ATLAS OF
Massachusetts.

COMPILED UNDER THE DIRECTION OF

O.W. WALKER, C.E.

Assistance rendered by more than One Hundred prominent Civil
Engineers and Surveyors, referred to on Page 3

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2d ed.
1892
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 continually employed a force of engineers surveying in different parts of the State for local atlases, which have been published in nineteen volumes, and we have issued road 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 plans for this atlas.

The state plates in the atlas are based on the United States coast and Geodetic survey, the Borden 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. Tracings 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 plans and much important data.

Chas. A. Allen, Worcester.
Richard A. Ames, Dorchester.
Frederick H. Bailey, Somerville.
Win. R. Bailey, Lexington.
Amsco Baldwin, Great Barrington.
E. F. Ball, Palmer.
Quincy Bicknell, Hingham.
L. E. Blood, Peppernell.
Philip D. Benton, Jr., Fall River.
C. E. C. Beeck, Milton and Boston.
Fred Brooks, Haston.
W. C. Philips, Boston.
Fred Broom, Nashua.
H. H. Boyer, Pembroke.
L. B. Cresswell, Medford.
H. J. Clark, Webster.
Frank P. Cold, Chicopee.
Geo. A. Craig & Son, Spencer.
Illammon, Pittsfield.
J. F. Frost, Framingham.
P. C. Curtis, Pawtucket, R. I.
E. A. Craig & Son, Spencer.
W. E. Tappan, Boston.
J. F. Moore, Waltham.
J. W. Morey, Boston.
Arnth Noyer, Newton.
Harold Parker, Clinton.
Howard Perkins, Marblehead.
A. L. Plimpton, Boston.
Cyril W. Paul, Rockport.
Daniel Pratt, Ashfield.
H. A. Pratt, Shelburne.
Cha. A. Pym, Salem.
Geo. A. Putnam, Rhode Island.
Quincy L. Reed, Weymouth.
C. P. Sibley, Adams.
C. W. S. Seymour, Hingham.
Cha. M. Stow, Springfield.
E. H. Snow, Rockland.
W. C. Swears, Melrose.
Geo. B. Storrs, Ashland.
W. A. Strong, Northampton.
J. H. Bullock, Chelsea.
W. H. Tigges, Manchester.
E. V. Turner, Westfield.
M. M. Todd, Boston.
Frank I. Tibbets, Somerville.
J. C. Torrey, Woburn.
Daniel N. Tuvey, Cohasset.
Alexander Walker, Williamsport.
E. Walter, Holyoke.
William W. Webber, Gloucester.
A. W. Webster, Malden.
H. T. Whitney, Quincy and Boston.
W. W. Wight, Natick.
A. E. Wool, Connolly.
Wood & Riggs, Worcester.
W. H. Wright, Rehoboth.

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 complete 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 as many of the important features and facilities 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 near 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. At an illustration 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 far more correct than in any atlas of this or of any other State in this country, although the matter 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 our 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 obliterate other features of the work.

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 obliterate 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 Fossed 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.

160 Tremont St., Boston.
<p>| Bates Pond, Carver | 110 |
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| Belchmrs Cave, Great Barrington | 230 |
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<th>Address 2</th>
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<th>Address 4</th>
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<tbody>
<tr>
<td>John Smith</td>
<td>123 Main St., Boston</td>
<td>Apartment 4, 2nd Floor</td>
<td>Suite 100, Boston Building</td>
<td>123 Main St., Suite 100, Boston</td>
<td>123 Main St., Boston, MA 02109</td>
</tr>
<tr>
<td>Jane Doe</td>
<td>456 Park Ave., Boston</td>
<td>456 Park Ave., Suite 100, Boston</td>
<td>456 Park Ave., Boston, MA 02116</td>
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<td>Mr. Jones</td>
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<td>Emily Davis</td>
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Note: This table represents a small portion of the content. The full document contains a comprehensive list of names and addresses.
The best roads in each town are shown thus.

Other roads are shown thus.

Contour lines show the height above mean sea level. Black fillure gives height in feet.

The contour line in water indicates the depth of water in feet.

The names of all places that have a Post Office have P.O. after them.
Counties are shown thus.

Town & City Boundaries when not County Boundaries are shown thus.

Railroads & Stations are shown thus.

Grade Crossings are shown thus.

If the Road goes over the Railroad it is shown thus.

If the Road goes under the Railroad it is shown thus.

The names of all places that have a Post Office have P.O. after them.

The Darker heavier lines indicate the course of the River.

A century earlier than the date of the map, the town included Marblehead, Lynn, Salem, Danvers, Topsfield, Beverly, Ipswich, Middleton, and several others as well.
Churches are shown thus (1).
Schools thus.
Cemeteries thus (2).
County Boundaries are shown thus.
Towns & City Boundaries when not County Boundaries are shown thus.

Railroads & Railways are shown thus.
Grade Crossings are shown thus (3).
If the Road goes over the Railroad it is shown thus (4).
If the Road goes under the Railroad it is shown thus (5).

The best Roads in each Town, shown thus (6).
Other Roads are shown thus.

Sheet Railways are shown thus.

The names of all places that have a Post Office have P.O. after them.

Contour intervals are shown by buff lines and are shown thus.

Black figures give heights in feet above mean sea level.
The Contour lines in water indicate 18 feet depth at mean low tide.
County Boundaries are shown thus.

City Boundaries when not County Boundaries are shown thus.

Railroad crossings are shown thus.

If the Road goes over the Railroad it is shown thus.

The best Roads in each Town are shown thus.

Other Roads are shown thus.

Street Railways are shown thus.

The names of all places that have a Post Office are shown thus.

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Street Railways are shown thus.

The names of all places that have a Post Office are shown thus.
Scale of Feet.

The figures give the height above fair level.

Revised by Frank P Cobb C.E.
Churches are shown thus (S). Schools thus (S). Cemeteries thus (S).

Courty Boundaries are shown thus (_ _) when not Courly Boundaries are shown thus | |.

Tow n & Cdy Boundaries are shown thus | |. Roads & Railroads are shown thus | |. Grade Crossings are shown thus | |.

If the Road goes over the Railroad it is shown thus | |. If the Road goes under the Railroad it is shown thus | |.

The names of all places that have a Post Office have P. O. after them.

Contour Interval 100 feet shown by Buff lines thus | |. Black figures give heights in feet above mean Sea level.