

# HOUSE . . . . . No. 6065

By Mr. Guilmette of Lawrence, (petition of Gerard A. Gilmette (with the approval of the mayor and city council of the city of Lawrence and by vote of the town of North Andover) relative to changing and establishing the boundary line between the city of Lawrence and the town of North Andover. Local Affairs. [Local Approval Received.]

## The Commonwealth of Massachusetts

In the Year One Thousand Nine Hundred and Seventy-One.

AN ACT CHANGING AND ESTABLISHING THE BOUNDARY LINE BETWEEN THE CITY OF LAWRENCE AND THE TOWN OF NORTH ANDOVER.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:*

1 SECTION 1. Beginning at L-NA-1A, an unmarked point on the  
2 existing boundary line between the City of Lawrence and the  
3 Town of North Andover, said point being on the easterly bank of  
4 the Shawsheen River and on the easterly location line of the June  
5 6, 1961 State Highway Layout of Interstate Route 495, in  
6 latitude  $42^{\circ}42'17.525''$  north and longitude  $71^{\circ}08'16.894''$  west  
7 and bearing north  $36^{\circ}06'08.0''$  west and being 188.44 feet  
8 distant from L-NA-1B hereinafter described, thence, leaving said  
9 river and said boundary line and in part following said location  
10 line and crossing Sutton Street, south  $36^{\circ}06'09.0''$  east, 188.44  
11 feet to L-NA-1B on said easterly location line, in latitude  
12  $42^{\circ}42'16.021''$  north and longitude  $71^{\circ}08'15.407''$  west; thence  
13 following said location line south  $54^{\circ}19'20.7''$  west, 99.88 feet  
14 to L-NA-1C in latitude  $42^{\circ}42'15.445''$  north and longitude  
15  $71^{\circ}08'16.493''$  west; thence south  $55^{\circ}47'32.2''$  west, 111.02  
16 feet to L-NA-1D in latitude  $42^{\circ}42'14.829''$  north and longitude  
17  $71^{\circ}08'17.723''$  west; thence south  $57^{\circ}28'48.9''$  west, 102.60  
18 feet to L-NA-1E in latitude  $42^{\circ}42'14.284''$  north and longitude  
19  $71^{\circ}08'18.881''$  west; thence south  $58^{\circ}43'29.1''$  west, 80.20 feet

20 to L-NA-1F in latitude  $42^{\circ}42'13.873''$  north and longitude  
21  $71^{\circ}08'19.799''$  west; thence south  $60^{\circ}43'57.5''$  west, 140.40  
22 feet to L-NA-1G in latitude  $42^{\circ}42'13.195''$  north and longitude  
23  $71^{\circ}08'21.440''$  west; thence south  $62^{\circ}38'18.2''$  west, 94.00 feet  
24 to L-NA-1H in latitude  $42^{\circ}42'12.768''$  north and longitude  
25  $71^{\circ}08'22.558''$  west; thence by a curve to the right, not tangent  
26 to the line back, of 3170.02 feet radius, 67.11 feet to L-NA-1J in  
27 latitude  $42^{\circ}42'12.477''$  north and longitude  $71^{\circ}08'23.365''$   
28 west; thence leaving said easterly location line and crossing said  
29 state highway south  $87^{\circ}07'13.0''$  west, 421.38 feet to L-NA-1K  
30 on the westerly location line of said state highway in latitude  
31  $42^{\circ}42'12.268''$  north and longitude  $71^{\circ}08'29.001''$  west; thence  
32 following said westerly location line south  $15^{\circ}26'57.3''$  west,  
33 1498.41 feet to L-NA-1L in latitude  $42^{\circ}41'58.001''$  north and  
34 longitude  $71^{\circ}08'34.346''$  west; thence south  $33^{\circ}05'58.7''$  west,  
35 200.00 feet to L-NA-1M in latitude  $42^{\circ}41'56.347''$  north and  
36 longitude  $71^{\circ}08'35.809''$  west; thence leaving said westerly  
37 location line north  $76^{\circ}45'38.0''$  west, 248.00 feet to L-NA-1N,  
38 an unmarked point on the easterly bank of the Shawsheen River  
39 in latitude  $42^{\circ}41'56.908''$  north and longitude  $71^{\circ}08'39.042''$   
40 west; thence westerly, southerly and easterly by said easterly  
41 bank to L-NA-1P an unmarked point in latitude  $42^{\circ}41'52.064''$   
42 north and longitude  $71^{\circ}08'43.296''$  west and bearing north  
43  $56^{\circ}54'03.0''$  west and being 470.00 feet distant from L-NA-1Q  
44 hereinafter described; thence leaving said easterly bank south  
45  $56^{\circ}54'06.5''$  east, 470.00 feet to L-NA-1Q on the westerly  
46 location line of the aforesaid state highway in latitude  
47  $42^{\circ}41'49.529''$  north and longitude  $71^{\circ}08'38.024''$  west; thence  
48 following said westerly location line south  $3^{\circ}41.35.0''$  east,  
49 1034.33 feet to L-NA-1R in latitude  $42^{\circ}41'39.333''$  north and  
50 longitude  $71^{\circ}08'37.131''$  west; thence leaving said westerly  
51 location line and crossing said state highway north  $83^{\circ}41'51.5''$   
52 east, 390.89 feet to L-NA-1S on the easterly location line of said  
53 state highway in latitude  $42^{\circ}41'39.757''$  north and longitude  
54  $71^{\circ}08'31.929''$  west; thence following said easterly location line  
55 south  $6^{\circ}18'02.3''$  east 71.19 feet to L-NA-1T an unmarked point  
56 on the easterly bank of the Shawsheen River in latitude  
57  $42^{\circ}41'39.058''$  north and longitude  $71^{\circ}08'31.824''$  west; thence  
58 leaving said easterly location line and following said easterly  
59 bank, easterly and southerly to L-NA-1U an unmarked

60 point in latitude  $42^{\circ}41'14.082''$  north and longitude  
61  $71^{\circ}08'25.112''$  west and bearing south  $32^{\circ}38'11.9''$  east and  
62 being 81.00 feet distant from L-NA-1U (W.M.) to be set in  
63 latitude  $42^{\circ}41'14.756''$  north and longitude  $71^{\circ}08'25.697''$   
64 west; thence leaving said easterly bank south  $32^{\circ}38'09.4''$  east,  
65 174.94 feet to L-NA-1V an unmarked point on the easterly bank  
66 of the Shawsheen River in latitude  $42^{\circ}41'12.627''$  north and  
67 longitude  $71^{\circ}08'23.849''$  west and bearing north  $32^{\circ}38'09.6''$   
68 west and being 76.00 feet distant from L-NA-1V (W.M.) to be set  
69 in latitude  $42^{\circ}41'11.995''$  north and longitude  $71^{\circ}08'23.300''$   
70 west; thence following said easterly bank, easterly and southerly  
71 to L-NA-1W on the northeasterly location line of the 1924 State  
72 Highway Layout of Route 114 in latitude  $42^{\circ}41'04.346''$  north  
73 and longitude  $71^{\circ}08'23.573''$  west and bearing north  
74  $54^{\circ}07'33.4''$  west and being 18.85 feet distant from L-NA-2  
75 hereinafter described; thence leaving the easterly bank of the  
76 Shawsheen River and following said location line south  
77  $54^{\circ}07'33.5''$  east, 18.85 feet to L-NA-2 an unmarked point at  
78 the end of this alteration on the existing boundary line between  
79 the City of Lawrence and the Town of North Andover in latitude  
80  $42^{\circ}41'04.237''$  north and longitude  $71^{\circ}08'23.369''$  west and  
81 bearing north  $54^{\circ}07'32.5''$  west and being 34.00 feet distance  
82 from L-NA-2 (W.M.), a granite monument marked A-L in latitude  
83  $42^{\circ}41'04.040''$  north and longitude  $71^{\circ}08'23.000''$  west.

1 SECTION 2. All of the foregoing positions and bearings refer  
2 to the North American Datum established prior to 1927.

The first part of the report deals with the general conditions of the country during the year. It is noted that the weather was generally favorable, with a moderate amount of rain and a mild temperature. The crops were well advanced, and the harvest was expected to be a good one. The stock market was also doing well, and the price of wheat was high. The government was also successful in its efforts to reduce the deficit, and the public works program was well advanced. The report concludes with a summary of the main points and a forecast for the future.