

CANAL Cut River		also Breakthrough and The Canal		(FOR ACS USE)	
STATUS Obliterated by silting and marsh growth		DATES OF CONSTRUCTION & CLOSURE ca 1626 expanded 1636 ca 1850			
LOCATION (ENDPOINTS OF CANAL) Plymouth Bay to Green Harbor (3mi.) affording inland route to Scituate - 17 mi. from Plymouth		LENGTH CANAL 3 SLACKWATER 14 TOTAL 3			
LIFT LOCKS	NBR. none	DIMENSIONS LOCK CHAMBER - OVERALL -		AQUEDUCTS NBR. 0 SECTION SIZE -	TUNNELS 0
<p>DESCRIPTION: (Type of navigation, features of note (include USGS coordinates where useful); e.g., feeders (navigable &amp; otherwise), locks other than above, type of locks, use of unusual material or methods of construction, present owner, present use &amp; condition, etc.)</p> <p>Somewhat meandering channel through marshland providing connection between north end Plymouth Bay (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.</p> <p>No record known on method of construction. In Pilgrim days assume simple hand methods. Old records indicate private land ownership started 1636. 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. Today's owners appear to be individuals.</p>					
<p>NAMES &amp; ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:</p> <p>Apparently none</p>					
REPORTER'S NAME & ADDRESS: H. F. Verity 6363 Grand Vista Ave Cincinnati OH 45213				DATE Feb 28 1974	
<p>HISTORICAL SUMMARY: (Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic date, transfers of ownership, etc.) Aim 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.</p> <p>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"</p> <p>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.</p> <p>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</p>					
<p>BIOGRAPHICAL SUMMARY: (Published works relating to Canal) year. Sailing canoe passed thru 1956. Practical date 1850</p> <p>History of Marshfield by William T. Davis Article in Yankee March 1966: America's FIRST Canal by Edward Rowe Snow, pp 72-84</p>					
<p>UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS &amp; IMPORTANT PERIODICAL REFERENCES</p> <p>apparently none</p> <p>Photo copy of Yankee article with map and " " " selected pages of History of Marshfield provided herewith.</p>					
<p>NATIONAL REGISTER &amp; HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS: apparently none</p>					
<p>RETURN TO: CANAL INDEX COMMITTEE, C/O P.H. STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549</p>					

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3/5/74