit not only to the little hamlet of Noyac but to all of Southampton town.—Ed.

described are intended to be, and this application is for the use of said road between said lines, three rods wide, for a public highway running its entire length. Which proposed highway crosses the lands of Jane Chadwick, William Everetts, Anna E. Edwards, J. Miller Kenyon, Louis Edwards, Oscar B. Edwards, Aletta V. Hallock and Nellie E. Hallock, do certify that it necessary and proper that the highway be laid out and opened pursant to the said application of the said Oscar B. Edwards.

Dated this 20th day of January, 1914.

ARRINGTON P. CARMAN,
FRED M. RULAND,
A. R. APPLEGRATH,
} Commissioners.

FILE NO. 28.

Page 277. (Abstract). In the matter of application of Richard H. Hallock to lay out a highway in the Town of Southampton Commissioners appointed by the County Court of Suffolk County October 3, 1912, to determine as to the necessity of laying out and opening a highway beginning at the intersection of the West Tiana Road with the East Quogue Road, on the center line of said East Quogue Road and running in a straight line North 76° 58′ East 1543½ feet to a stone set on the Westerly edge of the East Tiana highway thence running Northerly 82° 32′ East 5542.80 feet to a stone set in Bay View Ave., thence running North 88° 18′ East along the highway to Canoe Place 752.6 feet, thence running North 45° 43′ East 2980.1 feet to the highway directly South of the bridge crossing the railroad track near Canoe Place, which said line is to be the center line of said proposed highway, which highway will pass through the lands of the Tiana Land Co., Morgan J. O'Brien, George D. Squires, the heirs of Daniel

Loughran, George Warner, Benjamin L. Fanning, the Indian Land, J. Edward Jennings, Ellis Squires and Frederick Warner, do hereby determine and certify that it is necessary and proper that the highway be laid out and opened pursuant to the application of the said Richard H. Hallock dated the 23rd day of September, 1912, and we further determine and certify that the width of said highway should be four rods, two rods on each side of the center line above described.

Dated this 27th day of May, 1914, in duplicate.

ROBERT S. PELLETREAU,
HENRY H. PRESTON,

a majority of the
Commissioners.

Page 281. (Abstract). Above decision of Commissioners vacated without costs. Signed John R. Vunk, County Judge. Dated Aug. 8, 1914.

FILE NO. 29, ALTERATION HIGHWAY AT WESUCK BROOK.

Page 284. (Abstract). Upon the release of George F. Carter and wife to the Town of Southampton of certain property within the Village of East Quogue, etc., for the purpose of widening a certain highway within the said Village and Town near Wesuck Brook and upon consent of the Town Board, etc., I, Town Superintendent of Highways in and for the Town of Southampton do hereby order and direct that the said highway be widened as shown by a survey map dated May, 1914, made by J. S. Raynor, all

of which are here annexed and made a part of this order.

Dated October 17th, 1914.

FRANK DOWNS,

Town Superintendent of Highways.
for the Town of Southampton.

FILE NO. 30, ADDITION TO MILL ROAD.

Page 286. (Abstract). Application of Leonard L. Bishop to alter that portion of the highway known as the Old Mill Road, which runs from land of Charles E. Griffing to Depot Road; and to alter that portion of the Depot Road which runs from the Old Mill Road in the Village of Westhampton Beach and of Westhampton Town of Southampton, etc.

Page 289. (Abstract). 15th day of April, 1914: On reading the decision of the Commissioners in the matter of the application of Arthur J. Fisher, to lay out a highway, decision confirmed. Signed, John R. Vunk, County Judge.

Page 286. (Abstract). Application to alter that portion of the road by adding to the said Mill Road the following described tracts:

I. All that certain piece or parcel of land situate in the Village of Westhampton Beach, etc., bounded and described as follows:

Beginning at a point in the Northerly side of the said Mill Road where the same intersects the land of Charles E. Griffing (formerly the school property of School District No. 17) running thence North 19° 21′ East 7 feet; thence North 40° 9′ West 287 feet; thence South 38° 52′ East 291.4 feet to the point or place of beginning.

II. All the certain piece or parcel of land situate in the village of Westhampton, etc., bounded and described as follows:

Beginning at the point formed by the intersection of the Northerly side of the said Old Mill Road with the Westerly side of the Old Riverhead Road; thence North 23° 11′ East along the Westerly side of the said Old Riverhead Road 8.6 feet; thence North 34° 38′ West 293 feet; thence North 35° 23′ West 1140 feet; thence North 41° 34′ West 153 feet to a point in the Northerly side of the said Old Mill Road; thence South 39° 22′ East 152.4 feet; thence South 38° 49′ East 358.2 feet; thence South 38° 23′ East 341.4 feet; thence South 36° 55′ East 405.2 feet; thence South 37° 38′ East 326 feet to the point or place of beginning; the last five courses running along the Northerly side of said Old Mill Road.

III. All that certain piece or parcel of land situated in the village of Westhampton Beach, etc., bounded and described as follows:

Beginning at a point in the Southerly side of the said Old Mill Road where the same intersects land now or formerly of Ellsworth F. Glover; running thence South 11° 48′ West 10 feet; thence North 40° 9′ West 733.6 feet to the Easterly side of the said Old Riverhead Road; thence North 22° 40′ East along the Easterly side of the Old Riverhead Road 17 feet to the Southerly side of the said Old Mill Road; thence South 37° 0′ East 286.3 feet; thence South 37° 55′ East 188.7 feet; thence South 35° 21′ East 269.4 feet to the point or place of beginning. The last three courses running along the Southerly side of the Old Mill Road.

IV. All that certain piece or parcel of land situated in the Village of Westhampton, etc., bounded and described as follows:

Beginning at a point formed by the intersection of the Southerly side of Old Mill Road with the Westerly side of the Public Road from Quogue; running thence South 73° 10′ West along the Westerly side of said Public Road from Quogue 8.6 feet; thence North 34° 38′ West 425 feet; thence North 35° 23′ West 1145.8 feet; thence North 41° 34′ West 151.1 feet; thence North 32° 38′ West 577.5 feet to the Easterly side of the Depot Road; thence North 26° 07′ West along the Easterly side of the said Depot Road, 17 feet to the Southerly side of the Old Mill Road; thence South 32° 38′ East 591.2 feet; thence South 34° 55′ East 159.9 feet; thence South 37° 43′ East 360.7 feet; thence South 36° 10′ East 352 feet; thence South 37° 2′ East 408.4 feet; thence South 37° 2′ East 322.6 feet to the point or place of beginning. The last six courses running along the Southerly side of the said Old Mill Road.

And by adding to the said Depot Road the following described tract or parcel of land:

V. All that certain piece or parcel of land situated in the Village of Westhampton, etc., bounded and described as follows:

Beginning at the point formed by the intersection of the Westerly side of the said Depot Road with the Northerly side of the said Old Mill Road; running thence Northwesterly along the said Northerly side of the said Old Mill Road 17 feet; thence in the Northwesterly direction, parallel throughout with the Westerly side of said Depot Road and distant 17 feet Westerly therefrom, a distance of 1295 feet; thence North 23° 41′ East 150 feet to the Southerly side of the Old Country Road; thence South 18° 11′ West 152 feet; thence South 27° 11′ West 560 feet; thence South 26° 17′ West 745 feet to the Northerly side of the Old Mill Road at the point or place of beginning. The last

three courses running along the Westerly side of the Old Depot Road.

The proposed alterations pass through the lands of The Estate of Franklin C. Jessup, Benjamin Owen, Gustav H. Liedtke, Richard W. Robinson, Walter Kuback, Charles E. Griffing, John Rockerfellow, Theodore F. Jackson, Mrs. E. Parsons, Charles Ludlow, Robert Cutter, Charles L. Bauscher, Charles Overton, Harmon D. Bishop, The Estate of Dennis K. Halsey, John H. Youngs, who do not consent to the proposed alterations.

Dated this 20th day of September 1910.

Signed,

LEONARD L. BISHOP.

FILE NO. 32, HIGHWAY AT WESTHAMPTON

Page 290. (Abstract). The undersigned, by an order of the County Court of Suffolk County, dated the 25th day of September, 1913, on the application of Archie W. Raynor, having been appointed Commissioners to certify as to the necessity of laying out and opening a highway at Westhampton, etc., nearly opposite the land of Benjamin G. Halsey and extending South 8° 25′ West seven hundred thirty five and forty five one-hundreths (735.45) feet across the land of August Heinrick to the land of Gertrude Jagger; thence South 13° 17′ West two hundred seventy-eight and seven tenths (278.7) feet across the land of said Gertrude Jagger and to and partly across the land of Edith K. Jagger and M. W. Jagger on the West of such proposed highway; and Enoch Jagger on the East of said proposed highway; thence South 24° 38′ West nineteen hundred forty-nine and four tenths (1949.4) feet to the Southerly side of the road leading to Speonk, across the

lands of said Edith K. Jagger, M. W. Jagger, and Enoch Jagger and the lands of Archie Raynor, Chester Raynor, Chester Raynor, Amos Raynor, Andrew Robinson, Elbert Van Cott, Helen Youngs Culver, Alice Youngs, David Youngs and Edward Youngs, being the late heirs of Jesse Youngs deceased, and the land of Gilbert D. Rogers; thence South 9° 54′ West ten hundred seventy-three and three tenths (1073.3) feet to land of Jesse Tuthill and across the lands of the Vanderbilt Estates Co., Willard Jagger and John D. Avil; thence South 3° 20′ West nine hundred and fifty two and one tenth (952.1) feet across the land of Jesse Tuthill and Willard Jager to the Vanderbilt Estates Co. land; thence South 43° 23′ East six hundred (600) feet to the bay across lands of the Vanderbilt Estates Co., Willard Jagger and Mrs. Joseph Sweezey, do certify that it is necessary and proper that the highway be laid out and opened as proposed in this proceeding, pursuant to the said application of Archie W. Raynor, dated the 11 day of September, 1913. That the line of said highway and the courses thereof should be as follows: Beginning at a point twenty-five (25) feet distant from the intersection of the South line of the South Country Road and the Easterly line of the two rod road running from said South Country Road to the Main South Road, said point of beginning being at the property of August Heinrick, thence South eight degrees twenty five minutes (8° 25′) West seven hundred thirty five and forty five one hundredths (735.45) feet; thence South thirteen degrees seventeen minutes (13° 17′) West two hundred seventy eight and seven-tenths (278.7) feet; thence South twenty-four degrees thirty eight minutes (24° 38′) West nineteen hundred forty-nine and four-tenths (1949.4) feet; thence South nine degrees fifty four (9° 54′) West ten hundred seventy-three and three-tenths (1073.3) feet; thence South three degrees twenty minutes (3° 20′) West

nine hundred fifty two and one tenth (952.1) feet; thence South forty-three degrees twenty-three minutes 43° 23′ East six hundred feet, to the Northerly shore of the Great South Bay, the line above described being the center line of said highway. And in addition thereto, beginning on the easterly side of said highway and the Northerly line of the Great South Bay, running thence Easterly fifty (50) feet at right angles to the Easterly side of the said highway. The said highway should be laid out fifty (50) feet in width throughout its entire distance, and in addition thereto an additional fifty (50) feet in width on the Easterly side thereof on the Northerly line of the Great South Bay, as hereinbefore set forth.

In witness whereof, we have hereunto set our hands in duplicate this sixth day of November, 1913.

RALPH J. HAWKINS,
WALTER S. NORWICH,
JOHN E. MURRAY,
} Commissioners.

FILE NO. 34, EXTENSION OF POTUNK LANE AT WESTHAMPTON BEACH.

Page 303. (Abstract). The consent of the Town Board of the Town of Southampton having been given, and releases of damages having been executed by the owners of the land through which the proposed highway hereinafter described, is to be opened, etc., it is hereby ordered that a highway shall be and the same is hereby laid out in the Village of Westhampton Beach in said Town which shall connect Potunk Lane with Library Avenue and be described as follows: Beginning at the Easterly bank of the canal on its Northern boundary and extending North 81° 00′ East twenty (20) feet to a fence post, thence in a

straight line five hundred and thirty nine (539) feet to the Westerly side of Library Avenue, thence Southeasterly and along the Westerly side of Library Avenue about forty and sixty-five hundredths (40.65) feet to a stake, from thence running South 81° 16′ West five hundred and sixty (560) feet to a stake, from thence in a straight line nine (9) feet to the aforesaid Easterly bank of the canal. Containing an area of about five hundred and eighty six, one thousandths (586/1000) of an acre. All of which is more clearly shown upon and more fully described upon a survey map made by Halsey D. Rogers and dated March 5th, 1914, which said map is hereunto annexed and made a part hereof.

Dated this 10th day of March, 1915.

FRANK DOWNS,

Town Superintendent of Highways
in and for the Town of Southampton.

FILE NO. 35.

Page 305. (Abstract). The undersigned, by an order of the County Court of Suffolk County, dated December 4th, 1916, on the application of Dwight E. Raynor, having been appointed Commissioners to certify as to the necessity of laying out and opening a certain highway in the Town of Southampton, etc., beginning at a point formed by the intersection of the center line of Sunswyck Avenue or Lane, in the Village of Westhampton Beach, with the Easterly side of Beach Lane, running thence N. 54° 38′ East along the center line of Sunswyck Avenue or Lane to Quantuck Bay a distance of approximately 1466 feet. and being three rods in width through its entire length: and also at a point formed by the intersection of the cen-

ter line of Seafield Lane with the Southerly side of the South Country Road, running thence S. 33° 26′ East 2235.73 feet and being three rods in width, which proposed highways cross the lands of Charles L. Bauscher, Ralph Cutter and Laura Cutter, Joseph Schauz, E. Dwight Church, Solomon F. Griffing, William C. Atwater, Josephine L. Beekman and Mary E. Beekman, Maturin L. Delafield, Solomon L. Wright and Desmonde Dunn, do certify that it is necessary and proper that the highways be laid out and opened pursuant to the said application of Dwight E. Raynor dated the 4th day of November, 1916, and that said highways be three rods in width.

Dated the 14th day of April, 1917.

FREDERICK H. TASKER,
H. EVERETT YOUNG,
JOHN HOFFMAN,
} Commissioners.

Page 308. (Abstract). Above decision confirmed. Signed John R. Vunk, County Judge. Dated May 12, 1917.

FILE NO. 36, LAMB AVENUE

Page 309. (Abstract). Upon consent of the Town Board of the Town of Southampton and the release of Sophia W. Herrick dated May 21st, 1918, both hereunto annexed and made part hereof: It is hereby ordered and determined that a highway shall be, and the same is hereby laid out in the said Township, etc., Beginning at the intersection of the Westerly line of the said Lamb Avenue or the proposed highway with the Northerly side or line of Quogue Main Street, which point is one (1) foot South of a stone monument set in the Westerly side of said Lamb

Avenue or this proposed highway, and running thence N. 13° 16′ E., 375 feet; thence N. 00° 02′ E., 1673 5/10 feet; thence N. 1° 41′ W., 919 & 1/10 feet, all along the lands of Hamlin L. Lamb's Estate, to the Southerly line of Back Road, the said described line being the Westerly line of the said Lamb Avenue or this proposed highway, which is and shall be fifty (50) feet in width throughout its entire length.

Dated June, 1918.

FRANK DOWNS,

Town Superinendent of Highways
in and for the Town of Southampton.

Page 310. (Abstract). File 37. Application of B. Irving Downs to lay out a highway. Page 311 petition for appointment of Commissioner. Page 313 appointment of Commissioners and certification highway is necessary and should be layed out and opened. Page 315 application for order confirming decision. Page 319. Decision confirmed, as amended:

Page 321. (Abstract). The undersigned by an order of the County Court of Suffolk County, dated the 8th day of June, 1914, on the application of B. Irving Downs, having been appointed commissioners to determine and certify as to the necessity of a highway commencing at a point marked with a locust stake at the intersection of Jackson Avenue and the proposed road, and running Southerly 52 degrees and sixteen minutes East 854.4 feet to land of Mrs. Ada French, thence running Northerly 31 degrees and 16 minutes East 311.1 feet to Jackson Avenue, thence continuing across Jackson Avenue, Northerly 43 degrees and 23 minntes East 51.3 feet to land of George W. Wines, thence

Northerly 32 degrees and 33 minutes East 483.4 feet to Bay Avenue, thence Northerly 57 degrees and 25 minutes West about 715 feet to the Westerly line of land of Joseph Jacobs, thence Northerly along the Westerly line of Joseph Jacob's land pursuant to survey of Erastus F. Post made August 4th, 1914, and made part of this proceeding, and thence continuing in a Northerly direction in accordance with said survey to Weasuck Avenue. The road or highway being more particularly described on two maps made by Erastus F. Post, surveyor, one map entitled map of proposed highway, East Quogue, etc., surveyed June, 1913, and a supplementary map made by Erastus F. Post, surveyor, August 4, 1914, showing proposed change in route of highway applied for in East Quogue which said proposed highway or highways crosses the lands of Fannie Whitman, George A. Rockefeller, George W. Wines, Mrs. Ada French, George French, Bruce Carter, Ernest Van Hise, Walter Watkins and Catherine Walker, do determine and certify that it is necessary and proper that the highway or highways be laid out and opened pursuant to the said application of B. Irving Downs, dated the 2nd day of May, 1914, etc. The said highway shall be three rods in width its entire length and different courses.

Dated November 7th, 1914.

ARINGTON H. CARMAN,
RICHARD A. PORTER,
WILLIAM CULLEN,
} Commissioners.

Page 324. (Abstract). In the matter of the application of Christian F. Holzman to open a Highway. Resolved that the Town apply to the Public Service Commission to determine whether such street, avenue or highway shall pass over or under railroad or at grade.

Page 327. (Abstract). In the matter of Christian F. Holzman, etc. The undersigned by an order of the County Court of Suffolk County dated the 29th day of January, 1916, on the application of Christian F. Holzman having been appointed Commissioners to certify as to the necessity of laying out and opening a highway in the Town of Southampton, etc., commencing at a monument on the main highway in the Village of Good Ground just to the East of the property of E. A. Buckmuller, thence running North 5 degrees, 55 minutes West 694.15 feet, thence again North 10 degrees 8 minutes West, 384.75 feet to Newtown Road so called, said line so described being the center line of the proposed highway, and the land to be taken being 1½ rods on each side thereof, or a three rod highway. Which proposed highway crosses the lands of Ernest Buckmuller, Christian F. Holzman and the lands of the Long Island Railroad company, and to certify to the probable expense of constructing said road and to assess damages, etc.

Having heard the evidence do certify that it is necessary and proper that the highway be laid out and opened pursuant to the said application of the said Christian F. Holzman dated the 22nd day of January, 1916, and we have assessed the damages of Ernest Buckmuller $1,000; damages of Christian F. Holzman $350; Long Island Railroad Co., $1. Certify probable cost; Constructing the road under the railroad track, one half of which is to be paid by the Town of Southampton $11,000; one half by the Long Island Railroad Company, $5,500. Cost of construction to the town in opening, $6,900.

Dated this 6th day of March, 1916.

RALPH J. HAWKINS,
DANIEL R. DAVIS,
EVERETT M. PRICE,
} Commissioners.

Page 329. (Abstract). May 13, 1916. Above decision confirmed. Signed, John R. Vunk, County Judge of Suffolk Co.

FILE NO. 39.

Page 330. (Abstract). File No. 39. The undersigned by an order of the County Court of Suffolk County, dated the 11th day of October, 1915, on the application of Gaston E. Bishop, having been appointed commissioners to determine as to the necessity of laying out and opening a highway in the town of Southampton, etc., beginning at Moriches Bay and extending to the Atlantic Ocean at a place known as Pickett Point opposite Westhampton, the center line of which shall run North 14° 5′ West, said highway to be fifty (50) feet in width throughout its entire length as more fully shown upon a survey made by Halsey D. Rogers and dated September 22, 1909, which proposed highway crosses the land of J. Mitchell Raynor and Charles H. Redfield and George T. Conklin do determine and certify that it is necessary and proper that the highway be laid out and opened pursuant to the said application of Gaston E. Bishop, dated the 11th day of October, 1915.

Dated this 8″ day of Nov. 1915.

ROBERT PELLETREAU,
CLARENCE W. COLEMAN,
GEORGE JONES,
} Commissioners.

Page 331. (Abstract). Confirmed by John R. Vunk, County Judge, Nov. 17, 1915.

FILE NO. 32A.

Page 332. (Abstract). File No. 32A, In the matter of the application of Archie W. Raynor to lay out a highway. Decision of Commissioners:

The undersigned by an order of the County Court of Suffolk County, dated the 25th day of September, 1913, on the application of Archie W. Raynor, having been appointed Commissioners to certify as to the necessity of laying out and opening a highway at Westhampton, etc., certify and find it is necessary and proper that a highway be laid out and opened as proposed in this proceeding, pursuant to the application of Archie W. Ranor, dated the 11th day of September, 1913 and that the line of said highway and the course thereof should be as follows:

Beginning at a point twenty-five (25) feet distant from the intersection of the South line of the South Country Road and the Easterly line of the two-rod road running from said South Country Road to the Main South Road, said point of beginning being at the property of August Heinrich, thence South eight degrees twenty-five minutes (8° 25′) West seven hundred thirty-five and forty-five one hundredths (735.45) feet; thence South thirteen degrees seventeen minutes (13° 17′) West two hundred seventy-eight and seven-tenths (278.7) feet; thence South twenty-four degrees thirty-eight minutes (24° 38′) West nineteen hundred forty-nine and four-tenths (1949.4) feet; thence South nine degrees fifty-four minutes (9° 54′) West ten hundred seventy-three and three-tenths (1073.3) feet; thence South three degrees twenty minutes (3° 20′) West nine hundred fifty-two and one-tenth (952.1) feet; thence South forty-three degrees twenty-three minutes (43° 23′) East six hundred (600) feet to the Northerly shore of the Great South Bay, the line above described being the center

line of said highway. And in addition thereto, beginning on the Easterly side of said highway and the Northerly line of the Great South Bay, running thence Easterly fifty (50) feet at right angles to the Easterly side of said highway; thence Northerly one hundred fifty (150) feet to the intersection of the Easterly side of said highway. Said highway should be laid out fifty (50) feet in width throughout its entire distance, and in addition thereto an additional fifty (50) feet in width on the Easterly side thereof on the Northerly line of the Great South Bay, as hereinbefore set forth.

In witness whereof, we have hereunto set our hands in duplicate this sixth day of November, 1913.

RALPH J. HAWKINS,
WALTER S. NORWICH,
JOHN E. MURRAY,
} Commissioners.

Page 335. (Abstract). It is hereby ordered that said decision be and the same is in all things confirmed. John R. Vunk, County Judge.

Dated December 2nd, 1913.

FILE NO. 40.

Page 336. (Abstract). File No. 40. At a meeting of the Town Board of the Town of Southampton, etc., held the 13th day of August, 1913, all the members being present, the following resolution was adopted:

Resolved, That the Town Board accept the road on the Northerly side of Shinnecock Hills, etc., extending from the Easterly end of the Canal Bridge and thence running Northerly and Easterly and Southerly through lands of various parties to the South Country Road, near the

Art Village, as more fully described on a map made by Seth J. Raynor, and filed in the Town Clerk's office. Also the roads crossing Shinnecock Hills and connecting the South Country Road with said North Road, called the Hills Station Road, Peconic Road, Tuckahoe Road and St. Andrew's Road, and also Fort Pond Road, also a road from said North Road to Peconic Bay at the Peconic bathing station as described on said map and other maps on file in said Clerk's office, upon the delivery to the said Town Board of proper releases from the Shinnecock Hills and Peconic Bay Realty Company, and from all other abutting owners on all of said roads, and that upon the delivery of said releases and acceptance of said roads, the Town Board will surrender all rights of the Town to the St. Andrew's Road as at present traveled, and to all roads at the Westerly or Canal end which have been traveled or which will be rendered unnecessary by the acceptance of the new roads above mentioned.

Southampton, N. Y., Dec. 23, 1913. Upon the dedication and release of the lands within the highway on Shinnecock Hills known as part of Saint Andrew's Road for use as a public highway and upon the consent of the Town Board of the Town of Southampton, etc., I do order that part of Saint Andrew's Road, as described in the dedication and release, aforesaid, executed and acknowledged by Shinnecock Hills and Peconic Bay Realty Company, E. L. Keyes and Samuel L. Parrish be accepted and laid out as a public highway in the Town of Southampton, etc.

The said highway is bounded and described as follows: The road on Shinnecock Hills, Town of Southampton, known as part of St. Andrew's Road described as follows:

Beginning at a point in the Northerly line of the South Highway at the lands of E. L. Keyes and a monument No.

1, thence North 33° 48′ West 89.55 feet to monument No. 2, North 3° 9′ East 82.1 feet to a monument No. 3, North 1° 36′ West 52.25 feet to monument No. 4, North 6° 23′ West 55.55 feet to monument No. 5, North 22° 3′ West 55.3 feet to monument No. 6, thence North 30° 48′ West 53.85 feet to monument No. 7, thence North 37° 50′ West 51.61 feet to monument No. 8, thence North 38° 58′ West 49.75 feet to monument No. 9, thence North 37° 58′ West 49.75 feet to monument No. 10, thence North 36° 59′ West 49.65 feet to monument No. 11, thence North 35° 65′ West 49.85 feet to monument No. 12, thence North 35° 30′ West 49.5 feet to monument No. 13, thence North 34° 45′ West 49.5 feet to monument No. 14, thence North 34° 25′ West 49.75 feet to monument 15, thence North 33° 6′ West 49.6 feet to monument No. 16, thence North 33° 16′ West 49.82 feet to monument No. 17, thence North 32° 11′ West 49.7 feet to monument No. 18, thence North 30° 18′ West 49.2 feet to monument No. 19, thence North 28° 15′ West 49.4 feet to monument No. 20, thence North 27° 28′ West 49.42 feet to monument No. 21, thence North 25° 17′ West 48.65 feet to monument No. 22, thence North 23° 35′ West 49.7 feet to monument No. 23, thence North 22° 33′ West 48.95 feet to monument No. 24, thence North 19° 54′ West 49.1 feet to monument No. 25, thence North 19° 47′ West 50.4 feet to monument No. 26, thence North 22° 05′ West 51.03 feet to monument No. 27, thence North 23° 45′ West 50.8 feet to monument No. 28, thence North 25° 48′ West 51 feet to monument No. 29, thence North 29° 4′ West 50.85 feet to monument No. 30, thence North 31° 20′ West 51.05 to monument No. 31, thence North 33° 58′ West 51.6 feet to monument No. 32, thence North 35° 20′ West 50.85 feet to monument No. 33, thence North 36° 42′ West 50.2 feet to monument No. 34, thence North 35° 43′ West 49.27 feet to monument No. 35, thence North 33° 37′ West 49.42 feet to monument No. 36, thence North 33° 6′ West

90.23 feet to monument No. 559, thence across the road North 29° 47′ West 63.23 feet to monument No. 467, thence North 29° 33′ West 31 feet to monument No. 37, thence North 29° 2′ West 50.03 feet to monument No. 38, thence North 26° 14′ West 25.98 feet to monument No. 39.

The foregoing describes the Easterly line of the said road and the Westerly line is distant Westerly therefrom 49.50 feet and is uniformly parallel with the said Easterly line throughout.

Witness my hand and seal the day and year first above written.

FRANK DOWNS,

Supt. of Highways.

FILE NO. 41.

Page 338. (Abstract). File No. 41. Nelson B. Squires and Morris R. Phillips apply to Commissioners to lay out a highway commencing at a point on the main highway leading from East Quogue to Good Ground about 80 to 100 rods East from the residence of Orange Culver and running thence in a straight course to the Southwesterly corner of the land of John Leighton, thence in the same course to the Northwesterly corner of the land of Nelson B. Squires, thence at an agle along and over the land of the said Nelson B. Squires to the Shinnecock Bay; said proposed road passing and crossing through the unimproved lands of Mrs. Sophie W. Herrick, etc.

On same page release from damages of above from all parties owning lands, executed and acknowledged be-

fore Marcus E. Griffin, Justice of the Peace. May 14, 1901.

NATHANIEL S. JACKSON,
WM. H. PIERSON,
E. ERASTUS HALSEY,
} Com. of Highways.

May, 1901.

Pages 339, 340. (Abstracts). Dedications of lands for highway purposes at Tiana.

FILE NO. 42, ROAD NEAR TIANA.

Page 341. (Abstract). The consent of the Town Board of the Town of Southampton having been given and the land which the proposed highway hereinafter described, is to be opened and releases of damages having been executed, etc., it is hereby ordered and determined that a highway shall be and the same is hereby laid out at a place known as Tiana in the said Town as follows: the center line of which beginning at a point on the center line of the present South Country Road, which said point is fifty six (56) feet from the trolley pole marked 2496 and eighty (80) feet Westerly from trolley pole marked 2497 and twenty-five (25) feet Southerly from a pine tree marked 198, and varying from said road about twenty-seven degrees (27) and (10) ten minutes run, thence continuing North 50° 30′ East, one thousand five hundred and twenty, nine-tenths feet (1520.9) to a point two and nine tenths (2.9) feet Northerly from the point formed by the intersection of the Southerly line of land of Long Island Railroad Company and the center line of the Tiana Avenue Crossing; said highway to be four rods (4) in width between said points; thence continuing North 3° 16′ West, eighty-six and three tenths (86.3) (feet) across said lands and track of the Long Island Railroad Company in the

same manner and to the same width as said crossing now exists; from said last mentioned point the said highway shall be four (4) rods in width and the center line shall run North 48° 57′ East, two hundred and eighty-three feet (283); thence North 47° 6′ East two hundred and seventy-nine (279) feet; thence North 68° 37′ East four hundred and fifty-four (454) feet; thence North 83° 45′ East, three hundred and nineteen and four-tenths (319.4) (feet) as more clearly shown and more fully described upon a survey map made by J. S. Raynor and dated November, 1914, which said map is hereunto annexed and made a part hereof.

Dated this 24th day of Feb. 1915.

FRANK DOWNS,

Town Supt. of Highways.

FILE NO. 43.

Page 342. (Abstract). File No. 43. Application having been made to me, town superintendent of highways of the Town of Southampton, by the Long Island Seashore Company, etc., and a release from the owners of the land through which the highway is proposed to be opened, having been given, and the consent of the Town Board of the Town of Southampton having been granted, etc., it is hereby ordered and determined that a highway shall be, and the same is hereby laid out in said town as follows: Beginning at a point midway between two railroad monuments and extending 98.4 feet South 16° 18′ East; thence 235.45 feet South 10° 3′ West; thence 129.2 feet South 13° 13′ East; thence 464.6 feet South 34° 32′ East; thence 195.1 feet South 22° 21′ East and being fifty feet in width throughout the entire length which appears more fully on

a map made by Eugene R. Smith, civil engineer, of Islip, N. Y., and dated August, 1923, and the line of survey shall be the center of the highway which shall be fifty feet in width.

Dated this 19 day of Jan. 1916.

FRANK DOWNS,

Town Superintendent of Highways.

FILE NO. 44, SIDEWALK ADJOINING KING, AT GOOD GROUND.

Page 343. (Abstract). File No. 44. This is to certify that the undersigned Superintendent of Highways of the Town of Southampton, etc., has hereby authorized E. Hewlett King, and owner of lands adjoining the highway, the South Country Road in the Village of Good Ground, etc., at his own expense to locate, construct and maintain a sidewalk along such highway adjoining the premises owned by him in conformity with the topography of such highway, and in accordance with a survey map or diagram made by L. M. Squires and dated August 19, 1914 and hereunto annexed and made a part hereof.

Dated this 19 day of January, 1916.

FRANK DOWNS,

Town Supt. of Highways Town of Southampton.

Page 344. (Abstract). Approved by Southampton Town Board.

FILE NO. 45, CARROL STREET,

Page 344. (Abstract). Whereas a certain highway in the Township of Southampton, etc., has existed and has been continuously used for a period of at least twenty years prior to the date of this order, and there being no evidence of the boundaries of said road upon or among the records of the said Township, etc., I the undersigned Town Superintendent of Highways for said Township, etc., have caused said highway to be surveyed and monumented as shown upon the survey of W. H. Halsey, dated November, 1914, and hereunto annexed, and it is hereby ordered that the boundaries of said Carrol Street, in the said Township of Southampton, as shown by the aforesaid survey hereunto annexed and made a part of this order, be the boundaries of said Carrol Street, and the Town Clerk of the said Township is hereby directed to enter this order and survey upon the records of the aforesaid Township, etc.

Dated the 30 day of April, 1917.

FRANK DOWNS,

Town Supt. of Highways
for the Township of Southampton.

FILE NO. 46, TIANA HIGHWAY.

Page 345. (Abstract). Order laying out; Consent, Release and Application:

Written application having been made to me, Town Superintendent of Highways for the Town of Southampton, by Frederick Squires, etc., and the written consent of the Town Board of said Town having been given, etc., and releases from damages having been executed by the own-

ers of the land through which the proposed highway is to be opened. It is hereby ordered and determined that a highway shall be and the same is hereby laid out in said Town as follows: The center line of which shall begin at a point in the center line of the Road known as Caffery Road leading to East Quogue which point is 222.9 feet from the point formed by the Northerly edge of the Old Wood Road, and the Easterly side of Caffery Road, from thence North 3° 25′ East 1634.5 feet; from thence around a curve to the right, having a radius of 262.04 feet; from thence South 79° 32′ East 2367.31 feet; thence around a curve to the left having a radius of 166.25 feet, until same meets and joins the center line of road leading to Good Ground which last said center line has a course North 4° 02′ West, as more fully shown upon a survey map made by L. G. Squires, made a part of the releases and hereunto annexed. And the line of the survey shall be the center line of the highway, which shall be three (3) rods in width.

Dated this 28 day of July, 1917.

FRANK DOWNS.

Town Superintendent of Highways
for the Town of Southampton.

Page 345. (Abstract). Consent of Town Board, July 28, 1917.

FILE NO. 47.

Page 348. (Abstract). Order laying out a Highway with consent of Town Board: Written application having been made to me, Town Superintendent of Highways for the Town of Southampton by John A. Tuttle, etc., and the written consent of the Town Board of said town having been given, etc., and releases for damages having been

executed by the owners of the land through which the proposed highway is to be opened, etc., It is hereby ordered and determined that a highway shall be, and the same is hereby laid out in said town as follows: Commencing where the L. I. R. R., crosses the highway going from thence 1st Course N. 15° 40′ W. 340.3 and varying 2.45; Run 2nd Course N. 17° 45′ West 186.6 and varying 15.15; Run 3rd Course N. 33° 00′ West 122.8 and varying 31.00; Run 4th Course N. 64° 00′ West 119.2 and varying 6.52; Run 5th Course N. 72° 52′ West 242.6 to a point one and one half rods Northerly from a monument set to mark the Northwest corner of Bay Avenue where its Westerly side meets the Southerly side of the highway herein described.

The first course of this highway commences at a point one and one half rods Easterly from an iron or steel monument set to mark the Westerly margin of this highway and the Northerly line of the R. R. land. Its terminus was one and one half rods Easterly from the end of the fence which marks the Westerly line of the highway at this point.

On the second course at 148 feet from starting point the line passes 90.8 feet from the Northwest corner of Ellsworth Raynor's house, in the line of the North side.

On the third course at 49.8 feet from the starting point the line passed 47.7 feet from the Northwest corner of Jessie Ruland's house, in line of the North side. And at 108.1 it passed 64.7 feet from the Northwest corner of Mrs. A. Post's house in line of the North side.

On the fourth course 95 feet from starting point, the line passed 52 feet from the Northwest corner of Louis Tuttle's garage, in line with the North side. And the line

of survey shall be the center of the highway which shall be three rods in width.

Dated this 25th day of Sept. 1918.

FRANK DOWNS,

Town Superintendent of Highways,

Town of Southampton.

Page 347. (Abstract). Consent by Town Board that the Town Superintendent of Highways make an order laying out proposed highway as described on Page 348.

FILE NO. 48, ALTERATION OF PON QUOGUE ROAD

Page 349. (Abstract). I, the undersigned, Town Superintendent of Highways in and for the Town of Southampton, upon the release from damages made and executed by Fred Caffery of said Town and upon the written consent of the Town Board of said Town do hereby order and determine that the road or highway leading to Ponquogue from Springville highway leading to Good Ground be altered as follows, and as altered laid out: The Northerly side of said highway as altered shall begin at a point formed by the intersection of the Northerly side of said highway as it at present exists and the Easterly side of the Springville Road leading to Good Ground and from thence run South 72° 49′ East 214.9 feet; and thence South 18° 49′ East 322.65 feet to the Easterly side of said highway leading to Ponquogue and the Southerly line as altered shall be three (3) rods South from the North line and

the West line three (3) rods West of the East side.
Dated this 3rd day of August, 1917.

FRANK DOWNS,

Town Superintendent of Highways
Town of Southampton.

Page 350. (Abstract). Consent of Town Board to above.

Dated August 2, 1917.

FILE NO. 49, MITCHELL'S LANE AND BUTTER LANE.

Page 351. (Abstract). Upon the written consent of the Town Board of the Town of Southampton, etc., and a release from damages having been executed by the owners of the lands through which the hereinafter described highways as altered will pass, It is hereby ordered and determined that the highways known as Mitchell's Lane and Butter Lane in said Town be laid out or altered through the lands of Frank L. Bishop as more fully shown and described upon a survey made by Wallace Halsey, C. E., January, 1919, and the release of Frank L. Bishop, both hereto annexed and made a part hereof.

Dated this 19 day of May, 1919.

FRANK DOWNS,

Town Superintendent of Highways
Town of Southampton.

Page 351. (Abstract). Consent of Town Board to above.

Page 350. (Abstract). Description of courses of highways applied for to be altered by Fred Caffery and dedication: For value received hereby dedicate to the Township of Southampton such strip of land across my premises in the Village of Good Ground, etc., to alter a portion of the present road or highway leading to Ponquogue from the Springville Highway leading to Good Ground, as follows: The Northerly side of which, as altered, shall begin at the point formed by the intersection of the Northerly side of said highway as it at present exists and the Easterly side of the said Springville Road leading to Good Ground and from thence run South 72° 49′ East two hundred and fourteen and nine tenths (214.9) feet, and thence South 18° 49′ East three hundred and twenty-two and sixty-five one hundredths (325.65) feet to the Easterly side of said highway leading to Ponquogue, and the Southerly line of said highway as altered shall be three (3) rods South of the North side and the West side three (3) rods west of the East side.

Page 351. (Abstract). Highways at Bridgehampton known as Mitchell's Lane and Butter Lane across the lands of Frank L. Bishop as described in the release of said Bishop, and the survey map of Wallace H. Halsey:

The said lands to be taken are shown as Plot A. and Plot B. upon a map made by Wallace H. Halsey, C. E., January, 1919.

Plot A. Beginning on the Northeasterly side of Mitchell's Lane at a point 49.5 feet Northeasterly from a monument set on Southerly side of said Mitchell Lane and at right angles therefrom running thence N. 51° 45′ W. 32.72 feet thence Easterly on a regular curve to the left along lands of Frank L. Bishop 58.96 feet said curve having a radius of 74.4 feet; thence South 73° 43′ West 32.2 feet to the point or place of beginning containing 0.0062 acres.

Plot B. Beginning at the intersection of the Northerly line of Mitchell Lane with the Westerly side or line of Butter Lane running thence South 73° 43′ West along the Northerly side of aforesaid Mitchel's Lane 7.00 feet; thence North 11° 29′ East along lands of afore mentioned Frank L. Bishop 11.29 feet; thence Southerly along the Westerly side of Butter Lane 7.00 feet to the point or place of beginning containing 0.0005 acres.

FILE NO. 50, RELEASE FOR HIGHWAY AT CANOE PLACE BRIDGE.

Page 353. (Abstract). Know all men by these presents, that we Louis E. Buchmuller, residing at Good Ground, etc., and Julius Keller of No. 110 West 38th Street, City, County and State of New York, for the sum of Two hundred dollars ($200.00) hereby dedicate to the Township, etc., for the purposes of a highway, the following described lands situated at Canoe Place, etc., bounded and described as follows:

Beginning at a stone monument standing on the Southern line of the highway at Canoe Place, Town of Southampton, and running thence by and along the Southern line of the highway as it now stands, N. 58° 06′ E. 306 feet to a stone monument; thence by and along the land of the County of Suffolk purchased from E. A. Buchmuller 107.8 feet to a stone monument standing on the Southern line of the highway; thence by and along the Southern line of said highway, S. 85° 01′ E. 53.9 feet to a stone monument standing on the Southern line of said highway; thence S. 87° 31′ E. 267.76 feet to a stone monument and continuing this course and distance 9.84 feet to the canal; thence by and along the canal to a point opposite and in

line with a stone monument standing at right angles to the last mentioned monument; 16.5 feet distant; thence to said monument and continuing the same course by and along the land of the estate of E. A. Buchmuller N. 87° 36′ W. 278.56 feet to a stone monument passing through a point and in line with a stone monument standing 267.76 feet from the monument, standing at or near the canal; thence running by and along the land of the Estate of Buchmuller, S. 74° 26′ W. 112.625 feet to a stone monument; thence by and along the land of Buchmuller, S. 63° 30′ W. 328.3 feet to a stone monument standing on the Southern line of highway, the point or place of beginning and containing an area of 15972.02 square feet. And we also release said Town from all damages by reason of the laying out and opening of said highway.

In witness whereof we have hereunto set our hands and seals this 25th day of May, 1918.

LOUIS E. BUCKMULLER, (L. S.)
JULIUS KELLER, (L. S.)

FILE NO. 51, OAK GROVE ROAD.

Page 354. (Abstract). Whereas a certain highway in the Town of Southampton, etc., known as Oak Grove Road has existed and has been continuously used for a period of at least twenty years prior to the date of this order, and there being no record of the boundaries of said road upon or among the records of the said Town, etc., I the undersigned, Town Superintendent of Highways for said Town, etc., have caused said highway as used to be surveyed and monumented as shown upon a survey of Seth J. Raynor dated Feb. 11th, 1918, entitled "Map of Oak Grove Road, Town of Southampton, N. Y.," and hereunto annexed, and it is hereby ordered that the boundaries

of said Oak Grove Road be as follows: the Easterly line beginning at a monument set on the Northerly line of the Sag Harbor Road and the Southwesterly corner of lands late of James A. Herne; thence N. 27° 45′ W. 800.01 feet to a monument; thence N. 18° 48′ W. 341 feet to a monument; thence N. 28° 56′ W. 154.36 feet to a monument; thence N. 51° 29′ W. 306.14 feet to the highwater mark of Peconic Bay. The Westerly line is parallel with said described line and said road is of the width of 49.5 feet throughout its entire width (length) all as shown upon the aforesaid survey, which is hereunto annexed and made a part of this order, and the Town Clerk of the said Town of Southampton is hereby directed to enter this order and survey upon the records of the aforesaid Town, etc.

Dated the 17th day of December, 1919.

FRANK DOWNS,

Town Superintendent of Highways
for the Town of Southampton

FILE NO. 52

Page 355. (Abstract). File 52. Application of Everett H. Hand to Lay Out a Highway. Petition to Town Superintendent of Highways. Approval by Town Board.

Page 356. (Abstract). Application of Everett H. Hand to Lay Out a Highway. Appointment by County Court of Commissioners who take evidence and certify that it is necessary and proper that the highway be laid out pursuant to the application of the said Everett H. Hand, as follows:

Commencing at a stake on the Easterly side of the road running from Good Ground to Pond Quogue, known

as Bay View Avenue, in Good Ground, etc., at the intersection of the proposed highway with the said Bay View Avenue, and being the point on said Bay View Avenue where said proposed highway commences and one of the marking points of the Northerly boundary thereof; running thence South 88° 29′ 30″ W. 677.3′ along the South boundary of the land of William E. Phillips to a stake; thence South 89° 18′ W. 1643.8′ to a certain stake; thence North 86° 58′ W. 988.3′ to a locust post; thence North 89° 10′ 30″ W. 839.8′ to a locust post; thence South 83° 43′ W. 533.2′ to a certain post; thence South 72° 35′ 30″ W. 180.8′ to a certain post; thence South 88° 02′ W. 484.5′ to a post on the Westerly side of Canoe Place Highway, in Canoe Place, in said Town. Said proposed highway to be of the said width of three rods, the above courses and distances marking the Northerly boundary thereof, and to extend Southerly from the line of said courses and distances a distance of three rods, which proposed highway will pass through the lands of Gustave Lengren, William Jackson, heirs of George Aldrich consisting of Marjorie Aldrich, Gertrude Goodman, Mabel Hornett, Maude Phillips, Belle Aldrich, Lelia Aldrich, Avis Aldrich, George Aldrich, Everett Aldrich, Genevieve Aldrich, John Aldrich, and Courtney Aldrich, James Brooker, Oscar Ingman, James Carter, and Benjamin Fanning, who consent to the laying out of said proposed highway.

Dated November 25, 1921.

WILLIAM T. LOUDEN,
CHARLES HELING,
FREDERIC J. WOOD,
} Commissioners.

FILE NO. 53.

Page 359. (Abstract). File No. 53. In the matter of the Highway leading along the Southerly side of County Highway Number 1274:

An application having been heretofore made for the laying out of the above described highway, and the consent of the Town Board of Southampton having been given heretofore, and a release of damages for the land having been signed and delivered, etc. It further appearing that the order of Frank Downs as Town Superintendent of Highways for the Town of Southampton, laying out such land for a highway, which it appears is made on or about the 23rd day of May, 1918, has been lost or mislaid, now therefore, for the purpose of completing the record of such highway, I, the undersigned, as Town Superintendent of Highways in and for the Town of Southampton, pursuant to the consent of the Town Board of said Town, do hereby order, that the lands described in the release made and executed by Louis Buchmuller and Julius Keller to the Township of Southampton, dated the 23rd day of May. 1918, as follows:

Beginning at a stone monument standing on the Southern line of the highway at Canoe Place, Town of Southampton, and running thence by and along the Southern line of the highway as it now stands, N. 58° 06′ E. 306 feet to a stone monument; thence by and along the land of the County of Suffolk purchased from A. E. Buchmuller, 107.8 feet to a stone monument standing on the Southern line of the highway; thence by and along the Southern line of said highway, S. 85° 01′ E. 53.9 feet to a stone monument standing on the Southern line of said highway; thence S. 87° 36′ E. 267.76 feet to a stone monument this course and distance 9.84 feet to the canal; thence by and

along the canal to a point opposite and in line with a stone monument standing at right angles to the last mentioned monument 16.5 feet distance; thence to said monument and continuing the same course by and along the land of the estate of E. A. Buchmuller, N. 87° 36′ W. 278.56 feet to a stone monument passing through a point and in line with a stone monument standing 267.76 feet from the monument standing at or near the canal; thence running by and along the land of the Estate of Buchmuller, S. 74° 26′ W. 112.625 feet to a stone monument; thence by and along the land of Buchmuller S. 63° 30′ W. 328.3 feet to a stone monument standing on the Southern line of the highway, the point or place of beginning and containing an area of 15972.02 square feet.

Shall be and the same is hereby laid out as a highway and the boundaries described shall be the boundaries and line of the said Highway.

Dated Southampton, N. Y., July 30, 1921.

FRED N. SANDFORD,

As Town Superintendent of Highways
in and for the Town of Southampton.

Page 360. (Abstract). Above approved by Town Board, May 23, 1918.

FILE NO. 54, APPLICATION TO DISCONTINUE ROAD.

Page 361. (Abstract). Whereas there has been a patch or road, which it is claimed extends across the property of Charles H. Sabin, of the Village of Southampton, etc., and known as Cold Spring Road, and whereas, it is claimed that said road has existed and been traveled by the

people of the Town for many years, but that no record can be found of any such road in the archives of the Town or any description of the same, and whereas by instrument bearing date the 23rd day of January, 1922, the said Charles H. Sabin, has released to the Town of Southampton a certain portion of land over his property for the passing and repassing of the inhabitants of the Town and for the purpose that the Town shall open and maintain a public highway of the land so released, and that said road shall have definite and determined boundaries and become a matter of record.

Therefore, and under said circumstances the undersigned, etc., hereby applies to you to discontinue the old highway, known as Cold Spring Road, wherever it may be upon the lands of the said Charles H. Sabin, and not within the bounds of the new highway as described in the Release dated the 23rd day of January, 1922, above referred to, upon the ground that a new highway has been granted. which has definite boundaries and can be made a matter of record, and that under the circumstances the old highway has no further use, and must necessarily be abandoned, and that under all the circumstances it should be discontinued.

Dated the 4th day of April, 1922.

CHARLES H. SABIN,

By George H. Furman, his Atty.

COLD SPRING ROAD.

Page 362. (Abstract). Whereas a controversy has heretofore existed as to the location of a highway, known as the Cold Spring Road, in the Town of Southampton, etc., across lands now owned by one Charles H. Sabin, and whereas, the said Charles H. Sabin has by release dated

the 23rd day of January, 1922, for the purpose of settling said controversy by definitely locating the said public highway, known as the Cold Spring Road, released certain lands across his premises, in the Town of Southampton, to be used as a public highway, and releasing the said Town of Southampton from any and all damages by reason of the laying out and opening of the hereinafter described highway, and the said release having been duly delivered by the said Charles H. Sabin to the said Town of Southampton, it is hereby ordered and determined that the said Cold Spring Road, in the Town of Southampton, etc., across the lands of said Charles H. Sabin, be laid out and opened, and the same is hereby laid out in said Town as follows:

Beginning at a point on the Northerly line of the Highway leading from Tuckahoe to a North highway across Shinnecock Hills known as Saint Andrew's Road, about one quarter of a mile East of Cold Spring Pond and distant Twenty-seven and forty-four one-hundreths (27.44) feet from a concrete monument set at the intersection of the Northerly line of said Saint Andrew's Road and the Easterly line of the proposed Highway, from thence N. 12° 00′ W. 227.25 feet; N. 2° 30′ E. 358.18 feet; N. 30° 45′ W. 381.20 feet; S. 89° 43′ W. 362.45 feet; S. 72° 46′ W. 369.75 feet; S. 82° 56′ W. 130 feet; N. 83° 06′ W. 260.40 feet; S. 84° 31′ W. 257.44 feet; N. 81° 41′ W. 313.80 feet; N. 67° 53′ W. 590.60 feet; N. 79° 22′ W. 394.80 feet; N. 61° 35′ W. 305.80 feet; N. 68° 35′ W. 426.70 feet; N. 37° 41′ W. 597.70 feet to a point fifty (50) feet from the average highwater line of Great Peconic Bay. Said point being on the Southerly side of a fifty (50) foot highway or right of way heretofore dedicated, reserved or laid out for public use and running to and along the Southerly side or shore of said Great Peconic Bay.

Being and intended to be a strip of land sufficient to give a public road fifty (50) feet in width from the said highway leading from Tuckahoe to said Saint Andrew's Road to the Great Peconic Bay; and all as more fully shown upon a survey map entitled "Map of Cold Spring Road situate at Sebonac Neck, Town of Southampton, N. Y.," made by Wallace H. Halsey, C. E., of Southampton, N. Y., and dated September 30th, 1921, and

Whereas, in view of the foregoing clear dedication and location of said Cold Spring Road across the lands of said Charles H. Sabin, any portion of Cold Spring Road, not within the bounds described, are unnecessary and have been abandoned, upon application of Charles H. Sabin, etc.

Ordered that any and all portions of the said Cold Spring Road as heretofore used and not included within the boundaries described in the foregoing order and the release of Charles H. Sabin, herein above referred to, be and the same hereby are discontinued, abandoned and released, as a public highway.

Dated the 10th day of May, 1922.

FRANK DOWNS.

Town Superintendent of Highways
in and for the Town of Southampton.

Page 363. (Abstract). Consent of the Town Board to above.

FILE NO. 55, GATE STREET.

Page 365. (Abstract). In the matter of laying out and opening a highway known as Gate Street:

Upon the written consent of the Town Board of the Town of Southampton, etc., and releases from damages

having been executed by the owners of lands through which the hereinafter described highway will pass, etc., It is hereby ordered and determined that a highway to be known as Gate Street shall be, and the same is hereby laid out and opened in said town as follows:

Beginning at a point on the Easterly side of Peconic Avenue, at Canoe Place in said Town, distant 303.60 feet Northerly along said Peconic Avenue from a stone monument; thence North 82 degrees 05 East 634.70 feet. Said highway to be 33.99 feet in width. All as more fully shown upon a map filed in the office of the Town Clerk of said Town and described in detail in the release of owners hereunto attached.

Dated this 2 day of April, 1919.

FRANK DOWNS

Town Superintendent of Highways
for the Town of Southampton.

We, the undersigned, The Town Board consent and request the Town Superintendent of Highways to make an order laying out and opening a highway at Canoe Place across the lands of Christian F. Holzman and Clarissa Holzman.

Page 366. (Abstract). Description of above in release: All that certain piece or parcel of land situated at Canoe Place, etc., to be taken on the West side of Canal for Construction of Tide Gates in Shinnecock Canal, at Canoe Place, N. Y.: Beginning at a point on the Easterly boundary of Peconic Avenue, said point of beginning being 303.60 feet Northerly measured along the Easterly boundary of Peconic Avenue from a stone monument; thence North 6 degrees 00′ East 33.99 feet along the Easterly boundary of Peconic Avenue to a point; thence North

82 degrees 05′ East 634.70 feet to a point; said point being 40 feet Northerly and at right angles to Station 7 x 71.61 of the survey base line as shown on maps filed in office of the Town Clerk of Southampton Town and the County Clerk of Suffolk County, entitled "Map showing right of way to be taken on the West side of Canal for the construction of Tide Gates, in Shinnecock Canal, at Canoe Place, New York," and map showing location of and right of way to be taken for the construction of Tide Gates in Shinnecock Canal, at Canoe Place, etc., thence South 19 degrees 03′ West 37.03 feet to a point, said point being 2.97 feet Northerly and at right angles to Station 7 x 71.61 of said base line; thence South 82 degrees 05′ West, 626.40 feet to the point or place of beginning; said road to contain an area of .378 acres.

FILE NO. 56, ELDER AVENUE.

Page 367. (Abstract). In the matter of a Highway in the Town of Southampton known as Elder Avenue. :

Consent that the Town Superintendent of Highways of said Town make an order laying out the proposed highway. Signed by Town Board.

Written application having been made to me Town Superintendent of Highways for the Town of Southampton, by Jesse F. Gatens, etc., and the written consent of the Town Board of said Town having been given, etc., and releases from damages having been executed by the owners of the land through which the proposed highway is to be opened, etc., It is hereby ordered and determined that a highway shall be and the same is hereby laid out in said Town to be known as Elder Avenue situate at Rampasture, Good Ground, Long Island, in accordance with

and as shown by a survey map made by one L. G. Squires entitled "Map of Proposed Elder Avenue situated at Rampasture, Good Ground, L. I.," and filed in the office of the Town Clerk of said Town of Southampton, and to a width of three rods.

Dated this 3rd day of January, 1918.

FRANK DOWNS,

Town Superintendent of Highways
Town of Southampton.

FILE NO. 57, GRIFFING AVENUE.

Page 369. (Abstract). In the matter of laying out a Highway to be known as Griffing Avenue:

The undersigned, The Town Board of the Town of Southampton, etc., hereby consent that the Town Superintendent of Highways, of said Town make an order laying out the proposed highway known as Griffing Avenue in the Village of Westhampton Beach.

Page 370 (Abstract). Upon the written consent of the Town Board of the Town of Southampton and a release from the owners of the land through which the proposed highway hereafter described will be opened having been given, It is ordered and determined that a highway shall be and the same is hereby laid out in said Town at Westhampton Beach, to be known as Griffing Avenue, as follows:

Beginning at a monument set on the Northerly line of the South Road at the center of Griffing Avenue, running thence North 5° 26′ 30″ West along the center line of said Griffing Avenue, seven hundred twenty-six and eight-one-hundreths feet to a point; thence 5° 06′ 10″ West still

along the center line of said Avenue, three hundred seven and one one-hundreths feet to the center line of a cross road to Aspatuck Road to be forty-nine and fifty one-hundreths (49.5) in width; thence North 88° 20′ 00″ West along said center line of said cross road to Aspatuck Road six hundred and fifty-four and forty-two one-hundredths (654.42) feet to the Easterly side or line of aforesaid Aspatuck Road to be of a width of fifty (50) feet the entire length as more fully shown upon a survey map made by one Wallace H. Halsey and dated Aug. 31, 1917.

Dated January 3rd, 1918.

FRANK DOWNS,

Town Superintendent of Highways
Town of Southampton.

FILE NO. 58, SUNSET AVENUE.

Page 372. (Abstract). Application having been made to me, Town Superintendent of Highways of the Town of Southampton by one Moses Weixelbaum, etc., and a release and consent from the owners of the land through which the highway is proposed to be opened, having been given, It is hereby ordered and determined that a highway shall be and the same is hereby laid out in said Town from Mill Road to Country Road in the Village of Westhampton Beach, in said Town, as follows: That portion South of Brook Road, beginning at a concrete monument on the Northerly side of Mill Road, said monument being 443.50 feet Easterly, measured along the Northerly boundary of Mill Road from a concrete monument at the Westerly boundary of Mill Road at the six points; thence North 17° 52′ East 555 feet to a concrete monument on the Southerly boundary of Brook Road; thence North 70° 45′

East 62.7 feet along the Southerly boundary of Brook Road to a concrete monument; thence South 17° 52′ West, 623.24 feet to a concrete monument on the Northerly boundary of Mill Road; thence North 40° 50′ West 58.5 feet along the Northerly boundary of Mill Road to the point or place of beginning.

That portion North of the Brook Road: Beginning at a point on the Northerly line of Brook Road distant North 70° 45′ East 429.71 feet from a monument set at the intersection of the Northerly side of Brook Road and the Easterly line of lands formerly of M. C. Robinson, from thence North 19° 10′ West 178.60 feet to a monument, thence North 19° 22′ East approximately 2235.02 feet to a monument set on the Southerly boundary of Country Road, thence South 71° 23′ East along the Southerly side of Country Road fifty (50) feet to a monument, thence South 19° 22′ West 2218.20 feet to a monument, thence South 19° 10′ East 161.19 feet to a monument set on the Northerly side of Brook Road, thence South 70° 45′ West along the Northerly line of Brook Road, fifty feet (50) to the point or place of beginning.

Dated this 22nd day of June, 1921.

FRED N. SANDFORD,

Town Superintendent for the Town of Southampton.

Page 373. (Abstract). Town Board consent that the Town Superintendent of Highways of said Town make an order laying out and opening the proposed highway described in the application of Moses Weixelbaum.

Dated June 22, 1921.

FILE NO. 59, OLD RIVERHEAD ROAD AT QUOGUE

Page 375. (Abstract). Whereas a certain highway in the Township of Southampton, etc., has existed and has been continuously used for a period of at least twenty years prior to the date of this order, and there being no evidence of the boundaries of said road upon or among the records of the said Township, etc., I the undersigned Town Superintendent of Highways for said Township, etc., have caused said highway to be surveyed and monumented as shown upon the survey of Halsey D. Rogers, dated Sept. 24th, 1913, and hereunto annexed, and it is hereby ordered that the boundaries of said Old Riverhead Road in the said Township, as shown by the aforesaid survey hereunto annexed and made a part of this order, be the boundaries of said Old Riverhead Road, and the Town Clerk of said Township of Southampton is hereby directed to enter this order upon the records of the aforesaid Township, etc.

Dated the 14th day of October, 1913.

BENJAMIN G. HALSEY,

Town Superintendent of Highways
for the Township of Southampton.

Page 376. (Abstract). File 60. In the matter of a certain highway in the Township of Southampton, etc.. situate at Eastport in said Town beginning at the South Country Road west of Little Setauket and running to the Great South Bay:

Whereas a certain highway in the Township of Southampton, etc., has existed and has been continuously used for a period of at least twenty years prior to the date of this order. and there being no evidence of the boundaries of said road upon or among the records of the said Town-

ship of Southampton, I the undersigned Town Superintendent of Highways for said Township, etc., have caused said highway to be surveyed and monumented as shown upon the survey of Halsey D. Rogers, dated September 25th, 1913, and hereunto annexed, and it is hereby ordered that the boundaries of the said above mentioned highway in the Town of Southampton, as shown by the aforesaid survey hereunto annexed and made a part of this order be the boundaries of said Highway and the Town Clerk of the said Township of Southampton is hereby directed to enter this order and survey upon the records of the aforesaid Township, etc.

Dated the 14th day of October, 1913.

BENJ. G. HALSEY,

Town Superintendent of Highways
for the Township of Southampton.

Page 377. (Abstract). File 61. In the matter of the application of John E. Raynor to lay out a highway in the Town of Southampton, etc.,:

The undersigned, by an order of the County Court of Suffolk County, dated the 4th day of December, 1916, on the application of John E. Raynor having been appointed Commissioners to determine the necessity of laying out and opening a highway in the Town of Southampton, etc.. the Westerly line of which shall begin at a monument set at the intersection of the Northerly line of the Country Road and the Westerly side of a highway or private road, which forms the Easterly boundary of the cemetery at Westhampton, New York, and running from thence North 25° 10′ East 355 feet to a stone monument; thence North 38° 10′ East 502.5 feet, from thence North 37° 06′ East 1426.4 feet to a stone monument; from thence North 89° 53′ East 346.2 feet to another monument, and from thence

South 84° 41′ East 584.49 feet to the Westerly side of Station Road; and said highway to be four (4) rods in width throughout its entire length, which proposed highway crosses the lands of Susan Stephens, A. P. Rogers, John B. Cook, Dennis Robbins, Eliza Robbins, Alex Robbins, Oliver Brown, Willard Davis, A. P. Rogers and Joseph T. Stephens, and Otto Narbving, do hereby determine and certify that it is necessary and proper that the highway be laid out and opened pursuant to the application of John E. Raynor, dated the 24th day of November, 1916, but to a width of three rods (3) and not to a width of four (4) rods as applied for, etc.

Dated the 11th day of June, 1917.

DAVID SANDMAN,
HENRY PAUL FISHEL,
JAMES B. COOPER.

FILE NO. 62, NORTH SEA ROAD

Page 378. (Abstract). In the Matter of a Highway across the land of George R. Howell, in the Town of Southampton, etc.:

Whereas, by an instrument dated the 1st day of September in the year 1923, George R. Howell dedicated certain lands at North Sea in the Town of Southampton, for the purpose of a highway, I the undersigned, Town Superintendent of Highways in and for the Town of Southampton, etc., do hereby order that a highway be laid out and opened across the lands described in said release, and it is hereby ordered and determined that a highway shall be and the same is hereby laid out in the said Town of Southampton, etc., at North Sea, as may be necessary to continue or change the Highway, in said Town known as

North Sea Road, as more particularly shown by the survey map made by C. W. Baird, C. E., dated May, 1923, and entitled "Map of North Sea Road, Town of Southampton, N. Y.," described as follows: Beginning at a monument set on the Westerly side or line of said North Sea Road; thence North 00° 59′ W. 434.89 feet to a monument; thence N. 1° 32′ E. 425.02 feet to a monument set upon the bluff; thence continuing in a straight line 66 feet more or less, to the mean high water mark of Peconic Bay. The Easterly line or boundary of said strip of land or proposed road is parallel to the Westerly line and said road is three (3) rods in width throughout its entire length.

Dated this 20 day of September, 1923.

FRANK DOWNS,

Town Superintendent of Highways
in and for the Town of Southampton.

Page 379. (Abstract). Town Board consent that a highway be laid out and opened as defined in the foregoing order.

FILE NO. 63, TOPPING'S PATH.

Page 380. (Abstract). In the Matter of the Highway known as Topping's Path, in the Town of Southampton, etc.:

Whereas a certain road or highway in the Town of Southampton, etc., known as Topping's Path has been used as a public highway for a period of at least twenty years, last past, and whereas no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said Highway, now therefore, I, Frank Downs, Town Supt. of Highways, in

and for said Town of Southampton aforesaid, etc., order that said Topping's Path be opened to a width of two rods, and that the boundaries of said Highway be defined as follows: Beginning at the center line of Widow Gavitt's Road; thence South 15° 11′ 10″ East 1244.5 feet; thence S. 15° 57′ 10″ E. and crossing Haines' Path 4400.00 feet; thence S. 16° 53′ 40″ E. and passing Merchants' Path 329.4 feet to the center line of Sagg Road. The foregoing being the description of the center line of said path, and the Easterly and Westerly bounds of said highway being parallel thereto. All as shown upon a survey map entitled "Map of Topping's Path, Town of Southampton, New York," made by Wallace Haynes Halsey, C. E., and dated March 10th, 1917.

Dated at Southampton, N. Y., this 13 day of June, 1923.

FRANK DOWNS,

as Town Superintendent of Highways
in and for the Town of Southampton.

FILE NO. 64, NARROW LANE.

Page 381. (Abstract). In the Matter of the Highway known as Narrow Lane:

Whereas a certain road or highway, in the Town of Southampton, etc., has been used as a public highway for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries now therefore, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., do hereby order that said Narrow Lane be opened to a width of Three Rods, and that the boundaries of said highway

be defined as follows: Beginning at the Easterly side or line of the Sag Harbor Turnpike and running thence N. 68° 08′ 40″ E. 1027.0 feet; thence N. 73° 42′ 20″ E. 290.55 feet; thence North and passing Norris Lane 70° 00′ E. 89.5 feet; thence N. 60° 14′ 50″ E. about 220 feet; thence N. 78° 3′ 10″ E. about 575 feet; thence N. 78° 36′ 30″ E. 438.89 feet, to the center line of Haines' Path. All as shown upon a survey map entitled "Map of Easterly Part of Narrow Lane, Town of Southampton, New York," made by Wallace Haynes Halsey, C. E., and dated March 10, 1917.

Dated at Southampton, N. Y., this 13th day of June, 1923.

FRANK DOWNS,

As Town Superintendent of Highways
in and for the Town of Southampton, N. Y.

FILE NO. 65, HAINES' PATH.

Page 382. (Abstract). In the Matter of the Highway known as Haines' Path, etc.:

Whereas, a certain road or highway in the Town of Southampton, etc., known as Haines' Path, has been used as a public highway for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said Highway, now therefore, I Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., do hereby order that said Haines' Path be opened to a width of Three rods in one section and two rods in another section, and that the boundaries of said Highway be defined as follows:

Beginning at the Easterly extremity of the middle line of Narrow Lane, running thence N. 14° 14′ 40″ E. 138.93 feet and across the lands of the L. I. R. R.; thence N. 63° 59′ E. 220.8 feet; thence N. 54° 06′ 10″ E. 192.11 feet; thence N. 37° 22′ 30″ E. 353.6 feet; thence N. 22° 26′ 50″ E. and passing Merchant's Path 448.42 feet; thence N. 27° 19′ 10″ E. 191.2 feet; thence N. 21° 11′ 30″ E. 454.2 feet; thence N. 44° 54′ 50″ E. 159.1 feet; thence N. 39° 25′ 10″ E. 218.77 feet; thence N. 66° 00′ 30″ E., and crossing Old Farm Road, 510.87 feet; thence N. 76° 34′ 50″ E. 516.31 feet; thence N. 70° 35′ E. and crossing Topping's Path, 96.26 feet; thence N. 57° 26′ 20″ E. 202.15 feet; thence N. 72° 33′ 50″ E. 169.7 feet; thence N. 62° 22′ 50″ E. 243.4 feet, to the center line of Sagg Road. The above described road being 3 rods in width from the beginning at the center line of said Narrow Lane to the Northerly side of Merchant's Path, and from thence being 2 rods in width throughout the balance of the road. All as shown upon a survey map, entitled "Map of Haines' Path, Town of Southampton, New York," made by Wallace Haynes Halsey, C. E., and dated March 10, 1917.

Dated at Southampton, N. Y., this 13 day of June, 1923.

FRANK DOWNS,

As Town Superintendnet of Highways
in and for the Town of Southampton, N. Y.

FILE NO. 66, MERCHANT'S PATH.

Page 383. (Abstract). In the Matter of the Highway known as Merchant's Path, etc.:

Whereas, a certain road or highway in the Town of Southampton, etc., has been used as a public highway for

a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said Highway, now therefore, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., order that said Merchant's Path be opened to a width of two rods, and that the boundaries of said highway be defined as follows: Beginning at the center line of Haines' Path and running thence N. 79° 55′ 50″ E. 519.3 feet; thence S. 58° 21′ 40″ E. 184.0 feet; thence N. 74° 15′ 40″ E. 296.1 feet; thence N. 33° 19′ E. 113.08 feet; thence N. 85° 07′ E. 65.5 feet to the center line of Old Farm Road; thence beginning again at the center line of Old Farm Road, approximately 200 feet Southerly from the point where the Easterly end of the Westerly section of said Merchant's Path terminates at the center line of the Old Farm Road; thence S. 83° 37′ E. 116.8 feet; thence N. 87° 11′ 10″ E. 310.7 feet; thence N. 85° 20′ 20″ E. 420.8 feet to the center line of Sagg Road and the center line of Topping's Path. All as shown upon a survey map entitled "Map of Section of Merchant's Path, Town of Southampton, New York," made by Wallace Haynes Halsey, C. E., and dated March 10th, 1917.

Dated at Southampton, N. Y., this 13th day of June, 1923.

FRANK DOWNS,

As Town Superintendnet of Highways
in and for Town of Southampton.

FILE NO. 67, SPRIG TREE PATH.

Page 384. (Abstract). In the Matter of the Highway known as Sprig Tree Path, etc.:

Whereas, a certain road or highway, in the Town of Southampton, etc., known as Sprig Tree Path, has been used as a public highway for a period of at least twenty years, last past, and whereas, no record appears in office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said highway, now therefore. I, Frank Downs, Town Superintendent of Highways, in and for the Town of Southampton, etc., do hereby order that said Sprig Tree Path be opened to a width of two rods, and that the boundaries of said highway be defined as follows: Beginning at the center line of a certain road, and running thence S. 26° 25′ 30″ W. 399.15 feet; thence S. 6° 16′ 30″ W. 192.05 feet; thence S. 14° 49′ 40″ W. 579.6 feet; thence S. 7° 04′ 10″ W. 327.63 feet; thence S. 3° 28′ 10″ W. 440.8 feet; thence S. 10° 21′ 50″ W. 484.98 feet; thence S. 30° 02′ 50″ W. 192.05 feet; thence S. 48° 44′ 30″ W. 338.41 feet; thence S. 60° 56′ W. and crossing lands of the L. I. R. R., 223.7 feet; thence S. 67° 48′ W. 177.92 feet; thence S. 30° 01′ 30″ W. 260.93 feet to the center line of the intersection of said road and Road to Toll Gate; thence S. 12° 27′ E. and crossing lands of the L. I. R. R. Sag Harbor Branch 199.3 feet; thence S. 8° 49′ W. 158.35 feet; thence S. 42° 07′ 30″ W. 125.78 feet; thence S. 63° 57′ 30″ W. 220.93 feet; thence S. 23° 41′ 10″ W. 280.62 feet; thence S. 17° 32′ 50″ E. 167.74 feet; thence S. 25° 20″ E. thence S. 17° 32′ 50″ E. 167.74 feet; thence S. 25° 22′ 20″ E. 378.0 feet; thence S. 8° 43′ 20″ E. 434.81 feet; thence S. 4° 47′ 20″ E. 244.24 feet; thence S. 17° 44′ E. 126.19 feet; thence S. 57° 02′ E. 254.49 feet; thence S. 77° 15′ 50″ E. 201.36 feet; thence S. 23° 52′ 20″ E. 167.23 feet; thence S. 6° 55′ 10″ W. 205.94 feet to the center line of the intersection of the Widow Gavitt's Road and Sprig Tree Path.

The above being the description of the center line of said road, the East and West line being parallel. All as shown upon a survey map entitled "Map of Sprig Tree

Path, (North Section) Town of Southampton," made by Wallace Haynes Halsey, C. E., and dated March 10th, 1917.

Dated at Southampton, N. Y., the 13th day of June, 1923.

FRANK DOWNS,

As Town Superintendent of Highways
in and for the Town of Southampton.

FILE NO. 68, MECOX ROAD.

Page 385. (Abstract). In the Matter of the Highway known as Mecox Road, etc.:

Whereas, a certain road or highway, in the Town of Southampton, etc., known as Mecox Road, has been used as a public highway for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Southampton Town, opening or defining the boundaries of said Highway, now therefore, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., do hereby order that said Mecox Road be opened to a width of three rods, and that the boundaries of said highway be defined as follows: Beginning at the center line of David White's Lane and running thence S. 61° 08′ 30″ E. 1036.60 feet; thence S. 69° 21′ 20″ E. 382.30 feet; thence S. 74° 29′ 30″ E. 393.80 feet; thence S. 69° 32′ 20″ E. 555.35 feet; S. 59° 13′ 10″ E. 44.55 feet; thence S. 41° 12′ 20″ E. 46.07 feet; thence S. 18° 48′ 30″ E. 18.86 feet; thence S. 2° 14′ 50″ W. 108.40 feet, to the Northerly side or line of a certain highway.

The foregoing being the description of the center line of said road, and the Northerly and Southerly lines being parallel, and the various courses being marked by monuments along both said Northerly and Southerly lines. All as shown upon a survey map entitled "Map of Road known as Mecox Road, situate in the Town of Southampton," made by Wallace Haynes Halsey, C. E., and dated January 1920.

Dated at Southampton, N. Y., this 13 day of June, 1923.

FRANK DOWNS,

As Town Superintendent of Highways
in and for the Town of Southampton.

FILE NO. 69, WIDOW GAVITT'S ROAD.

Page 386. (Abstract). In the Matter of the Highway known as Widow Gavitt's Road, etc.:

Whereas, a certain road or highway in the Town of Southampton, etc., known as Widow Gavitt's Road, has been used as a public highway for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said Highway, now therefore, I, Frank Downs, Town Superintendent of Highways. in and for the Town of Southampton, etc., do hereby order that said Widow Gavitt's Road be opened to a width of two rods, and that the boundaries of said Highway be defined as follows: Beginning at the center line of Sagg Road and running thence S. 88° 21′ 40″ W. 181.15 feet; thence S. 69° 30′ 50″ W. 126.82 feet; thence S. 83° 37′ W. 145.58 feet; thence S. 37° 25′ 20″ W. 192.14 feet; thence S. 51 ° 14′ 30″ W. 994.4 feet; thence S. 26° 18′ 40″

W. 198.34 feet; thence S. 24° 59′ W. 111.96 feet; thence S. 56° 35′ 40″ 165.82 feet; thence S. 76° 58′ W. 88.64 feet; thence S. 38° 19′ 30″ W. 240.29 feet; thence S. 28° 04′ 40″ W. 351.73 feet; thence S. 19° 44′ 50″ W. 191.34 feet; thence S. 70° 33′ W. 178.62 feet; thence S. 45° 43′ 20″ W. 372.77 feet; thence S. 46° 56′ W. 122.54 feet; thence S. 14° 36′ 30″ W. 82.62 feet; thence S. 35° 38′ 30″ W. 112.77 feet; thence S. 51° 37′ 30″ W. 233.34 feet; thence S. 0° 21′ 30″ E. 163.53 feet; thence S. 26° 53′ 30″ W. 162.1 feet; thence S. 44° 10′ 50″ W. 170.24 feet and crossing Sprig Tree Path; thence S. 25° 45′ 30″ W. 155.2 feet; thence S. 11° 03′ 10″ W. 165.76 feet; thence S. 23° 48′ 50″ W. 225.15 feet; thence S. 14° 39′ 10″ W. 439.95 feet and passing Topping's Path; thence S. 13° 46′ 50″ E. 221.91 feet; thence S. 24° 34′ 30″ W. 271.87 feet; thence S. 6° 45′ 50″ W. 424.21 feet; thence S. 7° 18′ 50″ E. 207.1 feet; thence S. 20° 08′ 10″ W. 265.3 feet; thence S. 20° 43′ 40″ W. 347.3 feet; thence S. 11° 10′ 40″ W. 470.0 feet; thence S. 4° 09′ 50″ E. 160.12 feet; thence S. 4° 27′ 40″ W. 185.7 feet; thence S. 21° 19′ 40″ W. 255.2 feet; thence S. 0° 07′ 40″ E. 460.05 feet, to the center of Old Farm Road.

The above being the description of the center line of said road, the North and South lines being parallel. All as shown upon a survey map entitled "Map of Widow Gavitt's Road, Town of Southampton, N. Y.," made by Wallace Haynes Halsey, C. E., and dated March 10th, 1917.

Dated at Southampton, N. Y., this 13 day of June, 1923.

FRANK DOWNS,

As Town Superintendent of Highways
in and for the Town of Southampton.

FILE 70, POND ROAD.

Page 387. (Abstract). In the matter of the Highway known as Pond Road, etc.:

Whereas, a certain road or highway in the Town of Southampton, etc., known as Pond Road has been used as a public highway for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said highway, now therefore, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., hereby order that Pond Road be opened to a width of two rods, and that the boundaries of said Highway be defined as follows: Beginning at the center line of Sprig Tree Path; thence S. 17° 44′ 30″ E. 196.16 feet; thence S. 50° 08′ 50″ E. 164.01 feet; thence S. 66° 29′ 10″ E. 441.74 feet; thence S. 48° 51′ E. 103.41 feet; thence S. 32° 35′ 50″ E. 429.8 feet; thence S. 44° 26′ 40″ E. 378.61 feet; thence S. 36° 46′ 40″ E. 88.3 feet; thence S. 48° 53′ 40″ E. 176.68 feet; thence S. 34° 38′ 40″ E. 132.21 feet, to the center line of Sagg Road. All as shown upon a survey map, entitled "Map of Pond Road, Town of Southampton, N. Y.," made by Wallace Haynes Halsey, C. E., and dated March 10th, 1917.

Dated at Southampton, N. Y., this 13 day of June, 1923.

FRANK DOWNS,

As Town Superintendent of Highways
in and for the Town of Southampton, N. Y.

FILE NO. 71, ROAD TO TOLL GATE.

Page 388. (Abstract). In the Matter of the Highway known as Road to Toll Gate, etc.:

Whereas, a certain road or highway in the Town of Southampton, etc., known as Road to Toll Gate, has been used as a public highway for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said highway, now therefore, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., do hereby order that said Road to Toll Gate be opened to a width of two rods, and that the boundaries of said Highway be defined as follows: Beginning at the center line of the Sag Harbor Turnpike, a little Southerly of the Old Toll House; running thence S. 66° 33′ E. 308.61 feet; thence S. 20° 32′ E. 93.12 feet; thence S. 10° 37′ E. 138.94 feet; thence S. 26° 43′ 10″ E. 137.95 feet; thence S. 4° 34′ 10″ W. 283.11 feet; thence S. 20° 36′ E. 109.54 feet; thence S. 64° 36′ 40″ E. 182.14 feet; thence S. 71° 09′ 50″ E. 187.8 feet; thence N. 77° 21′ 30″ E. 94.0 feet; thence S. 50° 37′ 10″ E. 173.42 feet; thence S. 71° 44′ 30″ E. 122.32 feet; thence S. 59° 03′ 50″ E. 328.74 feet; thence S. 71° 25′ 20″ E. 103.06 feet; thence S. 52° 45′ E. 126.86 feet, to the center line of the Sprig Tree Path. All as shown upon a survey map entitled "Map of Road to Toll Gate, Town of Southampton, N. Y.," made by Wallace Haynes Halsey, C. E., and dated March 10, 1917.

Dated at Southampton, N. Y., this 13 day of June, 1923.

FRANK DOWNS,

As Town Superintendent of Highways
in and for the Town of Southampton, N. Y.

FILE NO. 72. PARK AVENUE.

Page 389. (Abstract). In the matter of the Highway known as Park Avenue, etc.:

Whereas, a certain road or highway in the Town of Southampton, etc., known as Park Avenue, has been used as a public highway for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, etc., now therefore, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., do hereby order that said Park Avenue be opened to a width of two rods, and that the boundaries of said highway be defined as follows: Beginning at a monument set at the intersection of the Southerly side of the Montauk Highway and the Easterly side of the said Park Avenue, which is also the Northwest corner of the lands of the Water Mill Cemetery; thence S. 11° 30′ West, 385.12 feet to a monument on the North side of Halsey Avenue.

The above being the course of the Easterly side or line of said Park Avenue and the Wseterly side or line being parallel thereto, and the points where the said Westerly line join the Southerly side of Montauk Avenue and the Northerly line of Halsey Avenue being marked by monuments and said Westerly line being 357.83 feet in length between said monuments.

All as shown upon a survey map entitled "Map of Montauk Highway and Intersecting Roads, Water Mill, N. Y.," made by C. W. Baird, C. E., and dated December,

1922, filed in the office of the Town Clerk, in the Town of Southampton.

Dated at Southampton, N. Y., this 13 day of May, 1923.

FRANK DOWNS,

As Town Superintendent of Highways in and for the Town of Southampton.

FILE NO. 73, PROPOSED HIGHWAY BETWEEN SEBONAC ROAD AND NORTH SEA ROAD.

Page 390. (Abstract). In the Matter of the Highway known as Proposed Highway Between Sebonac Road and North Sea Road, etc.:

Whereas, a certain road or highway in the Town of Southampton, etc., known as the Proposed Highway between Sebonac Road and North Sea Road, has been used as a public highway for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said Highway, now therefore, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., do hereby order that said proposed highway between Sebonac Road and North Sea Road be opened to a width of two rods and that the boundaries of said highway be defined as follows: Beginning at a monument set on the Northerly side or line of Sebonac Road at the Southwest corner of lands of W. & F. Aldrich; thence N. 7° 22′ 02″ E. 217.20 feet, to a monument; thence N. 6° 47′ 55″ E. 889.06 feet to a monument; thence N. 3° 14′ 27″ E. 199.85 feet to a monument; thence N. 6° 08′ 20″ E. 130.0 feet, to a monument; thence N. 19°

47′ 18″ E. 84.74 feet, to a monument; thence N. 34° 03′ 21″ E. 86.98 feet, to a monument; thence N. 39° 33′ 50″ E. 158.83 feet to a monument; thence N. 47° 49′ 18″ E. 463.36 feet, to a monument, set on the Southwesterly side or line of North Sea Road. The above being the description of the Easterly side of said Highway and the Westerly side being parallel thereto, and the monuments being set on the Westerly side or line of said highway opposite the monuments above described in the Easterly line thereof. All as shown upon a survey map, entitled "Map of Proposed Highway between Sebonac Road and North Sea Road," made by Seth J. Raynor, C. E., and dated January, 1918, and filed in the office of the Town Clerk in the Town of Southampton.

Dated at Southampton, N. Y., this 13th day of June, 1923.

FRANK DOWNS,

As Town Superintendent of Highways
in and for the Town of Southampton.

FILE NO. 74, ISLAND CREEK ROAD.

Page 391. (Abstract). In the Matter of the Highway known as Island Creek Road, etc.:

Whereas, a certain road or highway in the Town of Southampton, etc., known as Island Creek Road, has been used as a public highway for a period of at least twenty years, last past, and whereas, no records appear in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said Highway, now therefore, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., do hereby order that said Island Creek Road be opened to a width

of two rods and that the boundaries of said Highway be defined as follows: Beginning at a monument set on the Northerly side or line of West Neck Road, and running thence N. 19° 39′ W. 106.69 feet to a monument; thence N. 18° 00′ W. 174.03 feet, to a monument; thence N. 0° 40′ E. 276.65 feet, to a monument; thence N. 12° 53′ W. 74.74 feet, to a monument; thence N. 29° 46′ W. 212.16 feet, to a monument; thence N. 23° 02′ W. 450.78 feet to a monument; thence N. 27° 42′ W. 291.90 feet to a monument; thence N. 45° 04′ W. 353.05 feet to a monument; thence N. 11° 05′ W. 74.90 feet, to a monument; thence N. 7° 45′ E. 187.65 feet, to a monument; thence N. 27° 19′ E. 277.21 feet, to a monument; thence continuing in a straight line 35 feet, more or less, to the line or shore of Island Creek. The said description being the description of the Westerly line of the said Island Creek Road, the same being two rods in width, and the Easterly line being parallel to the said Westerly line, and the said distances of said Easterly line being marked by monuments opposite the monuments marking the courses of the said Westerly line of said road. All as shown upon a survey map entitled, "Map of Island Creek Road, Town of Southampton, N. Y.," made by Seth J. Raynor and dated February 26th, 1918.

Dated at Southampton, N. Y., this 13th day of June, 1923.

FRANK DOWNS,

As Town Superintendent of Highways
in and for the Town of Southampton

FILE NO. 75, ALTERATION OF SEVEN PONDS ROAD.

Page 392. (Abstract). In the Matter of the Alteration of Seven Ponds Road, etc.:

Upon the annexed consent of the Town Board of the Town of Southampton, etc., and upon the release and consent duly executed by James E. Jennings, the sole person effected by the proposed change, It is hereby ordered and determined that the Seven Ponds Road, East of the Mill Dam at Water Mill, New York, be altered, by widening at that said road be laid out over the land described as follows: Beginning at a stone on the North side of the road at Water Mill between the Main Country Road and the Old Water Mill Stream, the point of beginning being about 80 feet from a stone on the Westerly side of the Main Country Road. Thence N. 80° 15′ W. (Magnetic) 183 feet to a monument near the Mill Stream and distant from it, 17 feet, upon the same course, at fifty (50) feet from the place of beginning a right angular offset to the left at 4.4 feet to an irregular hedge, the present boundary of the highway. At 100 feet an offset of 7.1 feet to said hedge at 150 feet an offset of 11 feet to the hedge. And at the monument 183 feet from starting point an offset of 13 feet to hedge. The enclosed piece of ground between the straight line of the survey and the irregular hedge containing about 1467 square feet more or less, to the edge of the Mill Stream. At points of beginning and termination the road will be 3 rods wide.

All as more fully shown upon a map entitled "Map of Seven Ponds Road, etc.," made by Wallace H. Halsey,

C. E., of Southampton, L. I., and dated January 4th, 1919. Dated May 13, 1923.

FRANK DOWNS,

Town Superintendent of Highways
in and for Town of Southampton

(Abstract). Consent and approval of Town Board to above.

FILE NO. 76, EXTENSION OF PHILLIPS AVENUE.

Page 394. (Abstract). In the Matter of Laying Out the Extension of Phillips Avenue from Speonk Station to Old South Country Road, etc.:

Written application having been duly made to me as Town Superintendent of Highways, etc., and the written consent of the Town Board of Southampton Town having been duly given, etc., and releases from damages having been executed by the owners of the lands through which the proposed highway is to be opened, it is hereby ordered and determined that a highway shall be and the same hereby is laid out in said Town as follows: Beginning near Speonk Station, Long Island Railroad at a point in the Northerly margin of right of way of L. I. R. R. and the Southerly margin of land of Perry Tuthill said point being distant twenty-six and forty-one one hundredths (26.41) feet Easterly and twenty-six and forty-one one hundredths (26.41) feet Westerly from a concrete monument placed in the above mentioned marginal line; thence running N. 42° 28′ E. Eighty-eight and eighty-five one hundredths (88.85) feet; thence running N. 40° 53′ E. Twenty-one hundred and sixty-seven and nine tenths (2167.9) feet; thence runing N. 40° 08′ E. Seven hundred

and eleven (711) feet terminating at a point in the Southerly margin of the Old South Country Road distant Twenty-five and fifty-two one hundredths (25.52) feet Easterly from a concrete monument placed at the above mentioned Southerly margin of the Old South Country Road and lands of George W. Tuthill and Thomas Byrne, respectively. All courses Magnetic.

The above described survey line to be the center line of the proposed highway having a total length of twenty-nine hundred and sixty-seven and seventy-five one hundredths (2967.75) feet and a uniform width of forty-nine and five-tenths (49.5) feet and being defined by concrete or other monuments placed at the intersection of side lines, all of which is more particularly shown on a map entitled, "Map of survey of Proposed Phillips Avenue extended" made April 12, 1917 by A. S. Havens, Surveyor, of Center Moriches, New York.

Dated the 13 day of June, 1923.

FRANK DOWNS,

Town Superintendent of Highways
Town of Southampton.

Page 395. (Abstract). Consent of Town Board to foregoing order.

FILE NO. 77, HIGHWAY AT PON QUOGUE.

Page 397. (Abstract). Order laying out Highway at Pon Quogue, etc.:

Upon the annexed release of the owners of the lands through which the highway hereinafter described passes, and the same having been given without expense to the Town, and upon the consent of the Town Board of the

Town of Southampton, It is hereby ordered and determined that a highway shall be and the same is hereby laid out in said Town as follows: The center line begins at the Northerly side or line of Light House Road distant S. 70° 08′ E. 223.75 feet from the corner formed by the intersection of the Northerly side of said Light House Road and the Easterly side or line of Foster Avenue; the said center line runs thence N. 22° 03′ E. 1275.2 feet; the said Highway shall be two rods in width throughout its entire length.

All of which is more clearly shown and described upon a map made by L. G. Squires, dated November, 1916, and entitled, "Map Showing Proposed Highway situated at Pon Quogue, Town of Southampton, County of Suffolk, N. Y." The said map is filed in the office of the Town Clerk of the Town of Southampton.

FRANK DOWNS,

Town Superintendent of Highways
Town of Southampton.

Page 398. (Abstract). Consent and approval of Town Board to foregoing order. Dated June 13, 1923.

FILE NO. 78, OLD FARM ROAD.

Page 399. (Abstract). In the Matter of the Highway known as Old Farm Road, etc.:

Whereas, a certain road or highway in the Town of Southampton, etc., known as Old Farm Road, has been used as a public highway for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said Highway, now

therefore, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., do hereby order that old Farm Road be opened to a width of two rods, and that the boundaries of said Highway be defined as follows: Beginning at the center line of the Turnpike leading to Sag Harbor; thence S. 28° 23′ E. 426.21 feet; thence S. 31° 51′ E. and crossing the Sag Harbor Branch of the L. I. R. R. 325.18 feet; thence S. 47° 56′ 30″ E. 338.78 feet; thence S. 19° 14′ 30″ E. 329.71 feet; thence S. 10° 01′ 30″ E. 285.78 feet; thence S. 44° 36′ E. 201.68 feet; thence S. 19° 23′ 30″ E. 269.52 feet; thence S. 6° 45′ 30″ E. 394.02 feet; thence S. 31° 00′ E. 350.03 feet; thence S. 24° 46′ 30″ E. 327.0 feet; thence S. 34° 51′ 30″ E. and passing Widow Gavitt's Road, 227.18 feet; thence S. 39° 04′ 30″ E. 551.7 feet; thence S. 33° 47′ 30″ E. 527.36 feet thence S. 21° 46′ E. and crossing Haines' Path 211.28 feet; thence S. 24° 10′ E. 462.8 feet; thence S. 22° 37′ 30″ E. 303.34 feet; thence S. 24° 05′ E., and passing Merchant's Path, 318.3 feet; thence S. 30° 03′ E. 155.17 feet; thence S. 6° 21′ E. and passing Merchant's Path, 187.9 feet; thence S. 14° 12′ E. 152.45 feet; thence S. 9° 08′ W. 149.32 feet; thence S. 6° 08′ 30″ E. 204.5 feet to the center line of the lands of the L. I. R. R. Montauk Division. All as shown upon a survey map entitled, "Map of Old Farm Road, Town of Southampton, New York," made by Wallace Haynes Halsey, C. E., dated March 10th, 1917.

Dated at Southampton, N. Y., this 13 day of June, 1923.

FRANK DOWNS,

As Town Superintendent of Highways,

in and for the Town of Southampton.

FILE NO. 79, WEST NECK POINT ROAD.

Page 400. (Abstract). In the Matter of the Highway known as West Neck Point Road, etc.:

Whereas, a certain road or highway in the Town of Southampton, etc., known as West Neck Point Road, has been used as a public highway for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said Highway, now therefore, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., do hereby order that said West Neck Point Road be opened to a width of three rods, and that the boundaries of said highway be defined as follows: Beginning at a monument set on the Westerly side or line of West Neck Road; thence N. 54° 38′ W. 94.53 feet, to a monument; thence N. 40° 19′ W. 139.36 feet to a monument; thence N. 46° 37′ W. 98.26 feet to a monument; thence N. 54° 17′ W. 79.21 feet to a monument; thence N. 47° 23′ W. 71.75 feet to a monument; thence N. 44° 52′ W. 169.68 feet to a monument; thence N. 31° 15′ W. 130.30 feet to a monument; thence N. 47° 49′ W. 56.37 feet to a monument; thence N. 62° 06′ W. 145.80 feet to a monument; thence N. 54° 43′ W. 86.81 feet to a monument; thence N. 58° 57′ W. 275.73 feet to a monument; thence N. 51° 06′ W. 96.21 feet to a monument; thence N. 66° 00′ W. 65.22 feet to a monument; thence S. 83° 02′ W. 78.05 feet to a monument; thence S. 87° 45′ W. 158.30 feet to a monument; thence N. 81° 10′ W. 183.21 feet to a monument; thence N. 64° 41′ W. 56.39 feet to a monument; N. 48° 3′ W. 142.25 feet to a monument; thence N. 25° 49′ W. 385.31 to a monument; thence N. 29° 57′ W. 196.85 feet to a monument; thence N. 14° 57′ W. 232.68 feet to a monument; thence continuing in a straight line, 25 feet to the

Easterly line or shore of Island Creek. The said description being the description of the Easterly line of said West Neck Point Road, the same being three rods wide, and the Westerly line being parallel to the said Easterly line, and the said distances of said Westerly line being marked by monuments opposite the monuments marking the courses of the said Easterly line of said road. All as shown upon a survey map, entitled "Map of West Neck Point Road. Town of Southampton, N. Y.," made by C. W. Baird, and dated December, 1919.

Dated at Southampton, N. Y., this 13 day of June, 1923.

FRANK DOWNS,

As Town Superintendent of Highways
in and for the Town of Southampton.

FILE NO. 80, HIGHWAY IN VILLAGE WEST HAMPTON BEACH.

Page 402. (Abstract). In the Matter of the Highway across the land of Charles L. Bauscher, etc.:

Whereas, by an instrument dated the 21st day of December in the year 1915, Charles L. Bausher and Silas A. Tuttle dedicated certain lands within the Village of Westhampton Beach, in the Town of Southampton, for the purposes of a highway, etc., I, the undersigned Town Superintendent of Highways, in and for the Town of Southampton, etc., do hereby order that a highway be layed out and opened across the lands described in said release, and it is hereby ordered and determined that a highway shall be and the same is hereby layed out in the said Village of Westhampton Beach, etc., forty-nine and five-

tenths (49.5) feet in width extending from Old Mill Road to the South Country Road. The center line of which proposed highway shall begin at a stake on the Southerly side of Old Mill Road, which stake is S. 35° 55′ 10″ E. Two hundred and one and eighty-one one hundreths (201.81) feet from a highway monument set on the said Southerly side of said Old Mill Road; running thence S. 35° 58′ 30″ W. Six hundred and seventy-four and twenty-one one hundreths (674.21) feet to a stone monument; thence S. 27° 21′ 10″ W. Six hundred and eighty-seven and ninety-three one hundredths (687.93) feet to a drill hole in the top corner pier situated on the Northerly side of the South Country Road marking the division line of lands of Charles L. Bausher, and Silas A. Tuttle, and as more fully shown upon a survey map made by Halsey & Van Tuyl and dated November 24th, 1915, hereunto annexed and made a part hereof.

Dated this 1st day of September, 1922.

FRANK DOWNS,

Town Superintendent of Highways in and for the Town of Southampton.

Page 403. (Abstract). Consent of Town Board to foregoing.

FILE NO. 81, HIGHWAY TO MECOX BAY SEAPOOSE.

Page 403. (Abstract). In the Matter of the Highway across the land of Thomas Gaunt. through the Mecox Bay Seapoose, etc.:

Whereas, by an instrument dated the 13th day of July, 1917, the Water Mill Bathing Station, Inc., and one

Egbert L. Burnett, dedicated certain lands within the town of Southampton, for the purposes of a highway, etc., I, the undersigned Town Superintendent of Highways, in and for the Town of Southampton, etc., do hereby order that a highway be laid out and opened across the lands described in said release, and it is hereby ordered and determined that a highway shall be and the same is hereby layed out in said Town as follows: Beginning at and joining the North line of the Highway now layed out leading from the bridge at Channel Pond on the East line of the lands of Henry Halsey, and running thence N. 79° 7′ E. to the Mecox Bay Sea Poose, a distance of approximately Nine hundred and twenty-seven and eight tenths (927.8) feet, as more fully shown and clearly described upon a survey map made by A. M. Cook, Surveyor, dated June 29th, 1917, which said survey map is hereunto annexed and made a part hereof. The said highway to be sixty-six (66) feet in width.

Dated this 1st day of Sept. 1922.

FRANK DOWNS,

Town Superintendent of Highways
in and for the Town of Southampton.

Page 404. (Abstract). Consent of Town Board to above.

FILE NO. 82, ROAD TO TIANA.

Page 405. (Abstract). In the Matter of the Application of Edward H. Foster to lay out a Highway, etc.:

The undersigned by an order of the County Court of Suffolk County, dated the 14th day of June, 1910, having been appointed Commissioners to certify as to the neces-

sity of laying out and opening a highway in the Town of Southampton, etc., beginning: The West line at a point on the land of George E. Corwin on the Southerly side of the road running from Springfield to Tiana, in said Town; thence running South 18 degrees 535 feet; thence South thirty-eight degrees thirty minutes West, 421 feet 7 inches to the water or Bay, which proposed road passes through the lands of George E. Corwin, William C. Lester and Mrs. B. C. Jackson, do certify that it is necessary and proper that the said highway be layed out and opened pursuant to the said application of Edward H. Foster, dated the 12th day of May, 1910.

Dated this 25th day of August, 1910.

JOSEPH M. BELFORD,
JAMES E. GAY,
CHRISTIAN SCHENCK,
} Comimssioners.

FILE NO. 83

Page 406. In the Matter of Dedication of Victor Guyer, Mary Guyer, & others:

Know all Men by these Presents: That we, Victor Guyer and Mary Guyer, his wife, and Alex Tiska and Victoria Tiska, his wife, all of the Town of Southampton, etc., for value received, hereby dedicate to the Town of Southampton, etc., a strip of land across our premises in said Town, for the purpose of a Highway, described as follows: All that tract or parcel of land situate in the Town of Southampton, etc., bounded and described as follows: Beginning at a poiint on the Westerly line or side of Millstone Road, which point is S. 9° 52′ W. 25.87 feet from the Southwesterly corner of land now or formerly of Marcel Kahle, and running thence N. 63° 33′ 20″ W. 276.42

feet; thence S. 38° 09′ 10″ W. 296.99 feet; thence S. 32° 46′ 30″ W. 363.90 feet; thence S. 38° 53′ W. 125.76 feet; thence S. 30° 34′ W. 212.03 feet; thence S. 44° 52′ 30″ W. 366.87 feet; thence S. 37° 13′ 30″ W. 553.63 feet; thence N. 63° 16′ W. 162.92 feet; thence N. 47° 14′ W. 452.62 feet to lands of Victor Guyer. The above survey being along the center line of the above described road and being of a uniform width of three (3) rods (49.5 ft) for the entire length; bearings being of the magnetic meridian of 1906, according to survey of Wallace H. Halsey, C. E., of Southampton, and dated October 2d, 1922.

And we also hereby release said Town from all damages by reason of the laying out and opening of said Highway.

In witness whereof, We have hereunto set our hands and seals, this 14th day of October, in the Year One thousand nine hundred and twenty-two.

Page 407. (Abstract). The above is signed by Alex Tiska, Victoria Tisko, Victor Guyer, Mary Guyer, in the presence of Raymond A. Smith.

FILE NO. 83, FROM MILLSTONE ROAD

Page 412. (Abstract). In the Matter of the Dedication to the Town of Southampton of the Highway adjacent to the properties of Victor Guyer, Mary Guyer and Alex Tiska:

Application having been made to me, Town Superintendent of Highways of the Town of Southampton, etc., by Victor Guyer, etc., and a release from the owners of the land through which the highway is proposed to be opened, having been given, it is hereby ordered and determined that a highway shall be, and the same is hereby

laid out in said town as follows: Beginning at a point on Westerly line or side of Millstone Road, which point is S. 9° 52′ W. 25.87 feet from the Southwesterly corner of land now or formerly of Marcele Kahle, and running thence N. 63° 33′ 20″ W. 276.42 feet; thence S. 38° 09′ 10″ W. 296.99 feet; thence S. 32° 46′ 30″ W. 363.90 feet; thence S. 38° 53′ W. 125.76 feet; . . . W. 366.87 feet; thence S. 37° 13′ 30″ W. 553.63 feet; thence N. 63° 16′ W. 152.92 feet; thence N. 47° 14′ W. 452.62 feet to lands of Victor Guyer. The above survey being along the center line of the above described road and being of a uniform width of three (3) rods, (49.5) feet, for the entire length; bearings being of the Magnetic Meridian of 1906, according to survey of Wallace H. Halsey, C. E., of Southampton, and dated October 2nd, 1922.

Dated at Southampton, N. Y., October 18th, 1922.

FRANK DOWNS,

Town Superintendent ofHighways.

FILE NO. 84, NOWEDONAH AVENUE.

Page 407. (Abstract). In the Matter of Laying Out Nowedonah Avenue, etc.:

Pursuant to Section 191 of the Highway Law, etc., and upon the annexed release from the owners of the land through which the Highway proposed and hereinafter described passes, and upon the consent of the Town Board of the Town of Southampton, I, the undersigned, Town Superintendent of Highways, in and for the said Town of Southampton, etc., do hereby order and determine that a highway shall be, and the same is hereby laid out in said Town as follows:

The Westerly line beginning at a monument on the Northerly side of the Montauk Highway set at the intersection of the Northerly side of the Montauk Highway and the Westerly line of a proposed highway at the Southeast corner of the lands of James A. Jennings above named; thence N. 18° 16′ W. 693.55 feet, to a monument set at the Southeast corner of lands of the Long Island Railroad Company; thence N. 18° 15′ E. 106.28 feet, to a monument the Easterly line of said proposed highway begins at a monument on the Northerly side of Montauk Highway. distant N. 66° 18′ E. 49.50 feet from the monument first above described; from thence S. 18° 15′ E. 812.90 feet, to a monument set on the Southerly line of lands or right-of-way of Long Island Railroad Company all as more fully shown upon a survey map entitled "Map of Nowedonah Avenue, etc.," made by Wallace H. Halsey, C. E., of Southampton, N. Y., dated Oct. 2, 1922, hereunto annexed and made a part hereof.

Dated Southampton, N. Y., July 25th, 1923.

FRANK DOWNS,

Town Supt.

Page 408. (Abstract). Order of Town Board laying out above highway.

FILE NO. 85, WOODLAND AVENUE

Page 409. (Abstract). In the Matter of Laying Out Woodland Avenue, etc.:

Pursuant to Section 191 of the Highway Law, etc., and upon the annexed release from the owners of the land through which the highway proposed and hereinafter described passes, and upon the consent of the Town Board

of the Town of Southampton, I, the undersigned, Town Superintendent of Highways, in and for said Town of Southampton, etc., do hereby order and determine that a highway shall be, and the same is hereby laid out in said Town as follows:

All that tract or certain parcel of land, fifty (50) feet in width throughout its entire length situate, lying and being in the Village of Westhampton Beach, etc., described as follows: Beginning at a monument set on the Easterly side or line of Old Mill Road at the point of intersection of the said Easterly side of Old Mill Road and the Northerly side or line of the lands conveyed, which said monument is distant S. 32° 19′ E. along the Easterly side or line of Old Mill Road, fifty-six and three tenths (56.3) feet from a highway monument; thence from the place of beginning N. 14° 44′ E. Eleven hundred and seven and fifty-seven one hundreths (1107.57) feet to the Southwesterly side or line of Brook Road to a stake; thence S. 14° 44′ W. Eleven hundred and eighty-four and eighty-one one hundredths (1184.81) feet to a stake set on the Easterly side or line of Old Mill Road; thence N. 32° 19′ W. and along the Easterly side or line of Old Mill Road, sixty-eight and thirty one-hundredths (68.30) feet to the point or place of beginning. containing an area of one and thirty-one one hundredths (1.31) acres. All as more fully shown upon a survey map dated July 18, 1923, made by Wallace H. Halsey, hereunto annexed and made a part hereof.

FRANK DOWNS,

Town Superintendent of Highways
in and for the Town of Southampton.

Page 410. (Abstract). Order laying out highway by Town Board as above.

FILE NO. 86.

Page 412. (Abstract). Consent for consideration of $150 of Frank E. Woodhull and Arthur J. Fisher that a highway be laid out and opened across their premises and release from damages to Town:

Beginning at a concrete monument set at an angle in the Old Quogue Road as laid out in April, 1877, which angle is recorded in Liber D, page 58 as being "near the Northeast corner of John C. Sweezy's door yard fence"; running thence S. 6° 12′ E. 33 75/100 feet to another concrete monument; thence S. 8° 59′ W. 76 9/10 feet; the above mentioned lines to be the Westerly boundary of said highway, which is to extend Easterly until it coincides with the Westerly line of the present Old Quogue Road again commencing at a point in the Westerly line of the Old Quogue Road at right angles to the point of beginning in the description of the said Old Quogue Road, when it was laid out by a Commission March 14th, 1914, which point is S. 13° 57′ 40″ E. 105 5/10 feet, from the above first mentioned concrete monument, and S. 17° 39′ 20″ E. 73 feet, from the above second mentioned concrete monument; running thence S. 34° 46′ 20″ W. 258 2/10 feet; thence S. 48° 47′ W. 375 9/10 feet; the line of the survey being the center line of said Highway which is to be three (3) rods in width, as shown upon a survey map made by D. R. Young, dated Mar. 1922, and filed in the office of the Town Clerk of Southampton Town, to be laid out and opened across, etc.

Dated 13th day of February, 1923.

FILE NO. 87.

Page 413. (Abstract). Dedication of land by Archibald Hallet, of Riverhead, etc., to Southampton Town, for purposes of widening highway and extending and widening a bridge at Peconic Avenue in said town, which said land is to the West of and adjoining the highway known as "Peconic Avenue." Agreement of Hallett to make fill on his property, etc., and release from all damages by reason of the extension and widening of the bridge. Dated Jan. 31, 1924.

FILE NO. 88, SCOTT LANDING.

Page 414. To all men to whom these presents shall come, we, David Hedges, Jonathan F. Conklin and Jonathan Dayton send greeting:

Whereas divers controversies and disputes have lately arisen between Daniel Harris of the Township of Southampton in the County of Suffolk and State of New York of the one part and Gideon Halsey, Henry P. Dering and Henry Corwithe, Commissioners of Highways of the said Town of Southampton, of the other part, touching and concerning the damage the said Daniel Harris has sustained and will or may sustain by a Road or passing way being laid out by the Commissioners aforesaid through the land of the said Harris beginning at the highway that runs from North Sea to Sag Harbor near the Southwest corner of the said Harris land where his bars now stand and thence running a Northerly course by the house of the said Daniel Harris where the cart road now runs, said road to be twenty feet in breadth to be measured off Easterly from a line drawn four feet from the Westerly side of said cart road and so to continue on until it arrives within ten rods

of the foot of the beach at the Bay or Landing and then to be extended to the breadth of two rods viz one rod on each side of said cart road and thence gradually to extend in breadth until it arrives at the foot of said Beach or Landing where it is to be four rods wide. Which road is to be and remain a free road forever without any let, hindrance or obstruction to any person or persons to pass and repass with their teams, carts and other carriages from the said Daniel Harris or his heirs or assigns excepting that of bars or gate which he the said Daniel Harris, his heirs or assigns, is at liberty to put up and maintain across the same. There is also to be and remain free toleration forever hereafter for all persons to lay seaweed, wood and other lumber on the land on each side of the said road within the limits above described viz from the foot of the Beach where it is four rods wide unto the place where it is two rods wide without any hindrance or molestation from the said Daniel Harris, his heirs or assigns.

And whereas, for the putting an end to the controversies and disputes They the said Daniel Harris and Gideon Halsey, Henry P. Dering and Henry Corwithe by their bonds or obligation bearing date the 17th day of June, 1805, are reciprocally become bound each to the other in the penal sum of One Hundred Dollars, to stand to, abide. perform and keep the award and final determination and appraisement of the damages before mentioned.

Now, know ye, That we, The arbitrators whose names are hereunto subscribed and seals affixed do make and publish This our award between the said parties in manner and form following viz, first we do award and order that all controversies and disputes between the said parties cease and that for and in consideration of the damage which the said Daniel Harris has and may sustain by the said road being laid out through his land as above described.

Gideon Halsey, Henry P. Dering and Henry Corwithe Commissioners as aforesaid pay or cause to be paid within ten days from the date hereof unto the said Daniel Harris the sum of Sixty-five Dollars.

In witness whereof we have hereunto set our hands and seals the twenty-first day of June in the year of our Lord, One Thousand Eight Hundred and five.

JONATHAN F. CONKLIN,
JONATHAN DAYTON,
DAVID HEDGES,

1805. Commissioners of Highways of the Town of Southampton, Dr.
June 21st,

To David Hedges,
Jonathan F. Conklin,
Jonathan Dayton,

For 1 day service each laying out and estimating the value of a road through the land of Daniel Harris of the said Town of Southampton at 12/ per day each.

£1 11

Cr.

Received Sag Harbor July 4th — 1801, The above sum of one pound sixteen shillings of H. P. Dering Esq., for himself and the other two Referees.

Jonathan Dayton

FILE NO. 89, NEWMAN AVENUE.

Page 417. (Abstract). Dedication of Newman Avenue at Bridgehampton:

We, W. C. Doxey, Harold M. Hallock, Margaret Gregory, James F. Norton, Mary F. Norton, Grace Gregory, Mrs. Chas. W. Forrest, Francis McCaslin and Charles W. Humblet, of the Town of Southampton, etc., for value received hereby dedicate to the Town of Southampton, aforesaid, for the purposes of a public highway. that part of the land hereinafter described which belongs to me; said highway to be called Newman Avenue, and described as follows:

Beginning at the center of a concrete monument set on the East side of Corwithe Ave., etc.

Page 418 .(Abstract). Order Laying out Newman Avenue, Bridgehampton:

Whereas, W. C. Doxey and others have dedicated to public use certain parcels of land owned by them in severalty at Bridgehampton in the Town of Southampton, and applied to me to lay out a public highway over and upon said lands and released the said Town from all claims for damages by reason of laying out such highway, now therefore, I, Frank Downs, Superintendent of Highways of the Town of Southampton, having caused a survey of the premises to be made, do hereby order that the land so dedicated be and become a public highway of the Town of Southampton according to the following survey and description:

Beginning at the centre of a monument set on the East line of Corwithe Avenue bearing South 70° 24′ East 526.30 feet, along the East line of Corwith Avenue to a stone monument set at the intersection of the North line

of the Montauk Highway and the East line of Corwith Ave., and running from said concrete monument North 79° 23′ East 729.69 feet to the centre of a concrete monument; thence North 10° 37′ West 40 feet to the centre of a concrete monument; thence South 79° 23′ West 52 feet to the center of a concrete monument set on the East line of Chester Ave., thence South 79° 23′ West across Chester Ave., 40 feet to the centre of a concrete monument set on the West line of Chester Ave.; thence South 79° 23′ West 635.45 feet to the centre of a concrete monument set on the East line of Corwith Ave., and thence along the East line of Corwith Ave., South 7° 24′ East 40.06 feet to the point of beginning and that said highway be called Newman Avenue.

And I further order that the first course be the South line of said Newman Ave., and the third, fourth and fifth courses be the North line thereof, that said Avenue be 40 feet wide throughout and that this order be filed and entered of record.

Witness my hand at the office of the Clerk of the Town of Southampton this 18th day of February, 1925.

FRANK DOWNS,

Superintendent of Highways
of the Town of Southampton.

FILE NO. 90, CHESTER AVENUE.

Page 419. (Abstract). Dedication of Chester Avenue at Bridgehampton:

We, Charles Humblet, Charles A. Ludlow, 2nd, Amy H. Kane, Francis McCaslin and Veronica Nulol of the Town of Southampton, etc., for value received hereby ded-

icate to the Town of Southampton, for the purpose of a highway, to be called Chester Avenue the land hereinafter described.

Page 421. (Abstract). Order Laying Out Chester Avenue, etc.:

Therefore, I, Frank Downs, Superintendent of Highways, in and for the Town of Southampton, having caused a survey of the premises to be made, do hereby order that the land so dedicated be and become a public highway according to the following survey and description:

Beginning at the centre of a concrete monument set on the South line of Railroad Avenue, in Bridgehampton, bearing South 81° 58′ West 648.20 feet to a stone monument set at the intersection of the South line of Railroad Ave., and the East line of Corwith Ave., and running from said concrete monument South 7° 12′ East 521 ft., to the centre of a concrete monument; thence South 15° 00′ West 71.30 ft. to the centre of a concrete monument; thence South 10° 00′ East 337 ft., to the centre of a concrete monument set on the North line of Newman Ave.; thence North 79° 23′ East 40 ft., across Chester Ave., to the centre of a concrete monument set at the intersection of the North line of Newman Ave., and the East line of Chester Ave.; thence North 10° 00′ West 327.70 ft., to the centre of a concrete monument; thence North 15° 00′ East 70.28 ft., to the centre of a concrete monument; thence North 7° 12′ West 529.43 ft., to the centre of a concrete monument set on the South line of Railroad Ave., and thence along the South line of Railroad Ave., South 81° 58′ West 40 ft., to the point of beginning, the first, second and third courses being the West line of said highway and the fifth, sixth and seventh courses being the East line of said highway which is 40 ft., wide throughout, and that said highway be called Chester Avenue.

And I further order that this order be filed and entered of record in the office of the Clerk of the Town of Southampton.

Witness my hand at the office of the Clerk of Town of Southampton this 18th day of February, 1925.

FRANK DOWNS,

Superintendent of Highways
of the Town of Southampton.

FILE NO. 91, HIGHWAY TO KELLIS POND.

Page 423. (Abstract). In the matter of laying out a highway from Montauk Highway to Kellis Pond, through the premises of one Cora H. Post, etc.:

I, Frank Downs, Town Superintendent of Highways, etc., upon the release or conveyance of the lands necessary therefor from the owner thereof, order and determine that a highway shall be, and the same is laid out in said Town of Southampton, as follows: Beginning at a stone marking the Northwesterly corner of the proposed road or highway sixty-six (66) feet wide, which said stone is distant N. 76° 00′ E. Three hundred and thirty- three and five tenths (333.5) feet from a stone, set on the Southerly side of the Montauk Highway, marking an angle, and which is nearly opposite the house of one Ralph Sayre; thence from the point or place of beginning upon the same course N. 76° 00′ E. sixty-six (66) feet along the Southerly side of the Montauk Highway aforesaid, to a stone at the angle; thence S. 17° 27′ E. Three hundred and fifty-seven (357) feet along land of Cora H. Post to a stone near the shore of Kellis Pond; thence upon the same course ten (10) feet or to the waters of said pond. From the stone last mentioned S. 68° 33′ W. sixty-six and three

tenths (66.3) feet to another stone near the Southwest corner of these premises (said stone being distant from the water of said pond (5) feet upon a course S. 17° 27′ E.); thence N. 17° 27′ W. Three hundred and sixty-four and three tenths (364.3) feet along land of said Cora H. Post to the point or place of beginning, containing fifty-two one hundredths (.52) of an acre of land. Being and intended to be a strip of land sixty-six (66) feet in width bounded on the East and West by other lands of Cora H. Post, and on the North by the Montauk Highway, and on the South by the water of Kellis Pond.

Dated this 13th day of May, 1925.

FRANK DOWNS,

Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 424. (Abstract). Consent of Town Board to above order.

FILE NO. 92, SECTION OF NORTH SEA ROAD.

Page 425. (Abstract). In the matter of the Highway known as Section of North Sea Road, etc.:

Whereas, a certain road or highway, in the Town of Southampton, etc., known as Section of North Sea Road, has been used as a public highway and has been worked and maintained as a public highway at public expense for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said highway, now therefor, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., pursuant to consent of the Town Board

hereunto annexed, do hereby order that said Section of North Sea Road be opened, and that the boundaries of said highway be defined as follows: Beginning at the monument marking the intersection of the Northeasterly line of Sebonac Road, the Westerly line of the highway herein described and the Northerly line of the Village of Southampton; thence N. 7° 2′ 30″ W. 543.35 feet to a monument; thence N. 23° 46′ W. 1052.95 feet to a monument; thence N. 29° 07′ 30″ W. 389.43 feet to a monument; thence N. 32° 01′ 30″ W. 788.81 feet to a monument (The above courses and distances being along the Westerly line of the said highway and the Easterly line being parallel thereto and the said highway being 99 feet in width throughout said distance); thence N. 18° 07′ 30″ W. continuing along the Westerly side of said highway 425.56 feet to a monument; thence Northwesterly and curving slightly to the right and passing through monuments set at the Easterly extremity of the highway known as Dewey Street, 349.76 feet to a monument, (the said last monument marks the point where the said highway is but 66 feet in width and the Easterly line of said highway from the last mentioned point on said Easterly line, designating the highway, as 99 feet in width to the point on the Easterly line designating the width of 66 feet is uniform with the said Westerly line throughout) from the said last mentioned monument of the Westerly line of the highway herein described marking the width thereof as 66 feet; thence N. 1° 54′ 30″ E. 277.65 feet to a monument; thence N. 3° 20′ 30″ W. 773.72 feet to a monument; thence curving to the left and passing through two monuments, 248.46 feet to a monument; thence N. 29° 45′ 30″ W. 1168.73 feet to a monument; thence curving to the right and passing through four monuments, two of which marking the Easterly extremities of West Neck Road, 469.13 feet to a monument; thence N. 16° 21′ 30″ E. 646.24 feet to a monument;

thence N. 8° 03′ 30″ E. 715.77 feet to a monument; thence curving to the left, and thence upon a slight reversed curve to the right and passing through five monuments 570.93 feet to a monument; thence N. 9° 36′ 30″ W. 268.96 feet to a monument; thence N. 1° 23′ 30″ W. 518.41 feet to a monument; thence N. 9° 41′ E. 750.45 feet to a monument; thence N. 0° 20′ W. 886.01 feet to a monument; thence N. 6° 47′ 30″ W. 589.44 feet to a monument; thence N. 16° 56′ W. 869.56 feet to a monument; thence N. 26° 36′ 20″ W. 666.14 feet to a monument; thence N. 19° 33′ W. 733.28 feet to a monument; thence N. 21° 20′ W. 710.23 feet to a monument.

All of said courses above described being along the line of the Westerly side of the above named highway, and the Westerly line being parallel thereto, and the said highway having a width of 66 feet throughout its entire length, except as above noted. The said highway joining with the following public highways: Sebonac Road; Major's Path; West Neck Road; Mecox Road, and Noyac Road. All as shown upon a map entitled "Map of Section of North Sea Road, Town of Southampton, N. Y.," made by C. E. Baird, C. E., and dated January, 1925, and bearing the approval of the Town Board of the Town of Southampton, N. Y., endorsed thereon, on the 20th day of May, 1925.

Dated May 20th, 1925.

FRANK DOWNS,

Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 427. (Abstract). Consent to foregoing order by Town Board.

FILE NO. 93, HOMAN'S AVENUE, SHEPPARD STREET, DELAFIELD STREET.

Page 427. (Abstract). In the matter of laying out of Highways known as Homan's Ave., etc.:

I, Frank Downs, as Town Superintendent of Highways, of the Town of Southampton, etc., pursuant to Section 191 of the Highway Law, etc., and the annexed consent of the Town Board of the said Town of Southampton, and upon the release from the owners of the land through which the following described highways are proposed to be opened, having been given, it is hereby ordered and determined that highways shall be and the same are hereby laid out at Quiogue, near the Village of Westhampton Beach, etc., as follows:

Homan's Avenue.

Beginning at a monument on the Southerly line of side of the Main Road leading from Westhampton Beach to Quogue and the land of the heirs of Sarah F. Homan; running thence S. 10° 35′ E. along the lands of the said heirs of Sarah L. Homan 369.40 ft., to another monument set at the intersection of Homan's Ave., and Sheppard St., the above Homan's Ave., to be a width of 49.5 ft. All according to the survey made by Wallace H. Halsey, dated at Southampton, N. Y., Nov. 29, 1924, and entitled map of Sheppard Street, Delafield Street and a part of Homan's Avenue, situate at Quiogue Point, Westhampton Beach, Town of Southampton, etc.

Sheppard Street.

Beginning at a monument set at the intersection of the Westerly line or side of Homan's Ave., and the North-

erly line or side of the said Sheppard Street; running thence S. 54° 20′ W. along the Westerly side of the said Sheppard Street 334 feet to the shores of the Aspatuck River; thence Southeast at right angles 49.5 feet along the shores of the said Aspatuck River; thence N. 54° 20′ E. along the Easterly line or side of said Sheppard Street 330 feet to the intersection of said Sheppard Street and Homan's Avenue; thence N. 77° 28′ 20″ East across Homan's Avenue 32.64 feet; thence N. 82° 54′ E. along the Southerly line or side of the said Sheppard Street 787.51 feet to a monument placed at the intersection of the Southerly line or side of Sheppard St., and the Westerly line or side of Delafield Street, to be a width of 50 feet on this last course. According to the survey made by Wallace H. Halsey, and dated at Southampton, N. Y., Nov. 29, 1924, and entitled Map of Sheppard St., Delafield Street and part of Homan's Avenue, situate at Quiogue Point, Westhampton Beach, etc.

Delafield Street.

Beginning at a monument set at the intersection of the Southerly line or side of Sheppard Street and the Westerly line or side of Delafield St., running thence S. 7° 56′ 20″ E. along the Westerly line or side of Delafield Street 531.25 feet; thence S. 14° 34′ W. still along the Westerly line or side of Delafield St., 384.56 feet to the shores of Quantuck Bay, said Delafield St., to be a width of 49.5 feet, according to the survey made by Wallace H. Halsey, dated at Southampton, N. Y., Nov. 29, 1924, and entitled map of Sheppard Street, Delafield Street and part

of Homan's Avenue, situate at Quiogue Point, Westhampton Beach, etc.

Dated this 20th day of May, 1925.

FRANK DOWNS,

Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 429. (Abstract). Consent of Town Board to above.

FILE NO. 94, NORTH SEA—MECOX ROAD.

Page 435. (Abstract). In the matter of the Highway known as North Sea-Mecox Road, etc.:

Whereas, a certain road or highway in the Town of Southampton, etc., known as North Sea—Mecox Road, has been used as a public highway, etc., for a period of at least twenty years, last past, and whereas, no record appears in the office of the Town Clerk of said Town of Southampton, opening or defining the boundaries of said highway, now therefore, I, Frank Downs, Town Superintendent of Highways, in and for said Town of Southampton, etc., and consent of the Town Board hereunto annexed, do hereby order that said Section of North Sea Road be opened and that the boundaries of said highway be defined as follows: Beginning at a monument set on the Westerly side of the North Sea Road at the Easterly extremity of the Southerly side of the above named road herein described; thence S. 18° 13′ 30″ E. 152.55 ft. to a monument; thence curving to the left and passing through five monuments 506.94 feet to a monument; thence S. 82° 48′ 30″ E. 265.53 ft.; thence curving to the right and passing through 2 monuments, 186.75 feet to a monument; thence S. 52° 15′ 30″ E. 245.77 feet to a monument; thence S. 65° 14′ 30″ E. 274.66 feet to a monument; thence S. 57° 20′ 30″ E. 361.23 feet to a monument; thence S. 78° 20′ E. 239.15 feet to a monu-

ment; thence S. 59° 30″ E. 192.36 feet to a monument; thence curving to the left and passing through 4 monuments, 453.05 feet to a monument; thence N. 74° 03′ 30″ E. 64.20 feet to a monument; thence curving to the right and passing through 2 monuments 237.54 feet to a monument; thence S. 48° 01′ 30″ E. 310.49 feet to a monument; thence S. 53° 23′ E. 145.24 feet to a monument; thence curving to the right and passing through 2 monuments 232.50 to a monument; thence S. 15° 06′ E. 194.38 feet to a monument; all of the above courses describing the Southerly line of the highway hereby laid out and the Northerly line being parallel thereto and the highway being 49.50 feet in width from the point of beginning to the point last above mentioned; from said last point of the Southerly side of said highway runs as follows: S. 73° 46′ 30″ E. 367.31 feet to a monument; thence S. 70° 38′ 50″ E. 316.48 ft., to a monument placed at the intersection of the said Southerly line and the Westerly line of a continuation of North Main Street; the Northerly line of the highway hereby laid out from the point opposite the last above mentioned point on the Southerly line marking the width of 49.5 is as follows; thence S. 75° 27′ E., 722.85 feet to a monument; thence S. 80° 58′ 20″ E. 320.51 feet to a monument.

All as shown upon a map entitled, "Map of North Sea —Mecox Road, Town of Southampton, N. Y.," made by C. W. Baird, C. E., and dated January, 1925, and bearing the approval of the Town Board of the Town of Southampton, N. Y., endorsed thereon, etc.

Dated June 3, 1925.

FRANK DOWNS,

Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 436. (Abstract). Consent of Town Board to aforesaid order.

FILE NO. 95, SEBONAC INLET ROAD

Page 437. (Abstract). In the matter of Laying Out a Highway known as Sebonac Inlet Road, etc.:

I, Frank Downs, Town Superintendent of Highways, in and for the Town of Southampton, pursuant to Section 191 of the Highway Law, etc., the consent of the Town Board of Southampton, and the releases of the owners of the land through which the highway is proposed to be laid out, order and determine that a highway shall be, and the same is hereby laid out, in said Town of Southampton, as follows: Beginning at a monument set at the intersection of the Westerly line of the Sebonac Inlet Road and the Easterly line of Road leading to the National Golf Links of America; running thence the following courses and distances: N. 5° 37′ W. 725.19 feet to a monument; thence N. 35° 13′ W. 311.48 feet to a monument; thence N. 59° 44′ W. 239.00 feet to a monument; thence N. 79° 32′ W. 527.62 feet to a monument; thence N. 54° 36′ W. 76.29 feet to a monument; thence N. 29° 41′ W. 790.82 feet to a monument; N. 39° 30′ W. 452.20 feet to a monument; thence N. 12° 57′ W. 103.85 feet to a monument; thence N. 13° 36′ E. 273.05 feet to a monument; thence N. 24° 40′ E. 199.91 feet to a monument; thence N. 7° 53′ E. 91.62 feet to a monument; thence N. 8° 14′ W. 396.08 feet to monument; thence N. 0° 10′ E. 206.87 feet to a monument; thence N. 8° 44′ E. 419.09 feet to a monument; thence N. 5° 46′ W. 113.85 feet to a monument; thence N. 34° 07′ W. 1673.79 feet through a monument to mean high water mark of Peconic Bay; the above being the Westerly line; the Easterly line is parallel to and 49.5 feet distant from the Westerly line through the entire length of the road. All shown and designated upon a map entitled,

"Map of Sebonac Inlet Road, etc." Surveyed January, 1925, by C. E. Baird, C. E.

Dated this 3rd day of June, 1925.

FRANK DOWNS,

Town Superintendent of Highways
of Town of Southampton, N. Y.

Page 438. (Abstract). Consent of Town Board to above.

FILE NO. 96, COBB ROAD.

Page 442. (Abstract). In the matter of an Alteration of a Highway known as Cobb Road, etc.:

I, Frank Downs, Town Superintendent of Highways, in and for the Town of Southampton, etc., pursuant to Section 191 of the Highway Law, etc., consents of the Town Board of the said Town of Southampton, and the releases of the owners of the land which the alteration effects, do hereby order and determine that the highway known as Cobb Road, in said Town of Southampton, shall be, and the same is hereby altered to include: All that certain piece or parcel of land at Water Mill, in the Town of Southampton, etc., beginning at a monument set on the Northerly side of Cobb Road which monument is distant N. 75° 03′ 10″ E. 197.06 feet from a monument on the Northerly side of Cobb Road at the Southeast corner of lands of one Pierson, and said monument at the point of beginning being also S. 75° 03′ 10″ W. 78.50 feet from the Southeast corner of our land; from the point or place of beginning N. 36° 49′ 30″ E. 152.67 feet to a monument set on the Westerly side of Cobb Road; thence S. 8° 44′ 00″ W. 103.16 feet; thence S. 75° 03′ 10″ W. 78.50 feet to the point or place of beginning.

Said land above described being triangular and as shown upon a survey map made by C. W. Baird.

Dated this 3 day of June, 1925.

FRANK DOWNS,

Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 443. (Abstract). Consent of Town Board to above order.

FILE NO. 97, HIGHWAY OVER LONG AND SHORT BEACH.

Page 445. (Abstract). In the Matter of the Highway over Long and Short Beach from North Haven to Noyac, etc.:

Whereas, a highway known as the Highway over Long and Short Beach leading from North Haven to Noyac, etc., has existed and has been continuously used as a highway for a period greatly in excess of twenty years preceding the date of this order, and whereas, the records of the said Township do not clearly define the boundaries of said highway, therefore, I, the undersigned Town Superintendent of Highways, in and for the said Township of Southampton, pursuant to authority vested in me, etc., caused a survey of said highway to be made by Messrs. Addison M. Cook and Wallace H. Halsey, which said survey is shown upon a map dated Aug. 1914 and hereunto annexed; and upon said survey, the records of the Township of Southampton, the affidavits of Charles W. Payne, Oscar B. Edwards and Lewis R. Edwards, all dated the 28th day of December, 1914, and the affidavits of Henry W. Payne, Edward B. Seeley, and David W. Payne, all

dated the 31st day of December, 1914, all hereunto annexed, it is hereby ordered that the boundaries of the highway leading from North Haven to Noyac over Long and Short Beach in the Township of Southampton, etc., as shown upon the aforesaid survey map of Addison M. Cook and Wallace H. Halsey dated August, 1914, and hereunto annexed and made a part of this order be the said boundaries of the same; and the Town Clerk is hereby directed to file this order together with survey map and accompanying affidavits upon receipt pursuant to Section 47 of the Highway Law.

Dated Dec. 31, 1914.

FRANK DOWNS,

Town Superintendent of Highways,
Town of Southampton.

AFFIDAVITS IN RE HIGHWAY OVER LONG AND SHORT BEACH.

Page 447. (Abstract). Charles W. Payne, being duly sworn deposes and says: That he was born on what is known as North Haven, in Town of Southampton, etc., on February 10th, 1835; that he was a resident of North Haven for twenty years, and has ever since resided at Sag Harbor; that he is well acquainted with the beach known as Long and Short Beach leading from Noyac to Hogg Neck, and that he has used said beach as a highway for the purpose of carting fish, wood and seaweed for a period of more than twenty years; that he has always considered and used said beach as a public highway and that it was so considered and used by the residents of North Haven during the period of his residence there, and ever since; that he knows of his

own knowledge and has heard aged members of said community of North Haven state that before the building of the bridge in 1835 said beach was the only means said residents of North Haven had for reaching the Village of Sag Harbor, or the mainland, where they went to sell the products of their labor and to purchase their supplies; that the entire beach was so used and that he is acquainted with the present character of said beach, and that it has not changed to any appreciable degree; that his grandfather was a life-long resident of North Haven in said Town and that deponent has heard him say that said beach was a public highway "both by use and by deed," and "had always been so as long as he could remember." Deponent further says that because of the high tides and ice in winter those travelling said highway were often forced to use the meadow, but only for such reason was the meadow traveled. Deponent further says that he learned from his grandfather that one Jonathan Havens (deponent's wife's great grandfather) was a resident of North Haven and a practicing physician at said place for many years and was at the time of his death in 1802, and that the said Jonathan Havens travelled horseback over said beach at least twice daily in making his professional visits to both Sag Harbor and Bridgehampton. Deponent further says that said highway is travelled daily at the present time by persons employed in Sag Harbor and residing in Noyac. Dated December 28, 1914.

Page 448. (Abstract). Oscar B. Edwards being duly sworn says: That he resides at Noyac in the Town of Southampton, etc., and that he was born at that place on June 27th, 1847, and has ever since resided there the major part of his life; that his father Louis R. Edwards who died at the age of 84 was born and lived his whole life in the same house in which deponent now resides; that he is well acquainted with the beach in said Town known as Long

and Short Beach leading from Noyac to Hogg Neck; that he has all his life used and considered said beach as a highway and that it was so used and considered by the community of Noyac; that the character of said beach has not changed to any appreciable extent and is the same to-day as far back as he can remember; that he and many others have for a long period of over fifty years carted seaweed, meadow hay and fish over said beach. That deponent was employed in carpentering on a Mr. Taylor's house at North Haven a period of 6 or 7 years ago and during said period of employment deponent used said beach as a highway twice daily. Deponent further says that he has heard his father say, in his lifetime, that said Long and Short Beach was a public highway. Deponent further says that his father was a cooper by occupation and for many years was employed by one Gawley at North Haven and that he used the said beach daily going to and from his work. That the said beach is at the present time traveled daily. Dated December 28, 1914.

Page 449. (Abstract). Louis R. Edwards being duly sworn says: That he resides at Noyac, etc.; that he was born at said place on May 10th, 1856, and has ever since resided there; that his father Louis R. Edwards was born at said that in 1814 and always resided there; that he is well acquainted with Long and Short Beach leading from Noyac to Hogg Neck; that he always considered said beach a public highway and for a period of over twenty years has carted fish and seaweed over said beach; that said beach was always considered to be a public highway by the community of Noyac and that he has heard his father say that said beach was a recorded highway and that it has always been used as a highway; that the character of said beach has not changed within his memory. Dated December 28, 1914.

Page 450. (Abstract). Henry M. Payne being duly sworn says: That he is a resident of North Haven in the Town of Southampton, etc.; that he was born at said place on May 13, 1844, and has ever since resided there; that he is well acquainted with the beach known as Long and Short Beach, etc., as a public highway; that he has always considered and used said beach as a highway to reach the Village of Sag Harbor from North Haven, and that it was so considered and used by the residents of North Haven, as long as he can remember; that he has heard his father and his grandfather, David Wilson, say that said beach was a public highway and that they and every one had always used it as such and up to the time that the bridge connecting North Haven with the mainland was the only way to reach Sag Harbor from North Haven; that he has used said beach as a highway for a period very much longer than twenty years; that on many occasions he has accompanied both his father and his grandfather to Sag Harbor when they have used said beach. Deponent further says that he was one of four men summoned by one Burt Gleason pursuant to the order of Egbert Hildreth, Commissioner for the Town of Southampton, to work out a part of his highway tax by assisting in removing obstructions in said highway placed there by an owner of property adjoining said highway, by name of Charles La Mont; that after the completion of said work said La Mont caused their arrest; that he went to Riverhead with the others to await the action of the Grand Jury and spent 3 or 4 days there without hearing anything pertaining to our case until one day Hawkins was sentenced for murder while in the corridor of the Court House, my name was called out by District Attorney Wilmot M. Smith and upon my answering he said "You can go home, there is no case against you." Deponent further says that he has assisted in hauling the long seine, of which his father was captain.

many times, and that it was always hauled on said beach. Deponent further says that the beach aforesaid has not changed in character to any appreciable degree as long as he can remember. Dated December 31, 1914.

Page 452. (Abstract). Edward B. Seely being duly sworn says: That he is a resident of North Haven, in the Town of Southampton, etc.; that he was born July 7th, 1866, at North Haven; that he is well acquainted with the highway over Long and Short Beach, in said Town, leading from Noyac to Hogg Neck; that he always considered said beach to be a public highway and has used it as a highway for a period of at least 26 years; that he has performed highway labor for the Town of Southampton upon said beach; that in the year in which one Hawkins was convicted for murder in the County of Suffolk, and while one Egbert Hildreth was Commissioner of Highways for the Town of Southampton, he was summoned to work out a portion of his Town highway tax upon said beach by assisting in removing obstructions in the form of large boulders from the said highway. That during the prosecution of said work one Charles La Mont endeavored to stop the work but was ignored by the foreman, Burt Gleason. After the completion of said work said La Mont caused the arrest of all the others. I was not arrested because my name was not correct in the warrant. The next morning we all appeared before one Philander Jennings a Justice of the Peace for Southampton Town, and were held to await the action of the Grand Jury. I attended at Riverhead at the next term of Court held thereafter to wait the action of the Grand Jury but no action was taken and we returned home after a period of 3 or 4 days. Dated December 31, 1914.

Page 453. (Abstract). David W. Payne being duly sworn says: That he was born November 22nd, 1841, at North Haven in the Town of Southampton, etc.; and has

ever since resided there; that he is well acquainted with the beach known as Long and Short Beach within said Town leading from Noyac to Hogg Neck; that he has always considered and used said beach as a highway to reach the Village of Sag Harbor from North Haven, and that it was so considered and used by the residents of North Haven as long as he can remember; that he has heard both his father and his grandfather, David Wilson, say that said beach was a highway and up to the time of the building of the bridge was the only way to reach Sag Harbor from North Haven; that he has often, when a boy, accompanied his grandfather, David Wilson, to Sag Harbor, where he went to sell turnips and that on such occasions he travelled said beach. Deponent further says of his own knowledge that the Town of Southampton has caused work to be performed upon said highway and in the year in which one Hawkins was convicted and sentenced for the murder of his mother in Suffolk County, which he believes to be in the year 1882, he was called upon by one Burt Gleason pursuant to the order of one Egbert Hildreth, Commissioner of Highways for the Town of Southampton, to work out a part of his highway tax by assisting in removing obstructions in said highway, placed there by one Charles La Mont, a property owner adjoining said highway; that engaged with him in said work were Henry Payne, deponent's brother, Edward Seeley, Burt Gleason and . . . Leek; that while so engaged said Charles La Mont appeared and ordered them to discontinue or he would arrest them for trespass; that they continued and completed said work, and in a short time thereafter a lawyer by the name of Bisgood representing said La Mont appeared and caused their arrest. That they were brought before one Philander Jennings, a Justice of the Peace of the Town of Southampton, and held for the Grand Jury. That they signed each other's bail

bond which said bonds were fixed at $100.00 each; that thereafter they all went to Riverhead to attend and await the action of the Grand Jury, and that they stayed there 3 or 4 days and that deponent's wife accompanied him; that no action was taken, no one appearing against them as far as deponent could ascertain. That on the afternoon of the day that the aforesaid Hawkins was sentenced, while all were in the corridor of the Court House, the late Judge Wilmot M. Smith, whom deponent believes was district attorney at the time, upon leaving the Court Room spied . . . Leek and calling him over asked him "What are yon men hanging around here for?" whereupon . . Leek stated the facts concerning their presence there. That thereupon Judge Smith, said, "Let me go in and look at the record." Whereupon he left them and in a little while reappeared and said, "You can go home, there is no case against you. That road has been on record 180 years and it was laid out thirteen rods wide so that if you couldn't travel under the bank you could go over the bank." Deponent further says that menhadn (or bunker) fishing was the principal industry of the community for many years and that his father was Captain of a commonunal seine one mile long and that said seine was always hauled on said beach and that each catch was carted away over said beach. Deponent further says that said beach has not changed in character to any appreciable degree to what it was when he first knew it and that he has never heard his father or any other person state that any change had taken place; that the whole beach was considered and used as a highway and that the meadow was only travelled when high tides and ice made it impossible to use said beach. Dated December 31, 1914.

FILE NO. 98, ROAD FROM GOOD GROUND TO SQUIRETOWN.

Page 455. (Abstract). The undersigned Commissioners of Highways of the Town of Southampton, etc., do order that a public highway, three rods wide, shall be and the same is hereby laid out the center whereof is the following described line viz: Beginning at the highway leading from Canoe Place to Quogue and opposite the highway leading to Pond Quogue thence running North 17° 10′ W. 11 chains 77 links; thence N. 12° W. 8 chs. 50 lks.; thence N. 0° 40′ W. 5 chs. 58 lks.; thence N. 10° 0′ E. 5 chs. 44 lks.; thence N. 26° 0′ E. 13 chs. 64 lks.; thence N. 8° 50′ W. 23 chs. 78 lks.; thence N. 16° 40′ E. 1 ch. 17 lks.; thence N. 60° 05′ E. 4 chs. 86 lks.; thence N. 54° 20′ E. 1 ch. 86 lks.; thence N. 6° 55′ W. 3 chs. 26 lks. to the highway leading from Canoe Place to Squiretown.

Southampton, March 26, 1869.

ALBERT J. POST, } Commissioners
SETH R. JAGGER, } of Highways.

FILE NO. 99, BAY AVENUE AND SHORE ROAD.

Page 456. (Abstract). In the matter of laying out Bay Avenue and Shore Road, etc.:

I, Frank Downs, Town Superintendent of Highways of the Town of Southampton, etc., pursuant to Section 191 of the Highway Law, and the consent of the Town Board, etc., and upon releases from the owners of the land through which the following described highway is proposed to be opened, having been given, do hereby order and determine that a highway shall be, and the same is hereby laid out in the said Town as follows:

Bay Avenue, beginning at a concrete monument set on the intersection of the Northerly line and Sag Harbor Road and the Easterly line of the proposed highway which said monument is distant S. 63° 11′ W. 819.46 feet from a concrete monument set on the North line of said Sag Harbor Road; thence from point or place of beginning N. 26° 48′ W. 600 feet to a concrete monument set on the Southerly line of a private road or street; thence in a straight line 40 feet to another concrete monument set on the Northerly side of said private road or street; thence continuing in a straight line 580 feet to a monument set on the Southerly side of Shore Road, hereinafter described; thence in a straight line 40 feet to another concrete monument set on the Northerly line of said Shore Road; thence in a straight line 148.20 feet to a monument; thence in a straight line 30 feet more or less to the mean high water of North Sea Harbor. The said road being not less than 40 feet in width throughout its entire length. The Westerly line from the North side of Shore Road runs N. 26° 35′ W. 160.30 feet more or less to high water mark of North Sea Harbor.

Shore Road, Beginning at a concrete monument set on the intersection of the Northerly line of Sag Harbor Road and the Easterly line of the proposed highway which said monument is distant S. 65° 43′ W. 35.53 feet from a highway monument and also distant N. 65° 43′ E. 383 feet from a highway monument set on the Northerly line of Sag Harbor Road West of the outlet from Big Fresh Pond; thence from the point or place of beginning N. 26° 48′ W. 601.60 feet to a concrete monument set on the Southerly line of a private road or highway; thence in a straight line 40 feet to a concrete monument set on the Northerly line of said private road or street; thence in a straight line 180 feet to a concrete monument; thence N. 38° 45′ E. 219.70 feet to a concrete monument set on the

Northerly terminus of the Westerly line of a private road or street; thence in a straight line 43.94 feet to a concrete monument set on the Northerly terminus of the Easterly line of said private road or street; thence in a straight line to 219.70 feet to a concrete monument set on the Northerly terminus of the Westerly line of a private road or street; thence N. 49° 09′ E. 41.23 feet to a monument set on the Northerly terminus of the Westerly line of said private road or street; thence in a straight line 206.15 feet to a monument set on the Northerly terminus of the Wseterly line of a private road or street; thence in a straight line 41.23 feet to a concrete monument set on the Northerly terminus of the Easterly line of said private road or street; thence N. 34° 45′ E. 227.55 feet to a concrete monument set on the Westerly line of Bay Avenue above described herein; thence in a straight line 45.50 feet to a concrete monument set on the Easterly line of said Bay Avenue; thence N. 63° 11′ E. 200 feet to a concrete monument set on the Northerly terminus of the Westerly line of a certain private road or street; thence in a straight line 40 feet to a concrete monument set on the Northerly terminus of the Easterly line of said private road or street; thence in a straight line 100 feet to a concrete monument set on the Northerly terminus of the Westerly line of a private road or street; thence in a straight line 40 feet to a concrete monument set on the Northerly terminus of the Easterly line of said private road or street; thence in a straight line 117.68 feet to a concrete monument set near the shore of North Sea Harbor. Thence in a straight line 10 feet more or less to the mean high water mark of North Sea Harbor.

The foregoing being a description of the Easterly and Southerly line of said proposed highway. The Westerly line with the exceptions hereinafter noted, is parallel to

said Easterly line and said highway has a minimum width throughout its entire length of 40 feet.

The said shore road shall be laid out in the manner hereinafter described to afford access by said highway to the waters of the creek leading from Big Fresh Pond to North Sea Harbor. A description of said highway to include the spur to afford access to the waters of said creek is as follows:

Beginning at a monument set on the Northerly side of Sag Harbor Road distant 65° 43′ W. 40.05 feet from the monument marking the point or place of beginning of the Easterly line of said highway; thence from said point or place of beginning N. 26° 48′ W. 847.70 feet to a monument marking the Southerly terminus of the Westerly line of said highway leading to the waters of said creek; thence N. 66° 27′ W. 86.38 feet to a concrete monument; thence in a straight line 10 feet more or less to the Easterly line of said creek. The Easterly line of that portion of the highway affording access to the said creek begins at a monument marking its Southerly terminus which is distant 40 feet Northerly from the monument marking the Southerly terminus of the Westerly line of said portion affording access to said creek; from said monument N. 51° 15′ W. 117.44 feet to a monument; thence Northerly in a straight line 5 feet more or less to the Easterly line of said creek.

The highways above described being and intended to be those shown and defined upon a certain survey map made by C. W. Baird, C. E., of Southampton, New York, dated December, 1924, and entitled "Map of Shore Road

and Bay Avenue, situated at North Sea, Town of Southampton, Suffolk County, N. Y."

Dated this 29th day of July, 1925.

FRANK DOWNS,

Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 459. (Abstract). Consent of Town Board to above laying out of highways.

FILE NO. 100, OAK GROVE ROAD.

Page 463. (Abstract). Whereas, an order heretofore made by Frank Downs, as Town Superintendent of Highways, in and for the Town of Southampton, etc., laying out a highway known as Oak Grove Road refers to a certain survey map; whereas it has subsequently appeared that said survey map and the said order so far as it refers to the said map is slightly erroneous, now therefore, for the purpose of correcting the said order and for the purpose of filing the corrected survey map of said highway I, the said Frank Downs, as Town Superintendent, etc., do hereby order that the highway known as Oak Grove Road, etc., be laid out as follows: Beginning at a monument set at the intersection of the Northerly side of Noyac—North Sea Road and the Easterly line of the said Oak Grove Road, from thence N. 28° 05′ 00″ W. 722.35 feet to a monument; thence N. 20° 50′ 00″ W. 399.50 feet to a monument; thence N. 28° 05′ 00″ W. 136.50 feet to a monument; thence N. 49° 29′ 00″ W. 289.30 feet to a monument; thence continuing in a straight line 50 feet more or less to the mean high water of Peconic Bay.

The above description being that of the Easterly line of said highway; the Westerly line being parallel thereto,

throughout its entire length, and the said highway being 49.5 feet in width throughout its entire length. All as more fully shown upon the survey map made by C. W. Baird, C. E., dated Nov. 1924, and entitled "Map of Oak Grove Road, Town of Southampton, New York," which said map is hereunto annexed and made a part hereof.

Dated this . . day of July, 1925.

FRANK DOWNS,

Town Superintendent of Highways,
Town of Southampton, N. Y.

FILE NO. 101, WEST SIDE AVENUE.

Page 464. (Abstract). In the matter of the laying out of a highway known as West Side Avenue in the Village of East Quogue, etc.:

I, Frank Downs, Town Superintendent of Highways, etc., with annexed consent of the Town Board, etc., and annexed releases of the owners of the land, do hereby order and determine that the following highway known as West Side Avenue, in said Town of Southampton, shall be and the same is hereby laid out and opened, as follows: Beginning at a point on the Southerly Side of Old Box Tree Road, which said point is distant S. 44° 56′ W. 623.84 feet along the Southerly side of said Old Box Tree Road from a concrete monument set at the corner formed by the intersection of the Southerly side of the said Old Box Tree Road and the Westerly side of Lewis Road; from the said point of beginning S. 34° 06′ E. 2818.33 feet to the Northerly side of Montauk Highway The aforesaid description being the center line of said proposed highway and the said strip of land or proposed highway to be fifty (50) feet in width throughout its entire length; all corners

of which are marked by concrete monuments as well as the sides of said strip of land or proposed highway. All as more fully shown on a survey map made by L. Wendell Squires, dated April 17th, 1925, and entitled "Map showing North Branch West Side Avenue, with connecting roads, etc.," hereunto annexed and made a part hereof.

Dated this 4th day of Sept. 1925.

FRANK DOWNS,

Town Superintendent of Highways,
Southampton, N. Y.

Page 465. (Abstract). Consent of Town Board to above.

FILE NO. 102, SCOTT ROAD TO SCOLLOP POND CREEK.

Page 467. (Abstract). In the matter of the Highway leading from the Scott Road to Scollop Pond Creek, etc.:

Whereas, the bounds of the highway leading from the Scott Road to Scollop Pond Creek in the Town of Southampton, etc., have not been recently defined, now therefore, I, the undersigned Town Superintendent of Highways, etc., with the consent of the Town Board, and pursuant to the direction of said Board by resolution dated May 2nd, 1923, and upon the consent of the adjoining property owners, do hereby define the bounds of said highway to be, and do lay out the same as follows: Beginning at a monument set on the Westerly side of the Scott Road leading to Notrh Sea at the Southerly end of the West line; from thence N. 16° 23′ W. six hundred and thirty-one and twenty-two one hundredths (631.22) feet to a monument; thence N. 19° 15′ W. one hundred and eighty-

seven and seventy-two one hundredths (187.72) feet to a monument; thence N. 34° 57′ W. four hundred and fifty-nine and ninety-one one hundredths (459.91) feet to a monument; thence N. 25° 24′ W. eighty-one and thirty-six one hundredth (81.36) feet to a monument; thence N. 16° 42′ W. one hundred and ninety-five and seventy-six one hundred (195.76) feet to a monument; thence N. 39° 35′ W. forty-six and ninety-four one hundredths (46.94) feet to a monument; thence N. 70° 06′ W. forty-eight and fifty-eight one hundredths (48.58) feet to a monument; thence S. 83° 39′ W. eighty-two and ninety-nine one hundredths (82.99) feet to a monument; thence S. 63° 04′ W. six hundred and seventy-five and thirty-one one hundredths (675.31) feet to a monument; thence S. 59° 14′ W. four hundred and twenty-five and ten one hundredths (425.10) feet to a monument; thence S. 54° 24′ W. three hundred and forty-one and sixty-seven one hundredths (341.67) feet to a monument; thence S. 77° 54′ W. one hundred and twenty-one and thirteen one hundredths (121.13) feet to a monument set on or near the Easterly bank of the Scollop Pond Creek.

The Easterly and Northerly line of said highway is parallel to the line above described, and the courses thereof are marked by monuments opposite those above mentioned. The said highway has a uniform width throughout of forty-nine and five tenths (49.5) feet, except at the entrance on the Westerly side of the Scott Road to North Sea, which is fifty-one and twenty one hundredths (51.20) feet; all as more fully shown upon a survey map made by C. W. Baird, C. E.

Dated this 11th day of June, 1923.

FRANK DOWNS,

Town Superintendent of Highways
for Town of Southampton.

FILE NO. 103, BISHOP AVENUE.

Page 470. (Abstract). In the Matter of Laying Out of Bishop Avenue, etc.:

I, Frank Downs, Town Superintendent of Highways. etc., pursuant to Section 191, etc., and the consent of the Town Board of the Town of Southampton, and upon the releases from the owners of the land, having been given, do hereby order and determine that a highway shall be, and the same is hereby laid out in said Town as follows:

Beginning at a concrete highway monument set on the Westerly side of Baycrest Avenue, where the Southerly side of Bishop Avenue intersects same said monument S. 17° 40′ W. 325.52 feet, measured along the Westerly side of Baycrest Avenue from a stone highway monument set at angle point in the Westerly side of Baycrest Avenue; N. 75° 02′ 40″ W. 360.45 feet along the Southerly side of Bishop Avenue bounded Southerly by Fred Raynor and Silas E. Stevens to a concrete highway monument; thence curving to the left with a radius of 38.14 feet 61.71 feet along the Southerly and Easterly side of Bishop Avenue bounded Southerly and Easterly by Silas A. Stevens to a concrete highway monument; thence S. 17° 40′ W. 1042.38 feet along the Easterly side of Bishop Avenue bounded Easterly by Silas A. Stevens, Sidney Benjamin, L. L. Bishop, Gaston E. Bishop, Stephen Bishop, Franklin Bishop, John Rogers to a concrete monument set on the Southerly side of South Road; thence N. 81° 44′ W. 50.18 feet along the Northerly side of South Road across Bishop Avenue to a concrete highway monument set on the Westerly side of Bishop Avenue; thence N. 17° 40′ E. 1136.87 feet along the Westerly side of Bishop Avenue bounded Westerly by Benjamin Owen, G. E. Bishop, Earle Bishop, L. L. Bishop, Sidney Benjamin, Silas A. Stevens and R. O. Goodman to a concrete highway monument; thence S. 75°

02′ 40″ E. 450.00 feet along the Northerly side of Bishop Avenue, bounded Northerly by Ella May Stevens to a concrete highway monument set on the Westerly side of Baycrest Avenue; thence S. 14° 40′ W. 49.56 feet along the Westerly side of Baycrest Avenue across Bishop Avenue to the point or place of beginning; all as measured and surveyed and shown on a map filed in the Southampton Town Clerk's office under the title "Map defining Bishop Avenue, Westhampton, N. Y.," made by H. F. Bishop, C. E.

Dated this 31st day of October, 1925.

FRANK DOWNS,

Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 472. (Abstract). Consent of Town Board to above.

FILE NO. 104, FLANDERS ROAD.

Page 480. (Abstract). In the Matter of the Highway known as Flanders Road, etc.:

Whereas, a certain road in the Town of Southampton, etc., known as Flanders Road, has been used as a public highway and has been worked and maintained at public expense for a period of twenty years, last past, and whereas no record appears in the office of the Town Clerk of the said Town of Southampton, opening or defining the boundaries of said highway, now, therefore, I, Frank Downs, Town Superintendent of Highways, etc., pursuant to the Highway Law and the consent of the Town Board, do hereby order that said section of Flanders Road be opened and that the boundaries of said highway be defined as follows:

Beginning at a concrete highway monument set on the Northerly side of Flanders Road, said monument opposite the center line of the junction of the Quogue—Riverhead State and County Highway with Flanders Road: S. 77° 05′ E. 1100 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 889.309 feet 299.18 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 57° 49′ E. 409.3 feet along the Northerly side of Flanders Road to a concrete highway monument; thence S. 58° 49′ E. 1450 feet along the Northerly side of Flanders Road to a concrete monument; thence S. 58° 39′ E. 650 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1074.011 feet, 289.27 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 74° 05′ E. 200.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence curving to the right with a radius of 649.825 feet, 238.77 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 53° 02′ 495.33 feet along the Northerly side of Flanders Road to a concrete monument; thence S. 57° 57′ E. 374.03 feet along the Northerly side of Flanders Road to a concrete highway monument; thence S. 63° 23′ E. 394.18 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 744.188 feet, 195.24 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 78° 25′ E. 294.9 feet along the Northerly side of Flanders Road to a concrete highway monument set

on the point of tangency; thence curving to the left with a radius of 1800.516 feet, 391.22 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 89° 08′ E. 350.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 6854.053 feet, 296.93 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 86° 39′ E. 322.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 764.427 feet, 435.11 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 60° 44′ E. 200.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1102.641 feet, 226.59 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 72° 10′ E. 113.46 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 792.66 feet, 158.62 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 60° 42′ E. 300.00 feet along the Northerly side of Flanders Road to a concrete monument; thence S. 60° 42′ E. 400.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 623.22 feet, 337.17 feet along the Northerly and Easterly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 29° 42′ E. 117.64 feet along the Easterly side of Flanders Road to a concrete highway monument set on

the point of curvature; thence curving to the right with a radius of 1123.00 feet, 205.45 feet along the Easterly side of Flanders Road to a concrete highway monument set on point of tangency; thence S. 19° 13′ E. 255.00 feet along the Easterly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1352.741 feet, 204.61 feet along the Easterly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 10° 33′ E. 399.19 feet along the Easterly side of Flanders Road to a concrete highway monument; thence S. 8° 29′ E. 329.19 feet along the Easterly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 523.664 feet, 494.80 feet along the Easterly and Northerly sides of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 62° 37′ E. 550.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 833.477 feet, 191.52 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 75° 47′ E. 271.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1481.895 feet, 175.86 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 86° 35′ E. 130.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 606.082 feet, 159.89 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 82° 18′ E. 100.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on

the point of tangency; thence curving to the left with a radius of 931.97 feet, 192.44 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 70° 28′ E. 250.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 554.75 feet, 210.09 feet along the Northerly side of Flanders Road and crossing Bay Avenue, a street leading from Flanders Road to Peconic Bay to a concrete highway monument set on the point of tangency; thence S. 87° 50′ E. 250.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 542.44 feet, 186.64 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 70° 27′ E. 50.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 671.467 feet, 540.809 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 61° 24′ E. 342.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1634.93 feet 258.19 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 70° 27′ E. 600.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 377.59 feet, 253.04 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 32° 03′ E. 660.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence

curving to the left with a radius of 1855.049 feet, 660.99 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 52° 28′ E. 254.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1513.734 feet, 452.62 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 69° 36′ E. 200.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the joint of curvature; thence curving to the left with a radius of 1126.891 ft., 384.80 ft., along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 89° 10′ E. 400.81 feet along the Northerly side of Flanders Road to a concrete highway monument; thence S. 86° 56′ E. 600.81 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 336.55 feet, 308.93 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 34° 20′ E. 300.00 ft., along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1069.414 ft., 193.48 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 44° 42′ E. 600.42 feet along the Northerly side of Flanders Road to a concrete highway monument; thence S. 43° 15′ E. 1300.42 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 2196.299 feet, 844.51 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 65° 17′ E. 631.73 feet along the Northerly

side of Flanders Road to a concrete highway monument; thence S. 66° 13′ E. 419.73 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 6019.75 feet, 278.36 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 68° 52′ E. 752.80 feet along the Northerly side of Flanders Road to a concrete hifhway monument; thence S. 67° 51′ E. 450.05 feet along the Northerly side of Flanders Road to a concrete highway monument set at the intersection of the Northerly side of Flanders Road with the Northerly side of Squiretown Road; thence S. 67° 51′ E. 71.35 feet across Squiretown Road to a concrete highway monument set on the point of curvature and at the intersection of the Southerly side of Squiretown Road with the Northerly side of Flanders Road; thence curving to the right with a radius of 800.58 feet, 200.05 feet along the Northerly side of Flanders Road to a concrete highway monument; thence S. 53° 32′ E. 433.60 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 2374.16 feet, 202.71 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 48° 38′ 30″ E. 1150.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point curvature; thence curving to the right with a radius of 2056.52 feet, 203.09 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 42° 59′ E. 250.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 850.74 feet, 286.08 feet along the Northerly side of Flanders Road to a concrete highway monument set on

the point of tangency; thence S. 62° 15′ E. 800.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 2683.38 feet, 197.48 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 66° 28′ E. 400.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 3817.67 feet, 252,09 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 62° 41′ E. 680.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 4124.73 feet, 201.57 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 59° 53′ E. 1470.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1408.32 feet, 388.36 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 75° 41′ E. 850.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 3362.92 feet, 296.89 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 80° 44′ 30″ E. 400.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 2193.90 feet, 304.09 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 72° 48′ E. 27.95 feet along the Northerly side of Flanders Road to

the concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1315.56 feet, 204.73 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 63° 53′ E. 251.75 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1531.96 feet, 292.78 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 74° 50′ E. 316.00 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 4774.44 feet, 198.57 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 77° 13′ East 187.57 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1330.15 feet, 204.69 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 68° 24′ E. 197.43 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1403.23 feet, 292.06 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 80° 19′ 30″ E. 140.42 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1048.31 feet, 205.83 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 69° 04′ 30″ E. 262.58 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a

radius of 1053.58 feet, 193.39 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 79° 35′ 30″ E. 323.22 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 2030.00 feet, 203.14 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 73° 51′ 30″ East 105.47 feet along the Northerly side of Flanders Road to a concrete highway monument set at the intersection of the Northerly side of Flanders Road with the Westerly side of Red Creek-Squiretown Road; thence S. 73° 51′ 30″ E. 49.60 feet across the Red Creek-Squiretown Road to a concrete highway monument set at the intersection of the Northerly side of Flanders Road with the Easterly side of Red Creek-Squiretown Road; thence S. 73° 51′ 30″ E. 82.96 feet to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1022.61 feet, 288.69 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 89° 58′ E. 28.41 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 565.21 feet, 209.96 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 68° 45′ E. 106.19 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1719.08 feet, 196.02 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 75° 17′ E. 116.31 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius

of 782.94 feet, 284.69 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 83° 53′ E. 69.99 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 614.93 feet, 310.26 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 67° 12′ 30″ E. 789.60 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1198.66 feet, 194.22 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 76° 29′ 30″ E. 352.85 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1525.45 feet, 204.12 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 68° 49′ 30″ E. 469.96 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1654.32 feet, 195.86 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 75° 36′ 30″ E. 66.31 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1165.31 feet, 269.49 feet along the Northerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 88° 51′ 30″ E. 146.28 feet along the Northerly side of Flanders Road to a concrete highway monument set on the intersection of the Northerly side of Flanders Road with the Northerly side of the Long Island Railroad Company's right of way; thence S. 88° 51′ 30″ E.

160.48 feet across the right of way of the Long Island Railroad Company to a concrete highway monument set at the intersection of the Northerly side of Flanders Road with the Southerly side of the Long Island Railroad Company's right of way; thence S. 88° 51′ 30″ E. 281.66 feet along the Northerly side of Flanders Road to a concrete highway monument set at the intersection of the Northerly side of the Montauk Highway with the Northerly side of Flanders Road; the above mentioned courses and distances being the Northerly and Easterly sides of Flanders Road; thence S. 74° 17′ 30″ W. 227.68 feet through a marble monument along the Northerly side of Montauk Highway to a concrete highway monument set at the intersection of the Northerly side of the Montauk Highway with the Southerly side of Flanders Road; Southerly and Westerly sides of Flanders Road parallel to the Northerly and Easterly sides and 66 feet distant therefrom at right angles; thence North 88° 51′ 30″ W. 210.04 feet along the Southerly side of Flanders Road to a concrete highway monument set at the intersection of the Southerly side of the Long Island Railroad Company's right of way; with the Southerly side of Flanders Road; thence N. 88° 51′ 30″ W. 160.48 feet across the Long Island Railroad Company's right of way to a concrete monument set at the intersection of the Northerly side of Flanders Road, last said monument being on the point of curvature; thence curving to the right with a radius of 1231.31 feet, 284.75 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 75° 36′ 30″ W. 66.31 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1720.32 feet, 203.67 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 68° 49′ 30″

W. 469.96 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1459.45 feet, 195.29 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 76° 29′ 30″ W. 352.85 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1264.66 feet, 204.91 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 67° 12′ 30″ W. 789.60 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 548.93 feet, 276.96 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 83° 53′ W. 69.99 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 848.94 feet, 308.69 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 75° 17′ W. 116.31 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1785.08 feet, 203.55 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 68° 45′ W. 106.19 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 499.21 feet, 185.44 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 89° 58′ W. 28.41 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point

of curvature; thence curving to the right with a radius of 1088.61 feet, 307.32 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 73° 51′ 30″ W. 87.34 feet along the Southerly side of Flanders Road to a concrete highway monument set at the intersection of the Easterly side of Flanders Road; thence N. 73° 51′ 30″ W. 49.60 feet across the Red Creek—Squiretown Road to a concrete highway monument set at the intersection of the Westerly side of Red Creek—Squiretown Road with the Southerly side of Flanders Road; thence N. 73° 51′ 30″ W. 101.09 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1964.00 feet, 196.53 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 79° 35′ 30″ W. 323.22 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1,119.58 feet, 205.51 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 69° 04′ 30″ W. 262.58 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 982.31 feet, 192.88 ft., along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 80° 19′ 30″ W. 140.42 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1469.23 feet, 305.79 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 68° 24′ W. 197.43 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature;

thence curving to the left with a radius of 1264.15 feet, 194.53 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 77° 13′ W. 187.87 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 4840.44 feet, 201.32 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 74° 50′ W. 316.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1595.96 feet, 305.39 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 63° 53′ W. 251.75 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1249.56 feet, 194.46 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 72° 48′ W. 27.95 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 2127.90 feet, 117.09 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of intersection of the Southerly side of Flanders Road with the Easterly side of Jackson Avenue; thence still curving to the right with the same last mentioned radius of 2127.90 feet, 177.80 feet along the Southerly side of Flanders Road across Jackson Avenue to a concrete highway monument set on the point of tangency; thence N. 80° 44′ 30″ W. 400.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 3428.92 feet 302.72 feet along the Southerly side of Flanders Road to a con-

crete highway monument set on the point of tangency; thence N. 75° 41′ W. 850.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1474.32 feet, 406.56 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 59° 53′ W. 1470.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 4058.73 feet, 198.35 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 62° 41′ W. 680.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 3751.67 feet, 247.73 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 66° 28′ W. 400.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 2749.38 feet, 202.34 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 62° 15′ W. 800.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 916.74 feet, 308.28 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 42° 59′ W. 250.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1990.52 feet, 196.57 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 48° 38′ W. 1150.00 feet along the Southerly side of

Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 2308.16 feet, 197.08 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 53° 32′ W. 433.60 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 734.58 feet, 183.56 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 67° 51′ W. 520.80 feet along the Southerly side of Flanders Road to a concrete highway monument; thence N. 68° 52′ W. 752.20 feet along the Southerly side of Flanders Road to a concrete highway monument; thence N. 68° 52′ W. 1200.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 6085.75 feet, 281.61 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 66° 13′ W. 420.27 feet along the Southerly side of Flanders Road to a concrete highway monument; thence N. 65° 17′ W. 632.27 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 2262.299 feet, 870.19 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 43° 15′ W. 1299.58 feet along the Southerly side of Flanders Road to a concrete highway monument; thence N. 44° 42′ W. 599.58 feet along the Southerly side of Flanders Road to a concrete monument set on the point of curvature; thence curving to the right with a radius of 1135.414 feet 205.42 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 34° 20′ W. 300.00

feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 270.55 feet, 248.33 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence North 86° 56′ W. 599.19 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1192.89 feet, 407.34 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 69° 36′ W. 200.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1579.734 feet, 472.35 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 52° 28′ W. 254.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1921.049 feet, 684.42 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 32° 03′ W. 660.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 311.59 feet, 208.82 feet along the Southerly side of Flnders Road to a concrete highway monument set on the point of tangency; thence N. 70° 27′ W. 600.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1700.93 feet, 268.65 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 61° 24′ W. 342.00 feet along the Southerly side of Flanders Road to a concrete highwa y monument set on the point of curv-

ature; thence curving to the left with a radius of 605.467 feet, 487.65 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 70° 27′ W. 50.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 608.44 feet, 209.36 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 87° 50′ W. 250.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 488.752 feet, 185.06 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 70° 28 W. 250.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 997.97 feet, 206.09 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 82° 18′ W. 100.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 672.082 feet, 177.30 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 86° 35′ W. 130.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1574.895 feet, 183.70 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 75° 47′ W. 271.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 899.477 feet, 206.68 feet along the Southerly side of Flanders Road

to a concrete highway monument set on the point of tangency; thence N. 62° 37′ W. 550.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 589.664 feet, 557.16 feet along the Southerly and Westerly sides of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 08° 29′ W. 330.81 feet along the Westerly side of Flanders Road to a concrete highway monument; thence N. 10° 33′ W. 400.81 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1286.74 feet, 194.62 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 19° 13′ W. 255.00 feet along the Westerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 1057.003 feet, 193.39 feet along the Westerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 29° 42′ W. 117.64 feet along the Westerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 557.22 feet, 301.46 feet along the Westerly and Southerly sides of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 60° 42′ W. 400.00 feet along the Southerly side of Flanders Road to a concrete highway monument; thence N. 60° 42′ W. 300.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 726.66 feet, 145.41 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 72° 10′ W. 113.46 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the

right with a radius of 1168.64 feet, 239.78 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 60° 44′ W. 200.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 698.427 feet, 397.56 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 86° 39′ W. 322.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 6920.053 feet, 299.97 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence S. 89° 08′ W. 350.00 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 1866.516 feet, 405.55 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 78° 25′ W. 294.90 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the right with a radius of 810.188 feet, 212.56 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 63° 23′ W. 397.82 feet along the Southerly side of Flanders Road to a concrete highway monument; thence N. 57° 59′ W. 380.49 feet along the Southerly side of Flanders Road to a concrete highway monument; thence N. 53° 02′ W. 498.15 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 583.825 feet. 214.48 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 74° 05′ W. 200.00 feet along the Southerly side of Flanders Road to a concrete highway monu-

ment set on the point of curvature; thence curving to the right with a radius of 1140.01 feet, 307.05 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 58° 29′ W. 1450.00 feet along the Southerly side of Flanders Road to a concrete highway monument; thence N. 57° 49′ W. 409.30 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of curvature; thence curving to the left with a radius of 823.30 feet, 276.83 feet along the Southerly side of Flanders Road to a concrete highway monument set on the point of tangency; thence N. 77° 05′ W. 110.00 feet along the Southerly side of Flanders Road to a concrete highway monument set near the center line of the junction of the Quogue and Riverhead State and County Highway with the Flanders Road, the last mentioned said monument being 66 feet Southerly from the point of beginning, all as shown on map filed in the Southampton Town Clerk's office under the "Town of Southampton map showing the defining of Flanders Road, etc.," made by H. F. Bishop, C. E., in 1923, 1924 and 1925.

Dated Nov. 18, 1925.

FRANK DOWNS,
Town Superintendent of Highways,
Town of Southampton, N. Y.

We, the undersigned, the Town Board of the Town of Southampton, Suffolk County, New York, do hereby consent to the foregoing order laying out the highway in said Town described in said order.

BENJ. G. HALSEY, Supervisor,
EDW. P. WHITE, Town Clerk.

Justices of Peace

CHAS. WELLS BROWN,
OSCAR F. FANNING,
GASTON BISHOP,
BURTON D. CORWIN.

FILE NO. 105, HOWELL LANE, CHURCH LANE AND BEACH ROAD.

Page 500. (Abstract). In the Matter of Laying Out Howell Lane, etc., at Westhampton Beach, etc.:

I, Frank Downs, Town Superintendent of Highways of the Town of Southampton, etc., do hereby order and determine that a highway shall be, and the same is hereby laid out in the said Town as follows:

Howell Lane, beginning at a monument set at the intersection of the Westerly line or side of Griffing Avenue and the lands of W. B. Church; running thence 87° 36′ 10″ W. along the lands of the said W. B. Church; lands of the heirs of Mortimer D. Howell, across Aspatuck Road and other lands of the heirs of Mortimer D. Howell 1166.10 feet to the Easterly line or side of Beach Road; thence N. 14° 25′ 20″ E. along the Easterly line or side of the said Beach Road 51.12 feet to other lands of the said heirs of Mortimer D. Howell; thence S. 87° 36′ 10″ E. along these other lands of the said heirs of Mortimer D. Howell, across Aspatuck road and still other lands of heirs of Mortimer D. Howell 1149.49 feet to the Westerly line or side of the aforesaid Griffing Avenue; thence S. 04° 23′ 30″ E. along the Westerly line or side of the aforesaid Griffing Avenue 50.35 feet to the monument set at the point or place of beginning; according to the survey of Wallace H. Halsey, C. E., dated December 11th, 1925, at Southampton, N. Y.

Church Lane, Beginning at a monument set at the intersection of the Easterly line or side of Mill Road and the lands of Christofer Richardson; running thence N. 26° 45′ W. along the Easterly line or side of the said Mill Road 51.86 feet to the lands of the heirs of Mortimer D. Howell; thence N. 78° 40′ E. along these lands of the heirs of Mor-

timer D. Howell 280.83 feet to the Westerly line or side of Beach Road; thence S. 11° 21′ E. along the Westerly line or side of Beach Road 50.00 feet to the lands of the aforesaid Christopher Richardson; thence S. 78° 40′ W. along the lands of the aforesaid Christopher Richardson 267.05 feet to the monument set at the point or place of beginning, according to the survey of Wallace H. Halsey, C. E., dated December 11, 1925, at Southampton, N. Y.

Beach Road, Beginning at a monument set at the intersection of the Northerly line or side of Main Street and the lands of Floyd M. Howell; running thence N. 11° 21′ W. along the lands of the said Floyd M. Howell, Henry F. Howell, Christopher Richardson, Church Lane and other lands of the said heirs of Mortimer D. Howell, 828.36 feet; thence on a regular curve to the right whose chord is N. 01° 58′ 20″ W. 231.00 feet; thence N. 14° 25′ 25″ E. still along other lands of the heirs of Mortimer D. Howell, across Brook Road and still other lands of the heirs of Mortimer D. Howell 3059.12 feet to the Southerly line or side of the Montauk Highway; thence S. 70° 21′ 10″ E. along the said Montauk Highway 50.21 feet; thence S. 14° 25′ 20″ W. along the land of the heirs of Mortimer D. Howell, across Brook Road, other lands of the heirs of Mortimer D. Howell, across Howell lane, and still other lands of the heirs of Mortimer D. Howell 3047.37 feet; thence on a regular curve to the left (whose chord is S. 01° 58′ 20″ E. 219.69 feet); thence S. 11° 21′ E. along the lands of William T. Hulse, a private road and other land of the heirs of Mortimer D. Howell 822.63 feet to the Northerly line or side of the aforesaid Main Street; thence S. 76° 47′ W. along the Northerly line or side of the said Main Street 50.02 feet to the point or place of beginning; according to the survey of Wallace H. Halsey, C. E., dated December 11, 1925, at Southampton, N. Y.

The highways above described being and intended to be those shown and defined upon a certain survey map made by Wallace H. Halsey, C. E., at Southampton, New York, dated December 11th, 1925 and entitled "Map of roads to be dedicated by the heirs of Mortimer D. Howell, situate Westhampton Beach, Long Island, N. Y."

Dated this 18th day of December, 1925.

FRANK DOWNS,
Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 502. (Abstract). Consent of Town Board to above.

FILE NO. 106, PINE NECK AVENUE, BAY AVENUE, NOYACK AVENUE.

Page 506. (Abstract). In the Matter of Laying Out Highways at Pine Neck, etc.:

I, George William Wines, Town Superintendent of Highways, in and for the Town of Southampton, etc., order and determine that the highway known as Pine Neck Avenue, in said Town of Southampton, shall be, and the same is hereby laid out and opened, as follows: Beginning at a point on the Northerly side of Noyack Road distant N. 75° 23′ 30″ E. 275.88 feet from a highway monument which is distant 321.12 feet Easterly measured along the Northerly side of Noyack Road from the Southeasterly corner of lands now or formerly of one A. M. Worden, from the point or place of beginning N. 06° 40′ 20″ E. 1851.55 feet; thence N. 05° 23′ 50″ W. 500 feet to the waters of Noyack Bay, the said description being that of the Westerly line of said proposed highway, the Easterly

line being parallel thereto and the said highway having a uniform width throughout its entire length of 50 feet, and do hereby further order and determine that the highway known as

Bay Avenue, in said Town of Southampton, shall be, and the same is hereby laid out and opened, as follows: Beginning at a point on the Northerly side of Noyack Road; which point is distant N. 70° 20′ 00″ W. 237.76 feet from a monument on the Northerly side of Noyack Road at the Southwesterly corner of lands now or formerly of Martin H. White from the point or place of beginning; thence N. 35° 07′ 00″ E. 1055.70 feet to a monument; thence continuing Northerly and in a straight line and passing through said monument to the waters of Noyack Bay; the aforesaid description being that of the Easterly line of said proposed highway, the Westerly line being parallel thereto and the said proposed highway having a uniform width of 50 feet throughout its entire length, and do further order and determine that the highway known as

Noyack Avenue, in said Town of Southampton, shall be, and the same is hereby laid out and opened, as follows: Beginning at the Westerly side of the proposed highway last above described at a point which is distant from the Southerly terminus of the Westerly line of the premises last above described, N. 35° 07′ 00″ E. 569.52 feet from the point or place of beginning; thence N. 54° 53′ 00″ W. 939.70 feet; thence N. 32° 45′ 30″ W. 639.63 feet; thence S. 41° 00′ W. 428.01 feet to the Easterly line or side of the proposed highway first above described. The said description being that of the Southerly side of said highway, the Northerly line being parallel thereto and the said highway having a uniform width of 50 feet throughout its entire length.

The three (3) parcels above described being and intended to be the premises designated as Pine Neck Avenue, Bay Avenue, and Noyack Avenue, in the order above described upon a map entitled "Map B of proposed subdivisions of Pine Neck, Noyack, Town of Southampton," dated August 7th, 1925, and made by Wallace H. Halsey, C. E., of Southampton, New York.

Dated this 24th day of March, 1926.

GEORGE WM. WINES,
Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 508. (Abstract). Consent of Town Board to above.

FILE NO. 107, SUNSET AVENUE EXTENSION. WESTHAMPTON BEACH.

Page 511. (Abstract). Written application having been made to me, Town Superintendent of Highways for the Town of Southampton, it is hereby ordered and determined that a highway shall be, and the same is hereby laid out in said town as follows:

Beginning at a concrete monument on the Southerly side of Mill Road, said monument N. 39° 18′ W. 204.19 feet, along the Southerly side of Mill Road from a concrete monument on the Southerly side of Mill Road on the propertly line between W. F. Jessup on the West and E. T. Glover on the East; curving to the left with a radius of 5.96 feet, 12.80 feet to a concrete monument; thence S. 17° 23′ W. 934.96 feet to a concrete monument; thence curving to the left with a radius of 685.35 feet, 443.33 feet to a concrete monument; thence S. 19° 47′ E. 6 feet to a concrete

monument; thence S. 64° 47′ E. 5. 65 feet to a concrete monument on the Northerly side of Main Street; said monument being S. 70° 13′ W. 108.05 feet from a concrete monument on the Northerly side of Main Street on the property line between A. E. White on the East and W. F. Jessup on the West; the above described lines being the Easterly side of Sunset Avenue Extension; thence S. 70° 13′ W. 58 feet along the Northerly side of Main Street to a concrete monument at the intersection of the Northerly side of Main Street and the Westerly side of Sunset Avenue Extension; thence N. 25° 13′ E. 5.65 feet to a concrete monument; thence N. 19° 47′ W. six feet to a concrete monument; thence curving to the right with a radius of 735.865 feet, 475.70 feet to a concrete monument; thence N. 17° 23′ E. 967.85 feet to a concrete monument on the Southerly side of Mill Road. The last four mentioned courses being the Westerly side of Sunset Avenue Extension, the same being, with the exception of the first course, parallel to the Easterly side and 50 feet Westerly and at right angles to the same; thence S. 39° 18′ E. 69.82 feet along the Southerly side of Mill Road to the point or place of beginning. And the line of survey shall be the center of the highway, which shall be three (3) rods in width.

Dated this 2nd day of April, 1924.

FRANK DOWNS,

Town Superintendent of Highways,

Town of Southampton.

Page 513. (Abstract). Consent of Town Board to above.

FILE NO. 108, JESSUP AVENUE.

Page 514. (Abstract). In the matter of the widening of Jessup Avenue in the village of Quogue, etc.:

Due application having been made to me, as Town Superintendent of Highways of the Town of Southampton, I do hereby order and determine that the public highway known as Jessup Avenue in the Village of Quogue, Town of Southampton, etc., shall be altered as to position thereof by widening and as so altered shall be laid out and that a description upon such alteration is as follows:

Beginning at a monument set at the intersection of the Northerly line of Main Street, and the present Easterly line of said Jessup Avenue, running thence N. 50° no minutes (00′) East and along the present Easterly line of Jessup Avenue eight hundred and seventy-one and forty-six one hundredths (871.46) feet to a highway monument set on the Easterly line of said Jessup Avenue at its intersection with the Northerly line of lands now or late of one Robinson; thence at right angles fifty-nine and five one hundredths (59.05) feet to the point which is distant North eighty-four degrees (84°) twenty-seven (27′) minutes thirty seconds (30″) West ten (10) feet from a highway monument set on the present Westerly line of said Jessup's Avenue; thence South five degrees (05′) no minutes (00′) West eight hundred and twenty-three and seventy-six one hundredths (823.76) feet to the Northerly line of Main Street; thence South forty-nine (49°) degrees fifty-one minutes (51′) East to the point or place of beginning. According to a survey made by H. F. Bishop, C. E., dated 1924 to 1925 and entitled "Survey of Jessup Avenue, Quogue, New York," now on file in the office of

the Town Clerk of the Town of Southampton.

Dated this day of May, 1926.

GEORGE W. WINES,

Town Superintendent of Highways,

Town of Southampton, N. Y.

Page 515. (Abstract). Consent of Town Board to above.

FILE 109.

Page 522. (Abstract). I, Frank Downs, Town Superintendent of Highways of the Town of Southampton, pursuant to Section 191 of the Highway Law, etc., It is hereby ordered and determined that a highway shall be, and the same is hereby laid out in said Town as follows: Beginning at a point on the Southerly side of the Merrick Road or Montauk Highway, distant 25 feet Westerly from the Northwesterly corner of lands of one Grace I. King; thence S. 1° 42′ 24″ E. 1354.17 feet to the Northerly line of the highway known as Fanning Avenue; thence S. 14° 56′ 34″ W. 866.45 feet to the Northerly line of Argonne Road; the foregoing being the description of the center line of said highway; the Easterly and Westerly lines of said highway being parallel thereto, and the said highway being 50 feet in width throughout its entire length. All as shown upon a survey map entitled "Map of Road extending from the New York or Montauk Highway to Argonne

Road in the Village of Hampton Bays, etc.," made by James A. S. Gregg, dated November 15th, 1924.

Dated this 7th day of January, 1925.

FRANK DOWNS,

Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 523. (Abstract). Consent of Town Board to above.

FILE NO. 110.

Page 532. (Abstract). In the matter of laying out of the highway of Newtown Road to the Shinnecock Canal, and public lands at Canoe Place, etc.:

Ordered that a public highway be, and the same is hereby laid out across the lands of the Sunrise County Realty Association, Inc., at Canoe Place, in the said Town of Southampton, as follows: Beginning at a monument at the intersection of the Southerly line of the present highway and the Westerly line of the lands of the Sunrise County Realty Association, Inc., which monument is distant South 58 degrees (58°) thirty (30′) minutes twenty seconds (20″) West sixty-eight and seventy-six one hundredths (68.76) feet from the corner formed by the Easterly line of the Newtown Road and the present highway from the point or place of beginning, North fifty-eight degrees (58°) thirty minutes (30′) twenty seconds (20″) East ninety-three and forty one hundredths (93.40) feet to a monument; thence North eighty-four degrees (84°) fifty-seven minutes (57′) East five hundred and ninety-six and two one hundredths (596.02) feet to a monument; thence North eighty-seven degrees (87°) fifty-eight min-

utes (58′) thirty seconds (30″) East seventy (70) feet to a monument and thence in a straight line to the Westerly line of the Shinnecock Canal; thence following along the line of the Shinnecock Canal to the lands of the Town of Southampton. The above being the description of the Southerly and Easterly lines of the proposed highway. The Northerly and Westerly lines of the said strip of land or proposed highway is described as follows: Beginning at a monument at the intersection of the Northerly line of the highway as the same now runs and the Easterly line of the Indian Land which point is distant North fifty-eight degrees (58°) thirty minutes (30′) twenty seconds (20″) East eighty-five and fifteen one hundredths feet (85.15) feet from the Northerly side of the Newtown Road from the point or place of beginning, North fifty-eight degrees (58°) thirty minutes (30′) twenty seconds (20″) East seventy-five seventy one hundredths (75.70) feet to a monument; thence North eighty-four degrees (84°) fifty-seven minutes (57′) East six hundred and nine and ten one hundredths feet (609.10) to a monument; thence North eighty-seven degrees (87°) fifty-eight minutes (58′) thirty seconds (30″) East five and forty-three one hundredths (5.43) feet to a monument; thence North one (01°) forty-two minutes (42′) thirty seconds (30″) West two hundred twenty-six and ninety-seven one hundredths (226.97) feet to a monument; thence North twenty-three degrees (23°) twelve minutes (12′) ten seconds (10″) East one hundred and three and thirty one hundredths (103.30) feet the lands of the Town of Southampton. The said highway having a width where the same runs East and West of forty-nine and five-tenths (49.5) feet and a width where the same runs North and South of at least sixty-six (66) feet, all as more fully shown upon a map entitled "Map of property owned by said County Realty Corporation, etc.," dated the 9th day of July, 1926, and made by Wallace H.

Halsey, C. E., and as certified to the Title Guarantee & Trust Co., and etc.

Ordered that the highway surveyed December 6th, 1897, and leading across the said lands at present of the Sunrise County Realty Associates, Inc., running from the Newtown Road to the lands of the Town of Southampton, on the shores of the Shinnecock Canal and Peconic Bay, be and the same hereby is discontinued.

Dated this 11 day of August, 1926.

GEORGE W. WINES,

Town Superintendent of Highways in and for the Town of Southampton, Suff. Co., N. Y.

Page 534. (Abstract). Consent of Town Board to above.

FILE NO. 111.

Page 537. (Abstract). Isabel Jessup, Winfield F. Jessup, of the Village of Westhampton Beach, and Jemima Jessup, his wife, for $500 to us in hand paid (not more than $300 to any one party) do hereby consent that a highway be laid out and opened across our premises in the Village of Westhampton Beach, etc., and do hereby for the purpose of such highway, dedicate to the Town of Southampton, etc., a strip of land across our said premises, as follows: Beginning at a concrete monument on the Southerly side of Mill Road, said monument N. 39° 18′ W. 204.19 feet along the Southerly side of Mill Road from a concrete monument on the Southerly side of Mill Road on the property line between W. F. Jessup on the West and E. F. Glover on the East; curving to the left with a radius of 5.96 feet, 12.80 feet to a concrete monu-

ment; thence S. 17° 23′ W. 934.96 feet to a concrete monument; thence curving to the left with a radius of 685.35 feet, 443.33 feet to a concrete monument; thence S. 19° 47′ E. 6 feet to a concrete monument; thence S. 64° 47′ E. 5.65 feet to a concrete monument on the Northerly side of Main Street; said monument being S. 70° 13′ W. 108.05 feet from a concrete monument on the Northerly side of Main Street on the property line between A. E. White on the East and W. F. Jessup on the West. The above described lines being the Easterly side of Sunset Avenue extension; thence S. 70° 13′ W. 58 feet along the Northerly side of Main Street to a concrete monument at the intersection of the Northerly side of Main Street and the Westerly side of Sunset Avenue Extension; thence N. 25° 13′ E. 5.65 feet to a concrete monument; thence N. 19° 47′ W. 6 feet to a concrete monument; thence curving to the right with a radius of 735.865 feet, 475.70 feet to a concrete monument; thence N. 17° 23′ E. 967.85 feet to a concrete monument on the Southerly side of Mill Road; the last four mentioned courses being the Westerly side of Sunset Avenue Extension. The same being, with the exception of the first course, parallel to the Easterly side and 50 feet Westerly and at right angles to the same. Thence S. 39° 18′ E. 69.82 feet along the Southerly side of Mill Road to the point or place of beginning, containing in area 1.6913 acres, said road being 50 feet in width and all as shown on map filed in the Town Clerk's office, Town of Southampton, under title of "Map showing property of Isabel and W. F. Jessup, Sunset Avenue Extension," made by H. F. Bishop, C. E., in April, 1923.

Follows release from damages. Dated 21st March, 1924. Signed by Isabel Jessup, Winfield F. Jessup, Jemima J. Jessup, in presence of Mary H. Anderson, George E. Winters.

FILE NO. 112, DEDICATION

Page 539. (Abstract). Abram S. Post dedicates to Town of Southampton a strip of land for purposes of a highway, described as follows: Beginning at the line which was formerly the easterly line of Erastus F. Post's land, and is now my Westerly line of land in Quogue, in Southampton town, situate on the beach between the old Quogue Lane and Ocean Avenue and extending Easterly forty-eight (48) feet measuring along the Northerly line of said strip to the Westerly line of Ocean Avenue, and seventy-nine feet (79) on the Southerly line, said strip being (50) feet in width, and more particularly described on a map filed in the Town Clerk's office in the said Town of Southampton, entitled "Map of highway on the beach at Quogue, between Quogue Lane and Ocean Avenue." Dated Jan. 13, 1911. Signed Abram S. Post.

Page 540. (Abstract). File No. 113. Erastus F. Post dedicates to Southampton town land for highway "Map of Highway on Beach at Quogue between Quogue Lane and Ocean Avenue." Beginning at the Easterly line of the Old Quogue Lane in Quogue and on the South side of the canal, and North of the sand dunes, and extending Easterly about Thirty-five hundred and nineteen feet (3519 ft.) to line of land of Abram S. Post, measured along the Northerly line of said strip which is fifty (50) feet in width. Release from damages. Signed by Erastus F. Post. Dated Jan. 11, 1911.

FILE NO. 114, JESSUP AVENUE TO LAMB AVENUE.

Page 541. (Abstract). In the matter of the highway at Quogue, etc., from Jessup Avenue to Lamb Avenue:

Application of Henry D. Burton to Superintendent of Highways to lay out a three (3) rod highway through the lands of one Leland Y. Robinson, Joseph P. Payne and Carl Christman, at Quogue, in Southampton town, from Jessup Avenue to Lamb Avenue, both public highways as shown upon a survey map made by H. F. Bishop, September, 1926, and entitled "Proposed laying out of Edgewood Road and others, Quogue Village, N. Y." Dated September 20th, 1926. Signed, Henry D. Burton.

I, George W. Wines, the undersigned, Superintendent of Highways, etc., upon the application, and the consent of the Town Board, and the annexed releases of Leland Y. Robinson, Joseph P. Payne and Carl Christman, the owners of the lands through which said proposed highway will pass and the release of the Seaside Bank, a mortgagee interested in the lands of said Christman, do hereby order that the said application be granted and that a highway be laid out in said Town of Southampton, at Quogue, as follows: Beginning at a concrete highway monument placed on the Easterly side of Jessup Avenue, a distance North five degrees (05°) no minutes (00′) East seven hundred and twenty-one and sixty-nine one hundredths (721.69) feet from a highway monument set at the intersection of the Easterly line of Jessup Avenue and the Northerly line of Main Street from the point or place of beginning; thence North five degrees (05°) no minutes (00′) East and along the Easterly line of Jessup Avenue forty-nine and fifty one hundredths (49.50) feet to a concrete monument set on the Easterly side of Jessup Avenue; thence South eighty-four degrees (84°) fifty-seven minutes (57′) East seven hundred and eight and five one hundredths (708.05) feet to a concrete monument set on the Westerly line of Lamb Avenue; thence South four (04°) degrees thirty-three minutes (33′) West and along the Westerly line of Lamb Avenue forty-nine and fifty one hundredths

(49.50) feet to a concrete monument set on the Westerly line of Lamb Avenue; thence eighty-four degrees (84°) fifty-seven minutes (57′) West seven hundred and eight and forty-five one hundredths (708.45) feet to the point or place of beginning.

All as more fully shown upon a survey map made by H. F. Bishop, dated September, 1925, entitled "Proposed Layout of Edgewood Road and others, Quogue Village, N. Y.," and revised in June, 1926, by H. F. Bishop, C. E. Dated September 21st, 1926.

GEORGE W. WINES,
Town Superintendent of Highways,
Town of Southampton, Suffolk Co., N. Y.

Page 543. (Abstract). Consent of Town Board to above.

FILE NO. 115, RIGHT OF WAY ON SOUTH BEACH

Page 549. (Abstract). In the matter of laying out of the public right of way on the South Beach, in the Town of Southampton, etc., from the public highway known as Ocean Avenue leading across Post Bridge easterly to the westerly line of the Village of Southampton, heretofore conveyed to the Trustees of the Freeholders and Commonalty of said Town of Southampton, as a public highway:

Whereas, by certain deeds and instruments in writing heretofore made and delivered, a certain public right of way, fifty (50) feet in width on the South Beach in the Town of Southampton, etc., from what is now known as Ocean Avenue, a public highway leading from the Atlantic Ocean Northerly across Post Bridge and to the Main Street through the Village of Quogue Easterly to the

Westerly line of the Village of Southampton, was conveyed to the Trustees of the Freeholders and Commonalty of the said Town of Southampton, for the public use, and

Whereas, the Westerly portion of said right of way has been heretofore loamed and graded at public expense by the Town Superintendent of Highways for said Town, and

Whereas, it appears advisable to make this formal order laying out said public right of way, as a public highway,

Now therefore, I, George W. Wines, Town Superintendent of Highways of the Town of Southampton, upon the deeds and instruments heretofore made conveying the premises hereinafter described to the Trustees of the Freeholders and Commonalty of the Town of Southampton, as a public road or right of way, and upon the consent of the said Trustees, and the consent o fthe Town Board, of the said Town, hereunto annexed, and pursuant to Sections 191 and 209, of the Highway Law of the State of New York,

Do hereby order and determine, that there be laid out and opened in the said Town of Southampton, a public highway, described as follows:

Beginning at a concrete highway monument set at the intersection of the Easterly line or side of Ocean Avenue or Highway from Ocean across Post Bridge near Quogue with the Southerly line or side of hereinafter described Road on South Beach leading to Village of Southampton which highway monument is situated South 33° 49′ 20″ East 531.59 feet from a 5/8 hole drilled in the Northeast part of the Southeast abutment of Post Bridge. Shinnecock or Pon Quogue Light bears from said highway monument North 70° 03′ 10″ East. From the said point or

place of beginning first above mentioned, the said Southerly line runs as follows: North 81° 30′ East 207.24 feet to a highway monument; thence North 79° 59′ East 409.50 feet to a highway monument; thence North 81° 45′ East 288.91 feet to a highway monument; thence North 73° 16′ East 833.92 feet to a highway monument; thence North 83° 15′ East 1149.93 feet to a highway monument; thence North 86° 49′ East 1862.63 feet to a highway monument; thence North 78° 04′ East 1295.60 feet to a highway monument; thence North 85° 35′ East 1485.20 feet to a highway monument; thence North 75° 38′ 50″ East 952.12 feet to a highway monument set at the Westerly line or side of Dolphin Lane; thence North 86° 21′ 30″ East across Dolphin Lane 60.00 feet to the Easterly side of said Dolphin Lane; thence North 86° 21′ 30″ East 1073.57 feet to a highway monument; thence North 75° 13′ 20″ East 1584.70 feet to a highway monument; thence South 88° 18′ 20″ East 1191.40 feet to a highway monument set on the Westerly line of Triton Lane; thence North 83° 18′ 30″ East across Triton Lane 60.09 feet to the Easterly side of said Triton Lane; thence North 83° 18′ 30″ East 1118.61 feet to a highway monument; thence North 63° 59′ 30″ East 918.04 feet to a highway monument; thence North 88° 39′ 40″ East 2053.55 feet to the Westerly line or side of Mermaid Lane; thence North 76° 47′ East across said Mermaid Lane 60.88 feet to the Easterly line or side of said Mermaid Lane; thence North 76° 47′ East 107.55 feet to a highway monument; thence North 66° 38′ 20″ East 781.70 feet to a highway monument; thence North 81° 42′ 20″ East 1679.42 ft. to a highway monument; thence South 85° 43′ 20″ East 890.27 ft., to a highway monument; thence North 78° 21′ East 2217.00 ft., to a highway monument; thence North 82° 09′ 20″ East 808.48 ft., to a highway monument set on the Westerly line or side of Road L; thence North 82° 09′ 20″ East 50.16 ft. to a highway monument set on the Easterly line or side of said Road L; thence

North 82° 07′ East 836.82 feet to a highway monument; thence North 80° 00′ East 1155.65 feet to a highway monument set on the Westerly line or side of Road K; thence North 80° 00′ East across said Road K 50.00 feet to a highway monument set on the Easterly line of Road K; thence North 80° 00′ East 894.05 feet to a highway monument; thence North 83° 40′ East 1405.90 feet to a highway monument set on the Westerly line of Road J; thence North 83° 40′ East across Road J 50.12 feet to a highway monument set on the Easterly line or side of Road J; thence North 83° 40′ East 1184.30 feet to a highway monument; thence North 78° 40′ East 1625.65 feet to a highway monument set on the Westerly line or side of Road I; thence North 78° 40′ East across said Road I 50.00 feet to a highway monument set on the Easterly line of said Road I; thence North 78° 40′ East 974.85 feet to a highway monument; thence North 81° 20′ East 1325.15 feet to a highway monument set on the Westerly line or side of Road H; thence North 81° 20′ East across Road H 50.02 feet to a highway monument set on the Easterly line or side of said Road H; thence North 81° 20′ East 1075.05 feet to a monument; thence North 77° 50′ East 1794.95 feet to a highway monument set on the Westerly line or side of Road G; thence North 77° 50′ East across Road G 50.02 feet to a highway monument set on the Easterly line or side of Road G; thence North 77° 50′ East 820.00 feet to the Westerly line or side of U. S. Coast Guard Station No. 72; thence North 77° 50′ East 85.01 feet to a highway monument; thence North 81° 25′ East 15.04 feet to the Easterly line or side of the aforesaid U. S. Coast Guard Station No. 72; thence North 81° 25′ East 1228.63 (feet) to a highway monument set on the Westerly line or side of said Road H; thence North 81° 20′ East across Road F 50.02 feet to a highway monument set on the Easterly line or side of said Road F; thence North 81° 25′ East 2005.35 feet to a highway monument; thence

North 76° 26′ East 996.53 feet to a highway monument set on the Westerly line or side of Road E.; thence North 76° 26′ East across Road E 50.08 feet to a highway monument set on the Easterly line or side of said Road E; thence North 76° 26′ East 2130.00 feet to a highway monument set on the Westerly line or side of Road D; thence North 76° 26′ East 25.04 feet to a point in the center of aforesaid Road D; thence North 80° 56′ East 25.00 feet to a highway monument on the Easterly line or side of said Road D; thence North 80° 56′ East 2678.70 feet to a highway monument set on the Westerly line or side of Road C; thence North 80° 56′ East across Road C 50.00 feet to a highway monument set on the Easterly line or side of Road C; thence North 80° 56′ East 2010.00 feet to a highway monument set on the Westerly line or side of Road B; thence North 80° 56′ East 25.00 feet to a point in the center of aforesaid Road B; thence North 75° 07′ East 25.08 feet to a highway monument and the Easterly line or side of said Road B; thence North 75° 07′ East 1066.10 feet to a highway monument set on the Westerly line or side of Shinnecock Road; thence North 79° 23′ 30″ East 50.02 feet to a highway monument set on the Easterly line or side of said Shinnecock Road; thence North 79° 23′ 30″ East about 1580 ft., to the aforementioned Westerly line of the Village of Southampton; which point is South 79° 23′ 30″ West about 323.8 feet from the highway monument set on the Westerly line or side of Road A, which monument bears South 87° 11′ 40″ East from Shinnecock or Pon Quogue Light. The above described courses and distances being along the Southerly line of the said road leading from Ocean Avenue crossing Post Bridge, near Quogue, to the Village of Southampton; the Northerly line of said road is 50′ distant therefrom and parallel thereto throughout its entire length.

That said Northerly line is monumented at all angles and road intersections from the Westerly line of the Village of Southampton Westerly to the Westerly line of a road from Bay to Ocean known as Road L.

All as shown upon a certain map consisting of pages made by Wallace H. Halsey, C. E., and entitled "Map of Public Highway on South Beach, Town of Southampton, Suffolk County, N. Y., from the public highway known as Ocean Avenue, leading from the ocean Northerly across Post Bridge, near Quogue, to the Westerly line of the Village of Southampton, as surveyed and monumented," which said map is made a part of this order.

Dated Southampton, N. Y., November 3d, 1926.

GEORGE W. WINES,
Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 553. (Abstract). Consent and approval of Town Board to foregoing order.

DEDICATION AND RELEASE OF TRUSTEES

Page 554. We, the undersigned, as Trustees of the Freeholders and Commonalty of the Town of Southampton, do hereby dedicate and release unto the Town of Southampton, all our right, title and interest in the premises described in the foregoing order (No. 115), and do hereby consent to the entry of such order.

Witness our hands and seals this 3d day of November, 1926.

DAVID A. VAIL, (L. S.)
HENRY L. SANDFORD, (L. S.)
JAMES F. DAVIS, (L. S.)
CHARLES G. SMITH, (L. S.)

Page 554. (Abstract). David A. Vail, Henry L. Sandford, James F. Davis and Charles G. Smith, Town Trustees, personally appear before Isabelle S. Ward, Notary Public, and acknowledged execution of above dedication and release individually and severally.

FILE NO. 116, EAST ISLAND ROAD.

Page 555. (Abstract). In the matter of the defining of the Highway in the Town of Southampton, etc., known as East Island Road:

Whereas, the highway hereinafter described has been used by the public and maintained and improved at public expense as a public highway for a period of more than twenty (20) years last past, and

Whereas, no record has been found definitely fixing the bounds of said highway,

Now therefore, I, George W. Wines, Town Superintendent of Highways in and for the Town of Southampton, etc., do hereby order and determine that the bounds of the said East Island Road shall be as follows:

Beginning at a concrete monument on a curved line of the North side of Flanders Road, thence North nine degrees (09°) fifteen minutes (15′) no seconds (00″) East along the West side of East Island Road one thousand ninety-four and sixty one hundredths (1094.60) feet to a monument; thence along the same course thirty (30) feet to Peconic Bay; thence Easterly along Peconic Bay forty-nine and fifty one hundredths (49.50) feet; thence South nine degrees (09°) fifteen minutes (15′) no seconds (00″) West forty-five (45) feet to a monument; thence continuing along the same course, which is the East side of East

Island Road, one thousand seventy-five and fifty one hundredths (1075.50) feet to a monument on the North side of Flanders Road; thence Westerly along the North side of Flanders Road in a curved line with a radius of five hundred and fifty-four and seventy-five one hundredths (554.75) feet, a distance of fifty-three and thirteen one hundredths (53.13) feet to the point of beginning. The road being forty-nine and fifty one hundredths (49.50) feet wide. All as more particularly shown upon a map made by C. W. Baird, C. E., of Southampton, N. Y., November, 1926, and entitled "Map of East Island Road, Town of Southampton, Suffolk County, N. Y."

Dated November , 1926.

GEORGE W. WINES,
Town Superintendent of Highways
in and for the Town of Southampton
Suffolk County, N. Y.

FILE 117, FOSTER AVENUE.

Page 556. (Abstract). In the matter of laying out of a Highway in the Town of Southampton, etc., at Bridgehampton, and known as Foster Avenue:

Upon the annexed release of Clifford J. Foster and James E. Hildreth, and upon the consent of the Town Board of the Town of Southampton, hereunto annexed, I; George W. Wines Town Superintendent of Highways in and for the said Town of Southampton, etc., do hereby

Order and determine that a highway be and the same hereby is laid out in the Town of Southampton, etc., at Bridgehampton, known as Foster Avenue, which said highway along the Southerly line thereof is described as follows: Beginning at a monument set at the intersection of the Easterly line of Butter Lane and the said Southerly line of Foster Avenue; thence North seventy-eight degrees

(78°) thirty-five minutes (35′) twenty seconds (20″) East one hundred and eighty-five and forty-six one hundredths (185.46) feet to a monument; thence North forty-six degrees (46°) seventeen (17′) no seconds (00″) East one hundred and fifty-one and eighty-three one hundredths (151.83) feet to a monument; thence North seventy-two degrees (72°) fifty-eight minutes (58′) twenty seconds (20″) East ninety-five and seventy-five one hundredths (95.75) feet to a monument; thence North seventy-seven degrees (77°) forty-four minutes (44′) ten seconds (10″) East two hundred and sixteen and fifty-five one hundredths (216.55) feet to a monument set on the Westerly line of the lands of the Long Island Railroad Company; the said highway has a uniform width of three (3) rods throughout its entire length, all as shown and more particularly described by a survey map made by C. W. Baird, C. E., Southampton, N. Y., on September, 1926, and entitled "Map of Foster Avenue, Bridgehampton, Suffolk County, N. Y."

Dated January 26, 1927.

GEORGE W. WINES,
Town Superintendent of Highways,
Town of Southampton, N. Y.

We, the Town Board of the Town of Southampton, N. Y., do hereby consent to the making and entry of the foregoing order.

BENJ. G. HALSEY, Supervisor,
EDW. P. WHITE, Town Clerk,

Justices of the Peace
CHARLES HUMBLET,
THOMAS F. JAQUES,
OSCAR F. FANNING,
BURTON D. CORWIN,
GASTON BISHOP.

Page 558. (Abstract). Know all men by these presents, that I, Clifford J. Foster and my wife, Louise H. Foster, of Bridgehampton, etc., for and in consideration of the sum of One Dollar ($1.00) to me in hand duly paid, etc., do hereby dedicate and release unto the Town of Southampton, etc., All that certain tract or parcel of land, situate, lying and being at Bridgehampton, etc., described as follows: Beginning at a monument set at the intersection of the Easterly line of Butter Lane, and the Southerly line of Foster Avenue running thence North seven degrees (07°) seventeen minutes (17′) forty-five seconds (45″) East forty-eight and thirty-four one hundredths (48.34) feet N. 9° 22′ 30″ E. 1.87 feet the Easterly side of Butter Lane; thence North seventy-eight (78°) forty-five minutes (45′) fifty seconds (50″) East one hundred and sixty-seven and eighty-one one hundredths (167.81) feet along the lands of J. E. Hildreth to a monument; thence still along same course thirty-nine and forty-two one hundredths (39.42) feet; thence North seven degrees (07°) forty-seven minutes (47′) forty-five seconds (45″) West twenty-six and twenty-six one hundredths (26.26) feet; thence North forty-six degrees (46°) eight minutes (08′) fifteen seconds (15″) East one hundred and forty-eight one hundredths (100.48) feet along lands of C. J. Foster; thence still along lands of C. J. Foster North seventy-two degrees (72°) fifty-two minutes (52′) fifteen seconds (15″) East one hundred and eight and seventy-two one-hundredths (108.72) feet; thence still along lands of C. J. Foster, North seventy-seven degrees (77°) forty-four minutes (44′) no seconds (00″) East two hundred and nineteen and ninety-nine one hundredths (219.99) feet to the Westerly line of the Long Island Railroad thence along the Westerly line of the Long Island Railroad South eleven degrees (11°) forty-five minutes (45′) no seconds (00″) East forty-nine and ninety-five one hundredths (49.95)

minutes (44′) ten seconds (10″) West two hundred and sixteen and fifty-five one hundredths (216.55) feet along lands of C. J. Foster; thence South seventy-two degrees (72°) fifty-eight minutes (58′) twenty seconds (20″) West ninety-five and sevent-five one hundredths feet (95.75) along lands of the Standard Oil Company; thence South forty-six degrees (46°) seventeen minutes (17′) no seconds (00″) West one hundred and fifty-one and eighty-three one hundredths (151.83) feet along lands of C. J. Foster; thence still along lands of C. J. Foster South seventy-eight degrees (78°) thirty-five minutes (35′) twenty seconds (20″) West one hundred and eighty-five and forty-six one hundredths (185.46) feet to the point or place of beginning containing 0.72 acres according to the survey of C. W. Baird, C. E., Southampton, N. Y., dated September, 1926.

And I do hereby further release the Town of Southampton, etc., from any and all claim or demand whatsover which against them I might have by reason of the laying out and opening of said lands above described, as a public highway.

Witness, my hand and seal this 7th day of January, in the year One thousand nine hundred and twenty-seven.

CLIFFORD J. FOSTER, (L. S.)
LOUISE H. FOSTER.

Attest and acknowledgment before and by Everett C. Foster, Notary Public.

Page 560. (Abstract). Know all men by these presents, that I, James E. Hildreth and my wife, Julia L. Hildreth, of Bridgehampton, etc., for and in consideration of the sum of One Dollar ($1.00) to me in hand, duly paid, etc., do hereby dedicate and release unto the Town of Southampton, etc., for the purposes of a highway, the fol-

lowing described lands: All that certain tract or parcel of land, situate, lying and being at Bridgehampton, etc., described as follows: Beginning at a monument set at an angle in the Northerly side of Foster Avenue, running thence North seventy-eight degrees (78°) forty-five minutes (45′) fifty seconds (50″) East thirty nine and forty-two hundredths (39.42) feet to land of C. J. Foster; thence along land of C. J. Foster, North seven degrees (07°) forty-seven minutes (47′) forty-five seconds (45″) West twenty-six and twenty six one hundredths feet (26.26) thence along land of J. E. Hildreth South forty-six degrees (46°) eight minutes (8′) fifteen seconds (15″) West forty-eight and sixty-two one hundredths (48.62) feet to point or place of beginning containing 0.0119 acres, according to survey of C. W. Baird, C. E., Southampton, N. Y., dated September, 1926.

And I do hereby * * * release and dedicate the same, etc., and relieve the said town of Southampton, etc., from any and all claim or demand whatsoever which against them I might have by reason of the laying out and opening of said lands, above described, as a public highway.

Witness, my hand and seal, this 7th day of January in the year One thousand nine hundred and twenty-seven.

JAMES E. HILDRETH, (L. S.)
JULIA L. HILDRETH,

Acknowledged and sworn to before Everett C. Foster, Notary Public.

FILE NO. 118.

Page 561. (Abstract). In the Matter of the Laying Out of three certain Highways in the Town of Southampton, etc., known as Halsey Avenue, Fiske Avenue and

Lott Avenue near Westhampton Beach in the said Town of Southampton:

I, George W. Wines, Town Superintendent of Highways, in and for the Town of Southampton, etc., believing that the public convenience and necessity will be served thereby, pursuant to Section 191 of the Highway Law of the State of New York, the annexed consent of the Town Board of said Town of Southampton, and the annexed release of the owner of the land, which will be affected by the laying out of the highway hereinafter described, do hereby

Order and determine, that three certain highways shall be and the same hereby are laid out and opened in the Town of Southampton, a description of which said highways is as follows:

First: The Easterly terminus of the Northerly line is marked by a monument on the Westerly side of Oneck Lane which monument is distant S. 31° 13′ 10″ W. 298.44 feet from a monument on the Westerly side of Oneck Lane set at the Southeast corner of lands formerly of Dennis K. Halsey, and said Northerly line runs thence from the monument first mentioned N. 61° 33′ 30″ W. 833.68 feet more or less to the waters of Moriches Bay Canal. The Southerly line is parellel and distant forty (40) feet therefrom.

Second: The Easterly terminus of the Northerly line is marked by a monument on the Westerly line of Oneck Lane, distant S. 31° 13′ 10″ W. 1051.92 feet, S. 32° 13′ 10″ W. 85.65 feet from a monument on the Westerly side of Oneck Lane set at the Southeast corner of lands formerly of Dennis K. Halsey, and said Northerly line runs thence from the monument first mentioned N. 53° 56′ 50″ W. 1017.37 feet to the waters of Moriches Bay. The Southerly line is parallel and distant fifty (50) feet therefrom.

Third: The Northerly terminus of the Easterly line begins at a monument on the Southerly line of the parcel "First" above, which is distant S. 61° 33′ 30″ E. 600.33 feet along said Southerly line from a monument on the Westerly side of Oneck Lane, from the monument first above mentioned the said Easterly line runs S. 32° 00′ 40″ W. 718.62 feet to a monument on the Northerly line of the parcel "Second." The Westerly line is parallel and forty (40) feet distant therefrom.

Said above described parcels "First," "Second," and "Third" being the premises shown as Halsey Avenue, Fisk Avenue and Lott Avenue, respectively upon a map made by Wallace H. Halsey, C. E., of Southampton, N. Y., entitled "Amended Map of Oneck Park, etc.," dated September, 1919 and filed in the Suffolk County Clerk's office on the 18th day of October, 1919 under No. 745; a copy of which said map is hereunto annexed and made a part hereof.

Dated this 16th day of February, 1927.

GEORGE W. WINES,

Town Superintendent of Highways,
Town of Southampton, N. Y.

Page 563. (Abstract). Consent and approval of Town Board, signed by Benj. G. Halsey, Supervisor; Edw. P. White, Town Clerk; Gaston Bishop, Burton D. Corwin, Oscar F. Fanning, Thomas F. Jaques, Charles Humblet, Justices of the Peace. Dated February 16th, 1927.

Page 563. (Abstract). Order laying out Halsey Avenue, Fiske Avenue, and Lott Avenue:

Know all men by these presents: that I, Gilbert Pratt, residing at Great Northern Hotel, 118 West 57th St., in the City, County and State of New York, for value re-

ceived, do hereby dedicate unto the Town of Southampton, etc., three (3) strips of lands or roads at Oneck Park, Westhampton, in said Town of Southampton. (The descriptions are same metes and bounds as given in File No. 118). Affidavit made that he is the owner and that the same premises are not encumbered in any manner, and further releases the said Town of Southampton, its officers, agents, servants and employees from any and every claim, demand and damage, whatsover, by reason of the laying out and opening of said highway. Signed, Gilbert Pratt, (L. S.) Witnessed by William H. Winters, Notary Public, January 28, 1927.

FILE NO. 119

Page 565. In the matter of the laying out of a Highway at West Hampton Beach in the Town of Southampton, County of Suffolk and State of New York from the Easterly line of Baycrest Ave., to the Westerly line of Oneck Lane:

I, George W. Wines, Town Superintendent of Highways of the Town of Southampton, believing that the public convenience will be served thereby, pursuant to Section 191 of the Highway Law of the State of New York, and the annexed consent of the Town Board of the Town of Southampton, and upon the release from the owners of the lands through which the following described highway is proposed to be opened, hereunto annexed,

Do hereby order and determine, that a highway shall be, and the same is hereby laid out in the said Town as follows:

Beginning at a monument set at the intersection of the Easterly line or side of Bay Crest Avenue and the

Southerly line or side of Shore Road, which monument is N. 25° 32′ 30″ E. Two hundred forty and forty one-hundredths (240.40) feet from a highway monument set on the Easterly line or side of aforesaid Bay Crest Avenue; running thence the following courses and distances along the Westerly, Southerly and Easterly side of the hereafter described road, having a width throughout of fifty (50) feet: S. 37° 57′ E. One hundred ninety-five and five one-hundredths (195.05) feet to a regular curve to the right whose radius is two hundred nine and fifty-eight one-hundredths feet (209.58), length of cord of which is one hundred eighty-two and ninety-five one-hundredths (182.95) feet; thence S. 12° 05′ W. One hundred eighteen and twenty-five one-hundredths (118.25) feet to a regular curve to the left whose radius is nine hundred ten and thirteen one-hundredths (910.13) feet, length of cord of which is two hundred five and forty-four one-hundredths (205.44) feet; thence S. 0° 48′ E. One hundred thirty-three and twenty-five one-hundredths (133.25) feet to a regular curve to the left whose radius is Five hundred sixty-eight and twenty-six one-hundredths (568.26) feet, length of cord of which is Two hundred six and ninety-six one-hundredths (206.96) feet; thence S. 21° 40′ E. One hundred seventy-two and thirty one-hundredths (172.30) ft. to a regular curve to the left whose radius is One hundred and nineteen and ninety-nine one-hundredths (119.99) feet, length of cord of which is One hundred sixteen and twenty-six one hundredths (116.26) feet; thence S. 77° 11′ E. fifty-four and sixteen one-hundredths (54.16) feet to a regular curve to the left whose radius is One hundred thirty-four and fifty-nine one-hundredths (134.59) feet, length of cord of which is One hundred sixty-one and fifty-seven one-hundredths (161.57) feet; thence N. 34° 02′ E. Six hundred nineteen and eighty one-hundredths (619.80) feet to a regular curve to the right whose radius is Eight hundred forty-eight and twen-

ty one-hundredths (848.20) feet, length of cord of which is One hundred ninety-four and eighteen one-hundredths (194.18) feet; thence N. 47° 09′ E. Two hundred twenty-eight and seventy one-hundredths (228.70) feet to a regular curve to the left whose radius is Twelve hundred one and five one-hundredths (1201.05) feet, length of cord of which is Two hundred three and sixty-nine one-hundredths (203.69) feet; thence N. 37° 26′ E. One hundred ninety and forty-two one-hundredths (190.42) feet to a regular curve to the right whose radius is Ninety-one and sixty-five one-hundredths (91.65) feet, length of cord of which is One hundred twenty-eight and eighty-one one-hundredths feet (128.81) feet; thence S. 62° 26′ E. Nine hundred sixteen (916.00) feet, which course is parallel and four feet (4) to the North of the Southern boundary of the lands of the parties of the first part; to a highway monument set on the Westerly line or side of Oneck Lane; all the foregoing courses and distances being along lands of the parties of the first part, and, all the land on the other side of above described fifty (50) foot road being along lands of William C. Atwater; according to the survey of Wallace H. Halsey, C. E., dated December 6th, 1926, at Southampton, New York.

Dated this 1st day of June, 1927.

GEORGE W. WINES,
Town Superintendent of Highways,
Southampton, N. Y.

Page 568. (Abstract). Consent of Town Board to laying out above described highway, dated June 1st, 1927. And on same page and pages 569 and 570, release of land by William C. Atwater, Jr., John J. Atwater, Margaret A. Olds, David H. Atwater and discharge of the Town by them of every claim and demand whatsoever by reason of

the laying out and opening a public highway across the premises as above described. Sworn to by them severally and acknowledged before Charles T. Smith, Notary Public, on the 23d day of May, 1927.

FILE NO. 120.

Page 571. In the matter of the widening of the Mill Road at Westhampton in the Town of Southampton, County of Suffolk and State of New York:

I, George W. Wines, Town Superintendent of Highways of the Town of Southampton, believing that the public convenience will be served thereby, pursuant to Section 191 of the Highway Law of the State of New York, and the annexed consent of the Town Board of the Town of Southampton, and upon the release from the owners of the lands through which the following described highway is proposed to be opened, hereunto annexed,

Do hereby order and determine that a highway shall be, and the same is hereby widened in the said Town as follows:

Beginning at a concrete monument set at the intersection of the Northerly line of Pratt's Drive and the Westerly line of Mill Road, running thence S. 33° 36′ 30″ E. along the Easterly line of the subdivision of the Gilbert Pratt property, Seven hundred twenty-eight and forty-three hundredths (728.43) feet to a concrete monument; thence in an Easterly and Southerly direction along a curve having a radius of thirty-four and seven hundredths feet (34.07) a distance of thirty-six and seventeen hundredths feet (36.17) to a concrete monument set in the Northwesterly line of Oneck Lane; thence N. 27° 13′ 00″ E. along the Northwesterly line of Oneck Lane, forty-one

and forty-one hundredths feet (41.41); thence N. 32° 53′ 40″ W. Two hundred twenty-nine and seventy-seven hundredths feet (229.77); thence N. 34° 50′ 30″ W. Four hundred and eight hundredths feet (400.08); thence N. 35° 58′ 40″ W. One hundred thirteen and thirty-nine hundredths feet (113.39) to the Northerly prolongation of the Northwesterly line of Pratt's Drive; thence S. 24° 55′ 50″ W. nine and sixty-seven hundredths feet (9.67) to the point or place of beginning, containing 0.295 acres; all as more fully shown upon a survey map made by C. W. Baird.

Dated this 22 day of June, 1927.

GEORGE W. WINES,
Town Superintendent of Highways
Southampton, N. Y.

Page 572. (Abstract). Consent of Town Board to laying out above described highway, dated June 22, 1927. And on same page and pages 573 and 574 release of land by Gilbert Pratt and release from damage by the Town of Southampton by reason of laying out the premises above described as a highway. Sworn to by Gilbert Pratt before William H. Winters and acknowledged on the 6th day of May, 1927.

Page 574. In the matter of the Laying Out of Hildreth Road at Bridgehampton in the County of Suffolk and State of New York:

I, George W. Wines, Town Superintendent of Highways of the Town of Southampton, believing that the public convenience will be served thereby, pursuant to Section 191 of the Highway Law of the State of New York, and the annexed consent of the Town Board of the Town of Southampton, and upon the release from the owners of the lands through which the following described highway is

proposed to be opened, hereunto annexed,

Do hereby order and determine that a highway shall be, and the same is hereby laid out in the said Town as follows:

Beginning at a monument set on the Easterly line of Atlantic Avenue at the Westerly extremity of the Northerly line of the proposed highway; thence S. 70° 56′ 30″ E. Six hundred sixty-eight and fifty nine one-hundredths (668.59) feet to a monument; thence S. 57° 12′ 30″ E. fifty-six and ninety-one one-hundredths (56.91) feet to a monument; thence S. 13° 49′ 20″ W. Twelve hundred seventy-five and thirty one-hundredths (1275.30) feet to a monument set on the Northerly line of the Sagaponack Road. The foregoing being a description of the Northerly and Easterly line of said proposed highway; the Southerly and Westerly lines being parallel to the foregoing and being fifty (50) feet distant therefrom through out the entire length of said proposed highway. All as more fully shown upon a map entitled "Map of Hildredth Avenue, etc.," and made by Wallace H. Halsey and dated May 19th, 1927.

Dated June 22, 1927.

GEORGE W. WINES,
Town Supt. of Highways,
Town of Southampton.

Page 575. (Abstract). Consent of Town Board to laying out above described highway, dated June 22, 1927. And on same page acknowledgment of receipt of one dollar ($1.00), and release unto the Town of Southampton.

RECORD

of

MINUTES OF THE TOWN BOARD

of

SOUTHAMPTON TOWN

1920--1926

At a regular meeting of the Town Board of the Town of Southampton, N. Y., a motion was made and carried that the Town Clerk be authorized to have the Town Records brought up to date. March 3, 1926.

EDW. P. WHITE,
Town Clerk.

CERTIFICATION

Compared with the original Records of Minutes of the Town Board of Southampton, 1920-1926. The printed copy is the same as the original, abstracts and errata excepted.

H. D. SLEIGHT,
Copyist.

1927.

INTRODUCTORY

By an Act of the Legislature passed March 13th, 1902, the number of Town Trustees had been reduced from 12 to 5, and their terms extended to two years. Biennial elections had taken the place of annual town meetings and the change came in under a Legislative Act of 1897. A Town Board had been created to take over many of the duties heretofore considered to be a part of the authority delegated by majority vote to the Town Trustees of the Freeholders and Commonalty.

The duties of the Town Board embrace a great variety of subjects, and while their prerogatives are prescribed and restricted by checks and balances of the law, they have great latitude. The Minute Book for the year 1920—1926 records that certain appointive officers were approved and their compensation regulated; a lighting district was established at Riverside, a part of Southampton town, near the village of Riverhead; matters of highway improvement engaged the attention of the Board, and by agreement with the State Highway Commission the improvement of a part of the State and County highways from Quogue to nearly three miles eastward were widened and paved to a width of 20 feet. instead of 16 feet, by town expense; Tide Gates were placed in Shinnecock—Peconic Canal, and bulkheads ordered constructed to keep

the banks from falling in, and Town counsel was instructed to draft a bill asking that the State compensate the Town for cost of such betterments inasmuch as the canal is a State canal; road machinery was bought and sold; moneys appropriated for removal of snow; correspondence held with the War Department regarding the closing of navigation in Shinnecock Bay and canal for two months in winter in an effort to obtain a head of water and keep open an ocean inlet or "seapoose" at Shinnecock Bay; improvements to the South Country Road were approved; a Committee worked for the deepening of channels in route from West Bay to Peconic Bay and sought assistance from the War Department; motor cars were purchased, typewriters and adding machines were purchased for Town officials and Town offices; in April, 1920, the Town Clerk's salary was fixed at $3,600 per annum, in lieu of all fees, and a General Clerk to assist the Town Clerk was appointed at a salary of $1,200 per annum, and a Clerk to the Supervisor whose services were also available for Town Officers, was also appointed at a salary of $1,500 per annum, all under the amended Town Law of 1920. The same month highways and drainage systems for newly paved roads were inspected by the Town Board, who also inspected a new Lock at Shinnecock—Peconic Canal. Mapping of woodlands for purpose of assessment and mapping of bounds of school districts were authorized.

The years embraced by this Minute Book are those directly following the armistice and declaration of peace, after the World War. Conditions had changed and money values were not the same. There was a general tendency of increased values. The purchasing power of the dollar fluctuated, and the cost of town government increased in money valuation in all departments. This condition had to be met and provision made for the rapidly growing population of Southampton. The motor vehicle made

imperative construction of a good roads system throughout the town; and Southampton is one of the larger towns of Suffolk County. These problems were wisely solved by progressive officials chosen at the elections, now held biennially, in November, instead of annually in April. The wage of the teamster and laborer on the roads and the workers in other departments doubled and trebled. As a natural consequence of changed conditions compensation of other town employees and heads of departments was advanced. These matters had all to be solved by the Town Board, acting as guided by the Town Law. Compensation of officials and deputies was finally fixed as follows, and is in force this year:

Supervisor, $6,000 a year.
Town Clerk, $3,000 a year.
Superintendent of Highways, $4,000 a year.
Tax Receiver, $3,000 a year (reduced from $3,600).
Assessors, $1,500 each a year.
Justices of the Peace, $1,800 a year.
Auditors, $300 a year each.
Trustees, $300 a year each.
Overseers of the Poor, $800 a year each.

The above, and all other officials of the town, deputies and assistants, are on salary, in lieu of fees. Each and every fee collected is turned back into the town treasury.

Some of the acts of the Town Board recorded in the Minute Book are:

Appointment of Attendance Officers, Bridge Tenders, Counsel, Traffic Officers, Special Constables, Election Inspectors and Clerks, Highway Superintendent's Deputy, Supervisor's Clerk, Assessors' Clerks, Tax Receiver's Deputy and Clerks, General Clerk, Head Clerk, Health Officer, Registrar, Janitor, Historian, etc.

The compensation of all these assistants had to be fixed as regulated by Town Law.

As the town had made a change from the labor system of working out the road tax; it went much further, purchased road machinery and constructed, by award of State contract, one of its main highways, while contracts for construction of concrete paved lateral roads and sidewalks were awarded to private bidders.

The town at a special election, in 1926, voted to appropriate $250,000 for construction of nine miles of concrete road, on the South Beach, between the west bound of Southampton village and Post Bridge, at Quogue; this was conditional, the Bay and Beach Corporation, owners of land along the ocean at the Beach, agreeing to contribute $250,000 toward building the road, estimated to cost completed $500,000. The bond issue for the road was authorized. Certain taxpayers objected to so large an expenditure, and a temporary injunction obtained. The town won in the first action at law for removal of the injunction; but an appeal was taken. In 1927, at Town election the Bay and Beach Company irked by the delay, proposed to the town, that it would build a loam road without expense to the town, providing the town released it from the contract to contribute $250,000 toward building a concrete road. This proposition was put before the taxpayers, who then rescinded authority for the proposed town bond issue of $250,000.

The town has constructed under the Lowman act many miles of concrete road to mention only some of the most important the Flanders road (in part; completed by the State), the Wainscott road, and the Turnpike road between Bridgehampton and Sag Harbor.

Authorized by the taxpayers, the town has built necessary bridges to complete its good roads system.

Some of the most important are Sagaponack bridge, Westhampton bridge, and many bridges, in part paid for by the town, making safe crossings of the Long Island Railroad, of which there are many at grade. These grade crossings are gradually being eliminated. It is a slow and costly change; but eventually all main highways, as well as lateral roads, will cross over, or under, railroad tracks.

At the town election in 1927 provision was made for construction of a $100,000 draw bridge at the extreme western part of the town.

The opening and the improvement of many roads on Shinnecock Hills has been accomplished in the years covered by the Minute Book. A system of dirt and oiled roads has been made possible by election of skilled road superintendents, and the dirt roads of Southampton are known to be equal to the best in the country. A beautiful wooded section at the northern part of town has been opened to motor car drivers, these roads at times passing through primevil forests, along beach and bay, affording delightful views, or over the rolling hills of Long Island's "backbone" close to pretty lakes in the valleys. At certain places the view from the highland at north of the Hamptons is almost panoramic. The work of Superintendents of Highways in opening these heretofore little traveled roads has been supported by the Town Board.

Efforts to have expense of maintenance of North Haven bridge placed upon the town have been successfully combated. This bridge, built originally as a toll-bridge between Sag Harbor and North Haven, in 1834, was owned by the "Payne Bridge Company." Chaper 403 of the Laws of 1868 dissolved the bridge company and transferred the maintenance of the bridge to Suffolk County. Afer that, the bridge was so neglected that effort was then made to throw expense of the bridge back

upon Southampton town. The movement was frustrated. The bridge, while in Southampton town, accommodates all traffic between the eastern towns of the county.

The Town Board has also cared for ancient burial grounds. When the Proprietors sold all remaining undivided lands, in 1882, burying grounds were excluded. The powers of the Town Board and the Town Trustees appear to be coequal regarding burial grounds; at least the Town Board has provided money for their care. The matters brought to attention of the Town Board concerning the seapoose and fisheries, both swimming fish and shellfish, have been referred to the Town Trustees, where they properly belong.

The litigation regarding compensation for the widow of a Special Town Constable, shot in a bootleg altercation between officers and rum-runners, is casually recorded in the record.

Also the cases of the town in attempting to open an ancient road leading to Cow Neck, and construct a bridge across Scallop Pond; and to maintain title to a road claimed to exist on the Ramsay property in the western part of the town, near Flanders. The town was unsuccessful, as items in the Minute Book explain, the Courts taking a different view of the necessities of today as compared with the privileges of Proprietors and Freeholders more than two centuries ago.

The town has built its concrete roads; it has dredged Squires' Inlet for gravel, and it has taken for its own use gravel obtained from bottoms of bays at its north side for road building; it has also sold to contractors gravel from beaches and gravel taken from bay bottoms where permission has been given favorably both by Town Trustees and the Town Board.

The regulation of traffic by "silent policemen," or "talking lamps," and "turtle-back lights" is another problem solved by the town officials in years 1920-1926.

Some action was taken during this period to cooperate with the State Conservation Commission to prevent forest fires. Great fires have done much damage in the woods and upon Shinnecock Hills. A fire observation tower has been recommended.

A glance at the record will show the establishment of lighting districts, fire districts, and police districts, in the various unincorporated villages and hamlets of the town.

A site for a new Town Hall had been purchased in Southampton, centrally located, and a modern and spacious building erected thereon. This land was purchased at a time, before land values on Southampton Main Street so greatly increased. The hall was built by contract at a time before both labor and material had reached the peak of high compensation, shorter hours and excessive cost. The best of materials were provided and the workmanship on the hall has given the town a building commensurate to its requirements, and providing for the future. This hall was built at a very reasonable figure. While it meets all needs of the present and provides for the future, it was constructed at a timely period, thereby saving much expenditure.

Some other activities of Southampton's Town Board recorded in the Minute Book, 1920---1926, are here briefly enumerated:

Providing for purchasing road machinery, endorsing a Mosquito Extermination Commission as a county necessity, fostering a North Sea Landing and dredging the channel and providing a harbor on the north side of town

at Peconic Bay, preserving and bringing Town Records up to date, rebuilding Post Bridge, improving canals and waterways, surveying and monumenting town roads heretofore recorded but "insufficiently defined," improving bridge approaches to Riverhead in conjunction with the Riverhead Town Board, applying for Trustees to hold custody of North Sea Landing, ratifying bond issues for roads and bridges, opening old roads and landings at Noyac, preparing the way for a tax map to aid the Board of Assessors, introducing the budget system, purchasing voting machines and appointing custodians, approving the West Neck dock, and a thousand and one other projects of more minor importance which come before the weekly meetings of the Town Board.

The minutes have been carefully kept by the Clerks, James A. Early, and Edward P. White, who served the town in the years 1920—1926. Nothing has been omitted in the transcripts and such abstracts as have been made are true abstracts embracing the gist of the memorandum recorded. All minutes here reproduced have been carefully compared, and with exception of such error as may have inadvertently passed notice of a line for line and word for word check, the printed book may be accepted as a correct reproduction of the filed minutes preserved in Southampton Town Clerk's office.

H. D. SLEIGHT,
Copyist.

1927.

MINUTE RECORD

Town of Southampton.

The Record of Minutes of the Town Board of Southampton include entries made by James A. Early, Town Clerk, and Edward P. White, Town Clerk, for the years 1920 and to Oct. 27, 1926, inclusive. The Record is for the most part reproduced in whole, partly in abstract. Nothing considered to be of importance has been omitted. The notes have been prepared for publication with great care and the abstracts are correct abstracts. Useless tautology has been rejected. Historical facts are recited in the original. The Records have been prepared and compared with the original by Harry D. Sleight, employed by the Town to assist the Town Clerk in the work.

EDWARD P. WHITE,

Town Clerk.

September, 1927.

Sheet No. 1.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, January 7th, 1920. All members present.

Resolution. The Supervisor authorized and directed to sign notes to renew those due on State Road Contract No. 1274.

Resolution. The Supervisor is authorized and directed to borrow Five thousand dollars ($5,000.) on the credit of the Town of Southampton for the payment of audited bills.

Resolution. Edwin L. Pierson is appointed Deputy Town Superintendent of Highways pursuant to recommendation of Town Superintendent of Highways Sandford.

Motion. Mr. Jackson, the Town Superintendent of Highways was directed to ascertain the amount to be paid in exchange for a new Ford car to replace the present Town car.

Resolved. That the compensation of the Town Superintendent of Highways is fixed at Five dollars ($5.00) per diem and expenses.

Resolved. That the compensation of the Deputy Superintendent of Highways is fixed at three dollars ($3.00) per diem.

Resolved. That the Supervisor is hereby authorized and directed to have a telephone installed in the Supervisor's office at Westhampton Beach.

Resolved. That the bonds of Supervisor Halsey in amount of Twenty-five thousand dollars ($25,000.) and Thirty-three thousand dollars ($33,000.) respectively are hereby approved.

JAS. A. EARLY,
Town Clerk.

Sheet No. 2.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, January 14, 1920. All members present.

Resolved. That the Superintendent of Highways is hereby authorized and directed to procure a right of way for the purpose of laying a drain pipe from State Highway No. 894 to the Peconic River near Riverhead.

Resolved. That pursuant to a petition presented to this Board by a majority of the resident tax-payers in the Riverhead School District in the Town of Southampton for the creation of a Lighting District, it is hereby ordered and directed that a notice be published of a hearing on this petition to be held on Thursday, January 29th, 1920, in Odd Fellows' Hall in the hamlet known as "Brooklyn" in the Town of Southampton.

Resolved. That the Supervisor is hereby authorized and directed to purchase a typewriter for his office in Westhampton Beach.

Resolved. That the salary to the Clerk to the Supervisor is hereby fixed at Seventy-five dollars ($75.) per month.

Resolved. That the Supervisor is hereby authorized and directed to borrow the sum of Two thousand dollars ($2,000.) on the credit of the Town of Southampton for the purpose of paying audited bills.

Whereas the Receiver of Taxes has filed with this Board the appointment of his deputy, Caroline Edwards, therefore be it

Resolved, That the appointment is hereby approved and the compensation of said Deputy Tax Receiver is fixed at One thousand dollars ($1,000.) per annum, payable as other Town charges.

JAS. A. EARLY,
Town Clerk.

Sheet No. 4.

Minutes of a meeting of the Town Board held at the Town Clerk's office, at Southampton, on Wednesday, January 21st, 1920. All members present.

Resolved. That the compensation of the temporary clerks in the Tax Receiver's office is hereby fixed at seventy-five cents per hour.

Whereas this Board did on the 29th day of October, 1919, fix the salary of the Receiver of Taxes and Whereas, It is deemed by this Board as insufficient compensation, it is therefore

Resolved, That said Resolution is hereby ordered and amended to read Twenty-five hundred dollars ($2,500.) per annum instead of Two thousand dollars ($2,000.)

Resolved. That this Board is hereby directed as a Committee to confer with the State Commission of Highways on the matter of the immediate letting of contracts for the construction of improved State Road contract on the South Country Highway from Eastport to Quogue.

Resolved. That the F. W. Schwiers Jr., Co., is hereby authorized and directed to install machinery to open and close gates in the Lock in Shinnecock—Peconic Canal at a cost as per estimate of Eight hundred sixty-seven dollars ($867.)

Resolved. That this Board hereby aprrove the proposed amendment to section 85 of the Town Law to be known as Subdivision L, paragraph one, which will empower the Town Board to fix a salary for the Town Clerk in lieu of fees.

JAS. A. EARLY,

Town Clerk.

Sheet No. 5

Minutes of a meeting of the Town Board held at the Town Clerk's office Southampton, on Wednesday, January 28th, 1920. All members present.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to exchange the Town automobile for a new one at a cost not to exceed Four hundred seventy-five dollars ($475.)

Resolved. That the compensation of the Clerks in the office of Tax Receiver is hereby fixed at Six dollars ($6.00) per diem and necessary expenses. Any previous resolutions fixing such compensation are hereby rescinded.

JAS. A. EARLY,
Town Clerk.

Sheet No. 6.

Minutes of a meeting of the Town Board held at Odd Fellows' Hall, in the Riverhead School District, on Thursday, January 29th, 1920. All members present. Meeting called at 1 P. M. by Supervisor pursuant to a notice published for hearing on petition presented to this Board requesting the creation of a lighting district in that portion of the Riverhead School District lying in the Town of Southampton, said district to be known as the Riverhead Lighting District. After hearing the discussion of the people interested the Board reserved decision.

JAS. A. EARLY,
Town Clerk.

Sheet No. 7.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office on Wednesday, February 4th, 1920. All members present.

Resolved. That the Supervisor and Town Superintendent of Highways are hereby appointed a Committee to investigate purchase of a truck for use of the Highway Department.

Resolved. That the Supervisor is hereby authorized and directed to renew a note on the credit of the Town for Six thousand dollars ($6,000.) which was issued for the purpose of Canal Tide Gates construction to be payable on demand at the First National Bank, Southampton.

JAS. A. EARLY,
Town Clerk.

Sheet No. 7.

Minutes of a meeting of the Town Board held at the Clerk's office at Southampton, on Wednesday, February 11th, 1920. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow Ten thousand dollars ($10,000.) on the credit of the Town of Southampton to pay audited bills.

Resolved. That there is hereby transferred the sum of Five thousand dollars ($5,000.) from the Miscellaneous Fund to the Snow Removal Fund.

Resolved. That George C. Percy is hereby authorized and directed to prepare a bill to be submitted to the State Legislature for the purpose of reimbursing the Town of Southampton for the construction of Tide Gates in Shinnecock Canal.

Resolved. That the Town Clerk is hereby authorized and directed to take up with the War Department the matter of closing the Tide Gates in Shinnecock—Peconic Canal for a period of two months.

Resolved. That Messrs. Jackson and Kendrick are hereby authorized and directed to enter into an agreement with the F. W. Schweirs Jr. Co., for the bulkheading of the west bank of the Shinnecock—Peconic Canal.

Whereas a petition was presented to this Board by a majority of the resident taxpayers in that portion of the Riverhead school district situated in the Town of Southampton, and

Whereas a notice of hearing on said petition was duly published as required by law and a hearing held at Odd Fellows' Hall in said district Jan. 29th, 1920, and this Board is satisfied from the evidence that this district is desired by the majority of the resident taxpayers, therefore be it

Resolved, That this Board hereby directs that a lighting district of twenty lights be and is hereby created, beginning at a point indicated by the Peconic River and the Riverhead School District line on the east in the Town of Southampton and following said school district line situated in the Town of Southampton back to the point of beginning, said lighting district will be known as the Riverside lighting district.

JAS. A. EARLY,
Town Clerk.

Sheet No. 9.

Minutes of a meeting of the Town Board held at the Clerk's office in Southampton on Thursday, February 19th, 1920. All members present.

Resolved. That the F. W. Schwiers Jr. Co., is hereby authorized and directed to construct a bulkhead on the west side of the Shinnecock-Peconic Canal at the tide gates to prevent further caving-in of said bank, and the compensation for such work is hereby fixed at twenty per cent (20%) of the cost of the same.

JAS. A. EARLY,
Town Clerk.

Sheet No. 10.

Minutes of a meeting of the Town Board held at the Clerk's office at Southampton on Thursday, February 26th, 1920. All members present.

1. Whereas, the State Commission of Highways has determined to construct or improve as a State Highway with sixteen feet (16) reinforced concrete pavement, such portion of the highway hereinafter described in paragraph 2, therefore be it

2. Resolved, That this Board, pursuant to Article 6 of the Highway Law requests that the plan for the improvement of the highways as described in this paragraph be modified as provided in paragraph 3, viz: beginning at station 372 on the South Country Road, about .8 mile east of the Depot Road, to the Westhampton Railroad station, thence running easterly .55 mile to station 401 having a total length of 2890 feet as shown on the reverse side of this sheet.

3. Resolved. That this Board requests that the aforesaid highway be constructed of the classes, lengths and widths of pavement indicated in the following table, the said Board hereby agrees that the additional cost of the same, over the engineer's estimate for a reinforced

concrete roadway of sixteen (16) feet, be and hereby is a charge upon the said Town as provided by section 138 A of the Highway Law.

4. Resolved. That where this resolution provides for the widening pavement to curbs that this pavement shall be extended back on intersecting streets to the street line with a width on street line to fit curb lines on intersecting streets.

5. Resolved. That this Board agrees to have all sewer, gas and water mains and connections therewith laid in said streets prior to the date of the award of the contract for the improvement.

6. Resolved. That the Clerk of this Board is hereby directed to forthwith transmit one certified copy of the foregoing resolution to the State Commission of Highways.

The foregoing resolutions were adopted by the following vote: Yes 7; No. 0.

1. Whereas, the State Commission of Highways has determined to construct or improve as a County Highway with sixteen (16) feet reinforced concrete pavement such portions of the highways hereinafter described in paragraph 2, therefore be it,

2. Resolved. That this Board pursuant to Article 6 of the Highway Law requests that the plans for the improvement of the highways as described in this paragraph be modified as provided in paragraph 3, viz: beginning at station 401, the east end of the proposed Westhampton Hamlet State Highway, thence east 2.45 miles to the west end of the County Highway No. 1274 having a total length of 12,918 feet as shown on the reverse side of this sheet.

3. Resolved. That this Board requests that the aforesaid highway be constructed of the classes, lengths and widths of pavement indicated on the following table.

The said Board hereby agrees that the additional cost of the same, over the engineer's estimate for a reinforced concrete roadway of sixteen (16) feet, be and hereby is a charge upon said Town as provided by section 138 A of the Highway Law.

4. Resolved. That where this resolution provides for widening the pavement to curb, that this pavement shall be extended back on intersecting streets to the street line with a width on street line to fit curb lines on intersecting streets.

5. Resolved. That this Board agrees to have all sewer, gas and water mains and connections therewith laid in said street prior to the date of the award of the contract for the improvement.

6. Resolved. That the Clerk of this Board is hereby directed to forthwith transmit one certified copy of the foregoing resolution to the State Commission of Highways.

The foregoing resolutions were adopted by the following vote: Yes 7; No 0.

JAS. A. EARLY,
Town Clerk.

Sheet No. 12.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Friday, March 5th, 1920. All members present.

Resolved. That this Board hereby approves the agreement for expenditures of Highway money for year 1920 and the members of this Board are hereby authorized and directed to sign the same.

Resolved. That the Town Superintendent is hereby authorized and directed to dispose of the large concrete mixer at the best possible price and procure for the use of the Town a mixer of the capacity of one-third of a yard.

Resolved. That a Committee of this Board consisting of Messrs. Humblet, Halsey and Raynor are directed to confer with persons interested in the navigation of the channel from West Bay to Peconic Bay for the purpose of obtaining assistance for the cost of deepening said channel.

JAS. A. EARLY,

Town Clerk.

Sheet No. 13.

Minutes of a meeting of the Town Board held at the Clerk's office, at Southampton, on Friday, March 12th, 1920. All members present.

Resolved. That Messrs. Kendrick and Early are hereby authorized and directed a Committee to purchase an adding machine for the use of the Town offices at a cost not to exceed Five hundred sixty-five dollars, ($565.00).

JAS. A. EARLY,

Town Clerk.

Sheet No. 14.

Minutes of a meeting of the Town Board held at the Clerk's office, at Southampton, on Wednesday, March 17th, 1920. All members present.

Supervisor Halsey reported that he had looked at several types of trucks for Town Highway purposes.

JAS. A. EARLY,

Town Clerk.

Sheet No. 14.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, March 24th, 1920. All members present.

Resolved. That the Supervisor is hereby authorized and directed to transfer the sum of Three thousand dollars ($3,000.) from the General Highway Fund to the Miscellaneous Fund.

Resolved. That a notice of public meeting of the Town Board to be held on Wednesday, April 7th, at 10 o'clock A. M., be pubished in the newspapers within the Town. The purpose of the meeting is to discuss with the residents of the Town the matter of the purchase of road oil for the Highways for 1920. The amount of the appropriation for oil will admit the purchase of about one-third the quantity purchased last year owing to the increased price.

Resolved. That the Supervisor and Town Superintendent of Highways are hereby authorized and directed to purchase two motor trucks at a price not to exceed Four thousand two hundred and fifty dollars each ($4,250.)

Resolved. That the following persons recommended by the Republican and Democratic party conventions are hereby appointed Inspectors of Election in their respective districts as set forth for two years or until their successors have been appointed:

Republican: District No. 1, Edmund Schaefer, Wellman H. Pulver; 2, George H. Farley, Fred Habensack; 3, Harvey S. Sayre, Arthur L. Hallock; 4, Charles Rose, William S. Halsey; 5, J. Hervey Topping, Alice R. Corwith; 6, Ernest C. Peterson, Mabel Osborne; 7, Thomas White, Clara H. Kendrick; 8, Howard Meschutt, Howard S. Bussinah; 9, B. Irving Downs, Geo. A. Barker; 10, Leslie Jessup, Stella B. Jessup; 11, Wm. C. Rogers, Chas. G. Smith; 12, Josiah H. Goodale, N. B. Hallock.

Democrat: District No. 1, Arthur Gunning, Richard L. Lyons, Jr.; 2, G. Augustine Kiernan, Henry S. Moelter; 3, John White, Charles W. Hildreth; 4, Stephen Burnett, Frank R. Foster; 5, Peter Schug, Margaret Edwards; 6, Joseph McMaster, Edward Downey; 7, Elizabeth Miller, Geo. R. Howell; 8, G. L. Bellows, Austin Penny; 9, Chas. S. Camerden, Elbert S. Aldrich; 10, Edward H. Stevens, Clinton N. Overton; 11, George Gordon, H. C. Tuttle; 12, Percy Moore, Fred Orth.

JAS. A. EARLY,

Town Clerk.

Sheet No. 16.

Minutes of a meeting of the Town Board held at the Clerk's office, (Southampton), on Wednesday, April 7th, 1920. All members present.

Supervisor Halsey addressed the meeting stating that the purpose for which the meeting was called, and asked that all persons present express their opinion freely to the end that the Town Board could decide what would be for the best interests in the matter of purchase of road oil. After informal discussion, a vote of taxpayers present was taken:

Question: "Shall the Town purchase road oil even at a higher rate than was paid for last year's supply?" The vote stood 18 yes; and 3 no.

Taxpayers of Sagaponack urged construction of a piece of concrete on Sagaponack Main Street. Order filed for reference.

Resolved. That the compensation for Highway employees is hereby fixed at one dollar ($1.00) per hour for teams and 44 cents per hour for laborers.

Resolved. That the Supervisor is hereby authorized and directed to transfer One thousand dollars ($1,000.) from the Miscellaneous Fund to the Snow Removal Fund.

Resolved. That the Supervisor is hereby authorized and directed to renew any outstanding notes given on the credit of the Town of Southampton as they become due, the renewal notes to be payable on demand.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to enter into contract for the purchase of a G. M. C. Motor Truck for the use of the Highway Department, said purchase shall be on the rental basis.

Resolved. That pursuant to Section 170, subdivision 2 of the Town Law, the expenses necessarily incurred for the use and benefit of the Town and all moneys necessarily expended by any Town officer in executing the duties of his office in cases where no specific compensation is provided by law . . . the actual and necessary expenses of such Town officers for vehicle hire, traveling expenses, office rent, janitor service, light, heat, telephone, postage, furniture, stationery or supplies as may be incurred by authority of the Town Board of such Town.

JAS. A. EARLY,

Town Clerk.

Sheet No. 17.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office on Wednesday, April 14th, 1920. All members present.

Abstract. Modification petition to State Highway Commission plans for improvement of a State and County Highway to provide a greater width than originally contemplated. Regarding improvement of Westhampton—Quogue County Highway. Town has adopted resolutions to raise extra funds either by sale of bonds or levying taxes. The excessive cost to be borne by the Town is $25,200.00.

Resolved. That said plans, specifications and estimate be and the same are hereby approved.

Abstract. It is further Resolved that there is hereby appropriated the sum of Twenty-five thousand two hundred and 00/100 dollars ($25,200.) amount required of Town for excess cost, including five per cent for engineering charges, which amount is hereby ordered deposited with the State Comptroller, etc. It being understood the Comptroller is to refund to the proper Town authorities any unexpended balance of said appropriation upon the completion of the work, etc.

Whereas, The Town Board of the Town of Southampton did adopt on the 26th day of February, 1920, a resolution to Article 6 of the Highway Law requesting the State Commission of Highways to modify the plans of a portion of the State and County Highway to be built in said Town to be a width of twenty feet instead of sixteen feet for a distance of about three miles, and

Whereas, The estimate submitted to this Board to be deposited with the State Comptroller is the sum of ($25,200.) therefore be it

Resolved. (Abstract): The Town of Southampton petitions the Board of Supervisors of Suffolk County for permission to issue Highway bonds in amount of ($25,200.) to pay the cost of additional width of State Highway as certified by State Commissioner of Highways.

Motion. Supervisor Halsey appointed Mr. Greene a Committee to act with Mr. Haines of the Board of Assessors to have maps made of woodland and to have school district boundaries defined.

JAS. A. EARLY,

Town Clerk.

Sheet No. 20

Minutes of a meeting of the Town Board of the Town of Southampton held in Good Ground, on Wednesday, April 21st, 1920. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow Five thousand dollars ($5,000.) on the credit of the Town of Southampton for the purpose of paying audited bills.

Abstract. Pursuant to Section 127, Town Law, as amended by Chapter 262 Laws of 1920, a Town Board is authorized to create the position of assistants to Town officers for conduct of Town business, therefore be it

Resolved. That the position of General Clerk is hereby authorized and directed, and it is further

Resolved. That the salary of the General Clerk shall be fixed at Twelve hundred dollars ($1,200.) per annum payable in monthly installments by the Supervisor dating from April 19th, 1920.

Resolved. That Miss Beatrice Hirschfeld is hereby appointed General Clerk.

Abstract. Pursuant to Section 1 of Subdivision 85 of the Town Law as amended by Chapter 145 Laws of 1920, be it

Resolved. That the salary of the Town Clerk of the Town of Southampton is hereby fixed at Thirty-six hundred dollars ($3,600.) per annum payable in monthly installments by the Supervisor from April 1st, 1920; said salary shall be in lieu of all fees and perquisites now received by him for the administration and conduct of the Town Clerk's office, and it is further

Resolved. That the Town Clerk shall pay to the Supervisor on or before the 10th day of each month all fees and perquisites of the office which shall be placed in the general fund for the use and benefit of the Town.

Resolved. That the salary of the Clerk to the Supervisor is hereby fixed at Fifteen hundred dollars ($1,500.) per annum payable in monthly installments from April 1st, 1920, by the Supervisor, the services of said Clerk to be available for the use of Town Officers.

The Board with County Superintendent of Highways A. O. Smith and State Engineer Tuthill inspected the drainage on State Highway 1274 at the property of Lewis Howell at East Quogue.

The Board inspected the construction work on Lock at Shinnecock—Peconic Canal.

Mr. Greene reported that he had with Mr. Haines conferred with Mr. Addison Cook on the matter of making maps for the Town of the woodland property east of the canal and locating and mapping the school district boundaries and the probable cost would be One hundred dollars.

Resolved. That Mr. Addison Cook is hereby authorized and directed to make maps required by the Town for

the purpose of assessment of woodland property and map the school district boundaries.

JAS. A. EARLY,
Town Clerk.

Sheet No. 23.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, in Southampton, on Thursday, April 29th, 1920. All members present.

Abstract. Three electric street lights added to East Quogue Lighting District.

Resolved. Board requested to divide Election Districts of the Town and report at next meeting.

Resolved. Board approves and accepts prices submitted by F. W. Schwiers Jr. Co., for extra work on Lock contract in Shinnecock—Peconic Canal.

Resolved. That the F. W. Schweirs Jr. Co. are authorized and directed to construct a bulkhead on the west side of canal, opposite the Lock, at a price submitted of Seven thousand five hundred dollars ($7,500.) and to construct the concrete base wall of Lock, 4 feet wide, at the price submitted of Fifteen hundred dollars ($1,500.)

Abstract. Thanks extended Mr. Maynard for facilitating transportation of material for Shinnecock—Peconic Canal; Clerk directed to transmit copy of resolution to Mr. Maynard.

Abstract. Permission is granted the Marconi Telegraph—Cable Company, Inc., of New York, to operate a telegraph line in the Town of Southampton to be known as Moriches—Riverhead Road line to connect with a radio receiving station. To place necessary poles and other

fixtures, etc., and wires under approval of the Town Superintendent of Highways. To remain in force 25 years.

Resolved. (Abstract.) Requesting the widening of, construction for a Federal Aid Highway in the Town of Southampton. Beginning at the east end of State Highway No. 5646 approximately 1000 feet west of Terrell River, thence easterly along the South Country Road thru the Hamlets of East Moriches, Eastport, Speonk and Westhampton, to the beginning of proposed County Highway, petition No. 2125 from Westhampton to Quogue having a total length of 48,090 feet.

Resolved. (Abstract). That this Board requests that the aforesaid highway be constructed, etc. That the said Board agrees that the additional cost of same, over the engineer's estimate for reinforced concrete pavement roadway of 16 feet, be and hereby is a charge upon said Town.

Resolved. (Abstract.) That this resolution provides for widening pavement to curbs and street line of intersecting streets.

Resolved. (Abstract.) That this Board agrees to have all sewer, gas and water mains and connections therewith laid in said streets prior to the date of the award of the contract for the improvement.

Resolved. (Abstract.) Clerk directed to transmit one certified copy of foregoing resolution to the State Commission of Highways.

Resolved. (Abstract.) That the Town Board agrees and consents that the construction as above described will be promptly provided for and executed in such a manner as to cause no delay to the contractor.

JAS. A. EARLY,

Town Clerk.

Sheet No. 27.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, in Southampton, on Wednesday, May 5th, 1920. All members present.

Resolved. That the Town Trustees are hereby requested to designate a place below low water mark in the Town waters from where gravel can be obtained for the construction of State Highway No. 1594, the price of gravel to be 27 cents per yard.

Resolved. That material on the Lewis Howell property at East Quogue be and the same is hereby given to the State Highway Dept. for the construction of drains at above location.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to obtain a right of way at a cost not to exceed Fifty dollars ($50.) for a drain to take care of the water at a point just east of Vail's garage in the Hamlet of Riverside.

JAS. A. EARLY,
Town Clerk.

Sheet No. 28.

Minutes of a meeting of the Town Board held at Justice Humblet's office, in the village of Bridgehampton, on Wednesday, May 12th, 1920. All members present.

Communications were read from residents of Water Mill protesting against the opening of Mecox Bay into the Ocean. Referred to the Board of Town Trustees.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to alter the Newtown Road at the property of Mr. Charles Hardy at Good Ground, and it is further

Resolved. That Mr. Percy is authorized and directed to take up with Mr. Hardy the matter of releases for the alteration of Newtown Road with power to act in and for the interests of the Town.

Resolved. That pursuant to Section 110 of the Highway Law the compensation of the Supervisor is hereby fixed at Fourteen hundred dollars ($1,400.00) per annum payable in quarterly installments.

Resolved. That the Supervisor is hereby authorized and directed to borrow Ten thousand dollars ($10,000.) on the credit of the Town of Southampton on a demand note for the purpose of taking up notes issued for the extraordinary repairs for highways.

JAS. A. EARLY,
Town Clerk.

Sheet No. 29.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, May 19, 1920. All members present.

Resolved. (Abstract.) That the Town Superintendent of Highways is authorized to have a piece of concrete road constructed around the monument at Bridgehampton . . . at a cost not to exceed Fifteen dollars ($15.) per yard.

A memorandum and petition was received from Mr. Duane P. Cobb. Referred to Mr. Percy for report.

The Board of Assessors addressed the Board in matter of fixing an annual salary for their members. Laid over to next meeting.

JAS. A. EARLY,
Town Clerk.

Sheet No. 30.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Friday, May 21st, 1920. All members present.

Abstract. Town Clerk's compensation amended by changing the amount of $3,600 to $3,000. Roll call: Mr. Jackson, yes; Mr. Kendrick, yes; Mr. Raynor, yes; Mr. Green, yes; Mr. Halsey, yes; Mr. Humblet, yes; Mr. Early, yes.

Abstract. Salary of General Clerk amended and fixed at $1,200.

Miss Beatrice Hirschfeld is appointed General Clerk.

Resolved. That the salary of an Assessor in and for the Town of Southampton is hereby fixed at One thousand dollars ($1,000.) per annum to be paid by the Supervisor in equal monthly installments dating from May 1st, 1920. The vote: Yes, 7; No. 0.

JAS. A. EARLY,
Town Clerk.

Sheet No. 31.

Minutes of a meeting of the Town Board held at the Supervisor's office, at Westhampton Beach, on Wednesday, May 26th, 1920. All members present.

Resolved. (Abstract). Supervisor authorized to expend amount required in addition to sum appropriated by the County for drainage on State Highway No. 1274 at the Louis Howell property at East Quogue.

Resolved. (Abstract.) Supervisor authorized to expend amount necessary in addition to the sum appropriat-

ed by the County for construction of a drain on State Highway 894 east of Vail's garage in Riverhead.

Resolved. That Justice Jackson is authorized and directed to dispose of old lumber stored on Wells property in Good Ground for the sum offered of Ten dollars ($10.)

Resolved. (Abstract.) Compensation of Town Superintendent of Highways fixed at Seven dollars ($7.) per day dating from May 1st, 1920. The vote: Yes 7; No. 0.

The Board inspected the Town Dock in the village of Eastport and instructed Mr. F. W. Schwiers to submit a plan and estimate for the cost of repairs.

JAS. A. EARLY,

Town Clerk.

Sheet No. 32.

Minutes of a meeting of the Town Board held at the Town Clerk's office, at Southampton, on Wednesday, June 2nd, 1920. All members present.

Resolved. That there is hereby appropriated the sum of One hundred dollars ($100.) to pay for the share of the Town for the construction of concrete culvert at cross roads at Bridgehampton at the Henry Corwith property on State Highway Number 1495.

Resolved. That the compensation of Miss Agnes Humblet, Clerk to the Assessors, is hereby fixed at Five dollars ($5.) per diem.

Resolved. That the boundaries of Election District No. 3 are hereby authorized to be amended to read: Bounded on the east by the Line between East Hampton and Southampton Towns, on the west by a direct line

drawn southerly from the middle line across the Post farm to the center of the Montauk Highway, on the north by the Middle Line, on the south by the center line of the Montauk Highway.

Resolved. That there is hereby authorized and directed to be created in the Hamlet of Bridgehampton an additional line Election District, number 13, bounded on the east by the line between the Towns of East Hampton and Southampton, on the west by a line from Horse Mill, northerly by the Hand property across the James Fahy farm to Center Line of Montauk Highway, on the south by Atlantic Ocean, on the north by center line of Montauk Highway.

Resolved. That this Board inspect the location of the proposed deepening and widening of channels in West Bays and Canal on Friday, June 4th, 1920.

JAS. A. EARLY,

Town Clerk.

Sheet No. 34.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, June 9th, 1920. All members present.

Resolved. That the Town advertise for bids for the deepening and widening of canal and channel in Shinnecock and West Bay.

Resolved. That the Town join with the Long Island R. R. Co. in an application to the Public Service Commission for the strengthening of the Sagaponack Bridge

over Long Island Railroad, the cost to be approximately Two thousand dollars ($2,000.)

JAS. A. EARLY,
Town Clerk.

Sheet No. 35.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Thursday, June 17th, 1920. All members present.

(Abstract). Petition to State Highway Commission to modify plans for improvement of Center Moriches—Westhampton Federal Aid Highway Section 78-A, to provide for a greater width than that originally contemplated by said Commission; the excessive cost occasioned by such modification to be borne by the Town.

Estimate. Excessive cost to be borne by the Town is $55,600.00.

Resolved. That said plans, specifications and estimate are hereby approved. It is further

Resolved. That there is hereby appropriated the sum of Fifty-five thousand six hundred and 00/100 dollars being the amount required of the Town for the excess cost including five per cent for engineering charges, etc.

Understanding. (Abstract.) That the State Controller is to refund to the proper Town authorities any unexpended balance of said appropriation upon completion of the work, etc.

Preamble. (Abstract.) Whereas this Board did on the 29th day of April, 1920, adopt a resolution for the improvement by State Aid of the Center Moriches—Westhampton Federal Aid Highway Section 78-A Highway,

and has provided for the raising of funds for the additional cost, therefore be it

Resolved. That this Board hereby petitions the Honorable Board of Supervisors of Suffolk County, N. Y., for permission and authority to issue bonds in amount of Fifty-five thousand six hundred dollars ($55,600.)

Resolved. That the F. W. Schwiers, Jr., Co., be and is hereby authorized to draw specifications for the bridge at Sagaponack.

JAS. A. EARLY,

Town Clerk.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, in the village of Southampton, on Friday, June 25th, 1920. All members present.

The Board discussed the dredging of channel from West Bay through Shinnecock Bay and instructed the Clerk to publish notice for bids to be received for this work on Friday, July 9th, 1920, at 11 a. m.

JAS A. EARLY,

Town Clerk.

Sheet No. 37.

Minutes of a meeting of the Town Board of Southampton held at the office of the Justice of the Peace, in Bridgehampton, on Wednesday, June 30th, 1920. All members present.

Resolved. That the First National Bank of Southampton and the United States Fidelity and Guaranty Company of Baltimore, Md., its surety, be, and they are hereby

released from all claims by or on behalf of the Town of Southampton under a depository bond made by said Bank to Charles H. Redfield, as Supervisor of the Town of Southampton, upon which the premium has been paid up to the expiration of his term of office.

Resolved. (Abstract.) Public hearing July 16th, 1920, to determine matter of a lighting contract for the Quogue Lighting District.

Resolved. That the compensation of the watchman of Tide Gates and Lock in the Shinnecock—Peconic Canal is hereby fixed at One hundred dollars ($100.)

Resolved. That the Committee on Tide Gates and Lock are hereby authorized and directed to purchase from the F. W. Schwiers Jr. Co., the building now located on the east bank of the Canal at a cost of Two hundred and fifty dollars ($250.)

The Board signed a petition to the State Public Service Commission joining with the Long Island Railroad Company for the reconstruction of Sagg Road Bridge.

JAS. A. EARLY,
Town Clerk.

Sheet No. 39.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Friday, July 9th, 1920. All members present.

The Board designated polling places for the Town.

Resolved. That this Board advertise and receive bids for Sagaponack Bridge, July 28th, 1920.

(Abstract.) Town Superintendent of Highways au-

thorized and directed to rent a motor truck at cost not to exceed Twenty dollars ($20.) per day.

JAS. A. EARLY,

Town Clerk.

Sheet No. 40.

Minutes of a meeting of the Town Board held at the Fire truck house, in the village of Quogue, on Friday, July 16th, 1920. All members present.

The Board was addressed by representatives of the Quogue Gas Company in the matter of increase for cost of furnishing light to Quogue Lighting District.

Resolved. That this Board enter into a contract with the Quogue Gas Company to furnish light to Quogue Lighting District for Eighteen hundred dollars ($1,800.) per year, dating from January 1st, 1920, the contract to be terminated in sixty days after notice of either party.

Resolved. That the Supervisor is hereby authorized and directed to issue a certificate of indebtedness on the credit of the Town of Southampton in amount of Two thousand eight hundred and ninety-one dollars and forty cents ($2,891.40) for the purpose of payment on contract for construction of Lock in Shinnecock—Peconic Canal.

Resolved. That the Committee appointed on dredging West Bays and Canal are hereby authorized and directed to enter into a contract for the performance of said work.

JAS. A. EARLY,

Town Clerk.

Sheet No. 41.

Minutes of a meeting of the Town Board of the Town of Southampton held at the Town Clerk's office, Southampton, on Wednesday, July 21st, 1920. All members present.

The Supervisor was authorized to establish a sidewalk line in Riverside at the Bridge near the Town line.

Motion. (Abstract.) Health Officer is authorized to issue permits for unloading manure.

Resolved. (Abstract.) Provision made for removing decayed seaweed from shores at Quogue.

(Abstract.) New lights ordered for Good Ground and Westhampton Beach Lighting Districts.

JAS. A. EARLY,
Town Clerk.

Sheet No. 42.

Minutes of a Town Board meeting held at the Town Clerk's office, in the village of Southampton, on Wednesday, July 28th, 1920. All members present.

Bids for the construction of a Bridge at Sagaponack, pursuant to published notice, were opened at 11 A. M.

A bid was received from F. W. Schwiers Jr. Co., to construct the Sagaponack Bridge in accordance with plans and specifications for Fourteen thousand nine hundred and seventy dollars ($14,970.) A certified check of five per cent accompanied the bid.

Motion. The matter of construction of Sagaponack Bridge was laid on the table.

JAS. A. EARLY,
Town Clerk.

Sheet No. 42.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Wednesday, August 5th, 1920. All members present.

Resolved. That this Board apply to the State Health Department for an analysis of the water in Shinnecock. Quantuck and West Bays.

Resolved. That the salary of the Deputy Tax Receiver is hereby fixed at Twelve hundred dollars ($1,200.) per annum dating from August 1st, 1920.

Resolved. That sidewalks hereafter constructed entirely or in part by the Town moneys shall be of concrete construction.

JAS. A. EARLY,

Town Clerk.

Sheet No. 43.

Minutes of a meeting of the Town Board held at the office of the Town Clerk, Southampton, on Wednesday, August 11th, 1920. All members present.

Resolved. That the Supervisor and Town Clerk are hereby authorized and directed to issue a certificate of indebtedness on the credit of the Town of Southampton in amount of Four thousand six hundred fifty-six dollars ($4,656.00) for the purpose of final payment for bulkhead at the lock in the Shinnecock—Peconic Canal.

JAS. A. EARLY,

Town Clerk.

Sheet No. 43.

Minutes of a meeting of the Town Board held at the Supervisor's office, at Westhampton Beach, on Wednesday, August 18th, 1920. All members present.

Resolved. That the compensation of the Attendance Officers is hereby fixed at Four dollars ($4.) per diem and ten cents per mile for traveling expenses.

JAS. A. EARLY,
Town Clerk.

Sheet No. 44.

Minutes of a meeting of the Town Board held at the Justice's office, at Good Ground, on Wednesday, August 25th, 1920. All members present.

Resolved. That the Attendance Officers for the ensuing year be Frank C. Havens, of Bridgehampton, and Ernest Brockett, of Westhampton.

Resolved. That Justice Raynor is hereby authorized and directed to enter into an agreement for the cleaning up, dredging a channel and repairing the bulkhead at Sunswick Ave., at Westhampton Beach, the cost of same not to exceed Four hundred dollars ($400.)

Resolved. That the certified check of the F. W. Schwiers Jr. Co., submitted with bid for construction of the Bridge at Sagaponack is hereby returned.

JAS. A. EARLY,
Town Clerk.

Sheet No. 44.

Minutes of a meeting of the Town Board held at the Clerk's office, at Southampton, on Wednesday, September 1st, 1920. All members present.

Dr. Nugent, Town Health Officer, reported that he had investigated a complaint made by Charles Warner, of Canoe Place, and found a foot of water in the cellar of Mr. Warner, due apparently to the high water in Shinnecock Bay.

JAS. A. EARLY,

Town Clerk.

Sheet No. 45.

Minutes of a meeting of the Town Board held at the Clerk's office, in the village of Southampton, on Thursday, September 9th, 1920.

The resignation of Charles Rose, Inspector of Elections in the Fourth Election District, was received and on motion accepted.

Resolved. That Leonard H. Foster is hereby appointed Inspector of Elections in the Fourth Election District.

(Abstract.) Board authorized to attend hearing on Inland Waterway at the Army Building on September 16th, at 10 A. M.

Resolved . That the Town Clerk is hereby directed to advise the Public Service Commission that the urgency for the change in Sagaponack Road Bridge has passed as

heavy traffic has been diverted from this road, and the Board would like the application deferred at this time.

JAS. A. EARLY,

Town Clerk.

Sheet No. 45.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Tuesday, September 14th, 1920. All members present.

Resolved. That the Town Clerk is hereby authorized to communicate with the L. I. R. R. Co., in the matter of the Tuckahoe crossing.

Resolved. That Justice Jackson is hereby authorized and directed to place a traffic officer at the Riverhead road in Good Ground.

JAS. A. EARLY,

Town Clerk.

Sheet No. 46.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Tuesday, September 21st, 1920. All members present.

A committee representing the residents of Quogue, East Quogue and Good Ground presented a petition to the Board, signed by eighty-five persons, requesting that the tide-gates in the Shinnecock Canal be regulated as may be found necessary to lower Shinnecock Bay which is now in such condition that shore gunning is impossible, the hay is being washed from the beaches and shore fronts

are being destroyed. The signed statements of D. R. Overton, L. E. Howell and E. A. Jackson were received and, on motion, ordered filed with papers relating to the Shinnecock—Peconic Canal.

Resolved. That the tide-gates in the Canal be regulated as may be necessary to lower the waters of Shinnecock Bay in order to relieve the condition complained of in the petition filed with this Board. Yes: Messrs. Kendrick, Greene, Raynor, Humblet, Jackson and Early; No: None.

JAS. A. EARLY,
Town Clerk.

Sheet No. 47.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, on Wednesday, September 28th, 1920.

Resolved. (Abstract.) L. I. R. R. asked to erect warning signs at all grade crossings.

Abstract. Changes in designation of polling places.

Abstract. Appointed Inspectors of Election: Frank Schenck, Edward G. Sayre, Nathan P. Hand, Herbert Godbee.

Abstract. Communicate with Southampton and Sag Harbor villages on employment of a traffic officer.

Resolved. That this Board withdraw objection to the petition to change the Sagaponack Bridge pending before Public Service Commission.

Sheet No. 48.

Minutes of a meeting of the Town Board held in the Supervisor's office, Westhampton Beach, on Wednesday, October 6th, 1920. All members present.

Resolved. That the Town offer John H. Hunt the sum of Three hundred dollars ($300.) for the copies of Town Records (283) now in his possession.

JAS. A. EARLY,
Town Clerk.

Sheet No. 48.

Minutes of a meeting of the Town Board of Southampton, held at the Clerk's office, on Wednesday, October 13th, 1920. All members present.

Abstract. Resignation of William S. Halsey, Inspector of Elections, received and accepted; Frank Benedict appointed in his place.

Abstract. Bill of F. W. Schwiers Jr. Co., referred to counsel.

Resolved. That notice of a hearing on the petition of residents of Good Ground to change the name of Good Ground to Bayhampton, to be held at Woodmen's Hall, on Wednesday, October 27th, at 1:30 P. M., be published.

JAS. A. EARLY,
Town Clerk.

Sheet No. 49.

Minutes of a meeting of the Town Board of Southampton held at the office of Justice Jackson, in Good

Ground, on Wednesday, October 20th, 1920. All members present.

Abstract. Town Superintendent directed to take up matter of a new highway at Canoe Place with adjoining property owners, stake road, and ascertain estimate of cost.

Resolved. Recommend to Board of Town Auditors that the compensation of the Election Officials be at rate of Ten dollars ($10) for Registration Days and Primary Day, and Fifteen dollars ($15.) for General Election Day.

Resolved. Supervisor is authorized and directed to appoint a Committee to look into the matter of cost and efficiency of voting machines.

Resolved. That the Supervisor is hereby authorized and directed to borrow the sum of Five thousand dollars ($5,000.) on the credit of the Town to pay audited bills.

Resolved. That this Board hereby accepts for the Town of Southampton the completion of the contract for Lock in the Shinnecock—Peconic Canal by the F. W. Schwiers Jr. Co.

JAS. A. EARLY,

Town Clerk.

Sheet No. 50.

Minutes of a meeting of the Town Board of Southampton held at Woodmen's Hall, Good Ground, on Wednesday, October 27th, 1920. All members present.

Abstract. Meeting called pursuant to petition to change the name of Good Ground to Bayhampton. Many addressed Board in favor of proposed change. No opposition expressed.

Resolved. Opinion of the Board, that in the absence of any opposition, that the people of Good Ground desire the name of the Hamlet changed to Bayhampton.

JAS. A. EARLY,
Town Clerk.

Sheet No. 51.

Minutes of a meeting of the Town Board of Southampton held at the office of the Supervisor, in the village of Westhampton Beach, on Thursday, November 4th, 1920. All members present.

The Board inspected the dredging of the channels at Westhampton Beach. The Highway Esimate was discussed and laid over until Monday, November 8th for final action.

JAS. A. EARLY,
Town Clerk.

Sheet No. 51.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Monday, November 8th, 1920. All members present.

Resolved. That the Supervisor is hereby authorized and directed to submit to the Board of Supervisors of Suffolk County the following sums for the purposes specified to be assessed, levied and collected upon the taxable property in the Town of Southampton in the Tax Levy of 1920:

For Acquisition of Motor Truck	$	479.12
For Support of Poor		4,500.00
For Removal of Snow		1.500.00

For Highway Machinery	500.00
For Miscellaneous Highway Purposes	10,000.00
For Maintenance of Highways	101,233.00
For Extraordinary Highway Repairs (1919)	10,600.00
For Dredging Canals	3,000.00
For Highway Maintenance, Nov.—Dec. 1920	10,000.00
For Audited Bills	47,705.00
For Memorial Day	50.00
For Notes and Interest on 1274 Road	25,000.00
For Bonds and Interest on 1495 Road	4,102.00
For Certificates Interest on Canal Gates	13,330.00
For Fire Districts	
Eastport	250.00
Quogue and Westhampton Beach	2,762.00
For Lighting Districts:	
Quogue	1,800.00
Water Mill	320.00
Eastport	320.00
Westhampton	2,500.00
Good Ground	2,200.00
East Quogue	880.00
Bridgehampton	880.00
For Police Districts:	
Bridgehampton	1,500.00

Resolved. Four thousand dollars ($4,000.) transferred from Miscellaneous Fund to Highway Maintenance Fund.

Resolved. Supervisor authorized and directed to borrow Ten thousand dollars ($10,000.) on the credit of the Town of Southampton in anticipation of the collection of taxes for the use of the Highway Fund.

Abstract. Mr. Raynor to arrange for sufficient heating for the Supervisor's and Justice's offices at Westhampton Beach.

JAS. A. EARLY,
Town Clerk.

Sheet No. 53.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, November 17th, 1920. All members present.

Abstract. Messrs. Jackson and Raynor to meet Town Trustees and set minimum and maximum gauge for the tide level in Shinnecock Bay for regulation of tide-gates.

Mr. Greene appointed a Committee to offer Mr. (John H.) Hunt Four hundred dollars ($400.) for the copies of the printed Town Records in his possession.

Abstract. Claim of Addison M. Cook for mapping school districts and furnishing surveys, $150, directed to be paid.

JAS A. EARLY,
Town Clerk.

Sheet No. 53.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Tuesday. November 23rd, 1920. All members present.

The Board discussed the matter of maintenance of highways for November and December. Mr. Raynor re-

ported that the dredging of the channel in the West Bays and Canal had been suspended temporarily at the suggestion of the Committee.

JAS. A. EARLY,

Town Clerk.

Sheet No. 54.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Thursday, December 2nd, 1920. All members present.

Resolved. That the claim of F. W. Schwiers Jr. Co. for final payment on the contract for the lock in the Shinnecock—Peconic Canal in the amount of Three thousand two hundred fifteen dollars and thirteen cents ($3,215.13) be paid, except the sum of Five hundred dollars ($500.) which shall be retained for at least thirty days.

Resolved. That the Supervisor is hereby authorized and directed to borrow Three thousand two hundred and fifteen dollars and thirteen cents ($3,215.13) on the credit of the Town of Southampton for the purpose of paying the claim for final payment on the lock in Shinnecock—Peconic Canal contract.

JAS. A. EARLY,

Town Clerk.

Sheet No. 55.

Minutes of a meeting of the Town Board held at the Town Clerk's office, on Tuesday, December 7th, 1920. All members present.

Abstract. Communication from Public Service Commission advising Board of hearing on petition of Long Island Gas Corporation for an increase in rates.

Abstract. Supervisor and members of Board directed to attend above hearing; Supervisor directed to attend conference at Albany with Commissioner of Highways to urge the letting of the contracts for State Highways in the Town.

Resolved. That John H. Nugent is appointed temporary Health Officer for the Town of Southampton during the absence of John Nugent beginning December 12th, 1920.

Resolved. That the Town Superintendent of Highways is hereby appointed to construct a turntable at the Foot of Beach Highway at Noyack.

JAS. A. EARLY.

Town Clerk.

Sheet No. 56.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Wednesday, December 15th, 1920. All members present.

Resolved. That George W. Percy is hereby authorized and directed to defend the action of Peter E. Nostrand against the Town of Southampton for alleged services rendered on State Highway Contract No. 1274.

Resolved. That it is hereby ordered and directed to place an arc light at the junction of Montauk and Pon Quogue Highways in the Hamlet of Good Ground.

JAS. A. EARLY,

Town Clerk.

Sheet No. 56.

Minutes of a meeting of the Town Board held at the Town Clerk's office, at Southampton, on Thursday, December 23rd, 1920. All members present.

Resolved. That the claim of F. W. Schwiers Jr. Co. for final payment on contract for the construction of lock in Shinnecock—Peconic Canal is hereby ordered paid in full.

JAS. A. EARLY,
Town Clerk.

Sheet No. 57.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, Southampton, on Tuesday, December 28th, 1920. All members present.

Abstract. Approve plans, specifications and estimate of cost for Westhampton—Quogue County Highway. Engineer's revised estimate shows that the cost of the extra work desired by the Town will be $32,400 instead of $25,-200 as originally estimated, the additional amount being $7,200.

Resolved. That there is appropriated the sum of $7,200 being the amount required by the Town for such excess cost, which amount is hereby ordered deposited with the State Comptroller, etc.

Resolved. That Mr. Percy, the counsel of the Town in the matter of increased gas rates, is hereby instructed to oppose the increase at the hearing before the Public Service Commission on Jan. 5th, 1921.

JAS. A. EARLY,
Town Clerk.

Sheet No. 58.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Friday, January 7th, 1921. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow on the credit of the Town the sum of Thirty-two thousand four hundred dollars ($32,400.) the Town's share for the construction of State and County Highway No. 1574 pending the issuance of bonds for this construction.

Resolved. That the Supervisor is hereby authorized and directed to borrow on the credit of the Town of Southampton the sum of Nine thousand six hundred forty-three dollars and sixty-one cents ($9,643.61) to reimburse the Sagaponack Bridge Fund for moneys borrowed therefrom for the use of the General Fund.

JAS. A. EARLY,

Town Clerk.

Sheet No. 58.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Thursday, January 13th, 1921. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow the sum of six thousand dollars ($6,000.) on the credit of the Town of Southampton for the payment of audited bills.

JAS. A. EARLY,

Town Clerk.

Sheet No. 59.

Minutes of a meeting of the Town Board held at the Town Clerk's office, at Southampton, on Wednesday, January 19th, 1921. All members present.

Resolved. That the Supervisor is hereby authorized and directed to renew all outstanding bonds as they expire.

Resolved. That Messrs. Kendrick and Early are hereby authorized and directed to draft a bill to be presented at the Legislature for the reimbursement of the Town for expense of construction of Tide Gates in the Shinnecock—Peconic Canal.

JAS. A. EARLY,
Town Clerk.

Sheet No. 59.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, on Wednesday, January 26th. 1921. All members present.

Abstract. Board as Committee to be present in Albany, on Wednesday, February 2nd, to have introduced in the Legislature a bill to reimburse the Town for moneys spent for Tide Gates in Canal.

JAS. A. EARLY,
Town Clerk.

Sheet No. 60.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Saturday, February 5th, 1921. All members present.

Abstract. Town Trustees are authorized to direct the operation of the Shinnecock—Peconic Canal Tide Gates.

Abstract. Mr. Jackson named a Committee on the upkeep of the Tide Gates and Lock in the Shinnecock—Peconic Canal.

Resolved. That the Supervisor is hereby authorized and directed to publish a notice to persons having claims against the Town to present the same in duplicate and to direct Mr. Percy to draw up a form for submission of claims.

Resolved. That the bill of Mr. Early referred to the Town Board is hereby referred to Mr. Percy, Counsel, for opinion.

Resolved. That the bill of Mr. Percy in amount of Sixty-six dollars and eighty-seven cents ($66.87) for services and expenses in the hearing before the Public Service Commission on petition of the Long Island Gas Corporation to raise rates for gas, is hereby authorized and directed to be paid.

A communication was received from the attorneys of Mr. Perry Ramsaye, the present owner of property near Red Creek, Good Ground, formerly owned by one Fournier, over which there is a public highway as shown by records of the Town of Southampton in which it is stated by Mr. Ramsaye that he recognizes no highway or right of way over his property.

Resolved. That Mr. George W. Percy is hereby authorized and directed to institute any proceedings he may deem necessary to remove obstructions and to open for public use the highway at the Ramsaye property near Red Creek.

Sheet No. 61

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Friday, February 11th, 1921. All members present.

The Board discussed the distribution of the automobile license money for 1920 and directed the Town Superintendent of Highways to prepare supplemental Highway Agreement to be acted on at next meeting.

Mr. Percy submitted an opinion on the bill of Town Clerk which was filed.

Sheet No. 62.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, Southampton, on Wednesday, February 16th, 1921. All members present.

Resolved. That the claim of Mr. Percy in amount of Five hundred dollars ($500.) for services rendered in the action of the Town of Southampton in the State Court of Claims be laid on the table until the next meeting.

Resolved. That the sum of Seven thousand dollars ($7,000.) is hereby appropriated from the Motor Vehicle License money for the construction of a concrete road in Main Street, Quogue.

Resolved. That the sum of Five thousand eight hundred ninety-three dollars and eighty-three cents ($5,893.83) is hereby appropriated from the Motor Vehicle License money for the construction of section of concrete road on Bridgehampton—Sag Harbor Turnpike.

Resolved. That the width of concrete highway construction is hereby authorized and adopted not to exceed a width of 18 feet on Town Highways.

JAS. A. EARLY,
Town Clerk.

Sheet No. 63.

Minutes of a meeting of the Town Board of Southampton held at Good Ground, on Wednesday, February 23rd, 1921. All members present.

The Board looked over the location for the proposed new highway leading from Canoe Place Ave. to Pon Quogue Ave.

Mr. Stoltz of the Long Island Lighting Company addressed the Board in the matter of renewal contracts for lighting which were submitted to the Board at the last meeting. The rate in the new contracts having been increased to Twenty-five dollars ($25.) and the period for five years. It was the opinion of the Board that the term was too long for any increase in rates, and the contracts were laid over for further discussion.

Resolved. That the Town Superintendent and the Town Board shall advertise for bids for the construction of concrete road on Main Street, Quogue, and reserve the right to reject any or all bids.

Resolved. That Justice Jackson and Mr. Sandford, Town Supt. of Highways, are hereby authorized and directed to confer with the County Supt. of Highways and draw a plan and specifications for road on Main Street, Quogue.

JAS. A. EARLY,
Town Clerk.

Sheet No. 64.

Minutes of a meeting of the Town Board held at the Town Clerk's office on Friday, March 4th, 1921. All members present.

Abstract. Supervisor authorized to borrow on credit of Town Five thousand dollars ($5,000.) to pay audited bills.

Abstract. Town Clerk directed to have notices posted for hearing on Street Lighting Contracts for East Quogue, Good Ground and Water Mill.

Abstract. Town Superintendent directed to exchange the car now used by him for a new car at an expense not to exceed Nine hundred dollars ($900.)

Abstract. Mr. Jackson directed to purchase chains for Tide Gates and lock Gates in the Shinnecock—Peconic Canal.

Resolved. That the claim of George W. Percy in amount of Five hundred dollars ($500.) for legal services and expenses as attorney for the Town of Southampton in the litigation before the Court of Claims is hereby authorized and directed paid.

JAS. A. EARLY,

Town Clerk.

Sheet No. 65.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, March 9th, 1921. All members present.

Taxpayers from East Quogue and Good Ground Lighting Districts addressed the Board on Light contracts.

Resolved. That the contracts for East Quogue and Good Ground Lighting Districts at the rate of $25. per lamp per year is hereby approved and the Board is directed to enter into a contract for two years at above figure.

Abstract. Narrow Lane is included in Bridgehampton Lighting District; Suffolk Light, Heat and Power Company directed to place three lights on Narrow Lane.

Abstract. Supervisor directed to purchase a Burroughs Adding Machine at a cost of $350.00.

Resolved. That the bond of the Supervisor for Highway Funds in amount of $24,000. is hereby ordered cancelled.

Abstract. Supervisor authorized to borrow $5,000. on credit of Town to pay audited bills.

JAS. A. EARLY,
Town Clerk.

Sheet No. 66.

Minutes of a meeting of the Town Board of Southampton held at the Supervisor's office, at Westhampton Beach, on Wednesday, March 16th, 1921. All members present.

Resolved. That the notice of the closing of North Haven Bridge be published in Greenport papers and posted in public places.

Abstract. Three hundred dollars is transferred from the Miscellaneous Fund to the Snow Fund.

The Board inspected the location of the proposed highway west of the Catholic Church, at Quogue.

JAS. A. EARLY,
Town Clerk.

Sheet No. 66.

Minutes of a meeting of the Town Board held at the Town Clerk's office, on Wednesday, March 23rd, 1921. All members present.

A delegation of resident taxpayers of Water Mill addressed the Board in the matter of renewal of contracts for Water Mill Lighting District. It was the opinion of the taxpayers that the contract should be renewed.

Resolved. That this Board enter into a contract with the Suffolk Light, Heat & Power Company for a period of two years at Twenty-five dollars ($25.00) per light per year.

Resolved. That a motorcycle policeman be employed for a period of three months at a compensation of $8.00 per day, beginning at April 1st, 1921.

Abstract. Mr. Kendrick to communicate with Mr. Harry Smith to ascertain if his services are available.

Resolved. That the Town Clerk is authorized and directed to approve bills for services performed for the use and benefit of the Town where same has been authorized and to his knowledge the service has been rendered.

JAS. A. EARLY,

Town Clerk.

Sheet No. 67.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Thursday, March 24th, 1921. All members present.

Abstract. Bids were received for construction of concrete road at Main Street, Quogue: E. L. Barber, $18.00

per cubic yard; J. J. McDermott $3.50 per yard; W. W. Hubbard $34.00 per cubic yard.

Resolved. That the bid of E. L. Barber for road on Main Street, Quogue, $18.00 per cubic yard, is accepted to the amount of the appropriation, $15,000.00.

JAS. A. EARLY,

Town Clerk.

Sheet No. 68.

Minutes of a meeting of the Town Board held at Riverside, on Saturday, March 26th, 1921. All members present.

The Board approved the petition of Everett Hand to lay out a highway at Canoe Place, Good Ground. The Board looked over the proposed widening of the old Moriches Road.

JAS. A. EARLY,

Town Clerk.

Sheet No. 68.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, Wednesday, March 30th, 1921.

Resolved. That Mr. Kendrick is hereby appointed Town Historian.

Resolved. That Mr. Harry Smith is hereby appointed motorcycle officer for the Town for a period of 90 days beginning April 15th.

Resolved. That the members of the Town Board are

hereby authorized and directed to inspect the voting machines at Huntington and Smithtown.

JAS. A. EARLY,

Town Clerk.

Sheet No. 69.

Minutes of a meeting of the Town Board of Southampton, held at the Town Clerk's office, on Wednesday, April 6th, 1921. All members present.

Resolved. That the Clerk is hereby authorized and directed to communicate with the U. S. Standard Voting Machine Co., to have a representative attend at a meeting of the Town Board to take up the matter of voting machines.

Abstract. Supervisor is directed to borrow Five thousand dollars ($5,000.) on the credit of the Town of Southampton to pay audited bills.

Resolved. That Mr. George W. Percy is hereby authorized to make an appeal to the Appelate Division of the case of Nostrand against the Town of Southampton.

Resolved. That the Board favors the acceptance of Newman Avenue, in Osborne Park, Bridgehampton if necessary dedications are granted.

JAS. A. EARLY,

Town Clerk.

Sheet No. 70.

Minutes of a meeting of the Town Board held at the office of Judge Humblet, in Bridgehampton, on Wednesday, April 13th, 1921. All members present.

Resolved. That Mr. Percy is hereby directed to look into the matter of limiting the load to pass over Town Bridges and report to the Board.

Resolved. That the Clerk is hereby authorized and directed to advertise for bids for the dredging of canal at Canoe Place and Ogden's Pond, Quogue.

JAS. A. EARLY,
Town Clerk.

Sheet No. 71.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, April 20th, 1921. All members present.

Resolved. That the Board issue Highway bonds for twenty years (20) in the amount of Eighty-eight thousand dollars ($88,000.) to pay the share of the Town for the construction of the Quogue—Westhampton State and County Highway No. 11571, in amount of Thirty-two thousand four hundred dollars ($32,400.) and the Moriches—Westhampton Federal Aid Highway Section 78A in amount of Fifty-five thousand, six hundred dollars ($55,600.)

Resolved. That a light be placed in the Good Ground Lighting District on Springville Road between the Main Highway and the Railroad crossing.

JAS. A. EARLY
Town Clerk.

Sheet No. 71.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, on Wednesday, April 27th, 1921. All members present.

Resolved. That the Town Superintendent is hereby authorized and directed to clear up the release on the road on South side of Coldspring.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to look into the matter of defining the road known as Coldspring Road.

JAS. A. EARLY,

Town Clerk.

Sheet No. 72.

Minutes of a meeting of the Town Board held at the Town Clerk's office, on Wednesday, May 4th, 1921. All members present.

Resolved. That the Supervisor is hereby authorized and directed to issue certificates of indebtedness pending the sale of Highway Bonds in amount of Fifty-five thousand six hundred dollars ($55,600.) for the purpose of paying the share of the Town for the construction of Federal Aid Highway 78A.

Resolved. That the Town issue Highway Bonds in amount of Eighty-eight thousand dollars ($88,000.) on the credit of the Town of Southampton to bear interest at the rate of 5½% per annum.

A communication was received from the War Department relative to obstructions in draw span at Quantuck Bridge.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to have obstructions removed from the draw span at Quantuck Bridge.

Resolved. That this Board learns with deepest sorrow and sincere regret of the death on April 30th, 1921 of

GILBERT D. ROGERS,

for many years and at the time of his death an Assessor for this Town of Southampton.

Resolved. That it is noted that with this year of 1921, Mr. Rogers would have completed a period of twenty consecutive years of service, as such Assessor.

Resolved. That in the discharge of his official duties, Mr. Rogers was ever conscientious, efficient, and interested, and as in his private life, courteous and considerate.

Resolved. That in his passing, this Town of Southampton has lost an able official and the people a willing public servant.

Resolved. Further, that these resolutions be spread upon the minutes of this Board, and a copy sent to his family.

JAS. A. EARLY,
Town Clerk.

Sheet No. 73.

Meeting of the Town Board of Southampton held at the Clerk's office, on Wednesday, May 11th, 1921. All members present.

Mr. Jackson was directed to have the keepers of the Tide Gates in Shinnecock Canal regulate the opening of gates until the waters of the bay are at a proper level.

Resolved. That Mr. Humblet be appointed a Committee to attend to making repairs on the Bridgehampton Lockup.

A representative of U. S. Standard Voting Machine Co., addressed the Board in the matter of the purchase of voting machines for the Town.

Mr. Jackson was authorized to have the panel of the Tide Gates repaired.

JAS. A. EARLY,

Town Clerk.

Sheet No. 74.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, May 18th, 1921. All members present.

Resolved. That Mr. William C. Ryder, of East Quogue, is hereby appointed Assessor to fill the vacancy caused by the death of Gilbert B. Rogers.

Abstract. Mr. Kendrick was authorized to dispose of the wooden voting booths in the Fourth Election District.

A copy of the opinion of Mr. Percy answering the communication of Duane P. Cobb in the matter of the appropriation of Six thousand dollars ($6,000.) for concrete road at Westhampton Beach was read.

Resolved. That the Town purchase four voting machines of 40 column type at a cost of $1,026.00 each.

JAS. A. EARLY,

Town Clerk.

Sheet No. 75.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, May 25th, 1921. All members present.

The Board discussed the proposed new Highway at Good Ground.

A communication was received from the Women's Civic League of Southampton in the matter of preserving public Highways; same was read and ordered filed.

JAS. A. EARLY,
Town Clerk.

Sheet No. 76.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, Southampton, on Thursday, June 2nd, 1921. All members present.

Abstract. The Supervisor and Town Clerk, or either of them, are authorized to enter into a contract with the Automatic Registering Machine Corporation for the purchase of four U. S. Standard Voting Machines of the 9 rows, 40 column size at $1,026.25 each. Further that in payment for said voting machines the Supervisor is authorized, upon receipt of said machines, to pay to the Automatic Registering Machine Corporation the sum of $4,105.

The Board of Trustees of the Town of Southampton having appeared and requested that the sum of $2,500 be made available immediately for the purpose of defraying bills for trial of the action of Trustees, etc. vs. Flanders Club and for the purpose of opposing the appeal therein. It was regularly moved by Mr. Early and seconded by Mr. Humblett that the sum of $2,500. be made available on the order of the Board of Trustees or its president for the purpose of the trial and appeal in the action against

the Flanders Club to determine the title to Bellows Pond in the Town of Southampton.

JAS. A. EARLY,

Town Clerk.

Sheet No. 77.

Meeting of the Town Board held at the Supervisor's office, at Westhampton Beach, on Wednesday, June 8th, 1921. All members present.

The resignation of Willard S. French as a school director was received and approved.

Resolved. That Ada B. French, of East Quogue, is hereby appointed School Director to fill the vacancy caused by the resignation of Willard S. French.

Justice Jackson was directed to order the Gate Tenders to permit the Tide Gates to operate until further notice.

The Board examined Speonk River Bridge to decide how same should be widened to a width of thirty-two feet to permit the construction of State Highway.

Supervisor Halsey was authorized to take up the matter of widening the Bridge with the County Superintendent of Highways and the State Highway Commission.

JAS. A. EARLY,

Town Clerk.

Sheet No. 78

Minutes of a meeting of the Town Board of Southampton held at . . . . on Wednesday, June 15th, 1921. All members present.

Abstract. Town Superintendent directed to repair and oil the Brick Kiln Road from the Sag Harbor village line west toward Bridgehampton. Also directed to obtain an estimate for a concrete oil tank in Bridgehampton and Good Ground to contain 40,000 gallons and submit same to this Board.

JAS. A. EARLY,
Town Clerk.

Sheet No. 79.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, June 22, 1921. All members present.

Resolved. That Frank Downs, Designatee on State Highway Contract No. 1274 is hereby released and discharged as said Designatee and is directed to turn over to the Town Supt. of Highways all property, machinery and equipment in his possession as such designatee.

Resolved. That this Board extend to Frank Downs a vote of thanks for his faithful and efficient services in the construction of State Highway No. 1274 and commend him for the performance of this work during a period beset with many difficulties.

Resolved. That the Town Superintendent of Highways. Mr. Sandford, is hereby authorized and directed to dispose of the boiler and pump used for the construction of State Highway No. 1274 at the best price obtainable.

Resolved. That this Board approves the application of Moses Weixelbaum to lay out a highway at Westhampton Beach from the Mill Road to the Country Road, to be known as Sunset Ave.

Resolved. That the application of Fred N. Sandford, Town Supt. of Highways, to widen the highway known as

Newtown Road, in the village of Good Ground, is hereby approved.

Resolved. That Justice Jackson is hereby authorized and directed as a Committee to have the leak in the lock of Shinnecock—Peconic Canal repaired as soon as possible.

Resolved. That the salary of the Bridge Tender at Quogue and Post Bridge is hereby fixed at $70.00 per month.

Resolved. That the Board inspect the channels in the West Bays.

JAS. A. EARLY,

Town Clerk.

Sheet No. 80.

Minutes of a meeting of the Town Board held at Good Ground, on Wednesday, June 29th, 1921. All members present, except Mr. Greene.

Resolved. That the bill of Edwin H. Pierson for services as School Director in amount $15.20 is hereby ordered paid.

Resolved. That the Gates in Shinnecock—Peconic Canal be fastened open for two days to reduce the level of water in Shinnecock Bay.

Abstract. Ordinance adopted making use of firecrackers or fireworks, or building bonfires, on public highways of the Town, a misdemeanor punishable, in case of conviction, by a fine not exceeding $50. or imprisonment in the County Jail for a term not exceeding six months, or both such fine or imprisonment. (The authority to pass this ordinance is found in Article 2 and 3 of the Public Health Laws of the State of New York.)

The Board inspected the channels in Shinnecock and West Bays.

JAS. A. EARLY,
Town Clerk.

Sheet No. 81.

Minutes of a meeting of the Town Board held at Eastport, on Wednesday, July 6th, 1921. All members present.

A delegation of residents of Eastport addressed the Board in the matter of laying concrete pavement from curb to curb for a distance of 500 feet east of Eastport Bridge.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to lease for a term of twnety-five years a piece of land at Bridgehampton for the purpose of constructing a tank to contain about 40,000 gallons of road oil at a rental of $25.00 per annum.

JAS. A. EARLY,
Town Clerk.

Sheet No. 81.

Minutes of a meeting of the Town Board held at the Town Clerk's office, on Wednesday, July 13th, 1921. All members present.

An application supported by Dr. Noah S. Wadhams to conduct a Lying In Hospital at Westhampton Beach was received from Mary A. King. Same was approved by a unanimous vote of the Board.

Resolved. That the following roads are hereby ordered to be improved under the Lowman Act: Bridgehampton—Sag Harbor Turnpike, Flanders—Riverhead Road,

Westhampton to Quogue—Riverhead Road, Southampton—North Sea—Noyac—Sag Harbor Road.

JAS. A. EARLY,

Town Clerk.

Sheet No. 82.

Minutes of a meeting of the Town Board held at the Town Clerk's office, on Wednesday, July 20th, 1921. All members present.

Roads designated to he improved under the provisions of 320A and B Highway Law:

Sagaponack Road from Montauk Highway to Hedges Lane.

Sagaponack Road from Montauk Highway to Bridgehampton, to Sagaponack Schoolhouse.

Main Road from Cobb to Southampton Village Line.

Pon Quogue Ave., from Good Ground to Bay.

Depot Road at East Quogue from Depot to Montauk Highway.

Main Highway to Quogue Depot through Jessup Avenue.

Westhampton from Six Corners to Montauk Highway.

Vanderbilt Road from Bay to junction of Moriches Road.

River Ave., at Eastport from Montauk Highway south toward Bay.

From Montauk Highway at Remsenburg to Remsenburg village.

JAS. A. EARLY,

Town Clerk.

Sheet No. 83.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Tuesday, July 26th, 1921. All members present.

Resolved. That Harry Smith is hereby appointed Special Town Constable for a period of three months beginning July 15th, 1921.

Resolved. That it is the sense of this Board that there should be appointed a Custodian for Voting Machines in each district where used; and it is further

Resolved. That the Town Clerk is hereby directed to forward a copy of the foregoing resolution to the Board of Elections.

JAS. A. EARLY,
Town Clerk.

Sheet No. 83.

Minutes of a meeting of the Town Board held at the Supervisor's office, at Westhampton Beach, on Wednesday, August 3rd, 1921. All members present.

The sum of $1,000 was ordered transferred from the Miscellaneous Fund to the Machinery Fund.

Ordinance was adopted regarding covering for vehicles containing rubbish with violation punishable by a penalty of not more than $50.

JAS. A. EARLY,
Town Clerk.

Sheet No. 84.

Minutes of a meeting of the Town Board of Southampton held at Justice Jackson's office, Good Ground, August 9th, 1921. All members present.

Resolved. That the Tide Gates in Shinnecock—Peconic Canal are hereby ordered to be fastened open for a period of three days to reduce the level of water in Shinnecock Bay.

The Board inspected the culvert at Newtown Road.

JAS. A. EARLY,

Town Clerk.

Sheet No. 85.

Minutes of a meeting of the Town Board held at the Clerk's office, on Wednesday, August 17th, 1921. All members present.

A Committee from the Good Ground Board of Trade addressed the Board in the matter of repair and improvement of highways in Good Ground.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to advertise for bids for the construction of a piece of concrete road on the Bridgehampton—Sag Harbor Turnpike.

JAS. A. EARLY,

Town Clerk.

Sheet No. 85.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, August 24th, 1921. All members present.

Resolved. That the Town Superintendent of Highways is hereby directed to put the Post Bridge at Ocean Ave., Quogue, in passable condition.

Resolved. That the Supplemental agreements be laid on the table until they can be taken up for discussion with the Town Superintendent of Highways.

Resolved. That Ernest J. Brockett and Frank C. Havens are hereby appoined Truant Officers for the ensuing year.

Resolved. That the Town Superintendent of Highways is hereby directed to build the concrete sidewalks provided for in the Miscellaneous Fund for 1921.

A delegation of residents of Eastport appeared before the Board to urge that the Montauk Highway at the west end of Southampton be laid from curb to curb for a distance of about Eight hundred feet (800).

Resolved. That the sum of Five thousand dollars ($5,000) is hereby authorized and directed to be raised by tax in the levy of 1921 for the purpose of laying concrete from curb to curb on the Montauk Highway at Eastport.

JAS. A. EARLY,

Town Clerk.

Sheet No. 86.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Tuesday, August 30th, 1921. All members present.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to place a warning light on the Road Bridge at Good Ground.

Resolved. That the Town Superintendent of Highways is hereby directed to furnish a detailed financial report of the Highway Fund, and present balances.

JAS. A. EARLY,
Town Clerk.

Sheet No. 87.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, September 7th, 1921. All members present.

The Board discussed the construction of concrete road at Bridgehampton.

JAS. A. EARLY,
Town Clerk.

Sheet No. 87.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, September 14th, 1921. All members present.

The Supervisor was directed to borrow the sum of Five thousand dollars ($5,000.) on the credit of the Town of Southampton for the purpose of paying audited bills.

The Supervisor was authorized to borrow Fifteen thousand fifty dollars ($15,050.) on the credit of the Town of Southampton for the purpose of making extraordinary highway repairs, to be used on the following highways. Mr. Early voted no.

Highways situated near Bridgehampton:

Sag Harbor Turnpike	$1000.
Ocean Road	500.
Brick Kiln Road	500.

Sagg Road to Sag Harbor	500.

Highways situated near Water Mill:

Scuttle Hole Road	500.
Main Road	1000.
Mecox Road	500.

Highways situated near Southampton:

North Sea Road	1000.
Cold Spring Road	500.

Highways situated near Good Ground:

Springville Road	500.
Tiana Road	500.
Red Creek Road	500.
Flanders Road	1500.

Highways situated near Quogue:

Carman Ave.	500.
Beach Road	500.
Jessup Ave.	500.
Main Street	1000.

Highways situated near Westhampton:

South Country Road	600.
Depot Road	700.
Beach Road and Old Mill Road ...	1200.

Highways situated near Speonk:

Main Road	500.
Phillips Ave.	500.

JAS. A. EARLY,

Town Clerk.

Sheet No. 88.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Monday, September 19th, 1921. All members present.

Resolved. That the Supervisor is hereby directed to obtain an opinion from Mr. Percy Housel as to the legality of borrowing money for extraordinary highway repairs and the conditions required by statute.

A communication was received from the District Attorney's office in reference to a loam claim by the Tribe of Shinnecock Indians. On motion of Mr. Greene same was referred to Mr. Percy, the Town Counsel.

JAS. A. EARLY,

Town Clerk.

Sheet No. 89.

Minutes of a meeting of the Town Board held at Flanders, on Thursday, September 22nd, 1921. All members persent.

Resolved. That the Supervisor is hereby authorized and directed to have Mr. Housel draw up agreements for extraordinary highway repairs.

Abstract. Rugs ordered purchased for the Town Board room and Assessors' room; furniture and equipment for the Supervisor's office.

The following opinion was received from Mr. Housel: "Town Board of Southampton:

"In my opinion the proposal to consent to the expenditure of $15,000 for extraordinary repairs to certain highways in your town as stated in the annexed request is illegal.

"The purpose of Section 93 of the highway law is to provide for meeting certain emergencies between town meetings when delay would result in inconvenience or damage to citizens. The purpose o fthe highway law as interpreted by the courts has been to limit highway expenditures to the amounts voted upon by the taxpayers except in those emergencies requiring prompter action. For such emergencies, however, a limit has been fixed, and the limit applicable to the present case is $6,000. Section 94 Highway law as amended 1921.

"The Board therefore cannot consent to any expenditure in this behalf exceeding $6,000.

"Very truly yours,

"P. L. HOUSEL."

Meeting adjourned.

JAS. A. EARLY,
Town Clerk.

Sheet No. 90.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, September 27th, 1921. All members present.

Resolved. That the following Attendance Officers are hereby appointed:

Eastport, Frank B. Tuttle, $50 per annum

Westhampton Beach, C. Floyd Pierson, $75 per annum

Good Ground, Wm. R. Hawkins, $25 per annum

Bridgehampton, James Wilford, 50 cents per call

Resolved. That the Tide Gates in Shinnecock—Peconic Canal be fastened open until further notice.

Resolved. That the resolution adopted on September 14th authorizing the Supervisor to borrow $15,000 for the purpose of making extraordinary highway repairs is hereby rescinded.

Resolved. That the Supervisor is hereby authorized to employ clerks to make extensions in the Tax Rolls at a compensation not to exceed 75 cents per hour.

Resolved. That it is hereby authorized and directed that a Certificate of Indebtedness signed by the Supervisor and the Town Clerk be issued on the credit of the Town of Southampton in amount of $6,000 for extraordinary Highway Repairs.

JAS. A. EARLY,

Town Clerk.

Sheet No. 91.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Thursday, October 6th, 1921. All members present.

The following roads and names of same in the village of Good Ground are hereby adopted as official and ordered recorded.

Concrete road running East and Wset through the village, to be called "Montauk Highway."

Road running southerly from the State Road and passing East of the public school, to be called "Pon Quogue Road."

Road running Easterly from the Southerly end of Pon Quogue Road to the East Bay, to be called "East Shinnecock Road"; and the road running Westerly from the same point to be known as "West Shinnecock Road."

Road running in an Easterly direction from the Pon Quogue Road at G. L. Bellows' corner, to be known as "East Bay Avenue"; and the road running Westerly from the same point, to be known as "West Bay Avenue."

Road running Easterly from Pon Quogue Road at a point a little South of the public school, to be called "Cliff Road."

Road running Easterly from Pond Quogue Road opposite property of A. M. Loughran, to be called "Argonne Road," in memory of the famous battles in France in which many of our Good Ground boys "Did their bit."

Road from East Shinnecock Road running Southerly to the Bay, to remain as heretofore "Foster Avenue"; and the parallel road one block East thereof to be called "Lighthouse Road."

Road running in a Northerly direction from East Shinnecock Road opposite property of A. E. Schwab to Argonne Road, to remain as heretofore "Lynn Avenue."

Road from the Easterly end of Argonne Road to the State Road, to remain as heretofore "Canoe Place Road."

Road running Southerly from the State Road opposite the M. E. Church to Rampasture Point near which it turns Easterly and Southerly and Westerly to be called "Rampasture Road"; and the road running Southerly and Westerly from Rampasture Road at said turn to be called "Elder Avenue."

Road along the Easterly side of Smith's Creek from the Westerly end of West Shinnecock Road to its intersection with Rampasture Road, to be called "Springville Road."

Road from the Westerly end of West Bay Avenue running Northerly to State Road, to be known as "Tiana Road."

Road commencing at the State Road and forming a

continuation of Pon Quogue Road in a Northerly direction, to be called "Peconic Road."

Road intersecting Peconic Road at property of Julia Bankson, to remain as heretofore, the "Old Riverhead Road."

Road intersecting Peconic Road between land of Pratt Estate and property of Dr. Disbrow and running in an Easterly direction to land of T. L. Jaques and thence Southeasterly and Southerly to the State Road, to be called as heretofore the "Newtown Road."

A petition was received from the resident taxpayers of Quogue requesting that a Police District be established.

Resolved. That the sum of Eight hundred dollars ($800.) is hereby transferred from the Miscellaneous Fund to the Machinery Fund.

JAS. A. EARLY,

Town Clerk.

Sheet No. 93.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, October 12th, 1921. All members present.

A communication was received from Charles J. Hardy requesting that signs and lights be placed at dangerous turns on the Squiretown and Riverhead Roads in the village of Good Ground and also on the Montauk Highway where it intersects Pond Quogue Avenue. Same was referred to the Town Superintendent of Highways.

Supervisor Halsey was authorized as a Committee to take up the matter of having warning signs placed on

the Montauk Highway with the State Commission of Highways.

JAS. A. EARLY,

Town Clerk.

Sheet No. 93.

Minutes of a meeting of the Town Board held at the Town Clerk's office, on Wednesday, October 19th, 1921. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow the sum of Five thousand dollars ($5,000.) on the credit of the Town of Southampton for the purpose of paying audited bills.

Resolved that the following propositions be submitted to the electors at the Town election to be held on the 8th of November:

Proposition No. 1. Shall the sum of Ten thousand dollars ($10,000.) be raised to complete the construction of Sagaponack Bridge?

Proposition No. 2. Shall the amount of Three thousand dollars ($3,000.) be raised in the year 1921 for the purpose of dredging channels where necessary from the mouth of Shinnecock—Peconic Canal west toward West Bay?

Proposition No. 3. Shall the sum of Eight thousand dollars ($8,000.) be raised for the maintenance and repair of Highways for the balance of the Highway year of 1921?

Proposition No. 4. Shall the Town of Southampton be bonded for the sum of One hundred thousand dollars ($100,000.) to be applied to the erection of a bridge across Shinnecock Bay from the mainland at Pon Quogue to the Dunes?

Proposition No. 5. Shall the sum of Ten thousand dollars ($10,000.) be raised by tax upon the taxable property of the Town of Southampton for the purpose of purchasing machinery for construction and maintenance of highways?

Resolved. That the following question be submitted to the electors at the Town Meeting to be held November 8th:

Shall the following regulation be adopted? No hedge, nor fence which obstructs the view shall be erected or maintained upon the premises at intersecting of two roads, of a greater height than three feet, and for a distance of fifty feet from the intersection of the property lines bounded by or paralleling the intersecting lines of two highways. This regulation shall not apply to hedges or fences located at a distance of more than fifty feet from a point of intersection of the extreme internal lines of the intersecting highways. Any hedge or fence not in accordance with this regulation on January 1st, 1921 shall be cut down or removed by person appointed by the Town Board for that purpose.

JAS. A. EARLY,

Town Clerk.

Sheet No. 95.

Minutes of a meeting of the Town Board held at the Supervisor's office, at Westhampton Beach, on Monday, October 24th, 1921. All members present.

The Board inspected the Bridge at Library Avenue.

Resolved. That the use of the voting machines be dispensed with in the election to be held November 8th, 1921.

Resolved. That the Town Clerk is hereby authorized to purchase a typewriter at a cost not to exceed One hundred dollars ($100.)

JAS. A. EARLY,
Town Clerk.

Sheet No. 96.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, October 26th, 1921. All members present.

Resolved. That the Assessors are hereby authorized to obtain counsel to defend the suit instituted against them by George Leary.

Resolved. That the estimate of the Equipment & Supply Co. for furnishing steel shelving, closets and book racks and equipment for the sum of Eight hundred and twenty-eight dollars ($828.) is hereby accepted and adopted.

JAS. A. EARLY,
Town Clerk.

Sheet No. 96.

Minutes of the Town Board held at the Town Clerk's office, on Wednesday, November 2nd, 1921. All members present.

Resolved. That the Assessors are hereby authorized to obtain counsel to defend the suit instituted against them by George Leary.

Resolved. That the estimate of the Equipment & Supply Co., for furnishing steel shelving, closets and book

racks and equipment for the sum of Eight Hundred twenty-eight dollars ($828.) is hereby accepted and adopted.

JAS. A. EARLY,
Town Clerk.

Sheet No. 97.

Minutes of a meeting of the Town Board held at the Town Clerk's office, on Thursday, November 9th, 1921. All members present.

Resolved. That the Tide Gates in Shinnecock—Peconic Canal are hereby ordered closed temporarily to raise the level of water in Quogue Canal in order to move sandsucker.

Resolved. That the sum of Six thousand dollars ($6,000.) is hereby appropriated for the purpose of laying concrete pavement on Main Street, Westhampton Beach, to widen roadway and raise the curb line on the South side.

JAS. A. EARLY,
Town Clerk.

Sheet No. 98.

Minutes of a meeting of the Town Board held at the Town Clerk's office, at Southampton, on Wednesday, November 16th, 1921. All members present.

Resolved. That the following sums are hereby approved for Highway purposes for 1921:

Maintenance of Highways	$127,000.00
Curb and Sidewalk	10,000.00
Snow removal	1,500.00
Miscellaneous	8,000.00
Bridges	4,000.00
Machinery	3,000.00

Resolved. That it is the sense of this Board that Mr. Harry Smith having given excellent service for the past season be again appointed Special Constable for Motor Traffic beginning April 15th, 1922.

Resolved. That the Supervisor is hereby authorized and directed to execute a deed to Lewis Howell for 54 by 4 feet in exchange for 54 by 4 feet where culvert is constructed on Howell property at East Quogue at a price not to exceed One hundred and fifty dollars ($150.00).

Resolved. That the application to this Board for the establishment of a Police District in the village of Quogue is hereby approved, the boundaries of said district are as follows: On the Southeast by the Atlantic Ocean, on the Southwest by a line running (approximately North and South) through the centre of Quantuck Bay and the Creek emptying therein (on the North) and the prolongation of that line to the Atlantic Ocean and the Long Island Railroad, Montauk Division, on the Northwest by the said Railroad, on the Northeast by the pond known as Trout Pond, or Olcott's Pond and the Creek flowing from this Pond, known as Phillips Creek, into Shinnecock Bay and following the same line to the Atlantic Ocean.

Resolved. That the sum of Five thousand dollars ($5,000.) is hereby appropriated for the purpose of widening the Montauk Highway in the village of Good Ground.

Resolved. That Mr. Percy is hereby directed to draw up forms necessary to advertise for and receive bids for Eighty-eight thousand dollars ($88,000.) for bonds for the Town's cost of widening State Highways.

JAS. A. EARLY,

Town Clerk.

Sheet No. 99.

Minutes of a meeting of the Town Board held at the Town Clerk's office, on Wednesday, November 23rd, 1921. All members present.

Resolved. That the Supervisor is authorized to transfer the property obtained from Lewis Howell, at East Quogue, to Suffolk County at the price of Three hundred and fifty dollars ($350.)

Resolved. That the Supervisor is hereby authorized to lease an office for two years on Main Street, Westhampton Beach, at a monthly rental of Twenty-five ($25.00) per month.

Resolved. That the following appropriations for Town purposes are hereby authorized and adopted:

Extraordinary repairs Highways ..	$ 6,000.00
Nov. and Dec. Highway Appropriation	8,000.00
Support of Town Poor	4,500.00
Certificates and Bonds	21,932.28
Sagaponack Bridge	10,000.00
Audited bills	47,066.14
Dredging Shinnecock Canal	3,000.00
Memorial Day Observance	100.00
Bridgehampton Light	1,716.00

Water Mill Light	463.00
Good Ground Light	2,728.00
East Quogue Light	1,456.00
Westhampton Light	2,500.00
Eastport Light	320.00
Quogue and Westhampton Fire	9,879.62
Quogue Light	1,800.00
Eastport Fire	138.09
East Quogue Fire	1,431.19
Bridgehampton Police	1,501.34

JAS. A. EARLY,

Town Clerk.

Sheet No. 101.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, November 30th, 1921. All members present.

Resolved. That the per diem compensation of the members of the Town Board of Auditors is hereby fixed at Four dollars ($4.00) beginning December 1st, 1921.

Resolved. That the per diem compensation of the Inspectors of Election for demonstration of voting machines is hereby fixed at Six dollars ($6.00) per day.

Resolved. That the Supervisor is hereby authorized and directed to borrow the sum of Five thousand dollars ($5,000.) on the credit of the Town of Southampton for the purpose of paying audited bills.

Resolved. That the Supervisor is hereby authorized and directed to borrow the sum of Eight thousand dollars ($8,000.) in anticipation of the collection of taxes for the purpose of paying Highway bills of November and December, 1921.

Resolved. That the sum of One thousand dollars ($1,000.) be transferred from the Miscellaneous Fund to the Highway Fund for the purpose of paying bills incurred in that account.

Resolved. That the sum of Six hundred dollars ($600.) be transferred from the Miscellaneous Fund to the Machinery Fund for the payment of bills in this account.

JAS. A. EARLY,
Town Clerk.

Sheet No. 102.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, December 7th, 1921. All members present.

Resolved. That the Town Superintendent of Highways is hereby directed to have the Highway at Ramsay property at Red Creek trimmed and monumented and a sign erected designating same as a public road.

Resolved. That the Supervisor is hereby authorized and directed to borrow Ten thousand dollars ($10,000.) on the credit of the Town of Southampton for the purpose of paying audited claims.

Resolved. That this Board accepts the decision of the Commission on the application of Everett Hand to lay out a highway in Good Ground.

JAS. A. EARLY,
Town Clerk.

Sheet No. 102.

Minutes of a meeting of the Town Board held at the Town Clerk's office, on Wednesday, December 14th, 1921. All members present.

Resolved. That the Town Superintendent of Highways is hereby directed to have the Highway at the Ramsay property, at Red Creek, trimmed and monumented and a sign designating same as a public road.

Resolved. That the Supervisor is hereby authorized and directed to borrow Ten Thousand dollars ($10,000.) on the credit of the town of Southampton for the purpose of paying audited claims.

Resolved. That this Board accepts the decision of the Commission on the application of Everett Hand to lay out a highway in Good Ground.

JAS. A. EARLY,

Town Clerk.

Sheet No. 103.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, December 21st, 1921. All members present.

Resolved. That the appropriation for construction of concrete sidewalks shall be expended with the approval of the Town Board.

JAS. A. EARLY,

Town Clerk.

Sheet No. 104.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Thursday, December 29th 1921. All members present.

Resolved. Whereas, the terms of office of Justice Kendrick and Town Superintendent of Highways Sandford will end on December 31st, 1921 be it

Resolved. That this Board deeply regrets the loss of the public service of such capable and conscientious officials.

Resolved. That the Town Clerk is hereby directed to obtain an opinion from the Attorney General of the terms and time of election of the Justices of the Peace in the Town of Southampton.

JAS. A. EARLY,

Town Clerk.

Sheet No. 105.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, January 4th, 1922. All members present. Supervisor Halsey, Justices Humblet, Jackson, Raynor, Fanning, Greene and Town Clerk Early. Town Superintendent of Highways Downs also present.

Resolved. That the Supervisor is hereby authorized and directed to borrow the sum of Five thousand dollars ($5,000.) on the credit of the Town of Southampton for the payment of audited bills.

JAS. A. EARLY,

Town Clerk.

Sheet No. 105.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, in the village of Southampton, on the 13th day of January, 1922. All members present, except Mr. Raynor.

Resolved. That Addie L. Downs is hereby appointed Deputy Town Superintendent of Highways.

Resolved. That this Board of the Town of Southampton, raise the sum of Thirty-two thousand four hundred dollars ($32,400.) to pay the increased cost of the construction of the additional width of Quogue-Westhampton State and County Highway No. 1571, duly constructed in said Town upon the petition of this Board, etc. (Abstract): Provides for issuing bonds for period of 20 years, at rate of 5% per annum. Provides for time each bond shall mature and be paid and retired.

Abstract. The vote adopting said resolution was unanimous.

Resolved. That this Town Board of Southampton raise the sum of Fifty-five thousand, six hundred dollars ($55,600.) to pay the increased cost of the construction of the additional width of Moriches—Westhampton Federal Aid Highway Section 78A duly constructed in said Town upon the petition of this Board, etc. (Abstract): Provides for issuing bonds for a period of 20 years, at rate of 5% per annum; provides for time each bond shall mature and be paid and retired.

And it is further

Resolved. That there shall be raised annually by the levy and collection of a tax upon the taxable property in said Town, a sum sufficient to pay the principal and the interest on said several bonds, as such principal shall mature and become due and payable.

Abstract. The vote adopting said resolution was unanimous.

Abstract. Provision was made for the Supervisor to offer the bonds for sale and advertise the same; bids to be opened at Town Clerk's office, Southampton, at 12 o'clock, January 25, 1922, etc.

JAS. A. EARLY,

Town Clerk.

Sheet No. 110.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Wednesday, January 18th, 1922. All members present.

The Trustees met with the Board to discuss the proposition of a lock or tide gates in Quogue Canal.

JAS. A. EARLY,

Town Clerk.

Sheet No. 110.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, on Wednesday, January 25th, 1922, at 12 o'clock noon. All members present.

Resolved. That the Town Superintendent of Highways is hereby authorized to exchange the car used by him for a new one at a cost not to exceed $350.00.

A communication from the Board of Town Trustees was received demanding that the Tide Gates in the Shinnecock—Peconic Canal be permitted to operate without interference from February 1st, 1922 until further notice.

Bids for the bonds of this Town of Southampton to be issued to pay the cost of construction of additional width to Federal Aid Highway No. 78A and State and County Highway No. 1571 in the sum of $55,600 and $32,400 respectively and offered for sale on this 25th day of January, 1922, at 12 o'clock noon, by notice of sale dated January 13th, 1922 were received.

Abstract. Here follow the bids of four fiduciary institutions.

After reading and discussing said bids, it was unanimously

Resolved. That the hid of the Union National Corporation, of 67 Wall Street, New York City, N. Y., to purchase the total issue of the Highway Bonds of the Town of Southampton, etc., as advertised * * * and to pay for each $100. of the par value of said bonds, plus accrued interest from date of bonds to date of delivery be and the same is accepted and approved. It was further

Resolved. That the checks of the unsuccessful bidders be returned at once.

JAS. A. EARLY,

Town Clerk.

Sheet No. 112.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, February 1st. 1922. All members present.

Resolved. That James A. Early is hereby appointed Registrar of Vital Statistics for the Town of Southampton for a term of four years beginning January 1st, 1922.

Resolved. That Dr. John Nugent is hereby appointed Health Officer for the Town of Southampton for a term of four years.

A communication was received from Charles D. Newton, Attorney General, stating that two vacancies existed in the office of Justice of the Peace in the Town of Southampton.

Resolved. That Charles E. Raynor is hereby appointed Justice of the Peace for the term beginning January 1st, 1922 until his successor is elected and qualified.

Roll call six yes. 0, No.

The following resolution offered by Mr. Humblet was lost:

Resolved. That Mr. Clifford Jackson be appointed Justice of the Peace for a term beginning January 1st, 1922 until his successor is elected and qualified.

Roll call: Humblet, yes; Fanning, no; Greene, no; Early, yes.

JAS. A. EARLY,
Town Clerk.

Sheet No. 113.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, Wednesday, February 8th, 1922. Present: Supervisor Halsey, Justices Fanning and Humblet, and Town Clerk Early.

Resolved. That the compensation of Highway employees as suggested and approved by the Town Superintendent of Highways, as follows:

Foreman, 60 cents per hour,
Laborers, 38 cents per hour,
Teams, 88 cents per hour.

is hereby approved.

Resolved. That the following list of Highway Machinery submitted by the Town Supt. of Highways be purchased as follows:

One Champion Motor Truck Oil Distributor $1,950.
One Killefer Scarifier ..... 1,135.
One Best 30 Tractor ..... 3,750.

is hereby authorized and approved.

JAS. A. EARLY,
Town Clerk.

Sheet No. 114.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, February 15th, 1922. Present Supervisor Halsey, Justices Greene, Raynor, Humblet and Fanning. Mr. Fanning was elected Clerk pro tem.

Resolved. That the time of scoring Dairies be extended to June 1st.

On motion of Mr. Greene it was resolved that all monuments hereafter set designating or replacing monuments of the Town highways be set so that they shall be one foot above ground.

Resolved. That the Supervisor advertise for three weeks for all unpaid bills contracted before January 1st, 1922.

Sheet No. 114.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, February 15th, 1922. Present Supervisor Halsey, Justices Greene, Raynor, Humblet and Fanning. Mr. Fanning was elected Clerk pro tem.

Resolved. That the time of scoring Dairies be extended to June 1st.

On motion of Mr. Greene it was resolved that all monuments hereafter set designating or replacing monuments of the Town highways be set so that they shall be one foot above above ground.

Resolved. That the Supervisor advertise for three weeks for all unpaid bills contracted before January 1st, 1922.

O. F. FANNING, Clerk pro. tem.

Sheet No. 114.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, Southampton, on Thursday, February 23rd, 1922. Present Supervisor Halsey, Justices Greene, Raynor, Humblet and Fanning. Mr. Fanning was elected Clerk pro tem to act until the return of Mr. Early.

The bill of Wallace H. Halsey for surveying on Bridgehampton—Sag Harbor turnpike for concrete under Lowman act read and laid on table for examination.

Resolved. That the Superintendent of Highways be authorized to purchase six road machines at prices ranging from Two hundred dollars ($200.) to Three hundred seventy-five dollars ($375.) each; also six harrows at prices ranging from Fifty dollars ($50.) to One hundred dollars ($100.) each.

Resolved. That it is the sense of this Board that the Town Hospital at North Sea be disposed of.

Resolved. That the sum of Two thousand dollars ($2,000.) be transferred from the Miscellaneous Fund to the Snow Fund.

Resolved. That the vacancy in office of Justice of the Peace be filled today.

Chas. W. Brown nominated by Mr. Fanning. No other nominations; carried with the following vote: Mr. Greene, yes; Mr. Raynor, yes; Mr. Fanning, yes; Mr. Humblet, No. Mr. Brown appointed.

O. F. FANNING, Clerk pro tem.

Sheet No. 116.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, March 1st,

1922. Present Supervisor Halsey, Justices Greene, Raynor and Humblet. Mr. Humblet was elected Clerk pro tem.

A communication was received from Mr. E. T. Glysteen relative to dangerous places in highway and sidewalks in Good Ground.

Resolved. That the Sagg Bridge be constructed by contract.

Whereas, $88,000 Highway Bonds of the Town heretofore have been duly advertised for sale and have been sold and awarded to the Union National Corporation; and

Whereas, on the 27th day of February, 1922, the Board of Supervisors of Suffolk County passed an Act ratifying the sale and fixing the form of said bonds.

Resolved. That said bonds shall be executed by the Supervisor and Town Clerk as provided in said Act and that when said bonds shall have been executed and the Supervisor's special bond has been duly furnished, said bonds shall be delivered to said purchaser upon payment of the purchase price to the Supervisor and the receipt of the Supervisor shall be a full acquittance to such purchaser who shall not be obliged to see to the application of the purchase money.

CHARLES HUMBLET, Clerk pro tem.

Sheet No. 117.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, on Wednesday, March 8th, 1922. Present: Supervisor Halsey, Justices Greene, Humblet, Fanning, Brown.

A petition of Frank Downs, Supt. of Highways, for permission to Edw. H. Rogers and A. J. Hallock and their

sucessors to lay and maintain water pipes under highway at South Beach from Post Bridge to West Line of the Town was received and laid over one week for consideration.

Mr. Humblet was appointed a Committee to post notice in Water Mill of a hearing before the Town Board next Wednesday on the question of concrete road to Water Mill Depot.

O. F. FANNING, Clerk pro tem.

Sheet No. 117.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Thursday, March 16th, 1922. Present Supervisor Halsey, Justices Greene, Humblet, Raynor, Fanning and Brown.

Several residents of Water Mill present question of concrete road to Water Mill Depot, and oil. Five letters from Water Mill summer residents received and filed. After much discussion the delegation was unanimously in favor of oil.

Resolved. That the Supt. of Highways be authorized to purchase harrows according to his request dated March 16, 1922.

Resolved. That the Supervisor be authorized to take out a compensation insurance policy on highway employees.

Resolved. That the petition of Frank Downs for permission to Edw. H. Rogers and A. J. Hallock and their successors to lay and maintain pipes under the highway on the South Beach from Post Bridge to west line of the Town be granted and the consent of the Town Board thereto be given and signed.

Mr. Fanning, Greene and Early were appointed a Committee to take up question and procure the highway over the National Golf Grounds and the road on the north side of Cold Spring Harbor across land of Chas. H. Sabin.

OSCAR F. FANNING, Clerk pro tem.

Sheet No. 118.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Wednesday, March 22, 1922. Present: Supervisor Halsey, Justices Greene, Humblet, Raynor, Brown, and Fanning.

Application of Leon F. Goodman for vacation of ninety days was received and placed on file.

Resolved. That Mr. Fanning be authorized to sign the final accounting for the Town's portion of construction of the concrete roads No. 78A and No. 1495.

Resolved. That the Town purchase 12 silent policemen.

Mr. Humblet was appointed a Committee to purchase the same.

OSCAR F. FANNING, Clerk pro tem.

Sheet No. 119.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, March 29th, 1922. Present: Supervisor Halsey, Justices Greene, Humblet, Raynor, Brown, Fanning, Town Clerk Early.

The bill of George W. Percy for professional services and disbursements in the case of Peter E. Nostrand

vs. Town of Southampton for Three hundred dollars ($300.) was approved.

Resolved. That Highway Supt. Downs be authorized to have the Best Tractor transported by truck from Trenton, N. J., to East Quogue and to pay one half the expense of the same.

Resolved. That permission is hereby granted to Benjamin Wescott to lay a conduit under the Cobb Road in the village of Water Mill at a depth of not less than eighteen inches in accordance with the provisions of the order therefor made by the Town Supt. of Highways.

Resolved. That the Town Supt. of Highways is hereby authorized and directed to purchase six oil heating kettles at a price not to exceed One hundred and fifty dollars ($150.) each.

Resolved. That permission is hereby granted to the Long Island Gas Corporation to lay service pipes under the Montauk Highway to the premises of Henry C. Thiele and Mrs. C. B. Morse in the village of Water Mill in accordance with the conditions set forth in the order of the Town Supt. of Highways.

Resolved. That it is the sense of this Board that the construction of a section of concrete highway on the Bridgehampton—Sag Harbor Turnpike under the Lowman Act be advertised for bids at the earliest possible date so that the same may be completed for use this summer.

A communication was received from the Long Island Lighting Co., for permission to increase the candle power of lamps in the Lighting Districts.

JAS. A. EARLY,
Town Clerk.

Sheet No. 120.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, April 5th, 1922. All members present.

Resolved. That a Committee be appointed to have a survey made for construction of a mile of concrete road on the Bridgehampton—Sag Harbor Turnpike.

The Chairman appointed Messrs. Humblet, Early and Fanning.

Resolved. That a map of Topping's and Quogue Purchase be made for the use of the Assessors at a cost not to exceed One hundred and fifty dollars ($150.)

Messrs. Brown and Raynor were appointed a Committee to take up the matter of disposing of the isolation house belonging to the Town, at Quogue.

Resolved. That the Town allow damage not to exceed One hundred fifty dollars ($150.) for the defining and widening of Moriches Road at Riverside.

Resolved. That the Town Supt. is hereby directed to have the curb line raised near Corwith Avenue, Bridgehampton.

Resolved. That the Clerk is authorized to have printed one thousand copies of audited accounts.

JAS. A. EARLY,

Town Clerk.

Sheet No. 121.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, on Wednesday, April 12, 1922. All members present.

The Board looked into the Road at the Ramsay property at Red Creek.

Resolved. That the Supervisor is hereby authorized to borrow Five thousand dollars ($5,000.) on the credit of the Town pursuant to Chapter 424 Laws of 1922 for the purpose of paying Highway bills of the year 1921.

Resolved. That the Supervisor is hereby authorized to borrow Five thousand dollars ($5,000) on the credit of the Town for the purpose of paying audited bills.

JAS. A. EARLY,

Town Clerk.

Sheet No. 122.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, April 19th, 1922. Present: Supervisor Halsey, Justices Humblet, Brown, Fanning, Greene and Raynor, Town Clerk Early.

Resolved. That the Board officially adopt the daylight saving plan for the Town of Southampton.

Resolved. That the Town employ a motor cycle officer from April 20th to November 1st, 1922.

Resolved. That Harry Smith is hereby appointed Special Constable for a period of ninety days beginning April 20th, 1922.

Resolved. That the Supervisor hereby appoint a Committee to look into the matter of the care of Tide Gates and Lock in Shinnecock—Peconic Canal.

Resolved. That the Supervisor is hereby authorized and directed to have the survey made and contract let for widening of concrete road in the village of Good Ground.

Resolved. That the Town Supt. of Highways is hereby directed to obtain the price for release for widening Cobb Road at the Halsey corner in Water Mill.

JAS. A. EARLY,
Town Clerk.

Sheet No. 123.

Minutes of a meeting of the Town Board held at the Town Clerk's office, at Southampton, on Wednesday, April 26th, 1922. All members present.

Resolved. That there is hereby appropriated the sum of Three hundred dollars ($300.) for the purpose of erecting stone signs for the Town Highways.

Resolved. That the Town Supt. is hereby directed to trim out and plough the north end of East Tiana Avenue, at Good Ground.

Resolved. That the Town Supt. of Highways is hereby authorized and directed to purchase an oil tank of 14,000 gallon capacity at a cost not to exceed One hundred and thirty-five dollars ($135.)

Resolved. That the petition of the New York Telephone Co., to open Moneybogue Lane and Main Street at Westhampton Beach to lay a conduit in accordance with the provisions and conditions set forth in the permit issued by the Town Supt. of Highways is hereby granted.

Resolved. That the sum of Eight thousand dollars

($8,000.) be expended for the construction of concrete sidewalks as follows:

Bridgehampton	$1200.
Westhampton Beach	1200.
Quogue	800.
Westhampton	500.
Water Mill	800.
Eastport	500.
Flanders	300.
Speonk	400.
East Quogue	1000.
Good Ground	1000.
Riverside	300.

The Committee appointed to inspect the Tide Gates and Lock report same in good condition and the services of two men were necessary to care for the operation of same for the present.

Sheet No. 124.

Minutes of a meeting of Town Board held at the Town Clerk's office, Southampton, on Wednesday, May 3rd, 1922. All members present.

Resolved. That the Town Supt. of Highways is hereby authorized and directed to advertise and contract for the construction of concrete sidewalks to be built this year.

Resolved. That the following Committees are appointed to ascertain the location of concrete sidewalk construction: Bridgehampton and Water Mill, Mr. Humblet; Good Ground, Mr. Fanning; East Quogue, Riverside, Mr. Brown; Quogue, Messrs. Raynor and Brown; Westhamp-

ton Beach, Mr. Raynor; Eastport, Speonk, Flanders, Supervisor Halsey.

Resolved. That the Town Superintendent is hereby directed to have road signs erected as soon as possible.

Resolved. That Charles F. Foster is hereby appointed a Special Constable for a period of ninety days.

Resolved. That Justice Humblet be authorized and directed to purchase eight silent policemen for the Town Highways.

JAS. A. EARLY,

Town Clerk.

Sheet No. 125.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, on Wednesday, May 10th, 1922. All members present.

Resolved. That the following locations are hereby designated for construction of concrete sidewalks:

Bridgehampton: North side of Railroad Avenue, Corwith Road to Chestnut Avenue.

Water Mill: From Montauk Highway to Station.

Good Ground: Pond Quogue Avenue South from Montauk Highway.

Riverside: North Side Main Street.

East Quogue: From School west on North side of Montauk Highway to Central Avenue. From Bay Avenue on South side west.

Quogue: From Tuttle's store East on North side of Main Street.

Westhampton Beach: From Beach Lane corner West on Main Street. Library Avenue on East side, from Main Street. Main Street at Howell House property.

Westhampton: North side of Montauk Highway from Church west.

Speonk: East side of Main Road from School south.

Eastport: North side of Montauk Highway from Mill Dam west.

Resolved. That this Board hereby accepts the release of Charles H. Sabin dated January 23rd, 1922 for a highway across his property at Cold Spring and consents to the order of the Superintendent of Highways to lay out a highway across the said property, and it is further

Resolved. That any other road across the lands of said Charles H. Sabin except as described in the aforesaid release is hereby abandoned.

JAS. A. EARLY,
Town Clerk.

Sheet No. 126.

Minutes of a meeting of the Town Board of Southampton held at Good Ground, on Friday, May 12th, 1922. Present: Supervisor Halsey, Justices Raynor, Greene, Fanning, Humblet, and Town Clerk Early.

The Board inspected the Lock and Tide Gates.

Resolved. That Supervisor Halsey is hereby authorized and directed to have the necessary repairs made to put the Tide Gates in good working order.

JAS. A. EARLY,
Town Clerk.

Sheet No. 127.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, May 17th, 1922. All members present.

A bid was received from E. L. Barber for the widening of the concrete pavement on Montauk Highway in the village of Good Ground to construct the proposed extension and do the necessary grading and excavating at the price of $2.70 per square yard ($2.70).

Resolved. That the bid of E. L. Barber to widen concrete highway at Good Ground at the price of $2.70 per square yard is hereby accepted and it is further

Resolved. That the Town enter into a contract at the foregoing price.

JAS. A. EARLY,

Town Clerk.

Sheet No. 127.

Minutes of a meeting of the Town Board held at the Town Clerk's office, at Southampton, on Wednesday, May 24th, 1922. All members present.

Resolved. That there is hereby appropriated for the observance of Memorial Day the sum of Two hundred dollars ($200.) to be divided as follows: Fifty dollars ($50.) to the G. A. R. Post; Thirty dollars $(30.) each to the five American Legion Posts within the Town, as follows:

Hand Post, Good Ground, Calvin Sackett, Treas.

Chelberg-Battle Post, Sag Harbor, Harold B. Morris.

Malcolm White Post, Southampton, Louis Willumsen.

Willis Ham Post, Westhampton Beach, Wm. T. Hulse.

Nathaniel Howell Topping Post, Bridgehampton, Hugh W. A. Jones.

JAS. A. EARLY,
Town Clerk.

Sheet No. 128.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Wednesday, May 31st, 1922. All members present.

Ernest Tooker addressed the Board in the matter of the widening of Moriches Road at Riverside.

An application was received for the renewal of the Westhampton Beach Hopsital. On motion of Mr. Raynor the renewal was granted.

JAS. A. EARLY,
Town Clerk.

Sheet No. 129.

Minutes of the meeting of the Town Board of Southampton held at the Town Clerk's office, on Wednesday, June 7th, 1922. All members present.

Resolved. That the Supervisor is appointed a Committee to ascertain if it would be possible to insure a part of the payroll for compensation insurance.

The Board went to Hampton Bays to meet E. L. Barber, contractor, on the widening of the State Highway

No. 1274 to discuss the construction of curb and gutters where necessary on the location to be widened.

JAS. A. EARLY,
Town Clerk.

Sheet No. 129.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, June 14th, 1922. All members present.

Resolved. That this Board meet at Shinnecock Canal on Wednesday, June 21st, and inspect the repairs being made on the Tide Gates and Lock.

The Town Superintendent of Highways was directed to have the specifications and survey made for the construction of concrete sidewalks.

JAS. A. EARLY,
Town Clerk.

Sheet No. 130.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, June 21st, 1922. All members present.

Resolved. That Justice Brown is hereby appointed a Committee to obtain a release from Mrs. Belle Phillips for property required for the construction of concrete sidewalk in the village of East Quogue.

Resolved. That a man be employed to regulate traffic in Good Ground during the construction of extra width on State Highway No. 1724.

Resolved. That the plans and specifications made by Hermon F. Bishop dated June, 1922, for concrete sidewalk construction in the villages of Water Mill, Westhampton, Quogue, Riverside, Speonk, Eastport, Flanders, Bridgehampton, Hampton Bays, East Quogue are hereby adopted and approved.

JAS. A. EARLY,

Town Clerk.

Sheet No. 130.

Minutes of a meeting of the Town Board held at Good Ground, on Wednesday, June 28th, 1922. All members present.

The Board inspected the Lock and Tide Gates in the Shinnecock—Peconic Canal.

Resolved. That Harry Smith is hereby appointed Special Constable for a period of Sixty Days.

JAS. A. EARLY,

Town Clerk.

Sheet No. 131.

Minutes of a meeting of the Town Board held at Westhampton Beach, Monday, July 3rd, 1922. Present: Supervisor Halsey, Justices Humblet, Raynor, Brown, and Town Clerk Early.

The Board inspected the Beach Lane Bridge.

Resolved. That this Board hereby approves the repair of the Beach Lane Bridge under Section 93 of the

Highway Law in amount of Twenty-five hundred dollars ($2500.)

JAS. A. EARLY,
Town Clerk.

Sheet No. 132.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, at Southampton, Wednesday, July 5th, 1922. All members present.

Resolved. That the bills of Chas. G. Smith and F. W. Jacksons Sons for Highway claims of 1921 are hereby ordered paid.

Resolved. That Justice Raynor is hereby appointed a Committee to look into the matter of vacancies in the Election Board of the 11th Election District.

Resolved. That the polling places for the ensuing year are hereby designated as follows:

1st Dist. Village Hall, Sag Harbor.
2nd Dist. Fire Dept. Headquarters, Sag Harbor.
3rd Dist. Atlantic Hall, Bridgehampton.
4th Dist. Mill Bldg., Water Mill.
5th Dist. Court Room, Southampton.
6th Dist. Balnis Bike Shop, Southampton.
7th Dist. L. Squires Garage, Southampton.
8th Dist. Squires Hall, Hampton Bays.
9th Dist. Atlantic Hall, East Quogue.
10th Dist. Heins Block, Westhampton Beach.
11th Dist. Fordham's Mill, Eastport.
12th Dist. Odd Fellows Hall, Riverside.
13th Dist. Chester's Store, Bridgehampton.

JAS. A. EARLY,
Town Clerk.

Sheet No. 133.

Minutes of a meeting of the Town Board held at the Town Clerk's office, in Southampton, on Wednesday, July 12th, 1922. All members present.

A request from the Highway Superintendent for permission to rent a concrete mixer at a cost not to exceed eight dollars ($8.00) per day was received.

Resolved. That the Town Supt. of Highways is hereby authorized to rent a concrete mixer at a cost not to exceed $8.00 per day.

Resolved. That the Town Health Officer is hereby authorized to issue permits for the unloading of manure in the Town of Southampton. Such permission to limit the time of unloading to a period of 48 hours.

Resolved. That the Supervisor is hereby authorized and directed to purchase nine voting machines for the use of the Election Districts in the Town.

Resolved. That the Supervisor is hereby authorized and directed to approve the bill of the Aetna Life Insurance Co., in the amunt of $649.56 for Employees Liability Insurance for June to December, 1921.

JAS. A. EARLY,

Town Clerk.

A Committee from the Southampton Village Board of Trustees, Messrs. Corrigan and Downs, addressed the Board in the matter of rights of ways between Shinnecock Bay and the Ocean at the western end of the village limits.

Messrs. Jacques and Hearne of the Hampton Bays Improvement Association addressed the Board in the matter of oiling side of State Road in Hampton Bays and increasing the candle power of light at the corner of Pon Quogue Avenue and Montauk Highway.

Resolved. That the Supervisor is hereby directed to have a 600 candle power light placed at Riverhead Road and Montauk Highway.

JAS. A. EARLY,
Town Clerk.

Sheet No. 135.

Minutes of a meeting of the Town Board of Southampton held at the Supervisor's office at Westhampton Beach, on Friday, July 21st, 1922. Present: Supervisor Halsey, Justices Humblet, Raynor, Town Clerk Early, and Town Health Officer Nugent.

The Board took up the complaint of Mr. Crouch of the alleged nuisance of a duck farm at Speonk.

The Board inspected the Krousage Duck Farm and the Town Clerk was directed to ask the State Board of Health to send inspectors to look over the duck farm at Speonk located near Fordham's Mill.

JAS. A. EARLY,
Town Clerk.

Sheet No. 135.

Minutes of a meeting of the Town Board held at Southampton on Monday, July 24th, 1922. All members present except Supervisor Halsey.

The Board met with the Village Trustees of Southampton and the Town Trustees to look over the location of rights of way on property of the Southampton Beach Company.

JAS. A. EARLY,
Town Clerk.

Sheet No. 136.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, July 26th, 1922. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow Twenty-five hundred dollars ($2500.) on the credit of the Town of Southampton for the purpose of making extraordinary repairs under Section 93 of the Highway law on the Beach Lane Bridge at Westhampton Beach.

Mr. W. D. Van Brunt, of the Southampton Water Works, asked the Board for permission to lay water pipes under the Town Highway.

Resolved. That permission is hereby granted to the Southampton Water Company to lay pipes under Sebonac Road and Henry Street in accordance with the provisions of the permit granted by the Town Superintendent of Highways.

JAS. A. EARLY,
Town Clerk.

Sheet No. 136.

Minutes of a meeting of the Town Board held at Southampton Town Clerk's office, on Wednesday, August 2nd, 1922. All members present.

A communication was received from the resident County Engineer in the matter of curbing Montauk Highway at Tuttle's Garage, at Eastport. The Supervisor was directed to request that the curb and gutter be constructed at the above point as soon as possible.

JAS. A. EARLY,
Town Clerk.

Sheet No. 137.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on August 8th, 1922. All members present.

Resolved. That the Town of Southampton hereby elects to carry its own Workmen's Compensation Insurance on Town employees pursuant to the provisions of the Workmen's Compensation Law.

Resolved. That the resolution adopted July 12th for the purchase of nine voting machines is hereby rescinded.

Resolved. That this Town purchase three U. S. Standard voting machines.

Resolved. That the voting machines be placed in Districts 5, 8 and 9.

Resolved. That the Town Superintendent is hereby directed to make an experiment with oil and sand on the Dune road at Westhampton Beach.

JAS. A. EARLY,
Town Clerk.

Sheet No. 138.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, August 16th, 1922. All members present except Mr. Greene.

Resolved. That the Town Supt. of Highways is hereby directed to re place the fence on the Quogue Bridge with an iron pipe rail fence immediately.

Resolved. That the Supervisor is hereby authorized and directed to borrow Seven thousand dollars ($7,000.) on the credit of the Town for the purpose of paying audited bills.

Resolved. That the bill of E. L. Barber for moving trees in highway at Hampton Bays is hereby ordered paid.

Resolved. That the consent of the Town Board is hereby granted for the closing of Montauk Highway in the village of Bridgehampton for the purpose of holding a block party August 25th, 1922 pursuant to conditions in Town Superintendent's permit.

Resolved. That the compensation of the clerks for extending tax rolls is hereby fixed at a cost not to exceed 75 cents per hour.

Resolved. That pursuant to Section 221 of the Town Law a license fee of Fifty dollars ($50.) is hereby fixed for itinerant carnival companies.

Resolved. That notice be given to the Quantuck Water Co., that the concrete construction of widening road in Westhampton Beach (Main Street) will be commenced on or about Sept. 15th, 1922. Any connections or repairs to water mains it would be advisable to make before this time.

JAS. A. EARLY,

Town Clerk.

Sheet No. 139.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Thursday, August 24th, 1922. All members present.

Resolved. That pursuant to a petition presented to this Board from voters in Election District No. 11 the Remsenburg Hall is hereby designated as the polling place for this district.

Resolved. That the plans and specifications for the Sagaponack Bridge submitted by the County Superintendent of Highways is hereby approved.

Resolved. That the excess cost of Three hundred and fifty-eight ($358.00) for the construction of concrete curb in the village of Hampton Bays is hereby ordered paid from the Miscellaneous Fund.

Resolved. That the Town Board advertise for and receive bids for the construction of Bridge at Sagaponack to be submitted on Wednesday, September 13th, at 12 o'clock noon.

Resolved. That the Supervisor is hereby authorized and directed to have the necessary repairs on the Lock Gates in Shinnecock Canal so that the same will operate by action of the tides.

Resolved. That the Attendance Officers for the ensuing year are hereby designated as Frank C. Havens and Ernest J. Brockett.

Resolved. That one thousand Town official reports be printed for distribution to taxpayers.

Resolved. That Ida J. Tuttle is hereby appointed Inspector of Elections in District No. 11 and Edward A. Hildreth is hereby appointed Inspector of Election in District No. 13.

JAS. A. EARLY,
Town Clerk.

Sheet No. 140.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Tuesday, August 29th, 1922. All members present except Mr. Brown.

Resolved. That the matter of complaint of Shinnecock Tribe of Indians vs. William W. Hubbard for loam and gravel alleged to have been taken from Indian land in Good Ground is hereby referred to Mr. Percy, counsel for the Town.

Resolved. That the Board of Assessors are hereby authorized to employ an expert adding machine operator to foot up assessment rolls at a cost not to exceed one dollar per hour.

JAS. A. EARLY,
Town Clerk.

Sheet No. 141.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, Southampton, on Wednesday, September 6th, 1922. All members present.

Resolved. That the expense, if any, of the action of the Shinnecock Tribe of Indians vs. William W. Hubbard, who was agent of the Town, for alleged damage to property at Good Ground, are authorized and directed to be a Town charge.

JAS. A. EARLY,
Town Clerk.

Sheet No. 141.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, September 13th, 1922. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow Six thousand dollars ($6,000.) on the credit of the Town for the purpose of paying audited bills.

The following bids for the construction of Bridge at Sagaponack were received:

The Robbins—Ripley Co., $11,302.00; F. W. Schwiers Jr. Co., $13,580.00.

Plans for the improvement of Westhampton Beach, Main Street, were submitted by Hermon F. Bishop.

Resolved. That the plans for road improvement of the Westhampton Beach Main Street are hereby approved.

A report of an inspection made by the State Department of Health on the premises of Faber & Co., near Speonk, was read and ordered filed.

Supervisor Halsey reported that Faber & Company were complying with the recommendations set forth in the foregoing report and the Clerk was directed to notify the State Department of Health to that effect.

JAS. A. EARLY,
Town Clerk.

Sheet No. 142.

Minutes of a meeting of the Town Board held at Bridgehampton, Wednesday, September 20th, 1922. All members present.

The Board looked over the location of the Sagaponack Bridge.

Resolved. That the bid for the construction of the Sagaponack Bridge of the Robbins—Ripley Co., in amount of $11,302.00, is hereby accepted and approved, and it is further

Resolved. That the Town enter into a contract with the Robbins—Ripley Co., at the above bid.

JAS. A. EARLY,
Town Clerk.

Sheet No. 143.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, on Wednesday, September 27th, 1922. All members present.

Resolved. That this Board hereby approves the amended plans for the extra construction of Sagaponack Bridge as submitted by the Robbins—Ripley Co., the total cost to be Sixteen thousand six hundred eighty-two dollars ($16,682.00).

Resolved. That Supervisor Halsey be authorized to rent a room for the purpose of extending the tax roll for so long as may be necessary for that purpose.

JAS. A. EARLY,
Town Clerk.

Sheet No. 143.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Saturday, September 30th, 1922, at 10 A. M. Present: Supervisor Halsey, Justices Greene, Raynor and Fanning. Mr. Fanning was elected Clerk pro tem.

Robert Burnside, of Riverhead, addressed the Board asking that a tax be levied on property south of Peconic River in School District No. 5, of Riverhead, it being a fire district.

Resolved. That contract for Sagaponack Bridge be again advertised for three consecutive weeks for bids according to revised plans and specifications.

JAS. A. EARLY,

Town Clerk.

Sheet No. 144.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Thursday, October 5th, 1922. All members present.

Resolved. That the Supervisor is hereby directed to appoint a Committee to confer with a Committee of the Brookhaven Town Board on the matter of the Board of Health ordinances to regulate the sanitary supervision of duck farms.

The Supervisor appointed Messrs. Fanning, Humblet and Brown as the Committee.

Resolved. That the application of the Committee of the Riverhead Town Board to levy a tax on the portion of the School District No. 5 lying in the Town of Southampton is hereby denied for lack of authority.

Resolved. That the resolution of this Board dated September 20th, 1922 awarded the Robbins—Ripley Co., the contract for the construction of the Sagaponack Bridge is hereby rescinded.

JAS. A. EARLY,

Town Clerk.

Sheet No. 144.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, October 11th, 1922. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow Five thousand dollars ($5,000.) on the credit of the Town of Southampton for the purpose of paying audited bills.

Resolved. That the resolution adopted by this Board May 3rd, 1922 directing that the concrete sidewalk be let by contract is hereby rescinded.

Resolved. That the Town Supt. of Highways is hereby directed to construct concrete sidewalks in accordance with the resolution of the Town Board adopted April 25th, 1922 same to be paid from the Miscellaneous Fund.

Resolved. That permission is hereby granted to the village of Southampton to construct a highway west of the village boundary line.

JAS. A. EARLY,

Town Clerk.

Sheet No. 145.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, October 18th, 1922. All members present.

Resolved. That this Town hereby accepts the highways known as the Victor Guyer road in accordance with boundaries of deed of dedication from owner, survey and map made by Wallace H. Halsey, October 2nd, 1922.

JAS. A. EARLY,

Town Clerk

Sheet No. 146.

Minutes of a meeting of the Town Board held at the Clerk's office, on Wednesday, October 25th, 1922. All members present.

Resolved. That the Supervisor is hereby authorized and directed to look into the matter of obtaining a voting machine for the Second Election District.

Resolved. That the bid of the Robbins—Ripley Co., in amount of Eighteen thousand one hundred twenty-one dollars ($18,121.) for the construction of Bridge at Sagaponack is hereby accepted and approved.

Resolved. That the Town Clerk is hereby directed to return the certified check of the F. W. Schwiers, Jr., Co., presented with the bid on Sagaponack Bridge.

Resolved. That the Town Supt., is hereby directed to have two warning signs placed on Montauk Highway at School Street, Bridgehampton.

Resolved. That the Supervisor is hereby authorized and directed to borrow Five thousand dollars ($5,000.) on the credit of the Town for the purpose of paying the bills audited.

JAS. A. EARLY,

Town Clerk.

Sheet No. 147.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Tuesday, October 31st, 1922. All members present.

Resolved. That the Town Lock-up at Bridgehampton is hereby abandoned for incarceration of prisoners.

Resolved. That there are hereby ordered three additional street lights in the Bridgehampton Lighting District to be located on School Street.

The Board consider the Town Supt's estimate for 1923.

JAS. A. EARLY.

Town Clerk.

Sheet No. 147.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, on Thursday, November 9th, 1922. All members present.

Delegations from Quogue and East Quogue addressed the Board and petitioned for the allotment of concrete pavement to their respective villages.

Resolved. That the following amounts are hereby authorized and approved to be raised by tax upon the taxable property of this Town and the Special Districts as provided by law viz:

Maintenance of Highways	$125,000.00
Bridges	4,000.00
Machinery	3,000.00
Miscellaneous	25,500.00
Support of Town Poor	4,500.00
Audited Bills and Interest	60,000.00
Memorial Day	200.00
Dredging	3,000.00
1495 Road Bonds and Interest	3,765.00
Canal Gates Certificate and Interest	6,375.00
Bond and Interest $88,000 issue ...	10,250.00
Good Ground Commission Road ..	3,842.44
Quogue and Westhampton Fire Dist.	11,560.00

Eastport Fire Dist.	450.00
Bridgehampton Police District ...	1,200.00
Police Dist., Quogue	5,500.00
East Quogue Fire Dist.	2,000.00
Eastport Light Dist.	320.00
Westhampton Light Dist.	2,600.00
Quogue Light Dist.	1,800.00
East Quogue Light Dist.	1,200.00
Good Ground Light Dist.	2,500.00
Water Mill Light Dist.	325.00
Bridgehampton Light Dist.	1,100.00
1921 Highway Bills	5,000.00

JAS. A. EARLY,
Town Clerk.

Sheet No. 148.

Minutes of a meeting of the Town Board held at Southampton, on Wednesday, November 15th, 1922. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow Five thousand dollars ($5,000.) on the credit of the Town for the purpose of paying audited bills.

Resolved. That it is hereby authorized and directed to add eight street lights to the Westhampton Beach Lighting District, same to be placed on the Dune Road, commencing at the place called Buena Vista and extending west to Bokens property.

Resolved. That the Supervisor purchase two protectographs for the use of the Supervisor and Town Superintendent of Highways.

JAS. A. EARLY,
Town Clerk.

Sheet No. 149.

Minutes of a meeting of the Town Board held at the Clerk's office, on Thursday, November 23rd, 1922. All members present.

Resolved. That the map of F. H. Bishop for the extension of the Dune Road at Westhampton Beach west to the Brookhaven Town line is hereby approved.

Resolved. That permission is hereby given to Henry White, of Water Mill, to lay water pipe under the Montauk Highway opposite his property at Water Mill.

JAS. A. EARLY,
Town Clerk.

Sheet No. 149.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, November 29th, 1922. All members present.

Resolved. That the bond of the Robbins—Ripley Co., in amount of Nine thousand sixty-two dollars ($9,062.00) is hereby approved.

The Board adjourned to the National Golf Club to look over a proposition of an alternative right of way to the Peconic Bay at Bulls Head.

JAS. A. EARLY,
Town Clerk.

Sheet No. 150.

Minutes of a meeting of the Town Board of Health held at the Town Clerk's office, Southampton, on Wednes-

day, December 6th, 1922. All members present. Dr. John Nugent, Town Health Officer, also present.

Resolved. That this Board hereby adopt the Sanitary Code established by the Public Health Council of the State of New York including amendments to November 1st, 1922.

JAS. A. EARLY,
Town Clerk.

Sheet No. 150.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, N. Y., on Wednesday, December 13th, 1922. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow Five thousand dollars, ($5,000.) on the credit of the Town for the purpose of paying audited bills.

Resolved. That the Town Superintendent of Highways is hereby directed to have warning signs placed at the corner of Old Riverhead Road on the Flanders—Riverhead Highway.

Resolved. That it is hereby ordered that the street light located on Corwith Avenue and Montauk Highway be located on School Street and Hildreth Lane and an additional light of 600 candlepower be placed on the corner of School Street and Montauk Highway.

Resolved. That the Town Supt. of Highways is hereby directed to have the sign removed from over the Highway at the entrance to the National Golf Club.

Resolved. That John H. Nugent is hereby appointed temporary Health Officer.

JAS. A. EARLY,
Town Clerk.

Sheet No. 151.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, December 20th, 1922.

Resolved. That the Town Board hereby enter into a contract with the Long Island Lighting Company to furnish twenty (20) street lights for Riverside Lighting District.

Resolved. That the Supervisor is hereby authorized and directed to sublease the Supervisor's office, at Westhampton Beach, at the best possible terms.

Resolved. That a petition be presented to the public Service Commission to straighten out the Gravel Hill Bridge on Montauk Highway over the Long Island Railroad tracks at Hampton Bays.

JAS. A. EARLY,
Town Clerk.

Sheet No. 151.

Minutes of a meeting of the Town Board of Southampton held at Riverhead, on Wednesday, December 27th, 1922. All members present.

The Board met with the Town Board of Riverhead to discuss plans for the widening of the Bridge at the Town line of Riverhead and Southampton and the removal of obstructions caused by buildings encroaching upon the highway was also discussed.

The Town Superintendent of Highways was authorized to confer with the Town Superintendent of Highways of Riverhead and submit estimates to the Board of the cost of the proposed changes.

JAS. A. EARLY,
Town Clerk.

Sheet No. 152.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Thursday, January 4th, 1923. All members present.

Resolved. That this Board hereby approves the settlement for Two hundred dollars ($200) for the suit of the Town of Southampton vs. Warren Leslie and James Leslie for damage to Turkey Bridge at Westhampton Beach.

Resolved. That the judgment entered in the case of the Shinnecock Tribe of Indians vs. William W. Hubbard as agent for the Town of Southampton, in amount of Six hundred eighty-five dollars and eighty-five cents ($685.85) is hereby ordered to be paid by the Town.

A Committee of business men of Southampton village petitioned the Board to make passable for use the highway leading to Cow Neck.

JAS. A. EARLY,

Town Clerk.

Sheet No. 152.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, January 10th, 1923. All members present.

Resolved. That permission is granted to Charles H. Redfield, J. Mitchell Raynor and John B. Cook to form a corporation to use the Town Highways for the purpose of laying water mains and pipes.

Resolved. That the insurance on the Town Barn and contents, in amount of Four thousand dollars ($4,000.) for a premium of Fifty-six dollars and fifty cents ($56.50) is hereby ordered paid.

A petition to establish a Fire District signed by taxpayers of Water Mill and vicinity and Shinnecock Hills was presented.

Abstract. Notice of hearing on the above petition to be published in the local papers. Hearing set for Wednesday, Jan. 31st, 1923, at 11 A. M.

JAS. A. EARLY,
Town Clerk.

Sheet No. 153.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, January 17th, 1923. All members present.

Resolved. That the Town Superintendent of Highways is hereby directed to locate the highway leading to and across Cow Neck.

Resolved. That the Supervisor is hereby authorized a Committee to confer with Mr. Abram Post on the matter of the Court injunction which restrains the digging of an inlet in Shinnecock Bay.

Resolved. That the claim of William Hubbard against the Town for the judgment rendered against him as agent for the Town, in amount of Seven hundred eighty-five dollars and eighty-five cents, ($785.85) is hereby ordered paid.

JAS. A. EARLY,
Town Clerk.

Sheet. No. 153.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, January 24th. 1923. All members present.

Resolved. That the Supervisor is hereby authorized and directed to purchase necessary filing cabinets for his office.

Resolved. That the Town Supt. of Highways and Justice Raynor are hereby appointed a Committee to locate rights of way from Bay to Ocean from Beach Lane, Westhampton Beach, west to the line between Southampton and Brookhaven Towns.

JAS. A. EARLY,

Town Clerk.

Sheet No. 154.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, January 31st, 1923. All members present.

Supervisor Halsey reported that he had a conference with Mr. Abram Post regarding the injunction restraining the digging of an inlet in Shinnecock Bay, and that Mr. Post informed him that he would have the injunction vacated at once.

Resolved. That a Committee of this Board go to Albany in the interest of legislation for the improvement of the Salt Waters of the Town. Messrs. Halsey, Humblet and Early were appointed such Committee.

Resolved. That the petition filed with this Board by a majority of the resident taxpayers in the territory adjoining the village of Southampton from Water Mill to Shinnecock Canal is hereby approved and the Town Board is hereby directed to contract with the village of Southampton for fire protection for said territory pursuant to Section 314-C of the Town Law for a period of one year.

Resolved. That the Town Clerk is hereby directed to advise Daniel R. Young to give the highway boundaries of road near the Town line at Riverhead.

Resolved. That the Town of Southampton pay to the Shinnecock Hills and Peconic Bay Realty Company five hundred dollars ($500.) for the land on the east side of Shinnecock Canal where the Gate Tenders house stands and the abutments of the Tide Gates are located.

JAS. A. EARLY,

Town Clerk.

Sheet No. 155.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Thursday, February 8th, 1923. All members present.

Resolved. That the survey for Highway at Westhampton Beach west to the Brookhaven town line known as Dune Road and the survey of the highway leading from the Montauk Highway to the Shinnecock Canal dock at the west approach of the Canal Bridge are hereby ordered improved and the Town Superintendent of Highways is hereby directed to make orders laying out said highways pursuant to the Highway Law.

Resolved. That the first estimate of the Robbins—Ripley Company for construction work on Sagaponack Bridge in amount of Three thousand six hundred and twenty-four dollars and thirty-seven cents ($3,624.37) is hereby approved and ordered paid.

JAS. A. EARLY,

Town Clerk.

Sheet No. 155.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, Southampton, on Wednesday, February 21st, 1923. All members present.

Resolved. That the Town Superintendent of Highways is hereby directed to construct a Bridge on Cow Neck Highway which will connect Cow Neck with the Mainland. The cost to be paid from the Bridge Fund.

Resolved. That Mr. Fanning and Town Supt. of Highways Downs are hereby appointed a Committee to locate a public landing at North Sea, on Towd Harbor, conveyed to the Trustees for the benefit of the Town by Jeremiah Reeves and Maria F. Reeves by deed made January 2nd, 1880.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to construct a half mile of road on the beach at Westhampton Beach at a cost not to exceed Six thousand dollars ($6,000.)

The Board executed the contract with the Long Island Lighting Company for the Westhampton Lighting District, Twenty-five dollars ($25.) per year for each eighty candle power lamp, for two years.

JAS. A. EARLY,
Town Clerk.

Sheet No. 156.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, February 28, 1923. All members present.

Resolved. That this Board is hereby authorized and directed to execute a contract with the Patchogue Electric

Light Company to furnish 40 candle power street lights for a period of five years at Twenty-four dollars ($24.00) per light per year.

Resolved. That the Supervisor and Justice Fanning are hereby appointed a Committee to act with the County Supt. of Highways to obtain a permit from the War Department to construct a Bridge on the Highway at Cow Neck.

JAS. A. EARLY,
Town Clerk.

Sheet No. 156.

Minutes of a meeting of the Town Board held at the Town Clerk's office, on Thursday, March 8th, 1923. All members present.

Resolved. That three additional lights be added to the Westhampton Lighting District on the Dune Road at Westhampton Beach.

Resolved. That this Board enter into a contract with the Village of Southampton for fire protection at Fifteen hundred dollars ($1,500.) per annum beginning March 1st, 1923, for the district bounded and described as follows: Beginning at the southeast corner of the Village of Southampton, running thence east along the ocean to the east line of School District No. 7, thence following said School District line to the Northeast corner of Louis Zaluski's farm, thence due west to the road from Jas. H. Corwith's to Towd, thence westerly in a straight line to the northeast corner of Patrick Malone's land and Edge of Woods Road, thence Westerly along said Edge of Woods Road to Major's Path, thence southerly along Major's Path to the northwest corner of Martin Aylward's land, thence due west until it strikes the line between School Districts

No. 6 and No. 13, thence around all of School District No. 13 and to the intersection of the Montauk Highway and Tuckahoe Road, thence following the northerly and the easterly boundary of the village of Southampton to the place of beginning. Including all property within the above bounds and also the property now owned by James Deering and Charles B. Macdonald in School District No. 15.

JAS. A. EARLY,

Town Clerk.

Sheet No. 157.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Wednesday, March 14th, 1923. All members present.

Resolved. That this Board hereby opposes any provision in the bill pending before the Legislature that would take from the Town Board the authority to control the operation of Tide Gates in the Shinnecock—Peconic Canal

Resolved. That this Board hereby approves and urges the enactment of legislation making an appropriation of $15,000 for the purpose of digging an inlet connecting Shinnecock Bay with the Ocean.

Resolved. That this Board go to Albany in the interest of legislation affecting the Town.

Resolved. That the Supervisor is hereby authorized to sign permit for C. Y. Clark to construct additional slip at North Haven ferry landing.

Resolved. That a right of way for a highway fifty feet in width be purchased from Winfield Jessup extending from Main Street to Mill Road, Westhampton Beach, at a cost not to exceed Five hundred dollars ($500.)

Resolved. That the purchase of seven voting machines is hereby authorized and directed.

Resolved. That this Board does hereby grant permission to Arthur J. Hallock, Edward H. Rogers, Beatrice Rogers, Herbert R. Culver, Eliose M. Raynor, Josephine Gooch and I. Howard Snedecor to form a corporation for the purpose of supplying water in premises described in the application on file with the Clerk.

JAS. A. EARLY,

Town Clerk.

Sheet No. 158.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, March 21st, 1923. All members present.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to dispose of the old concrete mixer at a price not less than Fifty dollars ($50.)

JAS. A. EARLY,

Town Clerk.

Sheet No. 159.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Monday, April 2nd, 1923. All members present.

Mr. Raymond Vail and others addressed the Board opposing the erection of poles to carry electric light wires in the hamlet of Riverside.

Resolved. That this Board votes to hold a meeting at Riverside on Thursday, April 5th, 1923, to look into the matter complained of.

JAS A. EARLY,

Town Clerk.

Sheet No. 159.

Minutes of a meeting of the Town Board held at Riverside, on Thursday, April 5th, 1923. All members present.

The Board inspected the proposed location of poles to be placed on the State highway which was opposed by residents of Riverside.

Resolved. That the Town Superintendnet of Highways is hereby authorized and directed to have a survey made of Good Ground—Riverhead road from the corner near Vail's garage east to cranberry marsh brook for the purpose of defining and straightening this road.

The Board inspected with Deputy State Engineer Chapman the Shinnecock—Peconic Canal.

JAS. A. EARLY,

Town Clerk.

Sheet No. 159.

Minutes of a meeting of the Town Board of Southampton held at the Supervisor's office, at Westhampton Beach, on Friday, April 6th, 1923. All members present.

The Board took a recess to attend a hearing held by the War Department to examine into a complaint that alleged that the Post Bridge at Quogue was a hindrance to navigation.

JAS. A. EARLY,

Town Clerk.

Sheet No. 160.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, Southampton, on Wednesday, April 11th, 1923. All members present.

Several citizens of Sag Harbor present urging completion of Bridgehampton—Sag Harbor concrete road.

Resolved. That the sum of Twenty-five hundred dollars ($2500.) be transferred from the Miscellaneous Fund to the Snow Fund.

JAS. A. EARLY,

Town Clerk.

Sheet No. 160.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Monday, April 16th, 1923. All members present.

Resolved. That the compensation of the Special Constable for traffic work is hereby fixed at Eight dollars ($8.00) per diem for services and expenses.

JAS. A. EARLY,

Town Clerk.

Sheet No. 161.

Minutes of meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, April 25th, 1923. All members present.

A delegation of Southampton business men addressed the Board to urge the construction of bridge at Cow Neck as soon as possible.

Resolved. That the Town Superintendent of Highways is hereby authorized and directed to exchange the Town automobile for a new one of the same kind at the best price obtainable.

Sheet No. 161.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, May 2nd, 1923. All members present.

Resolved. That the survey of Highway to Cow Neck as presented by the Town Supt. of Highways is hereby approved and adopted, and the Town Supt. of Highways is hereby ordered to make an order defining same at once.

Sheet No. 162.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, May 9th, 1923. All members present.

Resolved. That the sum of Three thousand five hundred dollars ($3,500.) is hereby ordered transferred from the General Fund to the Miscellaneous Fund for the purpose of paying expenses on Fanning Avenue, at Hampton Bays.

Resolved. That the street lights on Dune Road, at Westhampton Beach, are ordered to be lighted from May 10th to November 10th.

Resolved. That it is hereby ordered that contracts for street lights for East Quogue, Water Mill and Hampton Bays Lighting Districts be entered into with the Long Island Lighting Co., for a period of two years at a cost of Twenty-five dollars ($25.) per year for each 80 candle power lamp; One hundred dollars ($100.) per year for each 600 candle power lamp, and One hundred twenty-five ($125.) per year for each 1,000 candle power lamp.

JAS. A. EARLY,

Town Clerk.

Sheet No. 162.

Minutes of a meeting of the Town Board of Southampton held at Bridgehampton, N. Y., on Wednesday, May 16th, 1923. All members present.

The Board inspected the construction work on Sagaponack Bridge.

JAS. A. EARLY,

Town Clerk.

Sheet No. 163.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, May 23rd. 1923. All members present.

Resolved. That the special license of Mary A. King, of Westhampton Beach Hospital, is hereby renewed for a period of one year.

Resolved. That the map of the continuation of Sunset Avenue, Westhampton Beach, from Mill Road to Main Street, is accepted, and the Town Supt. of Highways is hereby directed to make an order laying out the same.

JAS. A .EARLY,
Town Clerk.

Sheet No. 163.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Thursday, May 31st, 1923. Present: Supervisor Halsey, Justices Greene, Humblet and Raynor, and Town Clerk Early.

Resolved. That this Board meet at the Shinnecock Canal on Tuesday, June 5th, 1923, at 10 o'clock A. M.

JAS. A. EARLY,
Town Clerk.

Sheet No. 164.

Minutes of a meeting of the Town Board held at Hampton Bays, on Friday, June 8th, 1923. All members present except Mr. Brown.

Resolved. That the survey of the Flanders—Riverhead Road is hereby adopted and the Town Supt. is hereby directed to have monuments set on same.

Resolved. That a permit be given by the Town Supt. of Highways to the Bridgehampton Water Company to lay water pipes on the north side of Mecox Road, in Bridgehampton.

Resolved. That this Board hereby approves and authorizes the construction of a Bridge across the stream at Scallop Pond, connecting the highway on Cow Neck with the Mainland as it appears on a map filed by the Town Supt. of Highways, May 2nd, 1923.

Resolved. That the Supervisor is hereby authorized and directed to purchase a piece of land at Ocame's corner, on Quogue Road, for the purpose of widening the highway at this point at a cost not to exceed Twenty-five dollars ($25.00).

Resolved. That pursuant to the authority vested in this Board by law, it is hereby ordered that the parking of automobiles in locations where required shall be by placing front end of the automobiles to the curb line at an angle of approximately forty-five degrees.

The Board inspected the channels in Shinnecock Bay and Peconic Bay for the purpose of making recommendations to the State Engineer for the dredging of shallow places.

JAS. A. EARLY,

Town Clerk.

Sheet No. 165.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office, on Wednesday, June 13th, 1923. All members present.

Resolved. That the compensation for labor and teams for highway work is hereby fixed at forty-four (44) cents per hour for labor, and One dollar $(1.000 per hour for teams beginning June 16th, 1923, to be in effect until further notice.

Resolved. That the following named highways are hereby approved:

Highway between Sebonac and North Sea
West Neck Point Road
Island Creek Road
Topping's Path
Haines' Path
Merchant's Path
Mecox Road
Sprig Tree Road
Widow Gavitt's Road
Old Farm Road
Pond Road
Road to Bridgehampton Turnpike
Phillips' Ave. Extension (Speonk)
Seven Ponds Road
Highway to Long Point at Pon Quogue
Park Ave., (Water Mill)

And it is further

Resolved. That the Town Supt. of Highways is hereby directed to sign orders to lay same out.

JAS. A. EARLY,
Town Clerk.

Sheet No. 166.

Minutes of a meeting of the Town Board of Southampton held at Eastport, on Wednesday, June 20th, 1923. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow Five thousand dollars ($5000.) on the credit of the Town for the purpose of paying audited claims.

Resolved. That it is hereby ordered that the Tide Gates in Shinnecock Canal be permitted to operate until further notice.

Resolved. That a Bridge Tender is hereby authorized to operate Post Bridge at a salary of Seventy-five dollars ($75.00) per month.

Resolved. That pursuant to authority conferred upon us by Chapter 552, Laws of 1924, we, the Town Board of Southampton hereby adopt the following regulations for the parking of all motor cars in or upon the streets of the villages herein designated, viz: Head on to the curb at an angle of approximately 45 degrees, right side of the car to the curb and distant not less than 15 feet from any fire hydrant and 25 feet from an intersecting street or avenue. Violation of this ordinance is a misdemeanor punishable by a fine not exceeding Fifty dollars ($50.00.).

Streets designated in Water Mill: Montauk Highway from Seven Ponds Road to Depot Road.

Streets designated in Hampton Bays: Montauk Highway, Pon Quogue Avenue to Springville Road.

Streets designated in East Quogue: Montauk Highway, Bay Avenue to Barber Shop.

Streets designated in Westhampton Beach: Main Street, Clubhouse corner to Beach Lane.

JAS. A. EARLY,

Town Clerk.

Sheet No. 167.

Minutes of a meeting of the Town Board held at Hampton Bays, on Wednesday, June 27th, 1923. All members present.

Resolved. That the regulations to govern the parking of motor vehicles adopted at a meeting of this Board held June 20th, 1923, are hereby rescinded.

Resolved. That the fund of Six thousand dollars ($6,000.) available for dredging the channels in the Bays and Canals be used at the same time and in conjunction with State appropriations for this purpose.

Resolved. That the Supervisor is authorized and directed to obtain prices and estimates of the cost of placing between three and four hundred yards of rock in the Shinnecock Canal to protect Tide Gate foundations.

JAS. A. EARLY,

Town Clerk.

Sheet No. 167.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Thursday, July 5th, 1923. All members present.

Mr. Jackson and Mr. C. L. Foster, of Bridgehampton, addressed the Board on the necessity for a road at the Depot in Bridgehampton.

Resolved. That this Board hereby approves the opening of a highway at Bridgehampton running east from Butter Lane through the property of Clifford J. Foster and others.

Resolved. That the Town Supt. of Highways is hereby authorized and directed to grade and trim the sidewalk between the properties of Mr. Olcott and Mr. Montgomery at East Quogue.

Resolved. That the sum of Two hundred dollars ($200.) is hereby appropriated and made available for the purpose of paying expenses for Memorial Day observance.

Resolved. That a Special Constable is hereby authorized to be employed at a cost not to exceed Five dollars ($5.00) per day.

JAS. A. EARLY,
Town Clerk.

Sheet No. 168.

Minutes of a meeting of the Town Board of Southampton held at the Supervisor's office, at Westhampton Beach, on Wednesday, July 11th, 1923. All members present.

The Board inspected the proposed highway through the property of the heirs of Chas. Griffin, from Aspatuck Brook Road to Mill Road at Westhampton Beach.

Resolved. That this Board accept for the Town the proposed highway from the heirs of Charles Griffin if the land for the highway is dedicated without cost to the Town.

Resolved. That Justice Brown is hereby authorized and directed to negotiate for the purchase of land on the angle of the Good Ground-Riverhead Road for widening same at that point.

Resolved. That the Board approves the plan submitted by the County Supt. of Highways for the wing walls and approaches for the Sagaponack Bridge.

Resolved. That Justice Raynor is hereby authorized and directed to obtain ten street signs to locate in Hampton Bays.

JAS. A. EARLY,
Town Clerk.

Sheet No. 169.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, July 18th, 1923. All members present.

Resolved. That Justice Brown is hereby authorized and directed to investigate and relieve the condition caused by decayed sea grass at Pon Quogue.

Resolved. That the Town Health Officer, Dr. Nugent, Supervisor Halsey and Justice Raynor are hereby authorized a Committee to look into the alleged nuisance at the Canal near Main Street, Westhampton Beach.

Resolved. That Justice Fanning and Town Supt. Downs are hereby authorized and directed to confer with the State Commission of Highways in the matter of straightening the Montauk Highway at Gravel Hill Bridge, Hampton Bays.

Resolved. That the Town Supt. of Highways is hereby authorized and directed to pay for repairs to Canoe Place dock from the Miscellaneous Fund.

Resolved. That the Town Supt. of Highways is hereby requested to have the fill on Sagaponack Bridge completed by Sept. 1st, 1923.

JAS. A. EARLY,
Town Clerk.

Sheet No. 170.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, July 25th, 1923. All members present.

Resolved. That the water gates in Shinnecock Canal be fastened open until further notice.

Resolved. That the Board of Assessors is hereby authorized to employ counsel to defend any court action on the 1923 assessment.

Resolved. That three additional street lights be added on Aspatuck Road at Westhampton Beach.

Resolved. That Supervisor Halsey and Justice Brown are hereby authorized to confer with the County Supt. of Highways in the matter of ownership of material in Old Sagaponack Bridge.

JAS. A. EARLY,

Town Clerk.

Sheet No. 170.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, August 1, 1923. All members present.

Resolved. That the U. S. Standard Voting Machine be and the same hereby is adopted for use at elections held in this Town; and be it further

Resolved. That the Supervisor and Town Clerk of the Town of Southampton, New York, or either of them be and they hereby are authorized, empowered and directed to enter into a contract with the Automatic Registering Machine Co., Inc., for the purchase of Six (6) U. S. Standard Voting Machines at the net price of Ten hundred twenty-six 25/100 ($1026.25) dollars each F. O. B., cars Jamestown, N. Y., and be it further

Abstract. Provision for payment for voting machines and authority voted to issue certificates of indebtedness.

Resolved. That there is raised annually by tax upon the taxable property of said Town of Southampton, such

sums as shall be necessary to pay the principal and interest of said certificates as the same shall become due.

Resolved. That the approval of this Board is hereby given of the permit of the Town Supt. of Highways for the closing of a portion of Main Street, at Westhampton Beach, for the purpose of holding a Block Party.

Resolved. That the Town Supt. of Highways is hereby directed to take possession of the metal beams taken from old Sagaponack Bridge.

Resolved. That the Polling Places for the Primary Election and General Election for the current year are hereby designated as follows:

District:

1st, Village Hall, Sag Harbor
2nd, Fire Dept. Headquarters, Sag Harbor
3rd, Atlantic Hall, Bridgehampton
4th, Mill Building, Water Mill
5th, Court Room, Southampton
6th, Balnis Bicycle Shop, Southampton
7th, Lewis Squires' Garage, Southampton
8th, Squires Hall, Hampton Bays
9th, Atlantic Hall, East Quogue
10th, Hein's Block, Westhampton Beach
11th, Remsenburg Hall, Remsenburg
12th, Odd Fellows' Hall, Riverside
13th, Chester's Store, Bridgehampton

Resolved. That ten additional street lights are hereby authorized and directed to be placed on Tiana Highway in the Hampton Bays Lighting District.

Resolved. That the Supervisor is hereby authorized and directed to deposit with the State Comptroller the sum of Six thousand dollars ($6,000.) to be used with the

State appropriation for the widening and deepening of channels from Peconic Bay to the West Bay. It is hereby understood and agreed that any unexpended balance of the above named sum shall be returned to the Town of Southampton.

JAS. A. EARLY,
Town Clerk.

Sheet No. 172.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, August 8th, 1923. All members present.

Resolved. That the Tide Gates in the Shinnecock Canal are hereby ordered to swing until further notice and the employment of an additional Gate Tender is hereby authorized for the balance of the summer.

Resolved. That whereas the increasing traffic of State and County Highway No. 1274, known as the Montauk Highway, has created a menace to public safety by the right angle in the aforesaid highway at the Gravel Hill Bridge in the hamlet of Hampton Bays, and

Whereas. Numerous petitions and personal requests having been made to this Board for immediate relief of a very dangerous condition existing, causing in the past many serious and fatal accidents at this point, therefore, be it

Resolved. That we respectfully urge the State Commission of Highways and the Public Service Commission to eliminate this dangerous turn as soon as it can be practically accomplished.

Resolved. That J. H. Sutter is hereby appointed a Special Constable without compensation from the Town for a period of 60 days.

JAS. A. EARLY,

Town Clerk.

Sheet No. 173.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Thursday, August 16th, 1923. All members present.

A petition was received from residents of Quogue and vicinity requesting the operation of tide gates in Shinnecock Canal. On motion same was ordered received and filed.

Resolved. That the Attendance Officers for the ensuing school year are Frank C. Havens and Ernest J. Brockett, and it is further

Resolved. That the compensation is hereby fixed at $4.00 per diem and ten cents per mile for auto transportation.

The Board examined the location of the proposed highway across the National Golf Club property.

JAS. A. EARLY,

Town Clerk.

Sheet No. 173.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, August 22nd, 1923. All members present except Mr. Greene.

Resolved. That the Supt. of Highways, Mr. Downs, is hereby authorized and directed to employ counsel to look after the interests of the Town in the matter of the application to lay out, define and alter the Highway on Cow Neck.

Resolved. That the Community House, in Bridgehampton, is hereby designated as a Polling Place for District No. 3.

Resolved. That the sum of Five hundred dollars ($500.) is hereby ordered transferred from the Miscellaneous Fund to the Machinery Fund.

Resolved. That the Town Clerk is hereby directed to notify the Bridge Tenders to keep the roadways of the Town Bridges clear for traffic.

JAS. A. EARLY,
Town Clerk.

Sheet No. 174.

Minutes of a meeting of the Town Board held at the Supervisor's office, West Hampton Beach, August 29th, 1923. All members present.

Resolved. That the Supervisor is hereby authorized and directed to borrow Six thousand dollars ($6,000.) on the credit of the Town of Southampton for paying audited claims.

Resolved. That five additional street lights are hereby authorized to be placed in the Riverside Lighting District, three to be placed on the Old Quogue Road, and two to be placed on the State Road No. 894.

Resolved. That the Board hereby approves the issuance of a permit by the Town Supt. of Highways to the Bayhampton Band to hold a Block Party in the village of Hampton Bays.

Resolved. That the apportionment made for sidewalks on April 26th, 1922, should read for repair of sidewalks instead of Construction.

Resolved. That the Supervisor is hereby authorized and directed to place to the cerdit of the Salt Water Bays Commission the sum of Six thousand dollars ($6,000.) to be used for dredging channels from Peconic Bay to West Bay. It is hereby understood that any unexpended balance of this sum shall be returned to the Town of Southampton by the Commission.

JAS. A. EARLY,

Town Clerk.

Sheet No. 175.

Minutes of a meeting of the Town Board of Southampton held at the Town Clerk's office. Wednesday, September 5th, 1923. All members present.

Resolved. That the Tide Gates in Shinnecock Canal are hereby ordered to be fastened open for the purpose of having an examination of the waters by the State Board of Health; and it is further

Resolved. That the services of the extra Gate Tender is hereby dispensed with.

Resolved. That the final payment on contract for the construction of Sagaponack Bridge, in amount Seven thousand three hundred thirty-nine dollars ($7,339.00) is hereby approved and ordered paid.

JAS. A. EARLY,

Town Clerk.

Sheet No. 175.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, September 12, 1923. All members present.

Resolved. That this Board petition the War Department to place a beacon buoy at the entrance to Shinnecock Canal in the Peconic Bay.

Resolved. That signs be placed on the Town Dock on the Shinnecock Canal to prevent the obstruction of navigation at this point.

Resolved. That this Board request the State Engineer to place warning signs in the Shinnecock Canal to regulate the speed of boats using that waterway.

JAS. A. EARLY,

Town Clerk.

Sheet No. 176.

Minutes of a meeting of the Town Board held at Riverside, September 19th, 1923. All members present.

The Board inspected the proposed straightening of the Main Road running through Riverside.

JAS. A. EARLY,

Town Clerk.

Sheet No. 176.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, September 25th, 1923. All members present.

Resolved. That Horace Howland is hereby appointed a Special Constable for a period of five (5) days during County Fair Week.

Resolved. That the Sagaponack Bridge is hereby accepted and approved.

Resolved. That a 600 candle power light be placed at the Monument, and a 60 candle power lamp be placed on the west side of School Street in the Bridgehampton Lighting District.

Resolved. That the Supervisor is hereby authorized and directed to rent a room for the use of clerks in extending the tax roll.

JAS. A. EARLY,

Town Clerk.

Sheet No. 177.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, October 3rd, 1923. All members present.

Resolved. That a street lamp be placed on the corner of Main Street and Oakville Road, in the East Quogue Lighting District.

Resolved. That Lafayette Rothsteen is hereby appointed a Special Constable for a period of sixty days from October 1st, 1923.

JAS. A. EARLY,

Town Clerk.

Sheet No. 177.

Minutes of a meeting of the Town Board held at the Town Clerk's office, Southampton, on Wednesday, October 10th, 1923. All members present.

Resolved. That a proposition to raise by tax the sum of Three thousand five hundred dollars ($3,500.) for the purpose of widening the Bridge connecting the Town of Southampton and the Town of Riverhead is hereby authorized and approved.

Resolved. That a proposition be submitted at the election to be held on November 6th, 1923, to raise Ten thousand dollars ($10,000.) for the purpose of purchasing a site for a Town Building situated on the corner of Bridgehampton Road and Main Street in the Village of Southampton.

Resolved. That the claim of Theodore Tilton for injuries be paid in the amount fixed by the State Insurance Commission.

Resolved. That the sum of Eight thousand dollars ($8,000) be expended for the construction of sidewalks as follows:

Bridgehampton	$1200.
Westhampton Beach	1200.
Quogue	800.
Westhampton	500.
Water Mill	800.
Eastport	500.
Flanders	300.
Speonk	400.
East Quogue	1000.
Hampton Bays	1000.
Riverside	300.

Resolved. That the Supervisor and Town Clerk are hereby authorized and directed to execute an agreement

with the Southampton Beach Company for a permit to use a strip of land one hundred and fifty (150) feet in width for a period of three years for the purpose of dredging and maintaining an inlet in Shinnecock Bay.

JAS. A. EARLY,
Town Clerk.

Sheet No. 178.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, October 17th, 1923. All members present.

Resolved. That the petition from residents of School District No. 4 for the establishment of a Lighting District is hereby granted and approved to be known as the Flanders Lighting District.

Resolved. That Eugene Cook is hereby appointed Special Constable for a period of ninety days.

JAS. A. EARLY,
Town Clerk.

Sheet No. 179.

Minutes of a meeting of the Town Board of Southampton held at Riverside, on Wednesday, October 24th, 1923. All members present.

Resolved. That the Tide Gates in Shinnecock Canal are hereby ordered to be fastened open until further notice.

Resolved. That a public notice of the consideration by the Town Board of the Town Superintendent's estimate for Highway purposes for 1924 is hereby ordered published.

JAS. A. EARLY,

Town Clerk.

Sheet No. 180.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, on Tuesday, October 30th, 1923. All members present.

Resolved. That the sum of Seven thousand dollars ($7,000.) is hereby authorized to be raised by tax for the purpose of laying concrete at Six Corners in Westhampton Beach.

Resolved. That the Supervisor is hereby authorized and directed to borrow Eight thousand dollars ($8,000.) on the credit of the Town for the purpose of paying audited bills.

Resolved. That an additional street light be placed on Sunset Avenue, Westhampton Beach, in the Westhampton Beach Lighting District.

JAS. A. EARLY,

Town Clerk.

Sheet No. 181.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Thursday, November 8th, 1923. All members present.

Resolved. That a Police District for Hampton Bays is hereby authorized and approved. The boundaries of said District are as follows: Commencing on the northerly shore of Shinnecock Bay at a monument near the southerly end of Fordham's Hollow and running thence in a northerly direction through said Fordham's Hollow to a monument on the shore of Great Peconic Bay; thence along said shore in a northwesterly direction to the easterly line of the Sixteenth Lot; thence southerly along the same side of the said Sixteenth Lot to the southerly side of the Old Riverhead Road; thence along the same side of said road in a westerly direction to the northwesterly corner of the land of L. G. Squire; thence southerly and through Bellows' Pond to a monument on the Middle Line; thence westerly along said Middle Line to a monument on the westerly line of land formerly of one Jetur R. Rose and on or near the easterly line of Jones Road; thence southerly along the westerly side of said Rose's land and land of the Tiana Bay Land Company to land of Charles F. Murphy; thence through said last mentioned land in an easterly direction to and across Tiana Bay to a stake or monument on the easterly shore thereof and thence along the same side of said Tiana Bay and along the northerly shore of Shinnecock Bay in a generally easterly direction to the point or place of beginning.

Resolved. That the following items are hereby authorized and directed to be included in the tax levey of 1923:

Peconic Ave., Bridge	$ 3,500.00
White Road (New Highway)	
Town Poor	4,500.00
Audited Bills	35,000.00
Memorial Day	200.00
Town Hall Site	10,000.00
1495 Highways Bonds	3,679.00

$88,000 Highway Bonds	6,150,00
Tide Gate Certificates	8,975.00
Bridgehampton Fire Dist.	1,500.00
Southampton First Dist.	1,500.00
East Quogue Fire Dist.	2,000.00
Quogue and Westhampton Beach Fire Dist.	5,560.00
Eastport Fire Dist.	199.05
Flanders Lighting Dist.	1,400.00
Bridgehampton Lighting Dist.	1,300.00
Water Mill Lighting Dist.	300.00
Hampton Bays Lighting Dist.	2,650.00
East Quogue Lighting Dist.	1,200.00
Quogue Lighting Dist.	1,800.00
Westhampton Lighting Dist.	4,200.00
Eastport Lighting Dist.	320.00
Riverside Lighting Dist.	1,200.00
Quogue Police Dist.	3,500.00
Bridgehampton Police Dist.	1,500.00
Maintenance and Repair of Highways	125,000.00
Bridge Fund	10,000.00
Machinery Fund	3,000.00
Removal of Snow	1,500.00
Miscellaneous Purposes	40,000.00

JAS. A. EARLY,

Town Clerk.

Sheet No. 182.

Minutes of a meeting of the Town Board held at Riverside, November 9th, 1923. All members present.

The Board inspected the proposed straightening of the Good Ground—Riverhead Road through the hamlet of Riverside.

It was decided to look into the surveys and maps on file with the State Highway Commission.

JAS. A. EARLY,

Town Clerk.

Sheet No. 183.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, November 14th, 1923. All members present.

Resolved. That John H. Nugent is hereby appointed Assistant Health Officer for a term of four years.

Raymond A. Vail addressed the Board in the matter of the Main Highway at Riverside.

JAS. A. EARLY,

Town Clerk.

Sheet No. 183.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Friday, November 16th, 1923. All members present.

Resolved. That a petition be made by this Board to the War Department for permission to close the Quogue Canal from December 1st, 1923 to April 1st, 1924 by means of a dam to be located east of the Post Bridge at Quogue, for the purpose of raising the water in Shinnecock Bay to facilitate the opening of an inlet.

The Board here adjourned to Hampton Bays to inspect the location of the Inlet, with the Town Trustees.

On motion of Mr. Greene, Supervisor Halsey was appointed a Committee to confer with the War Department in the matter of closing the Quogue Canal temporarily.

JAS. A. EARLY,
Town Clerk.

Sheet No. 184.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, November 21st, 1923. All members present.

Supervisor Halsey reported on requirements of the War Department as to closing the Quogue Canal.

Resolved. That the Bridgehampton Lighting District be extended as follows: Beginning at the corner of Norris Lane and Montauk Highway through Norris Lane to Suwassett Lane.

Resolved. That Highway Superintendent Downs be instructed to survey and monument the highway along the South Beach from Southampton to Quogue.

JAS. A. EARLY,
Town Clerk.

Sheet No. 184.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, November 28th, 1923. All members present.

Resolved. That there is hereby transferred the sum of Five hundred dollars ($500.) from the Miscellaneous Fund to the Machinery Fund.

Resolved. That an official title search be made on the property of the Henry Hildreth heirs located on the corner of Main Street and Bridgehampton Road in the Village of Southampton.

Resolved. That a Committee be appointed to inspect the Town Halls in the County in order to make plans for a Town Building.

JAS. A. EARLY,

Town Clerk.

Sheet No. 185.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, December 5th, 1923. All members present except Mr. Early.

Resolved. That the Supervisor is hereby authorized and empowered to borrow the sum of Five thousand dollars ($5,000.) on the credit of the Town for the purpose of paying audited bills.

Resolved. That the sum of Ten dollars ($10.00) per day be allowed for the Custodian of Voting Machines.

C. W. BROWN,

Clerk pro tem.

Sheet No. 185.

Minutes of a meeting of the Town Board held at the Clerk's office, Southampton, on Wednesday, December 12th, 1923. All members present.

Resolved. That a notice be given to residents of Eastport and vicinity of Westhampton Beach that a hearing will be given on Highway agreement.

Resolved. That a hearing be held at the next meeting of this Board in the matter of extending the Flanders Lighting District.

Resolved. That the Supervisor is hereby authorized and directed to borrow Five thousand dollars ($5,000.) on the credit of the Town for the payment of audited bills.

JAS. A. EARLY,

Town Clerk.

Sheet No. 186.

Minutes of a meeting of the Town Board of Southampton held at the Clerk's office, on Wednesday, December 19th, 1923. All members present.

Resolved. That there is hereby ordered transferred from the Miscellaneous Fund to the Machinery Fund the sum of Two hundred dollars ($200.00).

Resolved. That the Supervisor is hereby authorized and directed to borrow the sum of Five thousand dollars ($5,000.) on the credit of the Town for the purpose of paying audited bills.

JAS. A. EARLY,

Town Clerk.

Sheet No. 186.

Minutes of a meeting of the Town Board of Southampton, held at Southampton, on Wednesday, December

26th, 1923. All members present, except Justices Fanning and Brown.

Resolved. That Charles H. Smith is hereby appointed Town Trustee to fill the vacancy caused by the failure of Benjamin Owen to qualify.

JAS. A. EARLY,
Town Clerk.

Sheet No. 187.

Regular Meeting of the Town Board of Southampton, Jan. 4th, 1924, at 11 o'clock A. M. Members present were: Supervisor Benj. Halsey; Town Clerk, Edward P. White; Justices: Oscar Fanning, B. D. Corwin, Gaston Bishop, Chas. Humblet, Chas. Wells Brown; Highway Superintendent Frank Downs.

Communications were read from Capt. Chas. Gordon, Eastport, N. Y., and Chas. G. Smith, Westhampton, N. Y., recommending that Chas. G. Smith be appointed by the Town Board to fill the vacancy on the Board of Trustees caused by the failure of B. C. Owens to qualify.

Also communications were read from the Board of Town Trustees; Harry Robinson, Pres., of the Lions Club of Southampton; and I. Wendell Squires, Sec., of the Hampton Bays Board of Trade, recommending the appointment of James A. Jennings to fill the vacancy on the Town Board of Trustees.

Mr. Risler, of the Long Island Lighting Co., addressed the Board and asked permission to place fifteen lights in Flanders District.

Abstract. Required that 51% of taxpayers of Flanders request extra lights.

Abstract. Town Clerk instructed to secure from Town Clerks of Islip, Babylon, Huntington and Brookhaven a schedule of salaries of different town officials and whether or no they are allowed expenses for traveling, eating, etc.

Mr. Early addressed the Board and asked that he be reimbursed for the traveling and hotel expenses incurred by him since May, 1920.

Abstract. Mrs. Isabelle Ward was appointed General Clerk and assigned to the Town Clerk's office until further notice.

Abstract. The Supervisor and two members of the Board, Justice Fanning and Justice Corwin, named to formulate plans for the new Town Building.

EDW. P. WHITE,
Town Clerk.

Sheet No. 189.

Regular meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office, on January 9th, at 11 a. m. Members present were Supervisor Benj. G. Halsey; Town Clerk Edward P. White; Justices Oscar Fanning, Burton D. Corwin, Gaston Bishop, Charles Humblet; Superintendent of Highways Frank Downs.

Mr. David Vail, Pres., of the Town Trustees, addressed the Board in reference to compensation and expenses in the matter of digging the Shinnecock Inlet.

In the matter of Eastport and Westhampton Beach highway the Town Clerk was instructed to notify Mr. E. W. Penny, of Eastport, and Mr. Duane P. Cobb, of Westhampton Beach, that a hearing before the Town Board would be held January 16th, at 10 A. M., at the Town Clerk's office.

Abstract. Town Clerk's salary hereby fixed at $3,000.00 per year—in lieu of all other fees and compensations dating from Jan. 1st, 1924.

Abstract. Salary of the Deputy Town Clerk fixed at $1500.00 per annum in lieu of all other allowances for expenses.

Abstract. Compensation of the Supervisor fixed at $1500.00 per annum under the highway law pursuant to Section 110.

Abstract. Salary of Clerk to the Supervisor fixed at $125.00 per month.

Abstract. Deputy Highway Clerk's salary fixed at $4.00 per day and all necessary expenses when away on Town business.

Abstract. Salary of the Deputy Tax Receiver fixed at $1500.00 per annum in lieu of all other allowances for expenses, and services of the Deputy Tax Receiver be available to the Assessors on call.

Abstract. Compensation of the Tax Receiver fixed at $3000.00 per annum he to pay all his personal expenses dating from Jan. 1st, 1924.

Mr. Leonard Bishop was present and offered tentative floor plans for the new Town Building.

Whereas, the compensation of Justices of the Peace is less than compensation of other Town Officers and

Whereas, such compensation is entirely inadequate, therefore be it

Resolved. That we, the Town Board of Southampton, hereby request that the compensation of Justices of the Peace be increased from $4.00 to $10.00 per day or that the law be amended allowing all Justices to be on a salary basis to be fixed by the Town Board.

Resolved. That a copy of this resolution be forwarded to the Board of Supervisors of Suffolk County, and to

Assemblyman John G. Peck and Senator George L. Thompson.

The following statement was presented by Superintendent Downs in regard to an Asphalt Distributor for East Quogue: One 1800-gal. Champion Asphalt Distributor with 12 manifold complete; one proven take-off to be attached to Town 3-B Liberty truck, F. O. B., Quogue Station. Machine to be paid for before Jan. 1st, 1925. Price $3000.00

EDW. P. WHITE,

Town Clerk.

Sheet No. 192.

A regular meeting of the Town Board of Southampton was held in the Town Clerk's office, Jan. 16, 1924, at 10 A. M. Members present were Supervisor Benj. G. Halsey, Town Clerk Edward P. White, Justices Oscar Fanning, Gaston Bishop, Burton D. Corwin, Chas. W. Brown, Chas. Humblet. Mr. Downs, Highway Superintendent, was also present.

Abstract. Delegation from Eastport and Speonk addressed the Board in relation to road from Eastport to Riverhead. A letter signed by 87 taxpayers who favored improving the road was presented by E. A. Penny.

Abstract. A delegation headed by Duane Cobb from Westhampton Beach addressed the Board relative to improvement of Westhampton-Riverhead road.

Abstract. A delegation addressed the Board relative to dangerous condition of Post Bridge.

Supervisor Halsey read a letter relative to the closing of Quogue Canal.

Resolved. That the sense of this Board is that the construction of obstruction in the Quogue Canal be no more than 2 ft. higher that mean high-water.

The bill of James Davis, Town Trustee, for $118.00 was ordered paid.

Mr. James Early appeared personally before the Board and tendered his resignation as Registrar, which was accepted.

Abstract. Edward P. White appointed to fill the vacancy of Registrar for the unexpired term.

Benjamin Owen having failed to qualify as Town Trustee it was regularly moved and carried that Chas. G. Smith, of Westhampton, be and hereby is appointed to fill the vacancy.

Abstract. The Town Superintendent of Highways was instructed to lease the Champion Asphalt Distributor from the Good Roads Machinery Co., of Groton, N. Y. (price $3000) at a rental of $15.00 per day for each day used.

EDW. P. WHITE,

Town Clerk.

Sheet No. 194.

Minutes of the meeting of the Town Board of Southampton held in the Town Clerk's office, at Southampton, on Jan. 23rd, 1924. Members present were Supervisor Benj. G. Halsey, Town Clerk Edward P. White, Justices Gaston Bishop, Oscar Fanning, Chas. W. Brown, Chas. Humblet, Burton D. Corwin.

Supt. of Highways Frank Downs presented a written request to the Town Board asking that Addie L. Downs be appointed Deputy Town Supt. of Highways.

Abstract. Mrs. Addie L. Downs was appointed Deputy Supt. of Highways.

Abstract. Voted to pay Mrs. Genevieve Randell $50, for release of land on Randall Avenue for highway purposes, at East Quogue.

Abstract. Eugene Cook was appointed Official Dog-Catcher for 90 days from Feb. 1, 1924 pursuant to Sec. 117, Town Law.

Board went to inspect the Scott's Landing Road.

EDW. P. WHITE,

Town Clerk.

Sheet No. 195.

Regular meeting of the Town Board held in the Town Clerk's office, on Jan. 30, 1924, at 10 A. M. Members present were Supervisor Benj. G. Halsey, Town Clerk Edward P. White, Justices B. D. Corwin, Chas. Humblet, Oscar Fanning, Gaston Bishop, Chas. Wells Brown.

Mr. Archibald Hallett, of Riverhead, addressed the Board in reference to changing plans of the Bridge at Peconic Avenue, Riverhead.

Abstract. The Town Board approve the change of plans in the construction of the Bridge at Peconic Avenue, Riverhead. Mr. Downs is directed to get the release from the Hallett estate.

A petition was received signed by 45 taxpayers asking that a Special Town Meeting be called to raise $28,000 for the purpose of building a new Bridge, at Quogue, to replace the present Bridge, which has been condemned by the War Department.

Mr. Chas. M. Edwards addressed the Board in reference to opening the old Town roads leading to the Bay

near Noyac such as Budd's Road, Osborn Landing, King's Landing and the road through Dr. McAuliff's land.

Resolved. That the Supervisor is hereby authorized and directed to borrow $5,000. on the credit of the Town to pay audited bills.

EDW. P. WHITE,

Town Clerk.

Sheet No. 197.

Regular meeting of the Town Board held in the Town Clerk's office, on Feb. 6, 1924, at 10 A. M. Members present were Supervisor Benj. G. Halsey, Town Clerk Edward P. White, Justices Oscar Fanning, Chas. W. Brown, Gaston Bishop, B. D. Corwin, Chas. Humblet.

The resignation of Jos. B. Wright as a member of the Board of Audit was read and accepted.

A motion was made and carried that the map submitted by Chas. W. Baird showing the highway to Scott's Landing be accepted and the Superintendent as instructed by the Town Board to lay out the road.

Abstract. Justices Bishop, Fanning and Brown were appointed a committee to act with the Trustees of the Town relative to closing Shinnecock Canal.

A resolution was made to ask for the cancellation of the existing contract for the several lighting districts in the Town and a new contract for a period of two years be submitted by the Long Island Lighting Co., embracing all of said District to take effect Feb. 1st, 1924.

Resolved. That Mr. Leonard Bishop be empowered and authorized to submit plans and specifications for the new Town Hall.

A motion was made and carried that any Justice of the Peace be and hereby is allowed expense for a telephone.

Whereas it has been called to our attention that Ex-President Wilson passed out of this earthly sphere on Feb-3, 1924, therefore be it

Resolved. That in the passing of our late President the country lost an illustrious statesman, a great President and a leader of men, and be it further

Resolved. That we, as a Board, pay this token of respect and honor to our departed ex-President and that a copy of same be spread upon and made a part of the minutes of this meeting.

EDW. P. WHITE,

Town Clerk.

Sheet No. 199.

Regular meeting of the Town Board held in the Town Clerk's office, on Feb. 13th, 1924, at 10 A. M. Members present Supervisor Benj. G. Halsey, Town Clerk Edward P. White, Justices Chas. Humblet, Chas. W. Brown, Oscar Fanning, B. D. Corwin, Gaston Bishop.

Abstract. Motion made and carried that a secret ballot be taken to appoint an Auditor to fill vacancy caused by resignation of Joseph B. Wright.

Justice Bishop was appointed a committee to confer with the Quantuck Water Works Co., to arrange to have one of the Company's officers present at the next Board meeting.

Abstract. Justice Corwin was appointed to represent the Town Board in auditing the Supervisor's books.

Abstract. The Board of Assessors were authorized to attend the meeting of the State Board, in Albany, to be held Feb. 22, 1924.

A communication was received from Mr. Duane P. Cobb, of Westhampton Beach, relative to a Special Town Meeting. Read and laid on table.

Resolved. That the Board adopt the resolution in reference to a Special Town Meeting as submitted by Mr. Percy, which reads as follows:

"Resolved: That all Special Town Meetings hereafter called in this Town of Southampton, upon a date other than that of a general election, shall be held in the village of Southampton, and that the polling place in said Village for such Special Town Meetings shall be the Town Clerk's office if maintained there or the Court Room in said Village, if the Town Clerk of the Town does not maintain an office in the Village of Southampton."

EDW. P. WHITE,

Town Clerk.

Sheet No. 201.

Minutes of the meeting of the Town Board of Southampton held in the Town Clerk's office, on Feb. 20, 1924, at 10 A. M. All members present.

County Engineer of Highways A. O. Smith was present and addressed the Board on the Quogue Bridge matter; also he stated that to build a bridge there to replace present one would approximately cost $31,000.

Abstract. Voted that a proposition be submitted asking for an appropriation of $31,000 for the construction of a bridge across the Canal in Quogue and that a Special Town Meeting be called.

Abstract. The Town Clerk, with the assistance of Mr. Percy, instructed to prepare notices for the use of the Justices in the matter of collecting the delinquent dog taxes.

Mr. Leonard Bishop submitted plans and an estimate for the new Town Hall.

Abstract. Voted that a petition be circulated asking for an appropriation of $65,000. to build a new Town Hall on the property purchased by the Town for that purpose.

J. Foster Terry, manager of the L. I. Lighting Co., presented a new street lighting contract.

Abstract. Voted that there be established on New Road, in the Village of Westhampton Beach, two more lights and also two more lights on Bishop Avenue.

EDW .P. WHITE,

Town Clerk.

Sheet No. 202.

Regular meeting of the Town Board of Southampton, held in the Town Clerk's office, Feb. 27, 1924. All members present. Also Supt. Frank Downs.

Mr. Geo. D. Squires of Hampton Bays addressed the Board as representative of the Hampton Bays Board of Trade, asking for more lights on Pon Quogue Avenue and Main Street.

Communications were read from Mr. Moran, of New York, suggesting that the plans for the new Town Hall be open for competition and the selection of an architect for same be made general.

Also a communication was read by Supervisor Halsey from Mr. S. C. Hamilton in reference to additional voting machines.

Abstract. Additional lights were asked for Flanders. No action taken unless on petition of people of Flanders asking for same.

Voted. That the Supervisor be authorized to buy the necessary voting machines for use in the larger districts.

The Board went into executive session.

Abstract. Mr. Lafayette Rothsteen was appointed Special Traffic Officer for a period of thirty days.

Abstract. Bids to be asked on 250 booklets to be printed of the financial statement of the Town for the year of 1923 using the 1921 report as a basis per page rate.

Abstract. A proposition submitted to call a Special Town Meeting to vote on appropriation for the new Town Hall and Post Bridge.

A resolution was received and read from Mr. E. T. Dayton, Clerk of the Village of East Hampton, endorsing the action taken by the Village of Hampton Bays in regard to the elimination of the danger to traffic at the bridge crossing the L. I. Railroad in Hampton Bays.

EDW. P. WHITE,

Town Clerk.

Sheet No. 204.

Regular meeting of the Town Board of Southampton held in the Town Clerk's office, at 10 A. M., March 5th, 1924. All members present.

Supervisor Halsey reported that he had ordered 9 voting machines of the same type as those now in use; also that he had sent a notice to all the newspapers of the Town asking for bids on printing the 1923 report of the Town.

The following resolution was carried:

Whereas the attention of this Board has been called to the fact that the plans and specifications for the con crete retaining wall being constructed on State and Federal Highway No. 8039a at Eastport, do not contemplate finishing the said wall to the end of the pond—there remaining a distance of 55 feet on the east end to properly complete same, and

Whereas we have been reliably informed that there will remain a sufficient amount of money appropriated on the contract to complete the said wall the said distance of 55 ft. Therefore be it

Resolved. That this Board urgently request the State Commissioner of Highways to continue said wall to the end of the Pond or about 55 ft.

Carried. That a certified copy of the above resolution be sent to the State Highway Commission at Albany, N. Y.

A letter from W. W. Hubbard in reference to additional lights in Flanders District was read; also a letter from Town Clerk Ketcham, of East Hampton, and a communication from the Village Board of Southampton requesting the Town Board to take action in the matter of straightening the Bridge Crossing over the Long Island Railroad at Hampton Bays.

Mr. Vail, President of the Town Trustees, addressed the Board relative to action taken by the War Department limiting the time in opening up the Shinnecock Inlet.

Supt. of Highways Downs reported that Riverhead Town had moved their buildings back on Peconic Avenue, and asked what action he should take in regard to having buildings moved on the Southampton Town side of Peconic Avenue.

Abstract. Extra light to be placed on Griffin Avenue, Westhampton Beach.

Mr. Clifford Jackson addressed the Board relative to extension of time in letting out Shinnecock Inlet.

Whereas, there has been for several months State Constabularly permanently stationed in Southampton, N. Y., and

Whereas, we believe that said State Constabulary serves no useful purpose in this Town, therefore we, the Town Board of Southampton hereby request that the State Constabulary be withdrawn from Southampton Town, and that said Southampton be no longer designated as a permanent station for said State Constabulary.

Motion was made and carried four to three, that the above resolution be laid on the table.

Abstract. That the resolution passed on Nov. 21, 1923 as follows: "Resolved that Highway Supt. Downs be instructed to survey and monument the highway along the South Beach from Southampton to Quogue," be and hereby is rescinded; and that Mr. Wallace Halsey be authorized to complete the survey on the Beach, monument the same and prepare it for acceptance by the Town Trustees.

Upon the recommendation of Supt. Frank Downs the Board decided to meet at the office of Judge B. D. Corwin, Sag Harbor, N. Y., at 10 A. M., on March 12th, 1924.

EDW. P. WHITE,

Town Clerk.

Sheet No. 207.

Regular meeting of the Town Board held in the Savings Bank Building, Sag Harbor, N. Y., on March 19th, 1924. All members present.

Supervisor Halsey read a letter from Mr. S. C. Hamilton, agent for voting machines, saying same would be delivered by July 1st.

Abstract. Voted the Town buy 9 voting machines and pay for same in installments of $3,000. down and four equal annual payments for four years.

Supt. of Highways reported that he had contracted for 1,100,000 gals. of oil at .0565 per gal.

Abstract. Bid of Westhampton Press, the lowest, accepted at $1.50 per page for printing the 1923 report of the Town. To be ready May 1st.

Abstract. Clerk directed to notify Mr. Rothsteen that his services will not be needed after March 31st, 1924.

Mr. G. Augustine Kiernan, President of the Village of Sag Harbor, addressed the Board in reference to completing the concreting of the Sag Harbor Turnpike.

Voted that the Clerk buy a vacuum cleaner.

Abstract. Bureau of Highways has no authority for doing any work outside the beginning and ending of any contract. This referred to extending the Gravity Wall under construction at Eastport.

The Hampton Bays Board of Trade asked for more lights.

Meeting adjourned to inspect Cove and Harbor Avenue and Bayview Road at Noyac, near Sag Harbor.

EDW. P. WHITE,
Town Clerk.

Sheet No. 209.

Regular meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office, March 26, 1924, at 10 A. M. All members present.

A communication from the Hampton Bays Board of Trade requesting that some action be taken to secure a tract of Beach land for use of the public was read. Mr. Gregg, of Hampton Bays, addressed the Board relative to the matter and suggested that it was possible for it to come under the State Park Act.

Mr. R. R. Kendrick addressed the Board in behalf of the Summer resident taxpayers of Shinnecock Hills stating that they are in favor of retaining the Troopers here. The Board did not take action as it is out of their jurisdiction.

Voted. That the applications for the position of Motorcycle Officer be laid on the table for a month.

Hampton Bays asked for fifteen additional street lights.

Voted. That the Hampton Bays Lighting District be allowed fifteen additional street lights.

EDW. P. WHITE,
Town Clerk.

Sheet No. 210.

Minutes of the regular meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office, on April 2, 1924. All members present.

A number of applications for appointment as motorcycle cop were received. Laid on table.

A communication from the War Dept., was read in reference to an application to do certain dredging and build a pier in Little Peconic Bay. Board approved the application.

Voted. That the salary of the Head Clerk to Assessors be raised from Five Dollars to Six Dollars per day;

also that of the Copiest be raised from Three Dollars to Five Dollars per day in lieu of all other compensation and expense.

Voted. That the Guard stationed at the Bridge at Eastport be dispensed with and the Clerk ordered to so notify him.

Judge Fanning presented the deed for the Town Hall site to be filed in the Town Clerk's office.

An application was made by Mr. George Percy in regard to Sunset Avenue extension, at Westhampton Beach.

Resolved. That each of the Justices of the Peace of the Town of Southampton be allowed the sum of Twenty-five Dollars per month as office rent from and after January 1st, 1924.

Abstract. In the matter of issuance of Certificates of Indebtedness of the Town of Southampton, N. Y., for payment of voting machines. Authority given Supervisor to contract for purchase of 9 voting machines at net price of Ten Hundred Twenty-six and 25/100 ($1026.25) Dollars, each, f. o. b. cars, Jamestown, N. Y., and arrange for certificates of payment.

EDW. P. WHITE,

Town Clerk.

Sheet No. 213.

Regular meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office, on April 9th. 1924, at 10 A. M. All members present; also Supt. of Highways Frank Downs.

Application of Clifford Van Cott for appointment as motorcycle cop read and tabled.

Abstract. Town Clerk instructed to have 100 police appointment blanks printed.

Abstract. Matter of Quantuak Water Co., to be taken up by counsel.

Voted. That Bishop & La Fon, Architects, be instructed to prepare complete plans and specifications for the proposed new Town Hall.

Abstract. Town Clerk authorized to secure bids to print 150 copies of Vol. 3 of the Town Records, not to exceed 400 pages per book.

Voted. That Mr. Percy, Town Counsel, be instructed to prepare papers to advertise bonds for Hall and Bridge.

EDW. P. WHITE,

Town Clerk.

Sheet No. 214.

Minutes of the meeting of the Town Board held in the office of Chas. Wells Brown, at Riverhead, April 18th. 1924, at 1 P. M. All members present.

County Engineer A. O. Smith was present and stated that plans for the Post Bridge, at Quogue, would be ready as soon as the War Dept., received the approval of the State Engineer.

The Board inspected the Flanders Road and approved the survey as made by Herman Bishop, C. E., and directed Supt. of Highways Downs to make an order to that effect.

Applications for appointment of motorcycle cop were received and filed.

A petition was offered by Justice Fanning from certain taxpayers praying to be admitted into the incorpor-

ated Village of Southampton and that the Village lines be extended to include them.

Carried. That the application of certain taxpayers representing property at Wickapogue for annexation to the Village of Southampton be approved.

Abstract. The Board decided that they did not want to build the Sag Harbor—Bridgehampton highway.

Carried. That the Supervisor consult Lawyer N. O. Petty and get an opinion in the matter of the Motorcycle Traffic Officer Law.

Resolved. That the Town Clerk notify the Quantuck Water Co., and adjoining property owners, that the highway around Five Points, or Slattery Corner, Westhampton Beach, is going to be paved with concrete and that all parties interested take due notice as per resolution of the Town Board any new concrete pavement cannot be taken up to make connection to water mains for a period of five years.

EDW. P. WHITE,

Town Clerk.

Sheet No. 216.

Minutes of the meeting of the Town Board of Southampton held in the Town Clerk's office, at Southampton. N. Y., April 23rd, 1924, at 10 o'clock A. M. All members present.

A large delegation from the western part of the Town presented a petition of 52 names asking the appointment of Ferdinand J. Downs as Special Constable. Dr. C. D. Foster, Capt. Chas. Gordon and the Rev. Mr. Angelo, and Mr. Penny, postmaster at Eastport, addressed the Board urging his appointment. Also letters were read from the

Hon. E. F. Post, of Quogue, and Federal Prohibition Agent Smith endorsing Ferdinand J. Downs. Capt. Gordon asked for information as to what procedure should be taken to include the western part of Eastport in the Town of Southampton and was advised to take the matter up with the Board of Supervisors.

Mr. Percy, the Town Counsel, rendered his opinion relative to the Motorcycle Traffic Officer, also the opinion of Mr. N. O. Petty was received, read and placed on file.

An application of the Town Board to the Board of Supervisors for authority to issue bonds against the Town of Southampton in the matter of the new Town Hall and Post Bridge was prepared by Mr. Percy and will be presented to the Board of Supervisors on April 28th, 1924.

Resolved. That the Supervisor be authorized to get a ruling from Counselor Robert Griffing relative to Section 3 and 118a covering the Motorcycle Traffic Officer.

Voted. That two Special Traffic Officers be appointed.

EDW. P. WHITE,

Town Clerk.

Sheet No. 217.

Regular meeting of the Town Board of Southampton was held in the Town Clerk's office, April 30, 1924, at 10 A. M. All members present.

Carried. Wage of "Special Town Constable" fixed at $5.00 per day.

Resolved. That this Board favors the appointment of Ferdinand J. Downs as "Special Town Constable."

Ferdinand J. Downs was nominated, and the vote for him was unanimous.

Voted. That the Town employ two Motorcycle Officers, one beginning on May 1st, and one on June 1st, 1924.

Carried. A Special Motorcycle Officer be allowed $3.00 per day for expenses.

Abstract. Courtney J. Rogers was appointed Motorcycle Officer. Clifford Van Cott was appointed Motorcycle Officer.

Supt. Downs asked for two motor trucks not to exceed $1000. each.

Adopted. That the Town Supt. of Highways be authorized to secure two motor trucks and one concrete-mixer not to exceed in price $1,000. each.

Abstract. Silent policeman at the intersection of Pon Quogue Avenue and Montauk Highway to be removed.

Carried. Provision for a wider type of pavement on the Riverhead—Quogue Road.

Abstract. Supt. Downs instructed to see Mrs. Louise Tucker, of East Quogue, and ascertain the amount of damages she claimed for taking 7 or 8 feet of her frontage on Randall's Road.

EDW. P. WHITE,

Town Clerk.

Sheet No. 219.

A regular meeting of the Town Board of Southampton was held in the Town Clerk's office, Southampton, N. Y., May 7th, 1924, at 10 A. M. All members present.

Carried. That the "silent Cop" at the intersection of Pon Quogue Avenue and Montauk Highway be restored.

Resolved. That fourteen lights be installed on Argonne Road, at Hampton Bays.

Carried. The Supervisor be authorized to attend to the advertising and sale of the Town Hall and Post Bridge bonds.

EDW. P. WHITE,

Town Clerk.

Sheet No. 220.

Regular meeting of the Town Board of Southampton held in the Town Clerk's office, May 14th, 1924, at 10 A. M. All members present.

Resolved. That no automobile or other vehicle sha l be parked on Peconic Aven.ue otherwise than with right rear tire, fender or spring (which-ever may be in contact with the curb or curb-line on the right side) a distance of 15 in. from the curb or curb-line, which should park a car at an angle of about 60 degrees. Also

Resolved. That no automobile or other vehicle measuring more than 15 feet over all shall park within said mapped area between noon and midnight for more than thirty minutes, which period is allowed for the loading and unloading of trucks. Also be it further

Resolved. That any person violating any of the provisions of this resolution shall be guilty of a misdemeanor, punishable by a fine not exceeding Fifty Dollars. This Resolution shall take effect immediately.

Abstract. Town Clerk instructed to advertise in two newspapers for two weeks the parking regulations on Peconic Avenue, Riverhead, as adopted by the Town Board.

Mr. A. O. Smith, County Supt. of Highways, stated that Mr. Herman F. Bishop was making a further survey required by the wash-out at Post Bridge, and that they were going ahead as fast as practicable. He also stated that bids on the Bridgehampton—Sag Harbor Turnpike were opened on the 13th and that Rupple and Chester, of Bridgehampton, were the lowest bidders; their bid being $59,062.

Carried. That Justice C. Wells Brown procure 12 street signs to be placed on the streets of East Quogue.

Plans of the new Town Hall were submitted by Mr. Leonard Bishop for final correction.

EDW. P. WHITE,

Town Clerk.

Sheet No. 222.

Regular meeting of the Town Board held in the Town Clerk's office, on May 21, 1924, at 10 A. M. All members present.

Abstract. Clifford Van Cott, of Westhampton Beach, appointed Motorcycle Traffic Officer for 60 days from June 1st, 1924.

Voted. That the Supervisor be authorized to sign the agerement between the National Golf Club of America and the Town relating to the Highway across and on the Westerly side of Sebonac or Bull Head Harbor.

Carried. That the bid of 102.75 of the Union National Corp., of New York, be accepted for bonds of the new Town Hall and Post Bridge. The Union National

Corporation deposited with the Town Board a check for $2,000. as a guarantee of good faith.

EDW. P. WHITE,

Town Clerk.

Sheet No. 223.

The regular meeting of the Town Board of Southampton was held in the Mechanics Hall, at East Quogue, May 28th, 1924, at 11:30 A. M. All members present.

The Board attended a hearing before a Commission in the matter of appraisal of Central Avenue, East Quogue.

Town Clerk was authorized to buy ten copies of the Motor-vehicle Law of 1924.

Resolved. That the Supervisor communicate with the State Engineer in reference to the compensation of the Canal Gate Keepers.

Voted. That Clifford Van Cott be appointed Special Constable for May 29, 30 and 31st.

Carried. That Justice Bishop be appointed a Committee to procure suitable street signs for Westhampton Beach.

Supervisor Halsey made a report on the Quogue-Riverhead Road stating that the County and State had agreed to reconstruct the road on a 50-50 basis.

Carried. That the Town agrees to pay for an additional four feet for a distance of 3.02 miles on the highway from the Quogue Station Crossing to the Junction.

Supt. of Highways Frank Downs stated that the Town barn would have to be moved at the expiration of

the present lease; and also suggested that the Town buy two acres of sandy land for use on the highways of the Town.

The Board adjourned to inspect Walnut Avenue and to consider the advisability of having it extended to connect with the cross road; also to examine two acres of stump land in East Quogue desirable for highway purposes.

Sheet No. 224.

Regular meeting of the Town Board of Southampton was held in the Town Clerk's office, on June 4th, 1924, at 10 A. M. All members present.

Abstract. Supervisor authorized to sign new contract with Telephone Co., covering the standard rate.

Resolved. That the Town Supt. of Highways of the Town of Southampton is hereby authorized to reconstruct the highway bridge known as the Post Bridge, at Quogue, N. Y., pursuant to Sec. 48 of the Highway Law of the State of New York.

Voted. That a sum not exceeding $50.00 be expended for taking care of the "Old South End Burying Ground" and that Mr. Frank H. Corwith be designated to attend to the work.

Resolved. That the sum of $500.00 is hereby ordered transferred from the Miscellaneous Fund to the Machinery Fund.

Whereas, $65,000 Town Hall Bonds of the Town heretofore have been duly advertised for sale and have

been sold and awarded to the Union National Corporation; and

Whereas, $31,000.00 Post Bridge Bonds of the Town heretofore have been advertised for sale and have been sold and awarded to the Union National Corporation; and

Whereas, on the 28th day of April, 1924, the Board of Supervisors of Suffolk County passed an Act ratifying the sale and fixing the form of said bonds

Resolved. That said bonds shall be executed by the Supervisor and Town Clerk as provided in said Act and that when said bonds shall have been duly executed and the Supervisor's special bond has been duly furnished, said bonds shall be delivered to said purchaser upon payment of the purchase price to the Supervisor and the receipt of the Supervisor shall be a full acquittance to such purchaser who shall not be obliged to see to the application of the purchase money.

EDW. P. WHITE,

Town Clerk.

Sheet No. 226.

Regular meeting of the Town Board of Southampton held in the Town Clerk's office, at Southampton, N. Y., on June 11th, 1924, at 11 A. M. Members present were Supervisor Benj. G. Halsey, Town Clerk Edward P. White, Justices Oscar Fanning, B. D. Corwin, Chas. Humblet, Gaston Bishop.

A delegation of ladies from Quogue lead by Mrs. Philip LeBoutillier, appeared before the Board to urge the immediate building of a foot-path across Post Bridge.

Resolved. That the Hampton Press be awarded the printing of 150 copies of Book 3 of the Town Records and 100 copies of Book 1 of the Town Records at the follow-

ing price: one-half in cloth binding at $1.34 per page, and one-half in paper binding at $1.12 per page.

Resolved. That the sum of Eight Thousand Four Hundred Dollars ($8,400.) be expended for the repair and construction of existing sidewalks as follows:

Bridgehampton	$1,200
Water Mill	800
Hampton Bays	1,000
East Quogue	1,000
Flanders	300
Riverside	300
Quogue	1,200
Westhampton Beach	1,200
Westhampton	500
Speonk	400
Eastport	500

That the Town Superintendent be and hereby is instructed to construct and pay for same from the Miscellaneous Fund.

Mr. Leonard Bishop, Architect, reported that plans and specifications for the Town Building were ready to be submitted to the contractors. Same could be obtained at their office on or after June 25th, 1924.

A petition from 51% of the taxpayers of Flanders, in School Dist. No. 4, was received asking additional lights along Flanders Road to Red Creek Road.

Carried. That the petition be granted.

Abstract. The Supervisor authorized and directed to borrow the sum of $10,000.00 on the credit of the Town for the purpose of paying audited bills.

EDW. P. WHITE,

Town Clerk.

Sheet No. 228.

Regular meeting of the Town Board was held in the Supervisor's office, at Westhampton Beach, N. Y., June 16th, 1924. All members present except Justice C. W. Brown.

Mr. A. O. Smith, County Engineer of Highways, was present and stated that he had reason to believe that the construction work on the Quogue-Riverhead Road would begin in about ten days.

A letter from the State Commissioner of Highways was read pertaining to the Quogue-Riverhead Road asking for approval of resolutions.

The following resolution was adopted:

Abstract. The Town Board had requested the State Commission of Highways to modify plans for reconstruction of the Quogue—Riverhead Highway, No. 694, so as to provide for a greater width or for a different style of construction. The Town Board had adopted resolutions providing for the raising of funds for the estimated cost. Plans, specifications and estimate of cost of extra work to be borne by the Town of Southampton is $30,000.

Resolved. Same are approved.

Resolved. That there is appropriated and made immediately available $30,000 for such excess cost; amount ordered deposited with the State Comptroller, etc.

EDW. P. WHITE,
Town Clerk.

Sheet No. 230.

Regular meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office, on June 25th, 1924, at 10:30 A. M. All members present.

Abstract. Matter of removing signs at Westhampton Beach; and matter of silent policeman at Water Mill, referred to Supt. of Highways Downs.

Walter Downs, caretaker of the canal locks was appointed as caretaker of the canal house, without compensation.

Resolved. That the Town Board of Southampton, N. Y., disclaims any jurisdiction in the appointment of A. W. Eager as an officer.

EDW. P. WHITE,

Town Clerk.

Sheet No. 231.

Regular meeting of the Town Board of Southampton, N. Y., was held in the Town Clerk's office, on July 2, 1924, at 10:30 A. M. All members present.

Capt. Chas. Gordon, of Eastport, addressed the Board in the matter of compensation for the widow of Special Officer Ferdinand J. Downs who was killed May 16, 1924. Town Counsel Percy submitted a written opinion that he was unable to discover any means or authority whereby the Board could take any action in the matter.

Supt. of Highways Downs reported that he had an offer of $900 for the steam roller, loaded on car.

Voted. That the Town Supt. of Highways be authorized to sell the steam roller for $900.

Matter of flooded properties at Westhampton Beach was referred to the Supt. of Highways.

Abstract. Juanita Ryder appointed an extra Clerk to assist the Board of Assessors, at a salary of $4.00 per day.

Voted. That the request of the New York Telephone Co., pursuant to Sec. 60 of the Highway Law, to open Main St., at the junction of Old Riverhead Road, Westhampton, for the purpose of placing two "3" creosoted wooden conduits, as described in sketch submitted, be granted.

EDW. P. WHITE,

Town Clerk.

Sheet No. 233.

Regular meeting of the Town Board of Southampton, held in the Town Clerk's office, at Southampton, July 9th, at 10:30 A. M. Members present were Supervisor Benj. G. Halsey, Town Clerk Edward P. White, Justices B. D. Corwin, Oscar Fanning, Chas. Humblet, Gaston Bishop.

Voted. That Justice Bishop be appointed a committee of one to erect a sign at Water Mill, at Mrs. Capeau's corner.

Voted. That the Town buy four Inter-Flash Traffic Signals to be delivered at Bridgehampton, N. Y., F. O. B., Newark, N. J., at $225.

Voted. That the matter of compensation for Mr. Hennessey be referred to Town Counsel Percy.

Bids for the new Town Hall were opened and were found as follows:

Donnelly & Corrigan	$66,595
Brady & Halsey	65,472
Havens & Wilde	65,472
Duryea & Baird	63,472

Duryea & Baird's bid being the lowest a motion was made and carried that Duryea & Baird be awarded the contract to build the new Town Hall.

Voted. That the Supervisor and Town Clerk be authorized to sign the contract with Duryea & Baird.

Judge Fanning was appointed a committee to attend to the surveying and grading of the Town Hall lot.

Abstract. Alfred S. Osborne and C. Arthur Payne designated to write the Insurance Bond covering the contract for $63,472, not to exceed 1½%.

Sheet No. 235.

Minutes of the meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office, on July 16, 1924, at 10 A. M. All members present.

Resolved. That the resolution of this Board dated July 9, 1924, awarding the Insurance Bond to A. S. Osborne and C. Arthur Payne is hereby rescinded.

Voted. That Alfred S. Osborne write the Insurance Bond covering the contract of Duryea & Baird of $63,472., not to exceed 1½%.

Voted. That the rate of pay of the Town Auditors be raised from $4.00 to $5.00 per day to take effect on July 1, 1924.

Amended. The resolution relative to the printing of the Town Records be amended to cover the full number of pages required in Vol. 3.

In the matter of the communication received from the Workman's Compensation Bureau re-Ferdinand Downs, a motion was made and carried that the same be referred to Town Counsel Geo. W. Percy.

EDW. P. WHITE,
Town Clerk.

Sheet No. 236.

Minutes of the meeting of the Town Board held in the office of Justice Humblet, at Bridgehampton, N. Y., on July 23, 1924, at 11 A. M. All members present.

Carried. That the application of the Telephone Co., be granted to lay a conduit on the south side of Peconic Avenue., Riverhead.

Carried. That an extra light be placed on Chester Street, Bridgehampton.

The Board inspected the roadway at the Bridgehampton Station and decided that it was necessary that it be widened.

Carried. That the Town Clerk communicate with the Long Island Railroad Co., relative to the undergrade crossing at Bridgehampton, N. Y.

EDW. P. WHITE,

Town Clerk.

Sheet No. 237.

Regular meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office, on July 30, 1924, at 11 A. M. All members present.

The Board inspected the Harvey Road, at Hampton Bays, and decided that in its present condition it was not advisable to accept it.

Carried. That a committee of three be appointed to meet with the Village Board on Friday night to discuss the burning of garbage and the Village Dump. Supervisor Halsey, Justice Fanning and the Town Clerk were appointed.

Carried. That brick be substituted for hollow tile in the Town Hall at no extra cost.

Resolved. That the Town Clerk communicate with the Conservation Commission asking for a steel watch tower and the appointment of a fire warden.

Carried. That the Supervisor be authorized and directed to borrow on the credit of the Town of Southampton, N. Y., for the purpose of paying for an additional width of four ft., in the re-construction of the Quogue—Riverhead Highway, No. 694.

Carried. That the Supervisor buy one Milliken Electric Talking Lamp to cost $250. delivered.

EDW. P. WHITE,

Town Clerk.

Sheet No. 238.

Regular meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office, on August 6, 1924, at 10 A. M. All members present.

E. J. Brockett and Frank C. Havens were appointed Attendance Officers for the enusing year with the same compensation as now received. Mr. Brockett for the west end of the Town and Mr. Havens for east.

Carried. That the Town Clerk forward the resolution received by the Town Board, relating to the bridge crossing the track of the Long Island Railroad at Hampton Bays, to the State Highway Department.

Mr. Percy submitted a petition from citizens of Hampton Bays School District No. 5, asking that a Police District be established in said Village, boundaries of which shall coincide with the boundaries of said District No. 5.

Carried. That the petition be approved. The Town Clerk was authorized to publish notice of a meeting to elect the Police Commissioners for that District.

Committee reported relative to Village Dump.

A letter was read from the Conservation Commission in regard to establishing a fire observation station in the Town of Southampton. If the town raise the funds to establish such station (estimated cost $1,500.) the Commission will agree to man the station, once it is established, provided they have sufficient funds.

Mr. Percy addressed the Board and asked that roads be opened for the use of the public across the beach from Bay to Ocean, west from Buena Vista, Westhampton Beach.

Carried. That 1,000 Court papers be printed for the use of the Justices.

A letter was read from the Town Trustees asking that their salary be raised from $4.00 to $5.00 per day.

EDW. P. WHITE,

Town Clerk.

Sheet No. 240.

Regular meeting of the Town Board of Southampton, N. Y., held in the Supervisor's office, at Westhampton Beach, on August 13, 1924. All members present.

A delegation of citizens from Eastport addressed the Board in the matter of building a sidewalk across the Eastport bridge, also to restore the public dock at the foot of Water Mill Road. The Board inspected both and considered the matter favorably.

The Board inspected proposed highways at Buena Vista and Gunning Point and decided that it is advisable to acquire strips of land from Bay to Ocean for public roads.

Carried. That the Supt. of Highways be authorized to have the north side of the Eastport Causeway surveyed for a sidewalk.

EDW. P. WHITE,

Town Clerk.

Regular meeting of the Town Board of Southampton, N. Y., held on August 20, 1924, at 12 M. All members present except Justice Corwin.

Resolved. That the Supervisor is hereby authorized and directed to borrow the sum of $6,000. on credit of the Town of Southampton for the purpose of paying audited bills.

EDW. P. WHITE,

Town Clerk.

Sheet No. 242.

Regular meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office on the 27th day of August, 1924, at 10:30 A. M. All members present.

Abstract. An electric light to be placed on the monument staff in front of the Public School to be chargeable to Eastport Lighting District.

Carried. In consideration of the sum of $500 toward dredging the channel into Squires Pond at Hampton Bays, being raised by Hampton Bays residents, the Town will

have the channel dredged and Justice Fanning and Justice Brown were appointed a committee in charge.

Whereas, Our esteemed fellow citizen, Louis E. Downs, has through his kind hospitality entertained this Board on a fishing trip, therefore be it

Resolved. That through his kindness the Board as a body desire to express to him their personal thanks as well for his every act in making the occasion one of congeniality. And that the Town Clerk be instructed to forward to Mr. Downs a copy of this resolution.

Whereas, this Board by a resolution passed Feb. 21, 1923 and a resolution passed June 8th, 1924, directed, approved and authorized the construction of a bridge connecting Cow Neck with the Mainland and

Whereas, no action has been taken towards the construction of any such bridge and no expense incurred therein and

Whereas, litigation is now pending as to the highway to and across Cow Neck and

Whereas, we deem it best that no action be taken toward the construction of such bridge until the said highway is finally and legally laid out, Therefore be it

Resolved. That the Supt. of Highways be instructed to take no action towards the construction of said bridge until the said Cow Neck Highway is finally and legally established.

Resolved. That the sum of $1,000. be and hereby is transferred from the Miscellaneous Fund to the Machinery Fund.

A letter was read from the Quogue Village Improvement Association containing the following resolution:

Resolved. That this Association requests Mr. Downs, the Supt. of Highways, to widen the Dune Road westward from Quogue Beach Lane so as to obviate danger of col-

lision when cars pass each other, as the same is now too narrow.

The matter was referred to Mr. Downs.

EDW. P. WHITE,

Town Clerk.

Sheet No. 244.

Minutes of a regular meeting of the Town Board of Southampton held in the office of Justice Chas. Humblet, at Bridgehampton, N. Y., September 3, 1924, at 10:30 A. M. All members present.

Abstract. Complaint about a piggery kept by Fred Arch on the Reservation assigned to Justice Fanning.

Carried. That the compensation of Howard L. Reney be $300 a year for caring for and distributing the nine new voting machines.

Carried. That the new Town Hall be equipped with the vacuum pipe and wire system.

The Board inspected the sidewalk running in front of the Henry Corwith property at Bridgehampton.

EDW. P. WHITE,

Town Clerk.

Sheet No. 245.

A special meeting of the Town Board of Southampton, N. Y., was held in the Town Clerk's office, on September 7, 1924, at 10:30 A. M. All members present except Justice Chas. Wells Brown.

A death claim from the Workman's Compensation Bureau was read re-Ferdinand J. Downs, notifying Mr. Percy, Town Attorney, that a hearing would be held in New York on Sept. 15, 1924. Mr. Percy gave as his opinion that the Town is not liable and that the Board should defend the case, if necessary, and carry it to the Apellate Division.

Carried. That the Supervisor and Mr. Geo. W. Percy, Town Attorney, represent the Town at the hearing on September. 15, 1924, and all subsequent hearings before the Industrial Commission in the matter of the claim for the death of Ferdinand J. Downs.

Abstract. The matter of decision relative to a lift-bridge or a center-pin bridge at Quogue was left to the Supt. of Highways.

EDW. P. WHITE,

Town Clerk.

Sheet No. 246.

Regular meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office, on September 17th, 1924, at 10:30 A. M. All members present.

Abstract. The claim of Julius Sacks, of East Quogue, representing his automobile to have been struck and damaged $175.75 by a Town truck was presented. Refused to pay the bill.

Carried. That an electric light be put on Pole No. 2373½ at East Quogue.

Carried. That the Telephone Co., be granted permission to place a manhole in the highway at the junction of Montauk Avenue and Main Street, Westhampton.

Carried. That the Supervisor be authorized to borrow the sum of $5,000. on the credit of the Town to pay audited bills.

EDW. P. WHITE,

Town Clerk.

Sheet No. 247.

Regular meeting of the Town Board of Southampton held in the Town Clerk's office, Southampton, N. Y., on October 1st, 1924. All members present.

Carried. That the Town Board of Southampton adopt the State Workman's Compensation Insurance.

Carried. That the Motorcycle Officer's appointment be extended to Dec. 1, 1924. Courtney J. Rogers was reappointed Motorcycle Officer for 60 days from Oct. 1, 1924.

Carried. That the Supervisor be authorized to borrow $12,000. on the credit of the Town of Southampton to pay audited bills of the Town.

EDW. P. WHITE,

Town Clerk.

Sheet No. 248.

Regular meeting of the Town Board of Southampton, N. Y., was held in the Town Clerk's office, on October 8, 1924, at 10 A. M. All members present.

Abstract. Judge Fanning and Judge Corwin were with Supt. of Highways Downs appointed a committee to interview Mr. Treadwell regarding the opening of an old

highway, called Budd's road, said road having been closed by Mr. Treadwell; also to investigate Rugg's Path and report the findings.

Mr. A. J. Fisher, of Riverside, offered to pay one-half the cost of curbing and concreting 198 feet long and 4 feet wide at Riverside; also asked for three extra small liglits and one arc light on the bridge.

Carried. That an extra arc light and three small lights be installed in the Riverside District.

Resolved. That the Supt. of Highways be authorized to make out an order to lay out the road at Riverside following the survey made by Wallace H. Halsey, C. E.

Carried. That the polling place in Dist. No. 8 be changed from Squires Hall to Fanning's Hall, Hampton Bays; also the polling place in Dist. No. 10 be changed from the Wexalbaum Building to Mechanics' Hall, Westhampton Beach.

The meeting adjourned to inspect the Town Landing and Hospital at North Sea; also the road at the National Golf Club.

EDW. P. WHITE,

Town Clerk.

Sheet No. 249.

Regular meeting of the Town Board of Southampton, N. Y., held in the Supervisor's office, Westhampton Beach, on October 15, 1924. Members present, Supervisor Halsey, Town Clerk White, Justices Fanning, Brown, Corwin, Bishop and Humblet.

Abstract. The Board decided to install on trial a Milliken Electric Talking Lamp at Westhampton Beach.

Carried. That the Workman's Compensation Insurance Policy covering all the Town officers be paid.

Carried. That Justice Fanning be a committee of one to take up with the Supreme Court the matter of having three Trustees appointed to take charge of Town Landing at North Sea Harbor.

Resolved. That Bishop and LaFon, Architects, be directed to install gas-piping in the new Town Hall.

EDW. P. WHITE,

Town Clerk.

Sheet No. 250.

Regular meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office, on October 23rd, at 10 o'clock A. M. All members present.

Carried. That the roads on the Homan Estate, Quiogue Point, Westhampton Beach, as follows: Homan Avenue from Main St., to Sheppard St.; Sheppard St., from Quantuck Bay to Delefield St.; Delefield St., from Sheppard St., to Bay—be accepted, and that the Town Supt. of Highways be directed to make out an order laying out the same.

Voted. That the Town Clerk secure a Digest of Fees from the Williamson Law Book Co.

Abstract. Appointment of a Bay Constable recommended by Lawyer H. H. Howell, stating that a large set of seed oysters were being illegally taken from Mecox Bay.

EDW. P. WHITE,

Town Clerk.

Sheet No. 251.

Minutes of meeting of Town Board of Southampton held in the Town Clerk's office, on October 29, 1924, at 10 A. M. All members present.

Justice Fanning reported on the North Sea Landing and said that Trustees should be appointed to replace those deceased. The Board decided that he should obtain the three Trustees.

Justice Fanning reported that he and Justice Brown had inspected the proposed Inlet at Squires Pond and have decided to engage Fred Lewis' sandsucker to dredge the channel, providing he would screen the gravel taken out, at $12.00 per hour actual working time.

EDW. P. WHITE,
Town Clerk.

Sheet No. 252.

Regular meeting of the Town Board of the Town of Southampton, N. Y., held in the Town Clerk's office, November 6th, 1924. All members present.

Carried. That the Board adopt the Budget calling for $226,667.39:

Maintenance of Highways	$115,000.00
Maintenance of Bridges	5,000.00
Machinery	3,000.00
Removal of Snow	1,500.00
Miscellaneous Highway	51,400.00
New Highway (Alpha E. White Road)	434.50
New Highway (Downs Road)	2,100.00
Memorial Day	200.00

Support of Poor	5,000.00
Certificate Bonds & Interest	26,874.89
Eastport Lighting Dist.	320.00
Westhampton Lighting Dist.	4,200.00
Quogue Lighting Dist.	1,800.00
East Quogue Lighting Dist.	1,190.00
Hampton Bays Lighting Dist.	3,050.00
Water Mill Lighting Dist.	325.00
Bridgehampton Lighting Dist.	1,550.00
Flanders Lighting Dist.	970.00
Riverside Lighting Dist.	780.00

Carried. That the Supervisor of the Town of Southampton be authorized to borrow the sum of $5,000. to pay audited bills of the Town.

Carried. That two lights be added to the Westhampton Beach Lighting District.

Carried. That Wm. E. Phillips be permitted to buy gravel from Peconic Bay at 25c per yard.

EDW. P. WHITE,

Town Clerk.

Sheet No. 253.

Minutes of a meeting of the Town Board of Southampton held in the Town Clerk's office, on November 12, 1924, at 10 A. M. All members present.

Whereas, by Chapter 686 of the Town Laws of 1923 as amended by Chapter 142 of the Laws of 1924, the Superintendent of Public Works is authorized to regulate the operation of certain tide-gates and locks, in said acts referred to, the more effectually to accomplish which he desires to use and occupy as a shelter for gate operators, etc.,

a building located on the East bank of the Shinnecock Canal near the tide-gates in said Canal and land adjacent to the said building, to the Town of Southampton belonging, now, therefore, be it

Resolved. That the Superintendent of Public Works of the State of New York is hereby permitted and authorized, without expense to the State of New York, to use and occupy for the purposes aforesaid, the said building and so much of the land, to the Town of Southampton belonging, adjacent to said building, as he deems necessary, so long as the State continues, as provided by the statute aforesaid, to regulate the operation of the gates and locks in said statute referred to.

Carried. That the Southampton Water Co., be permitted to open the west side of North Main St., from the Village boundary to said Company's driveway for the purpose of laying a new 8″ main.

EDW. P. WHITE,

Town Clerk.

Sheet No. 254.

Minutes of a meeting of the Town Board of the Town of Southampton held in the Town Clerk's office on November 20, 1924, at 10:30 A. M. All members present.

Carried. That the Town Clerk answer the communication requesting the Trustees to get an opinion in the matter of request for increase of pay.

Resolved. That the Supervisor be authorized to borrow the sum of $5,000 to pay audited bills of the Town.

EDW. P. WHITE,

Town Clerk.

Sheet No. 255.

Regular meeting of the Town Board of the Town of Southampton held in the Town Clerk's office, on November 26, 1924, at 10:30 A. M. All members present except Town Clerk White.

Resolved. That Justice Brown act as Clerk pro tem.

Opinion of Geo. W. Percy relative to provision of the Law as to increase of pay of Town Trustees was read and filed.

Notice of award from the Department of Labor (Compensation Insurance) in favor of Wm. Henessey against the Town of Southampton for injuries received on the highway amounting to $618.53 was received and read.

Resolved. That the claim be paid in accordance with condition of the award.

Carried. That the Town Superintendent be instructed to drop Wm. Hennessey from the payroll of the Highway Dept.

Resolved. That the sum of $250.00 be paid to C. W. Brown for land taken by the Town in constructing a sidewalk in the Village of East Quogue.

C. W. BROWN,

Clerk pro tem.

Sheet No. 256.

Regular meeting of the Town Board of the Town of Southampton held at the Town Clerk's office, on December 3, 1924, at 10:30 A. M. All members present.

Resolved. That the Quantuck Water Works Company, a domestic corporation, having its principal office and place of business at Quogue, in the Town of South-

ampton, Suffolk County, New York, be and it is hereby authorized to operate as a water company and to lay, maintain and repair its pipes, mains, hydrants and other appurtenances for the purpose of supplying water for public and private use in and under the highways of said Town within the territory bounded and described as follows: On the North by the Montauk Division of the Long Island Railroad Company; on the East by Wesuck Creek; on the South by Shinnecock Bay, Great South Bay and the Canal connecting the same; and on the West by Tanner's Neck Creek; on condition, nevertheless, that said company shall supply the necessary water for two drinking fountains at such times and places as may be directed by the Town Board of said Town without charge, and the acts of said Company in maintaining its pipes, mains, hydrants and appurtenances within the highways of said territory since 1902 are hereby ratified and confirmed.

EDW. P. WHITE,

Town Clerk.

Sheet No. 257.

Regular meeting of the Town Board of Southampton, N. Y., held in the Town Clerk's office, on December 10th, 1924, at 10:30 A. M. All members present.

Supt. Downs reported that he had paid for all the machinery bought for the Town, and by making an advance payment on the Oil Distributor, he had saved $100.

Carried. That the Supervisor be instructed not to sign any checks in favor of Wm. Henessey for highway labor.

Carried. That the Supervisor be authorized to borrow the sum of $5,000. on the credit of the Town of Southampton to pay audited bills.

EDW. P. WHITE,

Town Clerk.

Sheet No. 258.

Regular meeting of the Town Board of the Town of Southampton held in the Town Clerk's office, on December 17, 1924, at 10:30 A. M. Members present were Supervisor Halsey, Town Clerk White, Justices Humblet, Bishop, Fanning and Corwin.

Whereas, this Town Board has heretofore and on the 16th day of June, 1924, duly requested the State Commission of Highways to include in the contract for reconstruction of a portion of County Highway No. 694a a provision to provide for an additional width of said highway throughout that portion to be reconstructed under its said contract, pursuant to Sec. 177 of the Highway Law, which request has been granted and plans thereof estimated of $30,000.00, therefore having heretofore been duly approved, therefore be it further

Resolved. That the said sum of $30,000.00, the cost of construction of said additional width shall be raised by the issue and sale of bonds of this Town and that the County Board of Supervisors of Suffolk County be requested to authorize an issue of Town bonds of this Town for such purpose consisting of 30 bonds of $1,000. each, to be dated Feb. 15, 1925 and bear interest at the rate of five percentum per annum, payable on February and August 15th, in each year and to mature five bonds on Feb. 15,

1925, and five bonds on said date in each year thereafter to and including the year 1931.

Judge Fanning and Town Clerk White were appointed a Committee to act on the matter of canceling the lease for the Town offices.

EDW. P. WHITE,

Town Clerk.

Sheet No. 259.

Regular meeting of the Town Board of the Town of Southampton held in the Town Clerk's office, on December 23, 1924, at 10:30 A. M. Members present Supervisor Halsey, Justices Humblet, Corwin, Bishop, Brown and Fanning. Justice Brown was elected Clerk pro tem.

H. M. Howell and Cortland Kiernan were present and raised objections relative to the incorporated Villages paying for general Town charges in the Miscellaneous Fund.

Judge Furman and Jas. F. Riley appeared with the Board of Assessors relative to certain assessments.

Attorney Jas. F. Riley presented the following:

"As agent and attorney for George Leary, I hereby offer to compromise disputed taxes and the litigation growing out of same, if the property is reassessed, or other adjustment made, so that the assessment for each year, viz: 1921, 1922, 1923 is the sum of Forty Thousand Dollars and the tax for that year the amount determined by applying the rate for that year to that amount. Mr. George Leary to make no claim because of any fees paid to the County Treasurer upon the various tax sales in excess of

tax. Upon conclusion of these various adjustments pending actions to be dismissed on stipulation, without costs."

JAS. F. RILEY,

601 Warren St., Hudson, N. Y.

Resolved. That the proposal contained in the communication of Geo. Leary by Atty. Jas. F. Riley, be accepted and that the Supervisor be authorized and directed to take such steps as shall be necessary to carry this agreement into effect.

Sheet No. 260

Regular meeting of the Town Board of the Town of Southampton, N. Y., held in the Town Clerk's office, on December 31st, 1924. Present: Supervisor Halsey, Justices Humblet, Brown, Fanning, Corwin and Bishop. Justice Brown was elected Clerk pro tem.

Opinion of Robert F. Griffin relative to levy of taxes on Incorporated Village property for general highway purposes received and upon motion of Justice Corwin said opinion is received and placed on file.

Resolved. That the sum of $12,093.62 now due G. B. Morgan on Post Bridge at Quogue be paid.

Communication from the National Golf Links of America was read to the effect that the Golf Links had completed their part of the contract and requested that the Town fulfill its part of the contract.

Resolved. That Justice Brown be appointed a Committee of one in behalf of the Board to draft suitable resolutions on the death of Wm. L. Ryder, late Assessor of the Town.

Communication from Southampton Water Works requesting an office room in the new Town Building; the same referred to Justice Fanning to say that no action on same could be taken at this time.

Resolved. That the Supervisor be empowered to borrow the sum of $8,000, on the credit of the Town of Southampton to pay audited bills.

C. W. BROWN,

Clerk pro tem.

ADDENDUM

PATENT OF GOV. DONGAN.

THOMAS DONGAN Capt Generall Governor in Chiefe and Vice Admirall in and over the Province Newyorke and Territoryes Depending thereon in America &c. under his Majesty JAMES the second By the grace of God King of England Scotland ffrance & Ireland Defender of the faith &c. To all whom this shall come sendeth GREETING Whereas the Right Honorable Edmund Andross Esquire Seigneur of Suzrainte Lievt. and Governr. Genll. under his Royall Highs James Duke of yorke and Albany &c: now his present Majesty of all his Territoryes in America did by a certaine writeing or Patent under the seale of the Province bearing date the first day of November One Thousand six hundred and seventy six grant Ratifye and confirme unto John Toping, Justice of the Peace Capt. John Howell Thomas Halsey Senior Joseph Raynor Constable Edward Howell John Jagger John Foster and Francis Sayres Overseers Lievt. Joseph Fordham Henry Pierson John Cooper Ellice Cooke Samuell Clarke Richard Post and John Jenings as Patentees for and in behalfe of themselves and their Associates the ffreeholders and Jnhabitants of the Towne of Southampton a certaine tract of Land Lyeing and being scituate in the southside of Long Island in the Eastriding of Yorkshire towards the Maine sea the Eastward bounds where of extends to a certaine place or plaine called Wainscott where the bounds are settled betwixt their Neighbors of the Towne of Easthampton and them their southern bounds being the sea and so runns Westward to a place called Seatuck where a stake was sett at their furthest extent that way then crossing over the Island to the northward to Peaconock great river not contradicting the agreement made betweene their towne and the towne of southold after their tryall at the Court of Assizes and so to runn Eastward alongst their north bounds to the Easternmost part of Hoggenoch

over against shelter Island includeing all the necks of Land and Islands within the aforesaid described bounds and Iimitts together with all Rivers Lakes waters quarries Woodland plaines meadowes pastures marshes fishing hawking hunting and fowling and all other profitts Comodityes and hereditaments to the said Towne tract of Land and premisses within the Limitts and bounds aforemenconed described belonging or in any wise appertaineing TO HAVE AND TO HOLD all and singular the said Lands hereditaments and premisses with their and every of their appurtennces and of every part and parcell thereof to the said Patentees and their associates their heires Successors and Assigns forever according to the tenure & custome of the Manor of East Greenwich within the County of Kent in England in free and Comon Soccage and by fealty only Provided alwayes notwithstanding that the extent of the bounds beforerecited do nowayes prejudice or infringe the particular proprietyes of any person or persons who have right by Patent or other lawfull claime to any part or parcell of land or Tenements within the Limitts aforesaid only that all the land and Plantacons within the said Limitts or bounds shall have relacon to the towne in Genll for the well government thereof And if it shall so happen that any part or parcell of the lands within the bounds and limitts aforedescribed be not already purchased of the Indyans it may be purchased (as occasion) according to law And moreover he the said Edmund Andross Lievt and Governr Genll as aforesaid did further grant and confirme unto the said Patentees and their Associates their heires Successors and Assigns all the priviledges and Imunityes belonging to a towne within this Government and that the place of theire present habitacon & abode shall continue and retaine the name of Southampton by which name & stile it shall be distinguished and knowne in all bargaines & sales Deeds Records and writeings they the said Patentees and their Associates their

heires Successors and Assignes makeing improvement on the said land and confirmeing themselves according to law and yielding and paying therefore yearly & every yeare as an acknowledgement or Qnittrent on fat lamb unto such officer or officers as shall be impowered to receive the same as by said Patent Recorded in the Secretaryes Office relacon being thereunto had may more fully and at large appeare And Whereas of Late some difference hath happended betweene the Inhabitants of said towne of Southampton and the Indyans adjacent to said towne concerning the bounds above specifyed and also that the clauses above expressed for constituting them a towne and giving them privileges and Jmmunityes are not sufficient in the law to convey to them such privileges & Jmunityes as was designed to be given them AND Whereas Major John Howell a ffreeholder and one of the Patentees of the aforesaid towne of Southampton by Order of the ffreeholders of the said towne hath made application unto me that I would confirm unto ye ffreeholders of said Towne in a more full & ample manner all the abovecited tracts and parcells of land with the limitts and bounds aforesaid and finally determine the difference between the Indyans and the ffreeholders of the said towne of Southampton And also that I would Erect the said towne of Southampton within the Limitts and bounds aforesaid into one Township NOW KNOW YEE That I the said Thomas Dongan By virtue of the power and authority to me derived from his most Sacred Majesty aforesaid and in pursuance of the same have examined the matter in variance between the ffreeholders of the said Towne of Southampton and the Indyans and do finde that the ffreeholders of the Towne of Southampton aforesaid have lawfully purchased the lands within the Limitts and bounds aforesaid of the Indyans and have payd them therefore according to agreement so that all the Indyan right by virtue of said purchase is invested into the ffreeholders of the Towne of

Southampton aforesaid and for and in consideracon of the Quittrent hereinafter reserved and other good and lawfull consideracons me thereunto moveing Have Granted Ratifyed Released and Confirmed and by these presents do grant Ratifye Release and Confirme unto Major John Howell Thomas Hallsey Senior Edward Howell John Jagger John Foster Francis Sayres Joseph ffordham Henry Pearson Samuell Clarke Job Sayers William Barker Isaac Halsey ffreeholders & Jnhabitants of Southampton heerin after erected and made one body Corporate and Politique and willed and determined to be called by the name of the trustees of the ffreeholders and comonalty of the Towne of Southampton and their Successors all the afore recited tracts & necks of lands within the bounds and limitts aforesaid together with all and singular the houses MESSUAGES Tenements buildings millnes millnesdames fencings Jnclosures gardens orchards fields pastures woods underwoods trees timber Comon of pastue feedings meadows marshes swamps plaines Rivers Rivolets waters lakes ponds Brookes streames beaches Quarris mines mineralls Creeks harbours highwayes and Easements fishing hawking hunting and fowling (silver and gold mines Excepted) and all other franchizes profitts Comodityes and hereditaments whatsoever to the said tracts & neckes of land and premises belonging or in any wise appurtaineing or therewith all used occupyed accepted reputed or taken to belong or in anywayes to appertaine to all intents purposes and constructions whatsoever as also all the singular the rents arrearages of rents Issues and profitts of the said tract of land and premises heretofore due and payable TO HAVE AND TO HOLD all the aforerecited tract and parcell of land and premises with their and every of their appurtennces unto the said Major John Howell Thomas Hallsey Senior Edward Howell John Jagger John Foster Francis Sayers Joseph Fordham Henry Pierson Samuell Clarke Job Sayres William Barker Isaac Halsey

ffreeholders and comonalty of the towne of Southampton and their Successors forever to and for the severall and Respective uses following and to no other use intent and purpose whatsoever That is to say as for and concerning all and singular the severall respective parcells of Land and meadow part of the granted premises in any wayes taken up and appropriated before the day of the date hereof unto the several and respective present ffreeholders and Inhabitants of the said towne of Southampton by virtue of the aforerecited deed or Patent to the only use benefite and behoofe of the said respective present freeholders and Inhabitants and to their severall and respective heires and Assigns forever And as for and concerning all and every such parcell or parcells tract or tracts of land Remainder of the Granted premises not yet taken up or appropriated to any particular person or persons by virtue of the aforerecited deed or Patent to the use benefite and behoofe of such as have been purchasers thereof and their heirs and assigns forever in proporcon to their severall and respective purchases thereof made as tenants in Comon without any lett hindrance or molestation to be had or reserved upon pretence of joynt tenancy or survivorship any thing contained here in to the contrary in any ways notwithstanding TO BEE HOLDEN of his said Majestry his heires and Successors in ffree and Comon Soccage according to the Mannor of East Greenwich in the County of Kent within his Majestyes Realme of England YEILDING rendering and paying therefore yearly and every yeare from henceforth unto our Soverigne Lord the King his heires and Successors or to such Officer or Officers as shall be appointed to receive the same the sume of one lamb or the value thereof upon the five and twentieth day of march at Newyorke in full of all Rents or former reserved rents services acknowledgements and demands whatsoever AND further By virtue of the power and declared and granted And by these presents do will deter-

authority to me the said Thomas Dongan as aforesaid given and in pursuance of the same and for the reasons and consideracons above recited I have willed determined mine declare and grant that the said Inhabitants and ffreeholders the ffreemen of Southampton aforesaid Comonly called by the name of the ffreeholders and Inhabitants of the towne of Southampton or by whatever name or names they are called or named & their heires and Successors forever hence forward are and shall be one body Corporate and Politique in Deed and name by the name of the trusteess of the ffreeholders & comonalty of the towne of Southampton and them by the name of the Trustees of the ffreeholders and comonalty of the towne of Southampton one body corporate and Politique in Deed and name I have really and fully for his said Majesty his heires and Successors erected made ordained constituted and declared by these presents and that by the same name they have succession forever. And that they and their Successors by the name of the Trustees of the ffreeholders and comonalty of the towne of Southampton be and shall be forever in future times persons able and Capable in law to have perceive receive and possesse not only all and singular the premises but other messuages lands Tenements Privildedges Jurisdictions franchizes and hereditaments of whatsoever kind or species they shall be to them and their Successors in ffree forever or for the term of a yeare or yeares or otherwise whatsoever manner it be and also goods Chattells and all other things of whatsoever name nature quality or species they shall be and also to give grant release aliene assigne and dispose off lands Tenements hereditaments and all and every other act and acts thing and things to do and Execute by the name aforesaid and that by the same name of the trustees of the ffreeholders and comonalty of the towne of southampton to plead and be impleaded answer and be answered unto defend and be defended they are and may be Capable in whatsoever place

and places and before whatsoever Judges and Justices or other persons or officialls of his said Majesty his heires and Successors in all & all manner of accons Plaints suites Complaints causes matters and demands whatsoever of what kind quality and species the same be and shall be in manner and forme as any other of his majestyes Liedge people within this Province can or are able to have require receive possesse Enjoy retaine give grant release aliene assigne and dispose plead & be impleaded answer and be answered unto defend and be defended do permitt or execute AND for the better enabling the Trustees of the ffreeholders and comonalty of the towne of Southampton aforesaid in doing and Executing all and singular the premisses I have willed granted and determined and by these presents do will grant and determine that from henceforward and forever hereafter the said Trustess of the ffreeholders and Comonalty of the towne of Southampton doe and may have and use a Common seale which shall serve to Execute the causes and affairs whatsoever of them and their Successors And further I will and by these presents in behalfe of his said Majesty his heires and Successors that henceforward forevermore there be and shall be Trustees of the ffreeholders and comonalty of the towne of Southampton aforesaid to be chósen and elected as in these presents hereafter is menconed who shall be and shall be called the Trustees of the ffreeholders and Comonalty of the towne of Southampton and they and their Successors shall and may at all convenient times hereafter upon a publique sumons to be obteined at the request of any three of the Trustees aforesaid from any of his Majesty's Justices of the peace of the said towne or for default thereof from any of the Justices of the County of Suffolk for the time being assemble and meet together in the towne house of the said towne or in such other publique place as shall be from time to time appointed to make such acts and orders in writing for the more orderly

Doeing of the premisses as they the said Trustees of the ffreeholders and Comonalty of the towne of Southampton aforesaid and their Successors from time to time shall and may think CONVENIENT so allwayes as the said acts and orders bein no wayes repugnant to the laws of England and of this Province which now are or hereafter may be Established and that they be not in any wayes against the true intent and meaning of these presents AND also I will ordaine and determine that all and singular the aforesaid acts and orders from time to time shall be made and ordered by the vote of the Major part of the said Trustees of the ffreeholders and Comonalty of the towne of Southampton aforesaid or at least by the vote of the Major part of such of them as shall from time to time Assemble and meet together in manner as aforesaid so allwayes there be not fewer in number than seaven of the said Trustees present at such meetings so to be held as aforesaid and for the better execucon of this grant in this behalfe I have assigned nominated Created Constituted and made and by these presents do assigne nominate Create Constitute and make Major John Howell Thomas Halsey Senior Edward Howell John Jagger John Foster Francis Sayres Joseph Fordham Henry Pearson Samuell Clarke Job Savers William Barker Isaac Halsey to stand be the first modern Trustees of the ffreeholders and Comonalty of the Towne of Southampton to continue in the aforesaid Office from and after the date of these presents until the time that others be elected and Chosen in their stead According to the manner and forme herein after expressed AND moreover I do by these presents for and on the behalfe of his Most Sacred Majesty aforesaid his heires and Successors appoint that the Trustees of the ffreeholders and Comonalty of the town of Southampton Constables and Assessors within the towne of Southampton aforesaid be yearly Chosen on the first twesday of Aprill forever Viz: twelve Trustees of the ffreeholders and Comonalty of the towne

of Southampton two Constables and two Assessors in such publibue place as the trustees for the time being shall appoint and direct and that the Trusteess Constables and assessors be Chosen by the Majority of voices of the ffreeholders and freemen of the towne of southampton aforesaid AND Lastly I give and grant for and on behalfe of his said Majesty his heires and Successors by these presents to all and every person and persons and to whatsoever person subject to his said Majesty his heires and Successors free and lawfull power ability and authority that they or any of them any messuages Tenements Lands meadows feedings pastures woods underwoods rents revercons services and other hereditaments whatsoever within the said County of Suffolke (which they hold of his Sayd Majesty his heires and Successors unto the aforesaid Trustees of the ffreeholders and Comonalty of the towne of Southampton and their Successors shall and may Give grant Bargaine sell and alienate to have hold and Enjoy unto the said Trustees of the ffreeholders and Comonalty of the Towne of Southampton and their Successors forever YIELDING and paying therefor unto his said Majesty his heires and Successors on the said twenty fifth day of march yearly and every yeare forever the full and just sume of forty shillings Current money of this Province at Newyorke WHEREFORE by virtue of the power and authority aforesaid I do will and Command for and on behalfe of his said Majesty his heires & Successors that the aforesaid ffreeholders and Comonalty of the towne of southampton and their Successors have hold use and Enjoy And that they shall and may forever have hold use and Enjoy all the Libertyes authorityes Customes orders ordinances franchizes acquittances lands Tenements and hereditaments goods and Chattells aforesaid according to the tenure and effect of these presents without the lett or hinderance of any person or persons whatsoever IN TESTIMONY Whereof J have caused the seale of the said

Province to be hereunto affixed and these presents to be entered in the Secretaryes Office Witness my hand at FORT JAMES the sixth day of December—One thousand six hundred Eighty six & in the second yeare of his said Majestyes Reigne

THOMAS DONGAN.

OUR EARLY BEGINNINGS

The title to Long Island was vested in the Crown, after the English were awarded the New Netherlands, and it is title by conquest, not title by discovery, passed on to the Duke of York.

The province of New York was not amendable to the English Parliament. The King's, and subsequently the Duke's (when he became King) powers were supreme. New York had its own Parliament, such as the Assembly was, but it had originally little power.

"The grant was based upon the right of conquest which was conceded by Holland in the Treaty of Westminster.

"Through Governor Nicolls the Duke exercised the full powers under the Royal Grant before he, the Duke, became King. His right to sell, assign and convey, which was exercised by him before his accession to the throne, has never been called in question and is as good at law as are his similar acts after his succession to the Crown"—Constitutional History.

"In January, 1903, the Court of Appeals decided that the trustees of Southampton Town are a sovereign body with legislative rights superior even to those of the State of New York. The decision raised a doubt whether even the Federal government has undisputed rights within the territory of the township. The basis for the decision was the fact that Southampton town was created in 1676, Governor Andross acting under letters patent from the Duke of York. The patent gave the trustees sovereign rights over the area of the township. This act was reaffirmed by Governor Dongan in 1686, and made the town a state in all but name. When New York was made a royal province it secured its charter from James but, it was contended the Duke could not include in its powers any jurisdiction

he had granted already. It was the Court's opinion, therefore, that while the State had for some time exercised the functions of a government over Southampton Town, the inherent right of the trustees granted by James remains." Long Island—Boroughs and Counties, pp 785, 786, Vol. II, 1925.

"From the day of the second Royal Grant to the Duke of York (1674) until the American Revolution broke the grip of the English Crown in America the lands in the Province were held in the personal Estate of the Duke of York, his heirs and assigns while the government thereof was vested in the same, according to the descent by inheritance under English common law. As a mere coincidence the remainders of the Colonial Estate descended from time to time under the same law of inheritance by which the Crown was inherited. In each instance the rights were personal. Never once from the date of the Crown Grant to the Duke of York (1674) which grant was neither sanctioned nor objected to by the English Parliament, did that body pass any law or statute relating to lands in Colonial America; or to be more concrete to lands in the Province of New York."—Crown Grants, "The Power of the Crown," p 25.

"The British Parliament had no authority over the Colonies."—Constitutional History of the State of N. Y.—p 5.—Dougherty.

The foreshores of Montauk are owned by New York State. Montauk uplands run to high water mark (unless it is found that the Long Island group grant goes to channelways). Associated proprietors by three different purchases made from the Indians bought Montauk.

The town of East Hampton owns nothing (other than the fee of highways ceded) and these only after 1915, on Montauk, east of a bound at Nominick Hills where the

Highlands commence at Hither House, now State Park. And where the eastern part of Napeague terminates. In 1852, March 9th, the Trustees of the Town of East Hampton, by court order, executed to the common tenants, proprietor owners of Montauk, "a release and surrender of the premises under their corporate seal." The lands under water at Block Island Sound, Fort Pond Bay, Montauk, belong to the State of New York. It has granted riparian priveleges there for piers and jetties. This is permitted by the War Department, supervising the navigable water, and unopposed by the private owners of Montauk, or the Town of East Hampton in which, and of which geographically Montauk lands are a part. While having no fee, the Town might protest a riparian application.

"The title to the lands embraced in the Lordship and Manor of St. George descends from an Indian source and was approved by the English Crown, as appears in the account of the said Manor. The grant was made to the Chief Justice of the Province of New York by the Crown and Governor, under the direction of Crown Counsel. The instrument declares that the purchase was made of 'ye native Indians according to the lawes of our said province.' The validity and regularity of the purchase from the Indians is not open to controversy."—The Power of the Crown, p 114.

"Toward the Indians Kieft's dealings were characterized by a rigid regard for their possessing rights; no title was deemed vested and no right was absolutely claimed until satisfaction was made to the Indian owner."—J. W. Gerard, "The Administration of William Kieft."—Memorial History of the City of New York, Vol. 1, Chap. VI.

There are many ramifications to so puzzling a topic as title to all towns in land, and town or private bounds and regulations of foreshores.

There are many ramifications to so puzzling a topic as title to all towns in land, and town or private bounds and regulations of foreshores.

History clearly shows (probably with manorial grants excepted) that the uncultivated land and tidal water was held as "Common undivided land" an often used as a "highway" or way of passing and repassing in early years of Long Island's settlement. The courts have held that the beaches were not in a proper term "highways." They were not so recorded, in most instances, and where so used were insufficiently recorded, defined, surveyed and monumented. And the historian thinks that beach is not a highway, unless so named. There are instances where the beach and meadows and bay front are called highway about 1780 in Southampton town. And the highway "leads over Napeague Beach" in East Hampton town.

In all of the above we understand that the Indians were in possession of the soil and that the Crown had jurisdiction by discovery (1st) and by conquest (2nd).

TOWN TRUSTEES' AUTHORITY GROWS LESS YEARLY

It is not a great many years ago when the Long Island towns were peculiarly provincial. The people were sufficient to their own wants, which were simple, and inhabitants of neighboring towns were termed "foreigners" in all acts relating to hunting and fishing. Under the colonial patents the trustees had a right to regulate, and did control and supervise the fisheries. They retain these perogatives to the present day; but to a much lesser degree of authority, the State having absorbed through centralization and a bureaucratic encroachment on many of the governmental functions once pecuniarily availing to proprietor owners of land and water grants managed by town trustees.

Inhabitants of townships bordering another township, could not come in and take fish, oysters, clams, eels, etc., and in many instances people of one town, who, after permission gained from persons appointed to manage the fisheries, took shell-fish, and sometimes floating fish, were forbidden to ship such shell-fish or scale fish, out of limits of the town.

Myriads of alewives were caught in early times. The fish were salted and pickled, put up in barrels, and sent to Sag Harbor for export to be shipped in vessels. Finally this was forbidden. With all the regulations applying to the Mecox Bay, the West Bay, and the Oyster Pond at Montauk, the elements seem to have had much more to do with the scarcity or plentitude of shell-fish. The Hampton and Brookhaven towns limited the quantity of oysters that might be caught by one person, and such oysters were not free to be taken, but at first, liberty from trustees'

prosecutors must be obtained, and oysters or clams were for family consumption only. The opening of the "pooses" was strictly regulated. Nets could only be set, or drawn in certain localities. Favored individuals were leased lands beneath water for oyster culture. The artificial propagation of oysters is nothing new. Brookhaven town and Hampton men conducted experiments along such lines as early as the 17th century. These bay laws were irksome and cases of trespass and offending are frequent. Not only were public prosecutors appointed, but every inducement resorted to and offered to punish transgressors. The prosecutors got half the forfeiture when a case was carried to effect; sometimes the town trustees took the other half, and sometimes the magistrate before whom the action was tried—the latter practice creating opportunity for prejudicial judgments at times rather than a quality of justice unstrained. Long Island got away from this practice 150 years ago. It has, however, gradually come back to it, and traps are set to-day for speeding motorists, and traffic officials have worked in cahoots with magistrates to mulct a public and pay expenses of a police force and village or borough government by fat fines. There was continual wrangling at town meetings over bay regulations. At some times the bays were very productive of oysters, and "oyster stews" were, and still are, a favorite food. At Shinnecock, Mecox, and South Bay, a hundred years ago, it was no uncommon sight to see 200 men oystering in that time—they averaged about five bushels a day per man when the "set" was good. All the oysters were "natural growth," although there were then some "leased lots" where the bivalves were cultivated. East Hampton town more than 100 years since attempted to cultivate oysters on muddy bottom at Northwest creek. The oysters smothered and died. Oysters in seed taken from Oyster Pond at Montauk, and planted in the running

brook at Alewive Neck, thrived and natural oysters grow there to-day. When the oystering season opened at Great South Bay and Mecox Bay, on September 1, or September 10, as the law might apply, men all over Southampton town from Red Creek to Sag Harbor came oystering and within limits of Brookhaven, as well. Laws which had been passed by the trustees applied in many ways. They were never satisfactory. Men sometimes could "oyster" only two days in the week; sometimes they were permitted to "oyster" only one day a month; they had to go to men appointed bay custodians, and ask permission to go "oystering;" therefore when the season opened the greater part of the town intended to improve it. Oysters were a luxury. They made an agreeable change from rougher foods, salted meats, and regular rations. Persons who had no regard for the town laws poached the oysters when they could—honest people obeyed the regulations. A prohibition against freely catching oysters prevailed many years. The town divided on free bay and leased bay in first years of the 19th century, and for 80 years thereafter the question caused agitation. Proprietor trustees loudly proclaimed ownership of the bay bottom, and such lands under water they leased for a stipulated fee. Despite the act of 1818 which gave Southampton town "the water and the products of the waters" there was effort to circumvent this law. And the townsfolk of Southampton living 5 years after a compromise effected in 1816-18, apparently forgot the intent of the law. Not until the courts in the Southampton town vs. Mecox Bay Oyster Co., had decided lands under water belonged to the town and were public, was the oyster question finally laid. Since the suit at law in 1885 the ocean side ponds and bays connecting at times by natural or artificial waterways with the ocean have been controlled by the freehold trustees. There was much litigation about shellfish in Brookhaven town, Smithtown and Port Jefferson having their share.

Nature took a hand and settled the oyster disputes two generations ago. The bay at Mecox had been closed a long while. The water became so fresh that the bay filled with grass. Then men dug a channel-way across a narrow beach, connecting bay with ocean. The "poose" remained opened nearly a year. The bay became very salt. When summer came the great masses of grass were killed by the salt water. It settled down on the oysters and smothered them. The dead grass and rotting oysters made a stench at low tide. It was offensive, possibly deleterious to health; but the natives did not mind it; it was an ozone-laden odor, a change from the breeze-laden rotting bunker smells arising from green fish then spread upon farm land for fertilizer. The Brookhaven natural oyster enterprise also languished; it gave way to "oyster farming," or cultivation.

All of the oysters were not killed. They again multiplied. The fisheries of the Hampton towns are undoubtedly regulated by the opening and closing of the "bay poose". More attention was given supervision of the "poose" then than now. Fishing used to be quite an object. The bay was let out in the fall at the season of bass migration along the Atlantic coast. The opening of the "poose" made good fishing. The bay was also let out in the spring giving the alewives opportunity to come in.

Great areas of bay bottom in Shelter Island Sound, the Peconic Bays, Gardiner's Bay and Great South Bay and the Long Island Sound and north-side Long Island bays are now cultivated to oysters. Brookhaven town men and Southampton men leased bay bottom from the trustees fully 150 years ago—organized to "farm" oysters; dug an inlet refreshing the waters of the bay; the commonalty of the town said the company had no right in the bay bottom. The freeholders went out on the bay and helped

themselves to oysters growing on the leased bay bottom. They were arrested and prosecuted. A change of venue was obtained. The offending trespassers were taken to the town of Brookhaven and the defendants won the suit—after that for some time nobody was interferred with while taking oysters.

To go off on the bays boats were needed. Pioneer boat builders lived in Brookhaven town. Among the best were Smithtown and Port Jefferson men. From building small boats they became skillful in shaping vessels of large tonnage: sloops, schooners, barks, brigs, majestic-full-rigged ships, pleasure sailing craft, steam and gasolene propelled yachts, all were built at Port Jefferson. These vessels sailed the seven seas.

COLONIAL HISTORY CLARIFYINGLY DISCUSSED

A brief story of origin and descent of Long Island land titles is here discussed in a letter written by Stephen L. Mershon, of the Symes Foundation, to an inquiry by H. D. Sleight. Permission to publish all, or part of the digest, has been granted. The Indian proprietorship of Long Island and the Indian deeds, and confirmatory Crown deeds are carefully considered.

As the guardian of the Indian, the Crown having the ultimate title but not the proprietorship of the soil, approved and made legal the Indian deeds.

A determination as to the ownership of ponds, lakes, etc., within the confines or limitations of the boundaries expressed in the grants, depends entirely upon the respec-

tive grants and the underlying deeds. (Note.—Islip and Smithtown were granted a Patent in each case to individuals; Southampton's Patent was granted to the Town, so the courts ruled. The judgments found by the courts were that Lake Ronkonkoma and its bottom, conveyed within a certain grant, are now owned privately, while Mecox Bay, fed by eternal springs and not navigable water belongs to the Town of Southampton for the court interpreted the Dongan patent to convey to the town, and opined that no individual "ever mediately took title to lands," but got his lands from the town who recognized his equitable title.—H. D. S.) The latter (Indian deeds) are the basis of the property rights in the soil which were confirmed and approved by the Crown. The grants from the Crown, while governing, should be interpreted in the light of the underlying Indian deeds which the Crown grants were intended to validate and did so.

"Please always bear in mind the deliverance of our State Supreme Court in the case of Delancey vs. Piepgras." "The right of jurisdiction and the right of property must not be confounded." (138 New York 36.)

"When the Indian deeds to lands on Long Island in the then Province of New York are given due consideration in present day judicial proceedings and their proper correlative effect with Crown grants is fully disclosed, an army of Long Islanders will enter into a period of quietude of title and established property rights heretofore denied them.

"You will note that in the grants referred to the language varies more or less. In all of them the Crown does as the Indians in their deeds do; includes all that was substantial in the way of property rights and values within the boundaries set forth therein, excepting where otherwise specifically reserved therefrom.

"It seems very hard for many to learn the simple lesson that water on the surface of land was never considered by the Common Law in the colonial period as affecting a grant of land. A body or stream of water was at times used to define limits of land just as a tree or rock or other physical feature might be used. (Note: An Indian boundary river between Southampton town and Brookhaven town—the Indians could gather reeds and thatch on either side of the river, but the water was the boundary.—H. D. S.) But if a pond existed upon the surface of land-described-area, or if a stream meandered through it and was not excepted (Note: The proprietors excepted the mill-streams in making grants and divisions of land in Southampton town.—H. D. S.) therefrom by the terms of the grant, it went as a continuous area of land, irrespective of the existence of the water thereupon. This was likewise true of the Indian deeds.

"Amplification of a description by the term 'together with meadows, marshes, streams, ponds, etc., WITHIN THE LIMITS AND BOUNDS DESCRIBED' did not in any wise increase the area of the land granted. It was intended simply to make clear the Grantor's intent to convey all such values WITHIN the tract conveyed by the grant. Amplification in description differs very decidedly from extension of the boundaries of the tract conveyed."

A decision of the State Supreme Court, after seven years litigation, is awaited concerning ownership of a pond or large lake in Southampton town. A gunning club has bought up title to lands all about the lake. The town asserts a public road runs to the pond; and that residents have for 290 years exercised a privilege to gun, hunt, or fish without trespass. The matter to be determined is whether an inland lake or pond is to be classified as owned by the Town or owned by Proprietors who allotted lands

and conveyed. There are at least two instances where the Proprietors of the Undivided Lands sold ponds outright and they have been converted to fish ponds where the tide rises and falls by construction of artificial inlets or canals. One of these privately owned ponds at Sag Harbor, has been thrown open to the public by the beneficence of the late Mrs. Olivia Slocum Sage, who caused to be opened a public road running thereto. Mrs. Sage's grandfather, Major John Jermain, bought the lake from Southampton town trustees, in 1793, who had previously sold it in 1782 to Deacon Hedges and Ebenezer White and associates, who employed Indians and others to dig a trench to make a fish pond, and rewarded the diggers, so is tradition, with a barrel of New England rum. The first grantees petitioned to transfer their grant to Jermain who got a confirmatory grant.

When the Proprietors tried to sell Mecox, a large fresh water pond, or its under water land in 1882, the Court fund the title of the bottom, or land under it, was vested in the town and not in Proprietor tenants in common.

COLONIAL GRANTS DISCUSSED

The Colonial grants on Long Island are puzzling as to true meaning of boundaries of the Long Island townships. They are here made clear by Mr. Stephen L. Mershon, the author of several volumnes of standard works about the islands of New York province, and writer of "Crown Grants", and "The Power of the Crown in the Valley of the Hudson."—Ed.

"I have given heretofore my views regarding sovereign grants and their relation to the water marks in tidal streams; only in the absence of a definite statement of a fixed boundary in the grant does the court limit the same to high water mark.

"Broadly speaking, bays are judged by the courts to be interior bodies of water when the opening from the bay into the tidal sea is more restricted or narrower than the body of the bay, not, however, in the case of the Long Island Sound, the Delaware Bay, and Chesapeake Bay, in which the body of navigable water is almost equivalent to open sea. South Bay, Shinnecock Bay, Moriches Bay, Gardiner's Bay, Peconic Bay, and Mecox Bay are all interior bodies of water.

"The Court may hold a deed running to the ocean as good and valid. It may also hold a deed to be good in which beach is the boundary, and yet there may be no conflict between the two. As conveyances, both deeds may be good. The issue as to what physical boundaries were intended thereby and whether there is in fact a difference between the two, is a question entirely apart from the validity of the deed.

"The problem confronting in relation to Long Island titles cannot be approached from both a fixed and change-

able viewpoint without confusion. We cannot run a survey line based upon the North Star and a comet when dealing with colonial conditions. You are dealing with facts. Truth, in relation to truth, never conflicts. Opinions may differ, but facts remain. If we undertake to write colonial history drawn from judicial decisions resulting from partial and prejudicial statements of facts with some romancing in litigated cases, and which opinions frequently clash with each other and are often overruled, we will only find ourselves at sea in a fog.

"The fullest light of day now illuminates our colonial conditions, and it is found that the superstructure of judicial opinions and decisions which have been gradually crystallizing into almost established law, have in many cases been resting upon mistaken foundations of fact. Get historical facts right and the results will be ultimately established in prevailing law.

"Now, as to the distinction, if any, between the terms beach, strand, and shore. Generally speaking, and where the wording is not traversed for some substantial reason, the three words are used synonymously, and the courts have construed the same when used in deeds for descriptive purposes as relating to the lands between high and low water marks in tidal waters. This is not an absolutely inflexible and governing rule established by the courts as a finality. Such a rule might in certain cases apply at the foot of the Palisades in the Hudson where the formation is precipitous and rocky. The same rule might not, however, be applicable to the long stretches of white sand formations fronting the ocean at the Hamptons. Where the courts have laid down the above rule as a general proposition, they have also taken the position that the same can and should be modified by prevailing conditions, estab-

lished customs, and definitions in vogue in the place or places where the issue is raised and the property affected is located.

"In the case of Oakes vs. Delancey, 133 N. Y. 227, the court had under consideration a deed of land to the shore of Long Island Sound conveying title to lands which had been paid for upon a survey which, according to the description in the deed by metes and bounds actually carried the boundary line below high water mark. Delancey sued to recover about $12,000, claiming to have overpaid on the theory that the deed extended only to high water mark, and did not include the acreage below that point. Both the lower court and the Court of Appeals decided against that contention, claiming that, while the general rule exists that the term shore covers only land between the two water marks, the deed must be construed with due reference to its other provisions, conditions, and the subject matter thereof.

"The Court in that opinion stated the title to the shore is presumably in the State. That with us is the common law rule, but does not exclude the possibility of the title in the grantor derived from the sovereign or obtained by prescription.

"Note by the above the flexibility of the rule relating to the land between the two water lines, also an avowal of the well established right of the Crown to have granted the land below high water mark. In the American & English Enclyclopedia of Law, Volume 3, page 902, under the definition of Beach Boundaries, it is said, in a grant of the beach, and perhaps when a beach is made the boundary of land, those clauses of the deed and the situation of the lands granted or other circumstances, may authorize a different interpretation, and effect may be given to the word as meaning flats, or the sandy land between the up-

land and the actual shore line. It is further stated on the same page under the caption, 'Does not necessarily denote land between high and low water mark' as follows: the word beach has not such an inflexible meaning that it must denote between high and low water mark; Merwin vs. Wheeler, 41 Conn. 25.

"In the Enclyclopedia of the U. S. Supreme Court Reports, Volume 10, page 269, under the rules governing the construction of sovereign grants, when the Revolution took place the people of each state became themselves sovereign; and in that character held the absolute right to all their navigable waters and the soil under them for their own common use, subject only to the rights since surrendered by the Constitution to the Federal Government. A grant therefore, made by their authority, must be tried and determined by different principles from those which applied to grants of the British Crown, etc. The Constitution of the State of New York confirms all grants made by the English Crown prior to the Revolution.

"There are many other authorities which might be quoted on this subject.

"Please notice that this statement confirms to that extent the diagram sent you by me on 'The theory of English Common Law,' which also appears in 'The Power of the Crown in the Valley of the Hudson.' It also shows that all of the powers vested in the Crown before the Revolution became vested in the people of the respective states after the Revolution. Such rights as were surrendered to the Federal Government were voluntarily granted by the states, the State of New York, not, however, then granting any lands to the Federal Government where such lands were either above or below high water, nor did any other of the original 13 states do so.

"There are rights belonging to the property owners on Long Island in and to its tidal shores which have not been in these latter days, according to my views, properly asserted, developed, and maintained."

A QUESTION OF PRIME IMPORTANCE

All Long Island is interested in ownership of its beaches. There are approximately 500 miles of water-washed land of Long Island, where the tide ebbs and flows. To whom does this belong? The answer is evasive and the court decrees conflicting when applied to different titles. But the historical facts about New York Province and New York State, of which Long Island is a part have not changed. For truth is eternal.

A few months ago New York State asserted ownership of certain oceanside Babylon town beaches. When we use the word beach we do it much as other Long Islanders do; in fact by Legislative Act more than 100 years ago, the beach is described to be a place where wood and grass grow, and cattle roam on the land. Yet decision and same opinions of recent times, in high courts, say beach is the wave-washed shore and standard authorities describe it to be land at times under water:

"The legal conclusion has been summarized as follows: The shore is that space of land on the border of the sea which is alternately covered and left dry by the rising and falling of the tide, or in other words the space between high and low water marks."—Amer. Encyl. of Law "Shore."—English Crown Grants.

As Babylon town once was a part of the Huntington grant, an examination of such grant and confirmatory grants, thereafter made, lets in a clarifying agent.

Historic facts will be placed in evidence with bench made law.

The Courts have admitted that the Indians were in possession of the lands when the white men came; but the Indian had no standing in Court, and he was protected as the ward of the Crown, who through Royal Governors could patent or confirm title, say the learned jurists.

Yet history tells us: That "the lands were purchased according to the laws of our said province," from "the native Indians" who "inherited from their ancestors." All this is on file in Albany. The Duke's Laws of 1665 say:

"No Purchase of lands from the Indians after the first of March 1664 shall be esteemed a good Title without leave first had and obtained from the Governoure and after leave so obtained, the Purchasers shall bring the Sachem and right owner of such Lands before the Governoure to acknowledge his satisfaction and payment for the said Lands whereupon they shall have a grant from the Governoure and the Purchase so made and prosecuted is to be entered upon record in the Office and from that time to be valid to all intents and purposes."

England always, in dealing with the Indians, recognized their rights in lands. Title of the Province taken from the Dutch, true, was by conquest rather than discovery, after the peace of Westminster. No lands on Long Island were ever taken from Indians by conquest. They were all satisfactorily paid for and then patented. The historian opines that the patents are "confirmatory," that the Indians who were in possession deeded lands which their guardian, the Crown, acquiesced in, sanctioned and granted. Reasoning thus, despite Court decisions, to the contrary, where evidence, apparently, has never been wholly presented, the grants were Sovereign grants. In

the confirmatory grants of Andross and Dongan the description of the lands conveyed is closely followed as in the phrases of the Indian deeds; likewise the boundaries are named.

The several Huntington deeds place boundaries "Northward by the Sound—the sea on the south."

As the sea and the sound are navigable tidal waters having fluctuating bounds, the question then arose to where did the Sovereign grant? It was determined:

"By the Common Law a grant of the Sovereign for premises bounded by navigable water where the tide ebbs and flows, extends only to high water mark."

This principle has been sanctioned by the courts of New York State and is a part of the Law of the Land. The reason of a grant, emanating from the Colonial government as it did from the Sovereign power, being determined as above is that some fixed bound had to be named; and, the construction of a grant from the Sovereign is the most favorable for the grantor. When the conveyance proceeds from the Sovereign, it restricts the grant to high water mark, as that confines the grant within the narrowest limits.

The nut now to be cracked is to determine where is high water mark? Anson Getman recently is reported to have said before the State Bar Association:

"As a practical proposition, one of the greatest difficulties is to locate the line dividing upland and land under tide water. The Attorney General has rendered an opinion to the effect that the line of ordinary, mean high water shall control, and that such line may be located upon the ground by determining the point or extent to which upland vegetation survives or would survive excepting for

the presence and action of the waters. If upland vegetation would not survive, the land is to be regarded as being under water."

Mr. Getman is a former Deputy Attorney General. This opinion, so Attorney General Hamilton Ward thinks, is informal. There is nothing to indicate that such an opinion was given by the Attorney General, in 1928.

If this informal opinion should be adopted as a maxim of law, what is to prevent New York State asserting its claim to own all the Long Island beaches?

May it not be logically deduced that:

1. The Indians originally owned a "possessory title" to Long Island.

2. The Crown owned all of New York Province.

3. It did not grant land below high water mark, only by "Especial grace."

4. After the Revolution the land owned by the Crown automatically became the property of the People of New York State, the State holding "in trust" for them what the Land Commissioners have not granted by the statuatory riparian rights law of 1784.

There is one Long Island town that in quit-claiming ocean-side lands names the grass line on the southeast side of the sand bank or dune as the southerly bound.

The people of Long Island were and are cognizant of the shifting formation of the barrier beaches and islands on its south side, but Southampton is the only town found to have provided, by a compromise in 1818, that meadows that "may hereafter make up" shall belong to the proprietors. This arrangement seems to have been upset by the finding in the Southampton vs. Mecox Oyster Co., case

where the bay bottom lands were held to be owned by the town and not by the heirs and assigns of the original purchasers of town lands. In that particular case the court found all title was originally granted the town as a corporation.

And, 10 years later, in 1896, basing his opinion on the Mecox Bay decision, Justice Bartlett ruled that islands that made up were emerged lands originally submerged, and thus owned by the town, who had the fee of the bay bottom.

The law as expounded by Blackstone and other authorities "that land is land" no matter "whether covered by air, or covered by water," does not meet all conditions that have occasioned dispute on Long Island; or at least court ruling does not square with the maxim. It is apparent from old records that the undertakers who founded settlements on Long Island proceeded on the theory that they had bought all lands, emerged and submerged.

English law says that a wharf could not be built below high water mark without consent of the Crown; yet on Long Island under water lands were granted and lands exist today which were filled in and built upon beyond the Sovereign grant to high water.

The State met with no difficulty in asserting an ancient claim by which it acquired beach lands on the south shore opposite Babylon town, lands that were supposed formerly to be within the Huntington grant.

Would the State meet with difficulty if it required beach resorts? And such resorts will be required! The case of the People vs. Private Owners is entitled to its day in court, and the time is not far distant when the question may come before the jurists for settlement.

GRANTS MUST JUDGED BY TEXT

Regarding ownership of ponds a very high authority has this to say concerning the title of ponds:

"The presence of a pond of unnavigable water on the surface of a tract of land being conveyed by deed may in all respects be treated the same as if it was a sand pit. It is a matter of title in land, and the presence of either water or sand would not in any wise alter the described boundaries unless for convenience the document itself contained special limitations to that effect. Stick to land and you are all right, flounder in water and you may drown.

"Surveyors' lines do not pass through a pond; they travel on and in the ground, underneath the water, and that land carries on its surface the water.

"The right to cut ice on a pond has been clearly determined in many cases. It depends upon the ownership of the land under water and is limited to that extent."

Facts are foundations; but Mr. Stephen L. Mershon, an authority on grants, remarks: "The foundations, under many court decisions, are honeycombed, undermined, warped, twisted by compromise agreements, waiving of rights and other conditions which in the early days prevailed, thereby impairing and altering the force and effect of the original Grant, and upon which changes the final decision is largely predicated. If proprietorship of a pond by virtue of specific provisions in the respective deeds rests with the parties there, then access to or from the pond cannot be barred by the surrounding owners. Over what lands such access might prevail without trespass is a question for determination in the light of the facts and records in that particular instance. It cannot be covered in a general communication. As to the rules of navigation that

what is a navigable stream or other body of water, is a mixed question of law and fact. It is not susceptible to a general rule that will apply to all bodies of water."

Early colonists in what is now Suffolk county made certain pacts among themselves. These were binding. They obtained many years before, confirmatory patents erecting townships. As Southampton was among the earliest settled on Long Island, the pact of the colonist is here produced. Other towns may have had slightly differing governing rules; but a general idea prevailing about title and reservations thus applies to water: 1st. The original settlers purchased and took possession of the territory within certain boundaries under and in pursuance of a solemn compact with each other, one of the main provisions of which asserted that there should be no private property in such waters, or in any of their benefits; but that they should remain for the common benefit of all; the language of the part referred to of this compact being "furthermore no person or persons whatsoever will challenge or claim any proper interest in seas, rivers, creeks or brooks howsoever bounding or passing through his grounds, but freedom of fishing, fowling and navigation shall be common to all within the banks of said water whatsoever." 2nd. The legal title subsequently acquired by the town, under its colonial charters, to the territory within its limits was designated to be bestowed on it, not in hostility to this part of the original compact, but in accordance with it.

The "conduct and dealings of the town and the inhabitants in respect to navigable water from time of settlement to the present time are inconsistent with the notion that such waters belonged to any private individual."

The above rule would not apply to Lake Ronkonkoma.

COLONIAL GRANTS CLEARLY DISCUSSED

There is a native of Long Island living at Montclair, N. J., who has made a thorough study of Crown grants and their application. To him I turned when some of the historical Colonial happenings were puzzling. He has been a great aid in straightening and explaining the origin and descent of tenure and land titles on Long Island. He wrote "The Power of the Crown in the Valley of the Hudson" and "English Crown Grants," standard authorities, and several other books. His briefs on Staten Island titles and ownership of land, and land under water, of Islands of New York Province have caused a Supreme Court Judge to remark: "Read English Crown Grants; there is not an error in it." The learned gentleman is Stephen L. Mershon, of the Symes Foundation. I have urged him to write a book concerning Long Island titles, their origin and descent. An explanation regarding many vexed questions applying to Long Island contains so much of real value, that I have asked permission to print it in part, having in mind the matters that may arise to plague and perplex posterity. This permission has been gracefully granted, and the thanks of all Long Islanders, I am sure, will be accorded Mr. Stephen L. Mershon. He writes me:

"I notice in your statement that an Island, as a proposition of law, as well as a physical fact, extends to the channelway, at its base and does not halt at high water mark. As an unanswerable proof I am sending you under separate cover a blue print entitled 'Island Foreshores.' A prominent real estate attorney says that it is the strongest legal 'brief' he has ever seen. You will notice that it proves that an Island's low water mark is ON the same. The Island, however, does not halt at the low water

mark, as such marks have no relation to physical structure or to the legal definition of an Island.

"I also notice in Howell's History on page 50 that the basis of the colonial government in the Hamptons among the early colonists was Theocratic. In support thereof we are also sending to you a second blueprint entitled 'Theory of the English Common Law.' These two prints may be of passing interest to you.

"Enclosed, as stated therein, is a revision of my letter to you of (March) the 5th inst. in which I have corrected a few expressions in the event you wish to use any part or all of the letter in your publications. You are welcome to do so if the same will serve your purpose."

Here follows a part of the brief:

"It seems to me that it is perfectly correct and in fact an obligation for the historian in making a statement of historic events to state that a court at a certain time rendered a certain decision and expressed a certain opinion on a subject; but, it is also incumbent upon the historian to present the facts as they appear in established records, as the essential elements in a historic narration and not to make a statement of historic facts based upon a judicial deliverance in any litigation.

"Referring to your letter of February 26th, it seems to me that the method of approach to the subject of land titles for the historian is to commence at the basic facts of colonial history. I think, as related to Long Island, especially the counties of Suffolk, Nassau and Queens, the colonial conditions and the law governing property rights as acquired in the colonial period, have never had their full day in court, and have never therefore properly been adjudicated, so as to become a determinative factor of modern law.

"First, you have your Indian proprietorship. That question was absolutely settled by the Crown in the Colonial period. The records are conclusive on this subject as related to the Province of New York, and a denial of such proprietorship by modern courts is a denial of the settled, definite law of the colonies adopted by and under the protection of our state constitution. The Crown, the judges of the colonial courts, and the colonists are dead. They have now no power in office, at the ballot box, or at the Bar, excepting through public records, which should govern the historian as well as the modern courts of law.

"Second, you have the Crown title to lands in the colonial period. The record is overwhelming and conclusive that the Crown title was absolutely distinct from the Indian proprietorship. Never once did the English Crown undertake to deprive the Indians of their absolute ownership of the soil, without compensation, excepting in the extreme case of open war, at which time civil law was in abeyance.

"Third, you are dealing with Indian Deeds, admitted and upon which Long Island towns and townships base their rights. These Indian deeds were recognized by the Crown and confirmed by the Crown and colonists. It is well understood why the Crown did this. It was to protect the uneducated Indian in his written comitments in the English language, and to see that he was not misled, or defrauded in the agreement which he made with our ancestors or by design, with others with whom he traded."

DOES NEW YORK STATE OWN LONG ISLAND BEACHES?

The intimation suggested that New York state might own most of the Long Island beaches, has attracted attention. Of course this would not apply to any upland beach formation above high water mark. Recent court decisions indicate that beach is wave washed shore, and in standard authorities shores is stated to be "the land alternately covered by water between high and low water mark," or what is sometimes called the strand. And the reasoning that high water mark is the mean where vegetation ceases to grow, or would cease to grow, because of action of tide water, is borne out by the Long Island men who erected huts or fishing shanties along the ocean shore. They do not consider domiciles safe or at all times high enough removed from the water to be habitable unless erected above the grass line on the sand bank; and they spread their nets on the grass line and haul boats up beyond the grass. East Hampton conveys land of the dunes or sand bank to the grass line on the ocean side and reserves land fifty feet inland at each side of a road leading to the ocean, above the high water mark, to haul up boats and fishing gear.

Matters of Town "rights" came up for adjudication between Huntington Town and Theo. Lowndes, an oyster planter, about half a century ago. It was a very important suit concerning lands under water. Note: That the Town lands were within bounds of the Town Patent of Huntington, and that it has been determined and generally accepted as a principle of Common Law that a Sovereign grant goes only to high water. And an opinion by Attorney General Tabor, in 1890, is to the effect that the Com-

missioners of the N. Y. State Land Office have no jurisdiction over lands under water within towns organized under Colonial patents. The Huntington Town suit, and the Trustees' claims had a direct bearing on all Long Island towns' claims. The Town of Huntington through its Trustees brought suit against Theo. Stanley Lowndes, resident of the State of Connecticut, who claimed the right to raise and take oysters from Huntington Bay, and refused to take license from Huntington Town Trustees. This was despite the ordinance against non-residents of the town taking shellfish and the exaction of a toleration fee, a practice which had been customary as long as the memory of man remembereth. Lowndes was a former resident of Huntington Town. He asserted that he had held adverse possession of the oyster beds for twenty years. The plaintiffs showed that they had never given up their rights. Several old charters and many ancient documents were put in evidence. Hon. Henry C. Platt, Charles R. Street and N. S. Ackerly, Esq., appeared for the town; Martin J. Keogh for defendant. The Trustees of Huntington valued their rights at $1,000,000. Lowndes claimed $10,000 interest in the lands involved. The decision had a very important bearing on rights of the other towns of Long Island. The decision of the Court was in favor of Huntington Town Trustees. The result was regarded as a great triumph for the town.

It was the first suit ever decided by a United States Court upon the question of the validity of the Colonial Patents of Long Island towns concerning lands under water. It greatly strengthened the title of the towns to their tide water lands. It squared out the Huntington Town water front to the line of the L. I. Sound, on its entire northern border, all the interior bays and harbors having been determined to be the property of Huntington.

The under water line of land within New York State was also determined and declared, at a later date, August 12, 1881 to be a line in the middle of L. I. Sound. The boundary line between Connecticut and New York was settled by commission to be a line running through the Sound, and the Legislature of this State ratified the commission's report. It extended the jurisdiction of Queens county, and of the towns bordering on Long Island Sound, over the waters of the Sound to that line, thus bringing within Smithtown, for instance, the large sheet of water between Eaton's Neck and Crane Neck, sometimes called Smithtown Bay; so the northern border of Long Island towns adjacent to L. I. Sound's waters is a line running through the Long Island Sound between Long Island and Connecticut.

But the original fee of the land remains in N. Y. State. This is made evident by legislation in Smithtown where the State cedes to Smithtown the under water lands, within the town, for propagation and regulation of shellfish, reserving its rights to grant lands for docks, etc. The State of New York also has ceded for digging and regulating soft shell clams, the flats in Smithtown, but the State retains the fee of the land.

The reader should try to keep in mind that under water land and upland, whether, it be land covered by air, or land covered by water, is considered to be and is very much the same.

It is easy to show that navigable under water lands, outside water mark, at Montauk, acquired by associated tenants in common, bought for them by Trustees named in the East Hampton Dongan Act of 1686, never belonged to East Hampton town. The latter town brought suit against non-resident fishermen, in 1894. The courts decided in 1891 that Fort Pond Bay, at Montauk, was not

within the boundaries of the Montauk grant, and they declared Fort Pond Bay an open roadsted, or in any words N. Y. State waters.

It is not so easy to show where high water is on the ocean side. The water level effected by high, or spring tides, which are the flukes of the sea at those tides which happen at the two equinoctials; the spring tides which happen twice every month at the full and change of the moon; and, the neap tides or ordinary tides which happen between the full and change of the moon; twice in twenty-four hours.

The under water land (land at times covered by water) along the ocean beach does not belong to the Federal government; all lands owned by the Federal government come directly, or indirectly from the State. And only in time of war or insurrection may the Federal government exercise a right to take and regulate such under water lands, unless it has purchased the fee of such lands the same as a citizen or corporation.

The writer has seen an angry surf breach at the foot of the sand dunes along Long Island's south side; he has seen, in times of tidal waves, the sea flood meadow lands fully half a mile inland; he has also seen for the greater time in a season the white expanse of sea sand, or unarable land between bank and breaking billows, remain dry land. Just what the character of land this is: land under water or not, must some time be decisively settled. The sooner settled, the better.

SHORE FRONT RIGHTS

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"Each of the various Indian deeds to the settlers on Long Island, carries the same intent, purpose and rights. They may be somewhat differently expressed, but their plain intent cannot be mistaken and no sophistry of interpretation can possibly confine their boundary at a high water mark, a water line existing but for a flash of time twice a day. Such was no limitation for seafaring and fish seeking populations.

"The Indian deed of 1660 to East Hampton settlers not only granted the lands from 'sea to sea from the utmost end of the Island,' etc., but also all 'appurtenances whatsoever' and 'with whatsoever doth or may grow upon or issue from the same with all profits and commodities by sea or land.' It also declares the Indian grantors to be 'the true and lawful proprietors' thereof.

"Thomas Dongan, Captain General, etc., of the Province of New York in confirmation of the Indian conveyance to the settlers of East Hampton, on the 9th day of were made of the 'Native Indyan Proprietors' and that were made of the 'Natives Indyan Proprietors' and that the deed covered lands to the 'Utmost extent of the Island'; he also referred to other lands and authorized the settlers 'to purchase the said tract of land of the Native Indyans.'

"The records of Long Island towns are superabundant in their proofs as to the intent and extent of these conveyances, and, as well understood, accepted and acted upon for generations by the settlers and their descendants in the orderly experience of their daily avocations.

"The Indian deed to the settlers of Southampton dated December 13th, 1640, A. D., conveys land

> 'from the place commonly known by the name of the place where the Indians hayle over their canoes out of the north bay to the south side of the Island, from thence to possess all the lands lying eastward,' etc., 'with all emoluments and profits thereto appertaining, or in anywise belonging, from Sea or land,' etc.

"Nothing in that deed can possibly be construed as limiting it to tide water lines or as not including lands naturally belonging and essential to settlers largely dependent upon the sea for food and transportation. The Indians hauled over their canoes at all stages of the tides. Is it not possible that they gave physical possession to the settlers at low tide?

"On the other hand, the Indians, by the terms of that deed, conveyed all their lands between the Eastern and Western bounds, together with 'all emoluments and profits thereto appertaining, from Sea or land,' etc.

"This purchase from the Indians was made most largely by the same settlers who had just prior thereto (on March 10th, 1639) underwritten the entire price of a sailing vessel for Daniel Howe. One of the conditions of the vessel's underwriting was that 'this vessel shall be for the use of the Plantacon'; also 'that the vessel shall be reddy at the Towne of Lynne to Transporte such goods as the afforesaid undertakers shall appointe; that is to say three times a year.'

"The enlisting of the vessel of Daniel Howe in the trade by water between Southampton Town and New England was in nowise an exceptional event for the sea faring settlers.

"Is it conceivable that vessel owners, engaging a vessel to ply three times a year between Lynn, Massachusetts, and Southampton, Long Island, and carrying its entire cost, would have only purchased from the Indians the upland for the latter town and hedged themselves in behind high water mark, with their ship anchored at sea with no place to dock? To pursue the subject is to trespass upon the precincts of incredulity.

"The practice of the settlers in a thousand ways was consistent with the clear intent of the deeds as they defined the rights of the Aborigines and colonists in terms mutually understood and accepted by crown, settlers, and Indians.

"East Hampton sold to the State of New York lands under water at Sag Harbor for a public dock. This title rests upon an Indian deed confirmed by the Dongan Grant. The state accepted the title as is customary, under the advice of its Attorney General.

"The entire coast of Long Island in the early days was dotted here and there with tide water grist mills, fulling mills, and paper mills on tidal lands granted by settlers, under the Indian deeds. These mills, many with large capacities, stood upon lands in streams sold to the settlers by the native Indians and with the Indian deeds confirmed by the above Dongan and other similar confirmatory grants."—Shore Front Rights in the State of New York. by Stephen L. Mershon.

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