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THE

BOSTON ALMANAC

FOR THE YEAR

1847.

BY S. N. DICKINSON.

BOSTON:

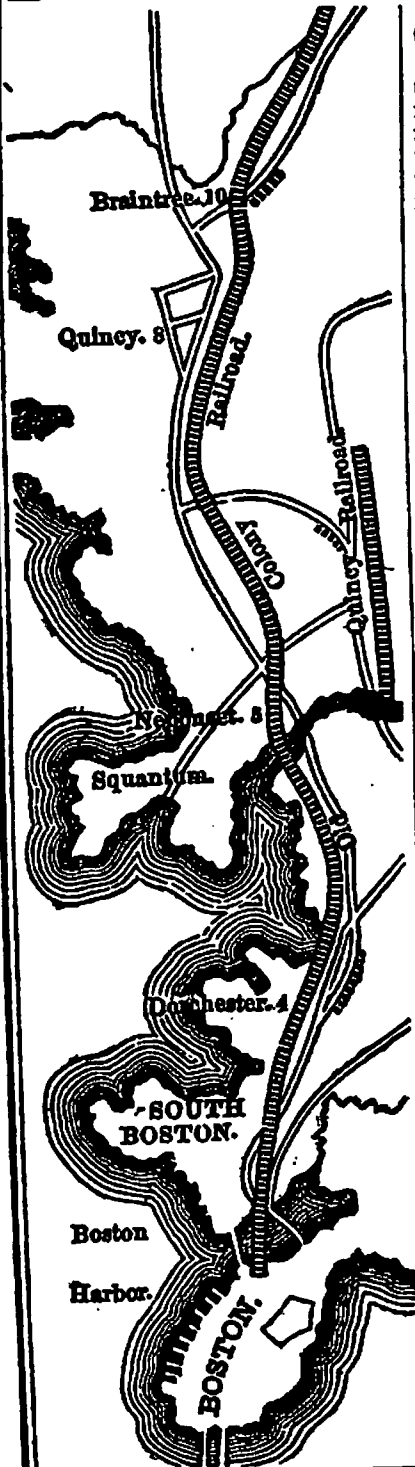
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Old Colony Railroad - 1847

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OLD COLONY RAILROAD.



OLD COLONY RAILROAD.

This road passes through a section of the commonwealth where no one would have suspected, a few years ago, that such a costly undertaking could be sustained by the business and apparent natural resources on the route. There are men, however, in all communities, who have a kind of clairvoyant perception of coming events; and such was the character of the projectors of the Old Colony road. It was established, and began business on the 10th of Nov. 1845. Contrary to the most sanguine expectations of its immediate friends, the business of transporting merchandise and passengers has been constantly increasing, as it has on other roads terminating in the city. Every prospect is now fair for its prosperity. Not only does it accommodate the people on the whole line, but has had the effect of bringing into use, lands that otherwise would have remained of little value, and which have now been changed into thriving villages, with healthful indications of a rapid augmentation of property and population. Persons have their family residences at various distances from Boston, and yet conduct their daily mercantile operations in town. Such is the rapidity with which the cars waft the traveller over the road, that a residence ten or twenty miles from his place of business is conducive both to health and pleasure, without interfering at all with the regular labors of the day in the counting room. Whole amount of capital stock paid in up to Dec. 1, 1845, \$888,730.

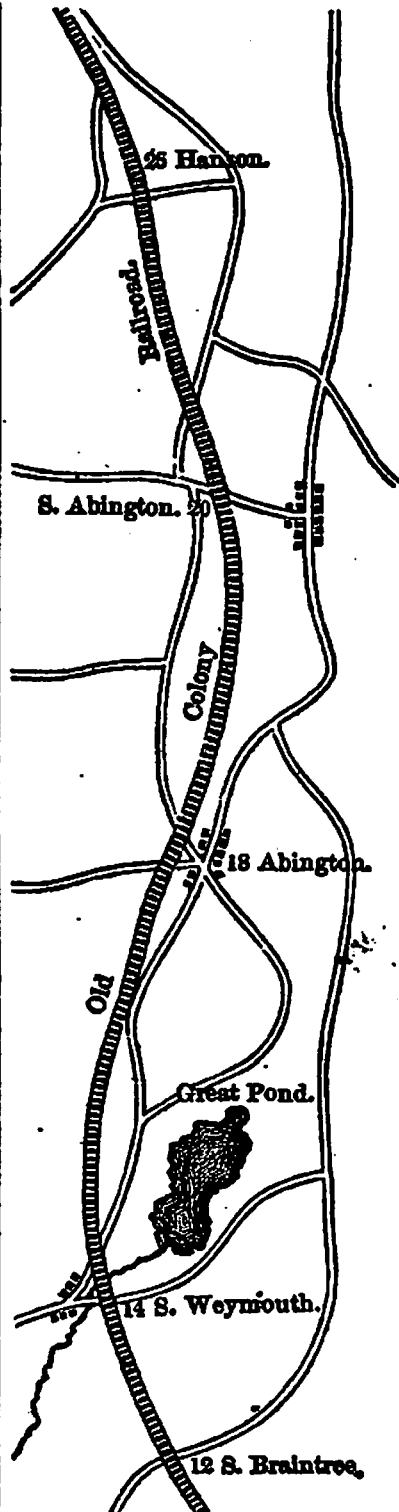
A little south-east of the Boston and Worcester depot extensive purchases have been made by the Directors, with the intention of erecting a splendid depot, sufficiently ample to meet the business wants of this road. Its proximity to the wharves—the focus of trade—will add very much to the importance which it already enjoys in the public estimation.

Another road, leading to Sandwich, will soon open into the Old Colony.

Old Colony Railroad - 1847

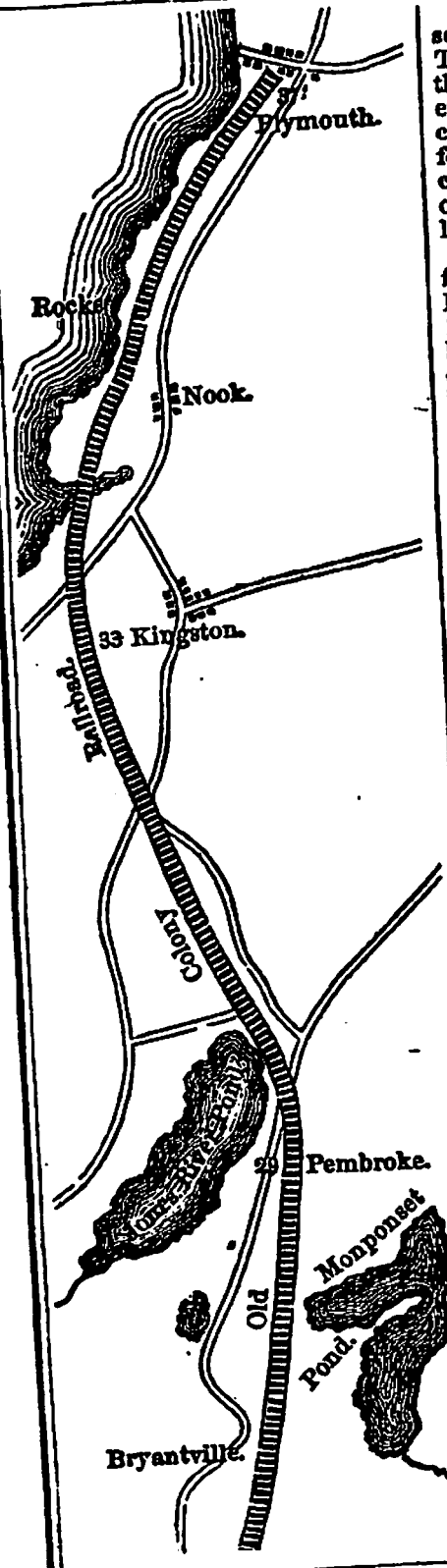
BRAINTREE, Mass., belonged to the domain of Boston till its incorporation into a distinct town in 1640. It was once called Mt. Dagon, and lastly Mt. Wollaston. The first settlement took place in 1625; and hence it is older in point of occupancy by our ancestors, than Boston. Without being particularly striking in any respect, the land is uneven, and, when well managed, productive. Granite is the staple article. Distance from Boston, 10 miles south. The Old Colony Railroad goes through it. It is evident that this, and other towns of its class, which are on the line of the railroads, in the immediate neighbourhood of the city, will undergo very marked revolutions within a few years. Braintree will probably receive a large number of residents from Boston, on account of its easy intercourse with the city. Population, 2,168.

QUINCY, Mass. Till 1792, this was a part of Braintree. At one period, that which is now Quincy was called Dorchester Farms. It was named in memory of one of the oldest proprietors. The land is not of the richest quality, neither is it very elegant in appearance. Some of it is hilly, stony, marshy, and large tracts consist of vast deposits of granite — a source of increasing wealth to the various owners of quarries. But Quincy is principally interesting to the traveller, on account of its historical associations. It has the singular distinction of having been the birth place of two presidents of the United States of America — John Adams, and John Quincy Adams, father and son. The family property is still in the occupancy of the latter — an illustrious man, whose name will be transmitted to future generations, connected with the noblest efforts to extend the blessings of civilization, Christian benevolence, and political freedom. Cottages and other dwellings, some of which are quite costly, are constantly going up for the accommodation of families from the city. Lands, which have heretofore been of small value, are greatly enhanced in price, and will soon be generally taken up for house lots.



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OLD COLONY RAILROAD



KINGSTON, Mass. This was set off from Plymouth in 1717. The inhabitants are interested in the fisheries, and own also considerable navigation. There are one cotton mill, a brad factory, two forges, soap and candle works; and considerable capital is invested in other mechanical pursuits. Population, 1,440.

PEMBROKE, Mass., separated from Hanover by North River. It was detached from Duxbury in 1711, and is at the head of navigable water, on the river, which is quite deep. Wagons, chairs, cabinet work, boots, shoes, and boxes of various kinds, are manufactured. Population, 1,258.

HANSON, Mass., has the character of being an excellent grazing town; but the land is hard, rough, and not remarkably productive for tillage. Anchors, iron castings, carriage springs, shoes, &c. are made here to a good profit. It was taken from Pembroke in 1820. Some ponds and pleasant streamlets are much admired. Distance from Boston, 24 miles south-east; population, 1,040.

ABINGTON, Mass., a pleasant old town, located on pretty elevated land, between Narragansett Bay and Boston. Rather hard soil for tillage; some iron ore is found here, and coal will be, as we predict; indications of its existence having been recognized in several of the neighboring places. A machine for manufacturing tacks, small iron nails, was invented here. By examination of the map, it will be perceived that there are two villages, south and east. The inhabitants are generally considered to be lineal descendants of the first Puritan settlers. The Indian name was Manamooskeagin, or place of many beavers. The value of the tacks manufactured in 1845 was \$18,622. There were made 198,314 pairs of boots, and 1,067,962 pairs of shoes. The same observations made upon other towns, in regard to the neglect of raising fruits in greater abundance, are applicable to this. Both apples and pears might be cultivated to any extent on lands that could not, under tillage, yield so profitably; and we hope that farmers will profit by these seasonable suggestions. Population, 3,214.