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LIFT ON THE PROPERTY OF CAMAL PLANE OF THE RESERVATION/RESTORATION:  ADDRESSES OF GROUPS CONCERNED WITH CAMAL'S PRESERVATION/RESTORATION:  ADDRESSES OF GROU	CHINE OUD ILLI	area presented and the Caust	<u> </u>		
INTERIOR SERVICES TO SECURISHED WITH CANAL'S PRESERVATION/RESIDEATION:  NAME & A GUEFUL TE SERVICE TO SECURISHES ADDRESSES OF SECURISH SERVICES ADDRESSES OF SECURISH SERVICES, SECURISHED AND SECURISH SECURS SECURISH SECURISH SEC	STATUS Obliterat	ted by silting and marsh growth	ca 1626 expar	struction & closure aded 1636 ca	1850
DIFFERENCE OF STATES AND THE STATES	LOCATION (ENDPOINTS affording inlar	of canal) Plymouth Bay to Green Harbor (3mi.)	]		
ESCRIPTION: [Prop of morphistion, features of more timelate bus conditions were needed; a.s., feature (navigable) t observed, local other can be provided to make the property of morphistion, features of more timelate bus conditions are sensitive. It is a condition of morphistion of makes the condition of morphistion (returns of morphistion) of morphistic or morphistic or morphist of morphistic or morphist			<del> </del>		<del></del>
PATE TO THE OF INTERISTION, INTERIST OF THE STATE OF THE	LIFT NBR	•	i i		1
Somewhat meandering channel through marshland providing connection between north end Plymouth Say (Duxbury Bay) and North River which ran parallel to coast from Scituate to Marshfield. Full length was tidewater and was navigable 20 out of 24 hours.  No record known on method of construction. In Pilgrim days assume simple hand methods. Old records indicate private land ownership started 1616. So at first canal on common land. Later there is reference to owners of private land being incorporated (1807) to re-dig canal, drain marshland, etc. Todays owners appear to be individuals.  NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:  Apparently mone  HEPORTER'S NAME & ADDRESS:  H. F. Verity 6363 Grand Vista Ave Cincinnati OH 45213  MAY STATE OF THE STAT			- <del>-</del>	<del></del>	
Apparently none  REPORTER'S NAME & ADDRESS:  H. F. Yerity 6363 Grand Vista Ave Cincinnati OH 85213  HISTORICAL SUMMARY: (Political alian of company, date of incorporation, prominent antimers, cause of closure, significant distrations to attructure of route, height of traffic date, transfers of communication, prominent antimers, cause of closure, significant distrations to attructure of route, height of traffic date, transfers of communication, prominent antimers, cause of closure, significant distrations to attructure of route, height of traffic date, transfers of communication, prominent and therefore traffic date, transfers of communication than by open sea and thereby reduce losses of ships and crews. Passing Gurnet Point was hazardous.  The General Court (legislative body) 7/7/1633 passed an order "unless Mr. Gilson, John Shaw and the rest that undertook the cutting of the passage finish by 10/1/1633, according*to covenant they shall be amerced 10 pounds" (phrase with * indicates a previous agreement but such has not been found.) In any case work took place before 1633.  In 1636 the General Court ordered "the cut at Green's Harbor for a boat passage shall be made eighteen feet wide and six feet deep"  Historian of Duxbury advises that there are many references to families using this canal to carry freight - particularly cord wood and farm produce - to Boston.  Tides caused shifting channels, sand deposits. As larger ships became available outside route used in safety. Maintenance and use declined. Closure seems not to have harpened in particular storage of the passage of the passage of the passage and therefore the passage of the passage of History of Marshfield by William T. Davis  Article in Yankee March 1966: America's FIRST Canal by Edward Rowe Snow., pp 72-84  UNPUBLISHED RECORDS. LOCATION OF PHOTOS. DRAMINES & INFORTANT PERIODICAL REFERENCES That Passage and History of Marshfield provided herewith.  MATIONAL REGISTER & HARR (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:  apparently none	Somewhat meanded Bay (Duxbury Balength was tide No record known Old records ind Later there is	ering channel through marshland providing con may) and North River which ran parallel to coa- ewater and was navigable 20 out of 24 hours. In on method of construction. In Pilgrim days dicate private land ownership started 1636. So reference to owners of private land being in	nection between st from Scituate assume simple ha o at first canal corporated (1807	to Marshfield and methods. I on common lar	l. Full
H. F. Verity 6363 Grand Vista ave Cincinnati OH 45213  Fab 28 1974  Historical Suppare: foreignal size of company, date of incorporation, prominent ampiners, cause of closure, significant alterations to structure or route, height of traffic design, test, transfers of ownership, att.] Aim of Flymouth colony provide safer communication than by open sea and thereby reduce losses of ships and crews. Passing Gurnet Point was hazardous. The General Court (legislative body) 7/7/1633 passed an order "unless Mr. Gilson, John Shaw and the rest that undertook the cutting of the passage finish by 10/1/1633, according*to covenan they shall be amerced 10 pounds" (phrase with * indicates a previous agreement but such has not been found.) In any case work took place before 1633.  In 1636 the General Court ordered "the cut at Green's Harbor for a boat passage shall be made eighteen feet wide and six feet deep"  Historian of Duxbury advises that there are many references to families using this canal to carry freight - particularly cord wood and farm produce - to Boston.  Tides caused shifting channels, sand deposits. As larger ships became available outside route used in safety. Maintenance and use declined. Closure seems not to have happened in particular BIOGRAPHICAL SUMMARY: (Published works relating to Canal) Year. Sailing canoe passed thru 1956. Practical date 185  History of Marshfield by William T. Davis  Article in Yankee March 1966: America's FIRST Canal by Edward Rowe Snow., pp 72-84  UNPUBLISHED RECORDS. LOCATION OF PHOTOS. DRAMINES & IMPORTANT PERIODICAL REFERENCES  Article in Yankee March 1966: America's FIRST Canal by Edward Rowe Snow., pp 72-84  UNPUBLISHED RECORDS. LOCATION OF PHOTOS. DRAMINES & IMPORTANT PERIODICAL REFERENCES  Apparently none  Photo copy of Yankee article with map and  """ selected pages of History of Marshfield  provided herewith.  NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:  apparently none					·
HISTORICAL SUPPLARY: [Original size of company, date of incorporation, prominent asylinetre, cause of closure, significant alterations to structure or route, height of traffic date, transfers of openerable, etc.] Alm of Plymouth colony - provide safer communication than by open sea and thereby reduce losses of ships and crews. Passing Gurnet Point was hazardous. The General Court (legislative body) 7/7/1633 passed an order "unless Mr. Gilson, John Shaw and the rest that undertook the cutting of the passage finish by 10/1/1633, according*to covenant they shall be amerced 10 pounds" (phrase with * indicates a previous agreement but such has not been found.) In any case work took place before 1633.  In 1636 the General Court ordered "the cut at Green's Harbor for a boat passage shall be made eighteen feet wide and six feet deep" Historian of Duxbury advises that there are many references to families using this canal to carry freight - particularly cord wood and farm produce - to Boston.  Tides caused shifting channels, sand deposits. As large ships became available outside route used in safety. Maintenance and use declined. Closure seems not to have happened in particular BIOGRAPHICAL SUMMARY: [Published works relating to Canal) Year. Salling canoe passed thru 1956. Fractical date 185  History of Marshfield by William T. Davis  Article in Yankee March 1966: America's FIRST Canal by Edward Rowe Snow., pp 72-84  UNPUBLISHED RECORDS. LOCATION OF PHOTOS. DRAMINGS & IMPORTANT PERIODICAL REFERENCES (ARTHURS) apparently none  Photo copy of Yankee article with map and  " " " selected pages of History of Marshfield provided herewith.  NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:  apparently none	REPORTER'S NAME & ADI	DRESS;		DATE	
apparently none  Photo copy of Yankee article with map and  " " selected pages of History of Marshfield  provided herewith.  NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:  apparently none	by open sea and The General Cou the rest that w they shall be a has not been fo In 1636 the Gen eighteen feet w Historian of Da carry freight Tides caused sh used in safety. BIOGRAPHICAL SUMMARY History of Mars	thereby reduce losses of ships and crews. Part (legislative body) 7/7/1633 passed an ordered took the cutting of the passage finishmerced 10 pounds" (phrase with * indicipand.) In any case work took place before 16 peral Court ordered "the cut at Green's Harbovide and six feet deep" exbury advises that there are many references particularly cord wood and farm produce - the product of the cut at Green's harbory advises that there are many references particularly cord wood and farm produce - the cut at Green's harbory advises that there are many references are particularly cord wood and farm produce - the cut at Green's harbory advises that there are many references are particularly cord wood and farm produce - the cut at Green's Harbory advises that there are many references are particularly cord wood and farm produce - the cut at Green's Harbory advises that there are many references are particularly cord wood and farm produce - the cut at Green's Harbory advises that there are many references are particularly cord wood and farm produce - the cut at Green's Harbory advises that there are many references are particularly cord wood and farm produce - the cut at Green's Harbory advises that there are many references are particularly cord wood and farm produce - the cut at Green's Harbory advises that there are many references are particularly cord wood and farm produce - the cut at Green's Harbory advises that there are many references are particularly cord wood and farm produce - the cut at Green's Harbory advises that there are many references are particularly cord wood and farm produce - the cut at Green's Harbory advises that there are many references are particularly cord wood and farm produce - the cut at Green's Harbory advises that there are many references are particularly advised to the cut at Green's Harbory and Court at Green's Harbory advises that the cut at Green's Harbory advises that the cut at Green's Harbory advises that the cut at Green's Harbory advises the cut at Green's Harbory advises	assing Gurnet Poer "unless Mr. 6 h by 10/1/1633, ates a previous 33. r for a boat par to families us o Boston. ips became avail not to have hap passed thru 1956	cint was hazard filson, John Sh according*to d agreement but ssage shall be ing this canal lable outside n epened in partical da	lous. naw and covenan such made to coute
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