

A Modern View of Downtown Greenfield (2001)

This aerial view provides a modern context for the old maps in this collection. Many of the maps reprinted here display this area of Greenfield. Main Street is at the top, between Conway Street (left) and High Street (right). The two railroad lines are the darker swaths, one north-south, and one arcing to the west. The Green River and the Green River Cemetery's roadways are in the lower left. Congress Street is near the right edge. Compare this to the older maps in this series, like the 1884 and 1895 maps on pages 46 and 47.

Early Maps Greenfield Massachusetts 1717-1918

Published on the Occasion of the 250th Anniversary of the Founding of Greenfield

With A Narrative History

June 2003

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Foreword

This collection of Greenfield's early maps is published to commemorate the 250th anniversary of the founding of Greenfield in 1753. Reproduced in this volume are more than 40 old town and village maps, tracing Greenfield's history from before early settlement until the early 20th century.

The maps include the simple outline maps of ancient Deerfield, and all of the known "land ownership" maps – remarkably detailed maps which show homeowner names next to the locations of their homesteads. Of note also are the fire insurance maps which depict great detail in the built-up sections of town, and the 1877 bird's-eye view of downtown Greenfield. Several modern maps are included to help the reader associate the old maps with present day Greenfield. We have also included excerpts from other historical documents related to early boundaries, a Population Graph, and a Greenfield Timeline of significant events spanning the period of these maps. The maps are arranged (generally) in chronological order and are sorted into several numbered groups. The land ownership maps are arranged with downtown and town maps in separate groups to allow for easy comparisons. In this book we use the word "town" in its classic New England sense, referring to the entire township, and "downtown" as the compact developed area, both commercial and residential. Maps are oriented to north, unless otherwise indicated.

This publication is issued in two formats: as a softcover paper booklet, and as a CDROM. Because of the large size of several of the later maps it is not possible to reproduce them completely in the paper edition. Excerpts of the larger maps are reprinted here, and some of the smaller maps are trimmed to allow the best legibility of the map data. In these cases marginal data such as lists of businesses are not printed here but are available completely in the CDROM edition. The CD contains complete copies of all of the maps, as well as this text. The text on the CD is in Adobe PDF format. The maps are also stored as computer files in JPEG format. The largest maps are available in two sizes: high resolution (very large files) and low resolution so that readers with average-sized computers can read them. There is no file-viewing software provided for these files – it is assumed that readers have their own software.

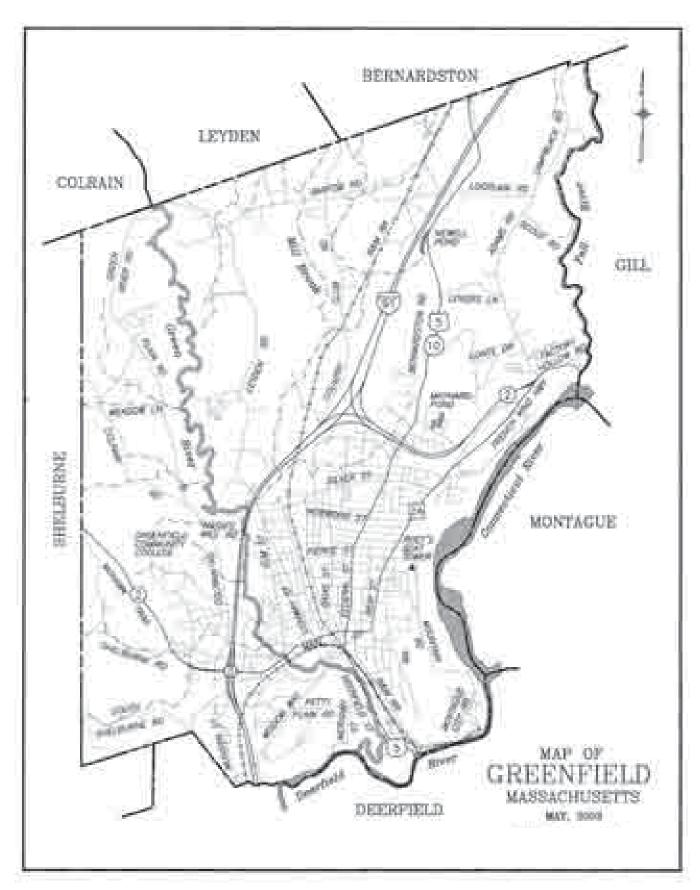
For their valued assistance in the production of *Early Maps of Greenfield*, thanks are due to: the Historical Society of Greenfield and Peter S. Miller, whose knowledge and enthusiasm about local history has been indispensable; David Bosse for his special knowledge of old maps; William B. Allen for his insights into old roads and Greenfield's past; Timothy Blagg for his guidance with clear writing and the book design; William Baker and the staff of Baker Office Supply for their generous help in distributing the book; Vicki McCormick and Robert Riecken of Roberge Associates Land Surveying for their good judgement and aesthetic sense; Sara Campbell for her generosity with time and advice; and to James S. Morin, Sandi Roberts, David Mann and Jamie Campbell. Recognition and thanks go also to the Pocumtuck Valley Memorial Association and the Massachusetts Archives for being careful custodians of history and for their generous grants of time and access to their old maps.

We hope that this volume of old maps encourages further study of these maps and of the history of Greenfield.

-David Allen

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1894 USGS Map	inside back cover
1990 USGS Map	back cover



A map of the modern roads and major streams in Greenfield. It was prepared for this book to help the reader interpret these old maps. On page 51 there is a modern map of the downtown area.

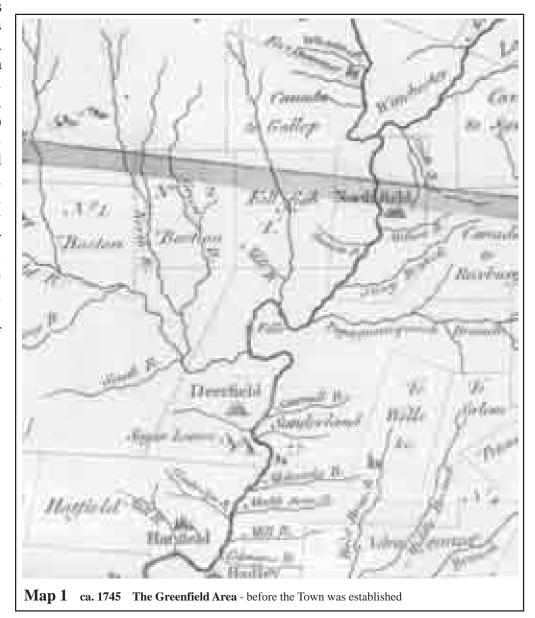
Early Maps of Greenfield, Massachusetts 1717-1918

1. Introduction

he name of this town, Greenfield, comes from the verdant fields of the Green River meadows. Nestled between hills to the north, west and east there is open, fertile farmland even today. It was this land that first brought settlers to Greenfield in the decades before there was a United States of America. Our map history of this town begins before Greenfield was formally established.

In the late 1600s and early 1700s the western frontier of New England was a dangerous and wild place. The native peoples (Indians) resisted the expansion of European settlement in the upper Connecticut River Valley. Armed strife was fairly common until the 1720s, when there was a period of peace which led to increased settlement in the

valley. Our first map shows some of the early settlements and town boundaries. Greenfield was not yet a separate township – it was then part of the town of Deerfield. This circa 1745 map* (Map 1) shows the towns along the Connecticut River from Hatfield to what is now Brattleboro. Vermont. The state line (then a colonial boundary) is the heavy shaded line. Fort Dummer (Brattleboro) was established during this period to protect the settlers in the downstream towns like Northfield, Deerfield and Hatfield. In the middle of this map are the lands that were soon to become Greenfield. Here we see the entry "Falls" (Turners Falls) and, downstream, the Deerfield River extending east-west. Note that the Green River is slightly misplaced – its confluence with the Deerfield is actually closer to the Connecticut. Other towns shown here are Colrain (No. 2) Boston) and Bernardston (Fall fight Town.)



^{*} The map is actually dated 1753, when it was published in London, but it depicts conditions of a few years earlier

2. Early Maps & Old Town Boundaries

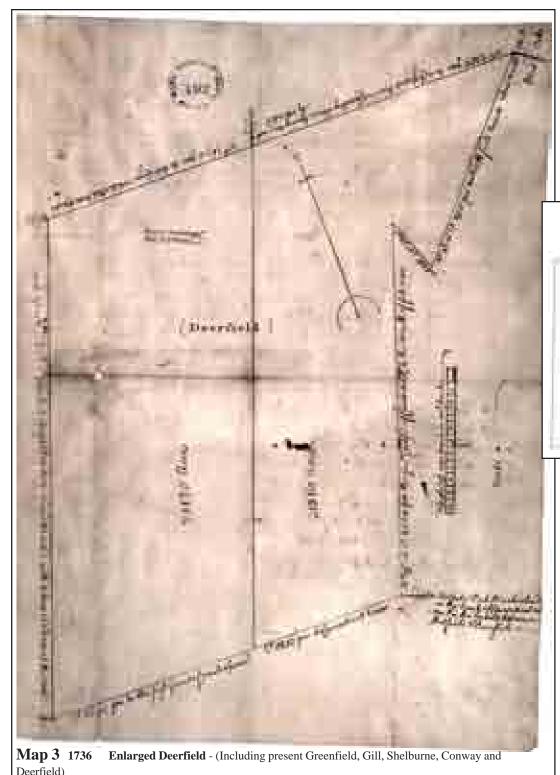


Map 2 1717 Ancient Deerfield - (including Greenfield, Gill, Deerfield). This colonial era map established the north boundary of Greenfield

The first European settlers came to the Deerfield-Greenfield area in the mid 1600s. The Deerfield area was settled first, as it was south of the Deerfield River and was closer to the older downriver settlements. It is generally believed that the first permanent resident of Greenfield was a Joshua Pomeroy, who had a house on upper Deerfield Street (near the north intersection of Washington Street) in the mid 1680s. We have no maps of this period, when there were only a handful of residents in what is now Greenfield. Several land grants were made in the 1680s, including some in the Main Street area and a 30 acre tract near the outlet of the Green River. This tract, known as the "Sequestered Land", was originally conveyed to the church in 1686"...to the ministry of Deerfield forever...". This land is part of the area called Cheapside, and features prominently in Greenfield's land history. (see Maps 16 to 21).

Conflicts with Indians limited settlement, notably in 1675 and 1704. The 1704 event, the destruction of Deerfield by a band of French and Indians, led to complete abandonment of the Greenfield settlement for at least ten years.

Ancient Deerfield, as noted above, was a large town. The lands were originally granted by the General Court (legislature) in Boston in 1663 (the "Dedham" grant of 8,000 acres) and expanded and incorporated as a town in 1673. The descriptions were a bit vague and, in 1717 an official map was made (Map 2). This survey established the northern boundary of Greenfield. This map was drawn with text facing the nearest edge of the sheet – a common practice in early map making. This map includes all of present-day Greenfield, as well as Deerfield and Gill. The same area is shown on the next map, which is slightly more legible.



The 1736 map (Map 3) was made after Deerfield had been enlarged with the addition of 40,000 acres to the west. The additional lands – generally the west half of this map – are now the towns of Conway and Shelburne. Thus, in 1736 the Town of Deerfield con-

tained not only Greenfield, but also Conway, Shelburne and Gill – a total of 5 towns today. The irregular eastern boundary coincides, generally, with the Connecticut River. The sawtooth shape near the top follows the sharp bend in the river at Turners Falls. What is now Greenfield is in the area of the north arrow. The eastern boundary is not meant to trace the river's flow – the lines shown are surveyor's "tie-courses" straight lines which begin and end at key corners. The actual

eastern boundary is the irregular course of the river. At the time of this map the population of Deerfield (including present Greenfield and Gill) was about 200. Perhaps 20 families were living in the "Green River" (Greenfield) section of Deerfield. The southeast corner of this map is the current Whately/Deerfield corner on the Connecticut River. The line extending north from there generally follows the course of the river, and ends at the mouth of Falls River. As with the 1717 map, the jog and the line leading to the upper right follows the Connecticut River. The north-south line down the middle of the map is the "Seven Mile Line," so called because it is the western side of the 1673 Deerfield land grant – which was 7 miles from north to south (see Map 2).

Old records for the Town of Deerfield show an increase in land activity in the first decades of the 1700s. By this time, presumably most of the good land south of the Deerfield River was already parceled out, as the activity in today's Greenfield and Gill intensified. A number of grants along the Green River – their locations unknown but

Map 4 1736 Typical "Pitch" Lot - an individual property lot (on Leyden Road)

probably in the area we call "the Meadows" (west side of Green River, off Colrain Road and Plain Road) were made by the 1720s. In 1736 a major subdivision of today's Greenfield and Gill occurred. Several thousand acres were surveyed in dozens of separate lots of land. Map 4 is one of those lots - an 80 acre tract "...which land lyeth on Mill Brook and Joyned to the Road...". It is not clear exactly where this lot is, but "the Road" was Leyden Road which was laid out in the same year - 1736. North is at the bottom of this map. Note the old measurement "166 perches" on the southern boundary. A perch was a measuring stick 16 ½ feet long. In later years this unit came to be called a "rod".

The Establishment of Greenfield 1753

The residents of the "Green River" section of Deerfield felt isolated from their townspeople south of the Deerfield River. Not only was there a river to cross to attend to Town business, but the population of this area was becoming more spread out. By the 1730s, as noted earlier, a number of homesteads were established in present day Gill where there was good land along the Connecticut River and in several inland areas. They wanted to govern themselves and made formal appeals to that effect. But the voters of Deerfield refused to allow separation in town meeting votes in the first half of the 1700s.

The next map, drawn for this publication, shows Greenfield's first boundaries and the prior boundaries of the larger town of Deerfield (Map 5). The event which happened in 1753 was the separation of Greenfield (then called Green River) from the larger town. On June 9 of that year, the General Court in Boston voted to change the boundary lines



Map 5 1753 The Shaping of Greenfield - This map shows how Greenfield and Gill were carved out of old Deerfield

and thus to make Greenfield a separate selfgoverning entity. The boundaries were not the same as we have now. The new town included most of what is today the Town of Gill, and almost all of Greenfield.

The 1753 vote in the General Court was preceded by a Deerfield Town Meeting vote in April, by which the residents of the larger town agreed to the severing of Greenfield into a separate unit. On April 2 the Deerfield Town Meeting voted to appoint a committee of non-residents to undertake the task of fixing a boundary and deal with some other matters. A copy of a part of the records is reproduced here. The committee consisted of three men* who were instructed to "...determine"

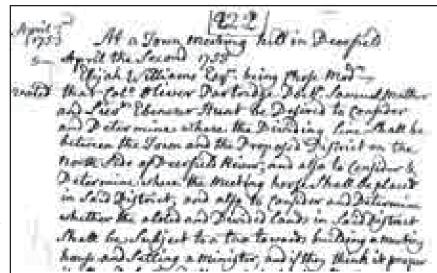


Figure 1 April 2, 1753 Deerfield Town Meeting Vote - sending three men to choose a boundary for the "Proposed District"

where the Dividing line Shall be on the north side of the Deerfield River, and ...where the meeting house shall be placed..." A week later, on April 9th, this committee met, and on the 10th they traveled through the proposed

At a meeting held by asjournment the trictent.

Boy of April 1993

Then the Report of the Counterfor fixing the bounds of
the proposed District was prejuiled and the Townthin
water to accept of the Same, which is as follows—
Whereas the Townsof Described at this thereting April,
of 2 1955 Voles that we the Subjections Thousand be a
soften to Conference and Deliverines where the Divisions
line And be between the Town and the Donnsof I
If the on the most of Described these minutes

 $\begin{tabular}{ll} Figure 2 & April 13, 1753 & Deerfield Town Meeting Vote - agreeing to the separation of Greenfield \\ \end{tabular}$

district. They selected a place for a future meetinghouse to be built, the new town center, at the intersection of Bernardston Road and Silver Street. Two days later, they made their report to the town, which included the new boundary. Then, on April 13th, the report was reviewed at Town Meeting, and the citizens voted to accept it. Their recorded vote is reproduced here. The operative words are "...and the Town then voted to accept of the same..."

After the citizens of Deerfield allowed the creation of the new district, the General Court in Boston voted to make it official

on June 9, 1753. The legislation establishing Greenfield as a separate district was taken largely from these Town of Deerfield votes. A transcription of the original document - sometimes called the Town Charter - appears in the published copy of the Acts & Resolves of the Province of Massachusetts Bay.** A portion of the legislative act is reproduced here. 250 years of history of self-government in Greenfield begins with this vote.

AN ACT FOR RESCYING THE WORTHBARTHELY PART OF THE TOWN

Figure 3 June 9, 1753 Vote - by the colonial legislature establishing Greenfield

Do it exacted by the Lieutenaut-Government, Council and House of Representations.

[Sect. 1.] That the northeasterly part of the town of Deceleid, bounding south by the line called the Eight-thousand-zero Line, to reci from Connections river west to the west end of the first tier of lots, which I[y][ie] west of the Seven-mile Line, so called, from thence north numbers degrees east to the north side of the town bounds, thence near on the town line to Connectiver river, thence on said giver to the first mentioned houses; be and hereby is weeted into a separate district by the name of Greenfield; and that the said district be and hereby is invested with all the privileges, powers and immunities that towns in this province do or may enjoy, that of sending a representative to the general court only excepted; and that the intrabitants of said district

^{*}The 3 men were Samuel Mather and Ebeneezer Hunt of Northampton, and Oliver Partridge of Hatfield

Early Maps of Greenfield

No maps are known to have been made when Greenfield was created in 1753, but a circa 1770 map (Map 6) found at the Pocumtuck Valley Memorial Association Library shows the town's outside boundaries. This map shows the breaking up of the old Town of Deerfield. Here we see not only the limits of colonial Greenfield but

Map 6 1770 Proposed Division of Deerfield - after Greenfield was established (Greenfield is at upper right)

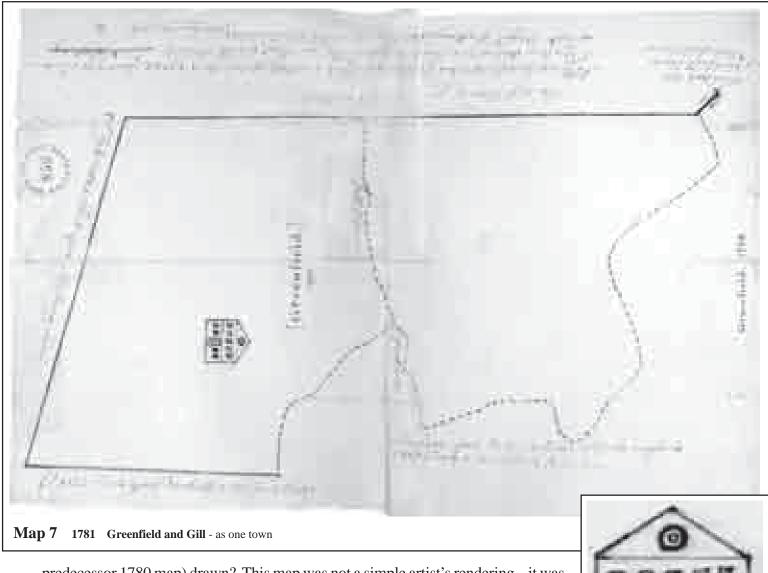
also the newly created Conway (1768) and Shelburne (1769). And, interestingly, it depicts another division of Deerfield which never happened. There is an east-west line (lower right) with area calculations above and below it. This defined a District of "Bloody Brook" (South Deerfield area) which was proposed in the late 1700s but never created.

Note also the parallel lines in the south part of Greenfield. The 1753 boundary of Greenfield was the more northerly line. The second line, which ends at the mouth of the Deerfield River, seems to indicate an attempt to add some more land to Greenfield. This 974 acre tract would have included a lot of the level land in the Petty Plain area and the former Greenfield Tap and Die mill site on Deerfield Street.

A few years after this map was made Greenfield's status was enhanced when it, and all other "districts" were declared to be "towns." Towns, unlike districts, could send a represen-

tative to the General Court. The Act which changed Greenfield's status was passed in 1775, on the eve of the Revolutionary War. This addition of new members to the legislature from outside of Boston may have helped to tip the balance in favor of independence from Great Britain.

The earliest complete maps of the old Greenfield (with Gill) are preserved at the Massachusetts Archives in Boston. There are two outline maps, dated 1780 and 1781. The 1781 map is reprinted here (Map 7) because it shows the old meetinghouse at Trap Plain. This rendering of the old building may be a true depiction of Greenfield's old town hall /church, which, other than this, has no known contemporary picture. There are maps in other New England towns with similar drawings which are known to be correct images. But why was this map (and its



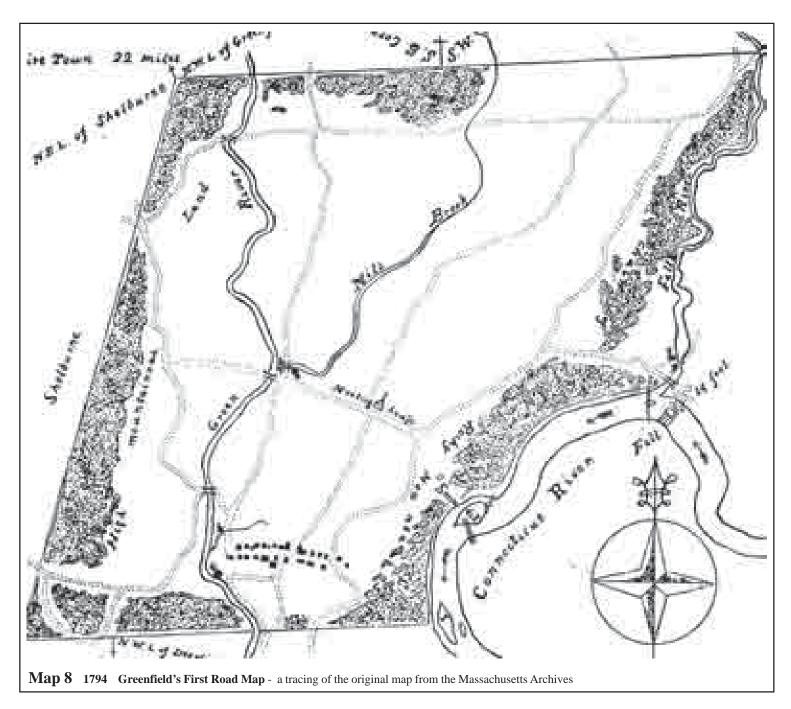
predecessor 1780 map) drawn? This map was not a simple artist's rendering – it was drawn from an actual survey on the ground by three men* whose names are immortalized in the margins of the map. Surveying in 1780 was a major effort. The answer lies in the annotation: "from Papers of Acts of Sept 28, 1793...Gill Incorp..."(top left). This refers to the legislature's vote separating Gill from Greenfield. This map records the fact that the residents of the eastern part of this Greenfield were agitating for their own town – soon to be Gill – just as a generation earlier Greenfield was separated from old Deerfield. It took twelve more years from the time of this map for the change to happen. More details on this boundary change are on page 17 of this book. The 1788 date on the plan refers to the date of a legislative file.

Figure 4 The Old Meetinghouse

as drawn on the 1781 map

^{*} The surveyors were Timothy Childs, Lieutenant Benjamin Hastings and John Howland.

In 1794 the General Court required each town to submit a detailed map to Boston so that a state map could be prepared. The result was an extraordinary set of town maps and the first detailed map of Massachusetts (the 1798/1801 "Osgood Carlton" map). The Greenfield 1794 map (Map 8)*, prepared by Deerfield surveyor David Hoit, shows a town close to its modern boundaries (there are two more changes to come, in 1838 and 1896). This



is the first road map we have of Greenfield. Here we see Main Street with a cluster of houses (24 buildings are shown) and, a bit lonely, the Trap Plain Meetinghouse. It is obvious by this map that Trap Plain was not being developed into the town center even though its was geographically more central to this town.

There were other houses in town besides those shown on this map – the 1790 census records 224 houses and a population of 1,498 persons. Note that Main Street led westerly and northerly to today's Colrain Street bridge –

there was no closer river crossing until later. West of the river we see South Shelburne Road and Colrain Road. Other 200-year-old roadways shown here include Leyden Road (laid out in 1736), Federal Street (1788), Silver Street (1760), and High Street. High Street is believed to be part of the oldest road in Greenfield. It, along with Deerfield Street, Bank Row, and part of Main Street may have been in use in the late 1600s. This route was the way people traveled between Deerfield and Northfield. Some of these roadways appear to differ from their modern routes. These differences may be due to casual map-drawing, or they may indicate that the old roads had different routes (High Street, for example). Hopefully the publication of these maps will lead to further study.

Note the prominence given to Mill Brook and the Green River. These waterways supplied vital power for mills, and their courses were surrounded with large swaths of level, rich farmland. Small square symbols at three locations designate Greenfield's prime mill sites at Factory Hollow, Nash's Mills (near today's "swimming pool"), and at the Berkshire Gas site off Mill Street. Note that this 200 year old map has place names we still use today: Mill Brook, Smeads Island, Falls River and Rocky Mountain. It is worth noting that Smeads Island is shown here as the most northerly of the two major islands in the river, as it is on the next map, dated 1830. Today, however, on the official government maps, that name is affixed to the southerly island, and ancient Smeads Island is labelled Rawson's Island. The modern name is probably the result of a drafting error. In this

Map 9 1794 Cheapside Area - from Deerfield Map

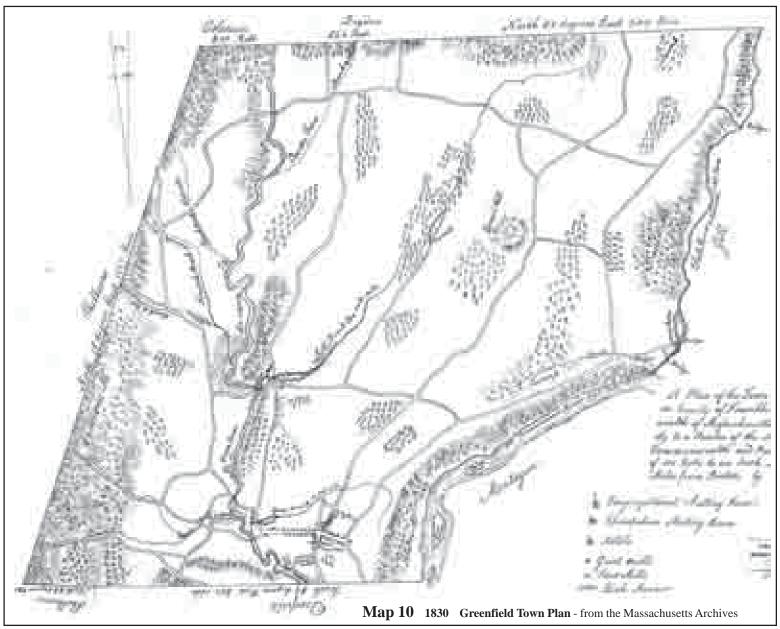
series of maps the name swap first appears on the 1918 map.

The next map is an excerpt from Deerfield's 1794 map, and shows the Cheapside area which is now part of Greenfield (Map 9). Note that in 1794 there was no bridge over the Deerfield River – one crossed by "Swans Ferry" at the general location of the modern highway bridge. The road near the Green River is Deerfield

Street. The winding road leading over the hills to the Connecticut River (right side) is no longer used except as a walkway in Highland Park. That ancient path is a predecessor to the 5th Massachusetts Turnpike which began in 1800 as a "modern" fast access road connecting Greenfield to the eastern part of the state.

There were a number of houses and commercial establishments here in 1794, but maps of this era do not show that sort of detail. There is one site shown - the symbol near the top of the map at the Green River is the water-powered cloth goods mill of Ezekial Bascom. The mill shown is near the site used in recent decades by Greenfield Tap & Die, but is on the east side of the river, probably near the southerly end of Mead Street. Not shown on this map is the village of Cheapside on the north side of the Deerfield River, near Swans Ferry. At this time there was a lot of commercial activity here. Cheapside was a port - in fact the most northerly port on the Connecticut River in 1794. The waterfalls at Turners Falls were not yet bypassed, so freight destined for more northerly settlements would pass over Deerfield Street on its way inland.

The 1830 map, Map 10, adds more roads and other historical information. Like the previous map, this document was the result of a law designed to map the entire state. The 1830 law, which included a \$100 fine for any town which failed to comply, required a map with great detail: the widths and names of major streams, all public and private roads, public buildings, churches, industrial sites, bridges, ferries, mountains, meadows, and wood land. Because of this mandate, the 1830 series maps are well regarded by historians. This nicely drawn map (the



original is hand-colored) emphasizes the valuable "Rich Meadow" (s) along the Green River, which drew the first settlers to Greenfield. The map legend tells us that there were two meetinghouses (churches) in town in 1830, the Congregational and the Episcopal. The old Trap Plain Meetinghouse is not shown on this map; by this time the old meetinghouse ceased to be used. Note the five mill sites: a grist mill on Mill Street (bottom center) and another near today's town Swimming Pool (left center), a saw mill on Elm Street near Main Street and one on Country Club Road (middle of map) and the "Woolen Factory" on the Gill town line (with two bridges leading to Gill). The major roads on this map are still principal arteries in 2003. From left to right are Colrain Road, West Leyden Road, Country Club Road, Bernardston Road and High Street. The east-west roads include Barton Road, Log Plain Road, Silver Street, Main Street, Old Shelburne Road, and South Shelburne Road. Map 10a is an enlargement of part of the 1830 map. Here we see over 50 houses in central Greenfield drawn with remarkable

detail, even to the level of weathervanes on two buildings. These were only a few of the buildings in Greenfield in 1830, when the population was 1,540. Main Street is the east-west road, Federal Street extends northerly and Bank Row heads to the south. The hotels symbol (x) leads us to the Mansion House (corner of Federal and Main) and the American House. These two old buildings are now gone, but the Court House on Bank Row is still standing. Now known as the E.A. Hall building, it was the Franklin County Courthouse. Franklin County was

separated from Hampshire County in 1811, and Greenfield was made the shire town. In addition to the courthouse, several other 1830 buildings are still standing in whole or part, among them: the Coleman-Hollister House (McCarthy Funeral Home), the S.A. Allen block at the corner of Main and Bank Row, the Bird-Hovey block at the corner of Main Street and School Street and the Leavitt House (Town Library). "Gray Brook" still runs today as Maple Brook, but it is now an underground stream carefully channeled through manmade pipes.



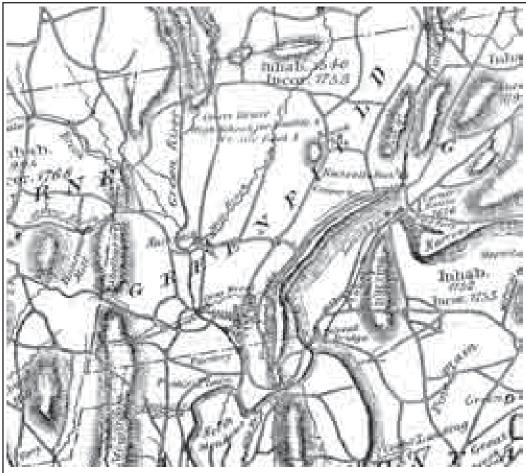
Map 10a 1830 Greenfield Main Street - enlargement from Map 10



Map 11 1830 Cheapside Village and Environs - from Deerfield map

Map 11 shows the Cheapside area in 1830, when it was part of the Town of Deerfield. Cheapside Village was a major port for commerce. River boats, including steamboats, brought freight up from the cities south of Greenfield, and took raw goods from area farms and factories downriver. On the right side of this map we see the south end of the Montague Canal (see Map 13 for more of the canal). The "Factory" in the upper left corner was Martindale clothing works (previously Bascom), on the east side of the river, just off Mead Street. By 1830 there are bridges replacing the old ferries across the Connecticut and Deerfield Rivers.

The Greenfield and Deerfield 1830 maps, along with others of the 1830 series, were used to make the first published Franklin County map. Surveyor Arthur Hoyt produced a quite attractive map (Map 12), emphasizing hills with the "hachure" pattern of that era, and added population data and other facts. There were 1.540 residents of Greenfield per Hoyt, and he also reports that there were two high schools for young women in 1842. He also shows a "copper vein" (middle right of this excerpt) on Rocky Mountain, which was not on the 1830 map. This mine also appears on the 1871 map, Map 44.



Map 12 1832 Greenfield area - from Hoyt's county map

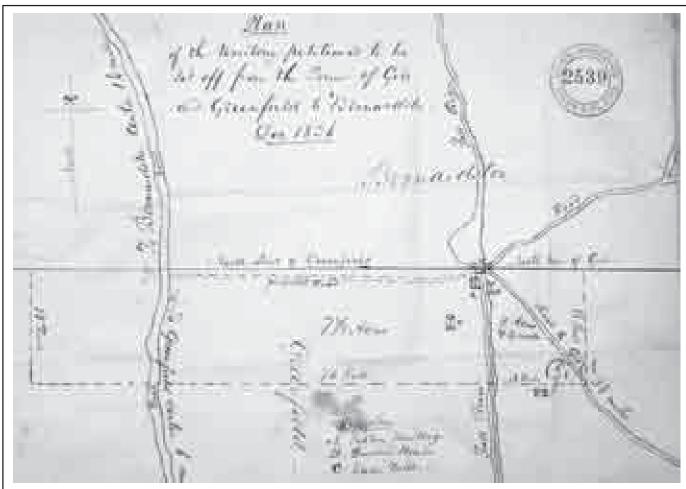


Map 13 1844 Greenfield Area - from the Borden map of Massachusetts

The 1830 series maps were also the basis for the 1844 "Borden" map of the entire state (Map 13). Engineer Simeon Borden made a very accurate base map using scientific instruments, and then filled in the details with town maps like Greenfield's 1830 map. Although the state map was based on accurate surveys, the drafting work may have been less precise: note that the drafters of the Borden map misplaced Nash's Mills. This map clearly shows the Montague canal which bypassed the waterfalls at Turners Falls, and allowed barge traffic up into New Hampshire and Vermont.

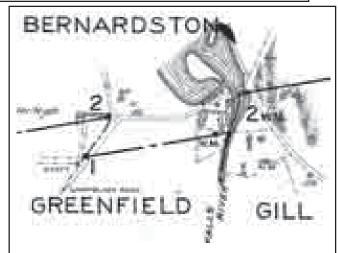
3. Land Annexed to Bernardston

reenfield's boundaries were not static in the 1800s. In 1838 a four acre tract in the northeast corner was annexed to the Town of Bernardston*. Map 14, prepared by those who wanted the change, shows why it made sense. The town line sliced through a mill site. On the south side there was the owner's house and factory ("A" and "B") - in Greenfield and the saw mill ("C") - in Gill. The mill pond was on the north side - in



Map 14 1836 Proposed Annexation to Bernardston of 10 acres - not accepted by legislature (8 acres from Greenfield, 2 acres from Gill)

Bernardston. The access roads led to Bernardston and Gill only. The legislature did not accept the 10 acre proposal. It only transferred about 4 acres of Greenfield to Bernardston - leaving the saw mill in the Town of Gill. The change took place on April 14, 1838, by vote of the General Court. We have not found a map of that year depicting the new boundary, but there is a detailed map in the 1913 state boundary atlas published by the Harbor and Lands Commission (Map 15). The Commission provided detailed sketches of every town corner in Massachusetts. Note that the road shown as a "proposed Road" to the mill site on the 1836 map was built by 1913; it is now called Hoe Shop Road. The road on the left is Lampblack Road, and on the right, in Gill, is Hoe Shop Road.



Map 15 1913 Official State map of the Bernardston "Jog" showing the 4 acres annexed to Bernardston from Greenfield

^{*} see map 22 for the location of this tract

4. Cheapside Maps and Land Annexed to Greenfield

he southernmost area of Greenfield, known historically as "Cheapside" * did not become part of this town until 1896. As noted earlier, this land was the subject of much discussion between the residents of Greenfield and Deerfield. There was good land here and access to the river. One of the most attractive early maps of

OF LAND REQUES

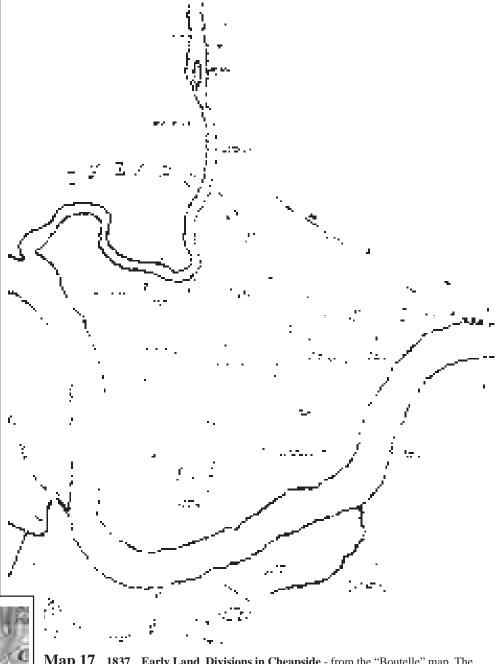
Map 16 1791 "Land Sequestered for the Ministry" - now owned by the Town of Greenfield. The West Meadow is today's Green River Park

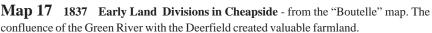
Greenfield is this survey plan of the "ministry" lands in a part of the Cheapside area in 1791. Map 16 does not give us a lot of historical data but its beauty and antiquity earn it a place in this volume of old maps. Deerfield's notable surveyor David Hoit Jr. was the author of this map. Here we see "Pettis Plain," site of today's Green River School and Meridian Street labeled "Good Hunting Ground". The top edge of this map is near today's Petty Plain Road foot-The "West bridge. Meadow" is today's Green River Park. These lands, "Land Sequestered for the Use of the Ministry" featured prominently in Greenfield's early history. When Greenfield was established in 1753, the Boston incorporation papers made specific mention of this property: "...the said district [Greenfield] shall have the improvement of one half of the sequestered lands until there shall be another district or parish made out of said town of Deerfield." By this vote the legislature was allowing the residents of Greenfield - whose bound-

aries did not include this area – to harvest hay and other products from this valuable land. The charter also mandated that property taxes for another section of Cheapside, probably that depicted on Map 17, should be paid to Greenfield, not Deerfield.

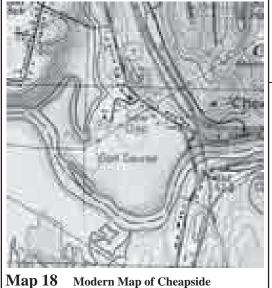
^{*} The origins of the name Cheapside are not certain, but it is very old. It is generally believed that this land was less valuable than that on the south side of the river, hence the name Cheapside. It is also possible that the name derived from the port area of London, England, also called Cheapside.

Map 18 is a modern map to help with orientation. Map 17 is part of a large map which shows many private lots – mostly in todays "Old Deerfield" - but extending north into land which is now part of the Town of Greenfield. The survey was drawn by Charles Boutelle of Deerfield, who was working for some of the large landowners. There may have been some uncertainties as to boundaries, because such an extensive survey was not normally done. This map is a significant resource for the study of the early history of Deerfield and this section of Greenfield. The excerpt shown here depicts the "Cheapside Division" a late 1680s subdivision with some of the earliest private land grants in Greenfield. This was one of several sets of land divisions made by the Proprietors of Pocumtuck – the group of men who held title to all of these lands. The "Sequestered Lands" (Map 16) are also part of this survey. The road is Deerfield Street leading south





from the Petty Plain Bridge to the Cheapside Bridge over the Deerfield River. At the bottom center of Map 17, we see a road in Deerfield leading to the river and stopping there. This was the original road to Greenfield, used long before these maps were made. After crossing the river on a ferry boat, travelers would continue straight through on the old road which coursed through the middle of this map reaching Deerfield Street near the Petty Plain Bridge at the top of this map. Deerfield Street continues north; Washington Street (slightly mis-placed, it is further north) forks to the right.



Land Annexed to Greenfield

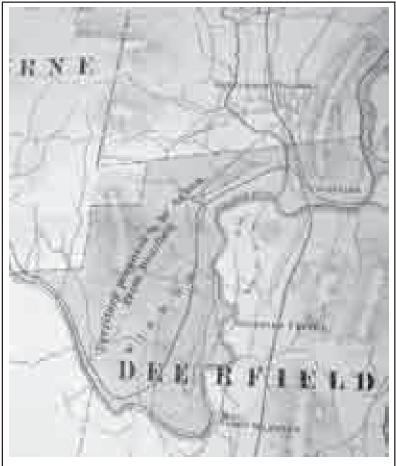
A large change in Greenfield's boundaries occurred in 1896 when the Cheapside area was annexed from Deerfield. This change added 1200 acres to Greenfield, gave the town access to the Deerfield River, and added a significant number of residents and businesses. When "old" Deerfield finally allowed Greenfield to be established in 1753 – after a lot of resistance - it was on the condition that the southern boundary would not extend south to the Deerfield River. The Town of Deerfield wanted to keep access to the river and to the good land in Cheapside. That decision did not settle the matter, as these next three maps illustrate. Throughout the 1800s, there were efforts to move the boundary from the old 1753 line (the "8000 acre" line) south to the Deerfield River. Thompson's

Map 19 ca 1836 Proposed Annexation of Cheapside

dated 1836, as there was an application to the legislature for a change in that year. The map seems to be based on the 1830 town map (at least the Greenfield portion) because the roads and building names are the same as on that older plan. Map 20 shows a much more aggressive proposal; the annexing of almost one quarter of Deerfield to Greenfield. This map (probably dated 1861) proposes that all of the land north of the Deerfield River to the Conway/Shelburne lines, be transferred. This map, also printed for wide circulation, was commissioned by David R. Wait, a store-keeper and freighter who lived on Deerfield Street on land which was then part of Deerfield. The third of

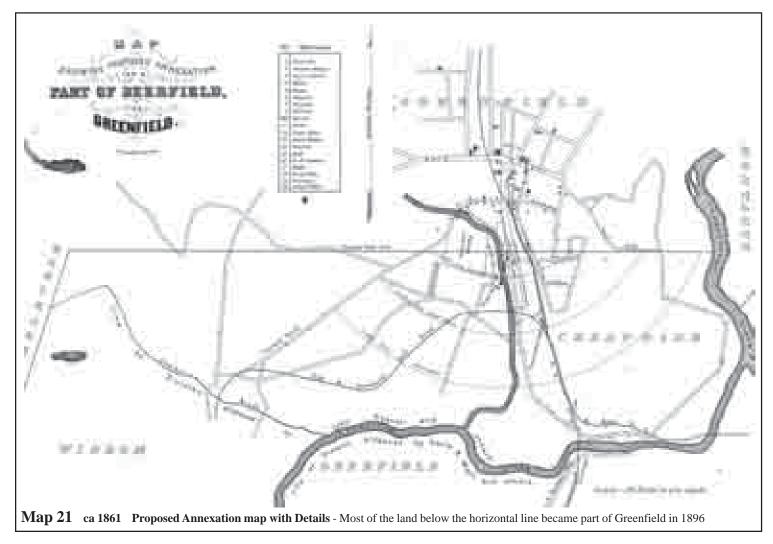
History of Greenfield records unsuccessful votes as early as 1836. There are three printed maps, presumably made for advocacy, which depict possible boundary changes. None of these maps are dated, but they appear to have been made in the period 1830 – 1870.

The first map, Map 19, shows a "Portion of Deerfield to be transferred to Greenfield" along lines similar to those which were finally used. From the left, the line extends from the existing Deerfield/Shelburne boundary down Sheldon Brook to the Deerfield River. This map may be



Map 20 ca 1861 Proposal by D.R. Wait and others - This proposal was for about 1/4 of Deerfield's land area.

these published maps (Map 21) shows two choices – that of David R. Wait and a proposed division "by John Russell and others". The Russell choice follows Sheldon Brook as does the proposal shown by the first map in this series. This map dates to 1861 or later, based on some of the buildings shown, and the fact that it references David Wait's 1861 proposal. Here we see the Troy & Greenfield Railroad following its old course through the Petty Plain section of Greenfield. This railroad route was very short-lived. It was completed in 1861 when the long trestle bridge over Deerfield Street and the Green River was finished. Disaster struck on opening day. The



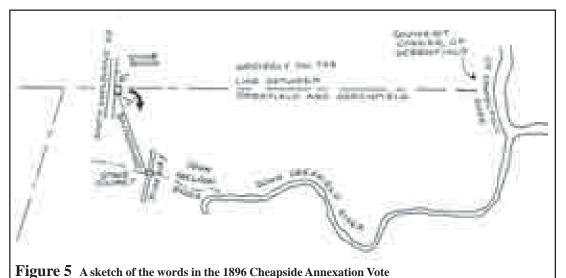
bridge collapsed under the weight of a locomotive and several cars. It was rebuilt and served Greenfield until the mid 1870s when the line was relocated to its more northern present location. The "Foot Path" shown on the upper right of the map follows in part the route of the old 5th Massachusetts Turnpike, which by then was replaced by Mountain Road – the road we use today to cross the river to the Town of Montague.

The actual annexation occurred on May 2, 1896, by legislative vote. The boundary chosen was slightly different than this map. The 1896 and current Deerfield-Greenfield Town Line leads southerly from South Shelburne Road (the loop road which dips below the old line on left side of map) diagonally to the intersection of Munson Street (the un-named north-south road) with Sheldon Brook, then down the brook to the Deerfield River, and on to the Connecticut River. The "Conway Road" shown here is now called Wisdom Way.

We have found no 1896 map depicting this addition to Greenfield, so a simple sketch map (Figure 5) depicting the words in the legislation has been prepared for this publication. The law's land description begins "Commencing at a stone bound marked "G" "D" on the line between Greenfield and Deerfield..." and continues, as outlined on this sketch.

This 1896 annexation marked the last change in Greenfield's boundaries. The town lines today are those of 1896.

All of Greenfield's boundary changes are summarized in the map "Shaping of Greenfield 1753-1896, prepared for this publication. Map 22 shows the original outlines of Greenfield in 1753 when it included Gill, and the three boundary changes since then: the 1793 separation of Gill, the 1838 Bernardston "jog", and the 1896 Cheapside addition.



4 Acres out to Town of Bernardston 1838 BETTHARROSTEN LETTER'S CONTRACTO fown of Gill TREE NAME OF Acres odded from DEEDHOLD Town of Deerfield 1896 Map 22 The Shaping of Greenfield 1753-1896

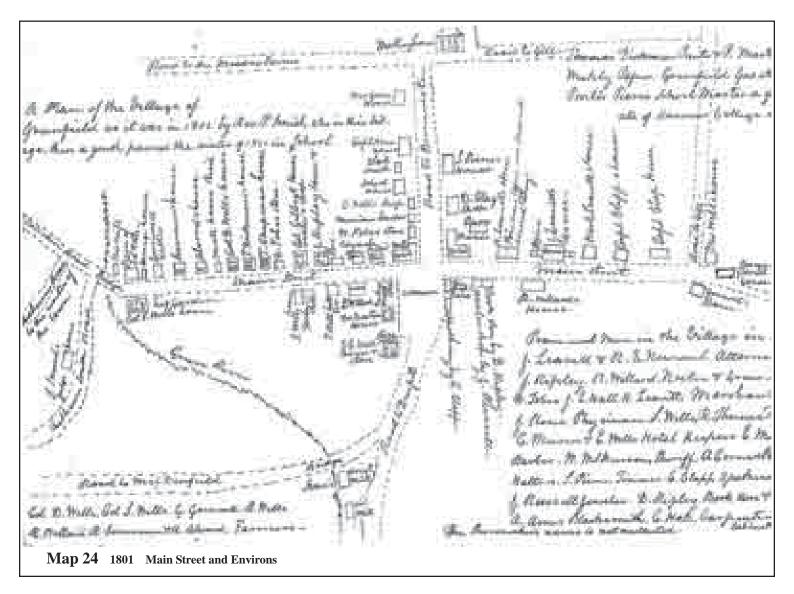
5. Early Maps of Main Street

s noted earlier there were 100 or so families in Greenfield in the mid 1700s. Despite the 1753 choice of a town center at Trap Plain, the commercial center developed on Main Street, where it is today. The 1774 map published in Thompson's *History of Greenfield* (Map 23) shows the land tracts and owners along the street. The origins of this map are not certain. It appears to be a reconstruction map, not an original map made at the time it depicts. It is useful nevertheless. East is at the top of the map – Main Street runs the length of the map, "6

24-1 Map 23 1774 Main Street Landowners and Property Lines - (North is on the left side)

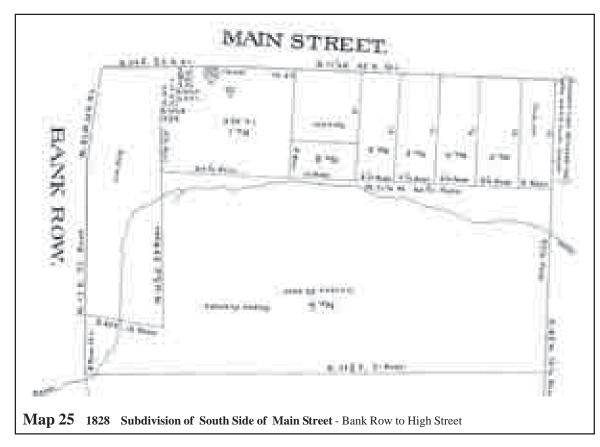
rods wide" (99 feet). The Common and today's Bank Row ("Road to Deerfield") extend south to Mill Street which ends (on the map) at the Grist Mill which was located where Mill Street crosses the river. Even today there is a mill dam across the river at that location. Note that Federal Street did not exist in 1774 as it was not laid out until 1788. The "Road to Bernardston" at the top of the map is High Street. The "Road to Leyden" at the bottom became Elm Street. The diagonal line on the left side is a brook which now is channeled underground. Near that brook on the north side of Main Street is the entry "fortified house" (today's Fort Square) with an interesting pattern leading away from it. Historians have speculated that the shaded pattern depicts an underground access to the fort from the stream bank. There are also stories that this same fort had a similar tunnel leading south underneath Main Street.

There is another detailed depiction of the Main Street area (Map 24) – this one dated 1801 – in the Thompson history. This is a "memory map" – a map showing what the author remembered from an earlier time. The author, Reverend Preserved Smith, was a young student in Greenfield in 1801. Smith's map includes a listing of prominent businessmen and their occupations and the names of his fellow students at the school house on Federal Street (fourth building north of Main Street).* On this map we see the entire extent of Main Street from Colrain Road and the Green River to High Street ("Road to Gill"). Note that the "Road to Gill" starts on the west side of "Mr.



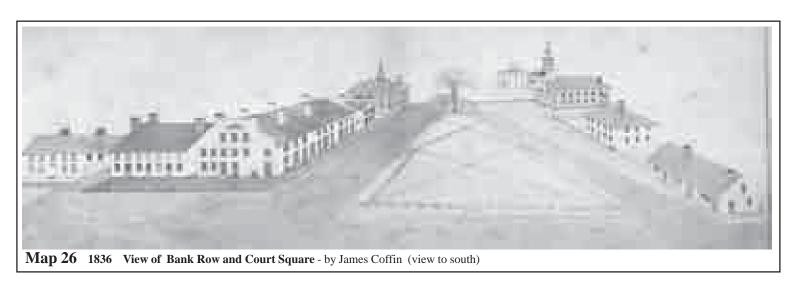
Wells' House", as it is shown on the 1774 map (Map 23). High Street now starts on the east side of that house lot; the old house is gone. Today the site is occupied by the Gould-Clapp-Potter house. The Town Common and Main Street are situated the same as they are today. The "Road to West Deerfield" is now Mill Street and Wisdom Way. A few of the buildings on this map are standing today. The "J.E. Hall House and Store" on Bank Row is now the McCarthy Funeral Home. The "J. Leavitts House" on Main Street is now the Greenfield library. Across the street from Leavitt's house is the home of Ruel Willard, whose house is actually drawn on the next map (Map 25). The map is not to scale, as is made apparent by the location of the Trap Plain Meeting House at the top of the sheet, at the intersection of Silver Street and Federal Street.

^{*}The complete map, including all the names in the margins, is reproduced on the CDROM



In 1828 a subdivision map was prepared of the high-value land holdings of the Ruell Willard estate on Main Street. Willard had about 30 acres on the south side of the street. This excerpt from the old survey (Map 25) extends from Bank Row easterly to a point opposite High Street. We see here that Willard had already "Sold Off" a large lot on Bank Row. Olive Street now crosses that lot beginning at about the "W" in Bank Row. The house on Lot 1 is probably Willard's. It was at the

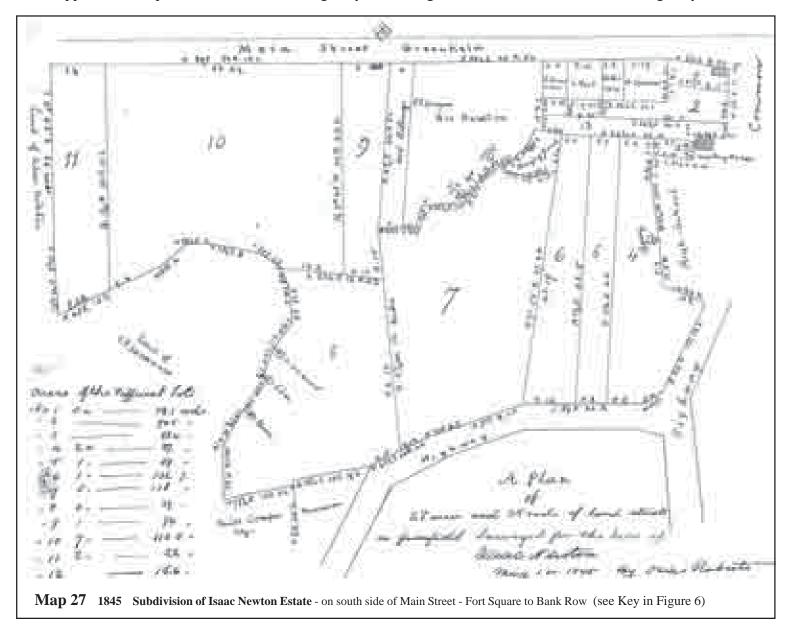
location of today's Masonic Building. Hope Street passes through Lot 1. For a detailed look at how this block has changed, see the later maps in this book, notably the fire insurance maps (Maps 36-39). The drawing below, done in



1836, shows Bank Row (then called Clay Hill) and the Town Common. Drawn by Professor James Coffin, the original is part of the collections of the Historical Society of Greenfield. The buildings on the left were all built on the "Sold Off" lot on the previous map. The large, long building is the S. Allen building. Most of it is intact today but the roof has been raised. The angular roof line on the Main Street frontage can still be seen in the brick face of today's Ruggeri building. The building on the left with the spire is also still standing, Now the home of the Connecticut River Watershed Council(formerly E.A. Hall), this was the Franklin County Courthouse in 1836. On page 27 we have an enlargement of the right side of this old drawing, and some discussion of those buildings.

^{*} James Coffin was a Professor at Greenfield's Fellenburg Academy, which was a boy's school located just north of Main Street near the railroad tracks.

At the Registry of Deeds in Greenfield there are a large number of maps, mostly accurate land surveys, of portions of Greenfield. One of the oldest is this 1845 survey (Map 27) of "28 acres and 35 rods" by Osias Roberts, a noted land surveyor of that era who also authored the 1828 map (Map 25). This survey shows land along Main Street extending from the Common (right side) westerly about 1/3 of a mile to a point opposite Fort Square. Bank Row is the "Highway" extending south, and Mill Street is the other highway. Of



special note is the location of the old "Burying Ground" – final resting place for many of Greenfield's pioneers. This cemetery was removed in the 1880s to make way for Miles Street. Most of the remains were moved to the Federal Street Cemetery. Two railroads cross this land now, as does Miles Street. Their approximate locations are shown on the key map on the next page. This survey may have been done because of the impending arrival of the railroad - the north-south rail line under Main Street was completed in 1848. In the upper right corner we see the Second Congregational Church "Meetinghouse" on Court Square, and the general location of Greenfield's "High School" (for young ladies). Both buildings are also

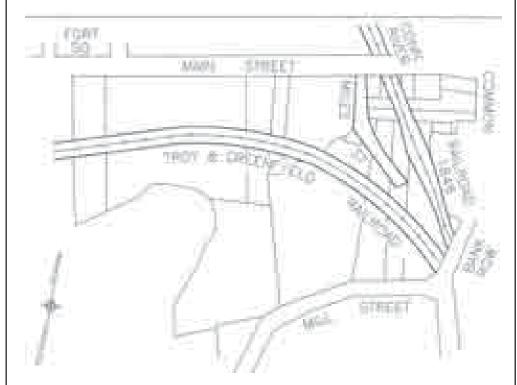


Figure 6 Key to the 1845 map - showing the future routes of the railroads and Miles Street

Store Store

Figure 7 1836 Detail from the Coffin drawing (Map 26) - Court Square, with the Ladies High School, 2nd Congregational Church, Newton house, and a store

shown on the Coffin drawing (Map 26), a portion of which is shown as Figure 7. The view is to the south showing the old town common on the left and today's Court Square. The farthest building is the former High School for Young Ladies, known today as the Coleman-Hollister House after its builder, William Coleman, and its late19th century owner, Joseph Hollister. The Second Congregational Church building was the largest edifice on Court Square in 1836. This old church was of brick. It was replaced by the present stone structure in the late 1860s, on

the same site. The gable roofed building was the home of Roger Newton, Greenfield's prominent Congregational minister, whose diary is one of the priceless documents of this town's history. Newton owned this site and the 28 acres

shown on the 1845 map on the previous page (Map 27). The house site was later the location of the second Franklin County Courthouse (which is now Greenfield's Town Hall). The long single story building at the corner of Court Square and Main Street was a retail store.

Introduction to Land Ownership Maps

ost readers will find great interest in this next series of maps – detailed maps which show the actual names of the landowners and uses of the various buildings. Greenfield is fortunate to have a very complete record in such maps. These maps were commercial products unlike the earlier maps in this volume. There are seven separate maps of the "downtown" section of Greenfield – 1852, 1855, 1858, 1871, 1884, 1895 and 1918, and five of the the entire town (1855, 1858, 1871, 1884, and 1918). For

the reader's convenience maps of the same area are grouped together, beginning with the downtown maps. Due to the large size of the originals, some of these maps are trimmed, and the largest maps are not completely re-printed here.*

The oldest is the 1852 Presdee and Edwards map (Map 28, page 30). The original is a wall map, measuring about 2' x 3'. This entire map is reprinted here on four pages. (The margins of the map have six drawings of prominent buildings and a business directory – see the CDROM edition). This map is of great historical value because it is the first map to show buildings and owner's names in Greenfield village. In some areas even property outlines are shown.

The Presdee and Edwards map was probably used as the base map for the circa 1852 "Pierce Farm" map which showed proposed subdivisions of a large part of Greenfield. The Pierce Farm map (Map 29, page 34) was drawn by a noted resident of Greenfield, civil engineer Theodore Judah, who went on to be the principal engineer (and public advocate for) the transcontinental railroad. Judah came to Greenfield in the 1840s to help build the first railroad.



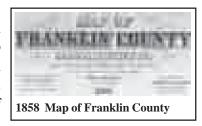
Presdee & Edwards Village



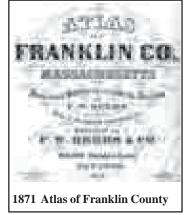
French-Clark Entire Town

In 1855 the French & Clark map was published (Map 30, page 36). Like the 1852 Presdee & Edwards map, this map was decorated with drawings- including 16 buildings and scenes*. The 1855 map showed the entire town, both the village area and the rural sections. It is thus the earliest to show all of Greenfield's buildings with names.

The 1858 maps of Greenfield – one of downtown (Map 31, page 38) and one of the whole town (Map 45, page 54) – are from the extraordinary Franklin County wall map of that year. The original map is about five feet square, and shows thousands of names in all of Franklin County

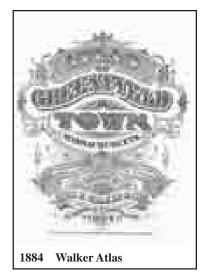


These three wall maps (1852, 1855 and 1858) were all published by commercial mapmakers from major American cities. This was a widely popular business in the mid 19th century, and we are fortunate that these businessmen found Greenfield a fitting subject for their mapmakers craft. Wall maps proved a bit cumbersome however – they were large and expensive to print - and not so easy to use. So commercial mapmakers turned to atlases like the 1871 F.W. Beers Atlas of Franklin County. This atlas provides both a downtown and a town map of Greenfield. Both are reprinted here in their entirety (Maps 32) & 46).



^{*} The companion CDROM edition of this book has the complete maps.

In 1877 the remarkable bird's-eye view of Greenfield (Map 33, page 44) was published by the O.H. Bailey Company of Boston. Though only a few owner names are shown, it is a very attractive and historically valuable document because the artist drew hundreds of buildings as well as the streets and landscape of this town. No photograph could have captured this point in Greenfield's history as well as this view.



In 1884 the G.H. Walker company produced another atlas. Like the Beers Atlas, this one provides both town and downtown maps, but the growing central district of Greenfield is represented on four pages. Portions of two of those pages are reprinted here (Maps 46 & 49).

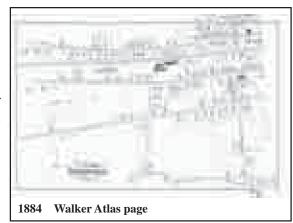
Fire insurance maps of downtown Greenfield were made from 1884 through the 1930s. These minutely detailed maps show build-

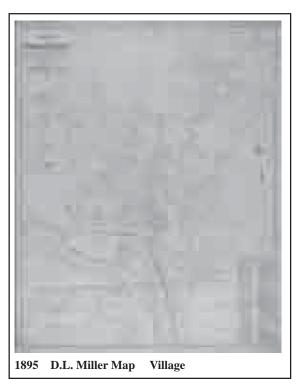
ing sizes and materials. In this volume we are reprinting portions of four maps (Maps 36-39) showing the evolution of one city block.

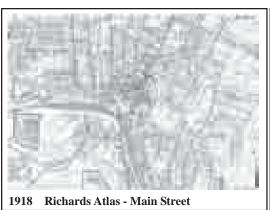
The D.L. Miller company of Philadelphia produced a large wall map in 1895. This is an extraordinarily detailed and richly colored map of the densely settled areas of Greenfield. The details include homeowner names, street addresses and property outlines. Buildings have different colors depending on their material. The map is very large – 4' x 5' – so only a small part of it is printed in this book (Map 35, page 47).

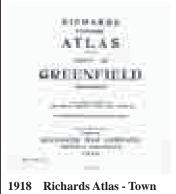
The last of the detailed land ownership maps (Maps 40 & 50) was issued in the form of an atlas in 1918 by Springfield's Richards Map Company. This map/atlas covered the entire town – both the developed and rural areas. The Richards atlas shows homeowner names in the rural sections of Greenfield, but only house and property outlines in the downtown sec-

tions. Greenfield had almost doubled in population since the 1895 Miller map was made, and printing a comprehensive map with names would have required a huge amount of research and an atlas twice the size of the Richards atlas. As it was, the publishers compressed a lot of detail into their four pages of maps, and the result is somewhat hard to read.









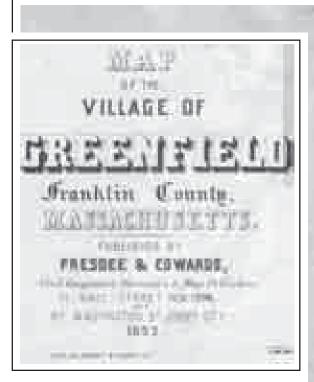
7. Land Ownership maps – Downtown

Te begin with the maps of the developed, "down town" section of Greenfield. A modern map is provided on page 51 to help with interpretation. The maps of the entire town follow beginning on page 52. The 1852 Presdee & Edwards map is the first accurate, detailed map we have of Greenfield. While it only covers the village of Greenfield, it does so with extraordinary detail. The map shows landowner names, the outlines of their property, and even the shapes of the buildings. The first railroad, built in 1846-48, is seen coursing through the village. Several of Greenfield's main north-south streets are just beginning in 1852: Conway Street and Wells Street are short routes with only a handful of houses and Chapman Street exists only as a driveway leading to a private house (east of railroad). On the south side of Main Street the map shows, with hatching, the brow of the hill beyond the old "Burying Ground". In later years this graveyard and much of the hill made way for Miles Street and the railroad depot. The large property lots illustrated off Main Street are probably relics from the original land grants of a century earlier.



The map even shows things which never happened, like the creation of Gold Street next to the house of H.W. Clapp (lower right). There was never a street in that location. Park Street was later built across Clapp's property in the other direction, connecting Franklin Street with High Street. Mr. Clapp, a former gold merchant (in New York City), was perhaps planning a "Gold Street" here, but it never came into being* except on this map.





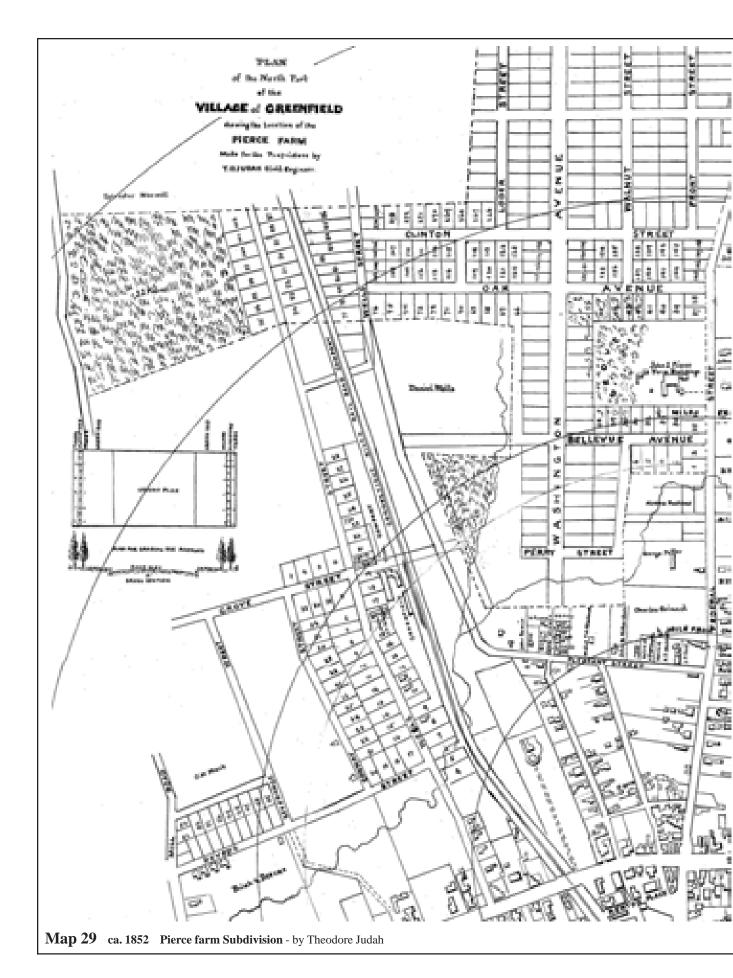
This 1852 map* gives us the outlines of the Green River Cemetery which had just been laid out. The county jail was located on Deerfield Street, which is here named Lower Road. The Upper Road is called Washington Street today. Note that the J.Russell Company had facilities on both sides of the river at the Greenfield Tap & Die site. This business was one of area's largest employers in the mid 1800s, making cutlery which was sold throughout the United States. The map omits one significant element, the town boundary, which passed through the Green River Cemetery and just above Russell Street. The houses and businesses below this invisible line were in the Town of Deerfield when this map was made.

Note the busy railroad depot and Depot Street – now Prospect Street – leading to it. This map was the first commercial map of Greenfield. In addition to selling the finished map, the publishers sold "subscriptions" to prominent citizens who were rewarded by having their names listed on the map. For a larger fee, one could have a drawing of their house on the map, and six citizens of Greenfield bought that privilege. Here we reprint an example of one of the lithographs – the home of Attorney George Davis on Main Street. This house stood on the site of the present Franklin County Courthouse.

Map 28 1852 continued

^{*} Due to the large size of this map, the entire document is not reprinted here. All of the actual map is printed, but the pictures and list of subscribers are only available in the CDROM edition of this map.







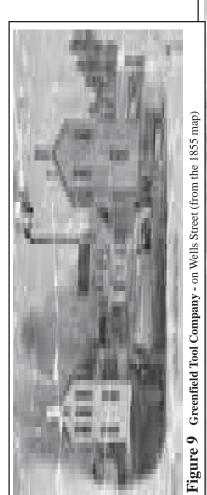
The Presdee & Edwards map (Map 28) was probably used as the basis for this undated map of the Pierce Farm* (Map 29) – a large tract of land just north of the village of Greenfield. This map shows potential subdivision of that land. The John J. Pierce "Farm Buildings" on the left side of Federal Street were at the site where today's Fleet Bank stands. John Pierce was a businessman and manufacturer who also served as town clerk. His land holdings were extensive – they are indicated here by all of the vacant lots. Dashed lines delineate some of the exterior boundaries of Pierce' holdings. The northern limit of this farm was near Kenwood Street (top of this excerpt). Clinton Street is at about the location of Pierce Street, and Washington Street on this map is now Davis Street. Bellevue Avenue is Pond Street. It was a long time before the Pierce Farm was developed, and much of it did not happen as shown here.

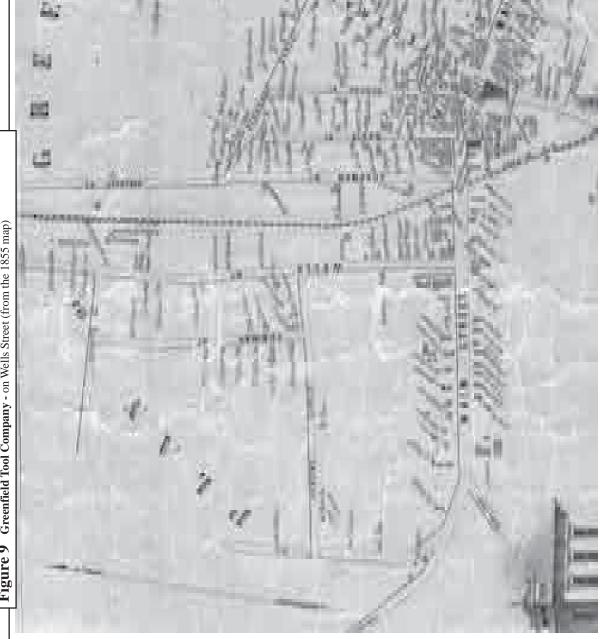
The large arcs passing through the map show the distance from the Mansion House at Main and Federal Streets.

The author of this map, Theodore Judah, was a nationally prominent railroad engineer. He came to Greenfield in 1847 and married Anna Pierce, daughter of John Pierce. The story is that they met at St. James church – which is shown on the map as "Episcopal Church" on Church Street. His early work on railroads led him to Greenfield where he helped build the first route built in the mid 1840s. During his time in Greenfield he is supposed to have also designed a railroad bridge in Bernardston which still stands. Judah's surveying and engineering skills led him to the Central Pacific Railroad Company, where he helped design the first transcontinental railroad through the Sierra Nevada mountains. He was actively involved in the political aspects of that railroad as well – spending many months in Washington, DC lobbying Congress for support of the crosscountry railway. His importance to the Central Pacific Railroad was such that a steam locomotive, the *T.D.* Judah, bore his name in the 1860s. Judah is buried in the Federal Street Cemetery.

^{*} Or, the reverse may be true. It is possible that Presdee & Edwards copied this map, or even that the author, surveyor Theodore Judah, was employed to help them make their published map

Just three years after the 1852 Presdee & Edwards map was published, another map appeared with a similar format – a wall map surrounded by pictures. The 1855 French & Clark map had one important difference – it mapped the entire town, not just downtown. On these two pages we reproduce the downtown section (the entire-town map is on page 52).





Map 30 1855 Plan of Greenfield



Street laid out north of Main Street.

Bank Row we see the home of Mrs. Marsh, widow of Dexter Marsh, the man who discovered the house in the 1830s when he noticed the unusual impressions in the stones which led, some years ater, to our understanding that dinosaurs had existed here before us. The 1855 map has at least one Ch." (center of Map 30a). Mapmakers often copy the works of others, and this error points to the where there was vacant land in 1852. Park Place (now Park Street) is shown connecting Franklin Street with High Street. The old Greenfield/Deerfield town line bisects Green River Cemetery. On dinosaur footprints. Marsh was working for the town, laying stones for a sidewalk just north of his There are new houses on Wells Street notable error. The Second Congregational Church on Court Square is here mis-labelled "Presb. source: the Presdee & Edwards map of 1852 (Map 28, page 31) has the same entry.

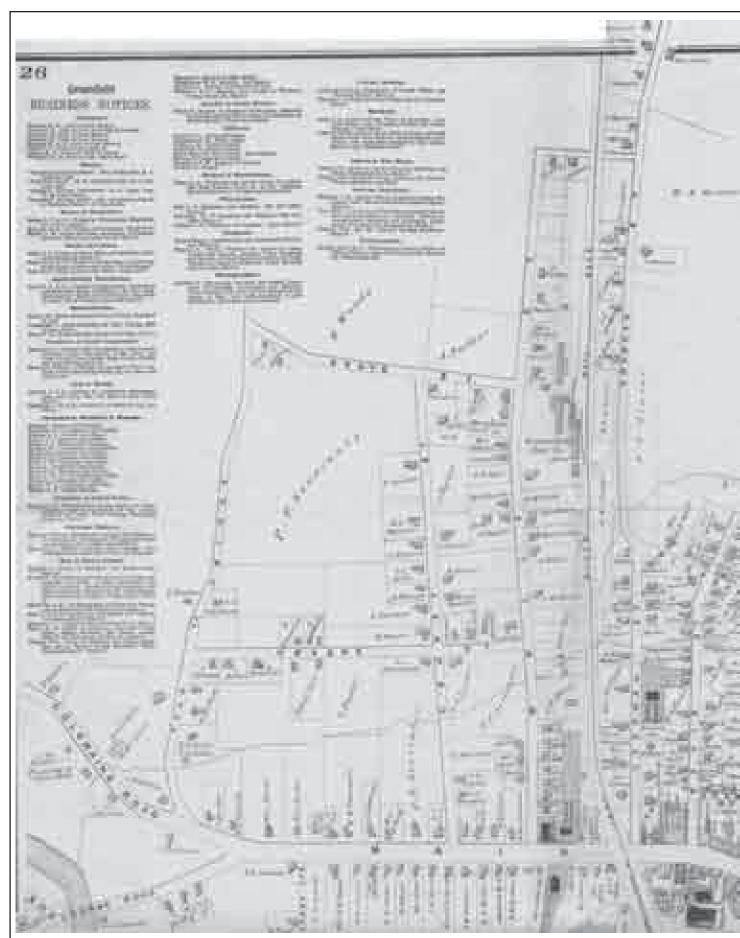
about six inches wide comes from the large has a somewhat busy The 1858 map (Map Page 54). This map appearance because Walling. The county town map (Map 45, county wall map of letailed map of the earlier (Maps 28 & 30). Greenfield has the original is only one and the whole-Greenfield's roads though downtown county map - this had been mapped 31) of Greenfield whole county, almap was the first two maps on the - this copy is enthat year by H.F.



Map 31 1858 Greenfield Center - from the Map of Franklin County by H.F. Walling (see also Map 45, page 54)

right edge of the map. Today's Prospect second railroad. In 1858 the Troy and Greenfield Railroad shown on the 1871 map (Map 32, Page 42). of the crossing of the Deerfield River. The Garfield Street. The beginning of George Street is seen at the this map and, for the first time on a map, erroneous placement Prospect Street) on we see Greenfield's was being built. It was not yet com-pleted, which fact Depot Street (now Avenue (un-named here) is shown leading south from might explain the true location was further north as route of future





Map 32 1871 Greenfield Centre - from the Beers Atlas of Franklin County (see also Map 46, page 56)



In 1871, Greenfield (and the rest of Franklin County) was mapped by the F.W. Beers Company of New York in a 52-page atlas. Downtown Greenfield merited a large fold-out map which we reproduce here on 4 pages (reduced in size) as Map 32. Like the French & Clark map of 16 years earlier, this map shows property lines and the shapes of buildings in addition to the owner names. On this page we see the home of Greenfield's noted poet Frederick Goddard Tuckerman on the north side of Church Street. Above the corner of Wells Street and Grove Street is the home of John Putnam, a locally famous black citizen who was a barber and an accomplished musician. Note that the Pierce property on Federal Street is still a farm despite the development plans drawn up two decades earlier by Theodore Judah. Across the street from the Pierce farm we see the home and farmland of John S. Sanderson. Modern Sanderson Street extends easterly from just below this house. Sanderson's property is now the Greenfield Middle School. Another future school site is seen on the north side of Pleasant Street. The S.L. Wiley property later became the second Greenfield High School. It is still town-owned property today - there is a school administrative building on the site.

On the south side of Main Street, the entry "R.C. Church" denotes the location of Greenfield's first Catholic Church, built two years before this map appeared. The same building, Holy Trinity Church, still stands at the same site today.

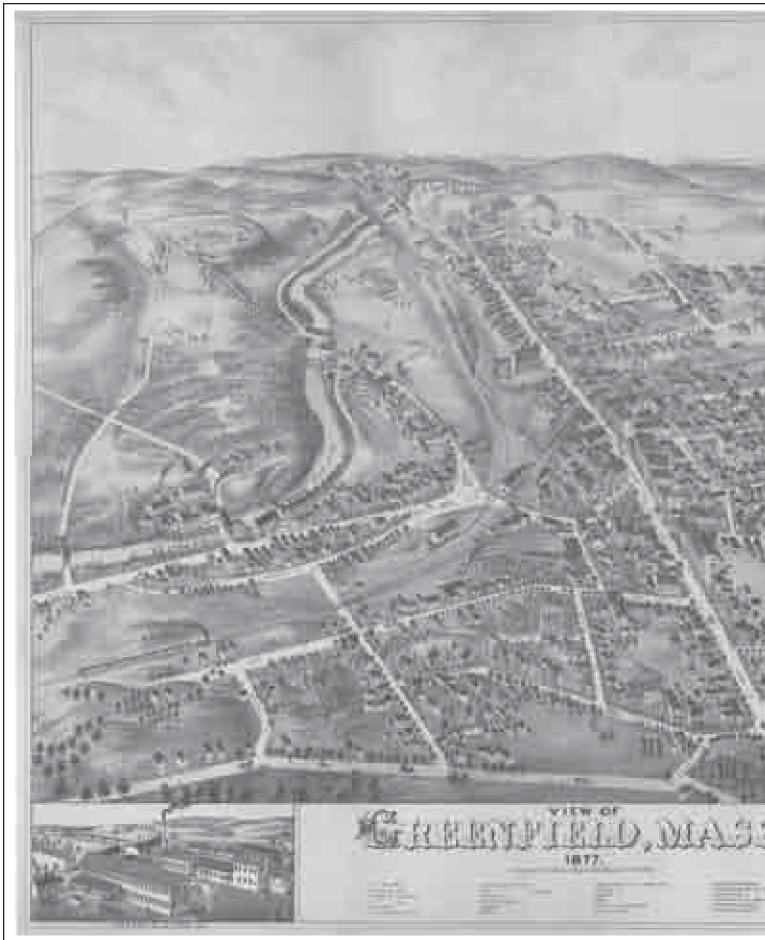


42 Early Maps of Greenfield

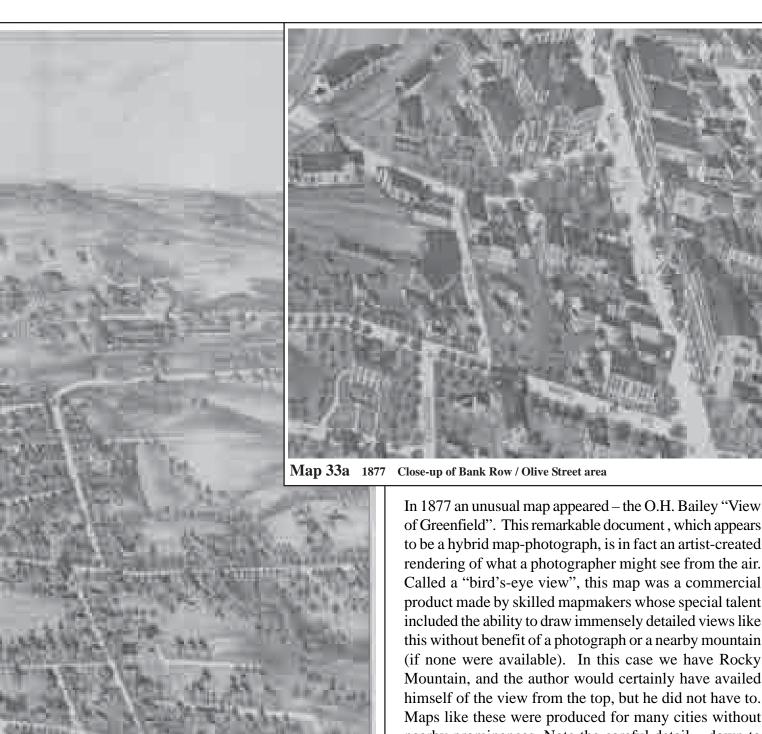


The lower half of the 1871 map features the land south of Main Street. Prominent features here are the old Franklin County Fairgrounds on land that is now the Power Square/Power Street area, the Green River Cemetery with a dozen or so named roadways, and the Greenfield-Deerfield Town Line. The village of Greenfield in 1871 was still in two townships. Twenty five years would pass before the people living below the dividing line would become residents of Greenfield. When this map was made, Greenfield's population had swelled to about 3,600 people. New citizens from overseas were living and working here. It is interesting to note the mixture of German and Irish names among homeowners on Deerfield Street.

Greenfield's two railroads are also prominent on the 1871 map. The east-west route is seen at its old location crossing Deerfield Street near the southerly intersection of Washington Street. The Troy and Greenfield Railroad led westward towards Albany, New York, which it would reach after the Hoosac Tunnel was completed a few years after this map was made. On the south side of Main Street we see the house of "Hon. W.D. Washburn." William Washburn was a public-spirited banker in Greenfield who became Governor of Massachusetts in 1871. George Grennell (later spelled Grinnell), whose house is shown at the end of Main Street (right side) served in Congress, representing the state from 1828 to 1836. Congress Street received its name to memorialize his service. Troy Street on this map is now named Grinnell Street and extends north to Crescent Street.

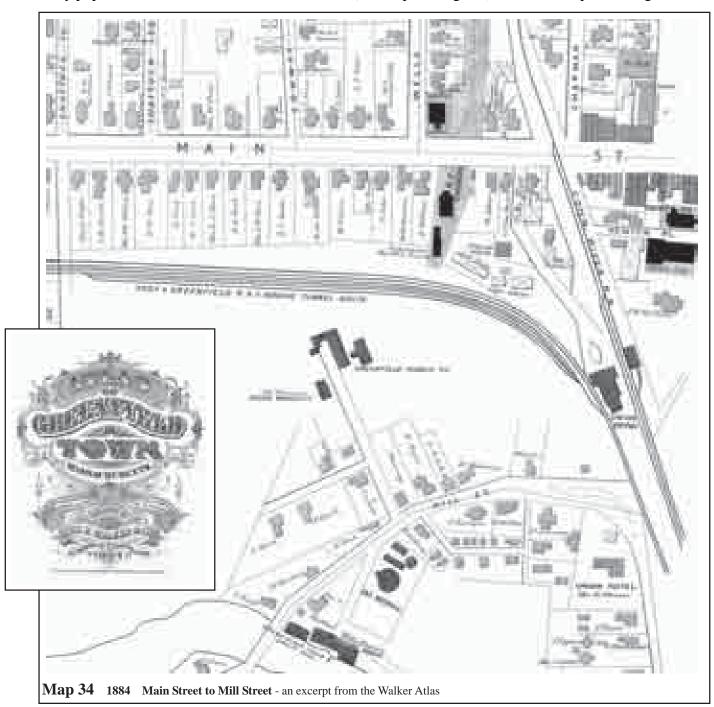


Map~33~~1877~~Bird's~Eye~View~-~An extraordinary record of Greenfield in the late~1800s~~The~view~is~to~the~west



of Greenfield". This remarkable document, which appears to be a hybrid map-photograph, is in fact an artist-created rendering of what a photographer might see from the air. Called a "bird's-eye view", this map was a commercial product made by skilled mapmakers whose special talent included the ability to draw immensely detailed views like this without benefit of a photograph or a nearby mountain (if none were available). In this case we have Rocky Mountain, and the author would certainly have availed himself of the view from the top, but he did not have to. Maps like these were produced for many cities without nearby prominences. Note the careful detail - down to doors and windows – of the hundreds of houses shown here. In this view we see the new location of the Troy & Greenfield Railroad and the passenger station which served both railroads. Note that Miles Street does not exist yet. The careful reader will note the old Petty Plain railroad route on the left side. The vacant land in the right center of the map will soon be developed when School Street and Garfield Street are built in the next decade. The undeveloped street extending north from Pleasant Street is Davis Street. The village is growing rapidly at this time.

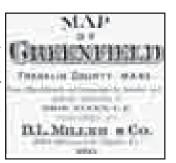
The George Walker Company of Boston produced an atlas of maps in 1884, when Greenfield had grown to about 4,000 people. Appearing thirteen years after the Beers atlas, the Walker map* shows quite a few changes in ownership and construction. Like the previous work, the 1884 atlas shows all of the town – the densely populated areas as well as the rural sections (see Map 49, Page 58). In this excerpt, the fairgrounds

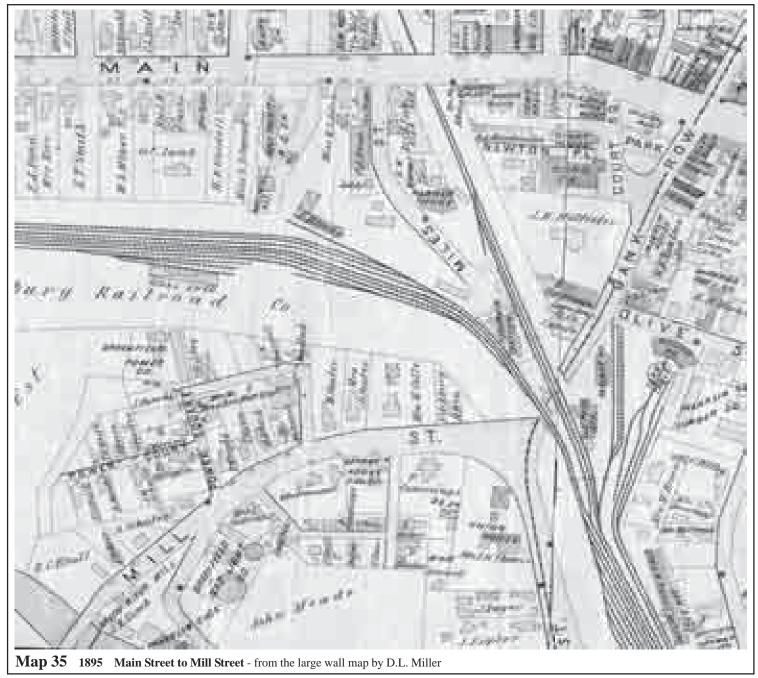


shown on the 1871 map (Map 32) are now gone, replaced by the Greenfield Power Company (electricity) and a "Segar Manuf'ct'y" (cigar) in the Power Square area. The Troy and Greenfield Railroad (now the B&M) is shown in its current location, and Miles Street appears for the first time on a map, though handwritten, reflecting its last-minute addition to the atlas. Miles Street was built in the early 1880s to access the railroad station ("Union Depot"). Shattuck Square (upper left) is now called Fort Square. Today's Town Hall was the Franklin County Courthouse in 1884.

^{*} Due to its large size, we are only reprinting a part of the 1884 atlas in this book. The entire atlas is reproduced on the CDROM version of this publication

As the century ended, another map of downtown Greenfield appeared. The D.L. Miller company of Philadelphia issued a large wall map (4' x 5') which, due to its size, is not often seen. Here we reproduce one section (Map 35)*. The Miller map shows lots of detail – house shapes and even driveways. It is the earliest map we have found with street addresses. There are quite a few house name changes since the 1884 map. The confluence of two railroads has led to several hotels being established nearby: The Warner House



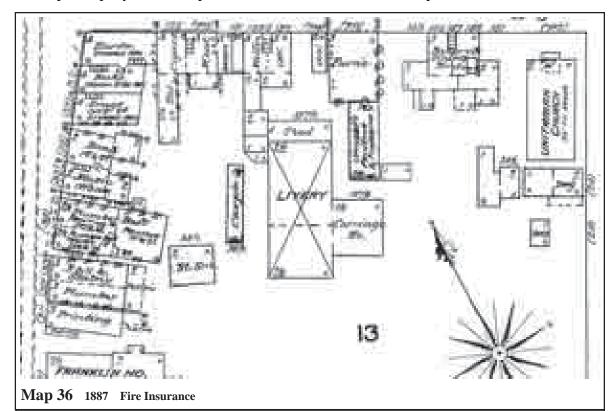


(Miles Street), Franklin House (Bank Row) the Union House (Mill Street / Deerfield Street) the American House, and the Mansion House. At busy times as many as 60 trains a day passed through Greenfield. The Power Square area, which twenty-five years earlier hosted the county fairgrounds, is now fully developed.

^{*} Due to its large size, we are only reprinting a part of the 1895 map in this book. The entire map is reproduced on the CDROM version of this publication

Fire Insurance Maps

Very detailed maps of buildings in downtown Greenfield were made over a period of several decades by the Sanborn Map Company. These maps were made so that insurance companies in distant cities could assess the fire risk of a



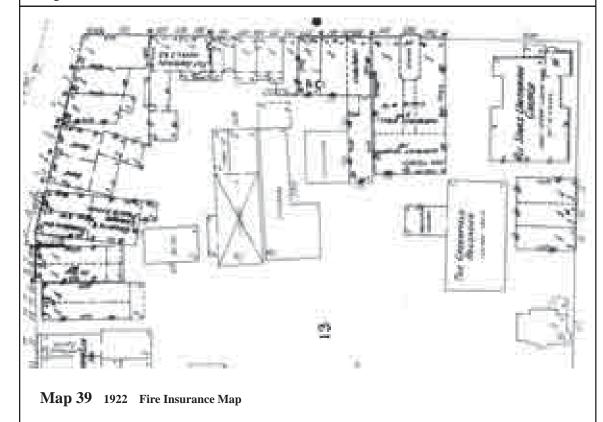
Map 37 1896 Fire Insurance Map

given property. They show us the actual shapes, materials and uses of the old buildings. Maps 36-39 are excerpts from a series of Sanborn maps reprinted here to show how this central area of Greenfield changed in the period 1887-1922. Main Street is at the top of each map, Bank Row at the left, and Hope Street at the right.

The former county courthouse (E.A. Hall building) halfway down Bank Row has a plumber and a printing business in 1887. More buildings appear on the 1896 map, including the Masonic Building under construction on Main Street, replacing the former bakery. The old wooden Unitarian Church on Main Street was moved off the street and became the "M.V.M. Armory" building.

The turn of the century saw many changes throughout the United States, and so it was in Greenfield as well. Technology was changing lives. The automobile had arrived, and would soon transform rural and downtown areas alike. Notice how the Livery shops in the middle of these maps become less prominent through time (Map 38 - 1909). The Masonic Building with its central staircase was a notable feature of Main Street: the District Court used the 1st floor; the

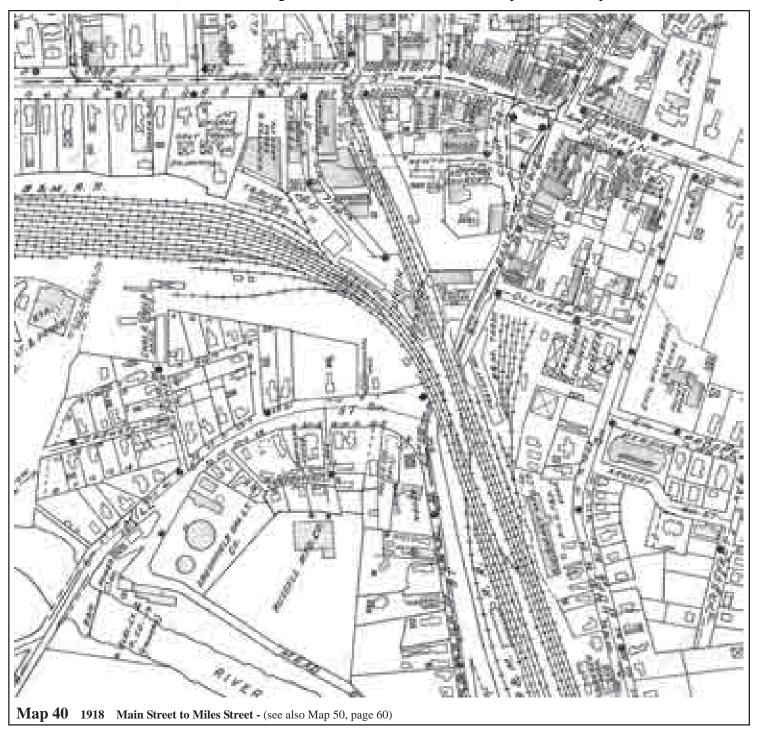
Map 38 1909 Fire Insurance Map



Masons were on the 3rd and 4th. The Unitarian Church had been enlarged. On Bank Row the Gazette & Courier newspaper (and printing office) was well established in the E.A. Hall building.

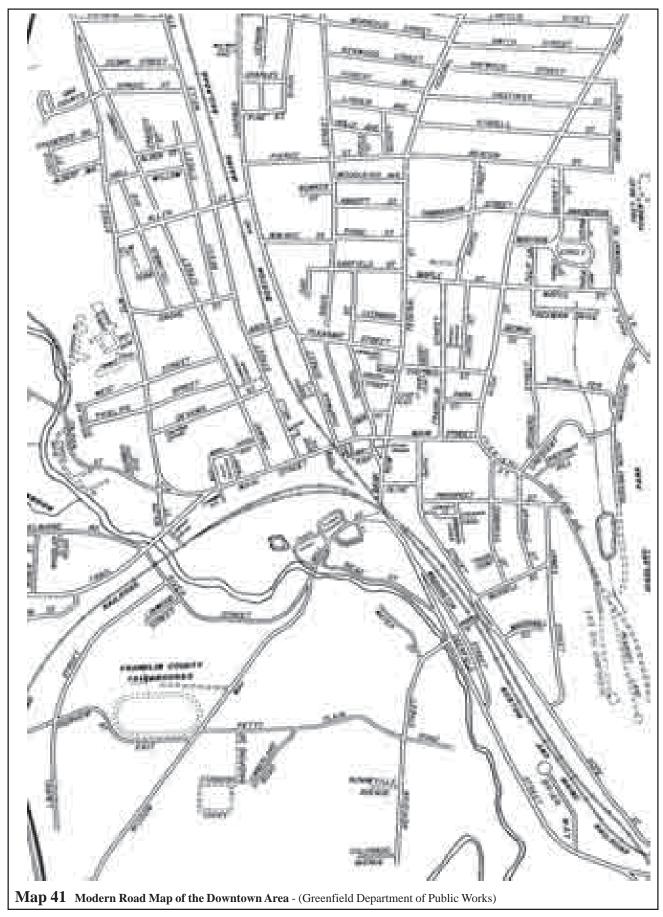
Thirteen years later, in 1922 (Map 39), a newspaper still occupies the old county courthouse on Bank Row, but a competitor-The Greenfield Recorder- has moved into the same block. Both papers later merged into one journal (today known as The Recorder) which still occupies the Hope Street site. The former Armory building (the old Unitarian Church) is still in use by The Recorder. Notice also that an undertaker is in business next to the Masonic Hall, and the "Imperial Hotel" occupies the building on Main Street which in 1887 held a cigar shop and a meat market. Today it is the site of the Garden Theater.

The last of our detailed downtown maps is the 1918 map (Map 40), from Richards Standard Atlas of the Town of Greenfield. The excerpt printed here is a portion of one of the three map pages in the atlas*. By 1918 Greenfield was a busy industrial town of about 12,000 people. The two railroads which met here were as active on their tracks as they appear on this map. The Boston & Maine had a major switchyard here (now 2003, it is in Deerfield). The town had grown so much that, with a few exceptions, the mapmakers could no

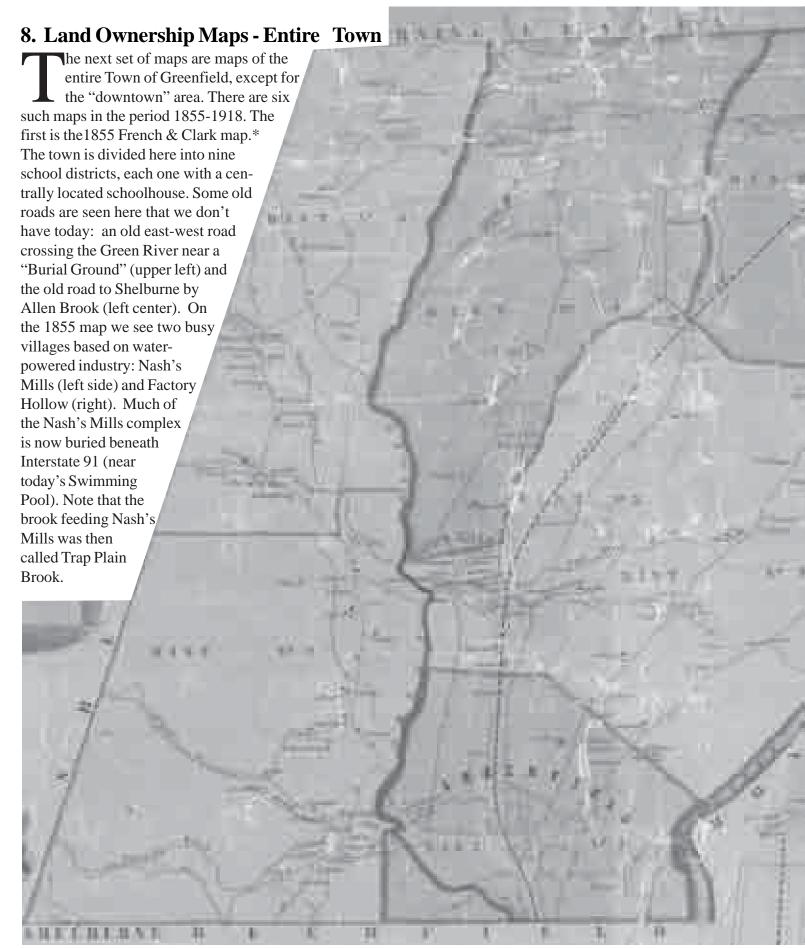


longer put the names of home and business owners on the map. But Map 40 does show building shapes and addresses. We also note such details as the name of the priest (Father Carroll) at Holy Trinity Church. The heavy dashed line in some streets is the trolley car route. The lighter lines indicate water lines and their pipe sizes.

^{*}The town map is reprinted here in its entirety as Map 50; the CDROM contains all of the downtown maps..



This modern road map, from the Greenfield Department of Public Works, is provided to help the reader interpret the old maps. See also the map on page 4, which shows the entire town.



Map 42 1855 Greenfield - The oldest land ownership map of the entire town by French & Clark





Figure 11 Mansion House - at corner of Main & Federal Streets - from 1855 map*



Figure 12 Thayer Residence - on north side of Main Street - from 1855 map*



Figure 13 Beals Residence - on High Street - from 1855 map*



Map 45 1858 Town of Greenfield - from the Franklin County wall map

^{*}These three pictures are from the 1855 map (Map 44, page 52)

⁵⁴ Early Maps of Greenfield

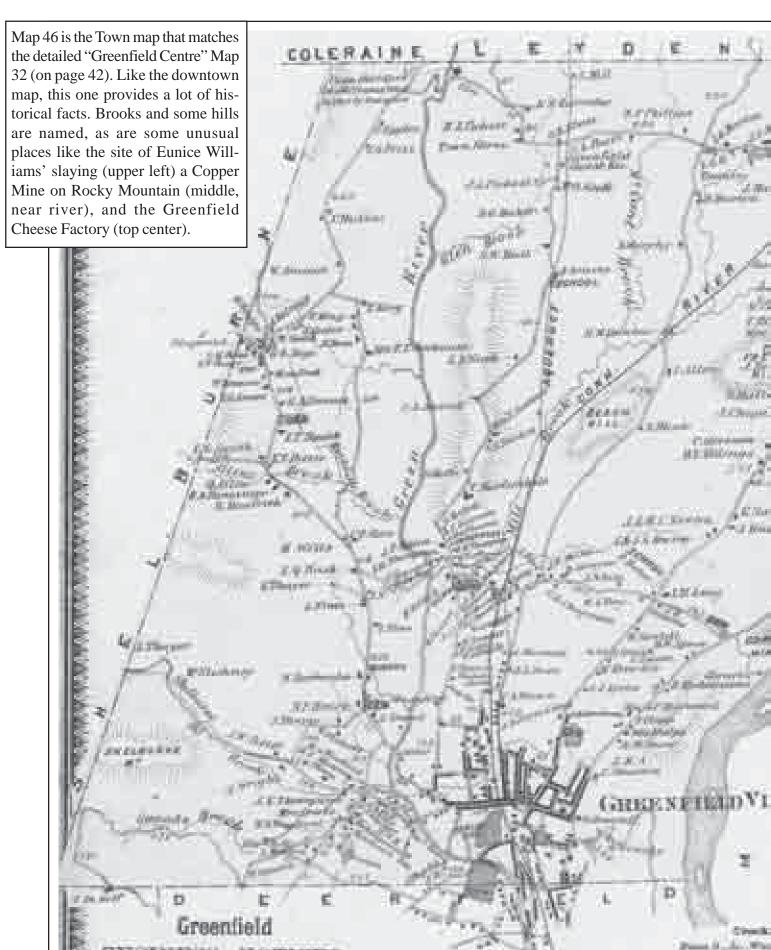


Map 45 shows the entire town in 1858. There is little new information compared with the 1855 map. Many of the names are identical. Unlike the previous map, this one does not show the shapes of houses. Neither this map nor the 1855 one show the Bernardston "jog", the 4 acre tract annexed to that town in 1838. This map does show parts of neighboring towns since it is taken from a large wall map. Thus we have an 1858 map of the Cheapside area (then in Deerfield). Note also in Gill (just above the river - right edge) the "Bird entry Track Locality". This depicts the area where dinosaur footprints were discovered by Greenfield's Dexter Marsh.

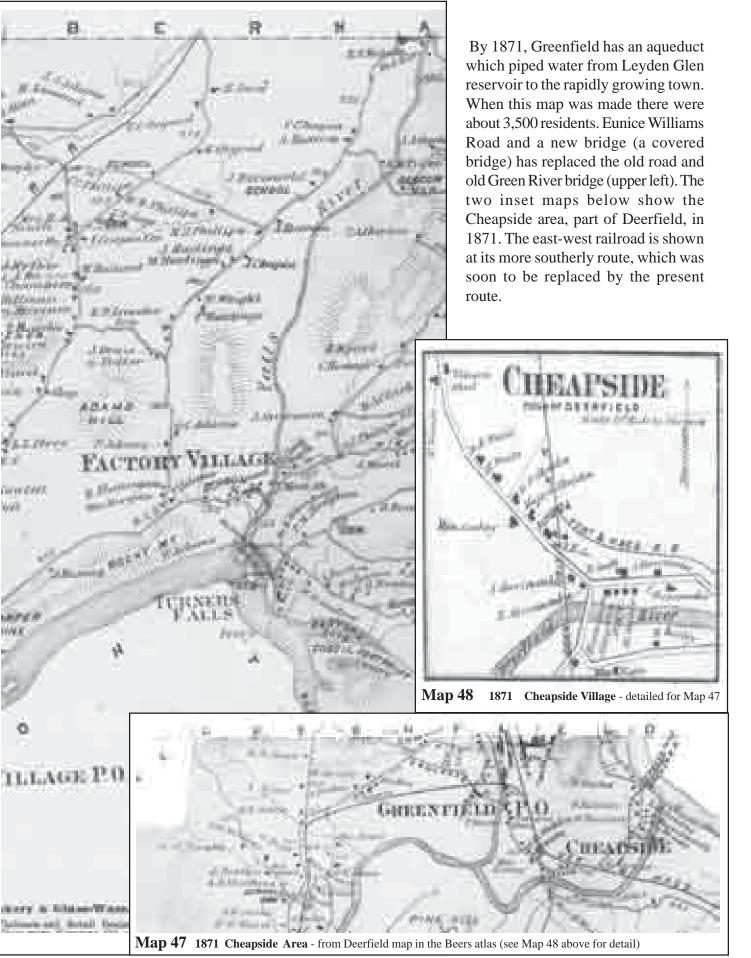
The large area of vacant land north of "Montague Canal" is now, in 2003, the village of Turners Falls.

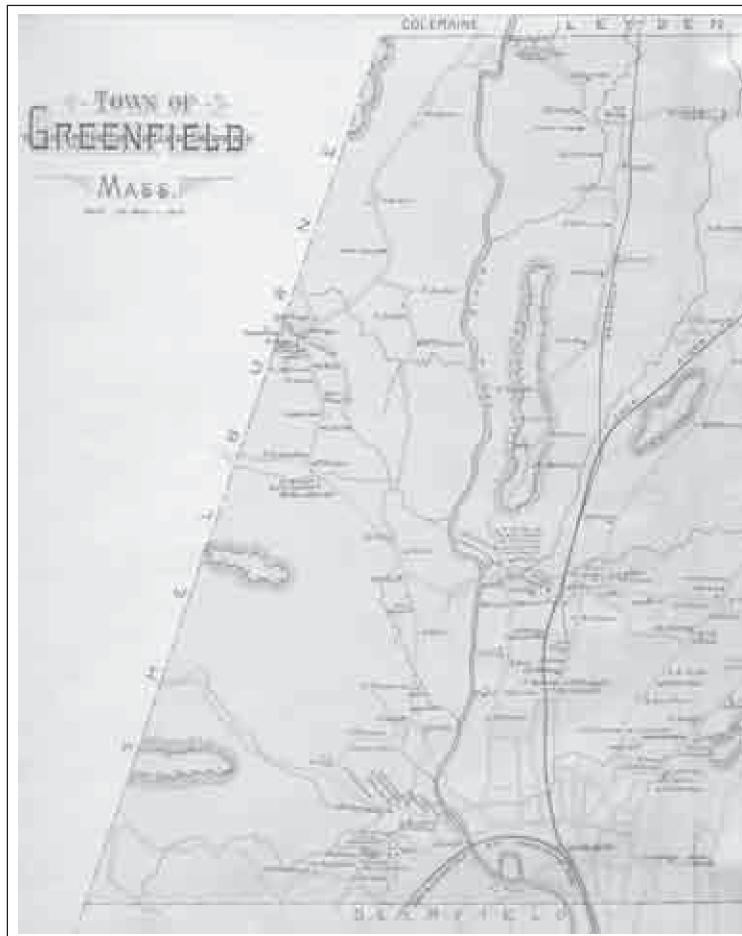
Figure 14 Franklin County Courthouse in 1858
- now the Greenfield Town Hall (from the county map)

(see also Map 31, page 38)

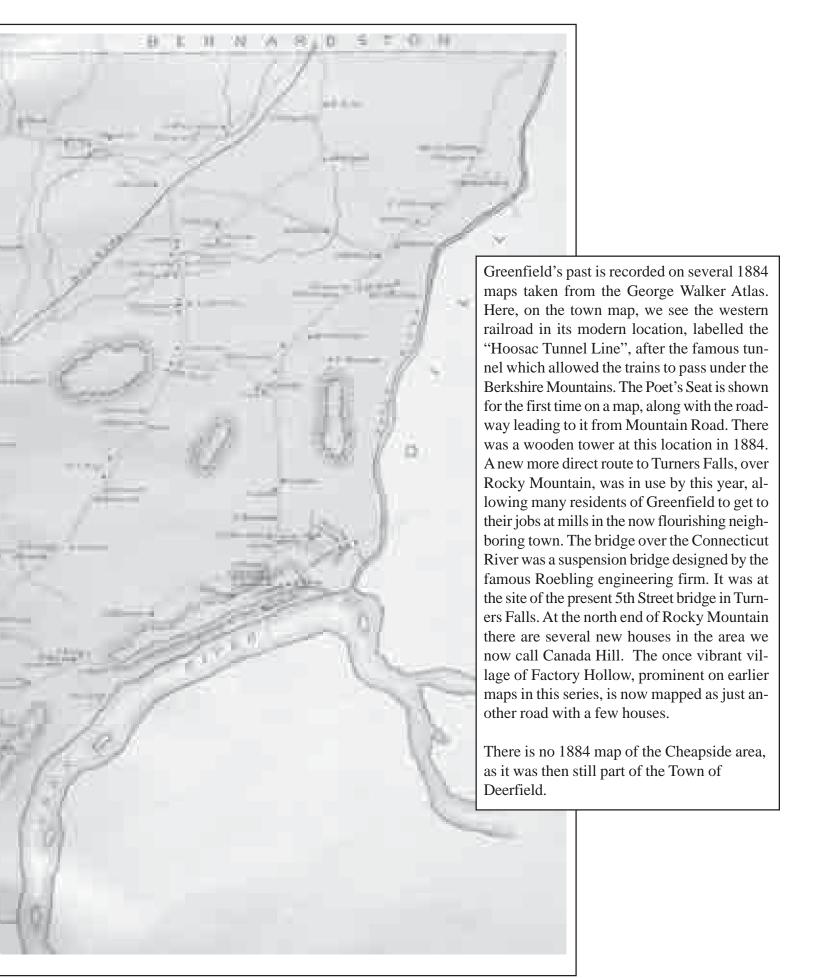


Map 46 1871 Town of Greenfield - from the Beers Atlas of Franklin County (see also Map 32, page 40)



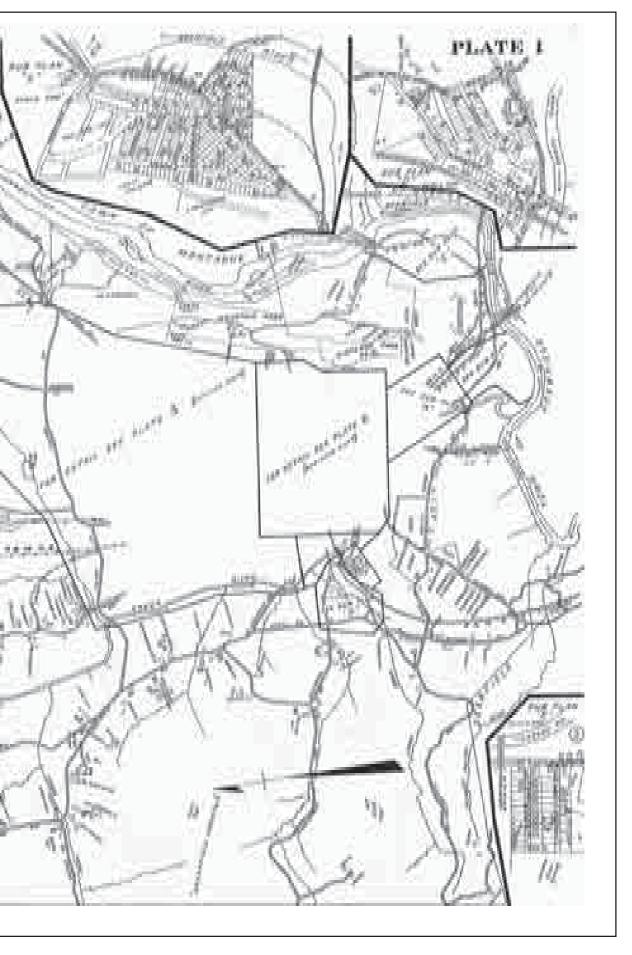


Map 49 1884 Town of Greenfield - from the Walker Atlas (see also Map 34, page 46)





Map~50~~1918~~Greenfield~-~from~the Richards Atlas~(see~also~Map~40, page~50)



names next to their houses, and adds outbuildings. A few road names are provided. The mapmakers used the maps margins for inset map's The last detailed map in this volume is the 1918 "Richards" map (Map 50) of rural Greenfield, from the atlas*. It shows all the homeowner of detailed areas; the heavy black line separates these insets. Note the designation "Old Mill" for the old water powered mill at Factory Hollow (right side). That once flourishing business, Greenfield's largest employer in the early 1800s, is only a memory a century later.

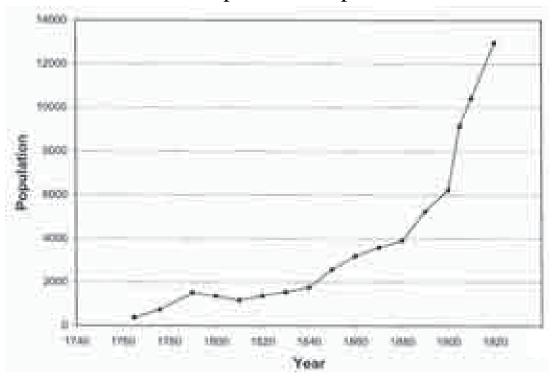
*Most mapmakers ceased to produce detailed maps by the late 1800s. Greenfield is fortunate to have a detailed 1918 map. The CDROM edition of this book has copies of all the maps in the Richards Atlas.

Greenfield Timeline from late 1600s to 1918

Summary of major events in local and national history providing context for maps.

1663	Dedham Land Grant - Early Deerfield, up to 8,000 acre line		
1673	Deerfield Incorporated – Including Greenfield and Gill		
1685	Joshua Pomeroy said to be the first settler in Greenfield		
1704	Attack on Deerfield - Greenfield probably abandoned		
1717	Deerfield surveyed – north line of Greenfield established accurately		
1720s-1730s	Land grants in Greenfield (then Deerfield)		
1739	First written appeal for a separate town/district		
June 9, 1753	Greenfield Incorporated (as a "district")		
1775	Greenfield becomes a Town by omnibus act of General Court		
1775-1783	Revolutionary War		
Sept 28, 1793	Gill separated from Greenfield		
ca. 1800	Montague Canal built - allows river traffic past Turners Falls		
1811	Franklin County established – Greenfield made the county seat		
1813	Town Meeting site moved to Main Street from Trap plain		
1838	Bernardston "Jog" annexed away from Greenfield		
1830s-1890s	Agitation for Cheapside.		
1846	First railroad comes to town		
1861-1865	Civil War		
1875	Hoosac Tunnel completed – Greenfield became a major transporation hub		
1896	Cheapside section annexed to Greenfield		
1914-1918	World War I		

Greenfield Population Graph from 1760 to 1920



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Bibliography

Manuscript Maps

The maps reprinted in this publication come from a variety of sources. To aid those who may be interested in further research into some of the non-published maps, we provide this partial cartobibliography. Maps listed here are the manuscript maps and maps which are not widely known. Published maps are not listed here. A principal source for this book has been the records of Roberge Associates Land Surveying (RALS), which include surveys, maps and historical documents dating to the early 1900s (files of F. Deane Avery Associates and Clapp & Abercrombie). Other principal sources include the collections of the Massachusetts Archives (MArch), Pocumtuck Valley Memorial Association (PVMA) the Historical Society of Greenfield, the private collection of Peter S. Miller, and the Library of Congress Geography & Map Division (LCG&M). Where possible, original maps have been reprinted. In some cases, due to unavailability of the original or legibility problems, copies have been substituted.

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Map 2 Ancient Deerfield Dwight, Timothy; [Deerfield]; MArch; Maps & Plans, Third Series, Volume 5 Page 15; copy

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provided by PVMA Library, Deerfield, MA

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Hoit, David, Jr.; A Plan of Land Sequestered for the Ministry in Deerfield; PVMA; Reproduced from a circa

1900 tracing at RALS

Boutelle, Charles; Plan of Deerfield Village and Part of the Meadows; PVMA; Reproduced from a copy at RALS Roberts, Osias; Plan of the Ruel Willard Estate; 1828; Hampshire County Probate Court; Reproduced from a copy in Thompson: History of Greenfield [dated 1806, but the original is dated 1828]

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Acts and Resolves Passed by The General Court of Massachusetts, 1896



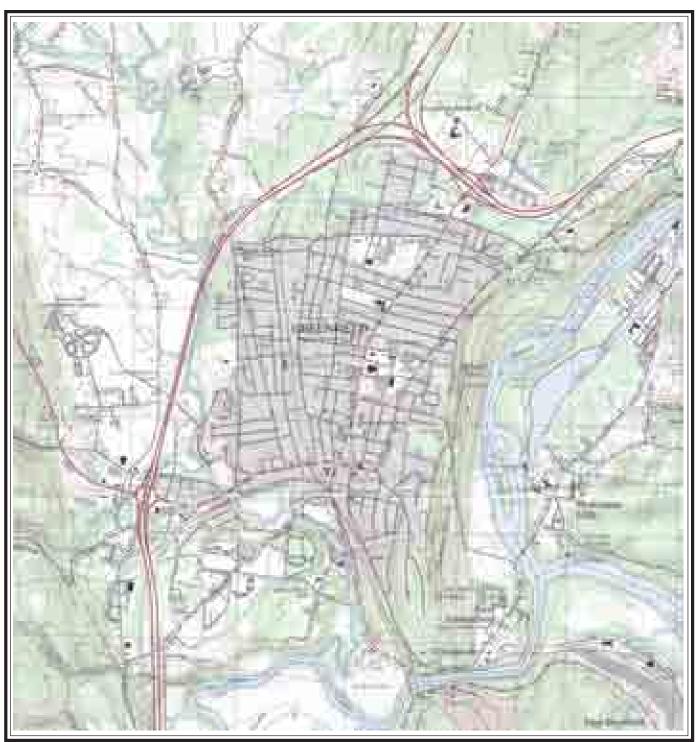
Topographic Map of Greenfield in 1894

(Town lines added for this publication)

The United States Geological Survey maps show a great deal of physical detail. All waterways, major man-made features and contour lines are noted. The earliest USGS maps, like this 1894 map of Greenfield, used few colors compared with the 1990 map on the back cover, where green is added to distinguish wooded areas. The USGS maps are more accurate than the earlier commercial maps, but they did not include town lines. We have added the modern town lines to this image, and also an 1894 town line. When this map was published, Greenfield did not include the Cheapside area, which was not annexed until two years later - in 1896.

Early Maps of Greenfield

A collection of Greenfield's early maps, tracing Greenfield's history from first settlement until the early 20th century. Reproduced in this volume are more than 40 old town and village maps, as well as an historical narrative on the maps and what they reveal.



This 1990 topographical map shows the developed area of Greenfield, and the lands which first drew European settlers to this land three centuries ago. The Connecticut River was the main route of travel - yesterday's superhighway - and the smaller streams like the Deerfield River (bottom) and Green River (center) allowed easy access to inland areas. Along the shores of these rivers there were large level areas of fertile lowlands, the "green fields" which gave this town its name.

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