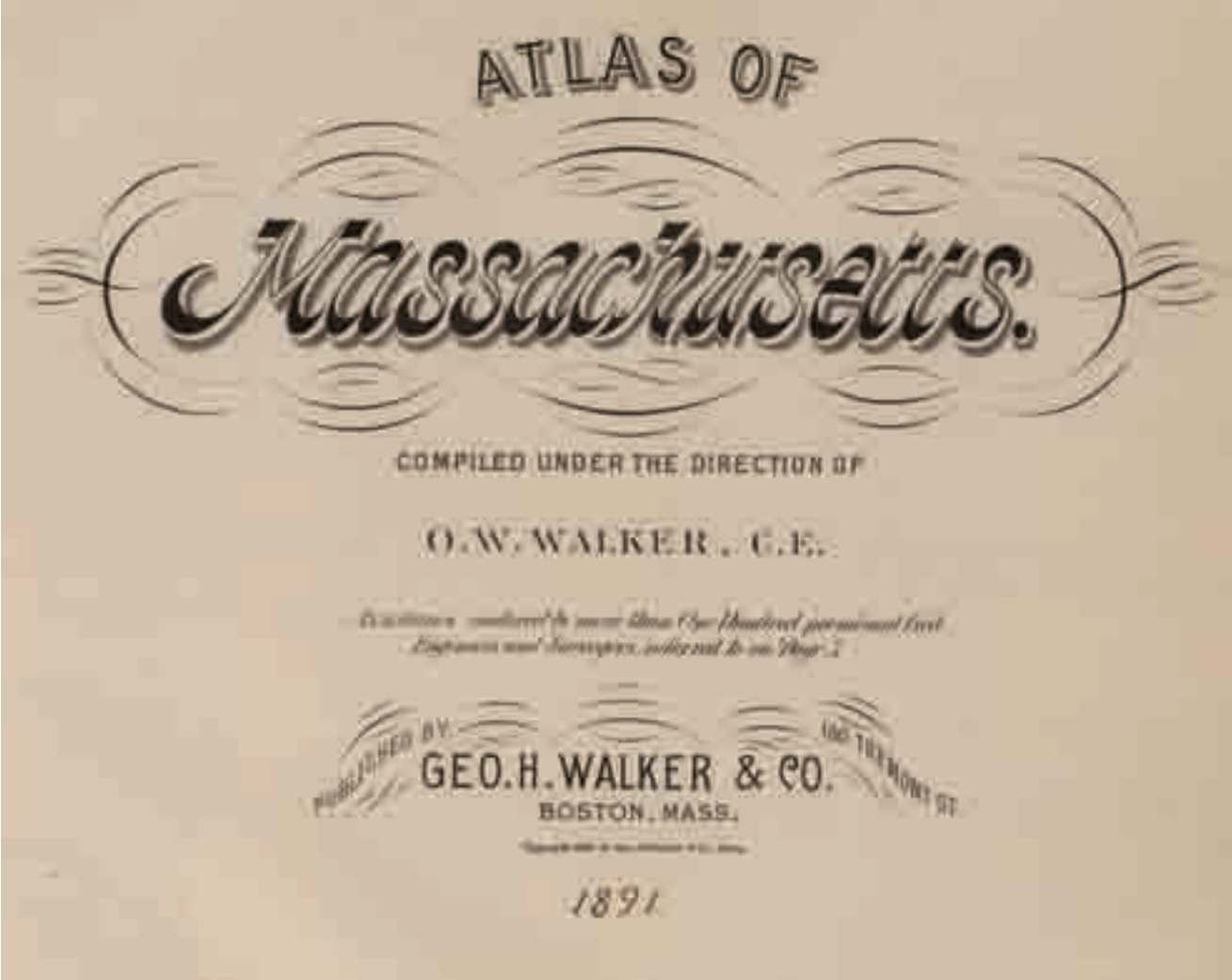


# Walker Atlas of Massachusetts 1891



*The atlas is arranged by region,  
beginning at the seacoast.*

*The list has clickable links.*

A complete copy of the 1891 state atlas.

Original scans courtesy of the Daid Rumsey Collection

Edition of February, 2014  
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[www.old-maps.com](http://www.old-maps.com)

Orig Page	
10-11	State of Massachusetts Index Map
5	Index A-E
6	Index E-M
7	Index M-S
8	Index S-Z
14-15	Plate No. 1 Northern Essex Co.
18-19	Newburyport City
22-23	Haverhill City
26-27	Plate No. 2 Essex Co.
30-31	Gloucester City
34-35	Salem City
38-39	Plate No. 3 Northern Middlesex Co.
42-43	Lawrence City
46-47	Lowell City
50-51	Plate No. 4 Central Middlesex Co.
54-55	Plate No. 5 cBoston Harbor
58-59	Metro Boston Index Map
62-63	Metro Boston Newton
66-67	Metro Boston Boston West
70-71	Metro Boston Boston South
74-75	Metro Boston Boston Downtown
78-79	Metro Boston Boston & Chelsea
82-83	Malden City
86-86	Lynn City
90-91	Woburn City
94-95	Marlborough City
98-99	Quincy City
102-103	Plate No. 6 Northern Plymouth Co.
106-107	Brockton City
110-111	Plate No. 7 Southern Plymouth Co.
114-115	Plate No. 8 Provincetown Barnstable Co.
118-119	Plate No. 9 Chatham Barnstable Co.
122-123	Plate No. 10 Nantucket Dukes Co.
126-127	Plate No. 11 Martha's Vineyard Dukes Co.
130-131	Plate No. 12 Falmouth Barnstable Co.
134-135	Plate No. 13 Bristol Co. South
138-139	New Bedford City
142-143	Fall River City
146-147	Plate 14 Bristol Co. North
150-151	Taunton City
154-155	Plate 15 Norfolk Co.
158-159	Plate 16 Worcester Co. South
162-163	Plate 17 Worcester Co. North
166-167	Worcester City
170-171	Plate 18 Worcester Co. Southwest
174-175	Fitchburg City
178-179	Plate 19 Worcester Co. Northwest
182-183	Plate 20 Worcester/Hampshire Cos.
186-187	Plate 21 ampden/Worcester Cos.
190-191	Chicopee City
194-195	Springfield City
198-199	Plate 22 Hamden/Hampshire Co.
202-203	Holyoke City
206-207	Plate 23 Hampshire Co.
210-211	Northampton City
214-215	Plate 24 Franklin Co.
218-219	Plate 25 Berkshire Co.North
222-223	Plate 26 Berkshire Co. Central
226-227	Pittsfield City
230-231	Plate 27 Berkshire Co. South

H

H



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Published by George H. Walker & Co. Boston, Mass.

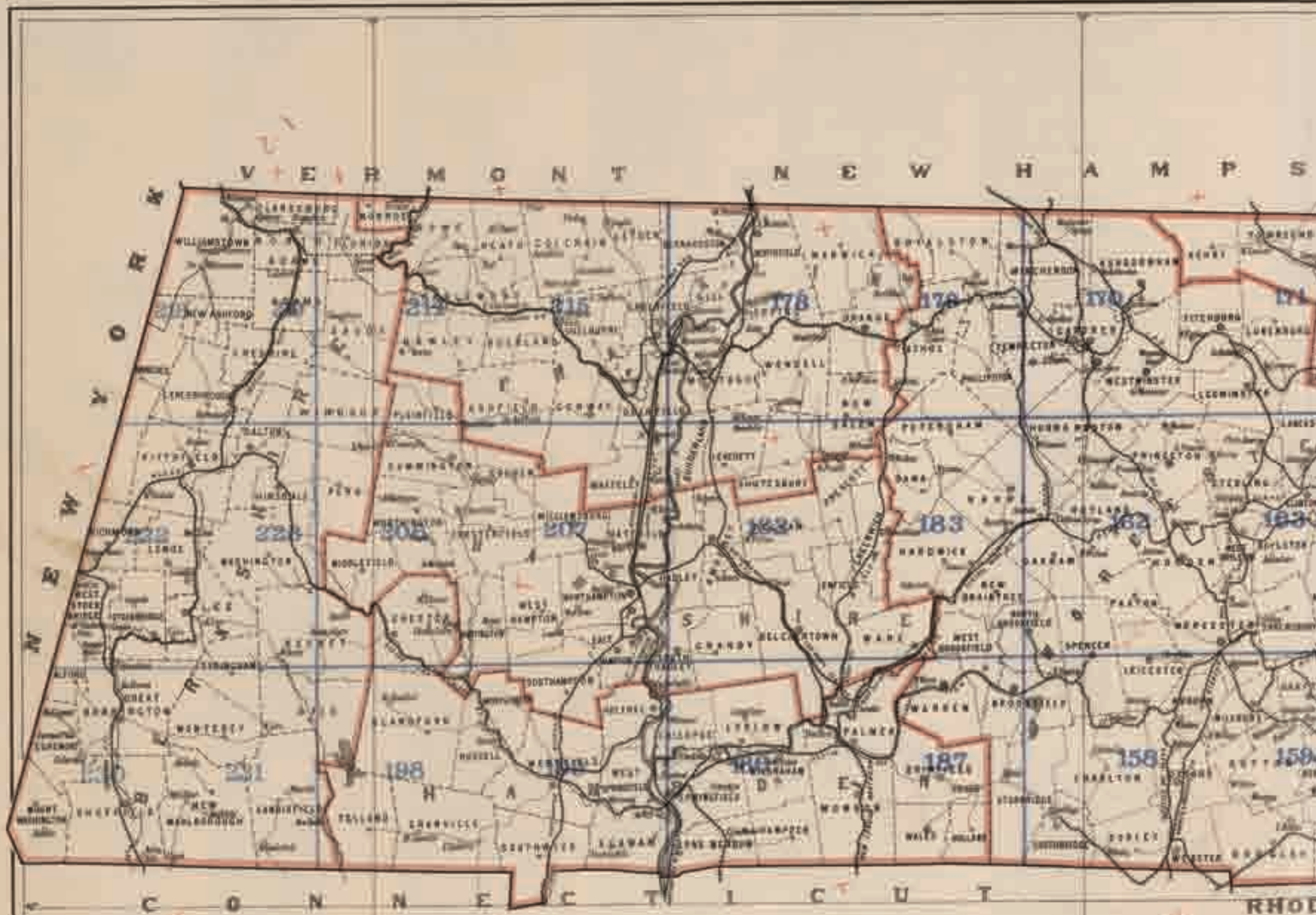
Scale of City: One inch equals one mile. County boundaries are shown in red.

Relief is shown by contour lines. Page 22

Red lines show the Merrimack River.

If the line goes out to the right, it shows a hill. If the line goes out to the left, it shows a valley.





# INDEX MAP MASSACHUSETTS. 1891.

## DESCRIPTION

County Lines ————  
 Railroads ————  
 Money Order Post Offices ————  
 County Towns ————  
 Post Offices having the same name as the State or County in which they are located are shown with a blue star. The blue stars are accompanied with the most precise and from the post office name with place in brackets.

Scale of Miles

Copyright, 1891, Geo. H. Walker & Co., Boston.







# PREFACE.

It is now more than ten years since we determined to publish an atlas of Massachusetts. This determination was brought about by the numerous calls we were receiving for such a work. During this time we have continuously employed a force of engineers surveying in different parts of the State for local atlases, which have been published in numerous volumes, and we have found and maps covering nearly the whole State, consequently, we were in possession of a great amount of important material when, more than two years ago, we entered upon the actual work of compiling the plan for this atlas.

The state plates in the atlas are based on the United States coast and Geodetic survey, the Boston survey, and the Geological survey by the United States and the State of Massachusetts.

The city maps have been, in most cases, prepared by the engineers whose names appear on them, and they have revised the final proof.

Following is a partial list of the civil engineers and surveyors who have rendered important assistance. Drawings of the original plans and proofs from the final engravings have been submitted to them. All have cheerfully contributed their expert information, as well as the use of their private time and much important data.

Chas. A. Allen, Worcester.  
Hiram Allen, Worcester.  
Richard A. Ames, Dorchest.  
Frederic T. Bailey, Boston.  
Wm. E. Bailey, Ludlow.  
Amos M. Babbitt, Great Barrington.  
R. F. Ball, Freetown.  
Quincy Bisswell, Hingham.  
L. P. Board, Faggeville.  
Philip D. Board, Jr., Fall River.  
C. E. C. Black, Milton and Boston.  
Fred Brink, Boston.  
Hirshel L. Brown, Rockland.  
W. H. H. Brown, Northvale.  
L. B. Cusick, Andover.  
H. J. Clark, Wrentham.  
Frank P. Cobb, Chicopee.  
Geo. A. Cogg, & Son, Braintree.  
F. W. Curtis, New Haven, Conn.  
J. H. Curtis, Boston.  
Lester Davis, Northampton.  
J. N. Darling, Milford.  
E. B. Davis, Northampton.  
Thomas M. Davis, Boston.  
E. P. Dawley, Portsmouth, N. H.  
Chas. J. Day, Greenfield.  
John T. Deane, Haverhill.  
A. B. Drake, New Bedford.  
Edwin Dwyer, Haverhill.  
J. W. Eick, Brighton.  
Chas. D. Ellis, Somerville.  
Edith Ellis, Norwood.  
John W. Ellis, Wrentham, N. J.  
Geo. E. Evans, Lowell.  
E. H. Fleming, North Adams.  
H. G. Ford, Marshfield.  
C. J. Frost, Framingham.  
Merrill B. French, Rockland.  
Geo. W. Gay, Lynn.  
C. A. Goodrich, Framingham.  
J. O. Goodson, Methuen and Andover.  
Aaron Greenwood, Gardner.  
Noah Hammond, Mattapoisett.  
Isaac K. Harris, Lynn.  
G. F. Hattis, Wrentham.  
Isaac A. Hilditch, Beverly.  
L. M. Hastings, Cambridge.  
E. B. Hayward, Boston.  
Fred M. Hewes, Hingham.  
Arthur Holden, Boston.  
C. H. Holmes, Plymouth.

Chas. W. Hurdick, Rockland.  
Frank P. Johnson, William.  
Thomas Keith, West Bridgewater.  
George A. King, Taunton.  
A. W. Locke, North Adams.  
John C. Loring, Chelsea.  
Wm. J. Lyster, Attleborough.  
Arthur D. Martin, Lawrence.  
W. H. McCluskey, Boston.  
A. C. Moore, Southbridge.  
J. W. Morrison, Boston.  
Harry Moss, Middlebury.  
Geo. A. Mowbray, Pittsfield.  
Andrew Nichols, Danvers.  
J. W. Norton, Ipswich.  
Albert F. Noyes, Newton.  
Homer Noy, North Woodfield.  
Harold Parker, Clinton.  
Howard Perkins, Middlesex.  
A. L. Plimpton, Boston.  
Quincy W. Pratt, Worcester.  
David Pratt, Uxbridge.  
H. A. Pratt, Northampton.  
Chas. A. Patten, Salem.  
Geo. A. Patten, Richmond.  
Quincy L. Reed, Weymouth.  
C. F. Seelye, Andover.  
C. W. S. Seymour, Hingham.  
Chas. H. Shaw, Springfield.  
S. Spafford, Haverhill.  
W. C. Stearns, Boston.  
Geo. S. Stone, Andover.  
J. H. Stubbins, Chelsea.  
W. H. Tappan, Manchester.  
L. F. Thayer, Westfield.  
M. M. Tappin, Boston.  
Frank J. Tibbitts, Somerville.  
J. C. Tracy, Whitman.  
David N. Tracy, Canton.  
Chas. T. Walcott, Greenfield.  
Alvaner Walker, Wilmamoyne.  
E. Waller, Hallowell.  
Whitson J. Waller, Gloucester.  
G. A. Wetherby, Malden.  
Warren B. Wheeler, Framingham.  
H. T. Whitman, Quincy and Boston.  
Geo. M. Whitney, Westchester.  
W. W. Wright, Norick.  
A. E. Wood, Concord.  
Wm. J. Wright, Wrentham.  
W. H. Wright, Northampton.

The local historians, town clerks and other town and city officials and many private citizens have contributed local names and other important information that it would have been utterly impossible for us to obtain without their cooperation. We desire to testify to the great interest that the people in all parts of the State have taken in the enterprise, and to the cordial manner in which they have assisted our engineers in obtaining required information at all times.

This work in its completed form represents a new departure in atlas work. It is designed for popular use, and not for any special profession. The information it contains represents a vast amount of labor, the design being to represent in many of the important features and localities as possible without giving the maps a crowded appearance. The original scope of the work has been enlarged and extended until the present limit is reached.

The finished maps will be found as more perfect both in design and detail, as it is possible for a work of this kind to be. No limit of time or expense has been put upon the work of compilation or revision. As no estimation of the difficulties encountered, reference might be made to the crossings of the railroads by the public roads. The number of these crossings is exceedingly large, and the difficulty of getting correct information regarding each one is no light task. Again the labor of obtaining information regarding the quality of each road in the State has proved almost endless, as one may easily believe by referring to any of the maps and noticing the great number shown on each; and as there was no absolute standard by which to judge them, it became necessary to establish a standard for each town. This feature of the work is a very important one, for by this method people not familiar with the roads of any town may select those that are the best in that town.

After the plans were made and revised, final proofs were taken from the engravings and submitted to our correspondents for examination and revision. Of these correspondents, at least one was located in each town of the State. It is not claimed that there are no errors in these maps, but that they are the more correct than in any atlas of this or of any other State in this country, although the number contained is many times greater.

The Index has been carefully compiled and arranged for the convenience of all. It is a necessity in such a work.

The plans were finely engraved and carefully printed by expert engravers and printers, in one lithographic establishment, under our personal supervision.

The coloring is new and original, and will be found a great improvement over all previous works of this kind. It is clear and clean, and does not diminish other features of the work.

The paper was made especially for this purpose by one of the acknowledged leaders in that great industry. It is a good paper that will be found adapted to resist reasonable use for many years. The bindings are all neat and substantial.

We trust the thoroughness of the work in every department will commend itself to all.

GEO. H. WALKER & CO.

100 TREMONT ST., BOSTON.



















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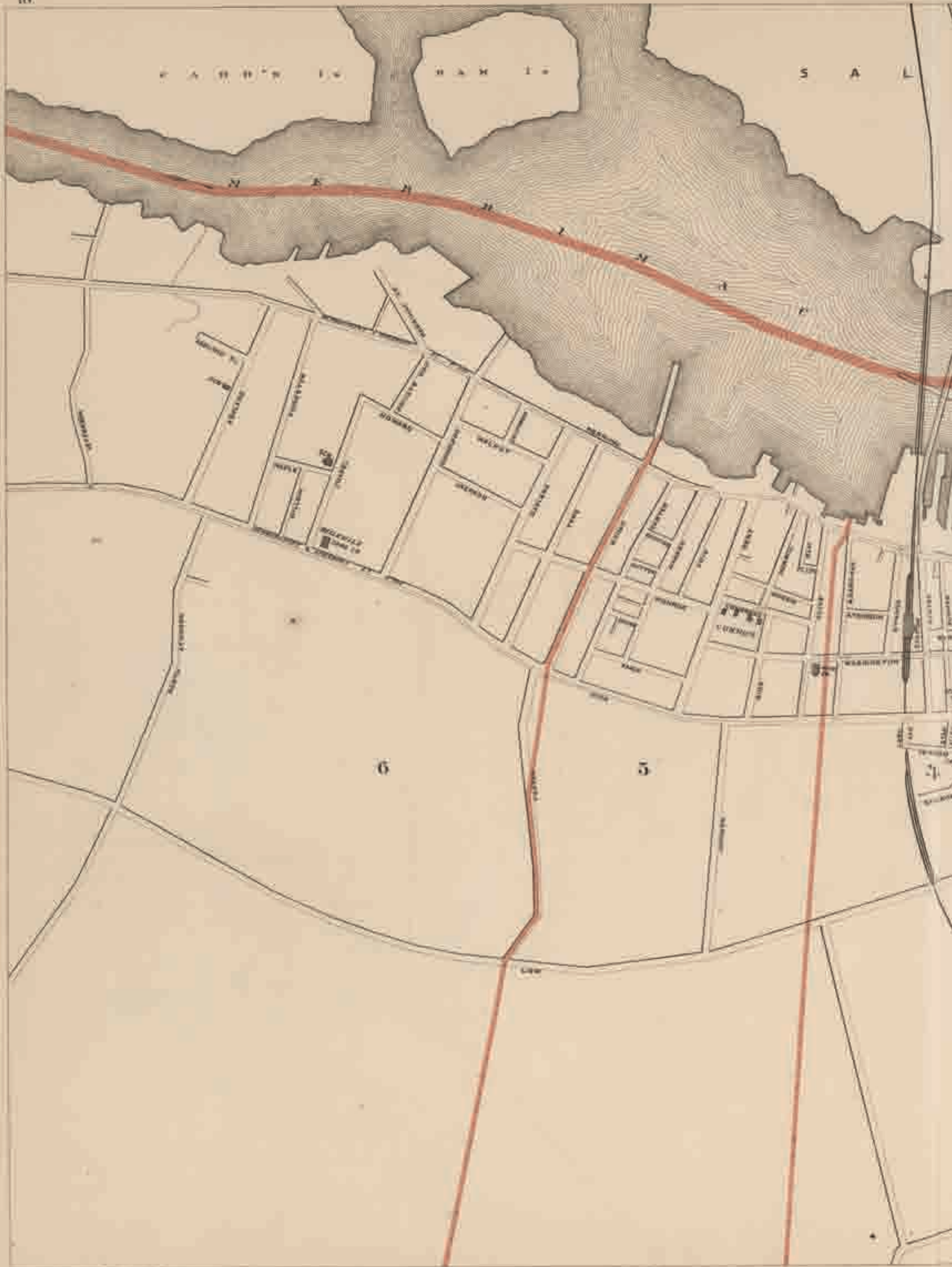






# CITY OF

18.





# NEWBURYPORT.

10



NEWBURYPORT, MASS. 1892.  
 WALL FOLLOWS AN OLD ONE. DIST. 1  
 THE COUNTRY IS PARTLY HIGHLY IMPROVED.

Thomas Luther Dime, C.E.

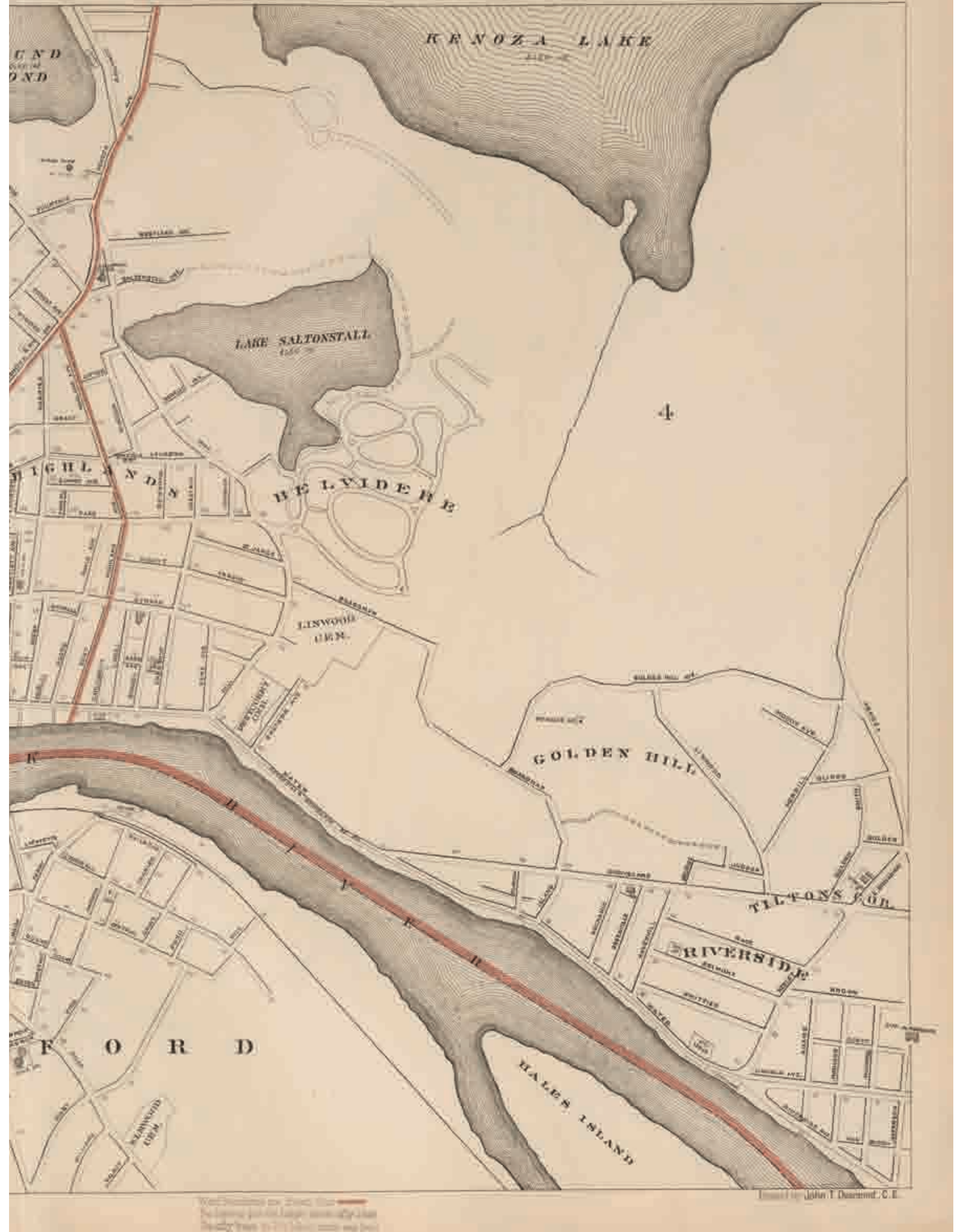




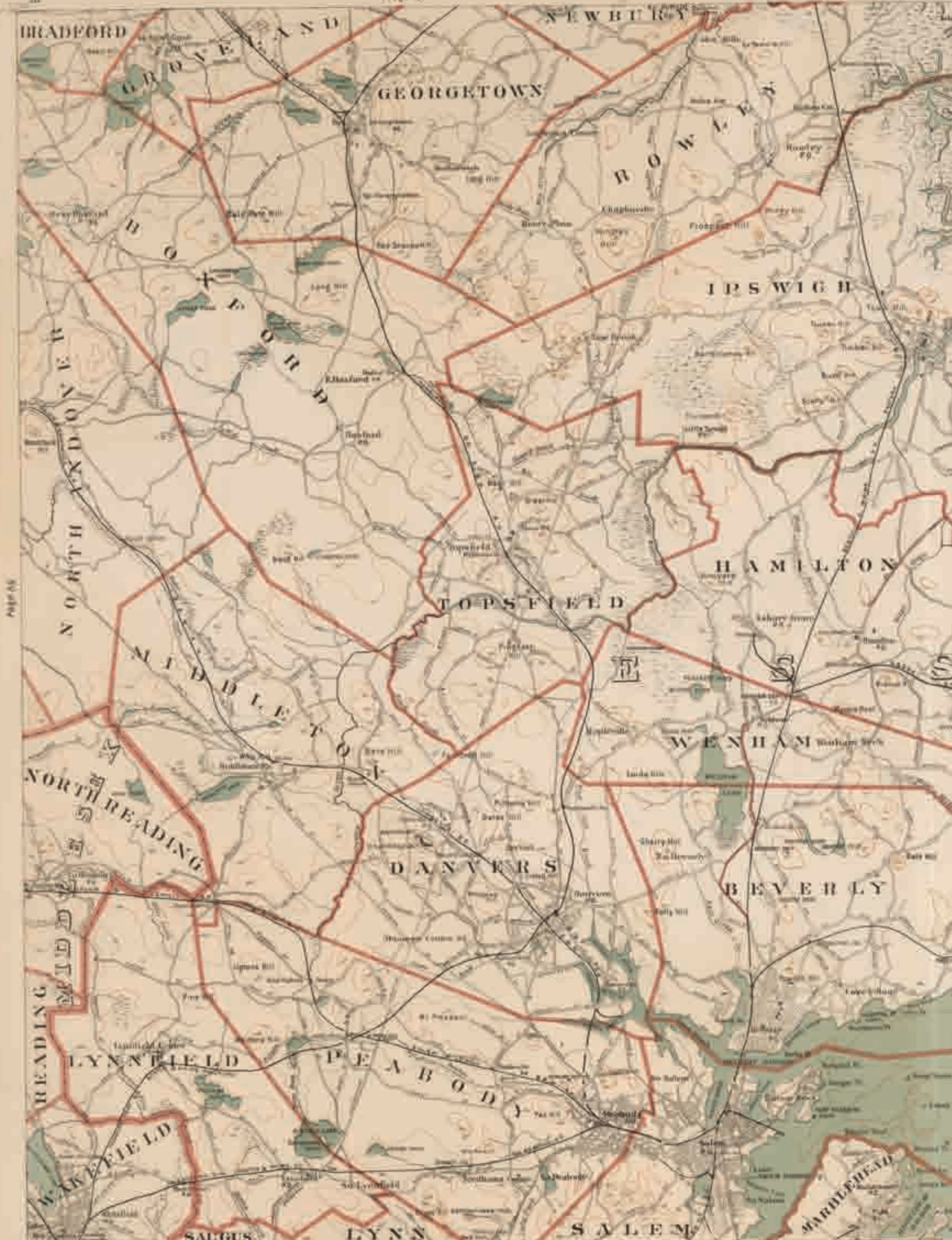


# HAVERHILL.

23







Scale of Miles 0 1 2 3 4 5 6 7 8 9 10  
 Scale of Feet 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000  
 If the Road goes over the River it is marked with a line  
 If the Road goes under the River it is marked with a line  
 If the Road goes over the River it is marked with a line  
 If the Road goes under the River it is marked with a line











## 31



File Edit Window Help Walter C. C.



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Р Е

204

222

A diagram of a line with points labeled S, W, A, M, P, S, C, O, T, T. A bracket is placed above the segment between M and P.

M A R B L E H E A D

Manufactured by Geo. H. Walker & Co.

1000





City boundaries from 1880. The red line shows the city limits of 1880.

Drawn by Charles A. Putnam, C.E.



NEW HAMPSHIRE



Page 171

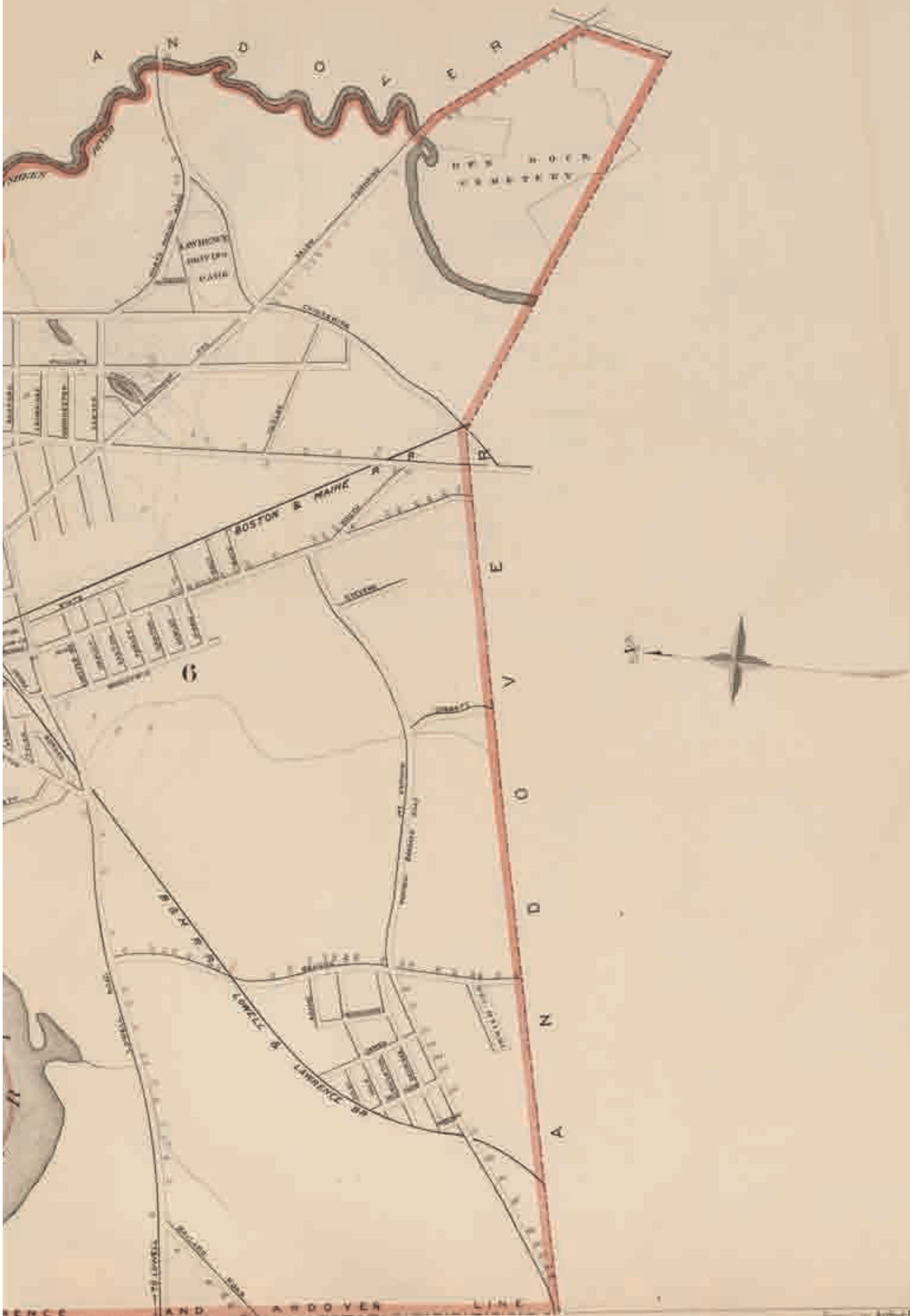




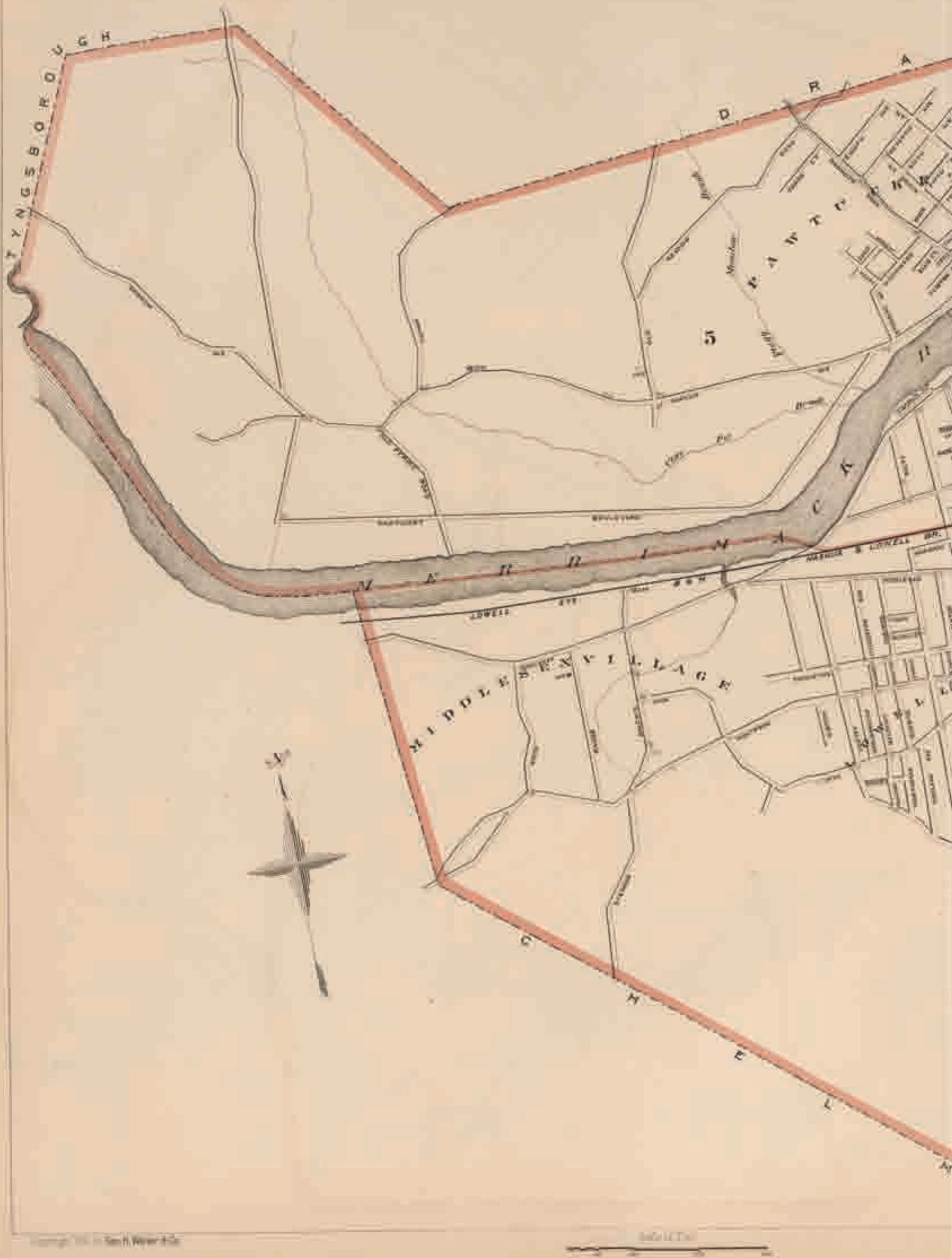














# LOWELL.



From the original survey of 1850, by George E. Evans, C.E.  
The Survey of 1850 is the basis of this map.  
Copyright 1892 by George H. Walker & Co.

Drawn by George E. Evans, C.E.





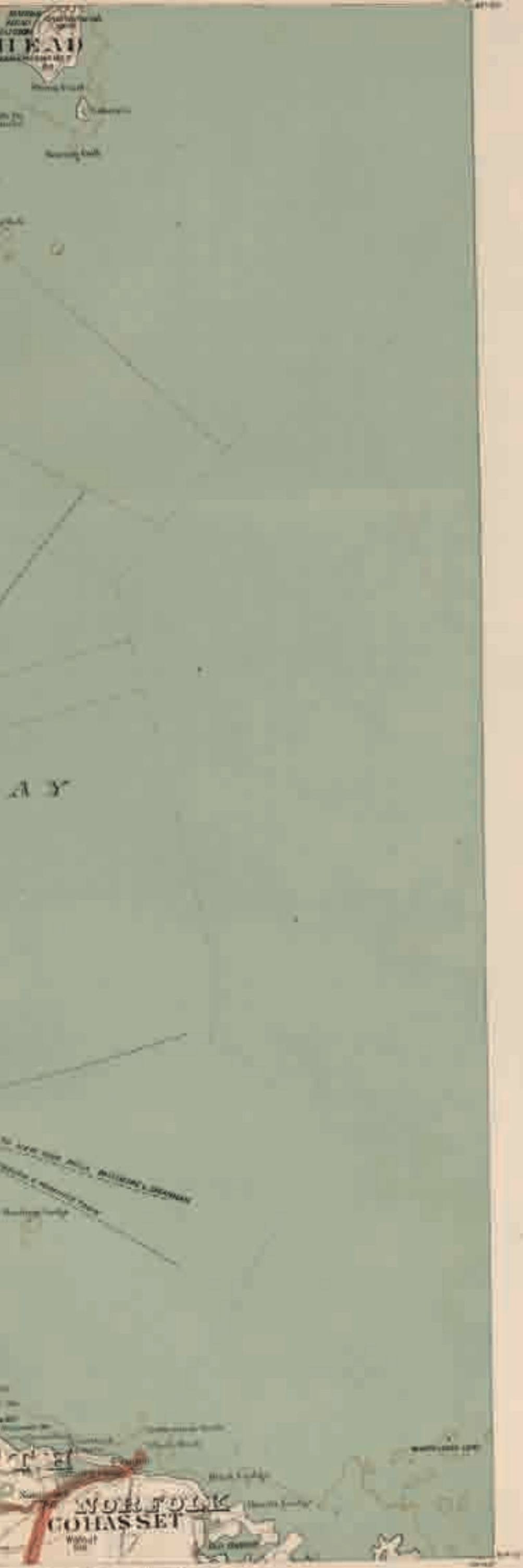












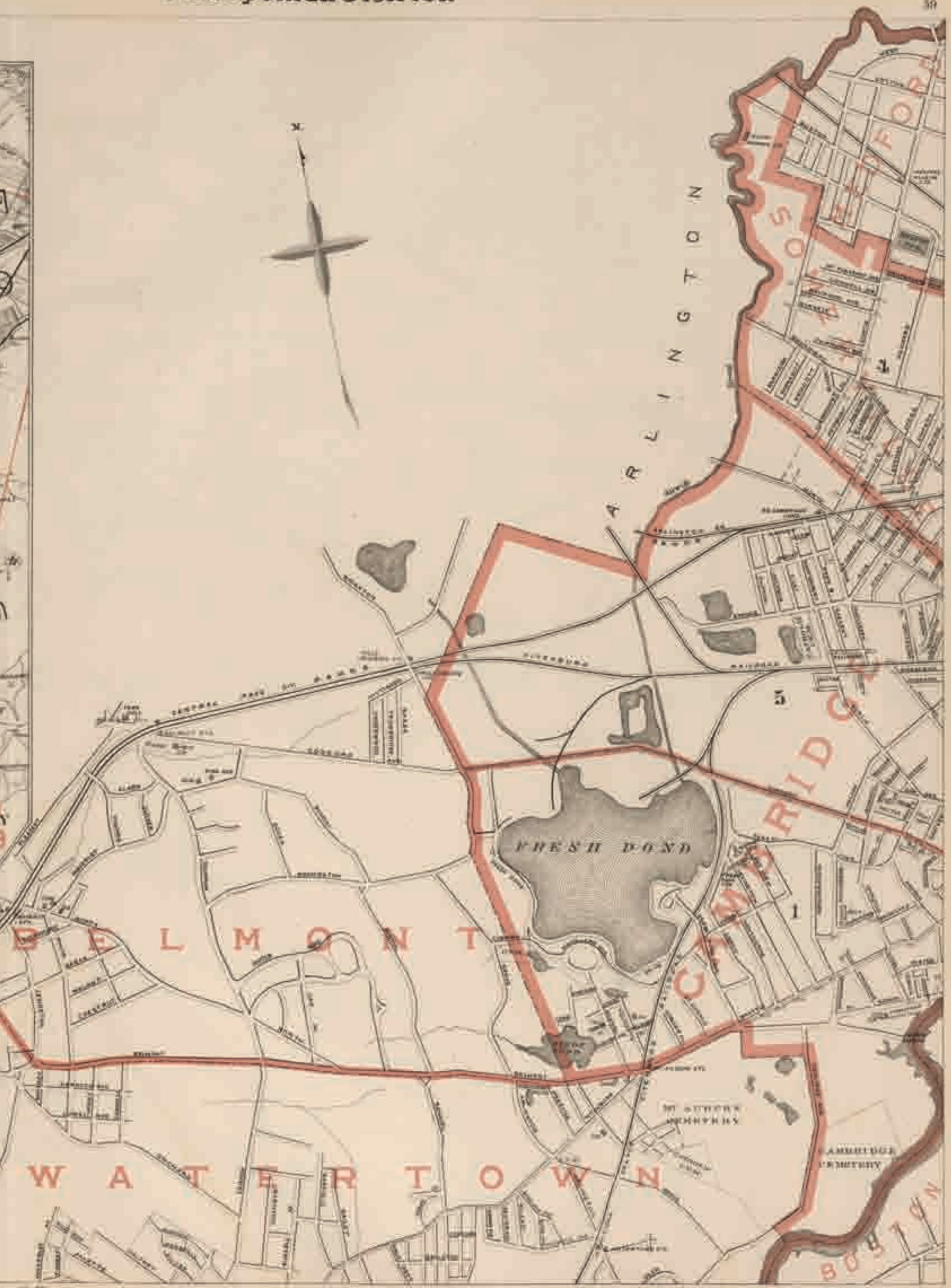


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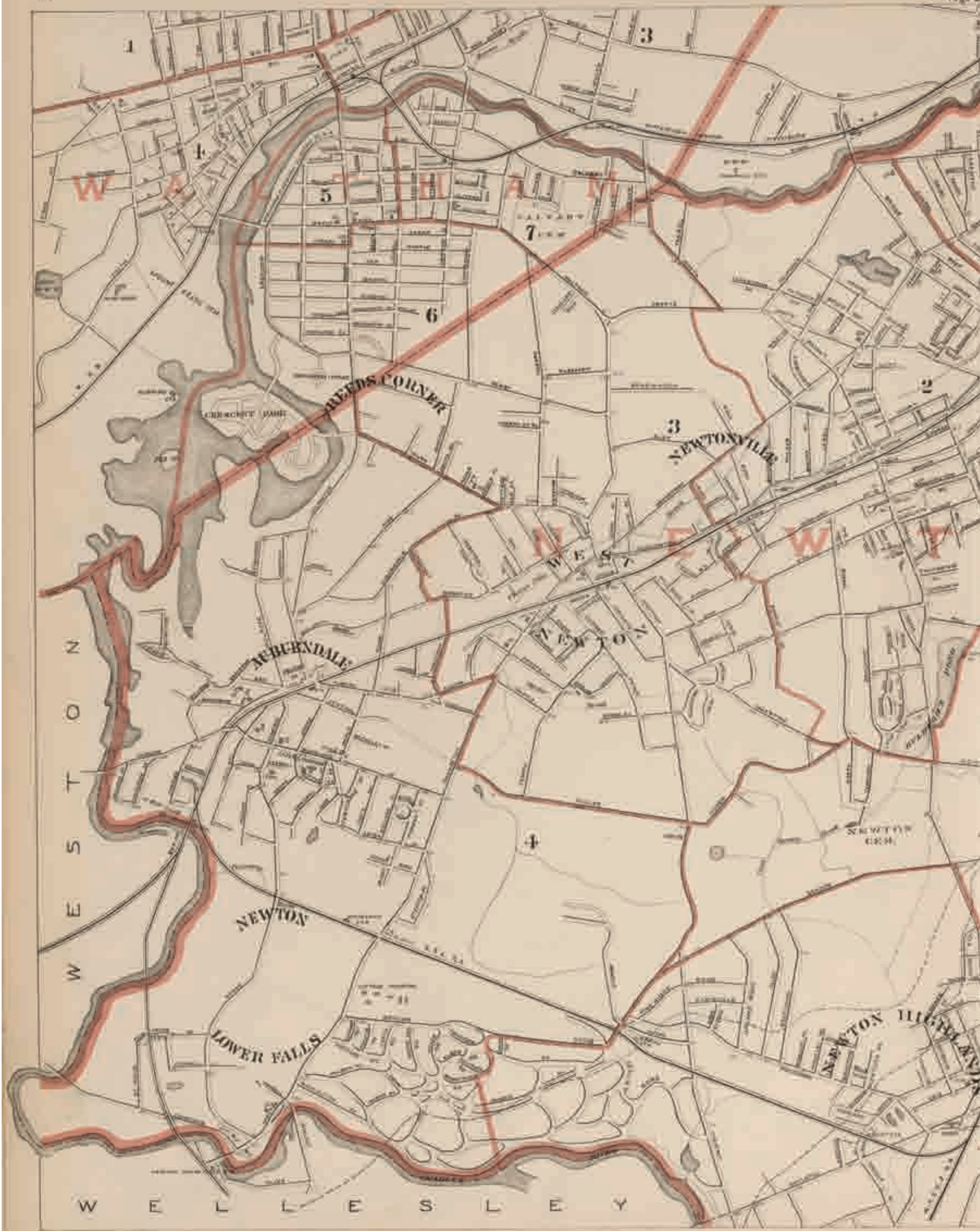
# Metropolitan District.

39



Cambridge L. M. Hastings City Eng. William Frank F. Johnson C.E.

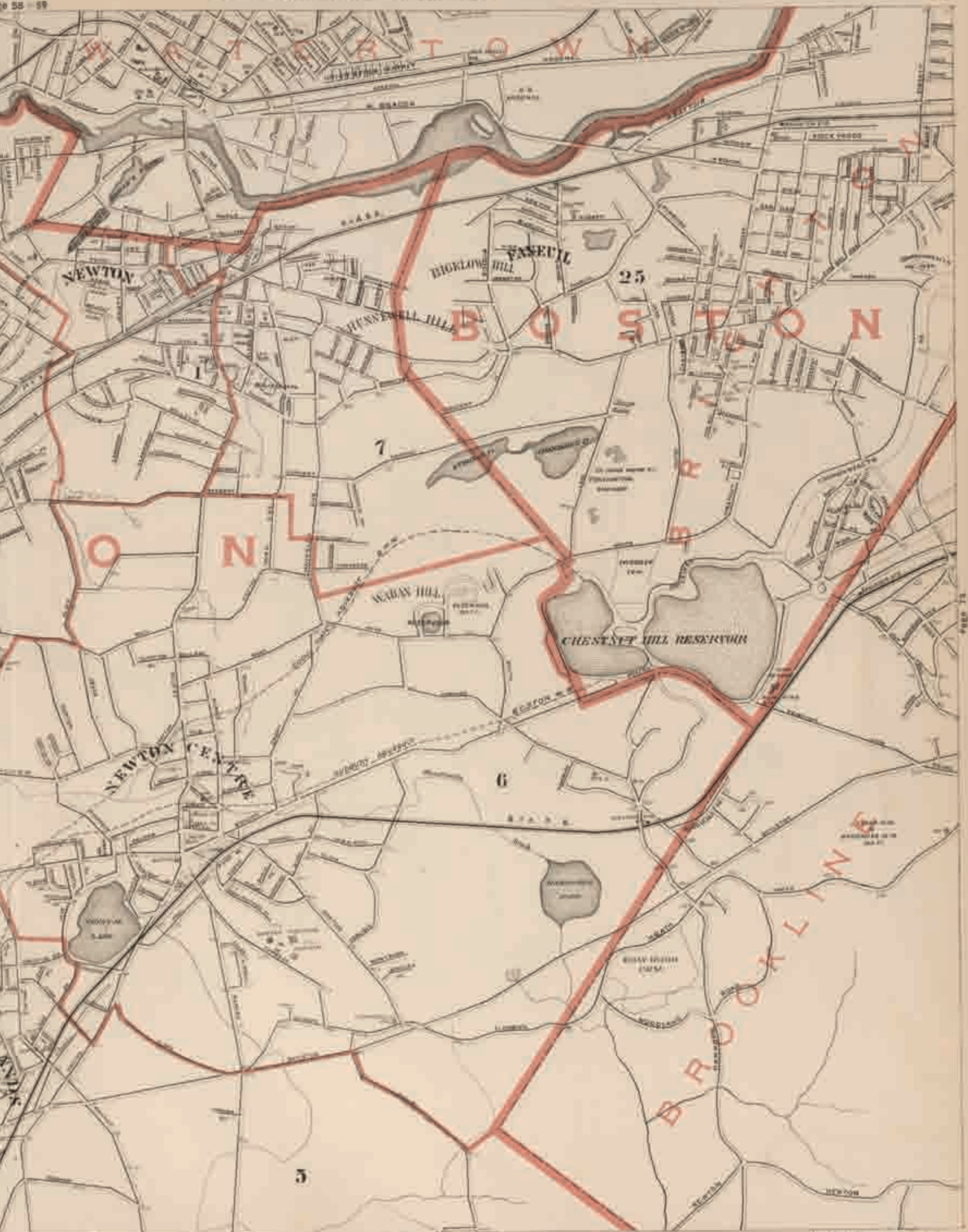






# Metropolitan District.

83



Page 80-81

Red lines on map show  
Metropolitan District boundaries

Newton & F. Hayes, City & Eng.  
William Frank T. Johnson, CE





Copyright 1891 by G. H. Walker & Co.

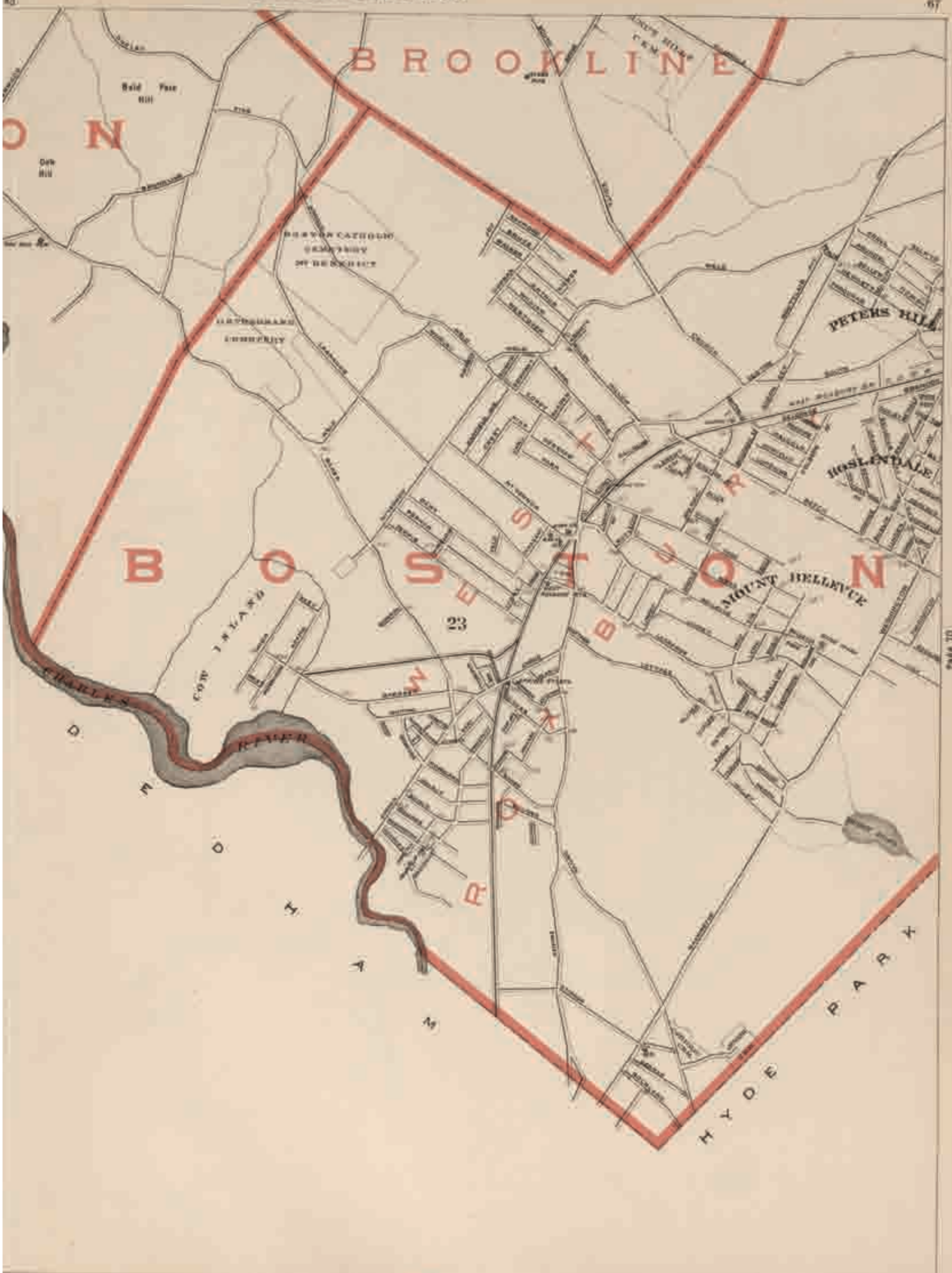
Scale of Feet

The Harbor of New Bedford is a fine harbor for the coast of Massachusetts.



# Metropolitan District.

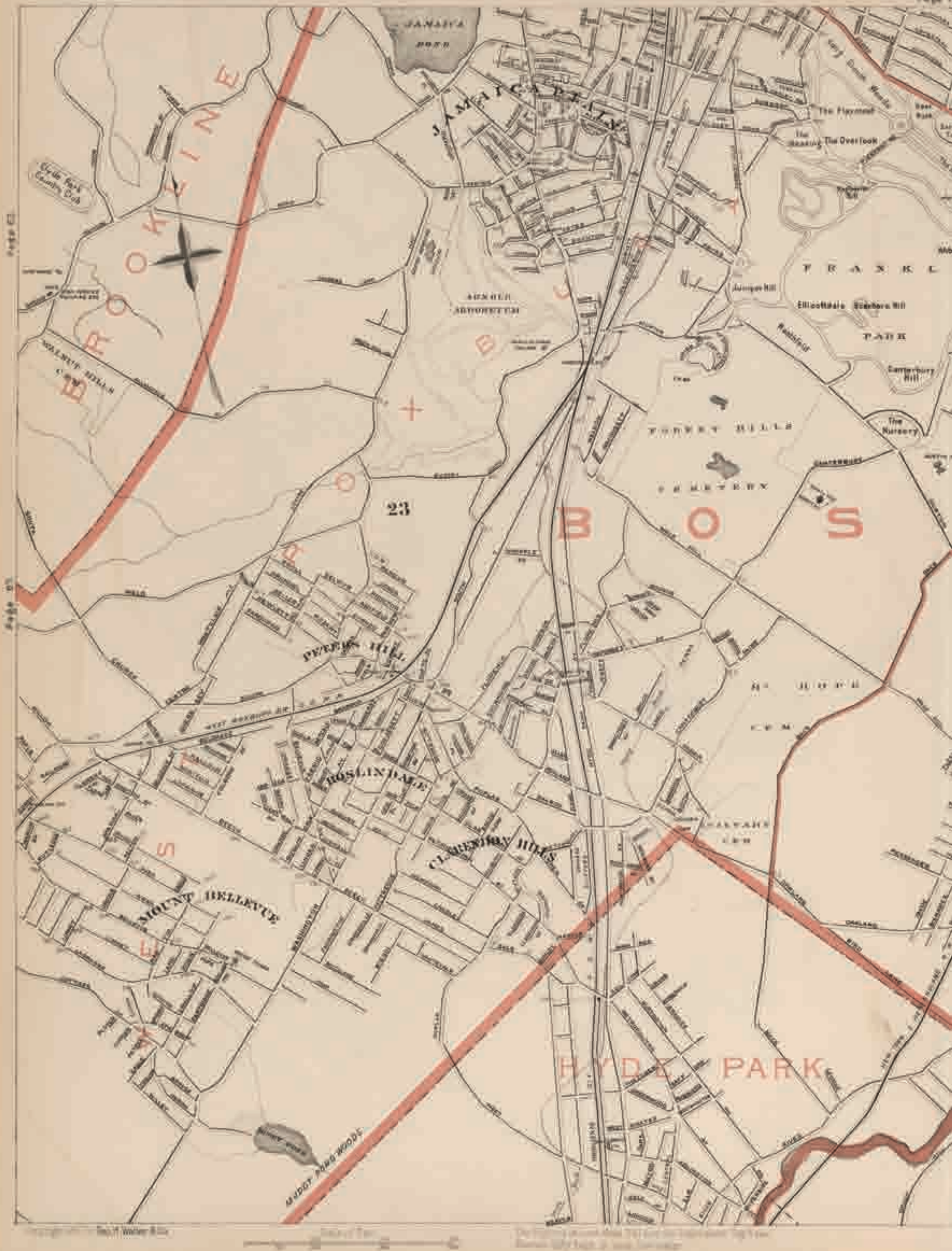
67



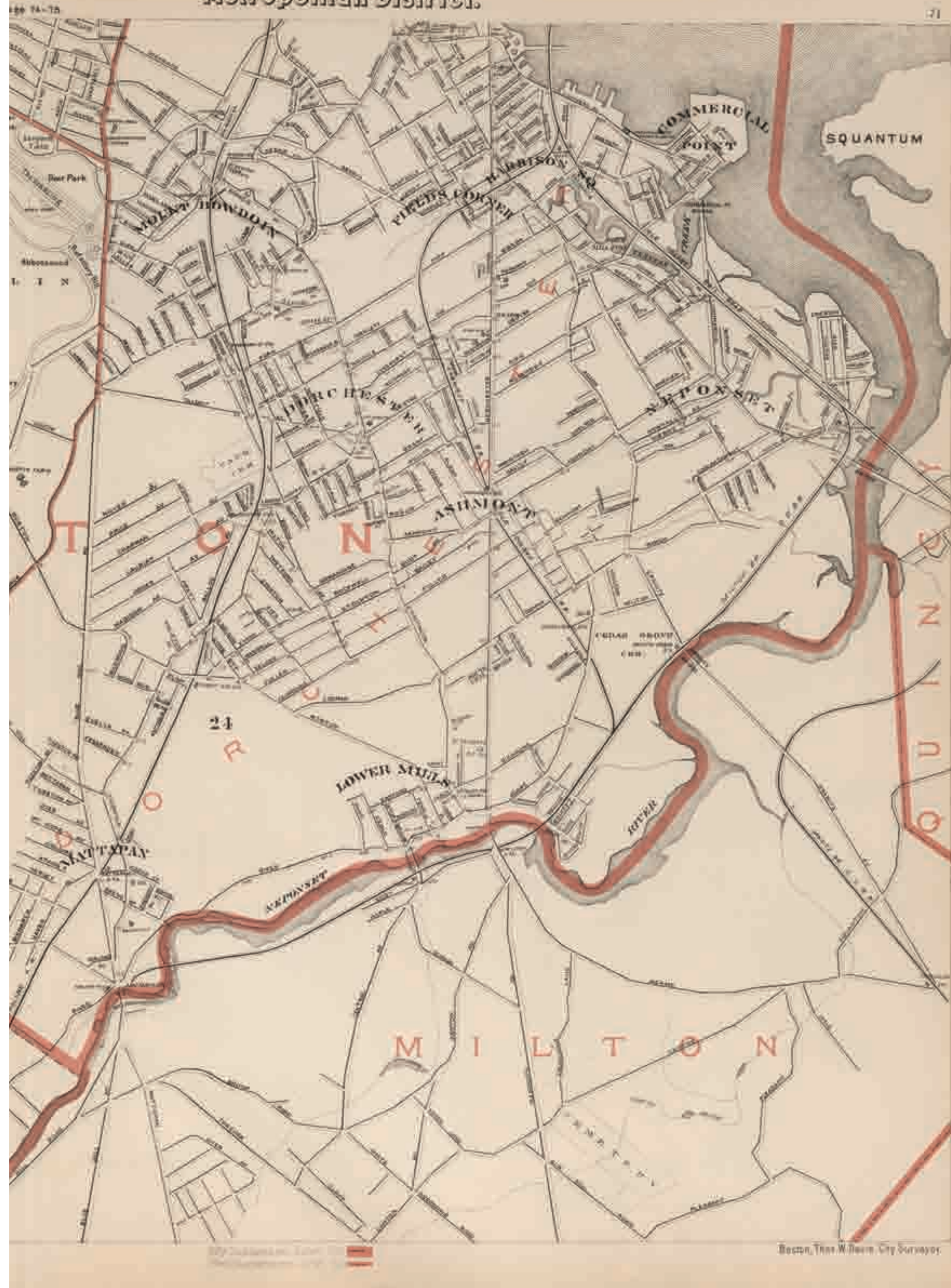
250 Feet  
100 Feet  
50 Feet

Boston: Theo. W. Davis, City Surveyor.  
Newton: A. E. Noyes, City Engineer.













The figures in red show the city limits of Boston, and the figures in blue show the city limits of Cambridge. The figures in green show the city limits of Roxbury. The figures in yellow show the city limits of Chelsea. The figures in orange show the city limits of Mattapan. The figures in pink show the city limits of South Boston. The figures in light blue show the city limits of East Boston. The figures in dark blue show the city limits of the City of the Islands.



# Metropolitan District.

75



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Brookline, Alexis H. French, C.E.  
Cambridge, M. Hastings, City Eng.

Boston, Thos. W. Davis, City Surveyor.







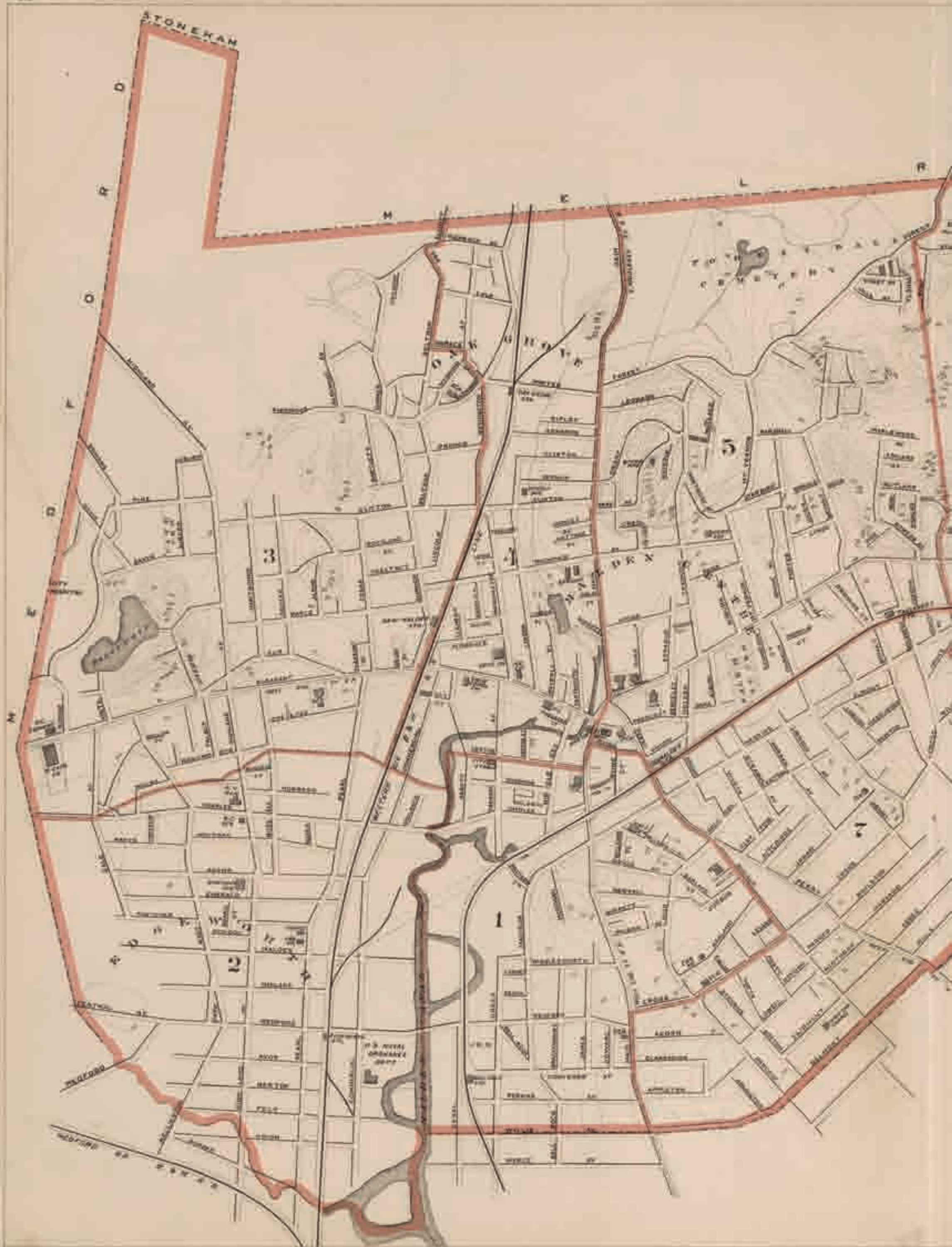
# Metropolitan District.

711



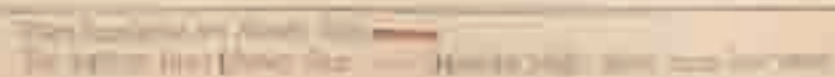


# CITY OF





## 503



© A. Weller, 2001. C.E.















# WOBURN.

111



Woburn, Mass. 1892

Drawn by Geo. F. Halliwell, C.E.









First Lie Henry Morill, C.E.

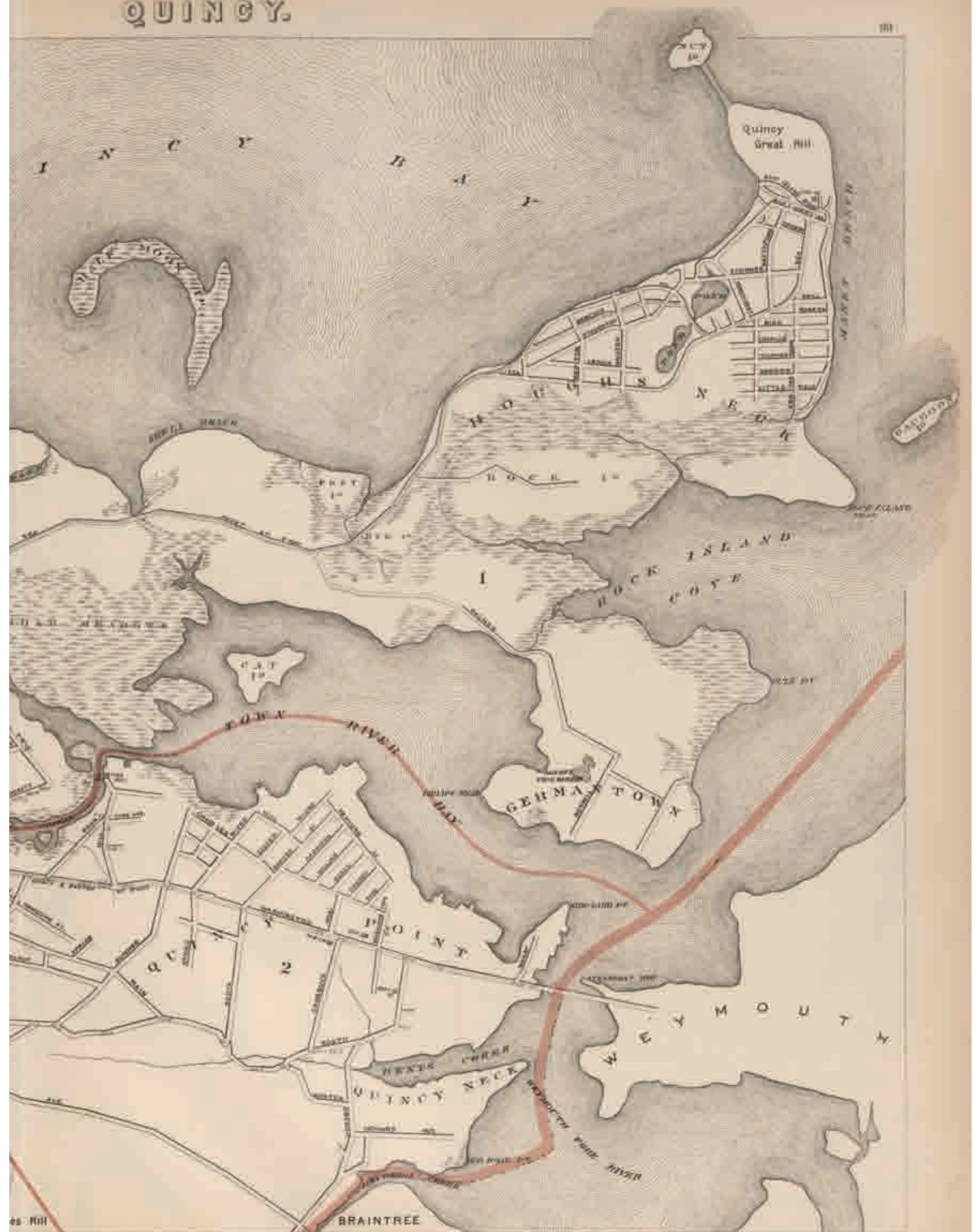






# QUINCY.

III



Quincy, Mass. 1892.  
 Published by H. T. Whittier, S. E.

Published by H. T. Whittier, S. E.











# CITY OF

106



Copyright 1891 by H. Walker & Co.

Scale of Feet



## 107









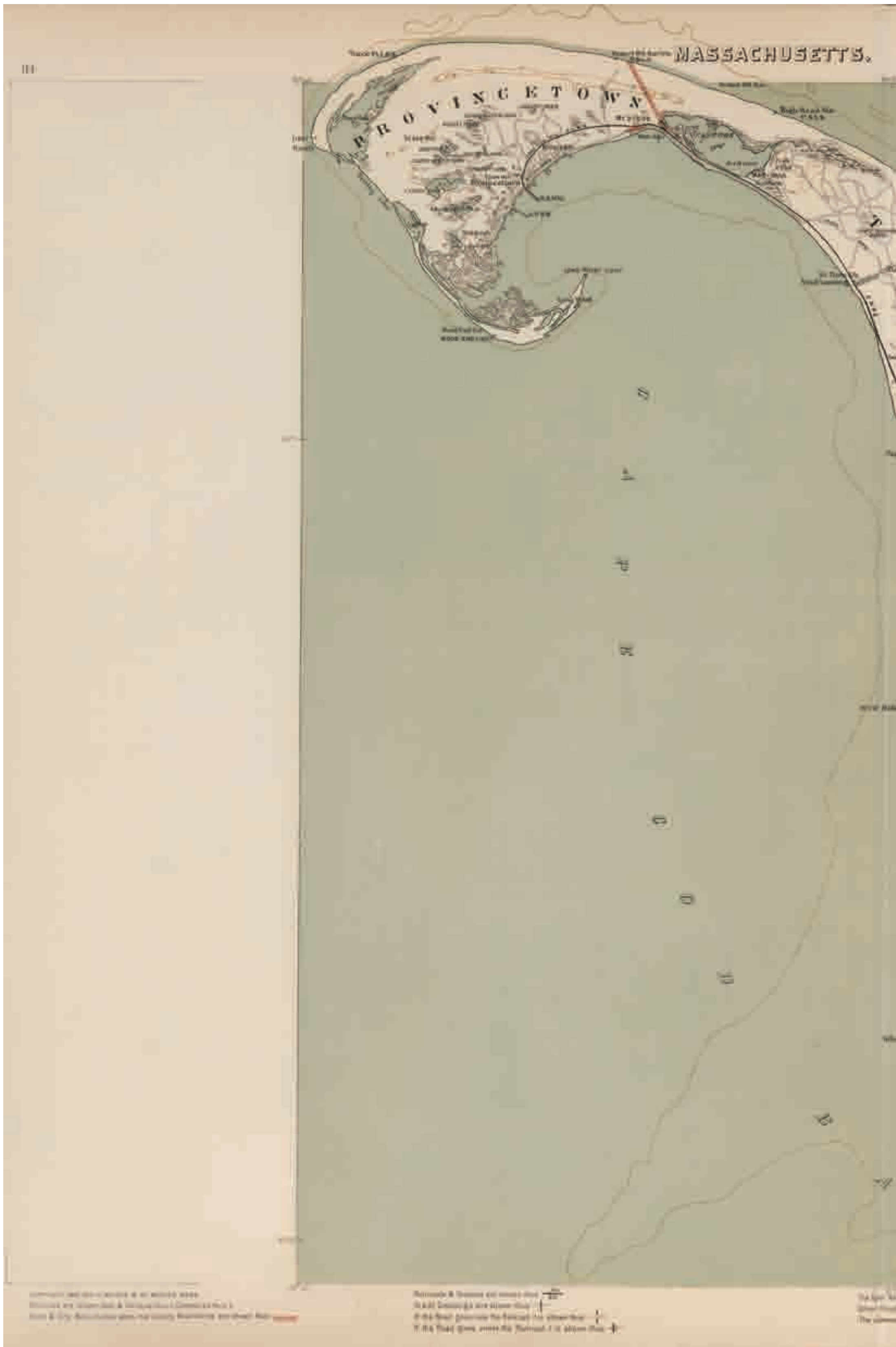


1892

The most recent and most accurate map of the region, showing the latest changes in the boundaries of the towns and the location of the railroads. The map is a detailed representation of the region's geography and infrastructure at the time.

The map is a detailed representation of the region's geography and infrastructure at the time. It shows the latest changes in the boundaries of the towns and the location of the railroads. The map is a detailed representation of the region's geography and infrastructure at the time.









Scale of 30000  
 Contour interval 100 feet above 100 feet from base  
 Back of map shows topography of the region in the form of a relief map  
 The contour interval is 100 feet above 100 feet from base

















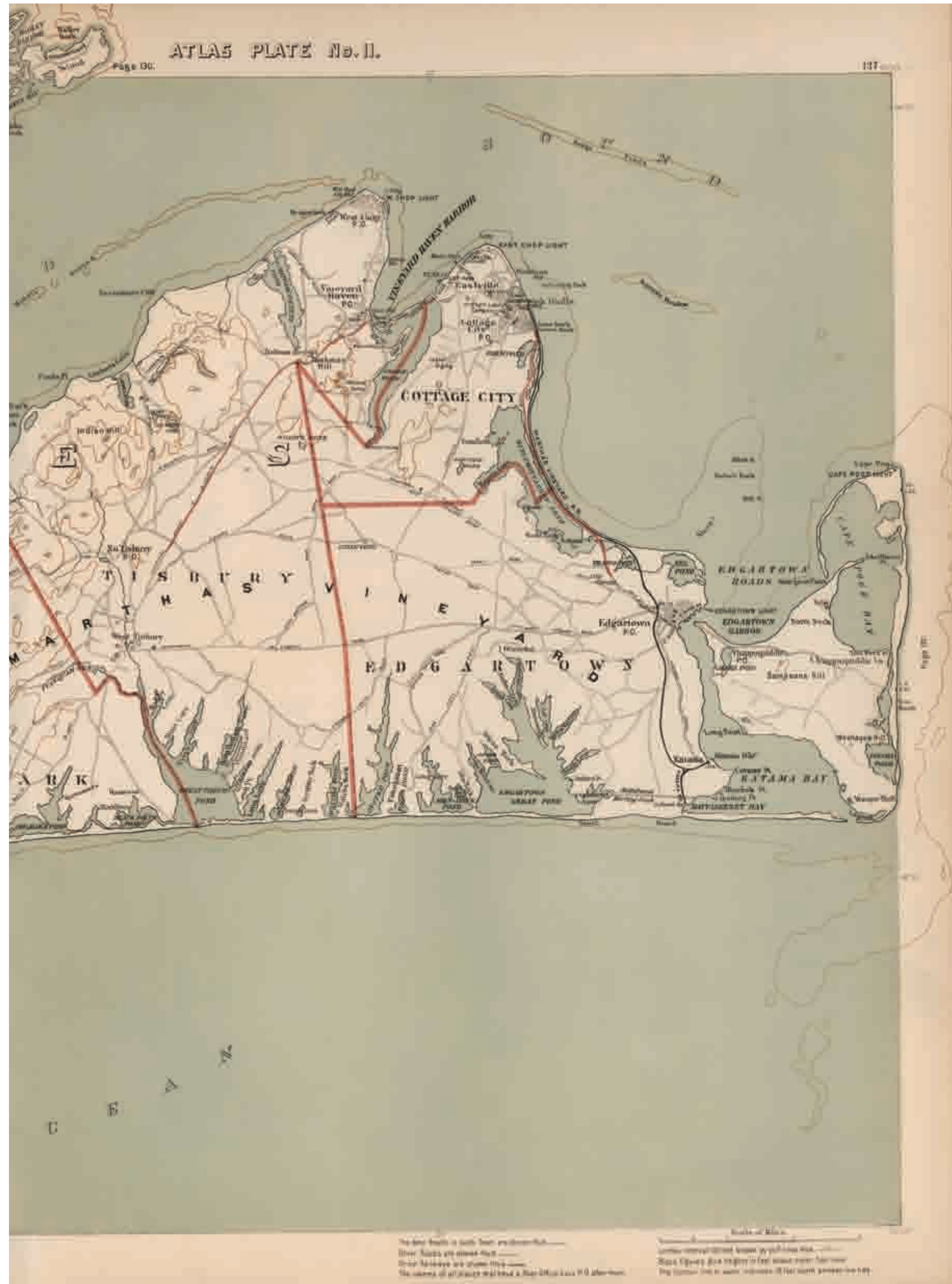
The scale of this map is one inch to one mile.  
 Roads, Railroads, and other lines.  
 The names of all places are given in full.  
 The names of all places are given in full.

The scale of this map is one inch to one mile.  
 Roads, Railroads, and other lines.  
 The names of all places are given in full.  
 The names of all places are given in full.









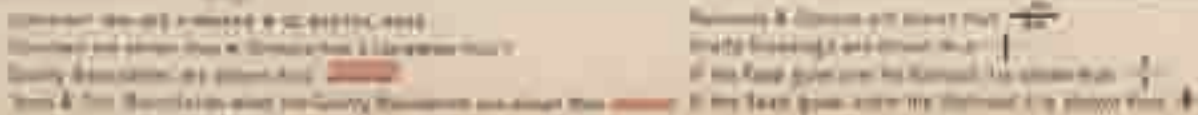
















114 3011

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Fig. 4. Frequency of occurrence of the groups of *Ascaris* found in the soil.

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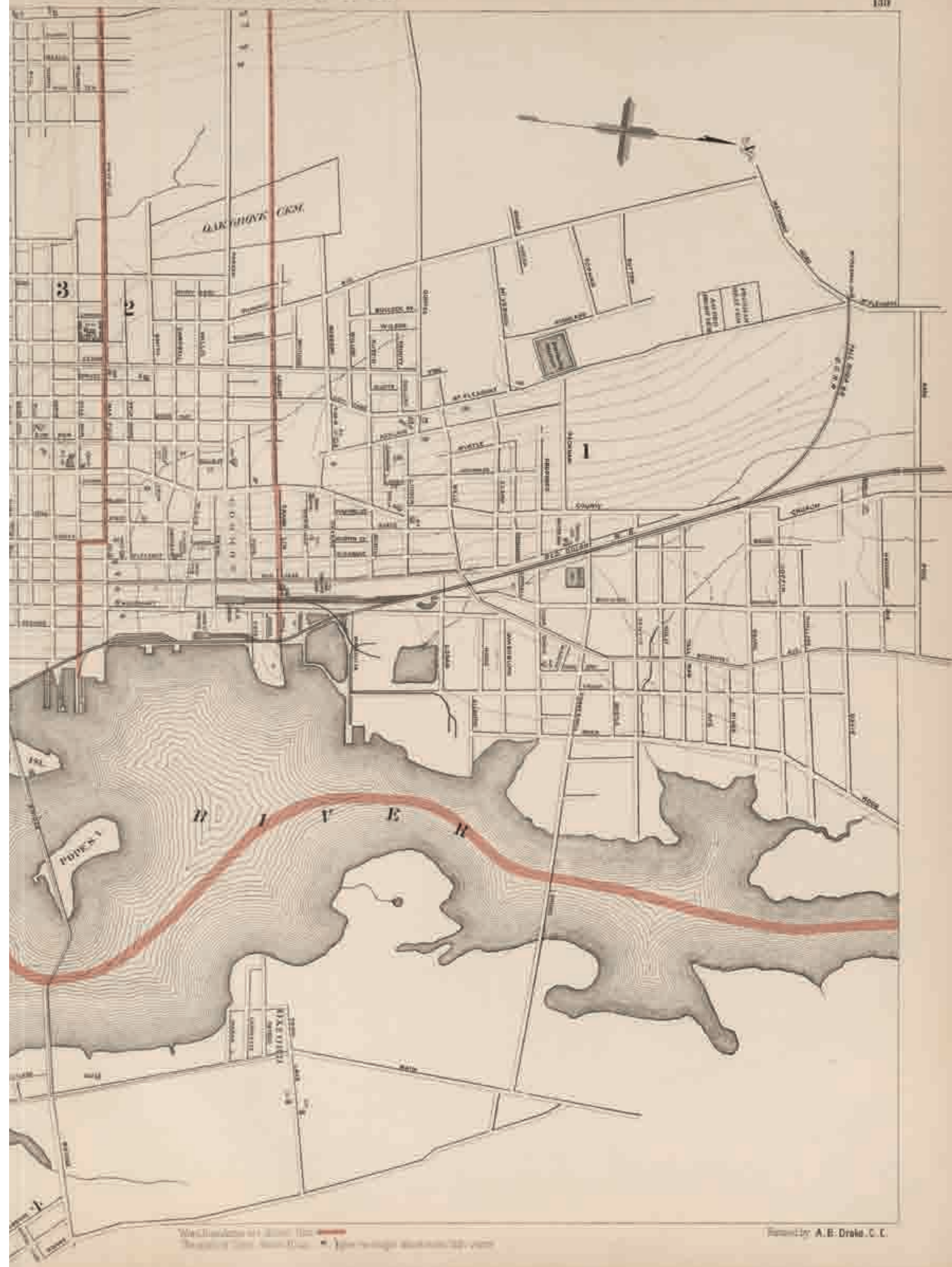






# NEW BEDFORD.

139



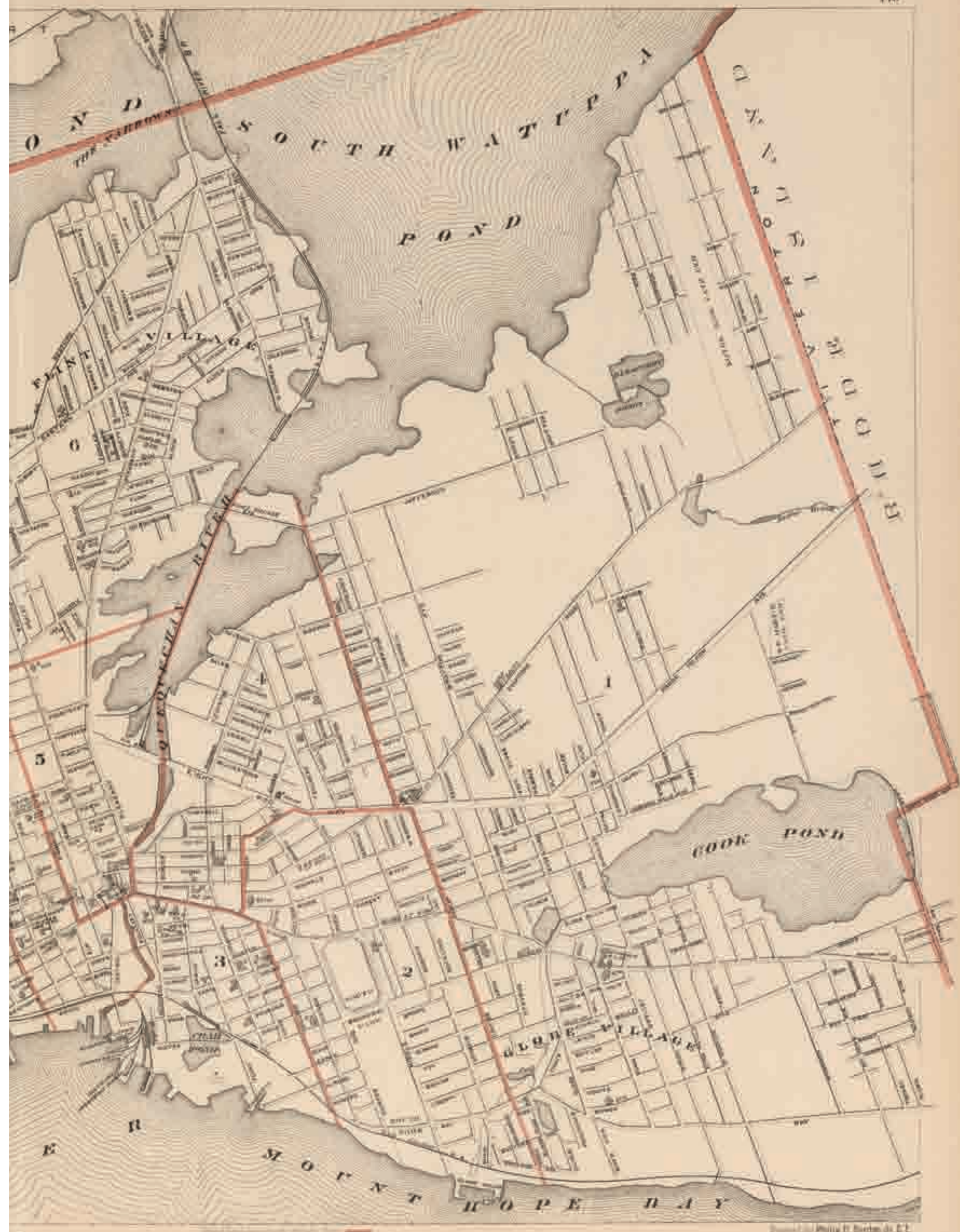




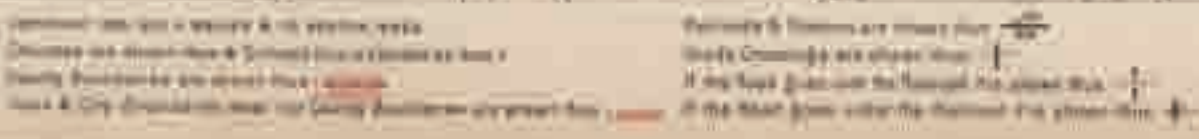


# FALL RIVER.

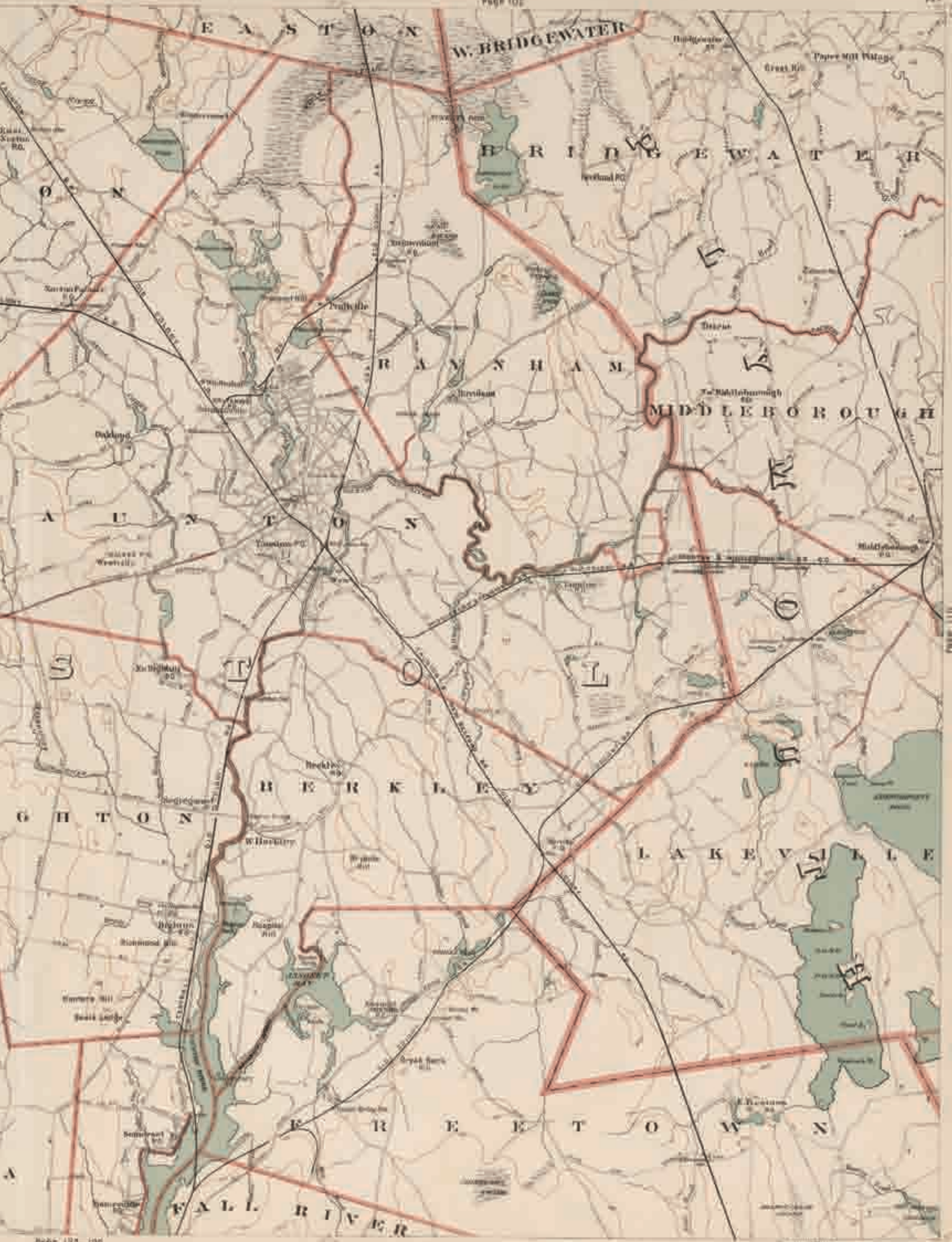
143



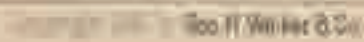








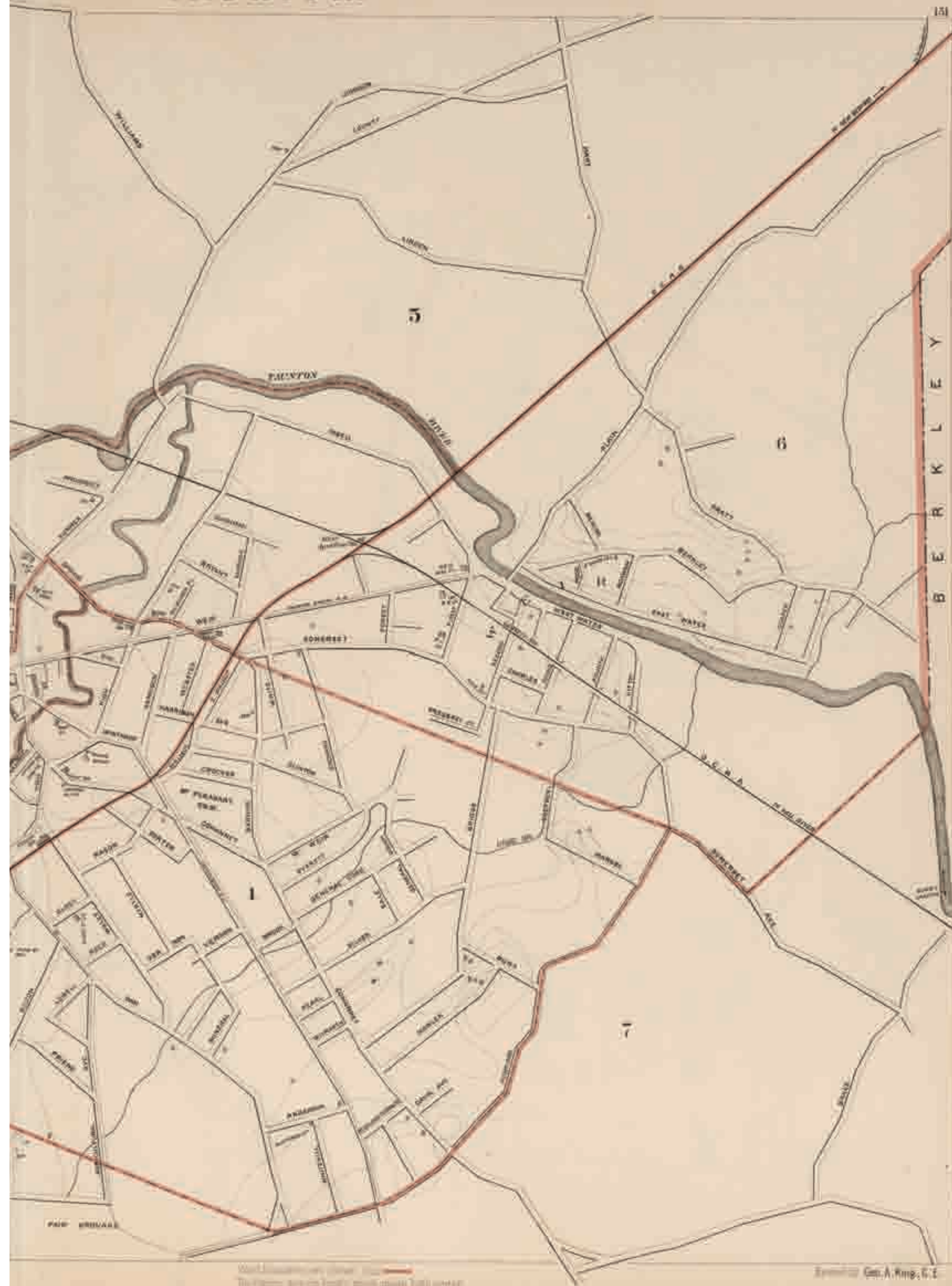






# TAUNTON.

151



Water courses are shown in blue. The figures given for the population of Taunton are for 1880.

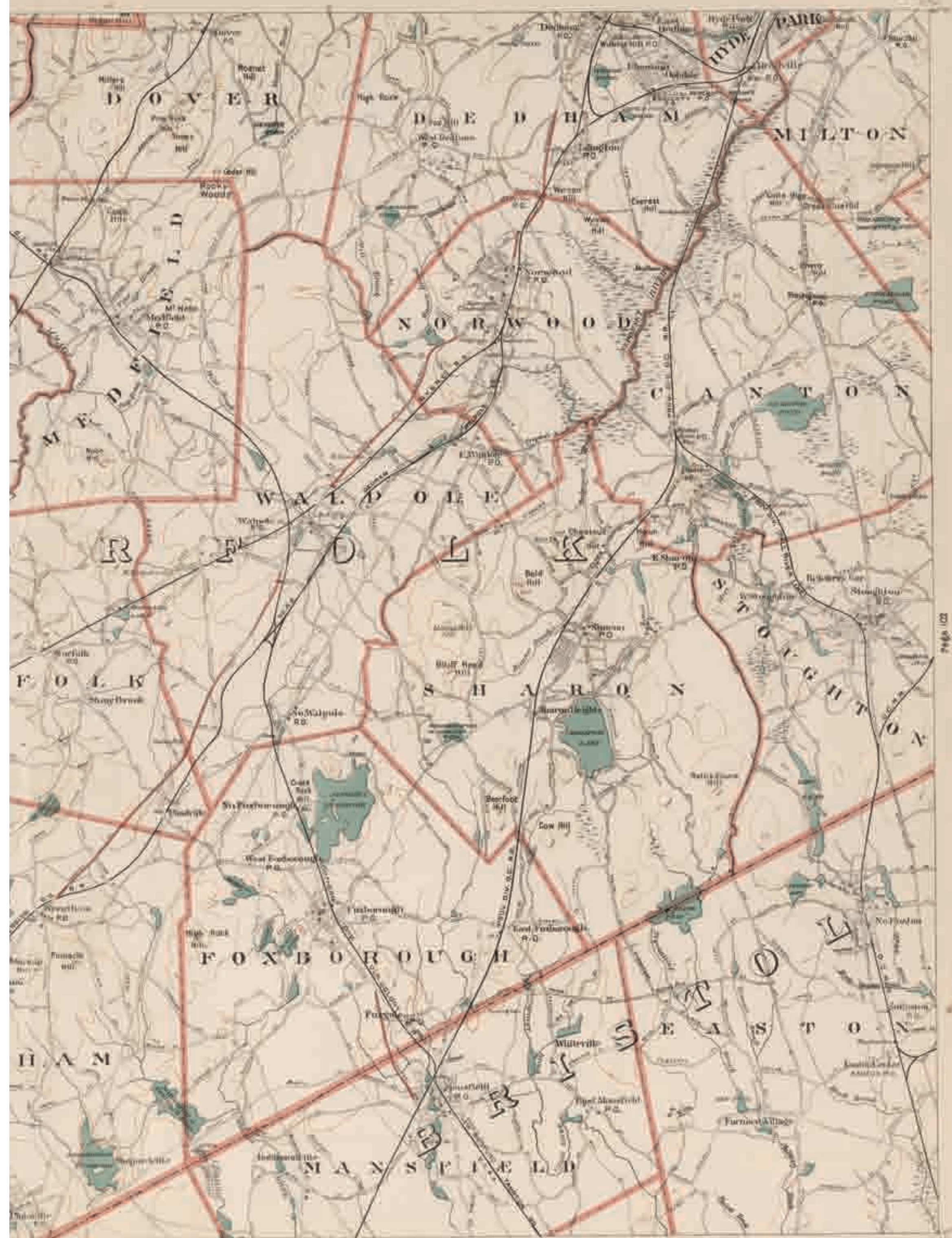
Entered Geo. A. Rupp, C.T.





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 No. 100 North Street, Boston, Mass.



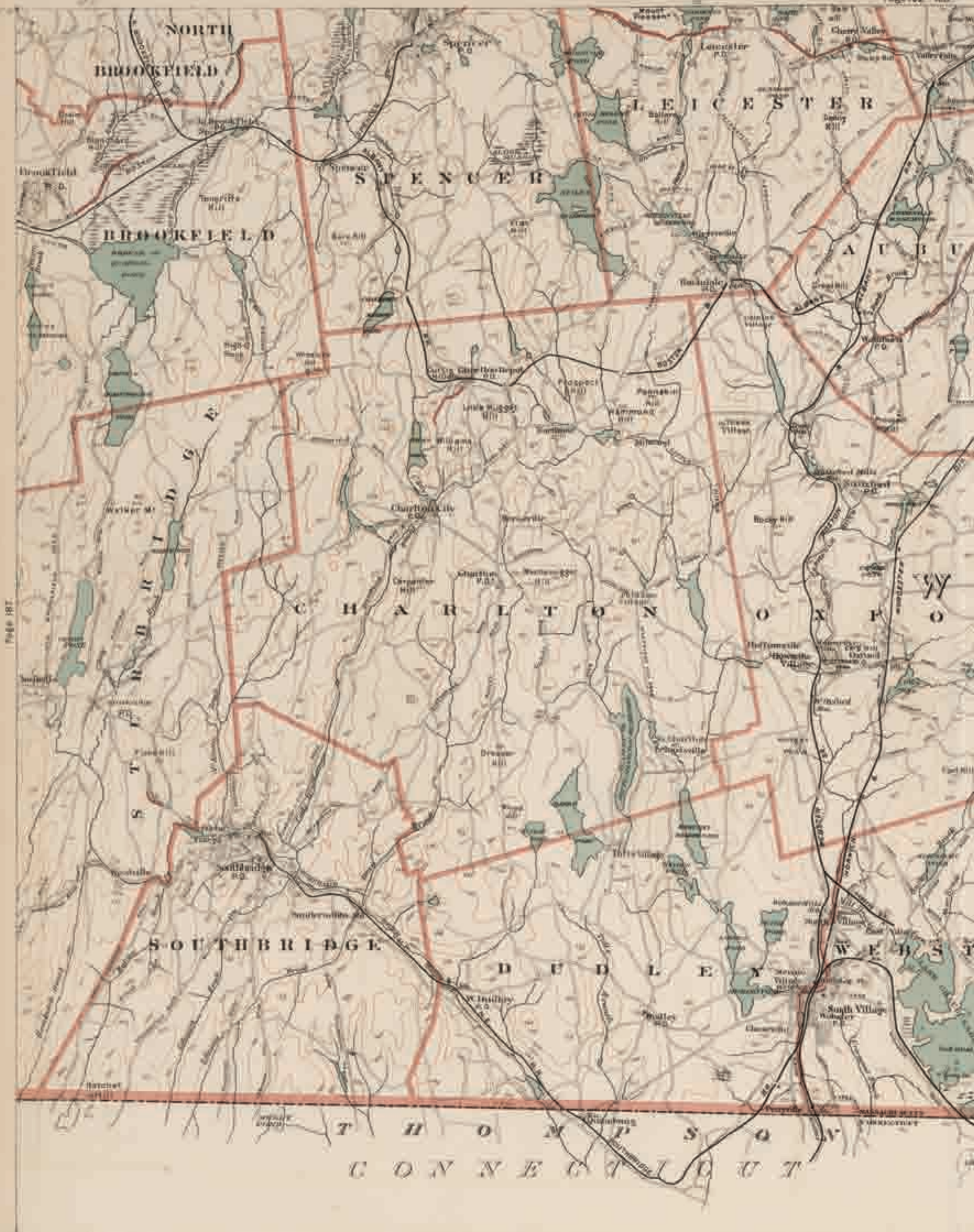


Page 140-142

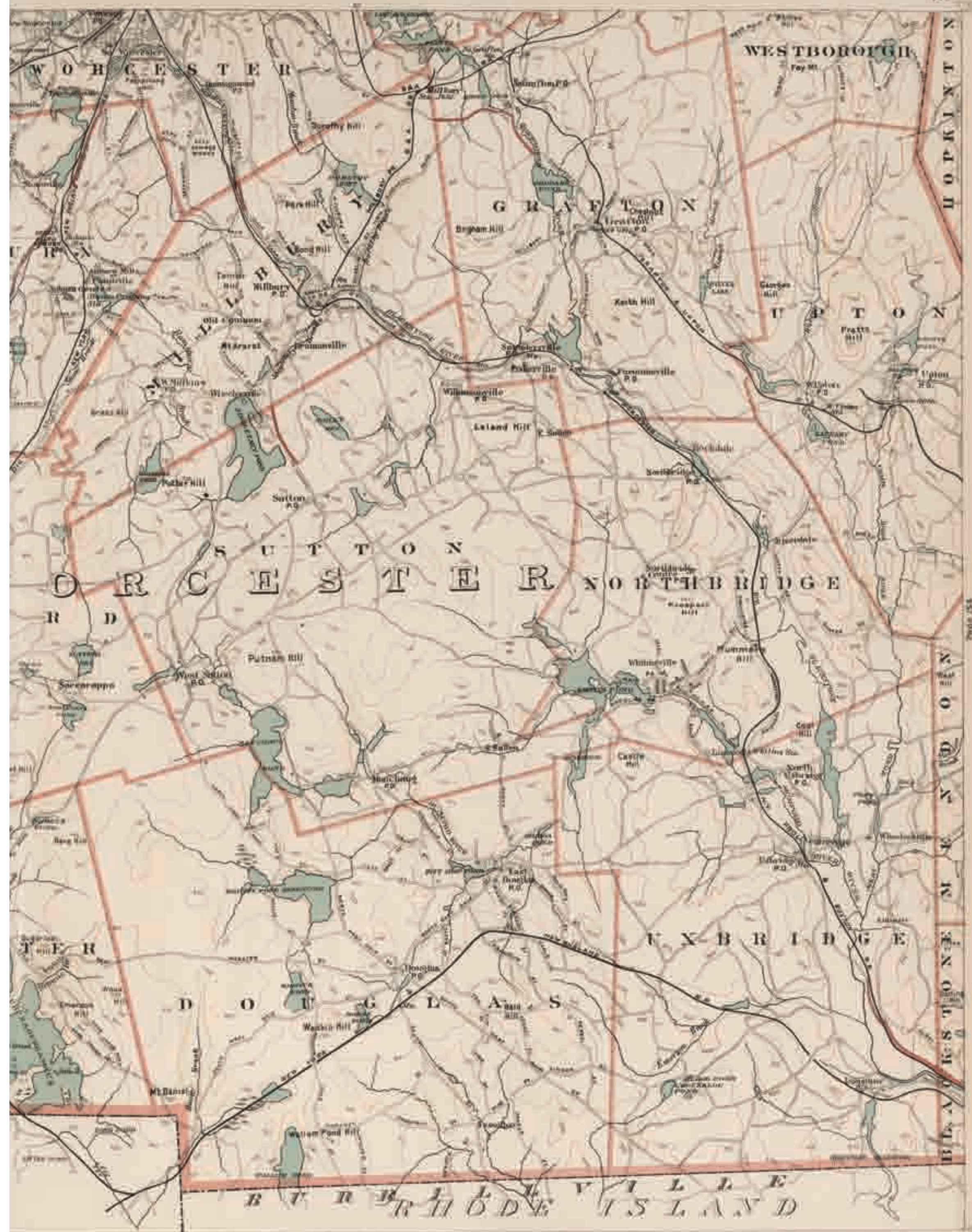
Boundaries of each town are marked with red lines.  
 Other boundaries are shown in black.  
 Great highways are shown in red.  
 The names of all places that have a Post Office are given in red.

Scale of Miles  
 Contour lines are shown at 100 foot intervals.  
 Elevation of land is shown in feet above mean sea level.











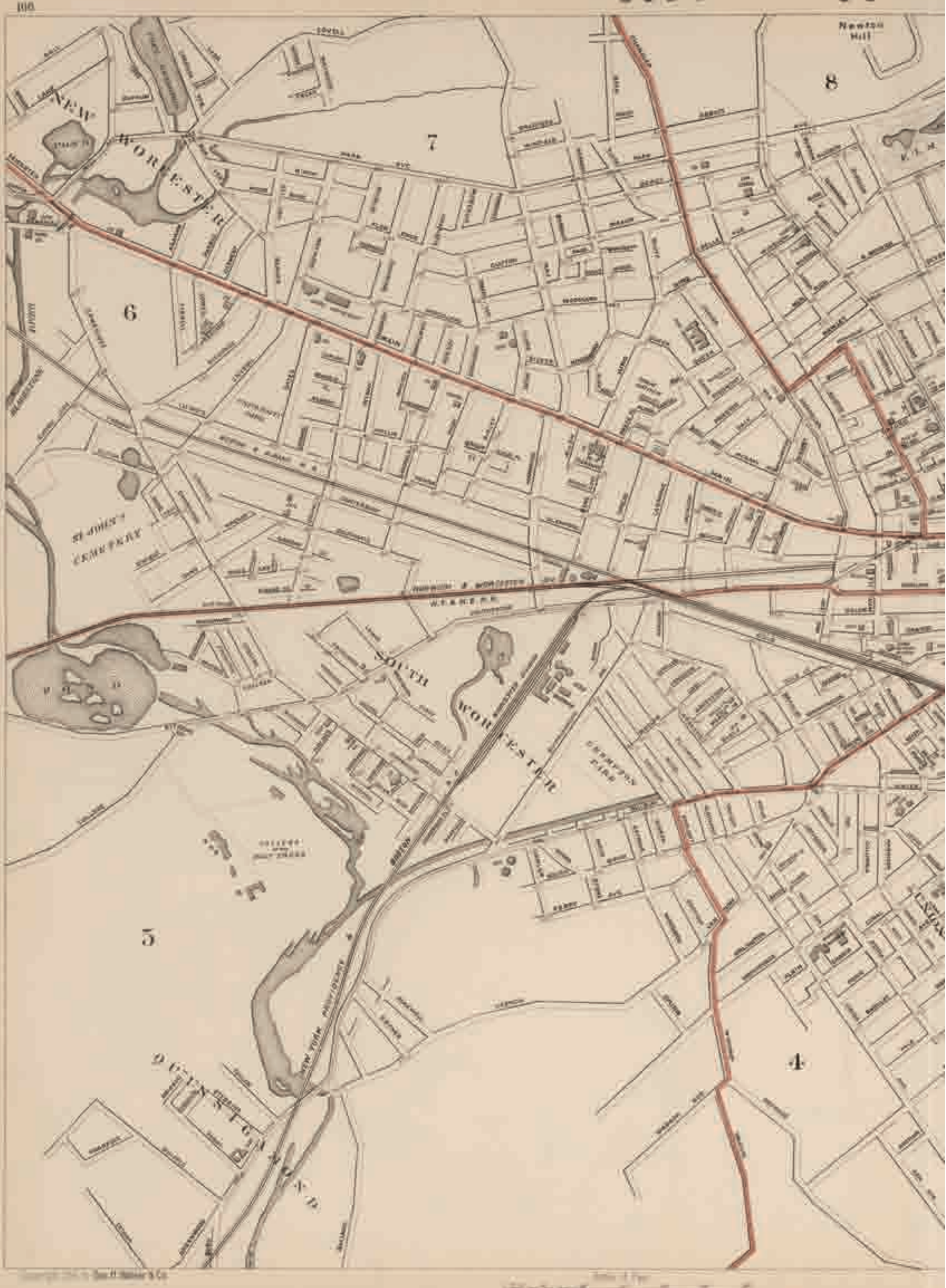








# CITY OF



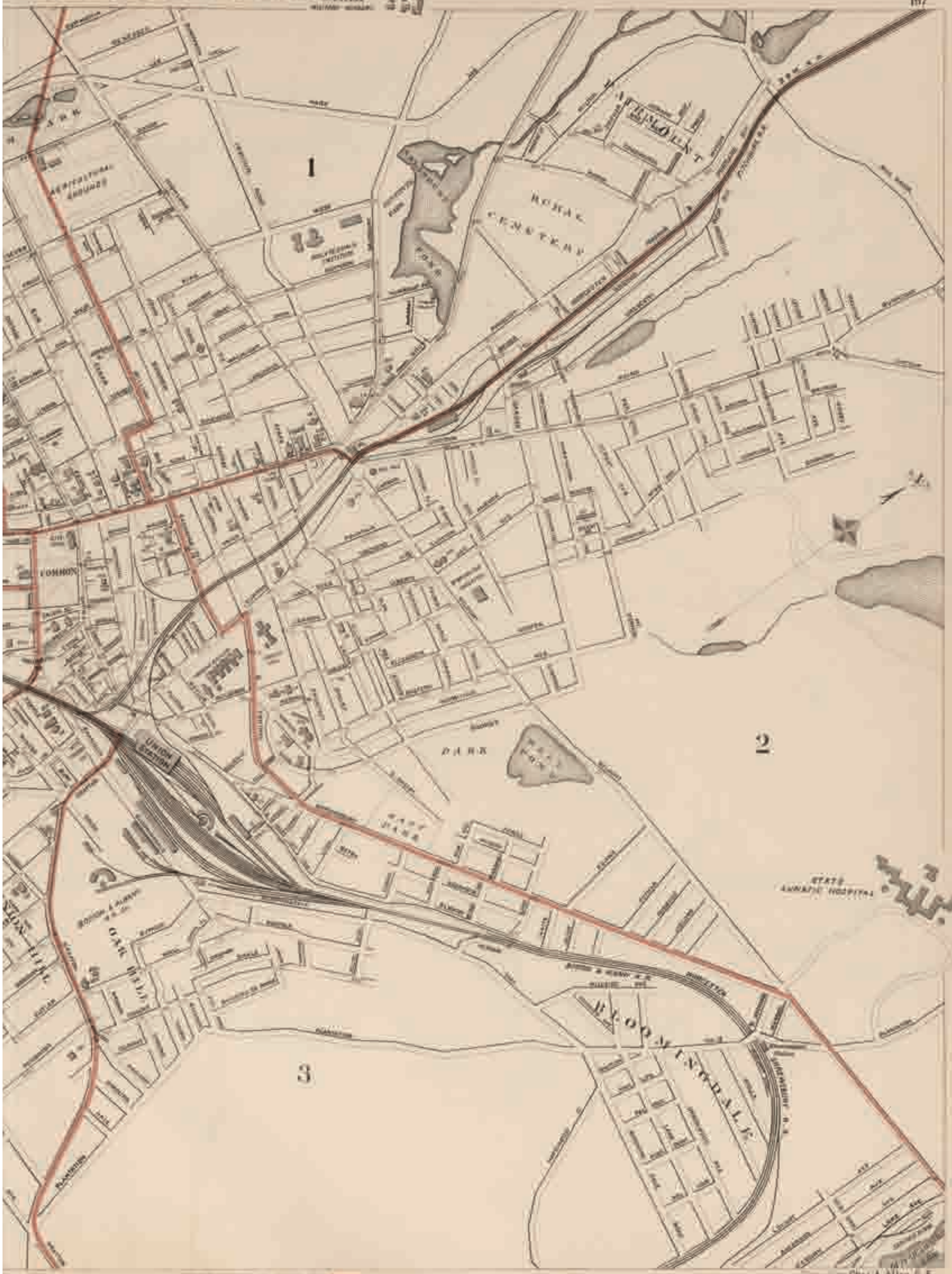


# WORCESTER.

MASSACHUSETTS.  
HISTORICAL SOCIETY.



187



Scale of Miles  
0 1 2 3 4 5 6 7 8 9 10

Chas. A. Allen & Co.







A detailed map of the Brookline Hills area, showing the locations of the five churches. The map includes the names of the churches: MAISONVILLE, SOUTH, NORTH, BROOKLINE, and HOLLIS. It also shows the surrounding streets and topography.



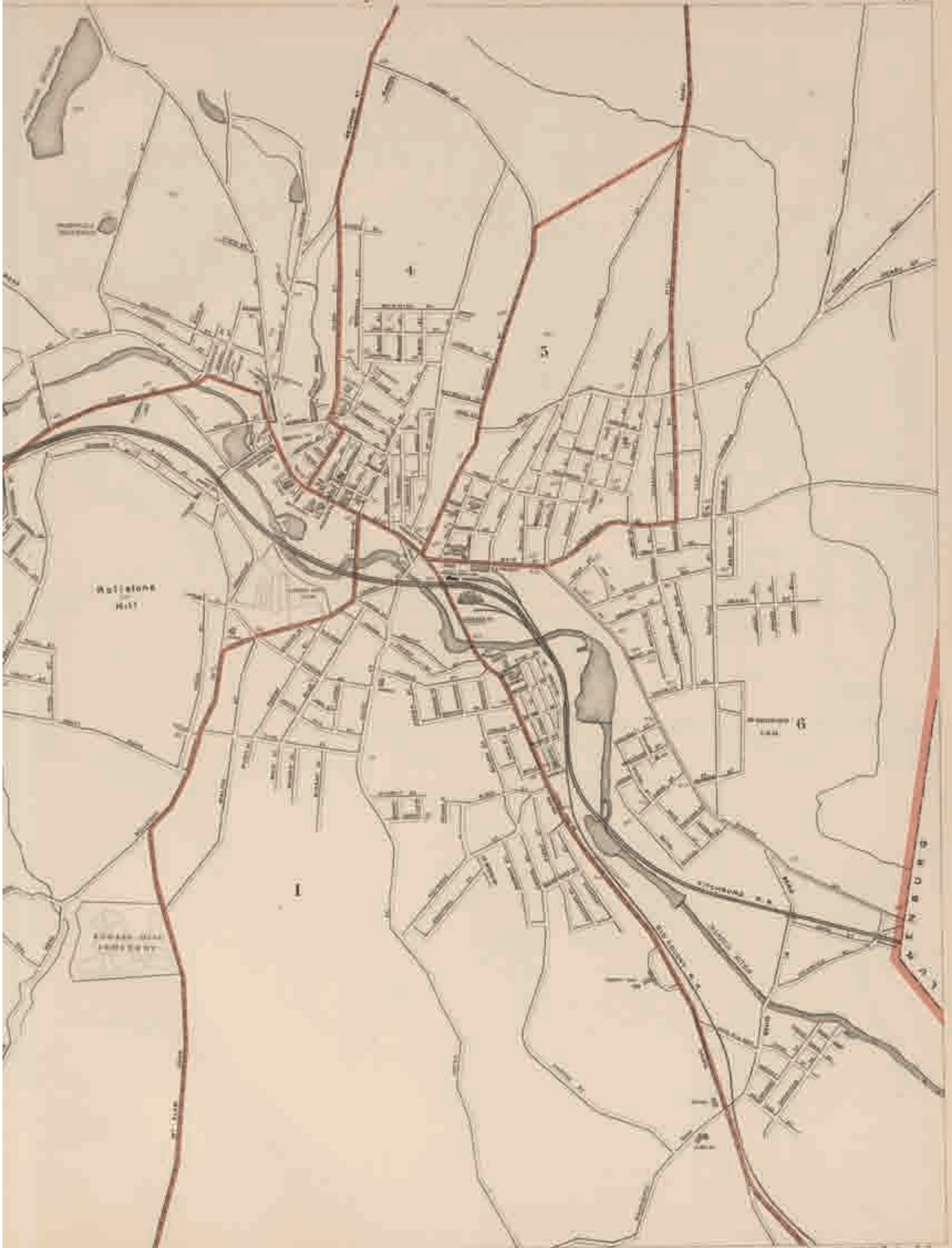






# FITCHBURG.

179



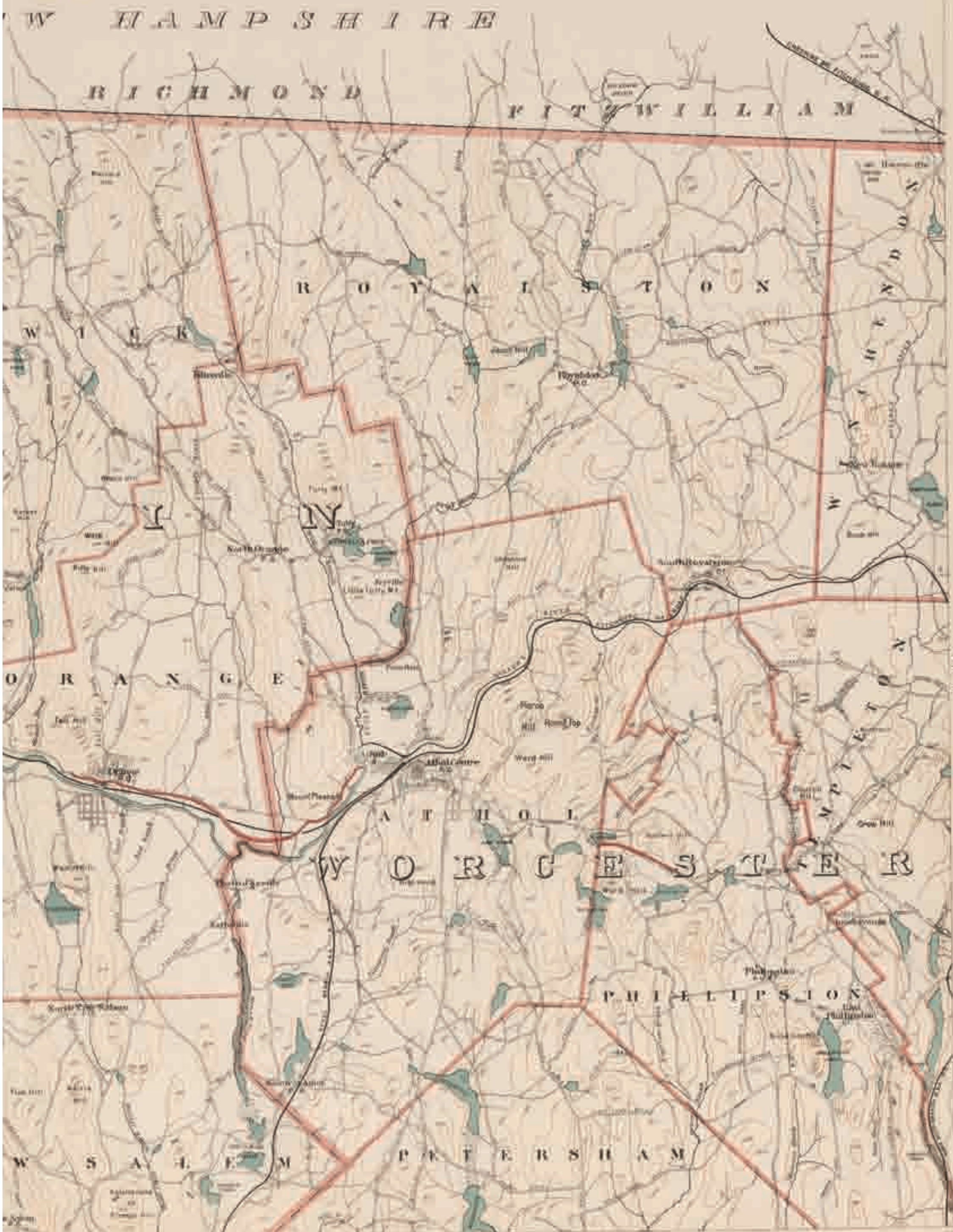
W.B. Bailey, C.T.  
The Fitchburg River, and the surrounding area.

W.B. Bailey, C.T.









Page 179

The new towns in 1800 are shown by a dashed line.  
 The new towns in 1850 are shown by a solid line.  
 The names of places that have a Post Office less than 10 years old.

Scale of Miles  
 The names of places that have a Post Office less than 10 years old.  
 The names of places that have a Post Office less than 10 years old.







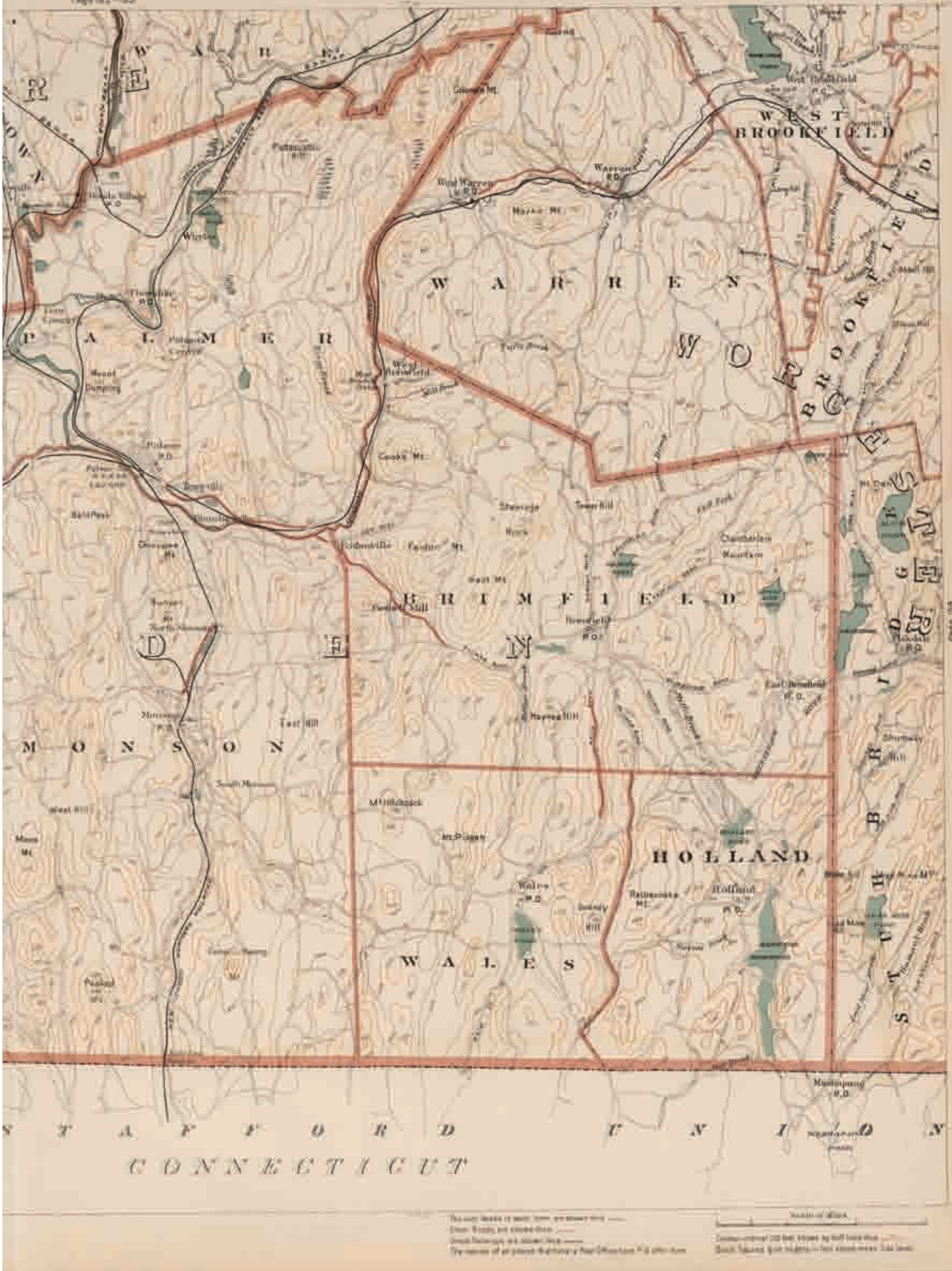


Scale of Miles  
 0 1 2 3 4 5 6 7 8 9 10  
 The names of all places that have a population of 1000 or more are printed in bold type.  
 The names of all places that have a population of 500 or more are printed in bold type.  
 The names of all places that have a population of 250 or more are printed in bold type.  
 The names of all places that have a population of 100 or more are printed in bold type.

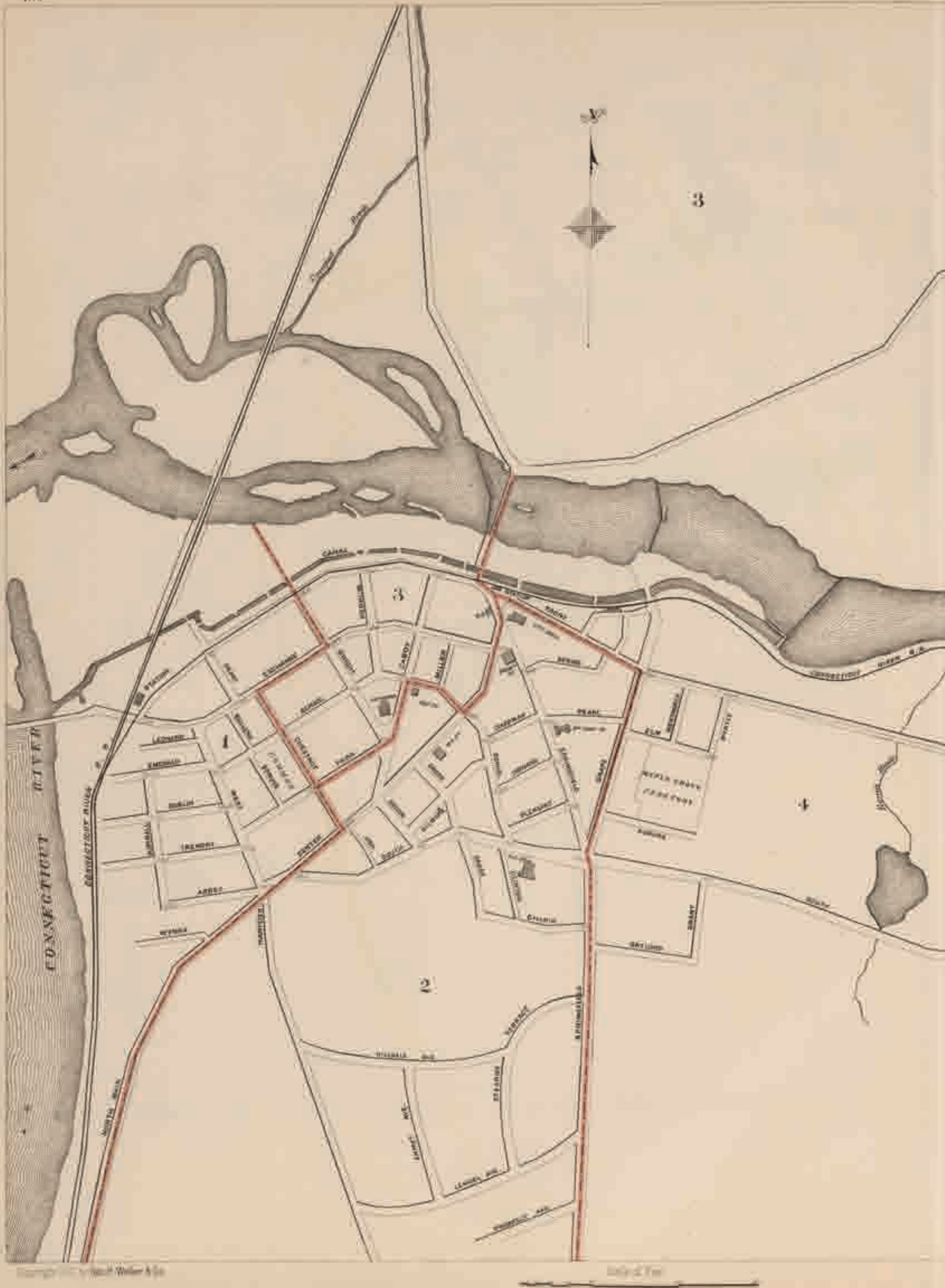














# CHICOPEE.

101

6



Water boundaries are shown in blue.  
The names given in large letters are from  
Society Maps of 1871. *follow*

Drawn by Frank P. Cobb C.E.



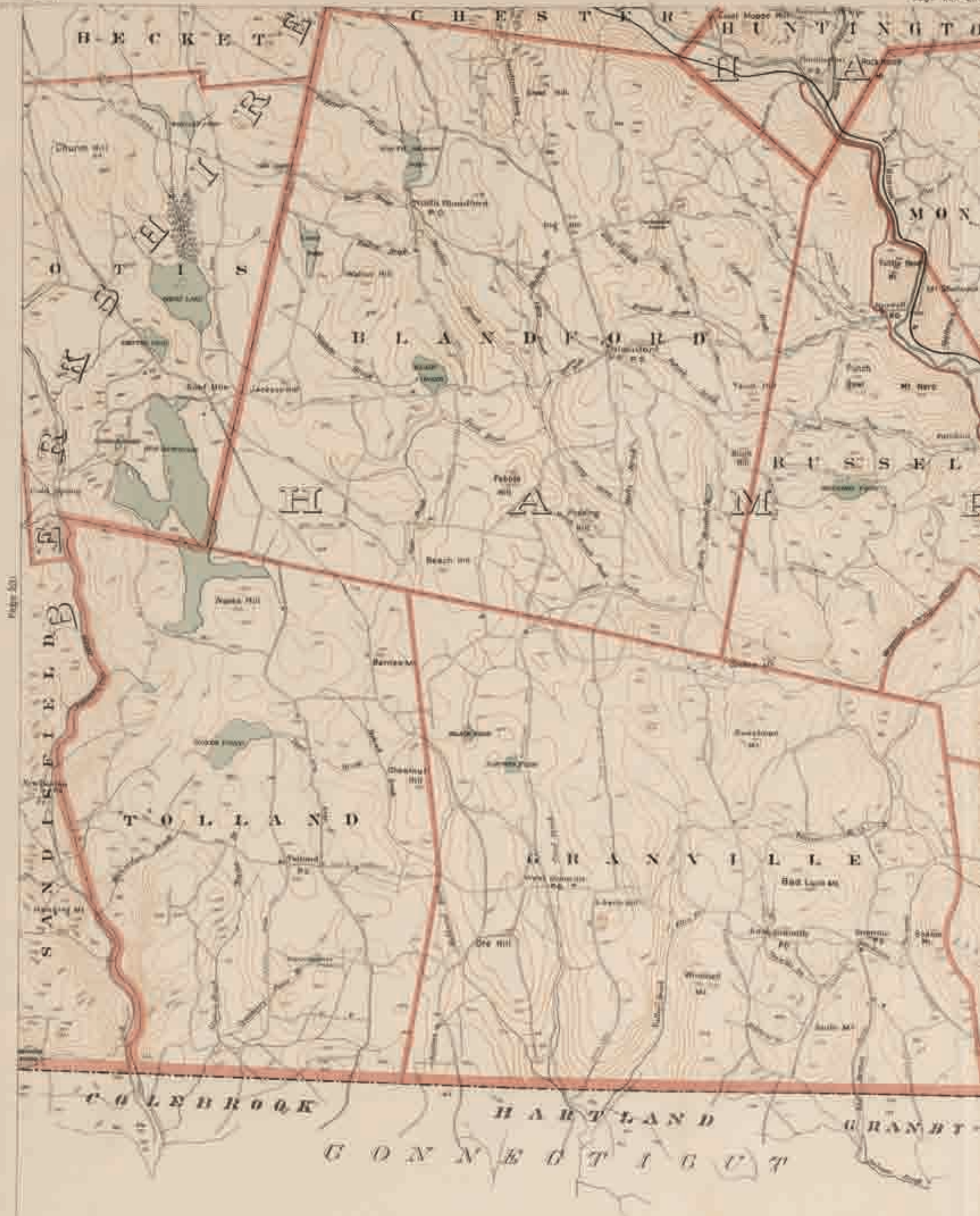
# CITY OF







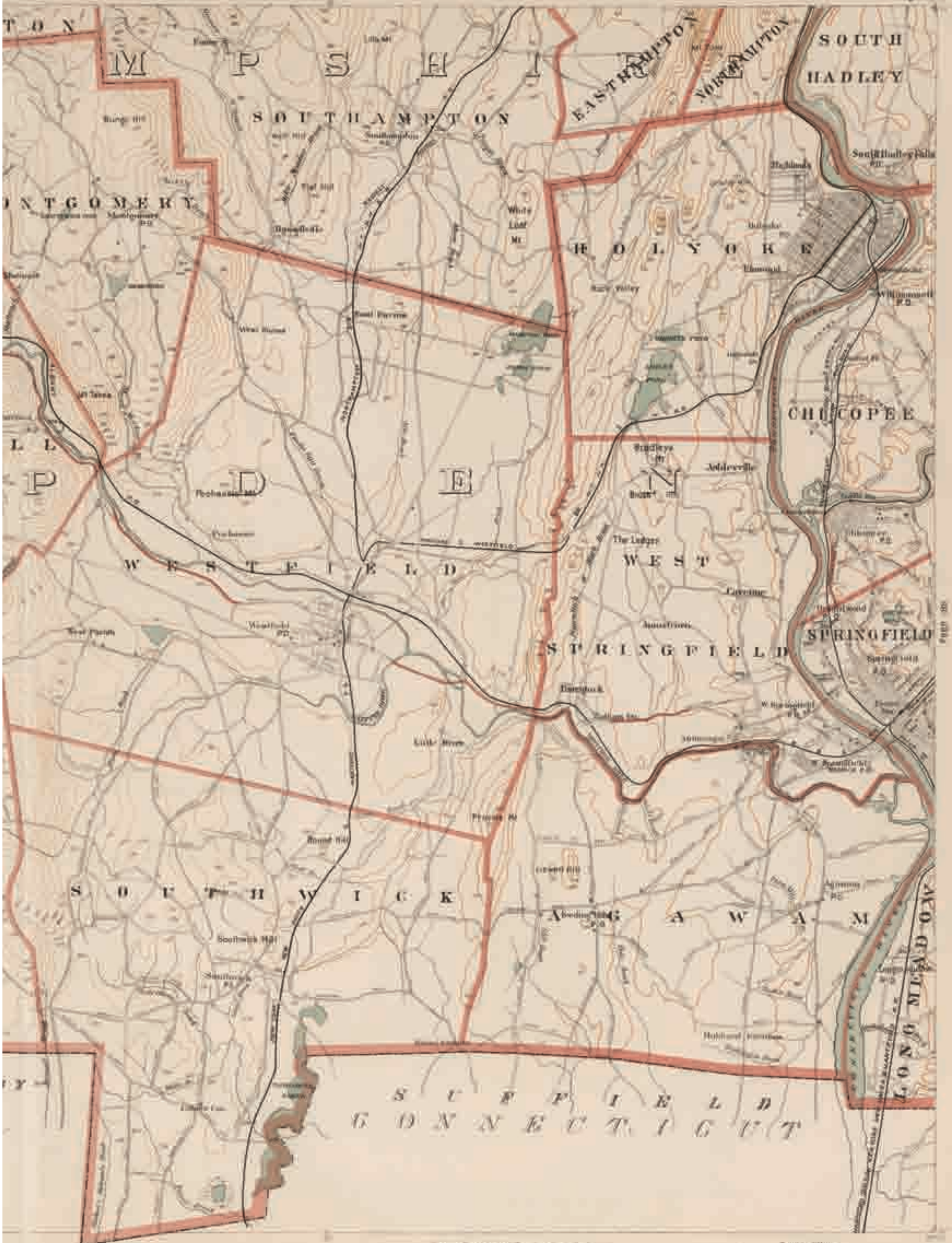




Contour lines are at 100 feet & 500 feet intervals.  
 Contour lines are at 100 feet & 500 feet intervals.  
 Contour lines are at 100 feet & 500 feet intervals.

Railroads & Steamships are shown in black.  
 Water courses are shown in blue.  
 If the road goes over the water it is shown in blue.  
 If the road goes under the water it is shown in black.





For more details, consult the "Notes" and "Index" on the opposite page.  
 (Blue) Rivers and streams shown.  
 (Green) Forested and wooded land.  
 The names of all places from 100 to 1000 feet above sea level are given.

Scale of Miles  
 0 1 2 3 4 5 6 7 8 9 10  
 (Scale of Feet)  
 0 100 200 300 400 500 600 700 800 900 1000

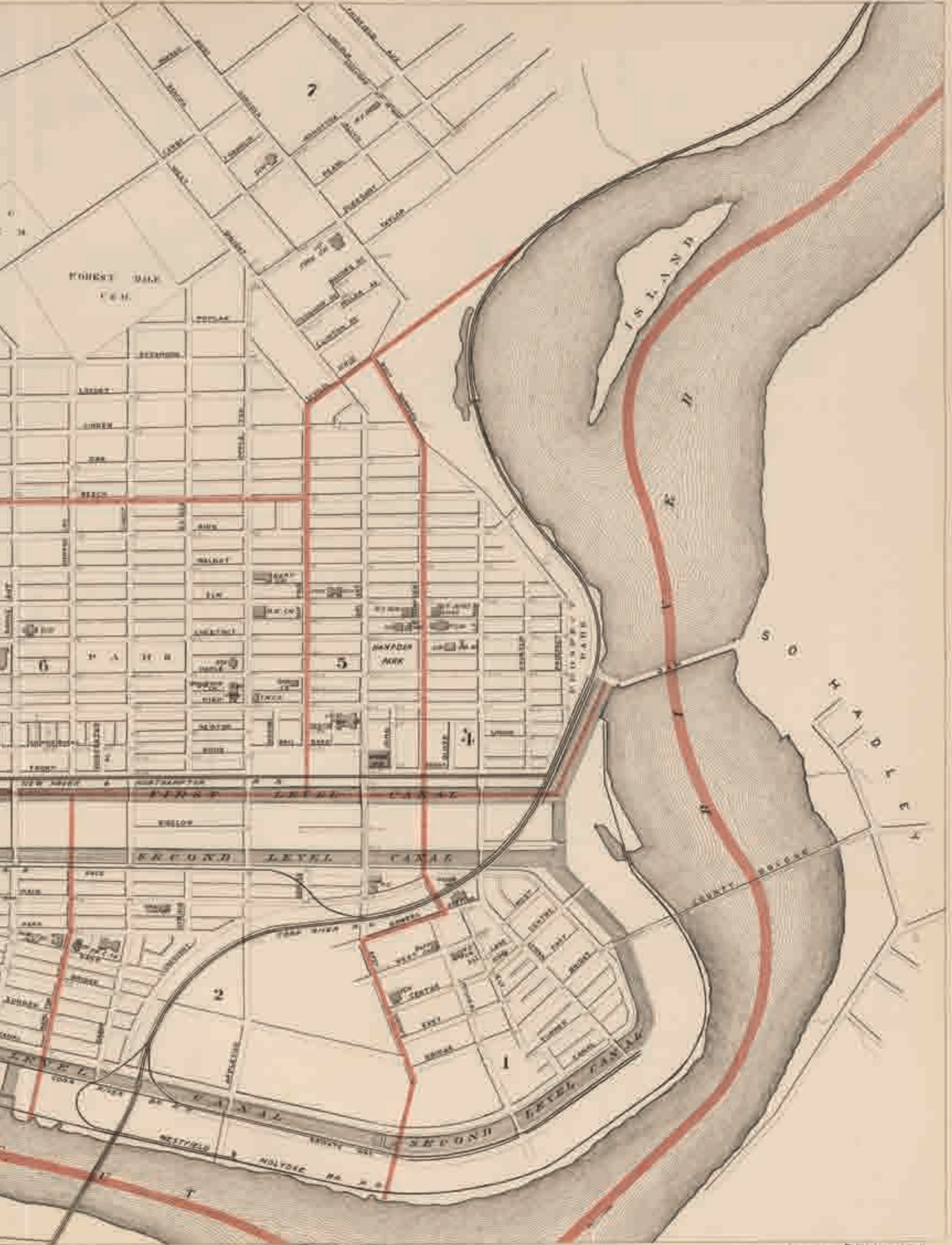






# HOLYOKE.

303



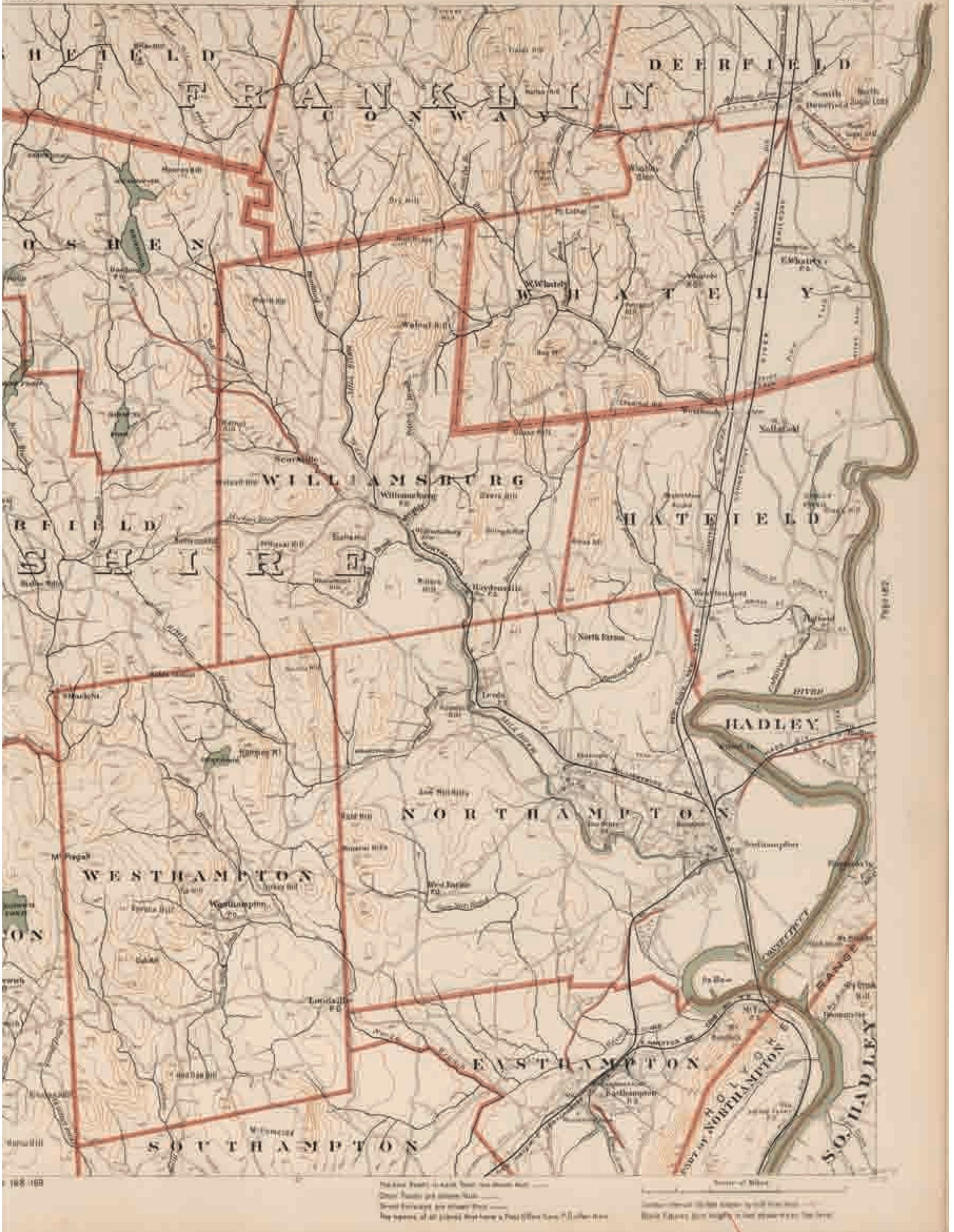
This boundary shows the  
the lines of the Holyoke City and  
the lines of the Lowell Canal.

Drawn by E. Walker, C.E.











# CITY OF

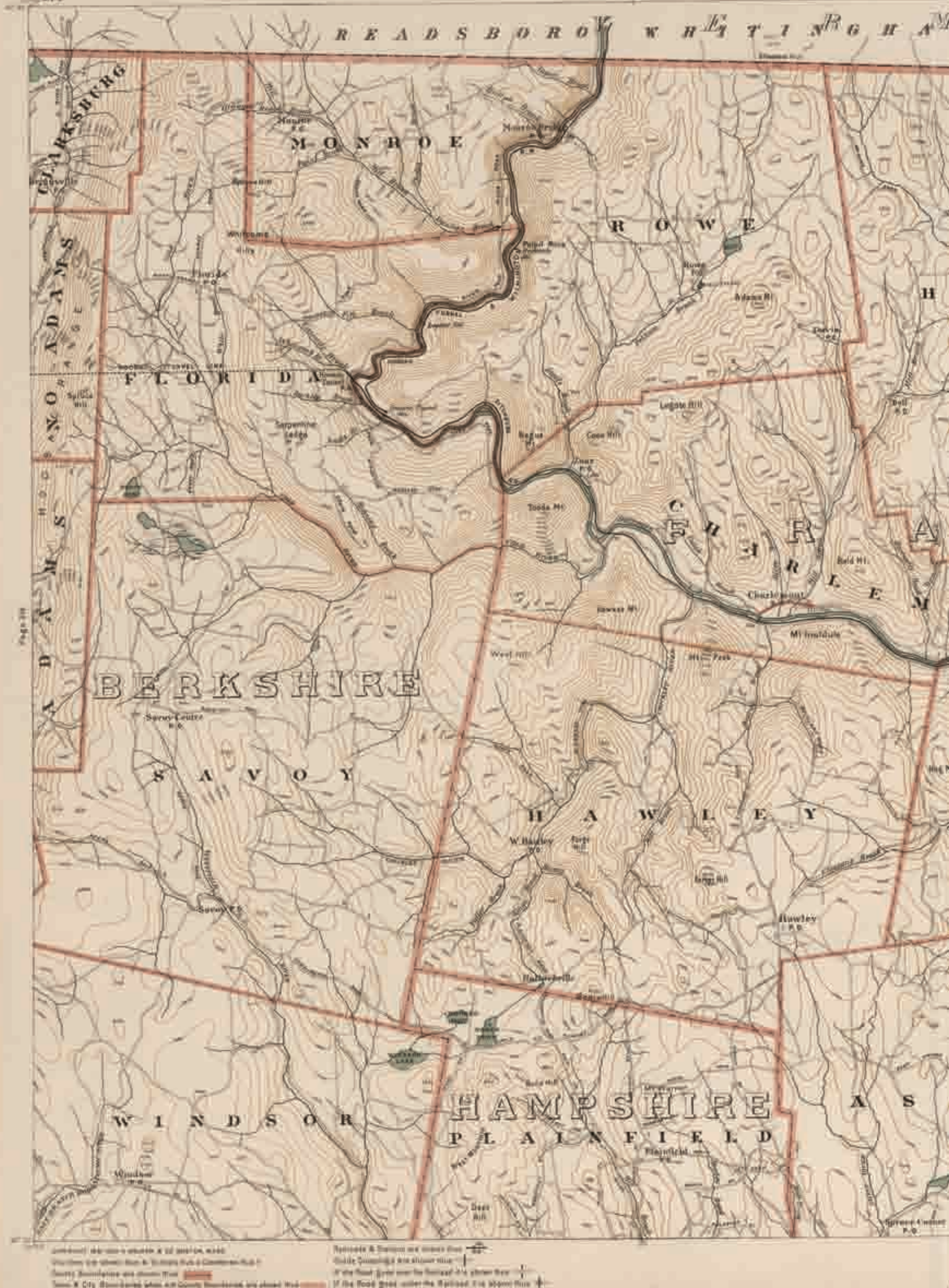
210



















2008年12月25日

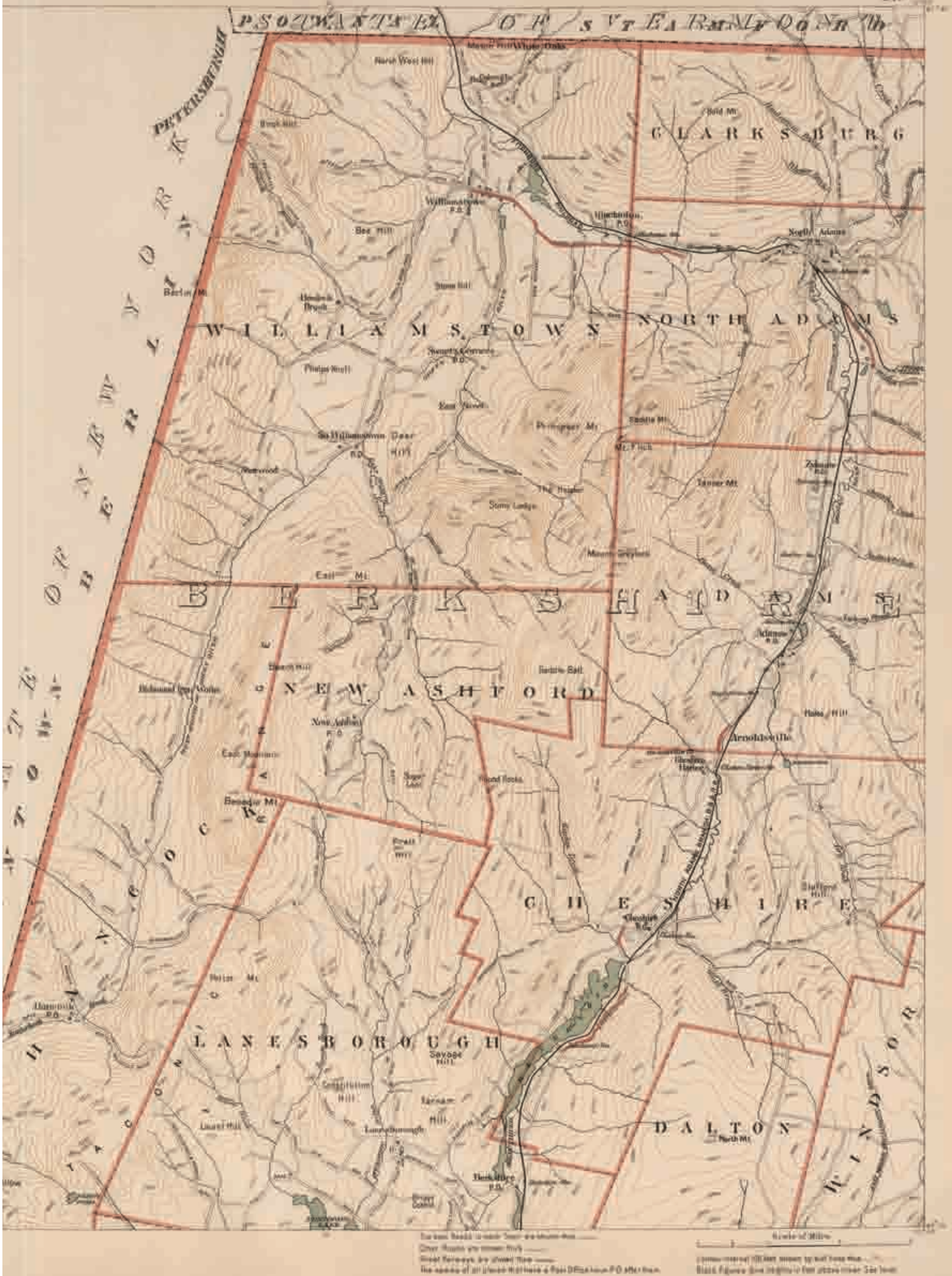
Estimated 2010 Student Fee: \$3,400/Year

As a result, the following are the main results:

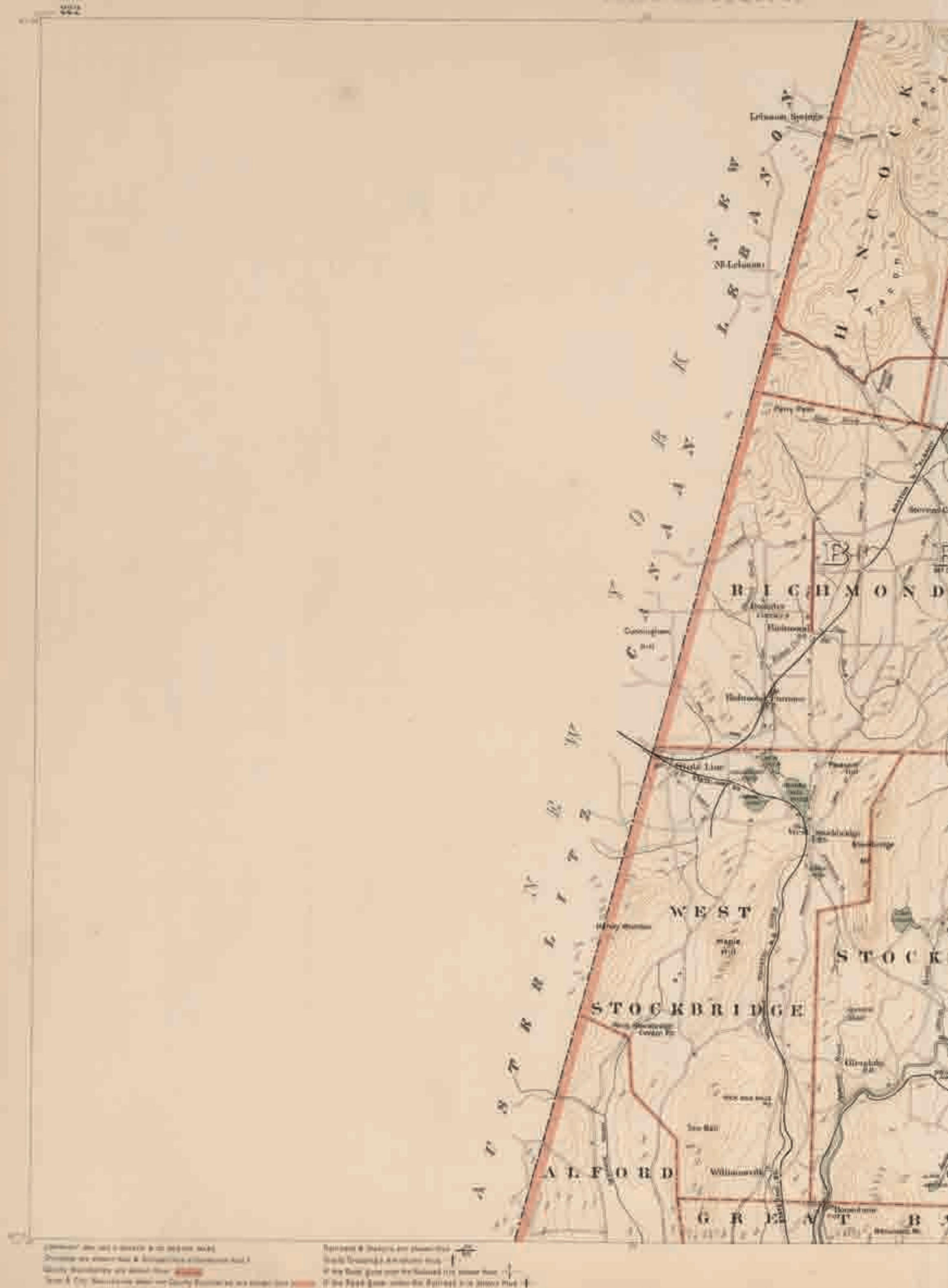
**It was David's jump over the fence that led to his attorney's firing**

11. *How many times have you been in a fight with a friend or family member?*









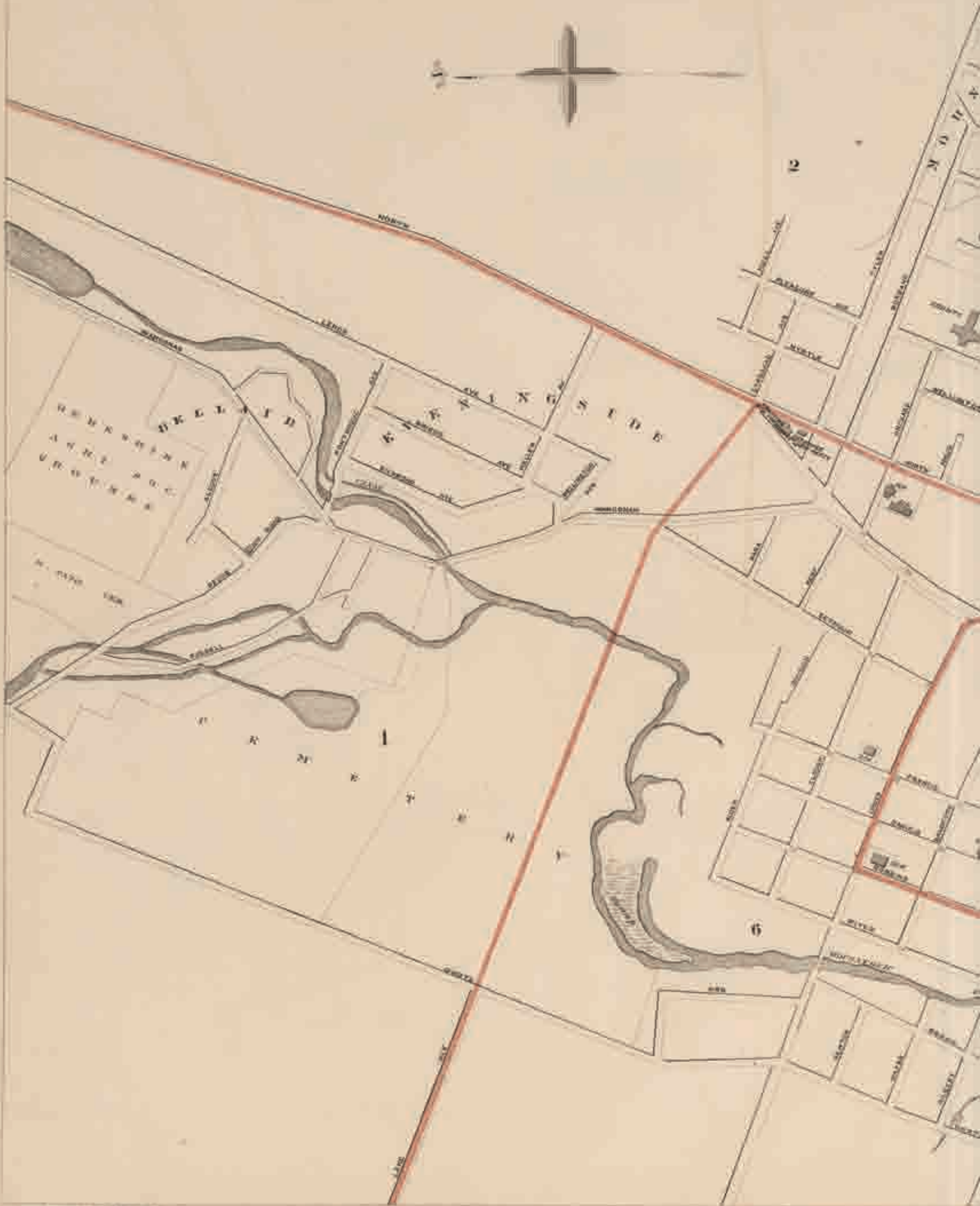






# CITY OF

274





PITTSFIELD.

100



The following are about the **same**  
 in terms of the **same** **same** **same**  
 The **same** **same** **same** **same** **same**

— Ben A. Murdock, C.E.





Copyright 1891 by George H. Walker & Co. Boston, Mass.

Shaded areas show the 1000 feet contour line.

County boundaries are shown in red.

See City Directories for names of towns.

Railroads & Steamships are shown in black.

Water bodies are shown in blue.

If the road goes over the railroad it is shown in red.

If the road goes under the railroad it is shown in black.







