

A. G. 4

Suburban Homes



PROVIDENCE DIVISION.
PARK SQUARE STATION. BOSTON.



CENTRAL & CAPE COD DIVISIONS
KNEELAND ST. STATION. BOSTON.

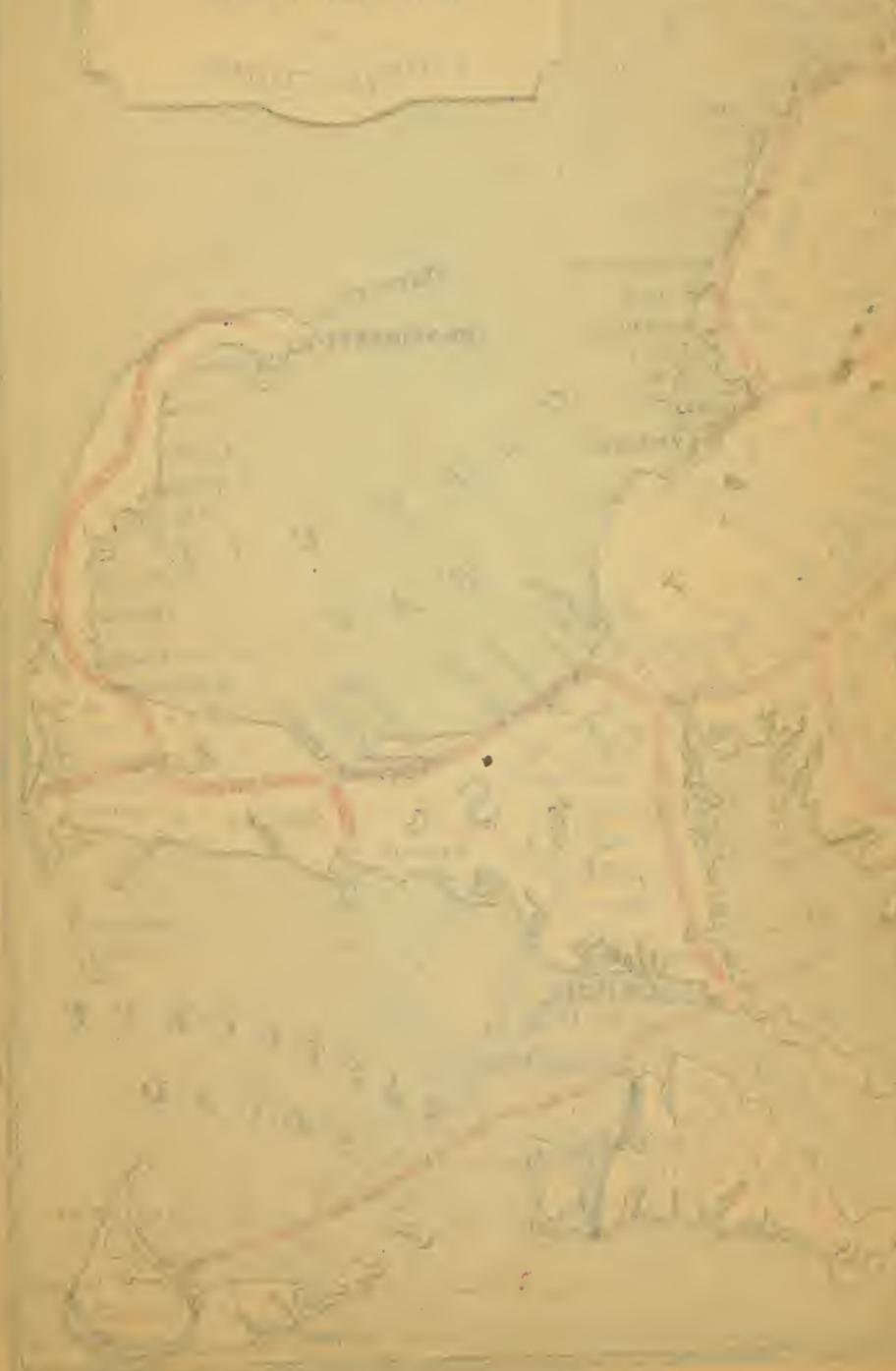


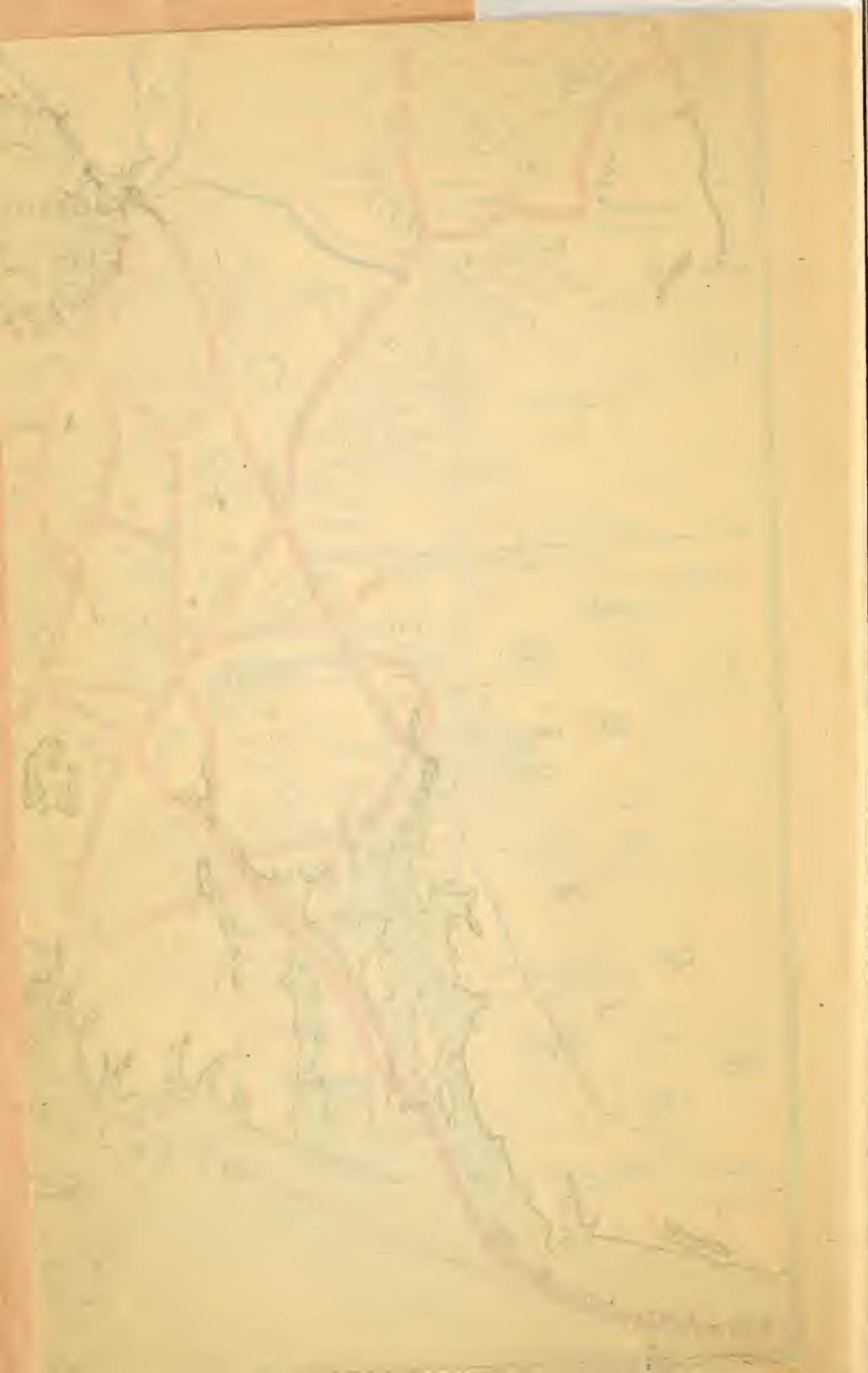
NORTHERN DIVISION.
KNEELAND ST. STATION (B.&A.) BOSTON.

ON THE OLD COLONY

R.A. Supply Co.
Boston

OLD COLONY
WILMOUTH





SUBURBAN HOMES

ON THE

“OLD COLONY.”

A DIRECTORY FOR THOSE WHO SEEK A SUBURBAN
RESIDENCE.

ISSUED BY THE
PASSENGER DEPARTMENT OLD COLONY RAILROAD.
BOSTON.
1889.

P.
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RAND AVERY SUPPLY CO. BOSTON.

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SPECIAL NOTICE.

A Manual of Summer Hotels and Boarding Houses on the Old Colony system, showing rates, accommodations, etc., will be mailed free on application to the undersigned.

GEO. L. CONNOR,

G. P. A. Old Colony R.R.,
Boston.

PREFATORY.

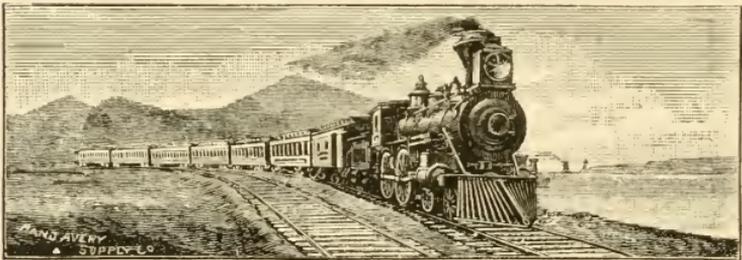
HE who seeks for information within this little volume should carefully consult the maps that form a part of it. The situations herein described comprise the whole of the ancient "Old Colony" district, and what is now known as Plymouth County, Bristol County, Norfolk County, the Naragansett, and Mount Hope Bay shores in Rhode Island, and sections of the eastern central region of Massachusetts.

The Old Colony Railroad and its various connected steamboat lines furnish the sole transportation agencies for southeastern Massachusetts, including Bristol, Plymouth, Barnstable, Dukes, and Nantucket Counties. The ocean shore lines included within the ministrations of this railroad, measured by their windings in and out along the coast, number upwards of four hundred miles of distance, and embrace every variety of noble, striking and interesting seashore scenery known to the continent.

For excellent sanitary conditions, recreative qualities, and especially for all the requisites necessary to make up the superlative of summering places, this region is on the whole unequalled elsewhere in the country; while its comparatively ancient settlement, the density of its population, its traditions, usages and experiences, render it in the forefront of the civilization of the country, and its social, religious, educational and economic departments are upon permanent foundations, and far advanced in best directions. Its inland towns and villages are nowhere far removed from the sea-coast, and in selecting a permanent or summer home within its borders, advantage may be taken of situations more or less exposed or sheltered, according as the would-be dwellers are robust or the contrary.

As will be seen, by studying the maps afore-mentioned, the Old Colony Railroad system, although comprising upwards of five hundred miles of finished and operated road, has only eleven miles of "main line" (from Boston to South Braintree), all the rest being "branches," that have been attached from time to time since the inception of the enterprise in 1845, and have grown steadily until they have filled the whole region. It would now be hard to find in the whole of southeastern Massachusetts a village or hamlet half a dozen miles from a railroad station, the truth being that nearly every town in the region enjoys direct railroad privileges, while most of them have more than one, and sometimes five or six, stations within their limits.

It will be noticed in the following pages that the names of railroad stations, rather than of the towns to which they belong, have been given as titles preceding descriptions, although invariably the town name will be found somewhere in the detailed account connected. Thus, one might search in vain, using an ordinary map or gazetteer of Massachusetts, to find the places, "Egypt," "Titicut," "Greenbush," or the like, these names belonging respectively to villages containing stations of the railroad, and in nowise indicating the town name of the locality. In any case, where larger or more detailed information is desired than this book contains, concerning any place to which it refers, or any situation in the whole region, the fullest answers will be promptly and cheerfully given to all queries forwarded to the Passenger Department of the Old Colony Railroad, at the general headquarters in Boston.



RATES, TRAINS AND TICKETS.

THE tabulated information at the head of each descriptive account afforded in this book is necessarily incomplete in details, since the running of trains must vary, with regard to numbers and character of the same, according to the season of the year and the volume of travel, and the lists would become too long were every kind of special rate embodied therein. Of the service it may here be said that the number of daily and Sunday trains on every part of the system is largely augmented each summer, or during the "warm months," express and excursion trains to important and attractive points along the sea-shore and to the centres being at these times frequent and timely, while the regular service throughout the year is never allowed to fall below the limit of entire sufficiency. Theatre trains are run o'nights for the accommodation of nearly all the localities indicated within this book, the stations within twenty miles of Boston having this provision regular and constant throughout the year, while those more remote are served according to the demands of the situation or the desires of the population as illustrated by their patronage. Upon all trains the coupons of the 1,000-mile books (\$20) are taken. The multiple-trip tickets are represented by five and ten, as shown in this book, there being no difference between them so far as rate is concerned, but only in the number of rides, which is increased according to the nearness to centres. In the suburban district (within ten miles of principal stations in Boston), 100-ride tickets take the place of season tickets, the latter being abolished in that district. These commutation tickets are good until used, in either direction. Season tickets for two months are issued at 75 per cent of the quarterly rate, and for one month at 40 per cent (Northern Division 50 per cent) of the quarterly rate. These tickets are valid for continuous passage between stations named on week days, but not on Sundays, except on the Northern Division, where they are taken at any time. For the accommodation of summer sojourners on the main line, tickets of the latter class are issued for four and five months at the same rate per month as the quarterly tickets. Half-fare season tickets are issued to persons under eighteen years of age, except within the suburban district, upon application signed by a parent or guardian. Blank applications can be secured at the general ticket office, in Boston, and at the ticket offices of the several stations.

The round-trip tickets referred to in the following pages are placed on sale May 1, are valid between Boston and stations on the main line and branches for continuous passage only, and are good to return until November 1. On the Northern Division, round-trip tickets are on sale to Boston all through the year, and are valid for passage only on day of sale.

A most important feature is that of the "workingmen's tickets," whereby the Old Colony road not only conforms with Massachusetts law with reference to the transportation of workers over railroad lines, but systematizes and makes far-reaching this provision for these classes, catering to their needs in these respects in the most effective, thorough and comprehensive manner. Tabulated near the close of this book will be found a list of towns and stations included within this service, with rates and trains duly set forth in order.



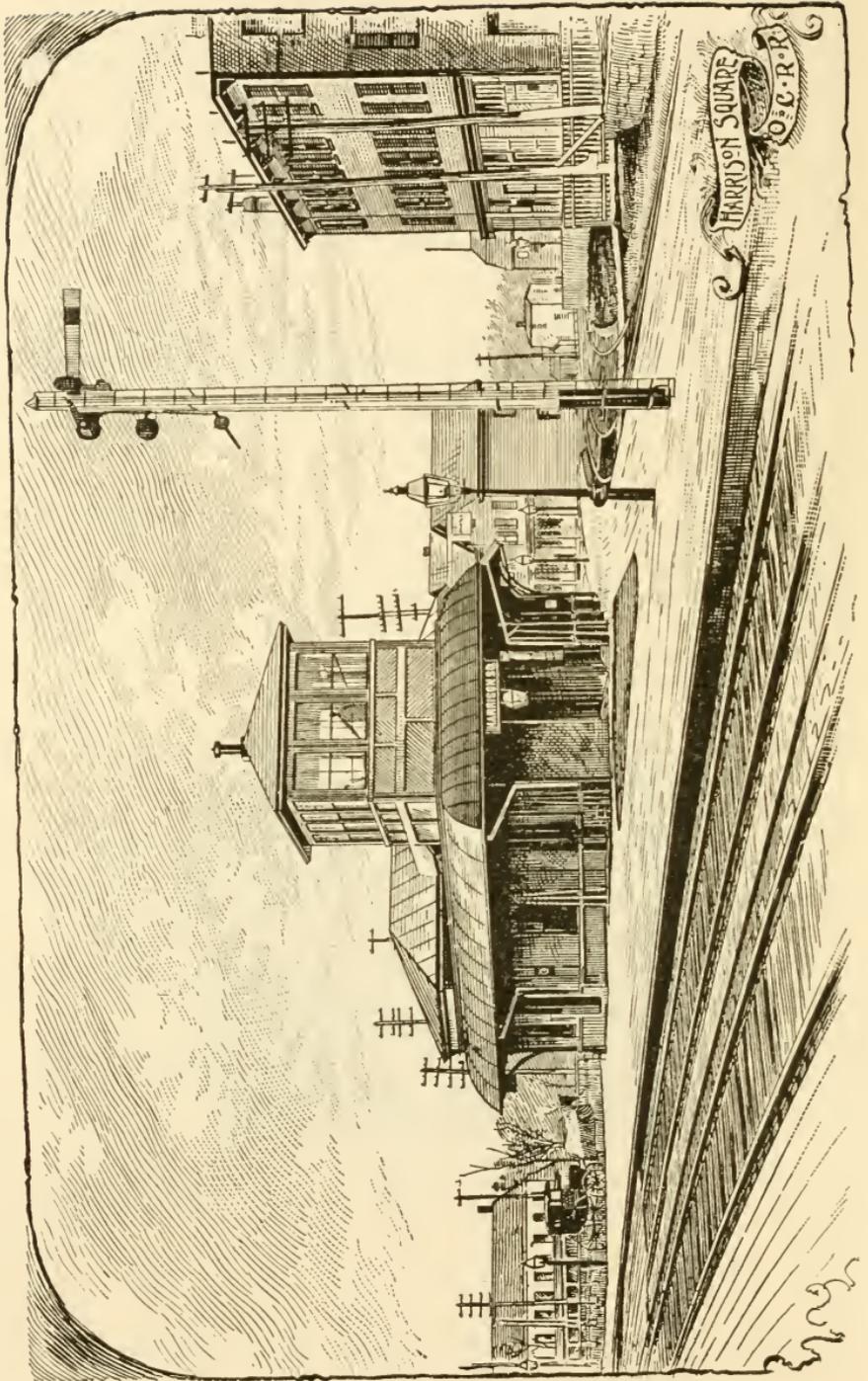
CO-OPERATIVE BANKS.

It is now upwards of ten years since the form of "building associations" known as "co-operative banks" was legalized in this State by the Legislature; and during that time great advances have been made in the securing of workingmen's homes in various parts of the Commonwealth, and nowhere has the project been received with greater favor or more practical results than in southeastern Massachusetts. The system in vogue here is a close copy of that so long and so effectively employed in Philadelphia; and under its beneficent workings homes have sprung up as if by magic in Brockton and its suburbs, Stoughton, Taunton, Plymouth, and the suburban villages of Boston in all directions. Substantially, the plan of a co-operative bank (or building association) is as follows:—

A certain number of persons organize under the law as a co-operative bank. Every member pays in a small sum per month, and each month the total amount is loaned to some member (or several members, if there is sufficient money) to build a house, which he may occupy upon its completion; and instead of paying rent into the pocket of a landlord and having nothing to show for it afterward, he pays about an equal amount to the co-operative bank monthly, a portion of which is for interest, but a large part goes toward paying the principal, and at the end of ten or eleven years he owns his home.

There are in Boston and southeastern Massachusetts the following named co-operative banks:—

In Boston, the "Germania," "Guardian," "Homestead," "Merchants," "Pioneer," "Suffolk," "West Roxbury" and "Workingmen's"; in Brockton, the "Campello" and the "Security"; in Fall River, the "Peoples'" and the "Troy"; in Lowell, the "Lowell"; in New Bedford, the "New Bedford"; in Plymouth, the "Plymouth"; in Sandwich, the "Sandwich"; in Stoughton, the "Stoughton"; in Taunton, the "Taunton" and the "Weir"; in Fitchburg, the "Fitchburg."



THE MAIN LINE

AND

SHAWMUT, MILTON AND GRANITE BRANCHES.

The main line of the Old Colony Railroad includes all the suburban stations between the central Boston station and the Neponset River, and onward from the last-named point to South Braintree (see map), a distance of about eleven miles. The Shawmut Branch leaves the main line at Harrison Square, a Boston suburb, and runs through the beautiful Neponset valley, closely following the river bank as far as Milton and Mattapan. The Granite Branch leaves the main line at Atlantic station, near the south bank of the Neponset River, and runs through East Milton and West Quincy to Braintree, where it again joins the main line. These sections form a thickly settled region, the towns and villages having beautiful situations after the heart of the city is left behind, the Neponset valley, the Blue Hills of Milton, the heights about Quincy, and the shores, bays, islands and country localities which all these heights overlook, presenting scenery unequalled elsewhere in New England, and attractions for summer or permanent homes unsurpassed anywhere.

SOUTH BOSTON, CRESCENT AVENUE, SAVIN HILL AND HARRISON SQUARE.

These are stations of the Old Colony Railroad main line, situated within the limits of Boston, and from one to three miles distant from the principal Boston station. At Savin Hill the surroundings begin to assume a suburban appearance, broadened house-lots and wooded hills and knolls showing themselves, with estates containing lawns, gardens and orchards not infrequent. Of late, great numbers of very attractive cottages of modern style have been built in these sections, and hundreds of homes, costing from \$4,000 to \$7,000 each, have been established. All belongings and characteristics of the city are, of course, the rule here. Distances, rates of fare, train service, etc., are as follows:—

Crescent Avenue is 2 miles from the Boston station; has twenty-five trains from and twenty-nine trains to Boston on week-days, and four

trains each way on Sundays. The fare one way is 5 cents, ten-trip rate 50 cents, and 100-ride ticket \$5.00.

Savin Hill is 3 miles from Boston, has twenty-five trains from and twenty-nine trains to Boston on week days, and four each way on Sundays. The fare for single trip one way is 6 cents, ten trips for 50 cents, and a 100-ride ticket for \$5.00.

Harrison Square is distant 4 miles from the Boston station, and has thirty-five trains to and thirty-nine trains from Boston on week days, and four each way on Sundays. The single fare to Boston is 7 cents, or ten trips for 60 cents, and the 100-ride ticket rate is \$5.00.

SHAWMUT.

5 miles from Boston station.	
18 trains from Boston, week days.	
17 trains to Boston, week days.	
4 trains each way, Sundays.	
One-hundred ride Ticket....	\$6.75
Ten-trip Ticket.....	.75
Fare, one way.....	.09

A Boston suburb; fine estates and growing rapidly. Overlooks the Neponset valley and its surrounding heights, and is very prettily situated. A most desirable place for summer residence or sojourning, or for

permanent homes. Prices for building lots, twenty cents to fifty cents per foot. A quiet, restful village.

ASHMONT.

A Boston suburb, overlooking the Neponset River and the Milton Hills. Population, about 800. The dwellings are upon high land, with commanding and pleasant outlooks, especially attractive in summer.

The place is growing rapidly, and has many fine estates and cottages. The "Ashmont Improvement Club" gives direction to local and material interests. Prices for building lots, from sixteen cents to twenty-five cents per foot. Five per cent to six per cent on mortgages.

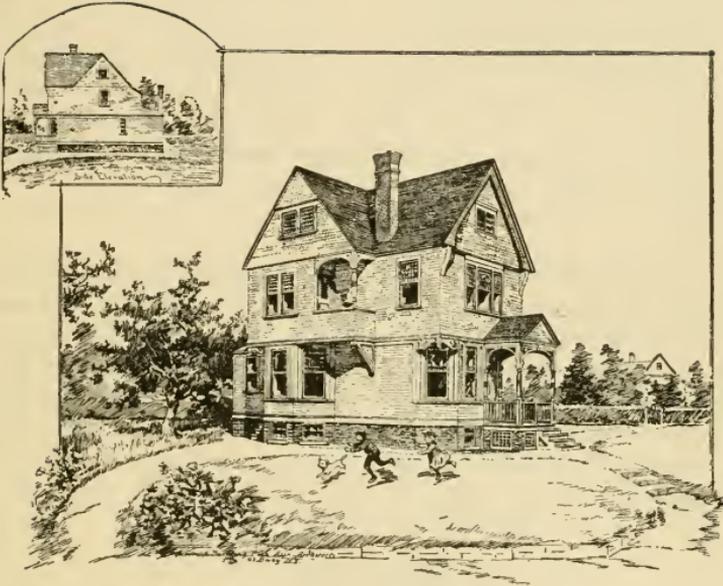
5 miles from Boston station.	
18 trains from Boston, week days.	
17 trains to Boston, week days.	
4 trains each way, Sundays.	
One-hundred ride Ticket....	\$7.25
Ten-trip Ticket.....	.80
Fare, one way.....	.10

CEDAR GROVE.

6 miles from Boston station.	
17 trains from Boston, week days.	
16 trains to Boston, week days.	
3 trains each way, Sundays.	
One-hundred ride Ticket....	\$8.00
Five-trip Ticket.....	.45
Fare, one way.....	.11

A suburb of Boston, overlooking the Neponset River and the Blue Hills of Milton. One and a half miles from Milton and Neponset. Four mails daily. Prices for building lots, from ten cents to

thirteen cents per foot. Has many fine estates and modern-built dwellings, and is growing rapidly. A very desirable place for summer sojourning, and of large resort for visitors during that season.



DESIGN No. 481.

By the Co-operative Building Plan Association, Architects.

Size of structure: Front, 18 ft.; extreme width at dining-room, 21 ft., 6 in.; side, 40 ft.

Accommodations: Vestibule, hall and three rooms on the first floor; bath and two large rooms on the second floor; two rooms in the attic.

Height of stories: Cellar, 6 ft., 8 in.; first story, 9 ft., 6 in.; second story, 8 ft., 10 in.; attic, 7 ft., 6 in.

Materials: Foundations, 8-in. brick walls; first story, clapboards; second story, shingles; roof, shingles.

Cost about \$2,700. Floor plans and further information about this design may be obtained free by applying to the Co-operative Building Plan Association, Architects, 63 Broadway, New York.

MILTON.

7 miles from Boston station.
18 trains from Boston, week days.
18 trains to Boston, week days.
4 trains each way, Sundays.
One-hundred ride Ticket ....\$8.00
Five-trip Ticket..... .45
Fare, one way ..... .13

Milton is separated from the Dorchester District of Boston by the Neponset River, which is navigable up to "Milton Lower Mills," near which is the Milton station of the O. C. R. R. Population of Milton is

about 3,500. Has many fine suburban estates and residences, the property of wealthy business men and others of Boston, who have long regarded this place as most desirable for summer or permanent residences.

The natural attractions of Milton are superlative, the "Blue Hills" affording finest sites, and the outlooks over the surrounding country and Boston Harbor and bay being unequalled by anything of the kind in the neighborhood of Boston. Two miles to Quincy and Wollaston. The roads are excellent, and the drives in all directions very attractive. Besides excellent public schools, Milton has an academy. One national bank. Building lots from ten cents per foot. Best of accommodations for summer sojourners in private houses. Some dairy farming.

POPE'S HILL.

A suburb of Boston, finely situated on heights overlooking the harbor and bay and the surrounding country for miles in every direction. Many wealthy residents and fine estates. Prices for building lots, from five cents to fifty cents per foot. The principal attractions of this district are its superb outlooks and fine sanitary conditions.

4 miles from Boston station.
15 trains from Boston, week days.
18 trains to Boston, week days.
4 trains each way, Sundays.
One-hundred ride Ticket ....\$6.00
Ten-trip Ticket ..... .70
Fare, one way..... .08

NEPONSET.

5 miles from Boston station.
27 trains from Boston, week days.
27 trains to Boston, week days.
4 trains each way, Sundays.
One-hundred ride Ticket ....\$7.00
Ten-trip Ticket..... .75
Fare, one way..... .10

A suburb of Boston in the Dorchester District. A quiet ward, on the boundary line between city and country; water front on Neponset River and Dorchester Bay, and fine outlooks over bay, harbor and

islands. Prices for building lots, from twenty-five to thirty-five cents per foot. All Boston city privileges. Some fine residences.

CENTRAL AVENUE.

A village of Milton, of unbounded natural attractions, having many fine estates, and of steady and substantial increase. Excellent either for summer or permanent homes. Some market and dairy farming. Building lots from ten cents to fifty cents per foot. [*See Milton.*]

7 miles from Boston station.
18 trains from Boston, week days.
18 trains to Boston, week days.
3 trains each way, Sundays.
One-hundred ride Ticket....\$8.00
Five-trip Ticket..... .45
Fare, one way..... .13

MATTAPAN.

8 miles from Boston station
18 trains from Boston, week days.
18 trains to Boston, week days.
3 Trains each way, Sundays.
One-hundred ride Ticket....\$8.00
Five-trip Ticket..... .45
Fare, one way..... .15

A suburb of Boston. Population, about 1,000. Situated upon Neponset River, and has fine natural attractions. Excellent for summer or permanent home. Very low rates for building lots.

WOLLASTON HEIGHTS.

VILLAGE OF QUINCY, NORFOLK COUNTY.

Situated on a spur of the Blue Hills, overlooking Dorchester and Boston bays, Neponset valley, the southern suburbs of Boston, and the Blue Hills of Milton. Population, about 1,500. Schools of the famous Quincy system, in modern building. Three churches,—Orthodox, Baptist and Methodist; also free religious society. The village is of recent establishment, and all the buildings of modern style. One mile to the main village of Quincy. Whole territory regularly laid out in lots 50 x 100 feet. Range of prices for lots, from six cents to thirty cents per foot. Excellent building lots for ten cents per foot. The greater number of the present buildings on double lots. Fine social element. Choral Society, Literary Society, Reading Clubs, etc. Banks, —national, co-operative and savings; Masonic, Odd Fellows and other societies, etc., in main village. Easy terms for mortgages in Quincy, Braintree, Weymouth or Boston banks. Beautiful drives and finest scenery on all sides. Water and gas systems, fire department, etc. One hotel. Three mails each way daily. Telegraph and telephone connections. Equally desirable as place of residence in winter and summer. Very popular as place of summer resort. Growing rapidly. [*See Quincy.*]

7 miles from Boston.
20 trains to and from Boston, week days.
4 trains each way, Sundays.
One-hundred ride Ticket....\$8.50
Ten-trip Ticket..... 1.10
Fare, one way..... .13

ATLANTIC.

6 miles from Boston.
24 trains from Boston, week days.
26 trains to Boston, week days.
4 trains to and from Boston, Sundays.
One-hundred ride Ticket....\$8.00
Ten-trip Ticket ..... .90
Fare, one way ..... .11

Atlantic is the most northerly village of Quincy, and separated from Boston by Neponset River and Dorchester Bay. Population, about 2,000, increasing yearly. One of the celebrated Quincy schools is

situated here. One Congregational and one Catholic church. One mile to Wollaston Heights, two miles to Quincy main village, and two and a half miles to Squantum. Good accommodations for summer residents, and very desirable as permanent home. Two mails each way daily; telegraph and telephone. Building lots range from six cents to ten cents per foot. Money on mortgages at five per cent. Atlantic has many fine estates and summer residences, and its summer business is growing. Squantum, on the shore of the bay, which here presents most charming outlooks, including the islands and interesting points about Boston Harbor, is very attractive in summer. Water and fire departments. Junction of the Granite Branch of the Old Colony Railroad, built in 1826, — the first railroad in America.

QUINCY.

An historic town, which has given to the United States two Presidents. Population, 13,000. The public schools of Quincy have become famous. The town has a fine public library, and is the seat of Adams

8 miles from Boston.
27 trains from Boston, week days.
29 trains to Boston, week days.
6 trains in each direction, Sundays.
One-hundred ride Ticket....\$9.00
Ten-trip Ticket..... 1.25
Fare, one way ..... .15

Academy. Seventeen churches, representing nearly all denominations. Two national banks, one savings bank and one insurance company. Good accommodations and facilities for summer residents. Seven mails from and five mails to Boston, daily. Telegraph and telephone. Building lots from five cents per foot upwards. Woods and beach gunning in season. Many fine modern-built dwellings; permanent homes increasing rapidly. Masons, Odd Fellows, Knights of Pythias, Grand Army, Knights of Honor, Legion of Honor, Good Templars, etc. Six per cent on mortgages. Water and fire departments. Under the Unitarian church (Adams Temple), the two Presidents, John Adams and John Quincy Adams, are buried. The water front of Quincy lies along the inner Dorchester Bay, and the situation is very favorable for boating, gunning and fishing. John Hancock was a native of Quincy, and here have been the estates of the Adams and Quincy families for generations. Quincy granite is well known in every part of the country, many important public buildings having

been constructed of this material, such as King's Chapel, the Custom House and Bunker Hill Monument in Boston, the Custom House in Charleston, S. C., the Astor House in New York, the Custom House in New Orleans, and many others.

QUINCY ADAMS.

A village of Quincy. Population, 2,000. About three-quarters of a mile to the main village of Quincy. The place is growing rapidly, is very desirable for permanent residence, and has a large number of modern-built dwellings. Average price of building lots, five cents per foot. Excellent accommodations for summer sojourners. Some dairy farming. [*See Quincy.*]

9 miles from Boston.
18 trains from Boston, week days.
17 trains to Boston, week days.
4 trains each way, Sundays.
One-hundred ride Ticket...\$10.00
Ten-trip Ticket 1.50
Fare, one way ..... .17

EAST MILTON.

8 miles from Boston.
10 trains from Boston, week days.
10 trains to Boston, week days.
One-hundred ride Ticket....\$8.50
Ten-trip Ticket 1.10
Fare, one way ..... .14

A beautifully situated village, overlooking the Neponset valley, devoted to general farming and suburban homes. Building lots from three cents to fifty cents per foot. Good roads for drives among fine

scenery. Many costly estates and residences. [*See Milton.*]

WEST QUINCY.

A village of Quincy, in the neighborhood of the celebrated granite quarries. Population, 4,000. One Catholic and one Methodist church. Two miles to Quincy main village. Building lots, two cents to ten cents per foot. Six per cent on mortgages. Three mails daily. Telegraph and telephone. [*See Quincy.*]

9 miles from Boston.
10 trains from Boston, week days.
10 trains to Boston, week days.
One-hundred ride Ticket....\$9.00
Ten-trip Ticket..... 1.25
Fare, one way ..... .15

BRAINTREE.

10 miles from Boston.
32 trains from Boston, week days.
31 trains to Boston, week days.
6 trains to and from Boston, Sundays.
One-hundred ride Ticket...\$11.50
Ten-trip Ticket 1.75
Fare, one way..... .20

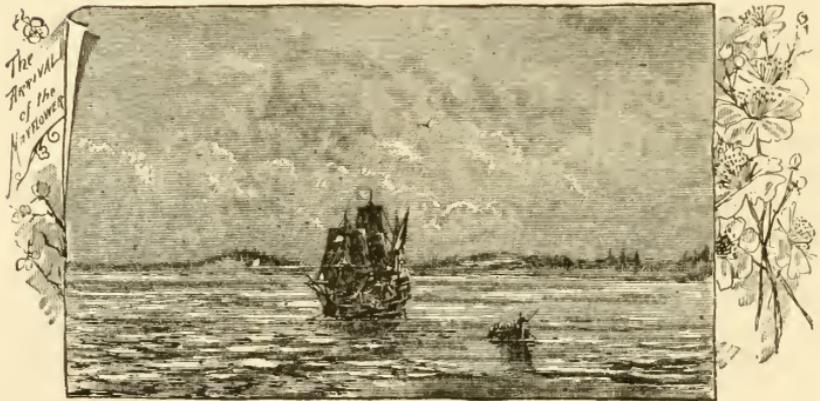
An old, historic town; three villages. Population, 4,040. Fine public schools and Thayer Academy. A public library. Four mails each way daily, and telegraph. Building lots, two cents to ten cents per foot.

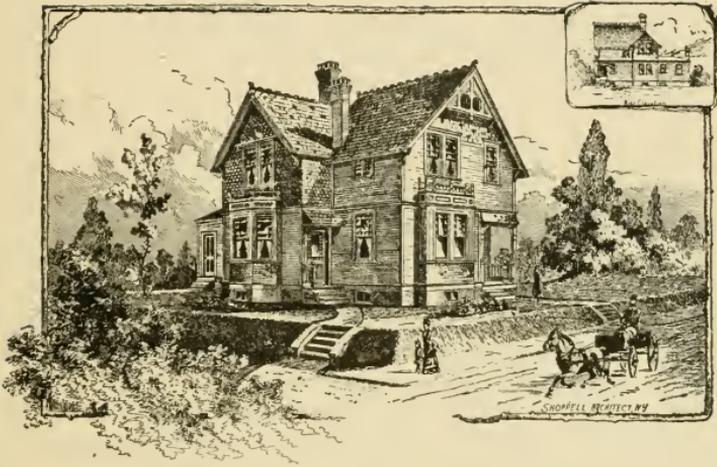
Excellent sanitary conditions, good location and best water supply. Three summer boarding-houses. Some fine estates and modern-built cottages; the town is growing. Some market gardening. Six per cent on mortgages. Savings bank in South Braintree. Fire department. Junction of South Shore Branch of Old Colony Railroad.

SOUTH BRAINTREE.

11 miles from Boston.	
32 trains from Boston, week days.	
30 trains to Boston, week days.	
7 trains each way, Sundays.	
One-hundred ride Ticket...	\$13.00
Ten-trip Ticket.....	2.15
Fare, one way.....	.25

Population, about 1,500. A quiet village, excellent for permanent homes. Schools, churches, and "Thayer Academy" for the higher branches of study and fitting for collegiate institutions. A savings bank. General farming in a small way. Prices for building lots, from \$200 to \$1,000. The extensive car building and repair shops of the Old Colony Railroad are locating here. [*See Braintree.*]





DESIGN No. 33I.

By the Co-operative Building Plan Association, Architects.

Size of structure: Front, 22 ft., 6 in.; extreme width, 33 ft., 6 in.; size, 47 ft.

Accommodations: Hall, bath, pantry and four rooms on the first floor; four rooms on the second floor.

Height of stories: Cellar, 6 ft., 6 in.; first story, 9 ft., 6 in.; second story, 9 ft.

Materials: Foundation, stone; first story, clapboards; second story, clapboards and shingles; gables, shingles; roof, shingles.

Cost about \$3,000. Floor plans and further information may be obtained by applying to the Co-operative Building Plan Association, Architects, 63 Broadway, New York.

THE SOUTH SHORE.

The South Shore Branch of the Old Colony Railroad leaves the main line at Braintree station, and from thence, as the name indicates, follows the general direction of the bay shores, and nowhere far removed from these, until the town of Kingston is reached, a distance of upwards of forty miles, where junction is made with the direct Plymouth Branch, four miles above Plymouth. The scenery of this shore line is very fine, and the country traversed is among the most interesting, historically considered, of eastern Massachusetts, including the Puritan and Pilgrim sections of "ye olden time," and the scenes of some of the most important transactions between the early settlers and the Indians. The sanitary conditions of all this region are excellent, while its boating, bathing, fishing and gunning privileges cannot be excelled. The villages are quiet, attractive and pleasing, and in the forefront of New England civilization. The most fastidious or the most practical person will find in some or other of these localities just what he desires for summer or permanent homes.

WEYMOUTH:

12 miles from Boston.	
9 trains from Boston, week days.	
10 trains to Boston, week days.	
2 trains each way, Sundays.	
Season Ticket, 3 mos.	\$17.00
Five-trip Ticket	1.10
Fare, one way .....	.25

The town of Weymouth has 13,000 inhabitants; this village about 4,000. It is a farming as well as a manufacturing section, the Weymouths having large boot and shoe interests. One savings bank, one national

bank. The scenery and natural attractions (lake and bay shore) are very fine; and either for summer or permanent residence the place is very desirable. The town is growing, and has many fine estates. Six per cent to seven per cent on mortgages. Here, in 1623, occurred the terrible attack of Myles Standish upon the assembled Indian chiefs; and in 1624 a company from Weymouth, England, occupied the place and named it.

EAST BRAINTREE.

A village of Braintree. Four mails daily, and telegraph. From the hills within and about this village commanding views of ocean, fine old woods, and the valley of the Monatiquot River may be had. Good pond and shore fishing. A farming section, with best accommodations for summer visitors, and affording quiet, restful, permanent homes in the midst of country scenes, with city facilities near at hand. [*See Braintree.*]

11 miles from Boston.
9 trains from Boston, week days.
8 trains to Boston, week days.
2 trains each way, Sundays.
Season Ticket, 3 mos.....\$16.00
Five-trip Ticket 1.05
Fare, one way ..... .23

NORTH WEYMOUTH.

13 miles from Boston.
8 trains from Boston, week days.
9 trains to Boston, week days.
2 trains each way, Sundays.
Season Ticket, 3 mos.....\$18.00
Five-trip Ticket 1.25
Fare, one way ..... .28

A pleasing representative of the Weymouth family of villages. Finely situated along the inland bay waters, and commands views of harbor and islands. Population, 1,800. Five schools and four churches.

Range of prices for building lots, from \$100 to \$2,000. Excellent accommodations for summer visitors. The shore and scenic attractions of this village are notable. Three mails daily. Fine water and fire departments. [*See Weymouth.*]

EAST WEYMOUTH.

A village of Weymouth. Population, 3,500. Ten public schools, one private school, and four churches. A savings bank. Prices for building lots, from \$300 to \$500. This section has many fine estates and residences, and is growing.

15 miles from Boston.
10 trains from Boston, week days.
10 trains to Boston, week days.
2 trains each way, Sundays.
Season Ticket, 3 mos.....\$19.50
Five-trip Ticket 1.37
Fare, one way ..... .30

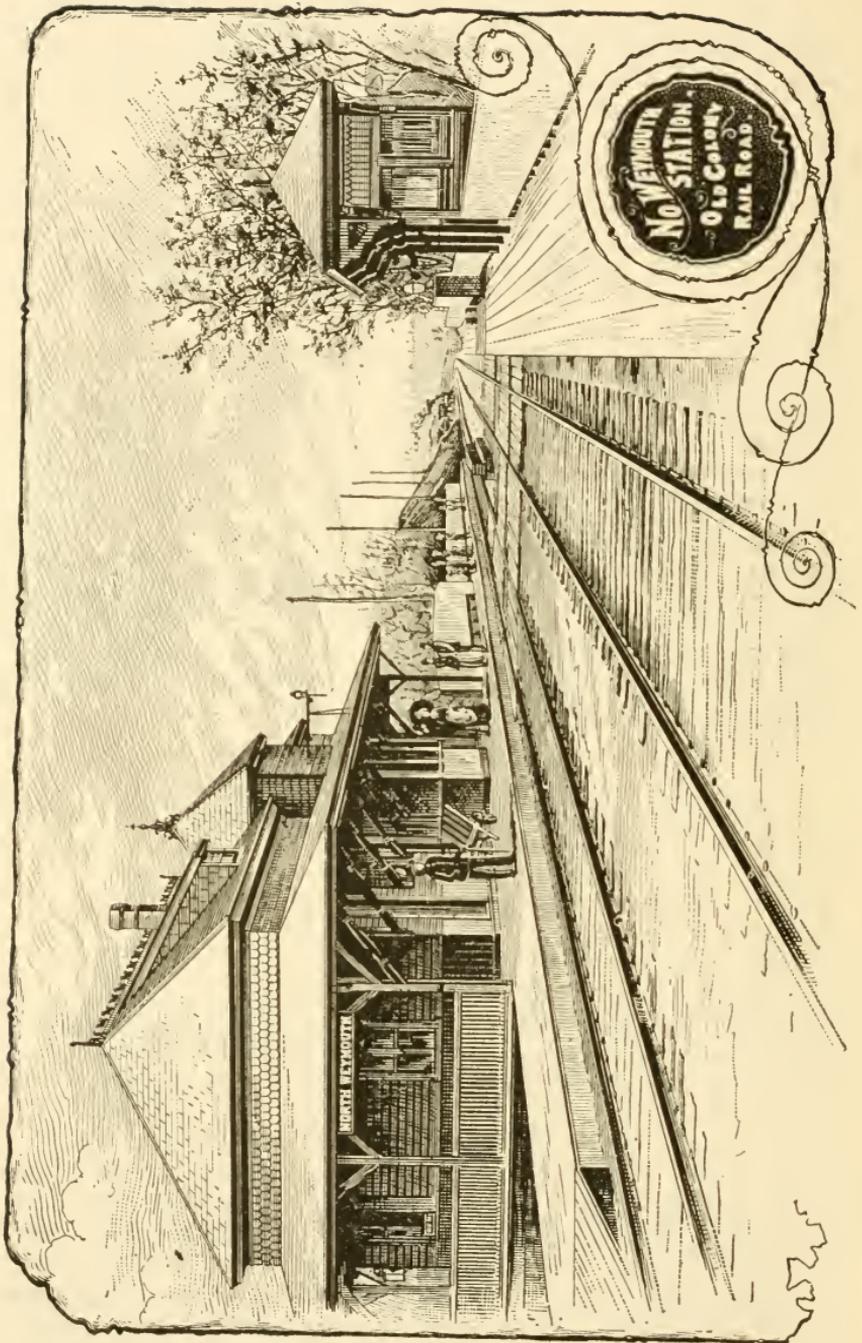
A lively, enterprising centre. Finely situated for summer visitors and pleasant permanent homes. Three mails daily. Telegraph and telephone. [*See Weymouth.*]

WEST HINGHAM.

16 miles from Boston.
9 trains from Boston, week days.
8 trains to Boston, week days.
Season Ticket, 3 mos.....\$21.00
Five-trip Ticket..... 1.62
Fare, one way..... .35

A village of Hingham. Quiet, rural and attractive in scenery and attributes. Prices for building lots, \$100 to \$1,000. Good accommodations for summer residents. Very desirable for permanent country homes.

Fine smelt fishing here in season. [*See Hingham.*]



HINGHAM.

One of the oldest settlements in New England (1635); of fine historic interest and associations. Hingham has the oldest occupied church in the United States, 253 years old. Population, about 5,000. Ten

17 miles from Boston.	
11 trains from Boston, week days.	
11 trains to Boston, week days.	
2 trains from and to Boston, Sundays.	
Season Ticket, 3 mos.....	\$21.00
Five-trip Ticket	1.62
Fare, one way .....	.35

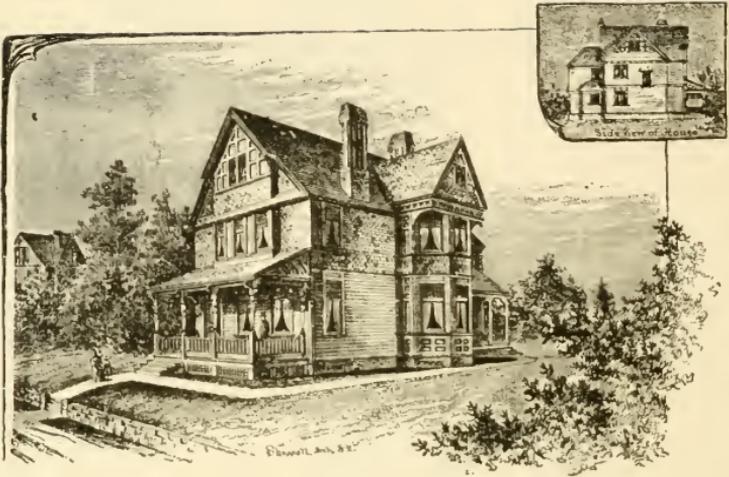
schools; ten churches, including Unitarian, Orthodox, Baptist, Methodist, Episcopal, Universalist and Catholic denominations. One national and one savings bank. Two hotels, and large accommodations for summer residents and sojourners. Three mails each way daily. Telegraph and telephone. Excellent steamboat service between this town and Boston during nearly all the year. Range of prices for building lots, from five cents to \$1.00 per foot. Good market and general farming lands. The water supply is from pond, and is rated second best in the State. Volunteer fire department. Six per cent interest on mortgages. The Derby Academy and the Keble (Episcopal) Seminary are situated here. Mellville Garden and Downer's Landing, noted summer resorts on the bay shores, are within the town limits. Hingham is one of the most beautiful shore towns, and affords the finest drives, boating and fishing imaginable. Nantasket Beach (the Coney Island of Boston) stretches between the town and the roadstead outside Boston Harbor, and the outlooks from the neighboring hills, over bay, harbor and ocean, are superb. Many fine families are to be found here, and the place is one of the most desirable for residence in the country. Summer attractions are in great variety. Sixty modern-built summer cottages for rent. In Hingham resided John Albion Andrew, the great "War Governor" of Massachusetts, and in the beautiful cemetery in the centre of the town his remains rest.

NORTH COHASSET.

19 miles from Boston.	
9 trains from Boston, week days.	
9 trains to Boston, week days.	
1 train each way, Sundays.	
Season Ticket, 3 mos.....	\$23.00
Five-trip Ticket.....	1.87
Fare, one way.....	.40

A village of Cohasset. Finely situated for summering or for permanent homes. Near the beaches and the famous "Jerusalem Road," and has pleasant drives in all directions. Gunning and fishing in season.

The "Black Rock" and other notable shore hotels. In summer time representatives of the finest social circles of Boston and other centres take up their abode hereabouts, and the whole section is animate with the stirring life infused by wealthy and cultured sojourners.



DESIGN No. 348.

By the Co-operative Building Plan Association, Architects.

Size of structure: Front, 23 ft., 6 in.; width through dining-room and library, 32 ft.; side, 42 ft., 6 in.

Accommodations: Hall, pantries and four large rooms on the first floor; hall closets and four large rooms on the second floor; cellar under part of the house.

Height of stories: Cellar, 7 ft.; first story, 9 ft., 8 in.; second story, 8 ft., 10 in.

Materials: Foundation, stone and brick; first story, clapboards; second story, shingles; gables, panelled and shingled; roof, shingles.

Cost about \$3,500. Floor plans and further information about this design may be obtained free by applying to the Co-operative Building Plan Association, Architects, 63 Broadway, New York.

COHASSET.

One of the finest situations on the Massachusetts coast; a noted place of summer resort, and the home of many wealthy and celebrated people. Lawrence Barrett, Robson and Cranc, and other histrionic

22 miles from Boston.
11 trains from Boston, week days.
11 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$26.00
Five-trip Ticket 2.20
Fare, one way ..... .50

artists have fine estates here, while all about the place, and especially on "Jerusalem Road," overlooking the bay, the costly residences of people of large means and high social standing are to be met with on every hand. The ocean shores are most picturesque, abounding in rock masses and great ledges, against and upon which the ocean waters perpetually break and roar. Here is the noted "Minot's Ledge," upon which is built one of the famous light-houses of the world.

The town abounds in gentle rising hills, rock-strewn patches alternating with fertile vales, the finest for cultivation and dairy farming. The place has fine schools and churches, a savings bank, excellent boating, fishing, bathing and gunning in season. The ocean outlooks are superb. Building lots, from \$200 to \$300, according to location. Three mails daily, and telegraph.

One of the famous localities of the coast for coot shooting in season. The place is rapidly increasing, and as a summer resort has acquired a first-class reputation. No better on the coast for permanent home.

EGYPT.

25 miles from Boston.
6 trains from Boston, week days.
5 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$31.00
Five-trip Ticket..... 2.45
Round trip (summer)..... 1.00
Fare, one way..... .55

A Scituate village. Population, about 300. Schools and churches in village and Scituate town. Two mails daily. Prices for building lots, from \$150 to \$500. As a summering-place, Egypt has many

attractions of land and ocean scenery, etc., and the place is growing. General farming. [*See Scituate.*]

SEA VIEW.

A village of Marshfield, commanding a fine view of the bay, as indicated by its name. Fine sanitary conditions. Two hotels; one large. Mails, two; telegraph and telephone. Fine boating and fishing in river and bay. Excellent spring water. [*See Marshfield.*]

31 miles from Boston.
6 trains from Boston, week days.
6 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$35.00
Five-trip Ticket 3.10
Round trip (summer) 1.25
Fare, one way..... .73

NORTH SCITUATE.

24 miles from Boston.
6 trains from Boston, week days.
6 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$30.00
Five-trip Ticket 2.30
Round trip (summer) ..... .95
Fare, one way ..... .52

A shore village of great attraction, with largely augmented population in summer. Scituate contains ten schools and five churches, — Orthodox, Baptist, Methodist, Catholic and Unitarian. Excel-

lent accommodations for summer sojourners. Neighborhood growing. Telegraph. Four mails daily. Building lots, from \$10 to \$500. The town is built near the bay shore, and affords fine boating, bathing and fishing. Sanitary conditions are of the best. The South Shore, from Cohasset to Plymouth, is unsurpassed for the natural product, "Irish moss," which is found in great abundance along the whole Scituate frontier.

SCITUATE.

A quiet, old shore town, finely situated for summering places, and looking out upon the bay through a wide harbor-mouth near at hand. The Scituate shores rise into a succession of four sand-cliffs,

27 miles from Boston.
6 trains from Boston, week days.
6 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$32.00
Five-trip Ticket 2.65
Round trip (summer) 1.05
Fare, one way ..... .60

numbered consecutively, and forming landmarks for mariners, as well as objects of interest in scenery. Fine bay fishing and boating, and gunning for sea-fowl. Building land, from \$100 to \$1,500 per acre. A place of large resort for well-to-do people in summer, and some fine estates. Five per cent on mortgages. Excellent sanitary conditions. Two mails daily, and telegraph. Ten schools and five churches. Fine situations for summer camping on or near beaches.

GREENBUSH.

28 miles from Boston.
6 trains from Boston, week days.
6 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$33.00
Five-trip Ticket 2.80
Round trip (summer) 1.10
Fare, one way ..... .65

A village of Scituate. Population, about 250. The well, near the "wide-spreading pond," which inspired Samuel Woodworth to write the "Old Oaken Bucket," is upon an estate in this village, and

purest water, "dripping with coolness" in summer time, as he described it, can be found in every part. Dairy and general farming. Fresh water and ocean fishing and gunning. Land \$200 per acre. Good hotels and accommodations for summer sojourners.

[See Scituate.]

EAST MARSHFIELD.

One of the pleasantest villages of the "South Shore," fine hill sites and woods drives, and within easy walking distance of the seashore. Good fishing and gunning. A farming section. Two mails daily; telegraph. [*See Marshfield.*]

30 miles from Boston.
6 trains from Boston, week days.
6 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$34.00
Five-trip Ticket..... 3.00
Round trip (summer)..... 1.20
Fare, one way..... .70

MARSHFIELD CENTRE.

32 miles from Boston.
5 trains from Boston, week days.
5 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$36.00
Five-trip Ticket..... 3.25
Fare, one way..... .75

A village of Marshfield, having the characteristics of that town. Fine scenery. Building lands, from \$10 to \$200 per acre. Good fishing, gunning and bathing. Growing as a summering-place.

Population, about 200. [*See Marshfield.*]

MARSHFIELD.

A farming town of 1,800 inhabitants, finely situated and bordering on the ocean. Made up of five or six villages, one of which contained the home of Daniel Webster. The town has nine schools, six churches,

34 miles from Boston.
6 trains from Boston, week days.
6 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$36.00
Five-trip Ticket..... 3.45
Round trip (summer)..... 1.40
Fare, one way..... .80

representing the Orthodox, Unitarian, Methodist and Baptist denominations. It has half a dozen not very large but first-class hotels, and unusually fine accommodations for summer sojourners. Telegraph facilities, and two mails each way daily. Excellent land for building lots, summer estates or farming may be had, the range of prices being from a few dollars to \$1,000 per acre, according to situation.

A summer colony occupies a hamlet of buildings erected along the shore near Brant Rock (four miles from village), and these shore buildings may be extended indefinitely, with great variety of site overlooking the ocean. Bathing and boating of superlative quality. A great resort for sportsmen, both for gunning and fishing. The "Webster Farm" or homestead is still a great attraction for visitors and tourists. Three resident physicians. The celebrated "Brant Rock," a noted gunning station and one of the most famous points of the bay, is washed by ocean waters near the Marshfield shore, and attracts thousands of visitors yearly. The scenery of the Marshfield villages is of the finest New England type, — hill, meadow, woods, and an ocean shore of miles in extent. Twelve miles to Plymouth.



DESIGN No. 517.

By the Co-operative Building Plan Association, Architects.

Size of structure: Front, 24 ft., 6 in.; extreme width, 32 ft.; side, not including veranda, 45 ft.

Accommodations: Vestibule, hall, pantries and four rooms on the first floor; bath and five rooms on the second floor; two bedrooms in the attic; cellar under the whole house.

Height of stories: Cellar, 6 ft., 6 in.; first story, 9 ft.; second story, 8 ft., 3 in.; attic, 7 ft.

Materials: Foundation, stone and brick; first story, clapboards; second story, shingles; roof, shingles.

Cost about \$3,800. Floor plans and further information about this design may be obtained by applying to the Co-operative Building Plan Association, Architects, 63 Broadway, New York.

WEBSTER PLACE.

A station near the former residence of Daniel Webster. Near the Webster homestead was the home of Adelaide Phillipps, and also the ancient residence of Gov. Winslow, of the Pilgrim Colony. Daniel Webster was very fond of rural life, fishing and hunting, and found here full satisfaction in these directions. The place is near the seashore and the famous Brant Rock, and has good accommodations for summer visitors. Prices for building lots, from \$20 to \$200. [*See Marshfield.*]

37 miles from Boston.
3 trains from Boston, week days.
3 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$36.00
Five-trip Ticket..... 3.65
Round trip (summer)..... 1.45
Fare, one way..... .85

DUXBURY.

38 miles from Boston.
4 trains from Boston, week days.
4 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$36.00
Five-trip Ticket..... 3.70
Round trip (summer)..... 1.50
Fare, one way..... .90

A town of large historic associations with "Old Colony times." Finely situated on bay and harbor shores, with succession of beaches. The outlooks in any direction, and especially seaward, are superb,

and the sanitary conditions of the place are excellent. A noted summer resort, and desirable as a permanent home for people of means. Commanding views of Plymouth shores, and is distant from that town about eight miles. Excellent accommodations for summer visitors. Land in lots to suit purchasers on most favorable terms. The best of fishing and gunning. This section of the Old Colony was allotted to John Alden, the youngest of the Pilgrims, and an old house of his is standing here, built 225 years ago. Has some fine estates and residences. Ten schools and Partridge Academy; four churches. From five per cent on mortgages. Two mails daily, and telegraph. Here is the landing-place of the French cable. Population, about 2,000.

SOUTH DUXBURY.

A village of Duxbury. The residence of Capt. Myles Standish, in "good Old Colony times." The "Standish Monument" is partly finished, on the summit of "Captain's Hill." From Captain's Hill fine out-

39 miles from Boston.
4 trains from Boston, week days.
4 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$36.00
Five-trip Ticket..... 3.70
Round trip (summer)..... 1.50
Fare, one way..... .90

looks are obtained, including the bay and its shores in all directions, and a full view of Plymouth Harbor and shores, enabling one to trace

the course of the "Mayflower," of Pilgrim memory, from the outermost point of Cape Cod to her anchorage in the "Cowyard," off Plymouth. The historic associations of all this section are abundant, and full of interest. This village is overlooking and near the ocean shores, and a most delightful summer residence. Boating, bathing and fishing are in perfection, while within easy driving distance are Plymouth and all the celebrated centres of interest in the "Old Colony." This is a place of large resort in summer. [*See Duxbury.*]

ISLAND CREEK.

41 miles from Boston.	
3 trains from Boston, week days.	
3 trains to Boston, week days.	
1 train each way, Sundays.	
Season Ticket, 3 mos.	\$36.00
Five-trip Ticket	3.75
Fare, one way.....	.95

A village of Duxbury. Its attractions are of woods and seashore, and fine drives to numerous accessible points of historic and scenic importance. It has some fine ponds, and affords both salt-water and

fresh-water fishing. Accommodations in private families for summer sojourners. [*See Duxbury.*]



"THE OLD OAKEN BUCKET."

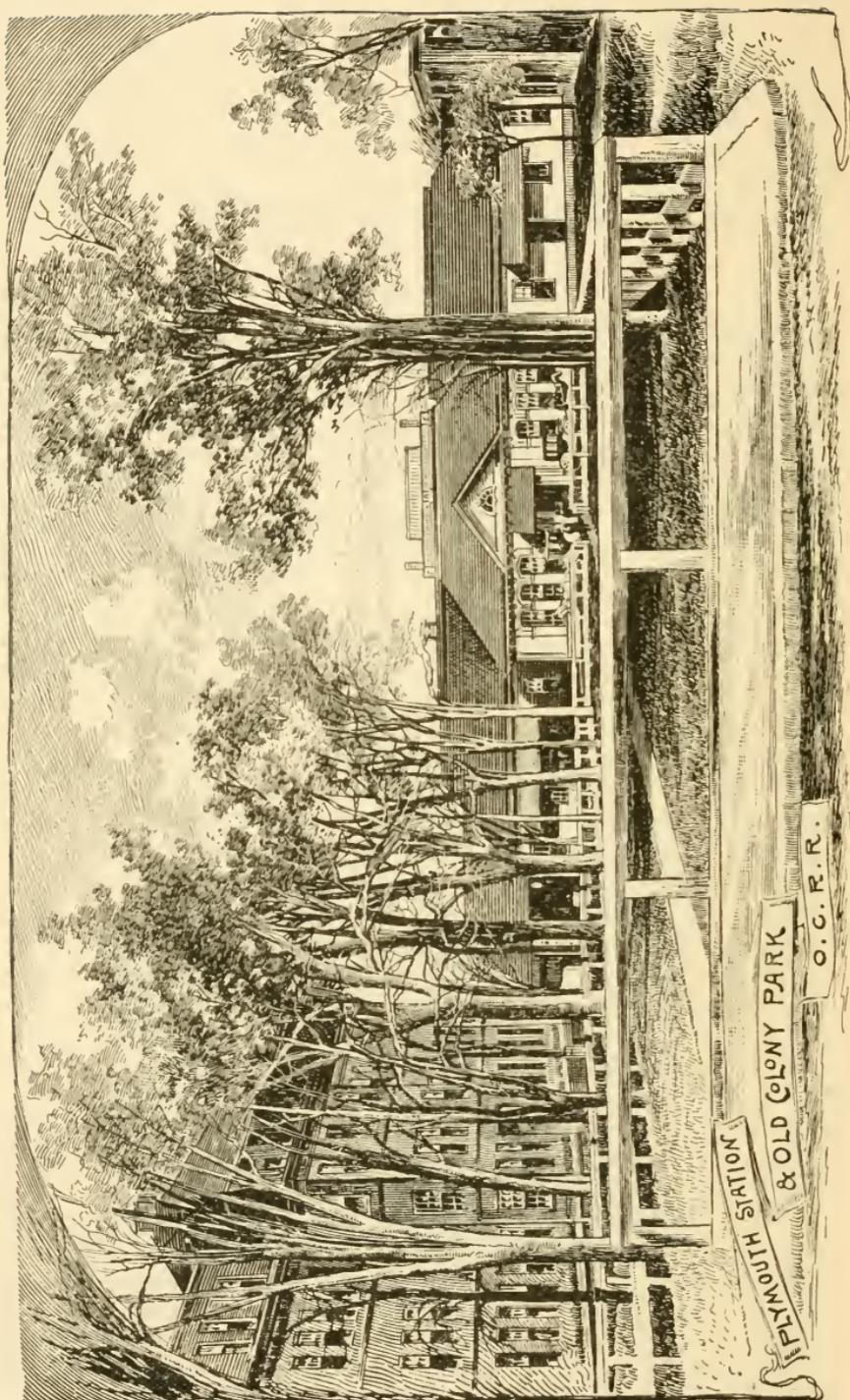
NANTASKET BEACH.

HULL.

Nantasket Beach is a great natural breakwater, which, beginning at a point on the South Shore near the dividing line between Hingham and Cohasset, runs northward and westward for about four miles, completely protecting the lower Boston Harbor, and by its near approach to the Brewsters and other islands, being a chief factor in forming that harbor's mouth. The promontory itself is of the usual formation of the Massachusetts sand beaches, presenting a slightly curving, regular water-line on the ocean side, while the inner shores are broken and indented in outline. The width of the promontory is nowhere greater than a few hundred yards, and is usually considerably less than that, the sand dunes and surfaces arching towards the central line for the entire length, in a few notable instances rising into hills of commanding altitude; and the spur terminates in a series of hills and a broadly expanded "point" at its western extremity.

Among the hills just above referred to as marking the western extremity of the promontory, the village of Hull nestles, cosy, picturesque, and with the perfection of summer situation. The hill-sides are green and inviting in summer time, and from their sloping ascents and rounded summits magnificent outlooks are permanent features, their variety unbounded, and secured by simply making changes in standpoint. The views are of land and ocean scenery, or of the two commingled, the North Shore as far as Marblehead and the South Shore to Cohasset presenting their unrivalled attractions; while the islands of Boston Harbor, and dotted along the coast the bays and indentations next the main land west and south, and the animation of the scene afforded by the myriad of marine craft always in sight, the circling, screaming sea-fowl, and the passing trains and evidences of the occupations of humanity inland, render the situation and its surroundings of superlative attraction.

Hull is reached both by steamboat from Boston and by a line of railroad (the Nantasket Beach Railroad,—operated by the Old Colony), which, leaving the South Shore Branch of the Old Colony road at a point in East Hingham eighteen miles from Boston, runs down the centre of the promontory for its entire length, its terminus station being found in front of the great hotel at Point Pemberton (Windmill Point), the "jumping-off place."



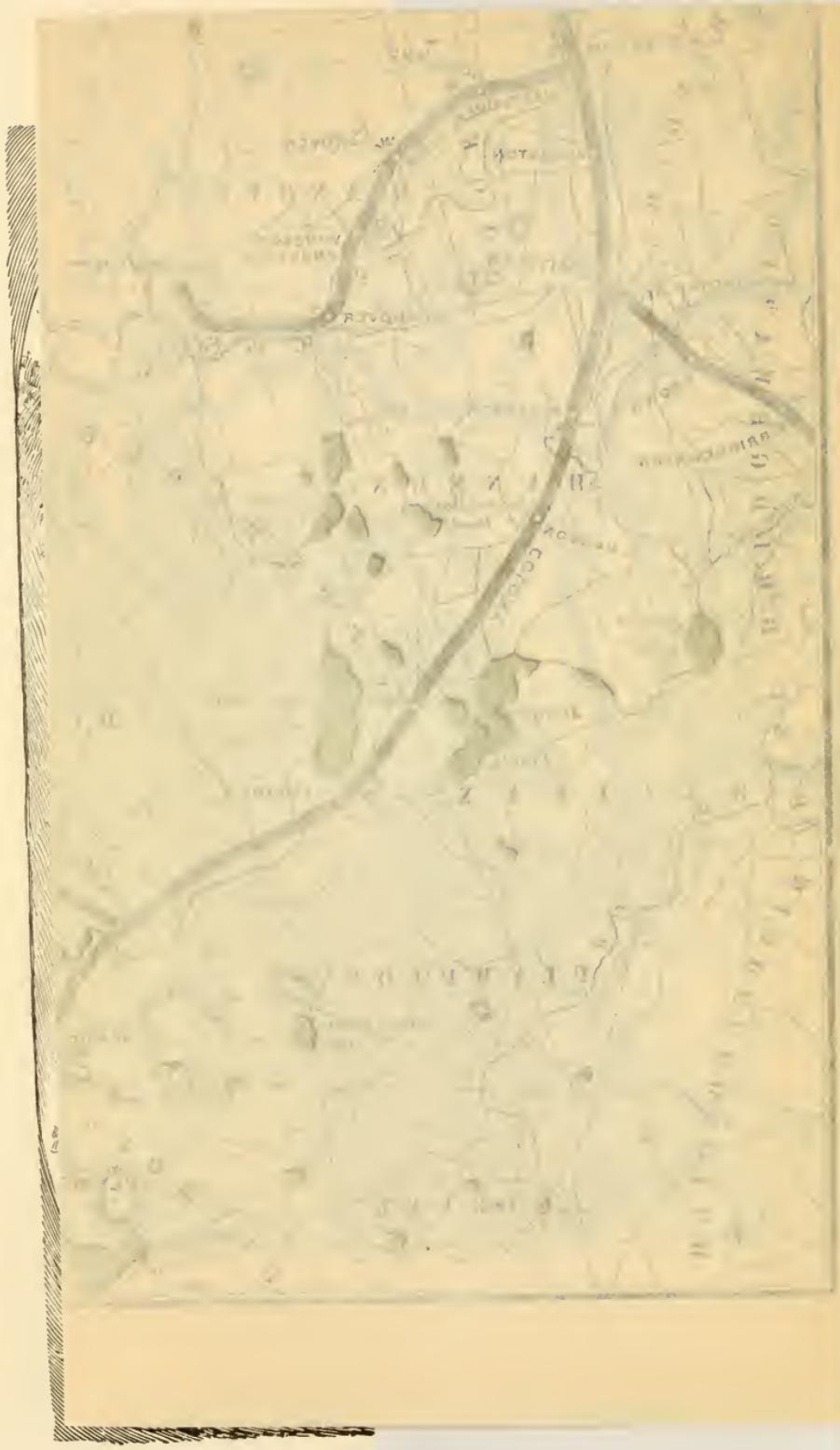


Map of the Bay of St. George's, showing the River and the Towns of St. George's, St. Andrew's, St. James's, and St. Philip's.

5100. The place is growing,



SECTIONAL MAP
OF THE
Old Colony Railroad
South Shore,
Nantasket Beach
AND
PLYMOUTH LINES.



THE PLYMOUTH ROAD,

INCLUDING THE HANOVER BRANCH.

The line running nearly central through Plymouth County from Boston to Plymouth (via South Braintree and "the Abingtons,") is one of the oldest constructed of the Old Colony system, having been opened to Plymouth in 1845. From Braintree to Kingston this line is inland, the stations being from three to eight miles from the sea-shore, the latter, however, being at all points easy of access. The sections traversed are of pleasantly quiet, country scenes, with evidences of thrift and advancement on every hand, the manufacturing predominating over the farming and husbandry interests. The region is mostly very desirable for permanent homes, communication with the cities being excellent, and opportunity afforded for great diversity of occupation. The homes of great numbers of people doing business in Boston are to be found along this line. The Hanover Branch line is a short spur of the Old Colony, serving the towns of Rockland and Hanover.

SOUTH WEYMOUTH.

Population, about 3,000. Five schools and four churches, — Universalist, Orthodox and Catholic. Two hotels; good accommodations for summer residents and sojourners. Six mails daily; telegraph and telephone. Average price for building lots, \$250. Pond fishing and gunning in season. A growing neighborhood, and some fine estates. Secret societies, — Masons, Odd Fellows, Golden Cross. Five per cent on mortgages. Water and fire departments. A "shoe town," with many residents doing business in Boston. [*See Weymouth.*]

15 miles from Boston.	
9 trains from Boston, week days.	
8 trains to Boston, week days.	
Season Ticket, 3 mos.	\$19.50
Five-trip Ticket	1.45
Fare, one way.....	.33

NORTH ABINGTON.

18 miles from Boston.	
8 trains from Boston, week days.	
8 trains to Boston, week days.	
Season Ticket, 3 mos.	\$22.00
Five-trip Ticket	1.85
Fare, one way.....	.40

A village of Abington. Population, 1,800. Northern terminus of Hanover Branch of Old Colony Railroad. A shoe manufacturing centre. Building lots, from \$200 to \$400. The place is growing,

and has some fine buildings. One and one-half miles to main village of Abington. Six miles to Brockton. [*See Abington.*]

ROCKLAND.

19 miles from Boston, on Hanover Br.	
8 trains from Boston, week days.	
8 trains to Boston, week days.	
Season Ticket, 3 mos.	\$24.00
Five-trip Ticket	2.00
Fare, one way.....	.45

A town adjoining Abington on the east; formerly "East Abington." Population, about 5,000. Hotels and private boarding-houses. A "shoe town," the manufacture of boots and shoes forming the principal industry. Three mails daily; telegraph and telephone. A savings bank. Prices for building lots, from \$200 to \$1,000. Good water supply and fire department. Six per cent on mortgages.

HANOVER.

A farming village, in the centre of Plymouth County. Good fishing in North River and ponds. A growing town, with some fine residences. Population, about 2,000. Has an academy, eight public

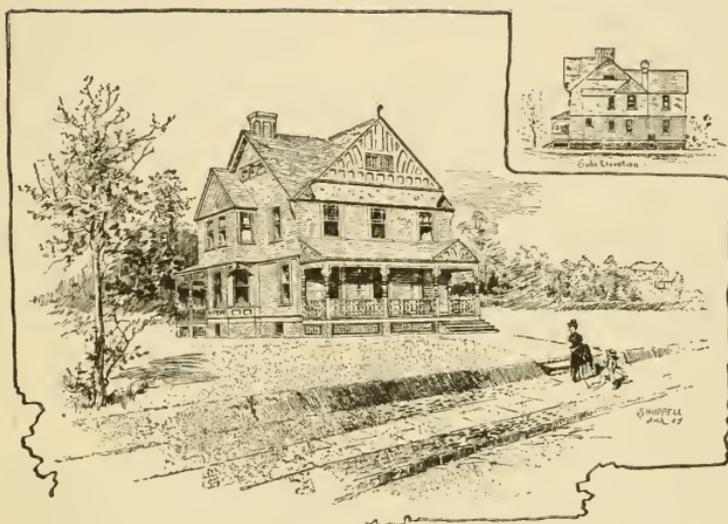
26 miles from Boston, on Hanover Br.	
8 trains from Boston, week days.	
8 trains to Boston, week days.	
Season Ticket, 3 mos.	\$32.00
Five-trip Ticket.....	2.75
Fare, one way.....	.60

schools and three churches. Prices for building lots, from \$100 to \$500. Fine drives and good gunning near by. Two mails daily; telegraph and telephone. Four miles from South Scituate (sea-shore). A manufacturing centre. Hanover and Rockland are on the "Hanover Branch" of the Old Colony Railroad, the junction being at North Abington.

ABINGTON.

19 miles from Boston.	
8 trains from Boston, week days.	
8 trains to Boston, week days.	
Season Ticket, 3 mos.	\$24.00
Five-trip Ticket	2.00
Fare, one way.....	.45

A manufacturing and general farming town in the centre of Plymouth County. Population, 4,000. Abington has a fine lake, park and grove, and is in the midst of attractive country scenes. Excellent water and efficient fire department. Building lots, from \$150 to \$500. Some fine estates, and the place is growing. One national and savings bank. It was in Abington, not long since, that gold deposits were thought to have been found, of sufficient value to render mining practical, and experimental operations in this direction are still going forward there. Boots and shoes and some general manufacturing.



DESIGN No. 457.

By the Co-operative Building Plan Association, Architects.

Size of structure: Front, 27 ft., 6 in.; width through dining-room and kitchen, 35 ft.; side, 43 ft., not including front veranda.

Accommodations: Hall, pantries and four rooms on the first floor; bath and five bedrooms on the second floor; two rooms in the attic; cellar under the whole house.

Height of stories: Cellar, 6 ft., 6 in.; first story, 9 ft., 6 in.; second story, 9 ft.; attic story, 8 ft.

Materials: Foundation, brick wall; first story, clapboards; second story, shingles; roof, shingles.

Cost, about \$4,000. Floor plans and further information may be obtained free, by applying to the Co-operative Building Plan Association, Architects, 63 Broadway, New York.

WHITMAN.

21 miles from Boston.	
9 trains from Boston, week days.	
8 trains to Boston, week days.	
Season Ticket, 3 mos.	\$26.00
Five-trip Ticket	2.25
Fare, one way .....	.50

A manufacturing town, of about 4,000 population. One of the largest tack and small nail manufactories in the country is here situated. Twelve schools, five churches; good hotels and boarding-houses. Building lots, from \$250 to \$600. The place is lively and growing, and has some fine residences. Water and fire departments. Whitman was formerly a part of Abington, and was then known as South Abington. It became an independent municipality, with its present name, in 1875. Its situation is among fine rural and country scenes, and the place is desirable for summer or permanent residence. Eight miles to sea-shore (Marshfield). Eastern terminus of Brockton & Bridgewater Branches, known as the "Pan Handle."

SEASIDE.

The line between Plymouth and Kingston runs through Seaside, the village being mainly on the Plymouth side. Population, about 500. Two schools, and a Union chapel. Overlooks Plymouth and Duxbury harbors, and the bay. Good boating, bathing, fishing and gunning. Near the harbor shore. Contains the largest cordage works (Plymouth side) in the country. Small farming. Two miles to Plymouth main village. [*See Plymouth and Kingston.*]

35 miles from Boston via Abington.	
44 miles from Boston via South Shore.	
6 trains from Boston, week days.	
7 trains to Boston, week days.	
1 train each way, Sundays.	
Season Ticket, 3 mos.	\$40.00
Five-trip Ticket	4.25
Fare, one way .....	.90

PLYMPTON.

30 miles from Boston.	
3 trains from Boston, week days.	
4 trains to Boston, week days.	
Season Ticket, 3 mos.	\$35.00
Five-trip Ticket	3.35
Fare, one way .....	.70

A rural district, devoted to general farming. Population, 600 to 700. Two churches, four schools, variety store, etc. Ten miles to Plymouth. Building lots, from \$75 to \$100. Good pond fishing and gunning in season. Two mails each way daily. A secluded, quiet, restful neighborhood, with excellent sanitary conditions. In this town is the beautiful Silver Lake, much frequented in summer by picnic and society excursions, and one of the finest inland water sheets in Massachusetts. Its waters border upon three Plymouth County towns.

NORTH HANSON.

A pleasing country town, on the direct line of the Old Colony system leading to Plymouth. A general farming district. Has good fresh-water fishing and woods drives in any direction. Building lots may be obtained at low cost. Private families afford ample accommodations for summer sojourners. Excellent water. The town has about 2,000 population. Two mails daily.

23 miles from Boston.	
3 trains from Boston, week days.	
4 trains to Boston, week days.	
Season Ticket, 3 mos.	\$30.00
Five-trip Ticket.....	2.55
Fare, one way.....	.55

SOUTH HANSON.

25 miles from Boston.	
4 trains from Boston, week days.	
4 trains to Boston, week days.	
Season Ticket, 3 mos.	\$31.00
Five-trip Ticket.....	2.75
Fare, one way.....	.60

A district devoted to general farming, — quiet, rural, and country scenes. Population, 1,500. Hanson has nine schools and three churches, Orthodox, Baptist and Methodist. Good accommodations

with private families for summer sojourners. Land, \$100 per acre. Gunning for small game in season, and good fresh-water fishing. Excellent water. This is a typical New England country village.

HALIFAX.

A quiet, country, Old Colony town of 550 inhabitants, devoted to farming. Four schools, three churches. Prices for building land, from \$50 to \$100. Ten miles to Plymouth; six miles to seashore. Halifax has some fine ponds, with excellent gunning for geese and ducks in season, and good fishing.

28 miles from Boston.	
3 trains from Boston, week days.	
4 trains to Boston, week days.	
Season Ticket, 3 mos.	\$33.00
Five-trip Ticket.....	3.15
Fare, one way.....	.65

KINGSTON.

33 miles from Boston via Abington.	
42½ miles from Boston via South Shore.	
8 trains from Boston, week days.	
8 trains to Boston, week days.	
1 train each way, Sundays.	
Season Ticket, 3 mos.	\$36.00
Five-trip Ticket.....	3.75
Round trip (summer).....	1.50
Fare, one way. ....	.80

A shore town, its port connecting with the harbor by Jones River. Population, 1,600. Six schools, four churches. A growing wealthy village, with some fine estates. Excellent for summer or permanent residence. Fine drives in all directions. Four miles to Plymouth; four miles to Duxbury. Building lots, from \$100 to \$400. Some general farming. Fire department and high-service water.

Some general farming. Fire department and high-service water.

PLYMOUTH.

37 miles from Boston, via direct line.	
46 miles from Boston, via South Shore.	
8 trains from Boston, daily.	
8 trains to Boston, daily.	
1 train each way, Sundays.	
Season Ticket, 3 mos.	\$40.00
Five-trip Ticket.....	4.25
Excursion Ticket (summer)	1.50
Fare, one way.....	.90

Ancient historic town, landing-place of the Pilgrims. Population, upwards of 7,000. Territory eighteen miles long, and from four to nine miles in width. Fine harbor and bay in front. Cape Cod visible in

clear weather. Rolling country, with great numbers of fine ponds. Boating, fishing in salt or fresh water. Gunning, bathing, driving or excursions of superlative quality. Excellent building sites in infinite variety. Two national banks, two savings banks, one co-operative bank, safe deposit vaults, etc. Steam fire department. Large and varied manufacturing interests. The duck for the sails of the Burgess yacht "Volunteer" was made here. One of the best water systems of the country, with finest water. Gas and electric lighting in village. County seat. Finest county buildings in the State. Twelve churches, thirty-two public schools, eight hotels, and numerous boarding-houses. A free public library. Electric street railway. Land in large or small lots at very reasonable prices and terms. All conveniences and attributes of a large city in main village, with most complete conditions for country life near at hand. Apart from historic associations, Plymouth is of the utmost attractiveness through natural situation, having upwards of thirty miles of winding coast line. For healthful air, pure water, and all sanitary conditions, and facilities for summer enjoyment, it is unsurpassed in the country. Here may be found complete solitude, by sea or pond shores, in forest depths, or among hills most picturesquely situated; or the dweller may find delightful locations where town and country life are separated by only a few minutes' driving, and either can be enjoyed at will. Visitors from every part of the country and the world sojourn or visit Plymouth during summer, and the place is the growing resort of wealthy and distinguished people. Within the past few years upwards of two hundred deer have been killed in Plymouth and Sandwich woods in a single season. The only woods in Massachusetts where deer are found.

Among the public attractions of Plymouth is Forest Park, a diversified tract of about one hundred acres of wild woodlands and beautiful lakes. It is situated about a mile and a half from the railroad depot, and is a pleasant drive for one or two hours. Several hours may be enjoyed in walking through the newly opened paths which lead to the most attractive parts of this natural park, and in gathering wild flowers and fruits by the way.

THE "OLD ROAD,"

AND BROCKTON AND EASTON BRANCHES.

Another of the older sections of the Old Colony Railroad is that described on the map running from South Braintree to Middleboro' (via Brockton and Bridgewater), and from thence via Myricks to Fall River. This was for many years the route of the steamboat trains in connection with the "Fall River Line" between Boston and New York, which trains now take the shorter line between South Braintree and Fall River via Taunton. The "old road" traverses the finest farming sections of southeastern Massachusetts, and also those containing the most notable ancient manufacturing establishments in the country. The whole region is thickly settled, of great natural attractions, and very desirable for permanent homes. The Old Colony Railroad is developing it in every part with great rapidity.

HOLBROOK.

Population, about 2,500. Six schools, and Congregationalist, Baptist, Methodist and Catholic churches. Free public library. An inland country village. Average prices for building lots, \$500.

Three mails daily. A shoe manufacturing town. Franklin Street, running north and south upon high ground, shows a number of fine old estates, and is very picturesque.

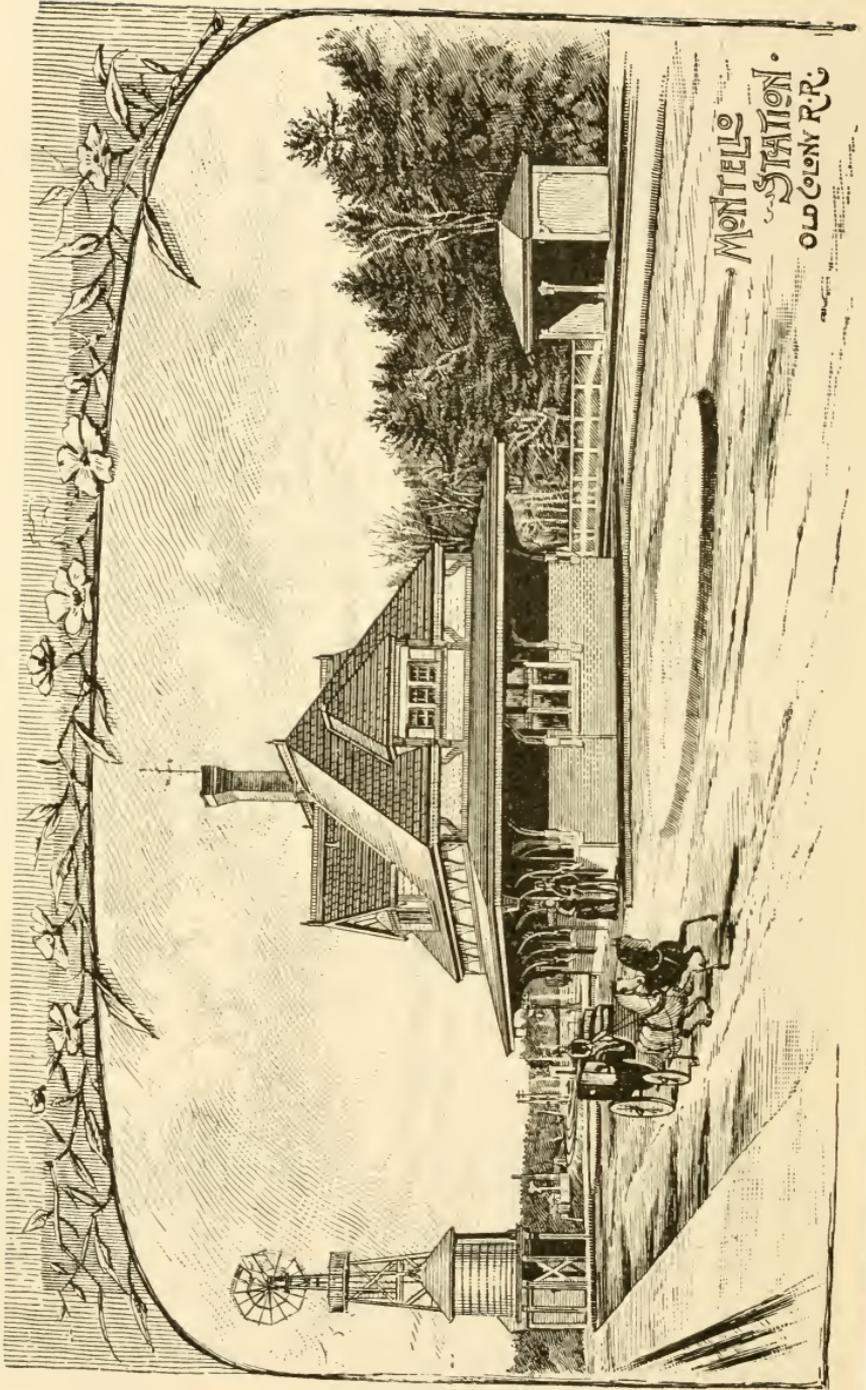
15 miles from Boston.	
11 trains from Boston, week days.	
11 trains to Boston, week days.	
1 train each way, Sundays.	
Season Ticket, 3 mos.....	\$19.50
Five-trip Ticket.....	1.40
Fare, one way.....	.30

AVON.

17 miles from Boston.	
11 trains from Boston, week days.	
10 trains to Boston, week days.	
1 train each way, Sundays.	
Season Ticket, 3 mos.....	\$21.00
Five-trip Ticket.....	1.65
Fare, one way.....	.37

Formerly East Stoughton. A growing neighborhood. Population, about 1,200. Range of prices for building lots, low. A line of street railway connects this village with Brockton, three and one-half

miles. Two miles to Randolph. A country village, with shoe manufacturing. The surrounding scenery is of hilly and picturesque situations, presenting fine sanitary conditions.



MONTICELLO
STATION
OLD COLONY R.R.

MONTELLO.

A suburb of Brockton. Montello has some good market and dairy farms, and considerable attention is here given to general farming. The village is on high ground, has fine spring water, and sanitary conditions here are in every respect excellent. The manufacture of shoes is extensively carried on here. One and a half miles from Brockton centre. Building lots, from \$100 to \$1,000. Good accommodations for summer visitors, and the place is desirable for permanent home. Three mails daily; free mail delivery. [*See Brockton.*]

18 miles from Boston.
7 trains from Boston, week days.
8 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$24.00
Five-trip Ticket 1.80
Fare, one way..... .40

BROCKTON.

20 miles from Boston.
14 trains from Boston, week days.
14 trains to Boston, week days.
2 trains each way, Sundays.
Season Ticket, 3 mos .....\$24.00
Five-trip Ticket..... 2.00
Fare, one way..... .45

A city of 24,000 inhabitants. Brockton is the largest producer of men's and boys' shoes in the world. A city of tremendous energy and enterprise, with wide-awake, stirring men and women, as the

rule, in all departments. Growth unexampled in southeastern Massachusetts, and rarely equalled in New England. All city establishments of best modern provision. Telegraph and telephone; gas and electric lights; water and fire departments, etc. Good public schools; one parochial and one kindergarten. Five churches, good hotels, national, savings and co-operative banks. Building lots, from \$500. Many fine estates. Interest on mortgages from four and one-half to five and one-half per cent. Brockton's assessed valuation increased from \$5,075,871, in 1880, to \$14,515,447, in 1887. Horse railroad lines to suburbs and to Avon. This city has a very lucrative country trade. Brockton bore the name of "North Bridgewater" until 1874. Here is the terminus of the Brockton and Whitman (Pan Handle) Branch, and the Easton Branch of the Old Colony Railroad. Brockton has excellent "Fair Grounds," and its annual "cattle shows," or agricultural fairs, are among the most successful in the country.

CAMPELLO.

Campello is the southernmost section of the city of Brockton, and has a population of about 5,500. Here are a large number of shoe manufacturing shops, and the business interests of the place are

21 miles from Boston.
11 trains from Boston, week days.
11 trains to Boston, week days.
2 trains each way, Sundays.
Season Ticket, 3 mos.....\$26.00
Five-trip Ticket..... 2.25
Fare, one way..... .50

extensive and thriving. It has two good hotels and numerous boarding-houses. Building lots may be had at prices ranging from \$400 to \$2,500. A co-operative bank. Campello is growing rapidly. It is connected with the central portion of Brockton by both steam and horse railroad, and its nearness to the centre renders available for its citizens all the Brockton city establishments. [*See Brockton.*]

MATFIELD.

24 miles from Boston.	
5 trains from Boston, week days.	
5 trains to Boston, week days.	
1 train each way, Sundays.	
Season Ticket, 3 mos.....	\$30.00
Five-trip Ticket	2.50
Fare, one way .....	.55

A village of Bridgewater. Population, about 100. Building land, \$50 to \$200 per acre. A section devoted to general farming. A quiet, country place. [*See Bridgewater.*]

TITICUT.

Devoted to general farming and rural pursuits. Population, about 600. Here is situated one of the State farms. The village is growing, has some fine residences, and offers many attractions for summer sojourners seeking country scenes. Good gunning and fresh-water fishing. [*See Middleboro'.*]

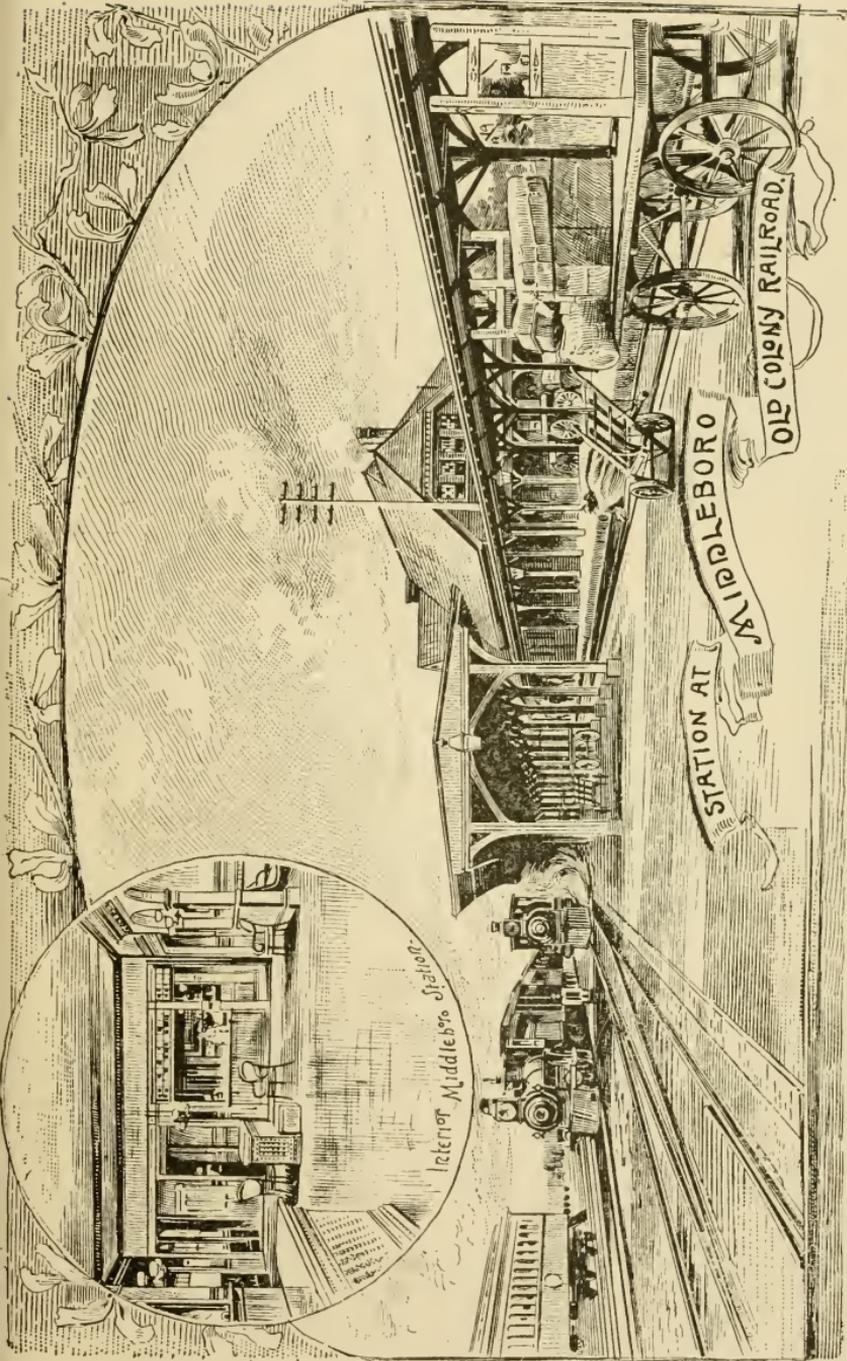
31 miles from Boston.	
6 trains from Boston, week days.	
5 trains to Boston, week days.	
1 train each way, Sundays.	
Season Ticket, 3 mos.....	\$35.00
Five-trip Ticket	3.40
Fare, one way.....	.70

MIDDLEBORO'.

35 miles from Boston.	
9 trains from Boston, week days.	
9 trains to Boston, week days.	
2 trains each way, Sundays.	
Season Ticket, 3 mos.	\$36.00
Five-trip Ticket	3.75
Fare, one way.....	.80

A fine general farming town, marking the beginning of the Cape Cod Division of the Old Colony Railroad. Population, about 5,100. Excellent public schools, besides Eaton Family School and Pratt Free School.

Churches, — three Baptist, three Congregational, two Methodist and one Catholic. A savings bank. A manufacturing town. Good hotels and boarding-houses. Building lots, from \$50 to \$1,000. The Nantasket River, Assawamsett Pond, and several lesser fresh-water collections afford fine fishing and diversify the scenery. Assawamsett Pond is the largest sheet of fresh water in the State. The town has interesting historic associations, and was the scene of some of Myles Standish's most daring exploits. Fifteen miles to Plymouth and the sea-shore. Excellent for summer or permanent residence. A growing place, with many fine estates and dwellings. From Middleboro' the "Old Road" continues, via Myrick's, to terminus in Fall River. Middleboro' is also a terminus of the Middleboro', Taunton & Providence Branch of the Old Colony Railroad.



LAKEVILLE.

36 miles from Boston.
3 trains from Boston, week days.
3 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos.....\$38.00
Five-trip Ticket 3.90
Fare, one way ..... .85

A beautiful chain of lakes and ponds lying within and about the borders of this town has given its name. Lakeville is one of the finest of inland summer resorts and dwelling-places. Assawamsett Pond,

three by five miles in extent, abounds in excellent fish, including land-locked salmon and black bass. It is in the "heart" of the region made famous by the early Indian wars and associations, and some most exciting transactions took place upon its waters or around them. All the waters of the town abound in fish. The finest facilities for camping parties—clubs, families or individuals—are here naturally provided. For rural scenes, quiet, restful country life and health-giving situations and occupations, no country resort can surpass this. About 1,200 population; 170 farms.

ACUSHNET.

A very pleasant town, once a part of Fairhaven, and a suburb of New Bedford; population, about 1,500. Acushnet River flows centrally through the place towards the south. Mendell's Hill is 146 feet high, and was selected as one of the stations for the State's trigonometrical survey. Here is the New Bedford reservoir, occupying 280 acres. Considerable farming and market gardening. Excellent situations for suburban homes here.

5½ miles from Boston.
4 trains from Boston, week days.
4 trains to Boston, week days.
Season Ticket, 3 mos.....\$50.00
Five-trip Ticket 5.75
Fare, one way 1.30

ASSONET.

45 miles from Boston.
3 trains from Boston, week days.
3 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos.....\$45.00
Five-trip Ticket 4.85
Fare, one way..... 1.05

Assonet is a village of Freetown, and a station of the Old Colony R.R. Freetown has a population of about 1,500; its principal business, farming (market gardening and cranberry raising). Considerable

lumbering. Assonet Bay is a fine sheet of water, especially attractive in summer. The native place of Marcus Morton and W. R. Alger. Both Freetown and Lakeville are near New Bedford, and consequently all the advantages of that port are available, and its beautiful shores and waters within easy reach.

BRIDGEWATER.

27 miles from Boston.
7 trains from Boston, week days.
7 trains to Boston, week days.
2 trains each way, Sundays.
Season Ticket, 3 mos. ....\$33.00
Five-trip Ticket 3.00
Fare, one way..... .65

One of the finest of the older Plymouth County towns for situation and general features. Population, about 4,000. An excellent farming district, and the headquarters of the Plymouth County Agri-

cultural Society, the second oldest organization of its kind in New England. A State Farm and Insane Hospital are located here, with buildings costing \$200,000. The town has fine streets, shaded by old trees. Here also is one of the State Normal Schools. Excellent drives in all directions. Fifteen schools, six churches, good hotel, and all desirable facilities in business, economic and domestic departments. Fine public library. A savings bank. Prices for building lots, from \$500 to \$1,000. Excellent accommodations for summer sojourners, and the town is very desirable for permanent residence. Many fine estates, with modern-built houses on every hand. Three mails; telegraph and telephone. Finest water; steam fire-engine, and good department. This is one of the pleasantest inland towns in New England, with unsurpassed natural, social and economic attractions. Bridgewater received its name from Myles Standish, who bought its territory from Massasoit in 1645.

WEST BRIDGEWATER.

Population, about 2,000. Nine schools and the Howard Institute for young ladies. Three churches, — Unitarian, Baptist and Methodist. Two mails daily; telegraph and telephone. Building lots, from \$200 to \$500. Here are many fine farms, and the place lies in the midst of one of the best farming sections of southeastern Massachusetts. Good gunning and pond fishing in season. Accommodations for summer sojourners in private families. A Farmers' Club and Chautauqua Circle are among the social features.

25 miles from Boston.
4 trains from Boston, week days.
4 trains to Boston, week days.
Season Ticket, 3 mos.....\$32.50
Five-trip Ticket 2.80
Fare, one way..... .60

COCHESETT.

7 miles from Brockton.
6 trains from Brockton, week days.
6 trains to Brockton, week days.
Season Ticket, 3 mos. ....\$14.00
Fare, one way..... .17

A village of West Bridgewater. Population, about 350. Devoted to dairy, market and general farming, the products finding a ready market in Brockton. The farms here are of the finest quality, and are

well kept and attractive. The scenery of the place is very fine, with river, ponds, etc., offering good fishing. A Farmers' Club. Land for building purposes at very low rates. Five miles to Bridgewater. [*See West Bridgewater.*]

SEQUASSETT.

A village of Easton; 350 inhabitants. A rural section, given to general farming. Pleasantly and beautifully situated, with quiet country homes. Land for building purposes, \$100 per acre. Small game, and pond fishing. [*See Easton.*]

9 miles from Brockton.	
6 trains from Brockton, week days.	
6 trains to Brockton, week days.	
Season Ticket, 3 mos.	\$15.00
Fare, one way.....	.22

SOUTH EASTON.

9 miles from Brockton.	
6 trains from Brockton, week days.	
6 trains to Brockton, week days.	
Season Ticket, 3 mos.....	\$16.00
Fare, one way.....	.22

An Easton village; one mile from Easton, and nine miles from Brockton. Population, 500; devoted to dairy and market farming. The scenery is attractive, and some mineral springs are to be found here.

Building lots from \$100 to \$500. [*See Easton.*]

EAST BRIDGEWATER.

Population, about 3,000. A farming and manufacturing town, pleasantly situated, and with many natural attractions. An excellent country locality for summering or permanent residence. Good roads, good schools, pleasant drives. Building lots, from \$100 to \$500. Good gunning for small game, and fresh-water fishing in numerous ponds in the vicinity. The place is growing, and has some fine modern-built dwellings. A savings bank. Mortgages, six per cent. In 1740, Hugh Orr erected a trip-hammer here, on Matfield River, and in 1748 made 500 muskets, the first ever made in America. In the Revolution great numbers of iron and brass cannon and of cannon-balls were made here for the Continentals.

25 miles from Boston, on the Pan Handle Branch.	
6 trains from Boston, week-days.	
6 trains to Boston, week days.	
Season Ticket, 3 mos.	\$33.00
Five-trip Ticket	2.75
Fare, one way.....	.60

ELMWOOD.

26 miles from Boston on the Pan
Handle Branch.
6 trains from Boston, week days.
6 trains to Boston, week days.
Season Ticket, 3 mos.....\$33.00
Five-trip Ticket..... 2.90
Fare, one way63

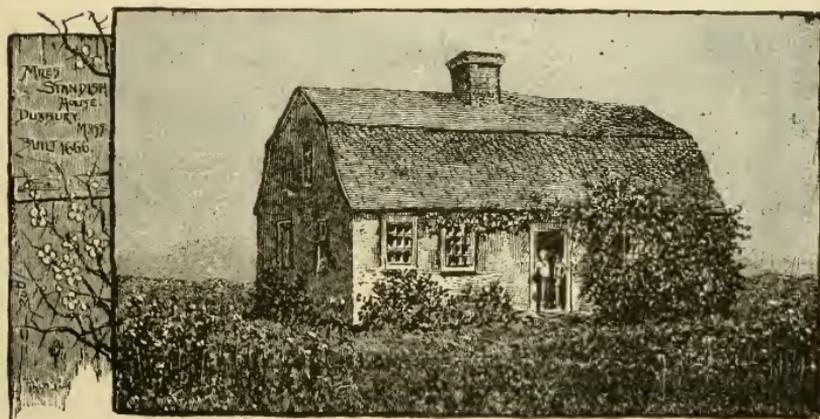
A village of East Bridgewater. Population, about 400. Fine country scenes and quiet neighborhood. Building lots, from \$200 to \$500. One and a quarter miles to East Bridgewater main village. [*See East*

Bridgewater.]

SATUCKET.

A West Bridgewater village, in the midst of a farming district. Quiet, rural, and desirable as a "country home." Building lots, from \$200 to \$500. Small game in plenty. Good water and excellent sanitary conditions. [*See West Bridgewater.*]

25 miles from Boston.
6 trains from Boston, week days.
7 trains to Boston, week days.
Season Ticket, 3 mos.....\$31.00
Five-trip Ticket..... 2.80
Fare, one way..... .60





DESIGN No. 300.

By the Co-operative Building Plan Association, Architects.

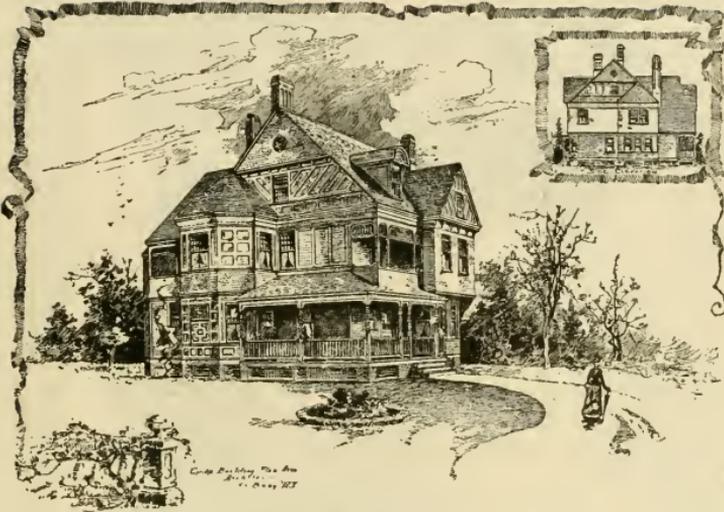
Size of structure: Front, 25 ft., 8 in.; including side wings and bay-window, 38 ft.; side, 48 ft., 6 in.; including veranda, 56 ft., 6 in.

Accommodations: Vestibule, hall, pantries and four rooms on the first floor; bath, closets, dressing-room and four rooms on the second floor; two large rooms and a store-room in the attic.

Height of stories: Cellar, 7 ft.; first story, 9 ft., 4 in.; second story, 8 ft., 4 in.; third story, 8 ft.

Materials: Foundation, stone and brick; first story, clapboards; second story, clapboards; gables, half timbered, cement and shingles; roof, shingles.

Cost, about \$4,500. Floor plans and further information about this design may be obtained free by applying to the Co-operative Building Plan Association, Architects, 63 Broadway, New York.



DESIGN No. 504.

By the Co-operative Building Plan Association, Architects.

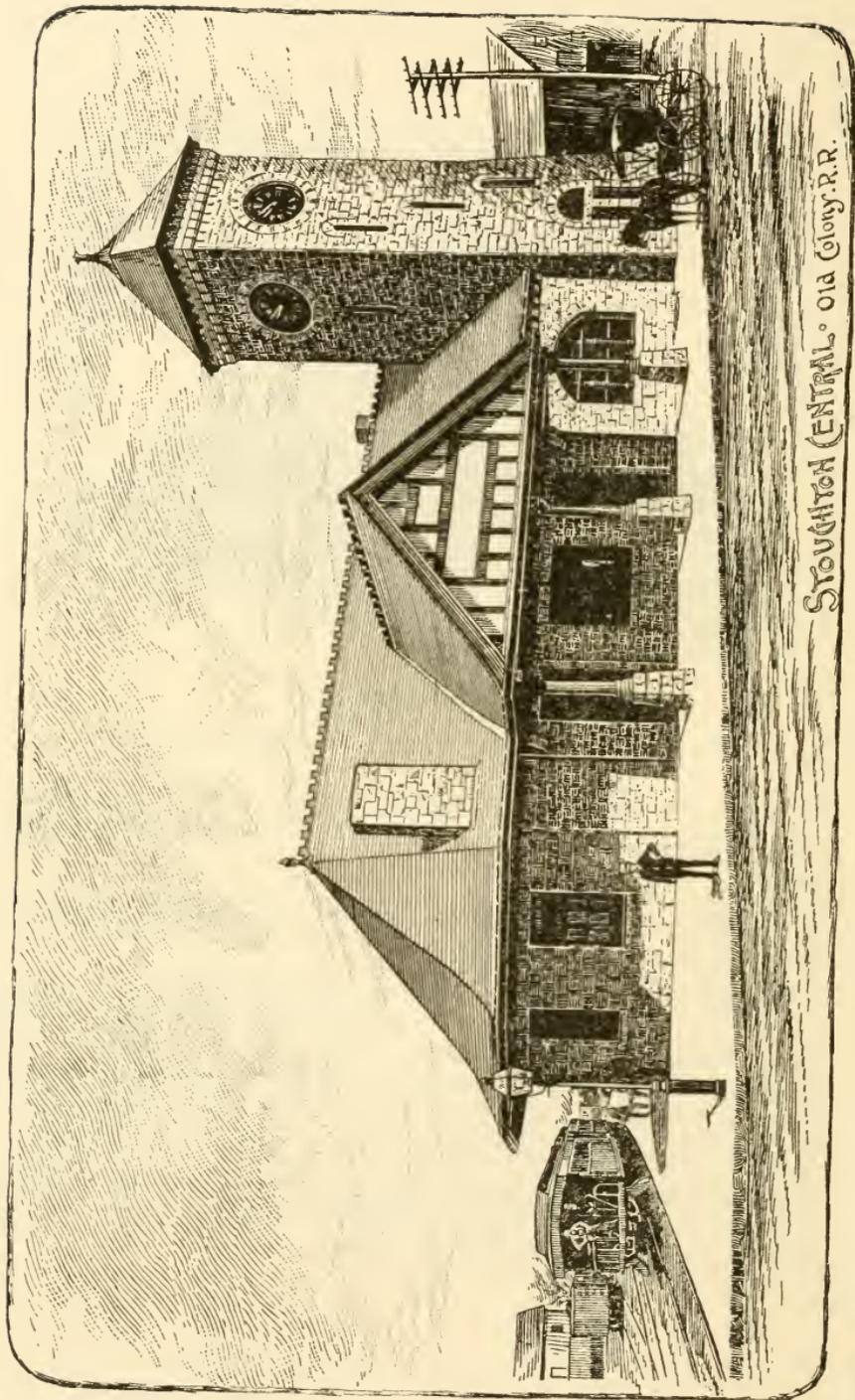
Size of structure: Front, including veranda, 36 ft. ; side, 48 ft.

Height of stories: Cellar, 7 ft. ; first story, 9 ft., 6 in. ; second story, 9 ft. ; attic, 8 ft.

Materials: Foundations, stone and brick ; first story, clapboarded ; second story, shingled ; roof, slate.

Special features: The fireplace, seat and window under the stairs are attractive features of the hall. Sliding doors connect the principal rooms. Open fireplaces throughout. The first-story rooms have inside blinds ; elsewhere, outside blinds. Mantels to the value of \$165 are provided ; tile hearths to the value of \$48. Two of the large bedrooms in the second story have stationary wash-basins and running water.

Cost, about \$5,500. Floor plans and further information about this design may be obtained by applying to the Co-operative Building Plan Association, 63 Broadway, New York.



Stoughton Central, Old Colony P.R.

THE "NEW ROAD."

The "New Road," as the line of the Old Colony Railroad system connecting South Braintree with Fall River via Taunton is called, —to distinguish it from the "Old Road," already referred to in this volume, —traverses sections largely manufacturing, at least for the portion between South Braintree and Taunton. Immediately beyond Taunton are the Dighton villages, the great strawberry-raising centres of New England, having Somerset, with its great foundries, lying next, —the only remaining town before Fall River is reached. The towns on the "New Road" are growing and thrifty, full of life and of fine social elements, and the whole region is known as one of the most healthful in New England. Many persons doing business in Boston have permanent homes in these sections.

RANDOLPH.

Population, about 4,000; a shoe manufacturing section. The scenery in the neighborhood of Randolph is charming, and the town is finely situated for health, pleasure and comfort. Many fine estates and residences. Building lots, from \$100 to \$1,000. One national and one savings bank. Six per cent on mortgages. Water and fire departments.

15 miles from Boston.	
10 trains from Boston, week days.	
8 trains to Boston, week days.	
Season Ticket, 3 mos.	\$19.50
Five-trip Ticket	1.40
Fare, one way .....	.30

STOUGHTON.

19 miles from Boston.	
8 trains from Boston, week days.	
8 trains to Boston, week days.	
Season Ticket, 3 mos.	\$20.00
Five-trip Ticket.....	1.75
Fare, one way.....	.40

A shoe manufacturing town. Population, about 6,000. Excellent sanitary conditions and fine natural situation; the highest land between Boston and Taunton. Best of accommodations for summer sojourners.

Some farming. A bank. Building lots, from \$200 to \$600. Increasing in valuation about \$100,000 yearly. Some fine residences.

NORTH STOUGHTON.

17 miles from Boston.
 3 trains from Boston, week days.
 2 trains to Boston, week days.
 Season Ticket, 3 mos.\$20.00
 Five-trip Ticket 1.60
 Fare, one way..... .35

A village of Stoughton, situated upon the highest land between Boston and Newport, R.I. Unsurpassed for its fine drives and scenic attractions.
 [See *Stoughton.*]

NORTH EASTON.

A manufacturing and general farming centre. Population, about 3,000. Here was the home of Oliver and Oakes Ames, whose names, in connection with the inception and finishing of the Union Pacific Railroad, the first "Pacific railway" constructed in this country, all are familiar with. Their descendants have beautiful estates within the village. Some of the finest buildings in the country. Excellent public library. Good boarding-places and accommodations for summer sojourners. Six per cent to seven per cent on mortgages. A national and a savings bank. More than three-fifths of all the shovels made in the world are turned out here at the "Ames Shovel Works."

23 miles from Boston.
 9 trains from Boston, week days.
 8 trains to Boston, week days.
 Season Ticket, 3 mos.\$25.00
 Five-trip Ticket 2.25
 Fare, one way50

EASTON.

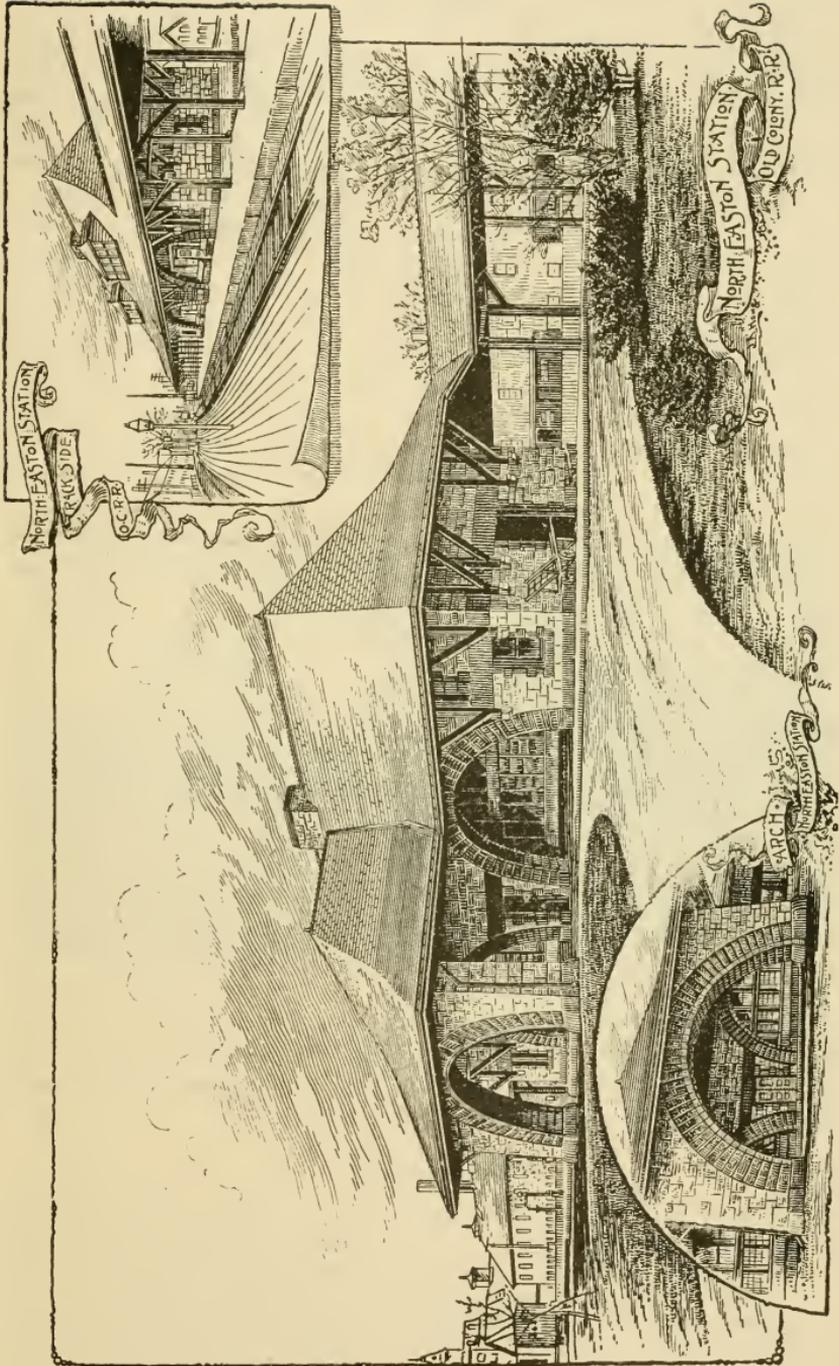
25 miles from Boston.
 5 trains from Boston, week days.
 5 trains to Boston, week days.
 Season Ticket, 3 mos.\$27.50
 Five-trip Ticket 2.50
 Fare, one way55

Population, 4,000. One national bank, one savings bank. Excellent sanitary conditions. The place is growing, and has some fine estates. A general farming section, with many attractions for summer and permanent residents. Building lots, from \$100 to \$500. Five per cent to six per cent on mortgages. Junction of the Brockton & Easton Branch, "Shovel Handle."

RAYNHAM.

A farming town near Taunton,—a quiet, country village. Population, 1,500. Eight schools and two churches. Two mails daily. Land from \$50 to \$250 per acre. Raynham has five small lakes, and there is good gumming for fowl and small game. Excellent water and sanitary conditions.

31 miles from Boston.
 5 trains from Boston, week days.
 5 trains to Boston, week days.
 Season Ticket, 3 mos.\$30.50
 Five-trip Ticket 3.25
 Fare, one way..... .70



TAUNTON.

36 miles from Boston.
8 trains from Boston, week days.
9 trains to Boston, week days.
3 trains from Boston, Sundays.
2 trains to Boston, Sundays.
Season Ticket, 3 mos. ....\$31.50
Five-trip Ticket 3.80
Fare, one way..... .85

Taunton is one of the three manufacturing cities of Bristol County, and is situated at the head of navigation on the Taunton River, New Bedford and Fall River being sea-coast cities. Population, a b o u t

24,000. Considerable of dairy farming is carried on in the outskirts. The place is finely situated, and is very attractive in summer. Direct railway connections with Boston, Providence, Worcester, Fall River and New Bedford, and a stopping station for the steamboat trains of the "Fall River Line." Taunton has many manufacturing establishments, — locomotive works, the largest tack manufactory in the world, foundries, etc., and is a thriving, growing city. Building lots, from \$2,500 to \$4,000. Very fine for permanent residence. Good gunning and fishing in the neighborhood. The buildings of the State Lunatic Asylum are near "Taunton Green," surrounded by pleasant grounds. Fine water-power on Taunton River, which is navigable to this place.

DIGHTON.

A pleasant country town lying along the Taunton River, the railroad running near the river. The Dighton villages are the centre of the strawberry culture for the region, and this crop is very large

40 miles from Boston.
5 trains from Boston, week days.
6 trains to Boston, week days.
Season Ticket, 3 mos. ....\$40.00
Five-trip Ticket 4.50
Fare, one way 1.00

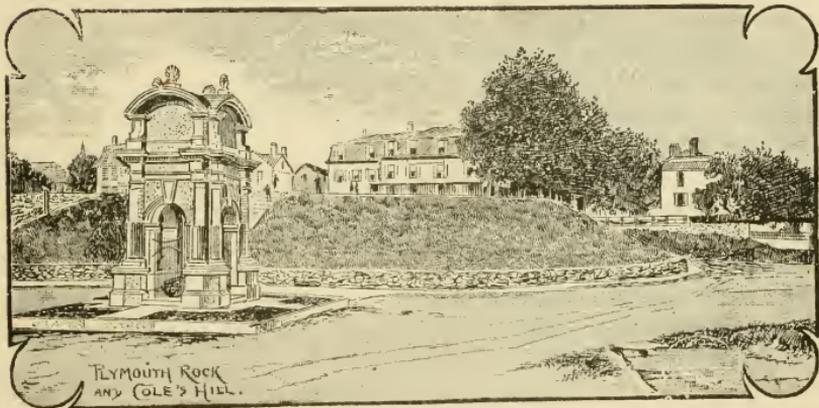
here. From the Dighton elevations, some of the most comprehensive views in the State can be obtained, extending from Mount Hope, southward, to the Blue Hills, northward. On Assonet Neck, on the opposite side of the river, in the town of Berkeley, is the celebrated Dighton Rock, whose inscriptions in curious hieroglyphics have greatly puzzled antiquarians. The rock is eleven feet long, and about five feet high. Dighton is finely situated for rural summering, and has many attractive scenes. A quiet, healthful locality.

SOMERSET.

44 miles from Boston.
5 trains from Boston, week days.
6 trains to Boston, week days.
Season Ticket, 3 mos. ....\$45.75
Five-trip Ticket 5.00
Fare, one way 1.10

A small manufacturing town beautifully situated at the junction of Taunton River with Mount Hope Bay. At this point, the Old Colony railroad crosses the river on a bridge of modern construc-

tion, entering the suburbs of Fall River on the other side. The town lies on an elevation sloping gently upward from the bay, and presents many situations overlooking the waters, in all directions, of rare loveliness. Many desirable summering-places within easy reach. The usual Massachusetts village features.



THE PROVIDENCE DIVISION.

The consolidation of the Boston & Providence Railroad with the Old Colony Railroad took place early in April of the year 1888, and by means of this proceeding the Old Colony system received a large addition to its suburban homes, and the territory eligible for the foundation of the same. The new acquisition was at once denominated the "Providence Division" of the Old Colony road, and its operation began accordingly.

The main line of the Providence Division of this system connects directly the cities of Boston and Providence, and ministers to a section of the State of Massachusetts unsurpassed in development, material progress, and sanitary and community advantages.

Abounding in beautiful scenery and natural situations, and presenting almost equally the finest qualifications for farming or manufacturing establishments, it at the same time affords varied and abundant locations for elegant homes, either for summer or for permanent residence, while its facilities and advantages for persons engaged in business in the cities, and desiring to live "in the country," cannot be excelled.

The whole section is "gridironed" by railroads, and the dweller may travel from thence north, east, south and west, almost at will, and at the smallest loss of time and expense in securing communications. The populations are of the most advanced New England type, and the communities in the forefront of the progressive march of the age and day. Many of the localities may be characterized as "sanitariums," so superior and effective are their attributes of air, water and all healthful influences; while of scenic and natural attractions there is no lack.

ROXBURY.

2 miles from Boston.	
44 trains from Boston, week days.	
43 trains to Boston, week days.	
9 trains each way, Sundays.	
One-hundred ride Ticket	\$5.00
Five-trip Ticket .....	.25
Fare, one way.....	.05

The Roxbury district of the city of Boston occupies the hilly sites on the south and southwest sides of the city, and, like its Dorchester neighbor, is possessed of peculiarly attractive features. Its pres-

ent population is about 40,000, and the district is growing rapidly. Within its limits are three banks, nineteen churches, and some of the

most important and extensive manufacturing establishments and productive enterprises of the city. Building lots from ten cents to \$5.00 per foot, according to location. The Roxbury Highlands are among the pleasantest natural situations of the city, and contain hundreds of estates and homesteads, partaking almost equally of city and country attributes. The outlooks from the constantly succeeding elevations are often superb, and the district is very desirable for summer or permanent home. Sanitary conditions of the best.

BOYLSTON.

A Boston suburb, adjoining Jamaica Plain, the characteristics being the same in both suburbs. Finely situated; successions of hills with commanding outlooks. All city privileges. Near West Roxbury Park. Building lots from thirty cents to \$1.00 per foot.

3 miles from Boston.	
41 trains from Boston, week days.	
40 trains to Boston, week days.	
9 trains each way, Sundays.	
One-hundred ride Ticket	\$5.00
Five-trip Ticket .....	.25
Fare, one way.....	.07

JAMAICA PLAIN.

4 miles from Boston.	
49 trains from Boston, week days.	
47 trains to Boston, week days.	
9 trains each way, Sundays.	
One-hundred ride Ticket	\$5.00
Five-trip Ticket .....	.25
Fare, one way .....	.08

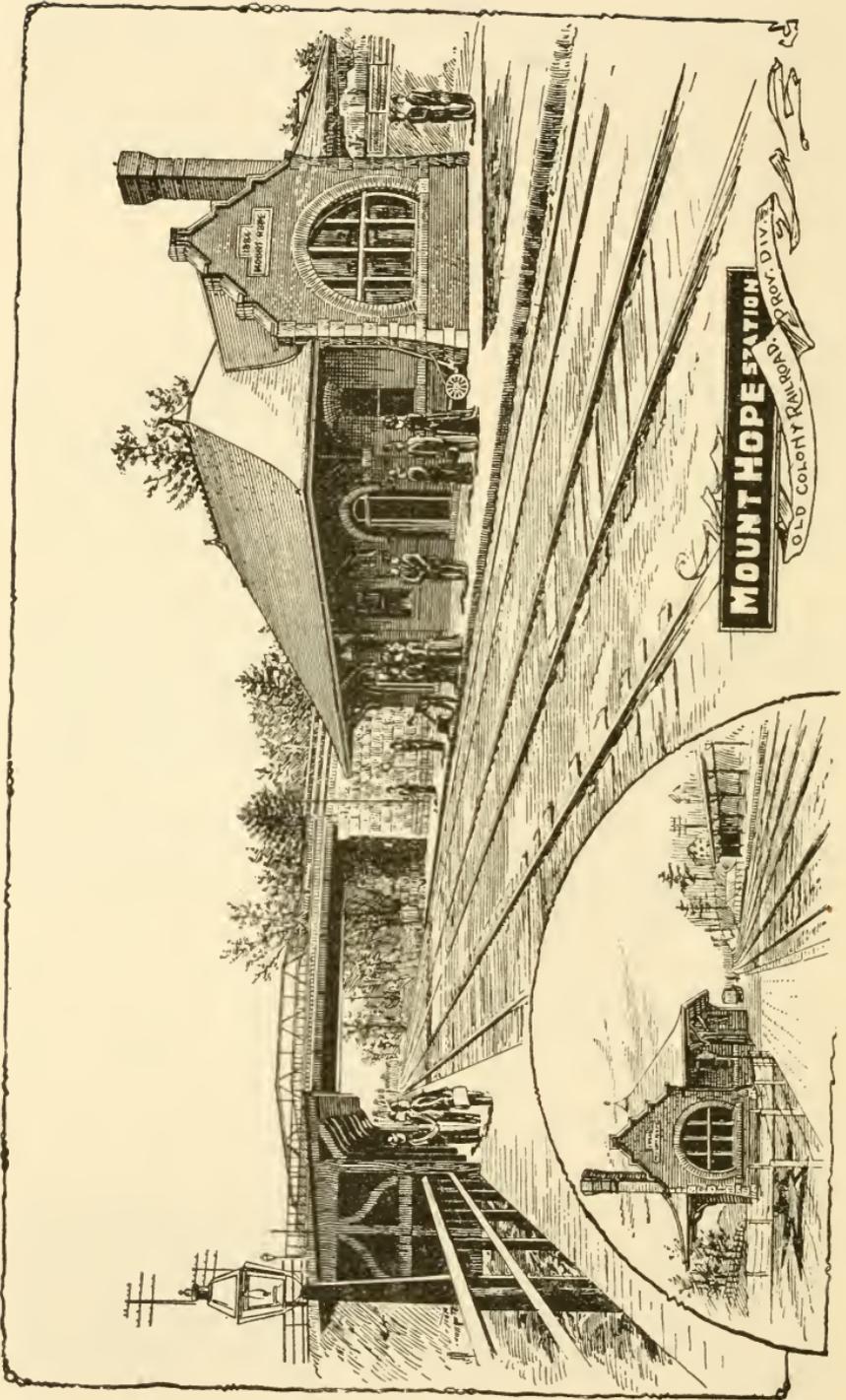
A suburb of Boston; population, about 4,000. A loan institution, telegraph, telephone, and all city privileges. Building lots from thirty cents to \$1.00 per foot. This suburb is one of the pleasantest and

attractive of Boston's surroundings, the grounds of broken and hilly formation, and the scenery varied. Fine drives in the neighborhood. The place is growing.

FOREST HILLS.

A Boston suburb; population, about 1,000. The situations here are very fine. Among the hills in the neighborhood are three of Boston's finest cemeteries, the well-known "Forest Hills" being within this suburb. Bussey Park and Franklin Park are in the immediate vicinity. The Bussey Institution (Agricultural Department) and Arnold Arboretum of Harvard University are attractions of the suburbs on this side of the city. There are some fine estates in Forest Hills, and the section is growing rapidly. Building lots from twelve and one-half to twenty-five cents per foot. Four to six per cent on mortgages.

5 miles from Boston.	
41 trains from Boston, week days.	
40 trains to Boston, week days.	
9 trains each way, Sundays.	
One-hundred ride Ticket	\$5.75
Five-trip Ticket .....	.30
Fare, one way .....	.09



MOUNT HOPE.

A suburb of Boston (Ward 23). Population, about 3,000. A growing neighborhood, with many fine estates and residences. All Boston city privileges. The celebrated "Arnold Arboretum" forms an attraction of this place, and there are many fine driveways, among wooded hills and diversified scenery, in the vicinity. For suburban residence, the place cannot be excelled. Building lots from one to twenty-five cents per foot. Five and six per cent on mortgages. Mail delivery.

6 miles from Boston.
23 trains from Boston, week days.
25 trains to Boston, week days.
4 trains each way, Sundays.
One-hundred ride Ticket ....\$6.75
Five-trip Ticket ..... .33
Fare, one way ..... .12

CLARENDON HILLS.

7 miles from Boston.
23 trains from Boston, week days.
25 trains to Boston, week days.
Four trains each way, Sundays.
One hundred ride Ticket ....\$8.50
Five-trip Ticket ..... .45
Fare, one way ..... .13

A village of Hyde Park; population, about 1,000. One mile to Hyde Park. Building lots from five to twelve cents per foot. Very attractive sites, and fine for summer sojourners. Growing neighborhood,

with modern-built residences. Six per cent on mortgages. [*See Hyde Park.*]

HAZELWOOD.

A village of Hyde Park; a growing neighborhood, excellent for summer or permanent homes. Building lots from two to fifteen cents per foot. [*See Hyde Park.*]

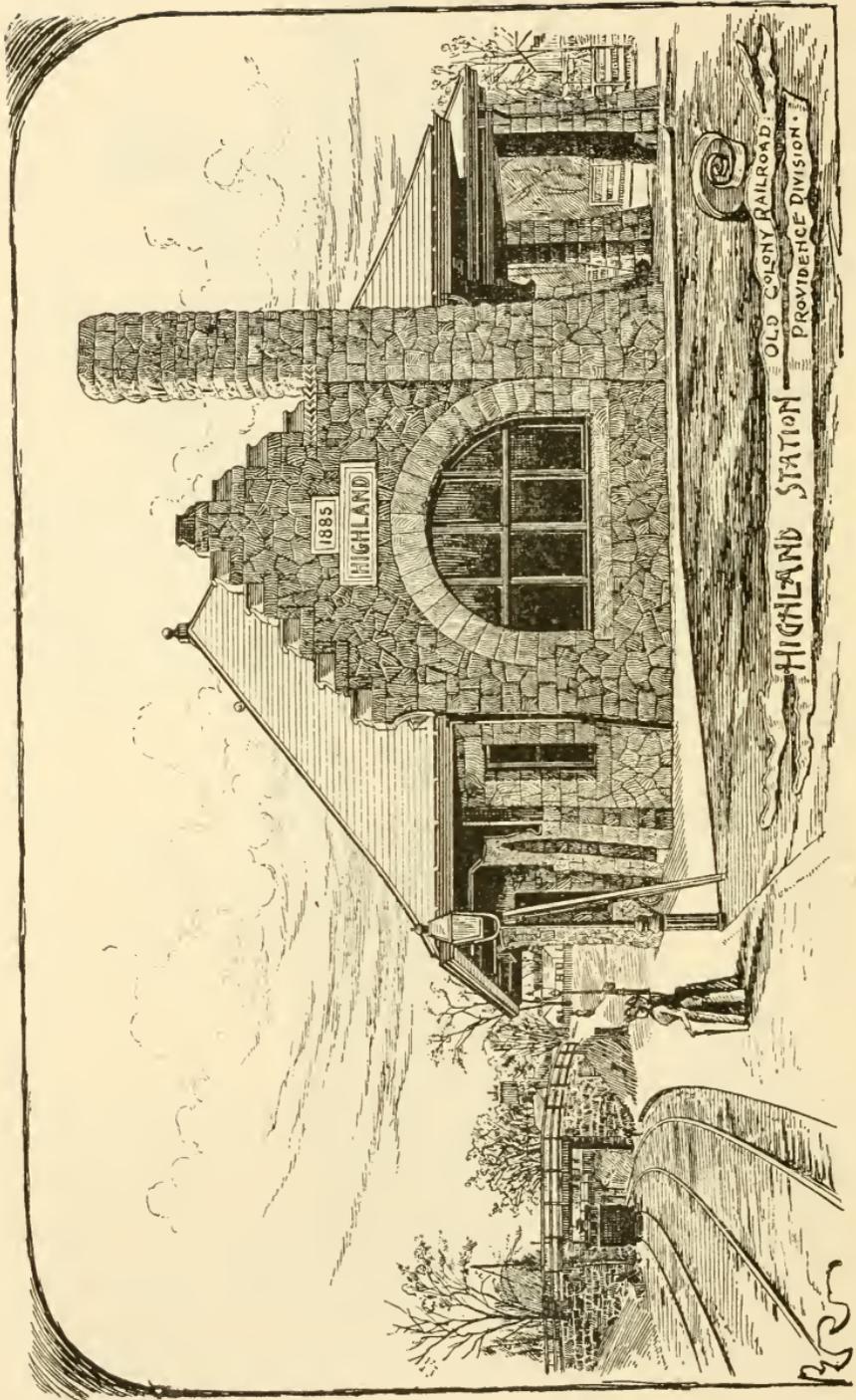
7 miles from Boston.
21 trains from Boston, week days.
22 trains to Boston, week days.
4 trains each way, Sundays.
One-hundred ride Ticket ....\$9.00
Five-trip Ticket ..... .50
Fare, one way ..... .15

HYDE PARK.

8 miles from Boston.
34 trains from Boston, week days.
34 trains to Boston, week days.
7 trains from Boston, Sundays.
7 trains to Boston, Sundays.
One-hundred ride Ticket ....\$9.00
Five-trip Ticket ..... .50
Fare, one way ..... .15

A manufacturing town, of about 9,000 inhabitants. Fine churches and schools, and a large number of organizations, secret and otherwise. A savings bank and a co-operative bank. Average price for eligible building lots, ten cents per foot. Interest on mortgages, from five to six per cent. Excellent water and fire departments. One and one-half miles to Milton, two miles to Mattapan, three miles to Dedham.

Interest on mortgages, from five to six per cent. Excellent water and fire departments. One and one-half miles to Milton, two miles to Mattapan, three miles to Dedham.



Beautiful outlooks from surrounding hills, and fine drives in all directions. A large number of persons doing business in Boston reside in Hyde Park.

READVILLE.

A village of Hyde Park, prettily situated and a large resort for wealthy people of Boston in summer, they owning many fine estates here. One and one-half miles to foot of Blue Hills of Milton; three

9 miles from Boston.
31 trains from Boston, week days.
30 trains to Boston, week days.
5 trains from Boston, Sundays.
6 trains to Boston, Sundays.
One-hundred ride Ticket ....\$9.00
Five-trip Ticket ..... .50
Fare, one way..... .20

miles to summit of Blue Hills. Here is the Readville trotting park, having a half-mile track. Two miles to Dedham; three miles to Milton. The place has about 1,000 population. Its scenery is attractive. General farming. Building lots from five to ten cents per foot. Six per cent on mortgages. Very desirable for summer or permanent home. [*See Hyde Park.*]

ROSLINDALE.

6 miles from Boston.
20 trains from Boston, week days.
17 trains to Boston, week days.
5 trains each way, Sundays.
One-hundred ride Ticket ....\$6.75
Five-trip Ticket ..... .35
Fare, one way..... .12

A suburb of Boston, very fine for summer or permanent home. This place is growing rapidly, and proves largely attractive as residence for persons doing business in Boston.

Population, about 5,000. All

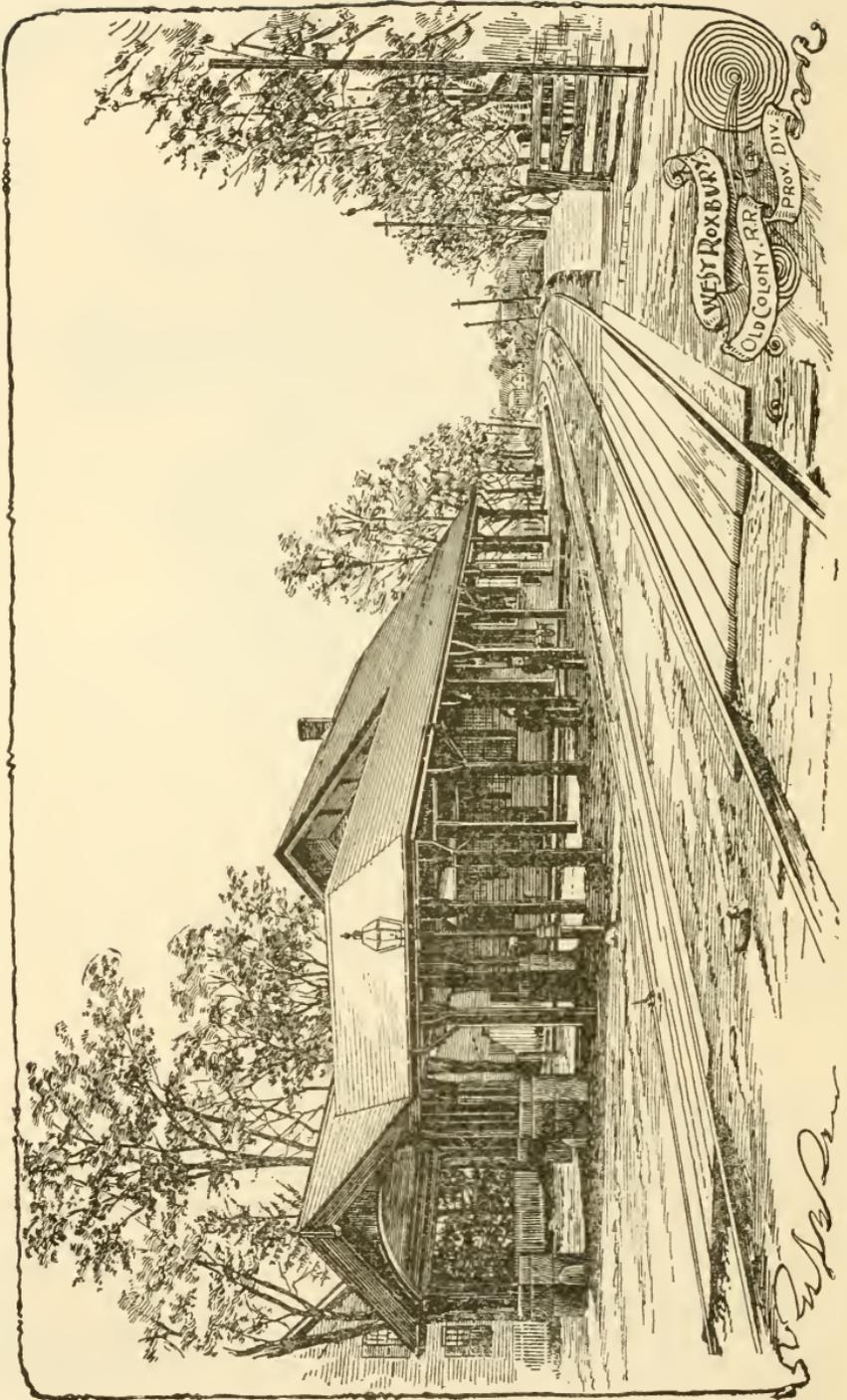
city privileges. Building lots from six to fifteen cents per foot. Here is the famous Bussey Park, and the scenic attractions all about are noteworthy. A large number of modern-built cottages have been erected in Roslindale, and there remain eligible building sites for almost unlimited addition thereto.

HIGHLAND.

A suburb of Boston, on the Dedham Branch of the Providence Division, O. C. R.R. About 600 population. The village is finely situated, and has excellent sanitary conditions. Building lots from two

7 miles from Boston.
20 trains from Boston, week days.
17 trains to Boston, week days.
5 trains each way, Sundays.
One-hundred ride Ticket ....\$9.00
Five-trip Ticket ..... .50
Fare, one way ..... .14

to twenty-five cents per foot. The place has many fine estates and modern-built residences, and is growing. Six per cent on mortgages. All city privileges. Two miles to Newton; two miles to Dedham. Gunning and fishing in the neighborhood.



WEST ROXBURY.

A suburb of Boston, on the Dedham Branch of the Providence Division, O. C. R.R.; population, about 1,500. One and one-half miles to Newton; two miles to Hyde Park; one and one-half miles to Brookline. A "Boston bedroom," given largely to residences, and the homes of people doing business in the city proper. Pleasant and attractive building sites, from two cents to fifteen cents per foot. All city privileges.

7 miles from Boston.
20 trains from Boston, week days.
17 trains to Boston, week days.
5 trains each way, Sundays.
One-hundred ride Ticket ....\$9.00
Five-trip Ticket..... .50
Fare, one way ..... .15

SPRING STREET.

8 miles from Boston.
20 trains from Boston, week days.
17 trains to Boston, week days.
5 trains each way, Sundays.
One-hundred ride Ticket ....\$9.00
Five-trip Ticket..... .50
Fare, one way ..... .15

A Boston suburb, part of West Roxbury District. Pleasant groves and walks in the neighborhood of the Charles River. [*See West Roxbury.*]

DEDHAM.

Terminus of the "Dedham Branch," Providence Division, O. C. R.R. Population, nearly 7,000; shire town of Norfolk County. A fine place for permanent homes. Building lots from five cents to fifteen cents per foot. Dedham has fine roads for driving, pleasing scenery and situations, and is attractive in many ways. Good water and fire departments. Six per cent on mortgages. Here is the old "Fairbanks house," built in 1636. One national and one savings bank. Considerable dairy farming at West Dedham.

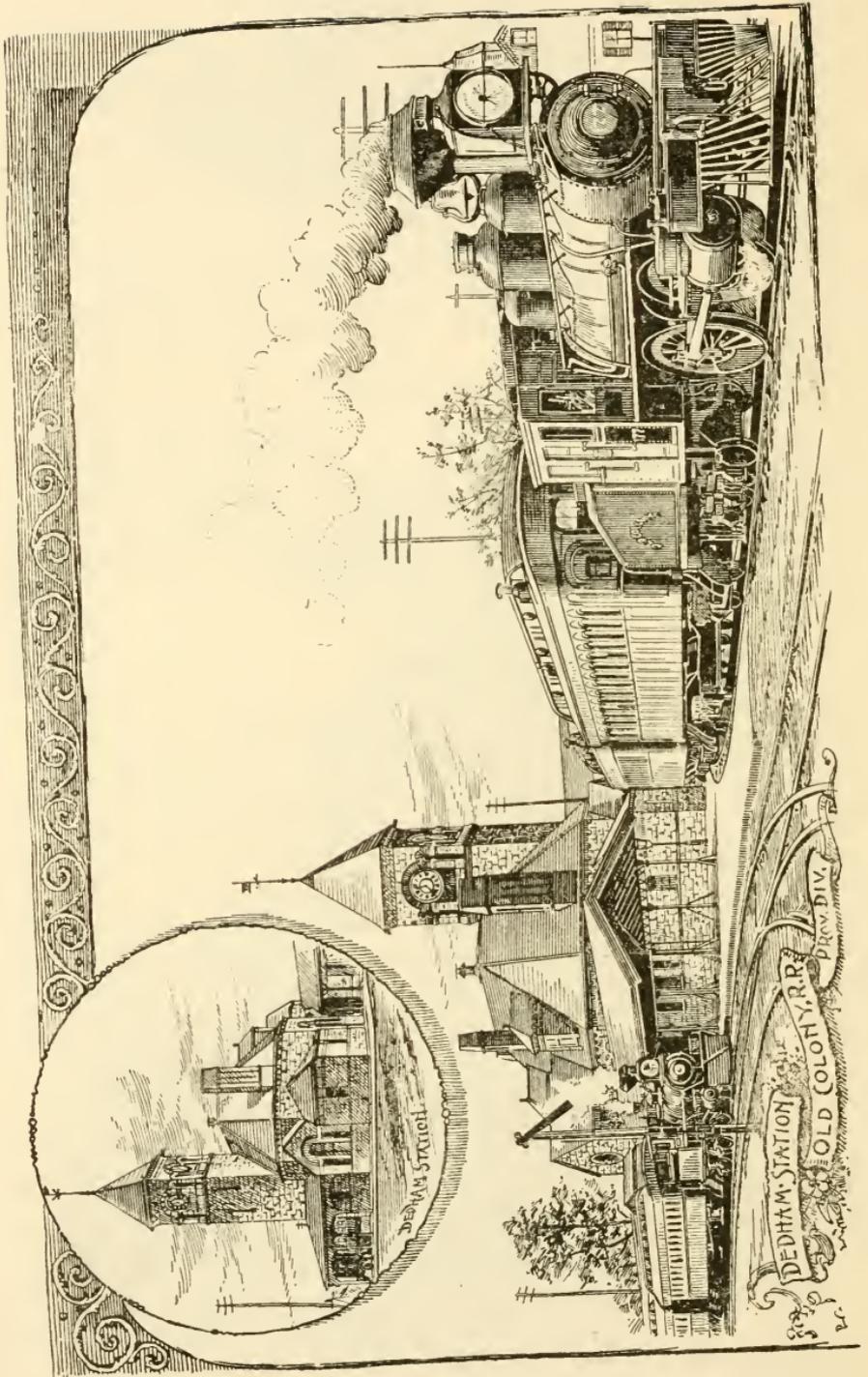
10 miles from Boston.
35 trains from Boston, week days.
34 trains to Boston, week days.
9 trains each way, Sundays.
One-hundred ride Ticket...\$10.00
Five-trip Ticket..... .75
Fare, one way ..... .20

CANTON.

15 miles from Boston.
10 trains from Boston, week days.
9 trains to Boston, week days.
Season Ticket, 3 mos.....\$19.00
Five-trip Ticket..... 1.50
Fare, one way ..... .35

A beautiful country town, of about 5,000 population; fine roads for driving, amid attractive scenery. Excellent for summer residence. The situation is hilly, and the Blue Hills of Milton are in full view.

Eight public and one parochial schools, and five churches. A national



bank, telegraph and telephone. Building lots from \$200. Canton has a number of fine estates and modern-built dwellings and some excellent farms. Six per cent on mortgages. Good fire department. The town is now negotiating for water-works. Four miles to Stoughton; four miles to Milton; ten miles to Brockton.

SHARON.

Sharon claims to be the "healthiest town in New England," and has much to support the claim. Finely situated, with excellent air and pure spring water, fine walks and drives, and social elements of

the best; the place is desirable in every way for summer or permanent home. Population, about 1,400. Three summer hotels. Building lands from \$200 to \$1,000 per acre. Fine ponds and lakelets. The place is growing. All kinds of farming. As a summer and health resort, Sharon is unsurpassed in New England.

18 miles from Boston.	
11 trains from Boston, week days.	
9 trains to Boston, week days.	
2 trains from Boston, Sundays.	
3 trains to Boston, Sundays.	
Season Ticket, 3 mos.....	\$23.00
Five-trip Ticket.....	1.75
Fare, one way.....	.40

EAST FOXBORO'.

22 miles from Boston.	
6 trains from Boston, week days.	
6 trains to Boston, week days.	
Season Ticket, 3 mos.....	\$28.00
Five-trip Ticket.....	2.25
Fare, one way.....	.50

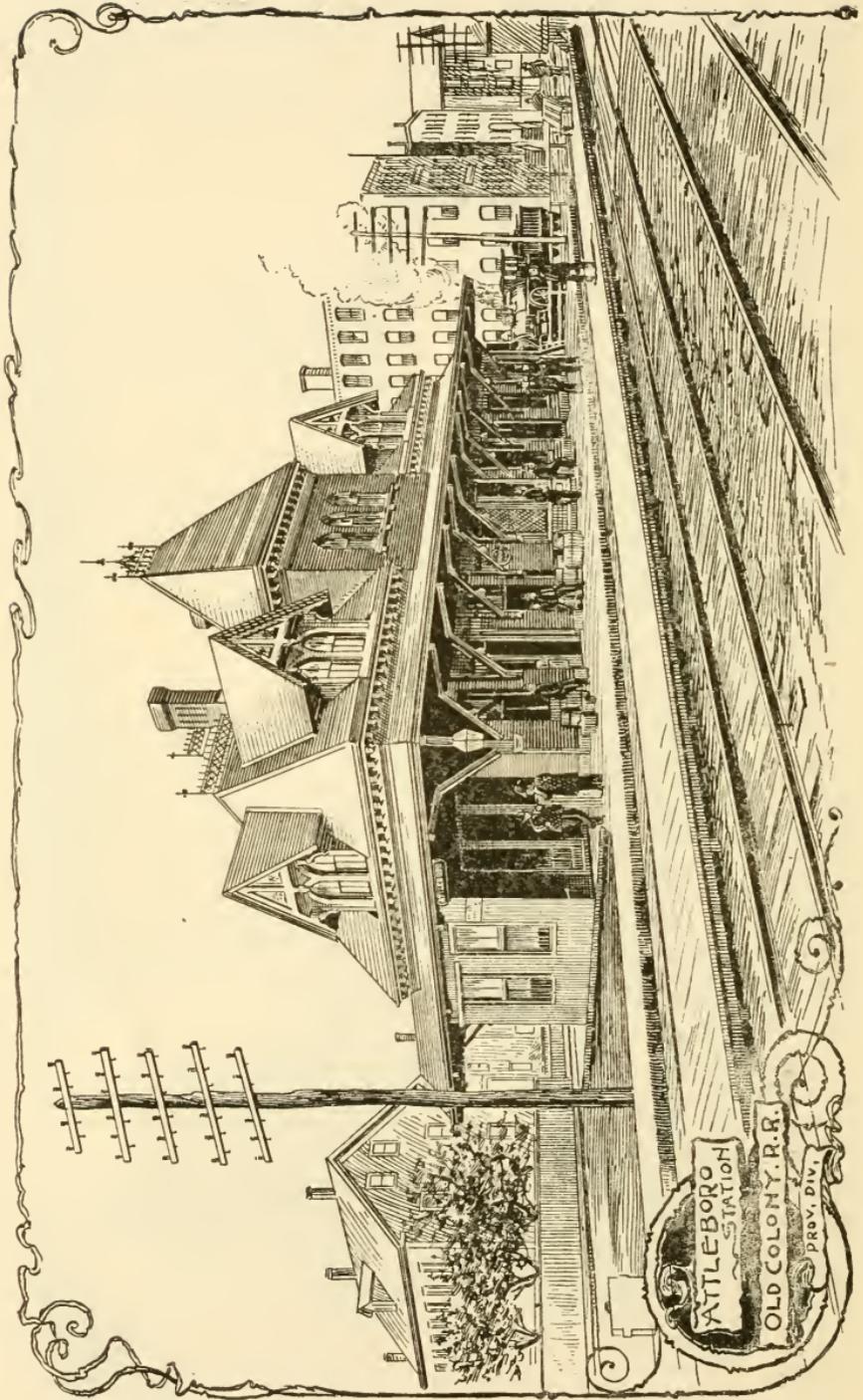
A village of Foxboro'; population, about 400. Situated on high land, well suited for farming purposes. One dairy establishment and several farms for general produce. Building lands from \$75. Five

to seven per cent on mortgages. Five miles to Sharon; two and one-half miles to Foxboro'; two and one-half miles to Mansfield. [*See Foxboro'.*]

WEST MANSFIELD.

A village of Mansfield, two miles from the main village. Devoted to general farming and some manufacturing. A Quaker society. Five miles to Attleboro'. [*See Mansfield.*]

27 miles from Boston.	
6 trains from Boston, week days.	
5 trains to Boston, week days.	
Season Ticket, 3 mos.....	\$30.00
Five-trip Ticket.....	2.75
Fare, one way.....	.60



ATTLEBORO
STATION

OLD COLONY R.R.
PROV. DIV.

ATTLEBORO'.

A town of 6,500 population; the seat of the jewelry manufacturing industry in New England. One national and one savings bank. Building lots from five to twenty-five cents per foot. Five to six per

cent on mortgages. Excellent water supply and fire department. The town is devoted to manufacturing interests rather than to farming or rural occupations. Two hotels.

32 miles from Boston.
15 trains from Boston, week days.
9 trains to Boston, week days.
4 trains from Boston, Sundays.
3 trains to Boston, Sundays.
Season Ticket, 3 mos.....\$35.00
Five-trip Ticket..... 3.25
Fare, one way.... .70

DODGEVILLE.

34 miles from Boston.
3 trains from Boston, week days.
3 trains to Boston, week days.
Season Ticket, 3 mos.....\$35.00
Five-trip Ticket..... 3.60
Fare, one way..... .80

A village of Attleboro'; population, about 500. A quiet country neighborhood, given to general farming. Land at the rate of \$200 per acre. Two miles to Attleboro'. Six per cent on mortgages. [*See*

Attleboro'.]

HEBRONVILLE.

A village of Attleboro'; population, about 1,000. Three miles to Attleboro'; four miles to Pawtucket. Building lots from \$50. A general farming section and growing neighborhood. A quiet, pastoral locality, attractive for summer or permanent homes. Two schools and three churches. [*See Attleboro'.*]

35 miles from Boston.
4 trains from Boston, week days.
4 trains to Boston, week days.
Season Ticket, 3 mos.....\$36.00
Five-trip Ticket..... 3.75
Fare, one way..... .80

PAWTUCKET.

40 miles from Boston.
14 trains from Boston, week days.
14 trains to Boston, week days.
4 trains each way, Sundays.
Season Ticket, 3 mos.....\$38.00
Five-trip Ticket..... 4.00
Fare, one way..... .90

A city of 35,000 inhabitants, near Providence, R.I. A manufacturing centre, growing rapidly. Some market gardening in the outskirts. Six banks and loan institutions. Building lots from fifteen cents

to \$1.00 per foot. Six per cent on mortgages. A paid fire department. \$700,000 has been laid out here upon water-works. Pawtucket is in the immediate vicinity of Narragansett Bay shores, and residents and sojourners in the city pass much of their time in summer in the Bay neighborhood; the frequent trains of the Old Colony road affording ample facilities for communication.

FALLS VILLAGE.

2 miles from Attleboro'.
16 trains from Attleboro', week days.
16 trains to Attleboro', week days.
Fare, one way .....\$0.07
Ten-trip Ticket ..... .60

A village of Attleboro'; population, about 1,400. A manufacturing and farming centre, with both dairy and general farming. Building lots from one cent to five cents per foot. Five to six per cent

on mortgages. Agricultural society buildings and trotting park. Falls village is a section of North Attleboro'. [*See Attleboro'.*]

RUMFORD.

Population of village, about 1,000. Considerable dairy, market and general farming. The place is growing, and has several fine estates and residences. Building lots from \$75 to \$500. The situation is

40 miles from Boston.
2 trains from Boston, week days.
1 train to Boston, week days.
Fare, one way \$0.90

pleasant, with good sanitary qualities, and has fine roads for driving in the neighborhood. Good fishing and gunning in vicinity. Six per cent on mortgages. Very attractive for summer residents.

RIVERSIDE.

5 miles from Providence.
9 trains from Providence, week days.
8 trains to Providence, week days.
2 trains each way, Sundays.
Season Ticket, 3 mos..... \$9.00
Ten-trip Ticket..... 1.00
Fare, one way..... .15

A village of about 1,500 inhabitants. Five miles to Providence; six miles to Warren. A rapidly growing neighborhood, with some fine estates and residences. Building lots from \$100 to \$500. Some general

farming. All the Bay attractions, facilities and enjoyments. A fine place for summering.

NAYATT.

Nayatt is a very attractive summer resort, a part of the town of Barrington. Mails, telegraph and telephone. Here are excellent roads, and some of the finest drives in the State. Excellent bay-fishing, especially

8 miles from Providence.
9 trains from Providence, week days.
8 trains to Providence, week days.
2 trains each way, Sundays.
Season Ticket, 3 mos.....\$13.00
Five-trip Ticket. 1.00
Fare, one way ..... .25

for tautog. Some elegant private residences. Very desirable for summer homes. Six per cent on mortgages.

SILVER SPRING.

Silver Spring is a beautiful summer resort upon the shore of Narragansett Bay, and about three miles from Providence. Here are cottages and a hotel for summer sojourners, and every provision for excursion-

4 miles from Providence.
9 trains from Providence, week days.
8 trains to Providence, week days.
2 trains each way, Sundays.
Season Ticket, 3 mos. \$8.00
Fourteen-trip Ticket 1.00
Fare, one way ..... .10

ists and tourists. Lands for lease for cottages and establishments. Telegraph and telephone. Fine natural attractions, and near the fishing grounds of the Bay. Some general farming in the neighborhood. Five per cent to six per cent on mortgages. This is one of the famous "clambake" resorts of Narragansett Bay.

DROWNVILLE.

7 miles from Providence.
9 trains from Providence, week days.
8 trains to Providence, week days.
2 trains each way, Sundays.
Season Ticket, 3 mos. ....\$12.00
Five-trip Ticket 1.00
Fare, one way ..... .25

A village of 400 inhabitants, overlooking the Bay and attractive situations. A growing neighborhood. Public library, a literary society and Barrington Historic Antiquarian Society available. Excellent boat-

ing and fishing in the Bay. Two to four cents per foot for building lots. Accommodations for summer sojourners in cottages and private families.

WARREN.

Population, about 4,500. A Bay town, with all the attractions and facilities for summer sojourners or residents common in this section. A free public library, three banks, good schools, two hotels; four

11 miles from Providence.
10 trains from Providence, week days.
9 trains to Providence, week days.
2 trains each way, Sundays.
Season Ticket, 3 mos. ....\$15.00
Three-trip Ticket 1.00
Fare, one way ..... .35

miles to Bristol; one mile to Barrington. Some general farming in the neighborhood. Water and fire departments. Six per cent on mortgages.

BRISTOL.

15 miles from Providence.
10 trains from Providence, week days.
9 trains to Providence, week days.
Season Ticket, 3 mos. ....\$18.00
Three-trip Ticket 1.00
Fare, one way ..... .40

A Bay town of about 6,500 inhabitants. Finely situated and very attractive in summer. Excellent boating and salt-water fishing near at hand. Good schools and churches. Four banks. Some market and

general farming. A growing neighborhood, with many fine estates and residences. Six per cent on mortgages.

SWANSEA.

15 miles from Providence.
4 trains to Providence, week days.
5 trains from Providence, week days.
Season Ticket, 1 month.....\$7.67
Fare, one way..... .45

A beautifully situated town of about 1,400 inhabitants. Divided from Somerset by Lee's River. Fine views of Mount Hope Bay, upon which it borders, and which renders it one of the most delightful

resorts for summering. Lee's River, Warren River and the waters of the bay afford abundance and variety of fish, and the rivers a limited water power. Largely given to farming pursuits. Five churches, ten schools. Here was shed the first blood of Philip's War.

THE NORTHERN DIVISION.

That portion of the Old Colony Railroad system now known as the "Northern Division" was formerly a portion of the Boston, Clinton, Fitchburg & New Bedford Railroad, consolidated with the Old Colony Railroad some years since. From Framingham Centre, with its ancient buildings built round the level Green, this line stretches away northward through a most beautiful rural and farming region, with old families and farming establishments, and institutions in plenty as characteristics. Between Marlboro' and Leominster, Mt. Wachusett "lords it" over the scenery, and the summer attractions of the sections are bountiful. Some of the finest homes in the world are situated along this line, and its traditions and historic connections are manifold. Train service between Boston and these towns is of the best, and one may easily make business headquarters in the great city while enjoying a country home here. In addition to the train service, as given in the following pages, a theatre train is run from Fitchburg to Boston and return, on Wednesdays and Saturdays. Communication with New York via "Fall River Line" is direct. Besides the industrial and manufacturing centres through which this division of the system passes, the special farm productions are worthy of notice. More than 1,800 cans of milk are received on this line daily, between Framingham and Fitchburg stations.

FRAMINGHAM.

A pleasantly situated village, devoted to general farming. One of the State Normal Schools is here located. Good accommodations for summer sojourners. Building lots, from \$300 to \$500. This vil-

lage is in the midst of pleasing country scenes, and the drives in all directions are of the finest. It is not far from business and manufacturing centres, and for summer or permanent homes is very desirable.

23 miles from Boston.	
6 trains from Boston, week days.	
6 trains to Boston, week days.	
1 train each way, Sundays.	
Season Ticket, 3 mos.....	\$27.00
Ten-trip Ticket	4.95
Fare, one way.....	.55

FAYVILLE.

26 miles from Boston.	
5 trains from Boston, week days.	
5 trains to Boston, week days.	
1 train each way, Sundays.	
Season Ticket, 3 mos.	\$28.00
Ten-trip Ticket	5.40
Fare, one way.....	.60

A rural, farming district, of about 400 inhabitants. Two mails daily; telegraph and telephone. Prices for building lots, \$200 to \$400.

SOUTHBORO'.

27 miles from Boston.
6 trains from Boston, week days.
6 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$28.00
Ten-trip Ticket 5.85
Fare, one way..... .65

A village of 800 inhabitants, devoted to general farming. Fine scenery and drives; a very pleasing country place. Here is the celebrated "Deerfoot Farm." Excellent mail, telegraph and telephone facilities.

Building lots, \$200 to \$1,000. Some fine estates, and a growing neighborhood. Very desirable as permanent residence. Five public schools, and St. Mark's and Mrs. Fay's schools for boys. Three churches. Three miles from Marlboro', seven miles from South Framingham, six miles from Westboro'. Southboro' is one of the most attractive of central Massachusetts localities, and its social and community elements are of the finest. The section is growing in population and important interests, and must always present most desirable considerations for the home-seeker.

NORTHBORO'.

A finely located inland town, devoted to general and dairy farming and market gardening, and some manufacturing. Northboro sends three hundred cans of milk daily to Boston. Population, about 1,900. A fine

35 miles from Boston.
5 trains from Boston, week days.
5 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$33.00
Five-trip Ticket 3.83
Fare, one way..... .85

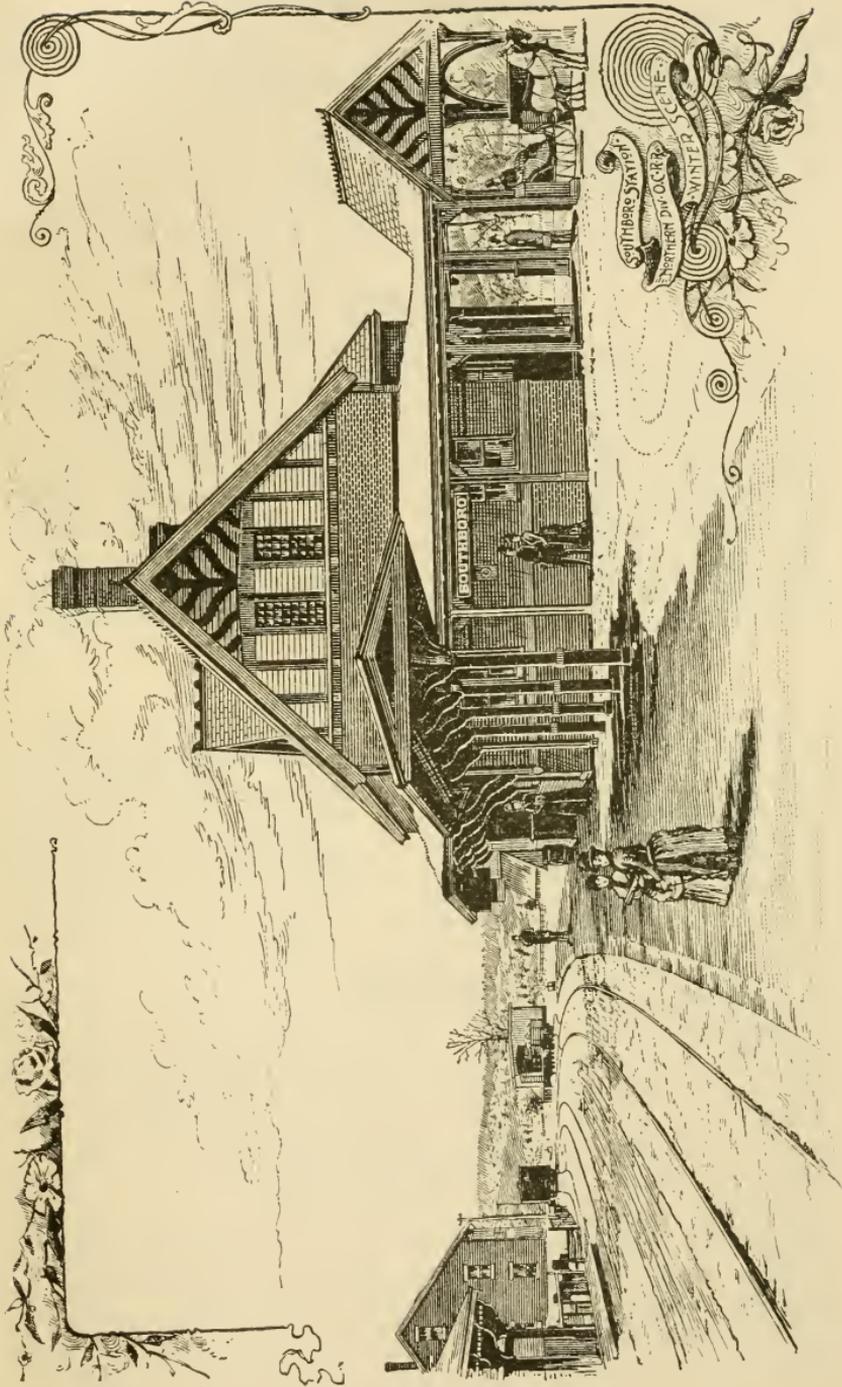
place for country homes, summer or permanent, and is growing rapidly. Building lots, from \$200 to \$500. Good schools and many churches, a national bank, library, kindergarten and boarding-schools, water department, etc. Excellent accommodations for summer sojourners. Two miles to Westboro'. Good fresh-water fishing.

MARLBORO'.

30 miles from Boston.
6 trains from Boston, week days.
6 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$32.00
Five-trip Ticket 3.38
Fare, one way..... .75

A manufacturing town, containing upwards of twenty factories for the making of boots and shoes. Population, about 13,000. Fine schools and churches of all denominations. Two national banks and one

savings bank. Gas and electric lighting, and good water department. Good hotels and accommodations for summer sojourners. Eighteen mails daily. Building lots at reasonable rates. The scenery about this town is fine, and drives among the surrounding hills and vales are very attractive. The place is growing rapidly. Some general farming. Small game and pond fishing.



MARLBORO' JUNCTION.

29 miles from Boston.
 6 trains from Boston, week days.
 6 trains to Boston, week days.
 1 train each way, Sundays.
 Season Ticket, 3 mos.\$32.00
 Fare, one way..... .70

A village of Marlboro'. [*See Marlboro'.*]

BERLIN.

Pleasantly situated country village of about 1,000 population; largely devoted to market gardening. Five schools and three churches. Four miles to Clinton and Hudson, Good mail and telegraph facilities. Building lots, \$250 to \$300. Gunning for birds; stocked (trout) fish-ponds. Six per cent on mortgages. Quiet, rural surroundings.

38 miles from Boston.
 4 trains from Boston, week days.
 4 trains to Boston, week days.
 1 train each way, Sundays.
 Season Ticket, 3 mos.\$33.50
 Five-trip Ticket..... 4.05
 Fare, one way..... .90

WEST BERLIN.

40 miles from Boston.
 3 trains from Boston, week days.
 3 trains to Boston, week days.
 1 train each way, Sundays.
 Season Ticket, 3 mos.\$33.50
 Five-trip Ticket..... 4.05
 Fare, one way..... .90

A dairy farming village of Berlin. Population, 200. Low rates for land. Two and a half miles from Clinton. Good farm-house board and quiet country scenes. [*See Berlin.*]

CLINTON.

Population, 10,000. Thirty-six public schools, two other educational institutions, and churches of the Episcopal, Baptist, Methodist, Catholic, Congregational, Unitarian, Presbyterian and Advent denominations. One national and one savings bank. Gas and electric lighting. Good hotels and accommodations for summer visitors and residents. Twenty mails daily; telegraph and telephone. Prices for building lots, \$50 to \$4,000. Interest on mortgages, five per cent to six per cent. A mill town, of steady growth. Water in abundance, and of excellent quality. Fine drives and outlooks.

44 miles from Boston.
 5 trains from Boston, week days.
 5 trains to Boston, week days.
 1 train each way, Sundays.
 Season Ticket, 3 mos.\$34.00
 Five-trip Ticket..... 4.50
 Fare, one way..... 1.00

BOLTON.

Population, about 1,000. A dairy farming town. Fine scenery and country situations. Good accommodations for summer visitors at private houses. Good schools and an academy. Building lands at low rates. Mortgages, five to six per cent.

42 miles from Boston.
3 trains from Boston, week days.
3 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$34.00
Five-trip Ticket 4.28
Fare, one way..... .95

PRATT'S JUNCTION.

49 miles from Boston.
3 trains from Boston, week days.
4 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$35.00
Five-trip Ticket 4.75
Fare, one way..... 1.10

A farming village, — dairy, market and general farming. Population, about 200. A beautiful, quiet, country village with pleasing scenery and situations. Fine drives, including that to Mt. Wachusett. Land

may be bought at extremely low rates. Accommodations for summer sojourners in farm-houses. Some good trout brooks, and hunting for small game.

LEOMINSTER CENTRE.

A manufacturing and general farming town of 6,000 inhabitants. Very pleasing scenery and surroundings. Five miles from Fitchburg. Building lots, from \$200 to \$3,000. Two banks. Gas lighting. Fine for summering, and good accommodations for summer sojourners. One hundred and twenty-five houses were erected here in 1887. Water and fire departments. Six per cent on mortgages. Leominster has one of the largest manufactories of baby carriages in the country, and other large industrial establishments.

53 miles from Boston.
5 trains from Boston, week days.
5 trains to Boston, week days.
1 train each way, Sundays.
Season Ticket, 3 mos. ....\$35.00
Ten-trip Ticket 10.00
Fare, one way..... 1.15

WEST LEOMINSTER.

54 miles from Boston.
4 miles from Fitchburg.
5 trains to and from Fitchburg, week days.
Season Ticket, to Boston, 3 mos. \$35.00
Fare, one way, to Boston 1.15
Fare, one way, to Fitchburg . .10

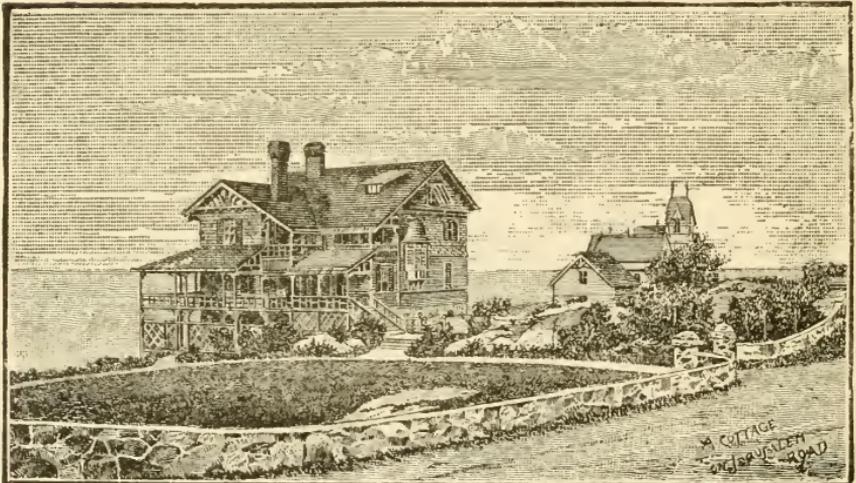
A village of Leominster. Fine natural scenery and surroundings. Building lots, from \$50. Some market gardening. A quiet country village. [*See Leominster.*]

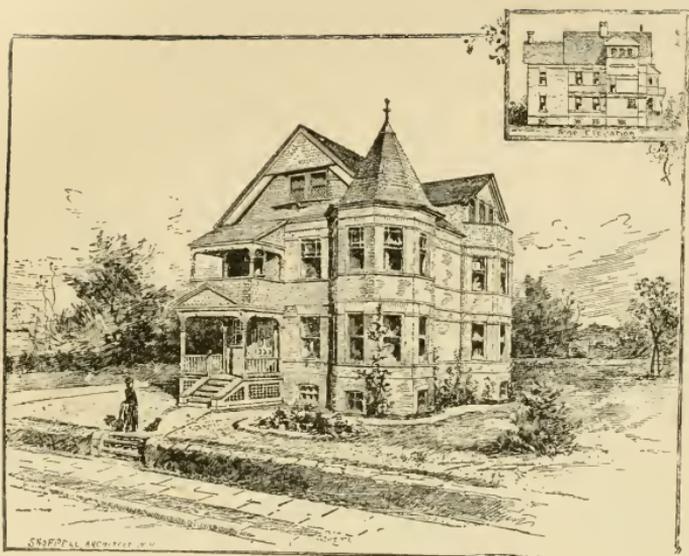
FITCHBURG.

58 miles from Boston.	
5 trains from Boston, week days.	
5 trains to Boston, week days.	
1 train each way, Sundays.	
Season Ticket, 3 mos.	\$36.00
Ten-trip Ticket	11.00
Fare, one way.....	1.25

A city of 19,000 inhabitants. A large manufacturing centre. County Court House, and Worcester North Registry of Deeds. Four national banks, two savings banks, co-operative bank. Good hotels and

boarding-houses. Gas and electric lighting. Building lots, from two cents to twenty-five cents per foot, according to location. Excellent water department. The city is finely situated, with high hills all about, affording very attractive outlooks. Several lakes and ponds near by afford excellent fishing. The place is very desirable for summer or permanent home, and has many fine private residences. Average per cent for mortgages, five and one-half. The suburb of South Fitchburg is a growing manufacturing centre, with attractive surrounding scenery and considerable dairy, market and general farming.





DESIGN No. 458.

By the Co-operative Building Plan Association, Architects.

Size of structure: Front, 31 ft., 4 in.; side, 51 ft.

Accommodations: Cellar under whole house; halls, bays and four rooms on first floor; bays, closets and five rooms on second floor; three rooms in the attic.

Height of stories: Cellar, 7 ft.; first story, 9 ft., 6 in.; second story, 9 ft.; attic story, 8 ft.

Materials: Foundation, stone and brick; first story, brick; second story, brick; gables, shingles; roof, shingles.

Special features: Sliding doors connect the principal rooms of first story. Heater pipes are carried to all the rooms; open fire-places also are provided for the first-story rooms. The staircase is hard wood, and striking in design. A course of asphalt laid in the foundation walls prevents dampness from rising through the walls. The outside of the wall below ground line is coated with asphalt also, to keep the cellar dry.

Cost, about \$5,000. Floor plans and further information about this design may be obtained by applying to the Co-operative Building Plan Association, Architects, 63 Broadway, New York.

MORE DISTANT HOME SITES.

Beyond the suburban limits of Boston, as defined by the railroad in the classification of its business, and still further away from this centre than the towns and villages mentioned in the foregoing,—which, generally speaking, are within one hour's or one and one-half hour's ride from the city, the Old Colony Railroad system presents a great section of inland and sea-shore territory,—the last named largely in excess,—eligible for summer or permanent homes. The towns bordering upon Onset and Buzzard's bays; the whole of quaint, picturesque and historic Cape Cod, the "right arm" of Massachusetts; Nantucket and Martha's Vineyard; the cities of Providence, New Bedford and Fall River and their environment; the inland portions of Plymouth and Bristol counties,—all these sections abound in most beautiful and very desirable home and building sites, easy of access, low in cost, possessed of all the advantages, attributes and influences that distinguish those already described in this volume, and many others peculiarly their own. The summer homes of southeastern Massachusetts, and of the islands along its coast, are in the midst of natural sanitary and physical conditions which obtain nowhere else in equal perfection, while all social and community interests and establishments are in the forefront of the civilization of to-day. The distances from Boston are not so great as to prevent a daily visit to that centre, and return to the home spot if one wishes; and, indeed, many residents of places as far away as Newport and Fall River, New Bedford, Wood's Holl, or the farthest points on old Cape Cod, are season-ticket holders of the Old Colony lines, and appear every day in their counting-rooms or places of business in Boston, finding plenty of time for a hard day's work outside of the hours taken up in the railroad trips back and forth.

OLD COLONY RAILROAD.

WORKINGMEN'S TICKETS.

STATIONS.	No. TRIPS.	RATE.	GOOD GOING ON TRAIN LEAVING	GOOD RETURNING ON TRAIN LEAVING
Abington and Montello	12	\$1 00	North Abington	Montello
Ashmont " " " " "	15	1 00	Mattapan	Boston
Avon " " " " "	12	75	South Braintree	Campello
Boston " " " " "	15	1 00	Mattapan	Boston
Brockton " " " " "	12	1 50	Stoughton Central	Montello
" " " " "	12	1 50	Brockton	Stoughton Central
" " " " "	12	1 25	Stoughton Central	Montello
" " " " "	12	1 00	" " " " "	" " " " "
" " " " "	12	85	South Braintree	Campello
" " " " "	12	75	" " " " "	" " " " "
" " " " "	12	1 00	" " " " "	" " " " "
" " " " "	12	1 00	North Abington	Montello
" " " " "	12	1 25	South Weymouth	" " " " "
" " " " "	12	1 00	Montello	Whitman
" " " " "	12	1 50	Stoughton Central	Montello
" " " " "	12	1 25	" " " " "	" " " " "
" " " " "	12	1 00	" " " " "	" " " " "
" " " " "	12	75	South Braintree	Campello
" " " " "	12	85	" " " " "	" " " " "
Campello			A.M.	P.M.
			6.06	5.22
			6.01	6.30
			6.23	5.45
			6.01	6.30
			6.00	5.28
			6.05	5.25
			6.00	5.28
			6.00	5.28
			6.23	5.45
			6.23	5.45
			6.23	5.45
			6.06	5.22
			5.58	5.22
			6.00	6.56
			6.00	5.28
			6.00	5.28
			6.00	5.28
			6.23	5.28
			6.23	5.45
			6.23	5.45

WORKINGMEN'S TICKETS. — CONCLUDED.

STATIONS.	No. TRIPS.	RATE.	GOOD GOING ON TRAIN LEAVING	GOOD RETURNING ON TRAIN LEAVING
Campello.....and South Braintree.....	12	\$1 00	A.M. 6.23	P.M. 5.45
“ North Abington.....	12	1 00	6.06	5.22
“ Whitman.....	12	1 00	6.00	6.56
“ Boston.....	15	1 00	6.01	6.30
“ “.....	15	1 00	6.01	6.20
“ Montello.....	12	1 00	6.00	5.28
“ “.....	12	1 25	6.00	5.28
“ “.....	12	1 00	6.06	5.22
“ North Abington.....	12	1 00	6.44	6.12
“ South Weymouth.....	12	1 00	6.44	6.05
“ Whitman.....	12	1 00	6.44	6.22
“ Montello.....	12	1 00	6.06	5.22
“ North Abington.....	12	1 00	6.41	6.12
“ Boston.....	15	1 00	6.01	6.30
“ Leominster Centre.....	12	75	6.25	{ 5.50 6.27
Hanover.....	12	2 00	5.40	5.22
“ Montello.....	12	1 00	6.01	6.30
“ Boston.....	15	1 00	6.23	5.45
“ Campello.....	12	85	6.26	6.15
“ Fitchburg.....	12	75	6.06	5.22
“ Leominster Cen. “.....	12	1 00	6.01	6.30
“ Mattfeld.....	12	1 00	6.01	6.30
“ Boston.....	15	1 00	6.01	6.30
“ “.....	15	1 00	6.01	6.30
“ North Easton.....	12	1 25	6.00	5.28
“ Cochesett.....	12	1 00	6.00	5.28
“ North Abington.....	12	1 00	6.06	5.22
“ Stoughton Central.....	12	1 50	6.00	5.28

"	"	"	"	1 00	Montello	6.00	Whitman	6.56
North Abington	"	"	"	1 00	North Abington	6.06	Montello	5.22
North Easton	"	"	"	1 25	Stoughton Central	6.00	"	5.28
"	"	"	"	75	"	6.00	North Easton	6.08
North Hanson	"	"	"	85	South Hanson	7.01	North Abington	6.12
Rockland	"	"	"	1 00	Rockland	5.59	Whitman	6.00
"	"	"	"	1 00	Hanover	5.40	South Braintree	5.57
"	"	"	"	1 25	"	5.40	Montello	5.22
Saquet	"	"	"	1 00	North Abington	6.06	"	5.22
Sequasset	"	"	"	1 25	Stoughton Central	6.00	"	5.28
Shawmut	"	"	"	1 00	Matapan	6.01	Boston	6.30
South Boston	"	"	"	1 00	"	6.01	"	6.30
South Braintree	"	"	"	1 00	South Braintree	6.23	Campello	5.45
"	"	"	"	1 00	"	5.50	Whitman	6.00
South Easton	"	"	"	1 25	Stoughton Central	6.00	Montello	5.28
So. Fitchburg	"	"	"	75	South Fitchburg	(6.18)	Leominster Centre	{ 5.50
South Hanover	"	"	"	1 75	Hanover	5.40	Montello	{ 6.27
South Hanson	"	"	"	1 00	North Hanson	7.01	North Abington	5.22
So. Weymouth	"	"	"	1 00	South Braintree	5.50	Whitman	6.12
"	"	"	"	75	"	5.50	"	6.00
"	"	"	"	80	"	5.50	"	6.00
"	"	"	"	1 25	South Weymouth	5.58	Montello	6.00
Sterling	"	"	"	1 00	Sterling	7.18	Leominster Centre	5.22
Stoughton Cen.	"	"	"	1 50	Stoughton Central	6.00	Montello	6.27
"	"	"	"	75	"	6.00	North Easton	5.28
Washington St.	"	"	"	1 00	North Abington	6.06	Montello	6.08
W. Bridgewater	"	"	"	1 00	Stoughton Central	6.00	"	5.22
West Hanover	"	"	"	1 50	Hanover	5.40	"	5.28
Whitman	"	"	"	1 00	North Abington	6.06	"	5.22
"	"	"	"	1 00	Montello	6.00	Whitman	5.22
"	"	"	"	1 00	East Bridgewater	6.44	"	6.56
"	"	"	"	1 00				6.22

OLD COLONY RAILROAD.

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West Hingham.....	F. H. Lincoln.	
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