SEABROOK

Originally a part of Hampton, and Salisbury, Mass.

set off and incorporated in 1768.
Port of so. Hampton set off into Seabrook in 1822.

There are no Seabrook records at the State House.

October 19, 1956.

Oscar E. Jewell
Research Clerk.
There are Two books of Original records marked Vols. A. and B. Volume A. runs from 1769 - 1823. Volume B. from 1823 - 1847.

There are very few roads recorded in these books: Road layouts are recorded from 1777 to 1836.

These I have copied - April 26, 1938.

Oscar D. Jewell
Research Clerk.

Originally a part of Salisbury, Mass. and Hampton. Set off and incorporated in 1769. Later a part of Hampton Falls and South Hampton, annexed. Rockingham County.
SEA BROOK.
Original records.

Volume 4. 1847-1866
Volume 5. 1866-1884
Volume 6. 1884-1903
Volume 7. 1903-1915
Volume 8. 1916-1928

I have searched the above and copied all highways found therein recorded.

There are or were in 1939, in the office of the Secretary of State at the State House two books of the original records of Seabrook; one of these books marked "A" covering the years 1769 to 1823, and the other book marked "B" the years 1823 to 1847. These books I have also checked and copied the road layouts.

We now have on file in the office copies of all their recorded highways from 1769 to 1928.

April 23, 1946

[Signature]
Research Clerk
Discontinued
RIGHT OF WAY SOURCE RECORDS

Town

Rockingham

County

General Court Sessions Records

EXTRACT

Petition of: Jefferson Janman and others

Road to be 3 rods wide.

Beginning at a stake and stone in the main road, nearly opposite the dwelling house of E. D. Phillbrick, thence running in a southeasterly direction over the most practicable ground to a stake and stone on the highway near Jefferson Janman's barn.

Beginning at a stake and stone in the main road, nearly opposite the house of E. D. Phillbrick in Seabrook, thence running S. 36° 45' E., 8 rods and 21 links, thence through land of Newell Brown 19 rods and 21 links, and on land of Jefferson Janman 22 rods, S. 58° 1/2' E., 6 rods, S. 68° 3/4' E., 10 rods and 3 links, and over said highway 16 links.

Damages: - Joseph Phillbrick $325
Newell Brown $148
Jefferson Janman $77.49

Commissioners: Thomas Sethwitt
Amos Carlton

Road accepted and established
Petition of: Town of Seabrook

Discontinuance

Road laid out on petition of Jefferson Hannah and others.

Beginning at a stake & stones in the main road nearly opposite the dwelling house of the late E. D. Philbrick in said town; thence running in a south eastly direction to a stake & stones on the highway near Jefferson Hannah's barn in said town.

Commissioners: John Scammon, Ichabod Colby, Richard Greenough

Petition granted.
Sec. brook
Original Records
Book 4, P. 75
May 13, 1849
3 Rods wide

S. BROWN
Huntington T. L.

5834
April 20, 1849

Petition of Joseph H. Weare and 43 others to the Selectmen of Seabrook that the highway-in-said-town-leading-from-Joseph H. Weare’s-to-Kensington line should be made wider and straighter.

We therefore widen and straighten—that beginning at a stake in the wall on land of Joseph Weare near the dwelling house of said Weare in said Seabrook, thence S. 82 deg. W. 28 rods; thence to a stake in the wall on land of said Joseph Weare; thence following the south side of the road to a stake in the wall; then commencing at a stake on land of John M. Weare running N. 57 deg. W. 16 rods; thence N. 56 deg. W. 18 rods to a stake in the wall; thence on land of John M. Weare running N. 57 deg. W. 16 rods; thence N. 56 deg. W. 18 rods to a stake in the wall; thence on land of Eunice Worthen at a stake in the wall; then N. 57 deg. W. 12 rods; then N. 85 deg. W. 12 rods; then N. 56 deg. W. 10 rods to a stake in the wall through land of Eunice Worthen; then following the south side of the road to a stake in the wall; then commencing on land of Joseph Brown at a stake in the wall; thence N. 12 deg. W. 34 rods; thence N. 34 deg. W. 2 rods; thence N. 36 deg. W. 2 rods; thence N. 65 deg. W. 4 rods; thence N. 75 deg. W. 24 rods to a stake in the wall; then commencing on land of Joseph Brown running N. 77 deg. W. 21 rods; then N. 17 deg. W. 8 rods to a stake in the fence through land of Joseph Brown, then commencing on land of Stephen Brown Jr., at the stake in the fence then N. 87 deg. W. 15 rods; then S. 8 deg. W. 17 rods and 10 links through land of Stephen Brown Jr. to a stake and stones 12 links from the highway at Kensington line.

The line above described is to be the south side of the highway as laid out by the Selectmen of Seabrook and Hampton Falls and the highway is to be THREE RODS WIDE.

We award to the owners of the lands taken for said widening and straightening said highway on said route the following sums to be paid by the town:

Joseph H. Weare: $23.00
John M. Weare: $25.00
Eunice Worthen: $19.00
Joseph Brown: $50.00
Stephen Brown Jr.: $13.00

May 13, 1849

December 6, 1849, Warrant

Article 2. To see if the town will vote to discontinue the new highway laid out in Seabrook upon the petition of Jefferson Janvrin and others by the Road Commissioners in the fall of 1848, between the following points in the town of Seabrook—Beginning at a stake and stone in the Main Road nearly opposite the dwelling house of the late Edward D. Philbrick in said town, thence running in a south easterly direction to a stake in the highway near Jefferson Janvrin’s Barn in said town.

December 22, 1849, Town Meeting

Article 2. Voted to discontinue the highway described in Article 2 of the warrant.
Petition of John Philbrick and 18 others to the Selectmen of Seabrook that the portion of the highway in said town commonly called the Rocks Road, beginning at the Post Road near the dwelling house of Edward Gove 3d, and ending at the turn of the road where it strikes the westerly part of Dr. Edward Dearborn's Brown place so-called should be made wider and straighter.

We therefore widen and straighten; beginning at a stake at the Post Road near the dwelling house of Edward Gove 3d, thence S. 71 deg. E. through land of the heirs of John Brown 4 rods to a stake; thence S. 69 deg. E. through land of said heirs 16 rods and 20 links to a stake; thence S. 69 deg. E. 27 rods and 20 links to a stake; thence S. 73 deg. E. 15 rods and 5 links to a stake by the Rocks Road so called or highway aforesaid and on the south side thereof through land of Emery Brown; thence crossing said road and beginning at a stake at the Post Road as aforesaid on the north side thereof, thence S. 67 deg. E. 4 rods through land of Newell Brown to a stake by said road; thence following the northerly side of said road to a stake therein; and thence S. 73 deg. E. through land of said Newell Brown 14 rods to a stake; thence S. 75 deg. E. 7 rods; thence N. 69 deg. E. 3 rods; thence N. 71 deg. E. 5 rods; thence N. 61 deg. E. 27 rods through land of Jefferson Janvrin to a stake by said road and on the north side thereof; thence crossing said road and beginning at a stake by said road and on the south side thereof, thence N. 61 deg. E. 81 rods; thence N. 62 deg. E. 104 rods; thence N. 74 deg. E. 4 rods; thence N. 82 deg. E. 6 rods; thence N. 83 deg. E. 8 rods to a stake by said road and on the south side thereof through land of John Philbrick; thence crossing said road and beginning at a stake by said road and on the northerly side thereof; thence S. 84 deg. E. 9 rods to a stake; thence N. 86 deg. E. 6 rods to a stake; thence N. 76 deg. E. 20 rods to a stake; thence N. 72 deg. E. 9 rods through land of said Newell Brown to a stake by said road and on the northerly side thereof; thence crossing said road and beginning at a stake by said road and on the southerly side thereof, thence N. 74 deg. E. 14 rods; thence N. 80 deg. E. 3 rods; thence S. 84 deg. E. 3 rods; thence S. 83 deg. E. 6 rods; thence S. 82 deg. E. 6 rods and 10 links to a stake; thence S. 76 deg. E. 35 rods to a stake by the Eastern Railroad through land of said Newell Brown; thence crossing said Eastern Railroad and beginning at a stake by the same; thence S. 76 deg. E. 25 rods to a stake; thence S. 80 deg. E. 14 rods to a stake; thence S. 84 deg. E. 16 rods to a stake; thence to a stake beginning at the northerly side thereof through land of said Newell Brown; thence crossing said road and beginning at a stake by said road and on the northerly side thereof, thence N. 88 deg. E. 17 rods to a stake through land of Jefferson Janvrin; thence N. 85 deg. E. 8 rods to a stake; thence N. 81 deg. E. 6 rods to a stake; thence N. 77 deg. E. 6 rods to a stake; thence N. 75 deg. E. 9 rods to a stake by said road and on the northerly side thereof through land of William Janvrin near the westerly part of the Brown place of Dr. Edward Dearborn.

The lines above described are all staked out and are to be the northerly and southerly side of said road or highway where they vary from the hereto fore existing lines or boundaries thereof, and the said road or highway is to be three rods wide in every part thereof except at the corners where the same is to be more than three rods.

We award to the owners of the lands taken for said highway in widening and straightening as aforesaid on said route the following sums to be paid by the town:

Newell Brown $124.11
Emery Brown $54.81
John Philbrick $55.48
Heirs of John Brown $39.57
Jefferson Janvrin $89.68
William Janvrin $8.25

October 9, 1848
N. H. HIGHWAY DEPT.

RIGHT OF WAY SOURCE RECORDS

T. L. Highway S. A. Town of Seabrook

Volume 4, 1847-1866

General Court Sessions Records

Page 106

Year

EXTRACT

June 15, 1850

Petition of Edward L. Gove and 20 others to the Selectmen of Seabrook,
that the highway in said town leading from Johnson's Corner, so called westerly to the school house in district No. 1, thence southerly to the south road, thence westerly to the South Hampton line should be made wider and straighter.

We therefore lay out the same: Beginning on the southerly side of the road a little easterly of the dwelling house of Franklin Bagley on land of Aaron Morrill at a post in the fence, thence S. 70° E. 17 rods and 12 links to a stake and stone at the north easterly corner of said Morrill's land; thence beginning on the northerly side of said road on land of William True and Mary True at a stake and stones at the easterly end of a pair of bars, thence running on said True's land S. 60° E. 13 rods and 18 links to a stake and stones by the wall at the road, then beginning at the south-easterly corner of the Cross Road by the school house, on land of William True at a stake; thence running N. 12° E. 2 rods and 8 links to a stake; thence N. 27° E. on said True's land 18 rods and 17 links to a stake at the road; thence beginning on the westerly side of the road by a cherry tree by the wall, thence N. 24° E. 4 rods to a stake on land of William True and Mary True; thence N. 20° E. 3 rods and 7 links; thence N. 16° W. 5 rods and 7 links to a stake; thence N. 12° E. 2 rods and 10 links to a stake; thence N. 20° E. 22 rods and 3 13° E. 1 link to a stake and stone by the fence at the road; thence beginning on the westerly side of the road on land of Edward Gove Jr. at a stake at the fence, thence N. 11 rods and 3 links to a stake; thence N. 4° E. 3 rods and 11 links to a stake; thence N. 7° W. 20 E. 4 rods and 17 links to a stake; thence N. 8° W. 40 E. 3 rods to a stake; thence N. 10° E. 5 rods and 13 links to a stake by the wall at the road; thence beginning on the westerly side of the road on land of William True and Mary True at a stake and stones on the fence by the wall; thence on said True's land N. 8° E. 2 rods and 12 links to a stake; thence N. 12° E. 4 rods and 16 links to a stake and stones; thence N. 12° E. 5 rods and 6 links to a stake; thence N. 24° E. 4 rods and 12 links; thence N. 13° E. 21 rods and 10 links to a stake and stones; thence N. 14° E. 64 rods and 15 links to a stake and stones by the fence adjoining Edward Gove Jr., a piece of land taken of Edward Gove Jr. on the west side of said road containing about 15 rods which he bought of William True, lying between the said True and the old high way; then beginning on the north easterly corner of said road on land of John Gove at a stake and stones by the wall, thence running easterly on said Gove's land one rod and 10 links to a stake and stones; thence N. 7° E. 17 rods and 15 links to a stake; thence at the road running easterly by the house of Edward Gove Jr., thence beginning on the northerly side of said road on land of John Gove at a stake and stones by the wall, thence on said Gove's land N. 79° E. 13 rods to a stake; thence E. 2 rods and 21 links to a stake and land of Edward Gove Jr., thence on land of Edward Gove Jr., S. 89° E. 15 rods and 6 links to a stake and stones by the wall at the road; thence beginning on land of Edward Gove Jr. at a jog in the wall and running easterly 15 rods and 13 links to a stake and stones by the south westerly corner of his hog yard; thence beginning on the southerly side of said road at a jog on the north westerly corner of land of said Gove Jr. and running on said Gove's land 15 rods to a stake and stones near the barn; thence beginning on the northerly side of said road on said Gove's land at a stake by the barn easterly of said Gove's house; thence on said Gove's land S. 75° E. 28 rods and 2 links to a stake; thence S. 69° E. 13 rods and 23 links to a stake and stones at the road near a wall.

The above described highway is to be not less than two and one-half rods in width in any one place.

Damages awarded to be paid by the town:
- Aaron Morrill: $57.80
- John Gove: $28.90
- Wm. True and Jonathan Beede (guardian for Mary True): $53.90
- Edward Gove Jr.: $46.46

July 29, 1850

Copied from original records and checked by
June 2, 1870

Petition of Abbott A. Locke and others to the Selectmen of Seabrook that the highway in said town leading from the Main Road near the house of Stephen B. Chase to the Railroad crossing near the Depot should be made wider and straighter.

We therefore widen and straighten;— Beginning at a stone at the south westerly corner of the homestead of Abbott A. Locke 14 rods and 17 links to a stake and stone; thence N. 73 1/4 deg. W. over the highway and through the land of Abbott A. Locke 14 rods and 17 links to a stake; thence N. 82 1/2 deg. W. over the highway and through land of John Philbrick and Newell Locke 15 rods and 24 links to a tree at the south easterly corner of land of Wm. Betsey Walton; thence N. 88 deg. W. over the highway and through land of Newell Locke, Robert Collins and Betsey Walton 23 rods and 21 links to a stake; thence N. 74 1/4 deg. W. over the highway and through land of Betsey Walton 2 rods and 7 links to a stone post near the south westerly corner of the dwelling house of the said Betsey Walton; thence N. 61 deg. W. over the highway and through land of said Betsey Walton 14 rods and 25 links to a stone at the south westerly corner of the homestead of the said Betsey Walton.

The line above described to be the northerly side of the highway and the highway to be TWO RODS AND SEVEN LINKS WIDE at the bounds first mentioned above and gradually to increase in width to be THREE RODS WIDE at the bound next above mentioned, then to be the width of THREE RODS to a point opposite the house of Betsey Walton; the width of the road at the stone post near the south westerly corner of the house shall be 2 rods and 25 links, then to gradually decrease to 2 rods and 12 links at the bounds at the south westerly corner of the homestead of said Betsey Walton.

We award to the owners of the lands taken for said highway on said route the following sums to be paid by the town:—

Abbott A. Locke $1.50
Newell Locke $2.00; Robert Collins $1.50
Betsey Walton $8.44; and moving fence and wall, $13.00

June 25, 1870.
RIGHT OF WAY SOURCE RECORDS

Seabrook Town records
Taken from
1866-1884

General Court Sessions Records

EXTRACT

August 24, 1874

Petition of David Boyd and 58 others to the Selectmen of Seabrook
for a new highway in said town, beginning at a point one and one half
rods westerly of the south westerly corner of the homestead land of
John Prout by a road and thence running northerly to a point one
half rod westerly of the north easterly corner of land of David
Chase, John Chase and Jeremiah Chase on farm road in said town.

We therefore lay out the same:—Beginning at a stake in
the southerly side of the highway at the north easterly corner of
land of the heirs of David Chase 40 rods easterly of the depot in
said Seabrook, thence S. 8 deg. W. through land of the heirs of David
Chase, land of Cyrus Boyd and land of the heirs of Enoch Boyd 7 rods
and 10 links to a stake; thence S. 4 deg. W. through land of the said
Cyrus Boyd and land of said heirs of Cyrus Boyd 72 rods to a stake;
thence S. 6 deg. 30' E. through land of the heirs of Enoch Boyd 58 rods
and 4 links to a stake in the door yard easterly of the house occupied
by Cyrus and David Boyd; thence S. 10 deg. W. through land of said heirs
of Enoch Boyd 29 rods and 10 links to a stake; thence the same course
one rod across and upon a drift way; thence the same course S. 10 deg.
W. through land of the heirs of David Chase 30 rods and 8 links to a
stake at a point 23 rods westerly of the north easterly corner of
land of Maria Short, thence from said point S. 3 deg. 15' W. through
land of said Maria Short 7 rods to a stake at a point one rod and
125 links west of the easterly line of said land; thence S. 6 deg. W.
at the same distance from said easterly line through said land of
Maria Short 20 rods to a stake and stone on the northerly side of
the Walton Road as called said stake and stone being 1 ½ rods westerly
of the south easterly corner of said Short's land.

The line above described to be the middle of the highway
and the highway is to be THREE RODS WIDE with an addition on the east
side of said highway that at the northerly line of land of Maria
Short is to be one rod wide and tapering to a point 7 rods from said
northerly line.

And we award damages to the several owners of the lands
taken for said highway to be paid by the town as follows:

Heirs of David Chase $75.00; Cyrus Boyd $25.00
Heirs of Enoch Boyd $150.00; Maria Short $50.00

October 23, 1874

April 29, 1880 Warrant
See page 496

Article 5. To see if the town will vote to discontinue the old road
leading from the south side of William Walton's driveway, cut by
Jonathan Walton's to the road running east and west.

May 14, 1880. Town Meeting
See page 499

Voted to discontinue the old road.

Copied from original records and checked by
Seabrook
Original Records
Book 5, pg. 398
Oct. 24, 1791
3 Rods Wide

G. W. Locke

5836

Seabrook
Original Records
Book 5, pg. 399
Aug. 1877
3 Rods Wide

G. Eaton

5836
RECORDS

Seabrook Town Records
1856-1884

May 23, 1877

Petition of Simeon E. Dow and others to the Selectmen of Seabrook to widen and straighten the highway leading from the residence of Christopher Eaton to the residence of Simeon L. Eaton in said town.

We widen and straighten the same: Beginning at a large stone at the west side of the traveled part of said highway at the south easterly corner of the field of Simeon L. Eaton and south westerly of his dwelling house, thence N. 6 deg. E. upon said road and through land of said Eaton and 16 rods and 13 links to a stake; thence N. 7 deg. E. upon said road and through land of said Eaton and of the heirs of Jeremiah Eaton 4 rods to a stake; thence N. 2 deg. E. upon said road and through land of the heirs of Jeremiah Eaton and land of Simeon L. Eaton 6 rods and 10 links to a stake; thence N. 2 deg. E. upon said road and through land of said Simeon L. Eaton 6 rods to a stake; thence N. 2 deg. E. upward с road and through land of said Simeon L. Eaton and land of the heirs of Emanuel Souther and land of Christopher Eaton 8 rods and 18 links to a stake; thence N. 7 deg. W. upon said road and through land of said Christopher Eaton 8 rods and 21 links to a stake; thence N. 2 deg. W. upon said road and through land of said Christopher Eaton, land of Henry Eaton and land of Simeon L. Eaton 18 rods and 15 links to a stake by the Band Stand at the westerly side of the said road.

The line above described to be the middle of the highway and the said highway to be THREE RODS WIDE.

And we award damages to the respective owners of the land over which the said highway is widened and straightened the following sums to be paid by the town:

Simeon L. Eaton $30.44; Jeremiah Eaton heirs, $4.65
Christopher Eaton $16.40; Emanuel Souther heirs .80
Henry Eaton .90

August, 1877.

Petition of Washington Eaton and 44 others to the Selectmen of Seabrook to widen and straighten the existing highway in said town leading from the Walton Road southerly to Collins Road, so called.

We therefore widen and lay out; Beginning at a point in the highway opposite the dwelling house of Samuel E. Staples one and one half rods easterly of the north easterly corner of the field of Robert Collins, thence S. 18 deg. W. upon the highway and on the land of Samuel E. Staples 20 rods to a stake; thence S. 18 deg. W. upon said road and on land of Washington Eaton in part, partly on land of Ebenezer Fowler, partly on land of Richard Fowler and partly on land of Robert Collins 20 rods and 4 links to a stake; thence S. 18 deg. W. upon said road and on land of Richard Fowler and on land of Ebenezer Fowler 6 rods and 11 links; thence S. 18 deg. W. upon said road and partly on land of Richard Fowler partly on land of William A. Fowler partly on land of Jonathan Walton and on land of George W. Locke 20 rods and 12 links.

The line above described to be the middle of the highway and the said highway to be THREE RODS WIDE.

And we award damages to the respective owners of the land over which the said highway is laid out as widened and straightened to be paid by the town as follows:

Samuel E. Staples $21.00; Washington Eaton $12.00
Ebenezer Fowler $25.00; Richard Fowler $14.00
Jonathan Walton $18.00; George W. Locke $15.00
Robert Collins $5.00; William Fowler $2.00

October 21, 1881

Copied from original records and checked by
September 24, 1883

Petition of Jacob F. Dow and 30 others to the Selectmen of Seabrook for a new highway in said town, beginning at a stake and stones on the westerly side of the road opposite the house of Simeon L. Eaton 58 feet northerly of the south easterly corner of the field land of said Eaton and thence in a south westerly direction on land of said Eaton and land of Abram Brown to a stake and stones on the southerly line of said town and by the division fence between land of Simeon L. Eaton and land of Abram Brown in said town.

We therefore lay out a new highway as requested in said petition; beginning at a stake on the westerly side of the road opposite the homestead of Simeon L. Eaton in said Seabrook 58 feet northerly from the south easterly corner of field land of said Simeon L. Eaton, thence over and upon land of said Eaton S. 5 deg. W. 8 rods to a stake; thence over and upon land of said Eaton S. 8 deg. W. 8 rods to a stake; thence over and upon land of said Eaton S. 36 deg. W. 4 rods to a stake; thence over and upon land of Abram Brown on the same course 11 rods to a stake; thence over and upon land of said Brown S. 57 deg. W. 12 rods to a stake on the State Line. The above described line is to be the north westerly side of the highway and the old stone wall to be the south easterly side.

And we award damages to the respective owners of the land over which the said highway is laid to be paid by said town:

Simeon L. Eaton $70.00
Abram Brown $57.50

October 30, 1883

February 23, 1884 Warrant

See page 610

Article 13. To see if the town will discontinue the old road from Simeon L. Eaton's to the State Line.

March 11, 1884 Town Meeting

Voted to discontinue the road named in Article 13.

Copied from original records and checked by.
June 24, 1886

Petition of George W. Locke and 32 others to the Selectmen of Seabrook to widen and straighten that part of the existing highway in said town known as the new road leading from a stake at the north west corner of land of the heirs of Joshua Eaton southerly to a stake near the north west corner of the dwelling house standing on said land.

We therefore lay out the same;--Beginning at a stone at the southerly side of the Collins Road so-called in said Seabrook at a point 3 rods and 3 links easterly of a large stone at the north easterly corner of land of Dennis Knowles, thence S. 8 deg. W. over land in care of Nnoch Eastman 7 rods and 20 links to a point westerly of the north westerly corner occupied by Frank Fowler; thence the same course over same land 2 rods and 5 links to a point on the new road 11 links westerly of the south westerly corner of said house of said Frank Fowler.

The line above described to be the easterly side of the said new road.

We award damages to the owners of land taken for said highway on said route the following sums to be paid by the town;--George F. Eaton $5.00; Abram W. Perkins, building fence $5.00; Five rods of land taken, 10 rods of fence to build.

September 7, 1886.

See page 425

Petition of William A. Rand and 129 others to the Selectmen of Seabrook for a new highway in said town beginning at a stake and stone in the stone wall of land belonging to the Boston and Maine Corporation and on the highway leading from State Line Bridge to the Smith Dock so called, and running on the land of the Boston and Maine Railroad Corporation to the State Line Railroad Station on the Boston and Maine Railroad to said town and they therefore request you to lay out a highway of suitable width on the route above described.

October 9, 1886. The Selectmen appointed a hearing on the above petition at the State Line Railroad Station on October 28th, 1886 at 9.30 AM.

See page 642.

The Directors of the Seabrook and Hampton Beach Street Railway Co., petition to the Selectmen of Seabrook for a location for their road in the town of Seabrook.

(This record covers about 16 pages of)

(The record book I have not copied it.)

Copied from original records and checked by Mr. [Signature]
August 10, 1918

Petition of Levi C. Fowler and five others to the Selectmen of Seabrook for a new highway in said town, beginning at an iron pipe marked "A" driven in the ground on the southerly side of the road called the Collins Road and extending in a southerly direction 232 feet over land of the town of Seabrook; thence in the same direction over land of Claude E. Adams 214 feet to an iron pipe driven in the ground marked "B".

We therefore lay out a new highway in said town of Seabrook as follows:

Beginning at an iron pipe marked "A" driven in the ground on the southerly side of the Collins Road, so called, and extending in a southerly direction 232 feet over land of the said town of Seabrook; thence in the same direction over land of Claude E. Adams 214 feet to an iron pipe driven in the ground marked "B".

We assessed no damages to Claude E. Adams; it appearing to us that land belonging to him adjacent to said new highway was benefited by the within lay out to and extent equal to the value of the land taken from him for said layout.

August 10, 1918

February 25, 1922, Warrant

Article 12. To see if the town will vote to raise the sum of $2000.00 to be used in purchasing the existing right of way of the Seabrook and Hampton Beach Street Railway, leading from the present termination on South Main Street to and across Black Water River to the State Highway at Seabrook Beach Junction.

March 14, 1922, Town Meeting

Article 12. Voted to purchase the right of way for $2000.00.

Voted to raise $1000.00 this year, and $1000.00 next year for the same.
Resolved that the Company sell and convey to the Town of Seabrook, New Hampshire, certain real estate now owned by the company in the Town of Seabrook, N.H., described as follows:

A certain parcel of land, situated in said Seabrook, bounded and described as follows: Beginning at the north east corner of the lot herein conveyed at a point 6 feet from the southerly rail of the main line of the Seabrook and Hampton Beach Street Railway Company, thence northerly along said track, thence along the northerly rail of the New Hampshire Granite State Land Company, along said track, thence along the southwesterly rail of the Seabrook and Hampton Beach Street Railway Company, thence westerly along said track and the line of the said Granite State Land Company, thence easterly along the line of the said Granite State Land Company, along a curved line parallel to the track by land of Charles F. Janvrin, 119 feet; thence N. 14 degrees 20 minutes 50 seconds W. along a line between said land and the southerly rail of the said Granite State Land Company, 413 feet to the point of beginning.

Also a certain other parcel of land in said Seabrook adjoining the first before mentioned parcel, bounded and described as follows: Beginning at the north east corner of said parcel at a point in the line of the southerly rail of the Seabrook and Hampton Beach Street Railway Company on the boundary line of land of Ellu Dow, thence running southerly along the side of said land between said land of said Dow and land of John S. Janvrin 14 feet to a cross cut in a flat stone, said cross being situated at a distance of 20 feet from said Railway; thence turning and running westerly 431 feet to a stake at land of Charles F. Janvrin; said stake being situated 21.2 feet from the south rail of said Railway; thence N. 15 degrees 11 minutes 8 seconds E. along a line between said land and the southwesterly rail of the Seabrook and Hampton Beach Street Railway Company, along said line, 1931 square feet;

Also a certain other parcel of land described in said Seabrook, carrying a width of 25 feet on each side of the center line of the right of way formerly of the Seabrook and Hampton Beach Street Railway Company; a description of which center line is as follows:

Beginning at the stone monument set in the ground at the end of the causeway leading to the south dock in said Seabrook, thence running from said monument by a course S. 80 degrees E. 177.7 feet through land formerly of Ellu Dow; thence continuing on same course 108 feet across land formerly of Willard Fowler and Helen Dow; thence on the same course 55 feet across land of Isaac F. Powler; (to the northern portion of which is 24 feet in width and 50 feet long) to a stone bound; thence turning and running N. 84 degrees 40 minutes 5 seconds E. from said stone bound 93 feet through land formerly of Orren Sargent et al., (the northerly portion of this right of way) 15 feet in width being on land formerly of Charles F. Janvrin a distance of 48 feet and across land of or formerly of Dennis A. Fowler, 15 feet wide a distance of 45 feet) thence continuing N. 84 degrees 40 minutes 5 seconds E. through land formerly of Joshua Eaton; thence on the same course 56 feet through land formerly of Herbert L. Randall; thence on the same course 57 feet through land formerly of Cyrus A. Fowler; thence N. 84 degrees 40 minutes 5 seconds E. through land of the Granite State Land Company; thence the same course 103 feet through land of George E. Dow, formerly Reese Owen; thence the same course 435 feet through land formerly of Reese Owen; thence same course 291 feet through land formerly of Eben Francis Wood; thence same course 189 feet through land of the Granite State Land Company, formerly Nancy Souther et al., thence N. 84 degrees 40 minutes 5 seconds E. 120 feet through land formerly of Nancy Souther; thence same course through land of the Granite State Land Company, to a point; thence 56 degrees 40 minutes 5 seconds E. 600 feet through land of the Granite State Land Company, to a point at the corner of of land formerly of P. A. True, Joseph N. Folliansbee and the Granite State Land Co.

Also a certain other parcel of land being 50 feet on each side of the center line of the before mentioned right of way of the Seabrook and Hampton Beach Street Railway Co., a description of which center line is as follows: Beginning at a monument set in the ground, which monument was formerly on the common land of the Hampton Beaches; thence by a course N. 88 degrees E. 1400 feet through land formerly of Prince Albert True to a point on the westerly bank of Blackwater River upon a wooden pile bridge, like wise conveyed by these presents, approximately 142.5 feet in length and 30 feet in width to the easterly bank of the said River; thence on the same course 88 degrees E. 750 feet from a point on the easterly bank of said Blackwater River connecting the easterly end of said wooden pile bridge through land formerly of John Smith to a point in the Marsh on the westerly boundary.
N. H. HIGHWAY DEPARTMENT

Sheet number two of two

WORK OF WAY SOURCE RECORDS

RECORDS: Book 8 Page 326

Original} From 1916 To 1928

Proprietors Original Date of Book

General Court Sessions

County Town

Town of Seabrook

Name of Road

State System

Width of Road

Date of Layout

EXTRACT

line of the New Hampshire State Reservation—being 50 feet wide on each side of center line; thence S. 80 deg. E. from said last point 295 feet through land formerly of John Smith (center line of this 295 feet basis is on land of the State of New Hampshire for a distance of 223 feet in width) thence by a course N. 80 deg. E. from said last mentioned point 285 feet to land of the State of New Hampshire known as the New Hampshire State Boulevard; this last named parcel carrying a width of 25 feet on either side of said center line; Reserving the right to the grantee or to the Rockingham County Light and Power Co., of Portsmouth, New Hampshire to maintain the existing poles and wires along and upon said land:

Being the same property formerly owned and occupied by the Seabrook and Hampton Beach Street Railway Co., as a private way as acquired by the grantor April 1, 1913, and by said grantor conveyed in this deed in accordance with a resolution adopted by the Board of Directors of the said grantee, a copy of which is hereto annexed;

RESOLVED, that under and in accordance with the provisions of division No. 14 of the first and refunding mortgage of this Company to the American Trust Co., Trustee, actually executed on the 27th day of November 1914, (but referred to in the bonds secured thereby as dated the first day of July 1914) the said American Trust Co., Trustee, as aforesaid, be and hereby is requested to release from the lien of said mortgage certain real estate now owned by the Company situated in the said town of Seabrook, New Hampshire and bounded and described as follows:

(then follows for three pages the real estate as described on the first sheet and to this point OBJ)

That the Massachusetts Northern Street Railway Co. (herein after called the Railway Co.) acquired on or about June 3, 1921 the following additional property:

A certain section and overhead line, together with all franchises rights and locations appertaining to same formerly of the Exeter, Hampton and Amesbury Street Railway extending from a point opposite the Casino on Hampton Beach, N.H. to a connection with the track line of this Company all in the town of Hampton and comprising approximately .82 of an mile of railway, and that the actual cash cost of such additional property to the Railway Co. was $6000.00.

Deeds referred to in the above transfer:—Massachusetts Registry of Deeds, Southern Division Lib., 2281, page 231; Rockingham Co. N.H. Registry of Deeds, Vol. 696, page 15, and also under two indentures supplemental thereto dated—respectively August 1, 1916, and January 16, 1917 and recorded as follows:

First, Rockingham SS. Vol. 700, page 378; Second, Rockingham SS. Vol. 713 page 26; Second, Essex SS. So. Div., Libro 2556, page 160;

Copied from original records and checked by
June 18, 1925

Petition of Byron J.L. Eaton and two others to the Selectmen of Seabrook that a highway should be laid out by the Selectmen beginning at the road leading to the Beach at or near the Boundary Post marking the Boundary line between the State of Massachusetts and the State of New Hampshire near the land occupied by the Boston and Maine Railroad to land of Lottie Collins Smith in said Seabrook.

We therefore lay out a new highway as requested in the petition:

Beginning at a stake on the easterly side line of land owned by the Boston and Maine R.R. at a point where the boundary line between the State of New Hampshire and the State of Massachusetts crosses said easterly line; thence running northerly, bounded easterly by land of said Boston and Maine R.R. about 1070 feet to land of Lottie Collins Smith; thence turning and running westerly, bounded northerly by land of said Smith 35 feet; thence turning and running southerly on a line parallel to the said land of the Boston and Maine R.R. and distant therefrom 35 feet and bounded westerly by land of Earl Pickens, Charles S. Kenyon, Myron Jones, George Larrabee, and the Standard Wood Heel Co., to a stake in the boundary line between the State of New Hampshire and the State of Massachusetts; thence turning and running south easterly to the point of beginning.

And we award damages to the respective owners of land over which said highway is laid to be paid by the said town as follows: New England Telephone and Telegraph Company $1.00.

Earl Pickens Nothing; Charles S. Kenyon Nothing.
Myron Jones Nothing; Standard Wood Heel Co., Nothing.
George Larrabee Nothing.

All the said parties to whom no damages are awarded having waived all right to damages.

August 8, 1925.
Seabrook


Feb. 10, 1817

2 Rods.

Post Rd.
N. H. HIGHWAY DEPT.  
Right of Way Source Records  

Seabrook  

Original Records  

Sheet:  

Of:  

NH  

Taken from:  

General Court Sessions Records  

EXTRACT  

Apr 17, 1777.  

Highway beginning at the  

drugway that leads from the Country road  

to the last mall in town Halls Farm  

as called upon the westside of the land  

of Josiah Converse and containing about  

672.40 to the same feet hereafter  

about 14 rods to Harton's casey  

said  

highway as large as was  

Feb. 12, 1817.  

Petition of inhabitants of Seabrook  

Hampden, Newfields and Kensington  

to the Selectmen for a highway, forming a  

road in the highway about 40 rods eastly from  

the home of George Case and  

from the Post Road as now Seabrook to end at  

some place between the houses of J. Case,  

and  

Joshua Gore.  

We have laid out and husky lay  

to open for the benefit of the town of  

Seabrook and the district in general, a  

highway to be 2 rods in width and to the  

plans and survey made at these rates annexed  

and as at 10 rods south and  

is commencing at the bend or corner of a road  

of Seabrook running S. 71° E. 21 rods then  

15° E. 13 rods then S. 41° 40' E. 17 rods,  

10° 20' E. 14 rods, N. 59° E. 26 rods  

N. 86° E. 36 rods, E. 69° 40' E. 28 rods  

E. 81° 40' E. 15 rods, N. 76° 10' E. 15 rods  

181° 40' E. 41 rods to the Post Road as now  

Seabrook on and on the land of  

Aronoman, Abraham Chase 52°  

Benjamin Chase 72°  

Humbert Neale 26°  

Sarah Chase 72°  

Lemuel Brown 3°  

Ezra Gore 15°  

Josiah Gore 15°  

are the remaining land taken  

for the aforesaid highway as given for the purpose  

of the highway.
Seabrook


Jan. 7, 1818

2 Rods
January 7, 1818, Petition from sundry inhabitants of Carabik to the Selectmen for the lay-out of a highway from the N.E. corner of Abraham Chase's farm, extending easterly to the Post Road.

The petition was read in the board, to commence at the south west corner of Abraham Chase's land at a point in the road, thence running S. 28° E. 13 rods, or 1466 feet, thence N. 38° W. 18 rods, thence N. 49° 40' E. 11 rods,

1st line: 83° 17' 14" N. 64° E. 13'

2nd line: 34° 20' E. 5'' - 7 20' E. 22'' + 14 its,

3rd line: 48° 40' E. 15'' - S 19° 5 12 rods + 7''

4th line: 63° 20' E. 15'', 7 20' E. 28 ''' + 14 its,

5th line: 58° 20' E. 15'' - S 80° 40' E. 41'' to the Post Road as said desirous on and over the land of Abraham Chase, Abraham Dow, Daniel Cole, John Chase, Joshua Gore, and Lowell Brown.

Seabrook

2 Rods

Beg. Rd. Rob. Collins
To New D orch
Rd. Brient Bacon
To So. Dock

5824

Seabrook
Dec. 18 1828

2 1/2 Rods

dist? 

Beg.
Petition of Edward Gove and others to the Selectmen to widen and straighten the highway leading from Johnson's Corner to near the residence of Charles True in said town.

We therefore widen and straighten;—Beginning on the easterly side of the road running from the dwelling house of John Weare to Charles True's at the northerly end of a stone wall on land of Edward Gove; thence N.7 deg. E.6 rods; thence N.10 deg. E.5 rods; thence N.13 deg. E.9 rods over land of said Edward Gove to a bar post at the road.

We then commenced on the northerly side of the road between the dwelling house of the said Edward Gove and John Weare at the south easterly corner of land of John Gove thence running through land of said Edward Gove S.89 deg. E.13 rods and 6 links to a stake at the road.

We then commenced on the northerly side of the road easterly of said Edward Gove's dwelling house at the south westerly corner of his moving field, thence running over the said Edward Gove's land, S.74 deg. E.28 rods to a stake; thence S.71 deg. E.13 rods and 22 links to the road below the dwelling house of Stephen M. Gove.

It is understood that the aforesaid described lines of the road is widened and straightened and we award damages to owner of the land over which the said highway is widened and straightened to be paid by said town as follows;—

Edward Gove $65.78

July 3.1871

April 11.1874

Petition of John F. Twombly and others to the Selectmen of Seabrook for a new highway in said town beginning at or near the north westerly corner Lydia Beckman's land near the Eastern Railroad and nearly opposite the trading store of Jeremiah Chase in said town and the highway to be laid out over the land of said Lydia Beckman and Francis Beckman to the north westerly corner of your petitioner's land; the said highway to run parallel with the Eastern Railroad and to be 12 feet wide and adjoining said Railroad; we therefore respectfully request you to lay out on the route above described a highway of not more than 30 feet wide.

April 13.1874. The Selectmen appointed a hearing on the above petition at the house of John F. Twombly at 10 o'clock in the forenoon April 30. next.

Copied from original records and checked by [Signature]
EXTRACT

December 24th, 1828, Raisins of Stephen Smiths and others to the Selectmen of Charlestown Heights, beginning near the front of the dwelling house of Amos Eaton Jr., thence running to the south west line of said house, thence north to the dwelling house of Samuel T. Eaton and also another dwelling beginning near the meeting house to absorb hence thence running east to the dwelling house of Tilly Windham.

Commencing at a stake standing on land of Edward Gore on the west boundary, thence to Danvers Mill, thence to Hanson Heights, thence to land of Edward Gore thence same course on land of John Smith 33 rods, thence 29° 1⁄2 north on land of John Smith 16 rods, same course on land of John Smith 1 rod, thence 29° 1⁄2 north on land of Daniel Tomlinson, thence to land of Nathan Smith thence same course on land of John Smith 1 rod, thence to a stake at the end 3 yards west on Tilly Windham and the east side of it to the south line 3 rods west 6 rods north. Then the Selectmen measured another road commencing at the end of a street near between lands of Ephraim Eaton and Robert Collins at the west boundary from Robert Collins to the New Rock thence 1° E 100 rods on land of said Ephraim Eaton to another road leading from Orin Eaton to the south bank of Long Lake and on said road to be the next lake of said route and said road to be 2 rods wide.

In witness,

Robert Goddard
Edward Gore
John Smith
Daniel Smith
John Smith
David Summer
Talbot Smith
Robert Collins
Henry Eaton Jr.

Prev. R. 75, Page 76.
May 8, 1834

A deed naming Joseph H. Beach, having the east and southeast
In the textile soil as called:

Beginning at the house not
by Joseph H. Beach, having set off on the line
by Joseph H. Beach, having set off to a general pasture
having the seat, 3 rods in midst running from
their S 14° W 15 rods + 15 links further on
land to Joseph H. Beach 1 rod + 5 links
S 29° E 17 rods + 17 links, thence 1 rod + 21 links
thence S 26° W 8 rods + 21°. Thence on Stephen Gore
beginning at a point running S 16° W 41 rods + 11 links
1 rod + 15 links thence 1 rod + 7 links, thence S 9° W
13 rods + 16 links, thence on Edward Gore 1 rod
13 rods, running S 7° 26' W 39 rods + 9 links
to the E of the inclosure, where there is a
1 rod + 8 links set off giving the seat 2 rods 23 links
in midst.

Set up on the east line inclosure in running
at the stake at Jonathan Gore's house running
N 18° W 13 rods + 16 links on land to the house of
Joseph H. Beach running W 17° 3 links
Damaged, Edward Gore 25°
Stephen Gore 16 31 Joseph H. Beach 23 30
Henry J. Gore 16 30 running well for said
there 8 27, Jonas Gore 15 00
Morning well for said Gore 4 33
May 25, 1895

Petition of Isaiah Page and others to the Selectmen to widen or straighten the Page Road as called.

We therefore have moved and straightened said highway at points beginning at a point I will mark, northeast of the red and white corner of the meadow house, left corner running on the east side of Fleet Street at a point 19 rods to a partition fence, being 2 links on said fence on the north line of said fence line on the same corner marked as above. The said fence beginning at a small cherry tree at the said north line of said fence being 10 links, six inches from the same corner. And at that point Benjamin Brown of Derry, Jnr. 12 1/2.

Witnesses: Ezra Brown 8 25

January 17, 1876

Petition of Stephen Gore and others to the Selectmen to make the existing highway from Hopkins Brook to the road west by the claim of Benjamin Brown, Jr. Both sides also straightened.

Beginning at the road at the Hopkins Brook bridge running 170° E 24 rods thence 170° E 4 rods + 9 links thence 45° E 4 rods 1 links thence 14° E 10 rods + 20 links on land of Joseph Gore coming to a point by the corner of the brooks yard. Thence beginning on the east side of the brooks yard at a point and running at a point on land of John Brown.与67° E 10 rods + 5 links to the corner of the road by John Brown's thence 72° E 23 rods + 10 links on the northwest corner of John Brown's land to land of Samuel George, thence 72° E on land of said George for 23 links to barn yard thence to the corner of said west 23 rods + 10 links to a point at said west corner.

Witnesses: John Brown 1 7/8 for acquiring the said land 8 25.

Jacob Gore 9 6½ meeting house fence, 5 ½ Total 1 6 50.

Samuel George 1 25.

April 13, 1876.
"The Harris 200 Years Ago" by John A. Evans

The Esterridge highway, or road to Hampton, is mentioned as early as 1659, on which road to Esterly. It was noted that the corner road from Jules' Corner to Edmund Marvis' thought by many as of recent origin, is mentioned as early as 1659. Also the road to the Sheep Brook, near A. A. Evans' house, and the road to Euston, passing through Charles Euston's. This road from New Marlborough to Sea Brook was early cut, in 1659, while a road starting at the Hampshire road near Wallace Santon passing up the hill and so along the hill to the road near the Clough Bridge later the Beechmont place has been incorporated for many years.

(From a 3 page pamphlet, written in 1897, as published from the Aurora Press. A paper read at a meeting of the Town Improvement Society, held at Wastie Hill, Saco, on June 17, 1897.)
Nov. 7, 1949

Mr. Homer Richardson
Div. Engineer
Dover, N. H.

Dear Sir:

I think you can give us information regarding a price of land we are trying to locate. Selectmen Pelch says that the State paid the Town of Seabrook for a portion of marsh land adjoining the Point land on the South Seabrook road to Seabrook Beach. It is on the north side of your new road from the Point to the Junction.

We think it would be the first piece of marsh land adjoining the Point land. We thought you may be able to locate it on your plan and also give the acreage. If you can help us locate this piece of land it will be of advantage to us and will be appreciated.

Thanking you for past favors, I am

Yours very truly,

/s/ Thomas F. Owen
Mr. Thomas F. Owen, Chairman
Board of Selectmen
Seabrook, New Hampshire

Dear Sir:

I am referring your letter of November 7th to State Land Engineer N. O. Whitford at Concord, who would have the information you requested if this purchase was made.

Very truly yours,

H. H. Richardson
Division Engineer

HRR/MG

cc: N. O. Whitford
November 21, 1949

Mr. Thomas F. Owen, Chairman
Board of Selectmen
Seabrook, New Hampshire

Dear Sir:—

Your letter of November 20th has been referred to this Division by Homer Richardson. The property lines in this area are uncertain. The parcel you referred to is described, to the best of our knowledge, as follows:—

A small parcel of land situated on the northerly side of South Main Street in the Town of Seabrook, County of Rockingham, and State of New Hampshire, bounded on the west by the Blackwater River; bounded on the east by land now or formerly of Harvey R. and Alfred B. Nutting; bounded on the south by South Main Street. The frontage on South Main Street has been described in prior deeds as two hundred (200) feet. Containing nine (9) acres, more or less.

The land was formerly of Charles Ackerman of Salisbury and was acquired by the Town of Seabrook by tax deed, dated April 22, 1936 and recorded in the Rockingham County Registry, Vol. 916, Page 195.

Yours very truly,

Leonard Hadley
Ass't. Engr. R/W Div.

LH:ds
Mr. Frank Merrill, Commissioner, Concord, N.H.

Dear Sir: Mr. Thomas Freely complains to the selectmen that entrance to his property adjoining the overpass to the toll road at the New Zealand road in Seabrook has not been provided. He says that the provision made near his property for the owner adjoining does not provide an entrance for him to drive onto his land. He believes he is entitled to a driveway to his land now as he wants to cut and haul wood from the lot this winter.

Yours very truly,

Thomas F. Owen.
January 27, 1950

Mr. Thomas F. Ovenc, Chairman
Selectmen of Seabrook
Seabrook, New Hampshire

Dear Sirs:

Your letter concerning Mr. Greeley's access to his property on the New Zealand Road has been investigated. I find that at the present time Mr. Greeley has not been taken care of, but at the time this letter reaches you, his driveway should be completed.

Thank you for your cooperation in calling this to our attention.

Yours truly,

Leonard Hadley
Ass't. Agr. R/3 Div.

L'ids
Seabrook

Toan

Between Seabrook + Hamilton
+ Hamilton + Hamilton Falls

See Hamilton
See Portsmouth for layout.

Road in Portsmouth, Rye, North Hampton, Hampton, Hampton Falls, and Seabrook.


No layout in Seabrook.

Seabrook.