

E.C. JORDAN & CO.  
Civil Engineers and Land Surveyors,  
No. 184 MIDDLE STREET

Surveys made for the proposed Railroads, Water Works, Mill Dams, and Storage Reservoirs, surveys of Counties, Towns, House Lots, &c.  
Estimates of Brickwork, Plastering, Slating, Stone Masonry, Earthwork, Earth and Stone Excavation, &c., &c., &c.  
Plans and Specifications for iron or Wooden Bridges, or the combination. Plans and bills of Timber for Wharves, &c., &c.

Portland, Me., Jan 16<sup>th</sup> 1878

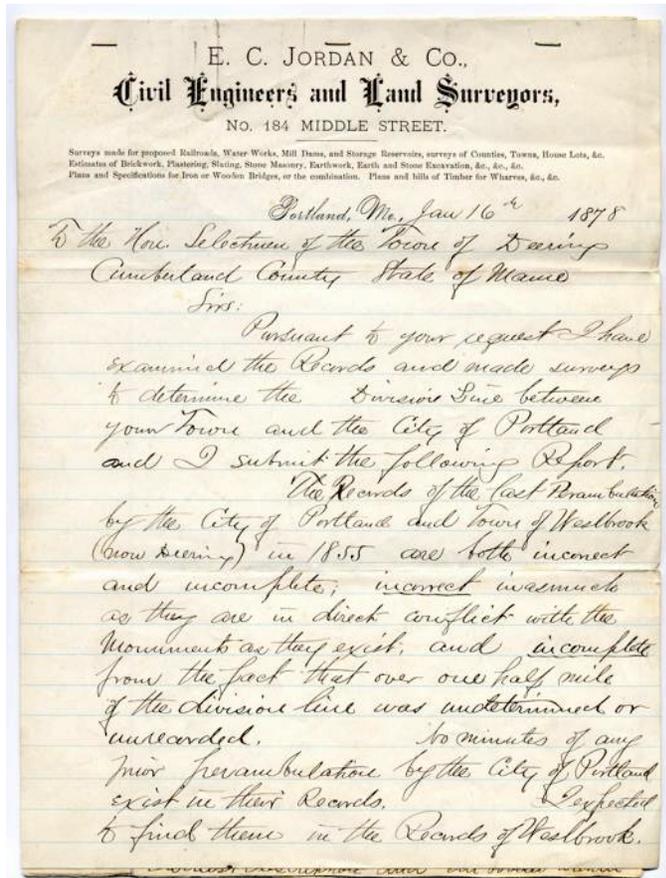
To the Hon. Selectmen of the Town of Deering  
Cumberland County State of Maine

Sirs:

Pursuant to your request I have examined the Records and made surveys to determine the Division Line between your Town and the City of Portland and I submit the following Report.

The Records of the last Perambulation by the City of Portland and Town of Westbrook (now Deering) in 1855 are both incorrect and incomplete; incorrect inasmuch as they are in direct conflict with the Monuments as they exist; and incomplete from the fact that over one half mile of the division line was undetermined or unrecorded.

No minutes of any prior perambulation by the City of Portland exist in their Records. I expected to find them in the Records of Westbrook.



Contributed to Maine Memory Network by City of Portland Public Works Department

Date: Jan. 16, 1878

Description: E.C. Jordan's report on the boundary lines between Deering, Westbrook and Portland

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but diligent search failed to discover anything except the brief and unsatisfactory minute (occurring at proper intervals in the Town Records.)

"That this day the proper officers had perambulated the Division Line and found the Monuments in existence as formerly located"

This minute in the absence of a plan is absolutely valueless for the purposes desired.

I next turned to the Records of Falmouth from which Westbrook was set off in hopes to find the description of the partition but learned from the town clerk, that all Records prior to 1850 were burned.

I next turned to the partition of Portland from Falmouth July 4<sup>th</sup> 1786 and there found authority for completing as I have, the half mile of division line above mentioned as incomplete.

From the fact that it is the earliest description and embodies within

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At the whole case, I rewrite it as it stands upon the Records, and supplement it with explanatory notes.

"July 4<sup>th</sup> 1786 Portland from Falmouth. Beginning at a creek that runs into Round Marsh so called, thence Northeast to Back Cove creek, thence down the middle of creek to Back Cove. Thence across said Cove to Sandy Point Thence by Casco Bay to Fore River, thence up Fore River to the first bounds, Together with a certain tract of land containing about 180 acres, belonging to Saml. Deane Joshua Freeman and Elisabeth Wise and which descended to them from Moses Pearson Esq late of Falmouth."

"Round Marsh" is now called the Basin thoroughly identified as such by a Monument at Libbys Cor. near the Hay Scale marked July 4, 1786. F. + P. (Falmouth + Portland). Back Cove creek runs down back of Portland Alms House, Thence through Deering Oaks

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to Back Cove. Sandy Point is  
Munjoy Hill at Tukeys Bridge,  
The 180 acres is the area west  
of Back Cove creek, now known as the  
Smith + Brown farm together with  
a portion of the Deering Estate.

A portion of the Division Line  
between your Town and the City of  
Portland was changed by act of  
Legislature in 1845 viz: The  
Southern half <sup>of that part</sup> of the road running  
northwardly from the City of Portland  
(Grove Street) which has Portland on  
the west side and Westbrook (Deering) on  
the east side was set off from Westbrook  
and annexed to Portland.

Being in doubt as to whether the  
expression "Southern half" meant to  
split the road longitudinally or  
transversely, with your permission  
I consulted Mr. Nathan Webb Counselor  
at law, who acting with Mr. Cleaves,  
City Solicitor were agreed that the  
Statute meant transversely and  
they were also agreed that it would

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be to the interest of both parties that the Line should be in the middle of the road in order that the abutors on both sides might have equal rights to street improvements, and they recommended that legislative action be taken to that effect.

At Libbys Cor. the Division line passes through several houses leaving part of the house in Deering and Part in Portland

To legislate to change the line would be but temporary relief inasmuch as property holders will not recognize a line that has only position and exerts no physical control over their methods of improvement.

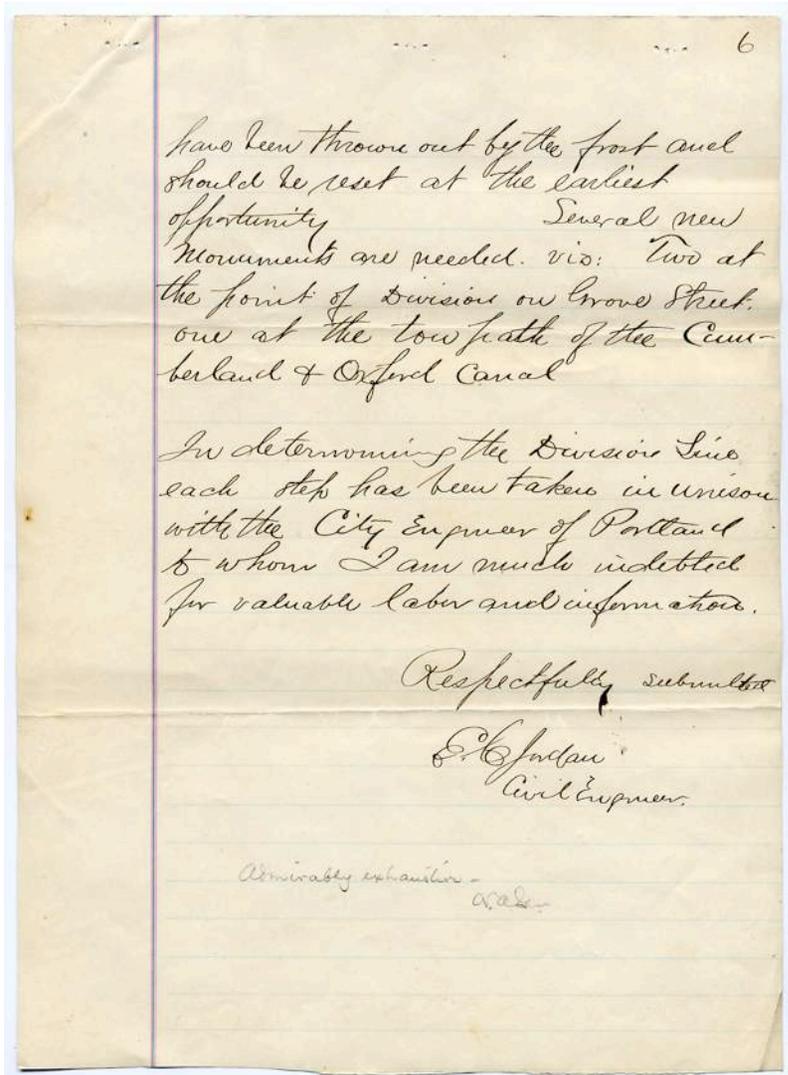
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have been thrown out by the frost and should be reset at the earliest opportunity Several new Monuments are needed. viz: Two at the point of Division on Grove Street, one at the tow path of the Cumberland + Oxford Canal

In determining the Division Line each step has been taken in unison with the City Engineer of Portland to whom I am much indebted for valuable labor and information.

Respectfully submitted

E. C. Jordan  
Civil Engineer

Admirably exhaustive –  
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