

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

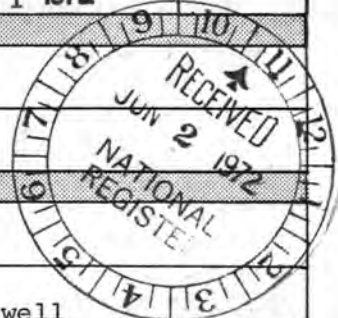
STATE:
Massachusetts

COUNTY:
Middlesex

FOR NPS USE ONLY

ENTRY NUMBER
AUG 21 1972

DATE



1. NAME

COMMON:
Middlesex Canal

AND/OR HISTORIC:

2. LOCATION

Congressional District 5

STREET AND NUMBER:

CITY OR TOWN:
Towns of Woburn, Wilmington, Billerica, Chelmsford, Lowell

STATE
Massachusetts

CODE
025

COUNTY:
Middlesex

CODE
017

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
☒ District ☐ Site ☐ Object	☐ Public ☐ Private ☒ Both	Public Acquisition: ☐ In Process ☒ Being Considered	☐ Occupied ☒ Unoccupied ☐ Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
☐ Agricultural ☐ Commercial ☐ Educational ☐ Entertainment	☐ Government ☐ Industrial ☐ Military ☐ Museum	☐ Park ☐ Private Residence ☐ Religious ☐ Scientific	☐ Transportation ☐ Other (Specify) none
Comments			

4. OWNER OF PROPERTY

OWNER'S NAME:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Middlesex County Registry of Deeds

STREET AND NUMBER:
Cambridge Court House

CITY OR TOWN:
Cambridge

STATE
Massachusetts

CODE
025

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
State-Wide Historic Preservation Plan, first edition

DATE OF SURVEY: 1970 ☐ Federal ☒ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS:
Massachusetts Historical Commission

STREET AND NUMBER:
Archives Museum, State House

CITY OR TOWN:
Boston

STATE:
Massachusetts

CODE
025

SEE INSTRUCTIONS

STATE: Mass.

COUNTY: Middlesex

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7. DESCRIPTION

(Check One)			
☐ Excellent	☐ Good	☐ Fair	☒ Deteriorated
		☐ Ruins	☐ Unexposed
(Check One)			
☒ Altered	☐ Unaltered		
		☐ Moved	☒ Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Middlesex Canal, bisecting the eastern half of Middlesex County, ran in a southeasterly direction from its western terminus at the Merrimack River, Lowell (earlier known as Middlesex Village, Chelmsford), to its eastern terminus at the Charles River, Boston. Its twenty-seven and one-quarter mile course originally included twenty locks, eight aqueducts and forty-eight bridges. The main water supply for the canal was the Concord River in North Billerica, which is twenty-two miles from Boston and one hundred seven feet above tidewater, and is six miles from the Merrimack River and twenty feet above its water level. An auxiliary water supply was located at Horn Pond in Woburn. The canal's route was chiefly through woodland, marsh and meadowland. The canal's trough or ditch was thirty and one-half feet wide at the water line and twenty feet wide at its bottom. The banks, which reached one foot above the water line, sloped in at an angle of thirty-three degrees. The canal was three and one-half feet deep with a ten foot wide towpath on one side and a five foot wide berm on the other. These dimensions were generally uniform, except where the terrain dictated otherwise.

Except for the Shawsheen Aqueduct, traces of the locks located at Talbot Mills and the Maple Meadow Aqueduct in Wilmington, which was rebuilt by the Works Progress Administration during the 1930's, all structures along the canal, such as locks, bridges and aqueducts, have disappeared. The growth of metropolitan Boston has removed most traces of the canal along its eastern section between Boston and Woburn. Though the route of the canal can still be traced from old maps of that area, much must be left to the imagination, as the forces of urbanization have removed all vestiges of the original canal structure. Today, the impact of suburban growth places the remaining sections of the canal in danger. Nevertheless, beginning at the Merrimack River in Lowell and proceeding southeasterly through the communities of Lowell, Chelmsford, Billerica, Wilmington and the north section of Woburn, it is possible to view the canal in its original form and in many places walk along its towpath with a minimum of man-made interruption.

For the purposes of clarity, the description of the canal and its locations has been separated into six sections; also, the boundaries (the area on either side of the canal which is necessary to maintain the integrity of the canal setting) are delineated in each of the following sections.

Section 1 - Merrimack River (Lowell) to Route 110 (Chelmsford); 2.1 miles

Access to the canal at the Merrimack River was gained through a series of locks, now buried under the railroad tracks of the Boston and Maine Railroad, which run along the south bank of the river. Beginning at the river and running south for three-quarters of a mile to the Mount Pleasant Golf Course, the canal route crosses Middlesex Street, runs along the west side of Baldwin Street, crosses Princeton Street and then crosses Westford Street. The canal trough briefly appears on the north side of Westford Street. On the south side of Westford Street it reappears and runs (with interruptions) to the north edge of the golf course. It is then obliterated by the contours of the seventh green in the northern part of the course, but reappears below the green. It then runs southeasterly across part of the course and through a wooded area for three thousand feet, until it comes to the northern side of Route 3. The canal reappears on the south side of Route 3 and continues in its southeasterly direction, paralleling the road, to the junction of Routes 3 and 110. The canal trough is abutted by woods except for the open section on the golf course.

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

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STATE Massachusetts	
COUNTY Middlesex	
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	AUG 21 1972

(Number all entries)

7. Description (continued)

The boundaries of this section include a fifteen rod strip on each side of the canal, measured from the embankments. These measurements apply, however, only to that section south of Westford Street to the junction of Routes 3 and 110.

Section 2 - Route 110 to the Chelmsford-Billerica Town Line at Brick Kiln Road; 1.9 mi.

Beginning at Route 110, the canal route continues in its southeasterly direction along the east side of Route 3 and across Route 495 to Riverneck Road, a distance of three-quarters of a mile. At Riverneck Road, the canal is visible once again as it turns more southerly and parallels Canal Street (a dirt road) for approximately one thousand feet. This is an open, partially wooded, lowland area. Embankment, rather than digging, was the method of construction used here, due to the low elevation and marshy features of the area.

Canal Street forms the western boundary of the canal along the extant section. The eastern boundary is set fifteen rods from the east embankment of the canal.

Section 3 - Chelmsford-Billerica Town Line to Pond Street; 2.7 miles

At the Chelmsford-Billerica Town Line, the canal route turns easterly and continues along Canal Road to Route 3A, a distance of one-quarter mile. The canal reappears on the east side of Route 3A and continues in its easterly direction for one-quarter mile along the north side of Lowell Street until it meets the North Billerica Fire Station. The north side of Lowell Street was built in the canal trough so that only an embankment and part of the trough remain. The fire station obliterates even these traces. Lowell Street forms the southwestern boundary for this part of the section while the northeastern boundary includes fifteen rods of woodland measuring from the embankment and paralleling the embankment from Route 3A to the North Billerica Fire Station.

East of the fire station, the canal route continues in its easterly direction for one-quarter mile until it reaches the Concord River. Along this quarter mile section, traces of the canal remain but have been altered by construction and resulting changes in the landscape. The canal originally entered the Concord River at what is today the Talbot Mills. Built circa 1840 and with subsequent additions, the mill yards have obliterated the lock system which provided the canal barges with access to and from the river. Just north of the canal route, the canal company built a dam across the Concord River which created a pond to supply both arms of the canal with water. A floating towpath, a section of which could be removed to allow traffic to move down the river, enabled canal barges to cross the river.

The canal route reappears on the east shore of the Concord River and runs in a more southerly direction. It passes under Rogers Street and then parallels the Boston and Maine Railroad tracks for almost one-half mile until it meets High Street. It reappears on the east side of High Street and continues in a more easterly direction for one-fifth mile until it enters the Boston and Maine Car Shops and Yards where it is briefly lost. The canal next appears on the east side of the yards and continues in a southeasterly direction for fifteen hundred feet to Pond Street. This section, from the Concord River to Pond Street, approximately two miles, is woodland and marsh and its boundaries include a fifteen rod strip on each side of the canal.

(more)

NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Massachusetts	
COUNTY	
Middlesex	
FOR NPS USE ONLY	
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(Number all entries)

7. Description (continued)

Section 4 - Pond Street to the junction of Routes 129 and 38; 4.3 miles

Beginning at Pond Street, the canal runs in an easterly direction and travels almost one mile through marsh and woodland to Gray Street. On the east side of Gray Street, it reappears and continues another one-quarter mile, through woodland, to Andover Road. On the east side of Andover Road and behind the residences which front on Andover Road, it reappears and runs parallel to Route 129 for one-third of a mile, until it comes to Charme Street. East of Charme Street, the canal is obliterated for a brief stretch by residences and by Keyes Road, which cuts across its route. East of Keyes Road, however, the canal reappears, crosses under Dignon Street and continues almost one-third of a mile to Brown Street. On the east side of Brown Street, the canal is briefly obstructed by housing before it reaches the Shawsheen River, over which it was carried by an aqueduct. The Shawsheen Aqueduct was the largest aqueduct on the canal and is the only one of which original parts still stand. The remains of the aqueduct consist of two end embankments and a central stone pier some thirty-five feet in height. After crossing the Shawsheen River and the Billerica-Wilmington Town Line, the canal is briefly obliterated by housing. It reappears on the east side of Melody Lane and continues in a southeasterly direction paralleling Route 129 on the north, until it is cut off by Grace Drive. Its path is then obliterated by residences and by Nichols Street, originally the site of Nichols Lock. East of Nichols Street, the canal reappears and continues in an easterly direction along the south side of the Boston and Maine Railroad tracks (Route 129 dips south) for one mile. It then turns more southerly and continues one-quarter mile further to the junction of Routes 38 and 129.

From Pond Street to Brown Street, the northeast boundary of this section of the canal is fifteen rods wide and includes woods and marshland. Exceptions occur where the canal is obliterated in the area of Charme Street and Keyes Road. Between Dignon and Brown Streets, the boundaries are reduced to eight rods. At the Shawsheen Aqueduct, the boundary is eight rods wide. From Nichols Street to the junction of Routes 129 and 38, the northeast boundary is the Boston and Maine Railroad tracks.

The southwest boundary is set fifteen rods from the canal between Pond Street and Gray Street; between Gray Street and Andover Road, the canal is bounded on the southwest by Canal Street; between Andover Road and Nichols Street, it is bounded by Route 129; and beyond Nichols Street, the boundary is fifteen rods from the canal, including marsh areas and woodland.

Section 5 - Junction of Routes 129 and 38 to junction of Routes 128 and 38; 3.9 miles

South of Route 129 and west of Route 38, the canal continues in a southerly direction for one-half mile through marshland to Route 62. In this area, the canal's continuity is partially interrupted by changes in terrain brought about by construction. The canal reappears south of Route 62 and continues south for three-fifths of a mile through marsh until it reaches Butters Row. It continues

south of Butters Row, turning more east, then south, as it runs through marshland and crosses first Maple Meadow Brook (Maple Meadow Brook Aqueduct) and then the Wilmington-Woburn Town Line to Route 38, a distance of one and one-quarter miles.

(more)

Form 10-300a
(Dec. 1968)UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
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Massachusetts	
COUNTY	
Middlesex	
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7. Description (continued)

East of Main Street, the canal continues south for three-quarters of a mile to School Street. In this portion, all traces of the Canal have been obliterated by roads and dwellings. From School Street, the canal continues the remainder of the distance, one-half mile, to the junction of Routes 128 and 38 at Alfred Street. This portion is bounded on the east by an abandoned railroad bed and on the west by a line of trees and open field. At the southern end of this section near Alfred Street is located the house of Colonel Loammi Baldwin, engineer and builder of the canal.

Measured from each embankment of the canal, the north/eastern and south/western boundaries of the extant canal in this section include the following: a ten rod wide strip between the junction of Route 129 and 18 and Route 62; a fifteen rod wide strip between Route 62 and Butters Row; a fifteen rod wide strip between Butters Row and the point (just south of Eames Street) where the canal crosses Route 38; and a five rod strip along that part between School Street and Alfred Street.

Section 6 - Route 128 to Kilby Street in Woburn; .85 miles

Beginning on the south side of Route 128 and west of Route 38, the canal continues in a southerly direction. It runs .4 mile until it comes to Wyman Street, begins again on the south side of Wyman Street and runs another .4 mile until it comes to Kilby Street.

Along the east side of the canal, and built into its towpath, is an abandoned railroad bed. The bed is eighty-two feet wide. The west side of the canal is abutted by residences which are generally one hundred feet from the canal's embankment.

The boundaries for this section include the width of the railroad bed on the east and on the west a thirty-five yard wide strip running from Route 128 to Kilby Street.



8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- ☐ Pre-Columbian ☐ 16th Century ☐ 18th Century ☐ 20th Century
☐ 15th Century ☐ 17th Century ☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1803

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

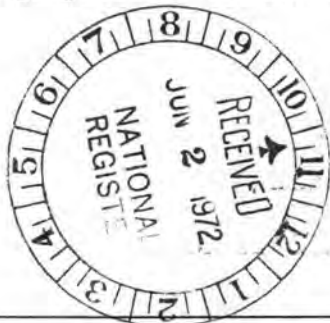
- | | | | |
|--|---|--|--|
| ☐ Aboriginal | ☐ Education | ☐ Political | ☐ Urban Planning |
| ☐ Prehistoric | ☒ Engineering | ☐ Religion/Phi- | ☐ Other (Specify) |
| ☐ Historic | ☐ Industry | losophy | |
| ☐ Agriculture | ☐ Invention | ☐ Science | |
| ☐ Architecture | ☐ Landscape | ☐ Sculpture | |
| ☐ Art | ☐ Architecture | ☐ Social/Human- | |
| ☒ Commerce | ☐ Literature | itarian | |
| ☐ Communications | ☐ Military | ☐ Theater | |
| ☐ Conservation | ☐ Music | ☒ Transportation | |

STATEMENT OF SIGNIFICANCE

The Middlesex Canal, the oldest canal of its size built in the United States, was constructed contemporaneously with the Santee Canal in South Carolina. The Middlesex Canal was completed in 1803, ten years after the act of incorporation was signed by Massachusetts Governor John Hancock. Built under the organizational leadership of James Sullivan, who later served as Governor of the Commonwealth, and the native engineering genius of Loammi Baldwin, the twenty-seven-and-one-quarter mile canal, connecting the Merrimack River with Boston, served as a model for more ambitious projects such as the Erie Canal. Indeed, in 1817, a delegation from New York State traveled to Massachusetts to study the Middlesex Canal.

Little was known in the field of civil engineering in the early 1800's and the construction of the Middlesex was marked by many firsts. Colonel Baldwin, who had no formal training as an engineer, introduced the use in the United States of hydraulic cement as well as the wye level and rod with magnetic needle. The first steam tow or tug boat was used on the canal in 1812, causing a patent squabble with Robert Fulton. Use of the canal reached its peak during the 1820's and 1830's, bringing goods to Boston from as far north as Concord, New Hampshire. Despite the protests of the canal proprietors, the Boston and Lowell Railroad was opened to traffic in 1835 and this competition shortly ended the profitable operation of the canal. In 1860, the Legislature formally withdrew the canal's charter, although operations had ceased as early as 1853.

Although the Middlesex Canal was not an overwhelming financial success and its span of operation relatively brief, it did, nevertheless, serve the growth of Massachusetts and the Nation. Previously inaccessible markets and raw materials in the hinterlands of the North were opened to the trading center of Boston, which facilitated the exchange of goods as well as ideas. More important perhaps, the Nation was able to benefit from the pioneering of the Middlesex Canal proprietors in the construction of later and more ambitious projects.



SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Baldwin Manuscripts, Baker Memorail Library, Harvard University.

Roberts, Christopher. The Middlesex Canal, 1793-1860. Cambridge: Harvard University Press, 1938.

Miscellaneous Maps. Massachusetts Archives.

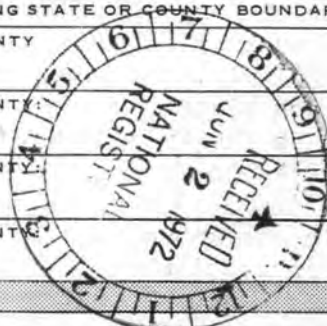
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
NW	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NE	" " "	" " "		" " "	" " "	
SE	SEE CONTINUATION SHEET					
SW	" " "	" " "		" " "	" " "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: approx. 245 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



11. FORM PREPARED BY

NAME AND TITLE: Richard W. Hale, Acting Chairman	
ORGANIZATION Massachusetts Historical Commission	DATE May 15, 1972
STREET AND NUMBER: Archives Museum, State House	
CITY OR TOWN: Boston	STATE Massachusetts CODE 025

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☒ State ☐ Local ☐

Name John F. X. Davoren
JOHN F. X. DAVOREN
Secretary of the Commonwealth,
Title Chairman,
Massachusetts Historical Commission

Date 5/22/72

I hereby certify that this property is included in the National Register.

Robert M. Utley
Chief, Office of Archeology and Historic Preservation

Date 8/21/72

ATTEST:
William H. Hunt
Keeper of The National Register

Date _____

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Massachusetts	
COUNTY	
Middlesex	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
AUG 21	1972

(Number all entries)

10. Geographical Data

Section 1 - Merrimack River to junction Routes 110 and 3

		latitude		longitude
NW	42	38' 09"	71	21' 22"
NE	42	38 22	71	20 54
SE	42	36 51	71	19 40
SW	42	36 38	71	20 10

Section 2 - Route 110 to Chelmsford/Billerica Town Line (Brick Kiln Road)

42	36	46	71	19	53
42	36	51	71	19	40
42	35	37	71	18	17
42	35	25	71	18	28

Section 3 - Chelmsford/Billerica Town Line to Pond Street, Billerica

42	35	25	71	15	27
42	35	41	71	15	11
42	35	14	71	15	19
42	34	58	71	15	21

Section 4 - Pond Street to junction Routes 129 and 38

42	35	00	71	15	26
42	35	23	71	15	12
42	33	21	71	10	39
42	33	01	71	10	54

Section 5 - Junction Routes 129 and 3 to junction Routes 128 and 38

42	35	07	71	10	52
42	35	16	71	10	08
42	30	05	71	08	45
42	29	55	71	09	38

Section 6 - Route 128 to Kilby Street

42	29	57	71	09	35
42	29	58	71	09	16
42	29	12	71	09	20
42	29	12	71	09	36



DATE OF RECEIPT

6/2/72

YES

NO

NUMBER

REGISTER:

Middlesex

DATA PAGE

AUG 21 1972

PHOTO (S)

PHOTO DESCRIPTION (S)

MAP (S)

MAP DESCRIPTION (S)

LOGGED

ACKNOWLEDGE

6/2/72

RESUBMIT

REVIEW

HISTORIAN

ARCHEOLOGIST

ARCHITECT

1 Like their honesty in explaining what remains and how much has been destroyed.

ASST. KEEPER

KEEPER

WRITER/EDITOR

DIRECTOR, OAHP

EDITORIAL PROCESSING, EDITOR

Federal Registry Entry

9-5-72

Annual Edition Entry

Logged

AUG 21 1972

Card

AUG 21 1972

COMMENTS:

WORKING NUMBER

6.2.72.638

CONGRESSIONAL DISTRICT:

F. Bradford Morse (#5)



OK means
8/2/72
Oliver Bailey
7/10/72

OK Charles
8-7-72

Excellent description +
significance

OK Smoller
8/1/72

OK
CD A
8/14/72



Middlesex Canal
Lowell, Mass.

71,607

NORTH/WEST

8/71

NPS Number

Aug 21, 1972

Title:

Middlesex Canal

Loc.

Middlesex, Mass.

Portion of Canal in Lowell,
Mass., north west view

PROPERTY OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

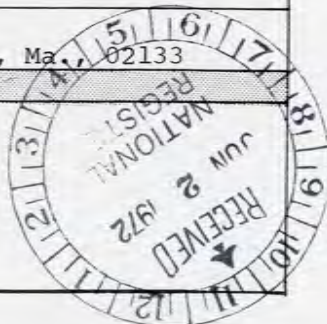
PROPERTY PHOTOGRAPH FORM

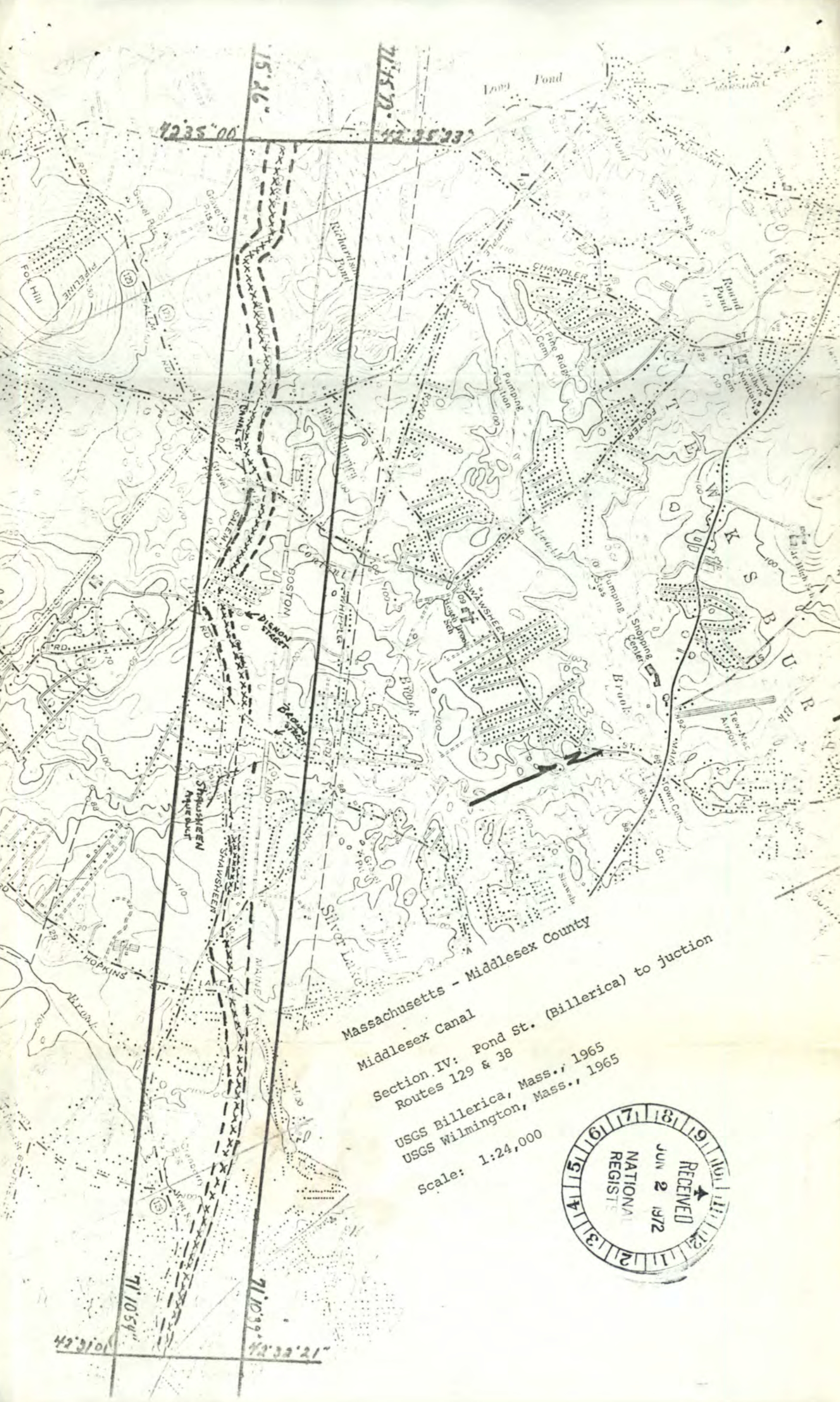
(Type all entries - attach to or enclose with photograph)

STATE Massachusetts	
COUNTY Middlesex	
FOR NPS USE ONLY	
ENTRY NUMBER AUG 21 1972	DATE

1. NAME			
COMMON: Middlesex Canal			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
CITY OR TOWN: towns of Lowell, Chelmsford, Billerica, Wilmington, and Woburn			
STATE: Massachusetts	CODE 025	COUNTY: Middlesex	CODE 017
3. PHOTO REFERENCE			
PHOTO CREDIT: Massachusetts Historical Commission			
DATE OF PHOTO: August, 1971			
NEGATIVE FILED AT: Massachusetts Historical Commission, State House, Boston, Ma. 02133			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. portion of canal in Lowell, Massachusetts; view northwest			

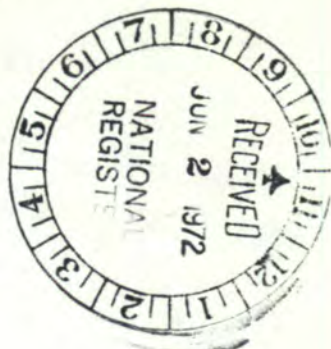
SEE INSTRUCTIONS





Massachusetts - Middlesex County
Middlesex Canal

Section IV: Pond St. (Billerica) to junction
Routes 129 & 38
USGS Billerica, Mass., 1965
USGS Wilmington, Mass., 1965
Scale: 1:24,000



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE Massachusetts	
COUNTY Middlesex	
FOR NPS USE ONLY	
ENTRY NUMBER AUG 21 1972	DATE

SEE INSTRUCTIONS

1. NAME

COMMON: Middlesex Canal
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN:
towns of Woburn, Wilmington, Billerica, Chelmsford, Lowell

STATE: Massachusetts	CODE 025	COUNTY: Middlesex	CODE 017
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3. MAP REFERENCE

SOURCE:
U.S.G.S Lexington, Mass.

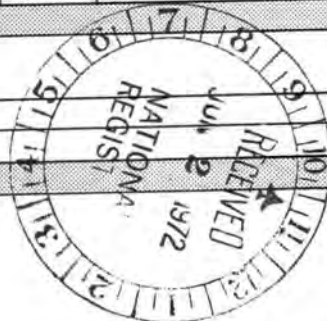
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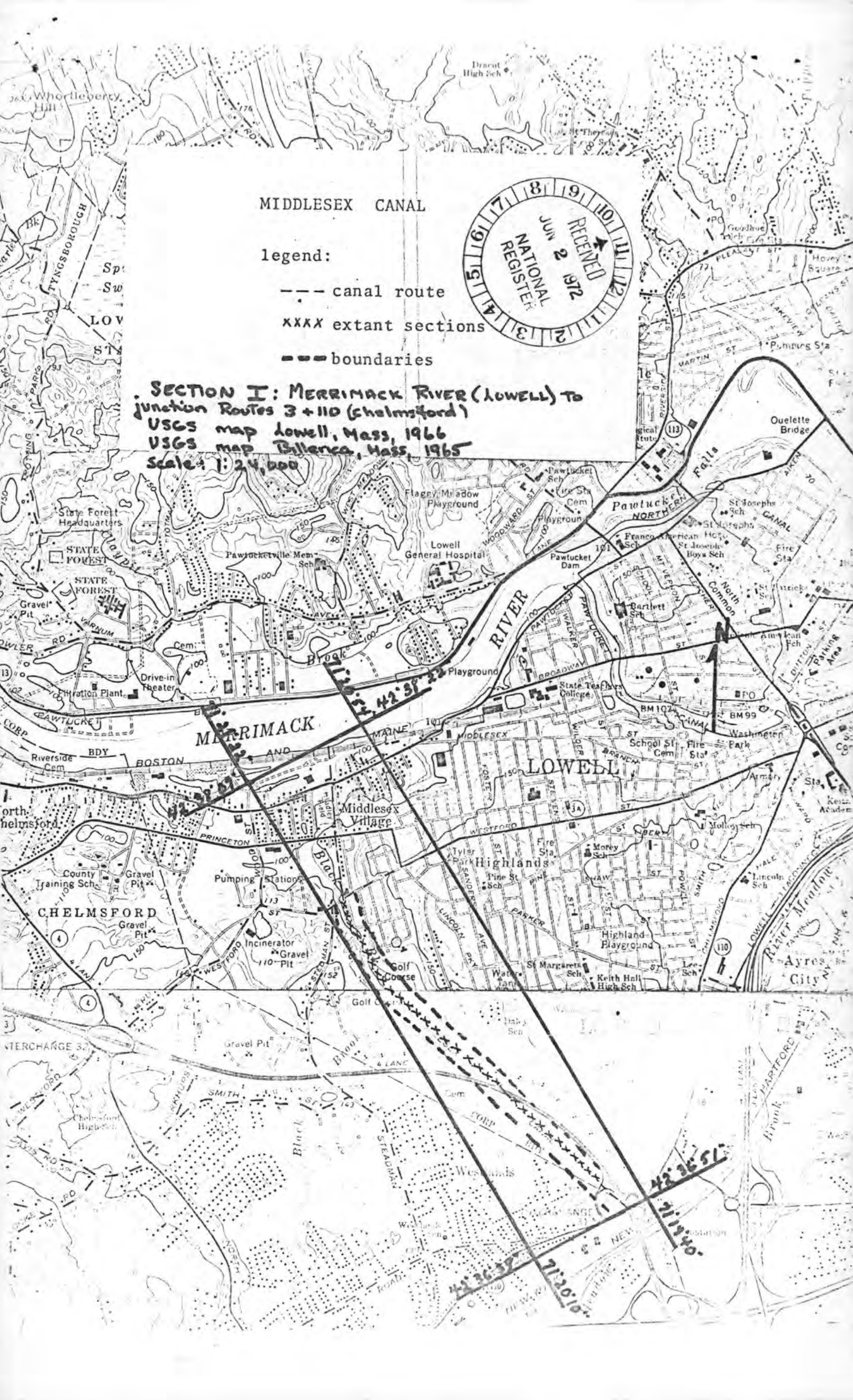
DATE: 1965

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.

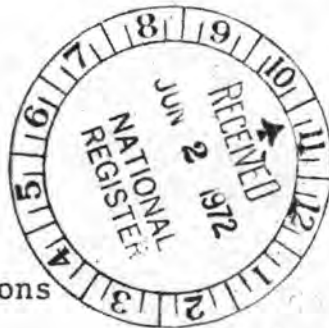




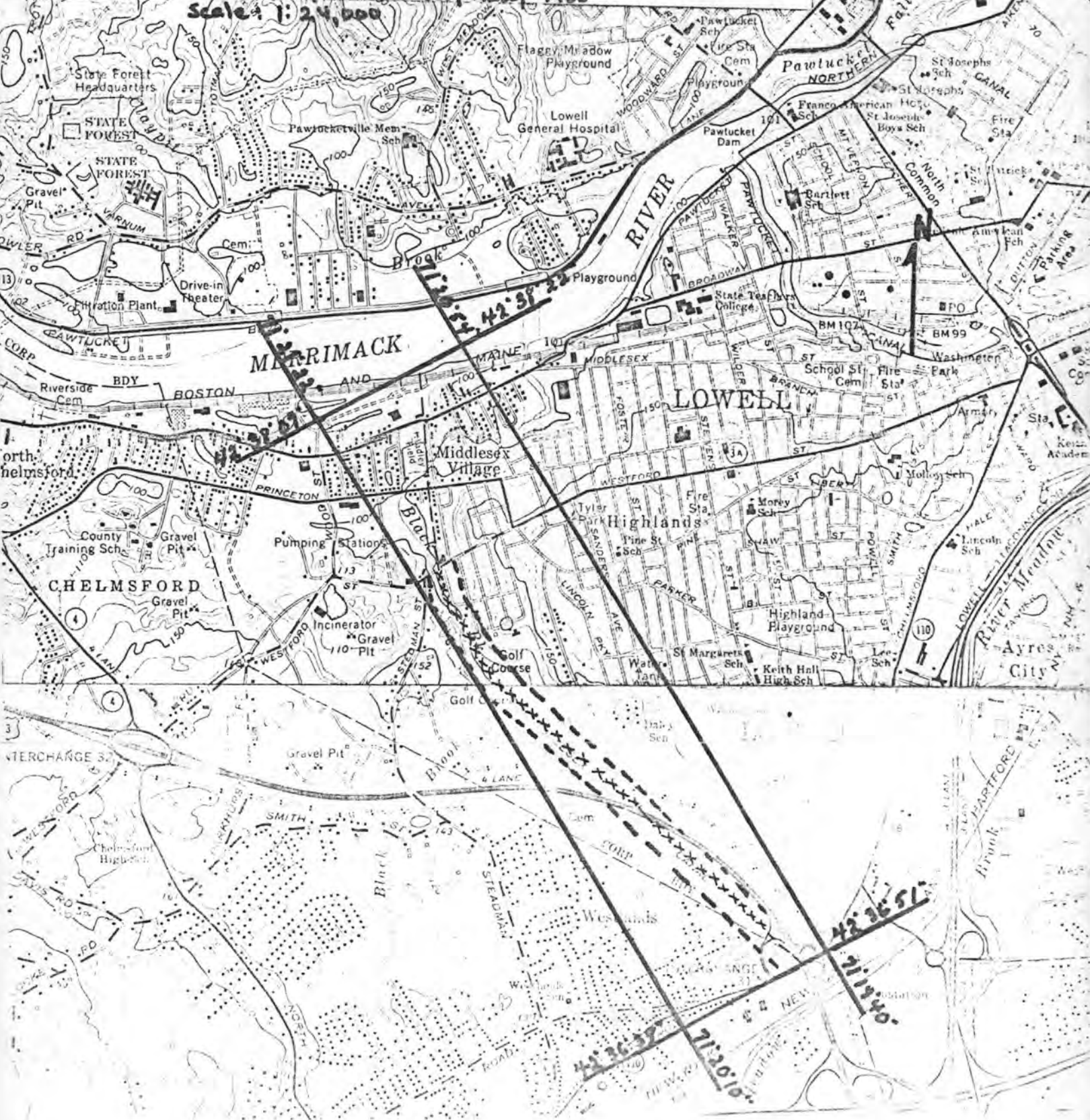
MIDDLESEX CANAL

legend:

- canal route
- xxxx extant sections
- === boundaries



SECTION I: MERRIMACK RIVER (LOWELL) TO
junction Routes 3 + 110 (Chelmsford)
USGS map Lowell, Mass, 1966
USGS map Billerica, Mass, 1965
Scale: 1:24,000



Form 10-301
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE

Massachusetts

COUNTY

Middlesex

FOR NPS USE ONLY

ENTRY NUMBER

DATE

AUG 21 1972

1. NAME

COMMON: Middlesex Canal (Map for Section 2)

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

towns of Woburn, Wilmington, Billerica, Chelmsford and Lowell

CITY OR TOWN:

STATE:

Massachusetts

CODE

025

COUNTY:

Middlesex

CODE

017

3. MAP REFERENCE

SOURCE:

U.S.G.S. Billerica, Mass

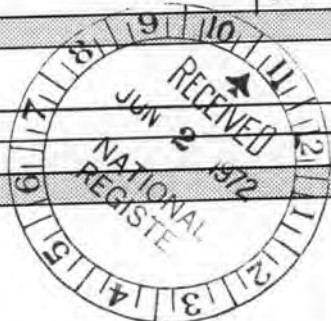
SCALE: 1:24,000

DATE: 1965

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.



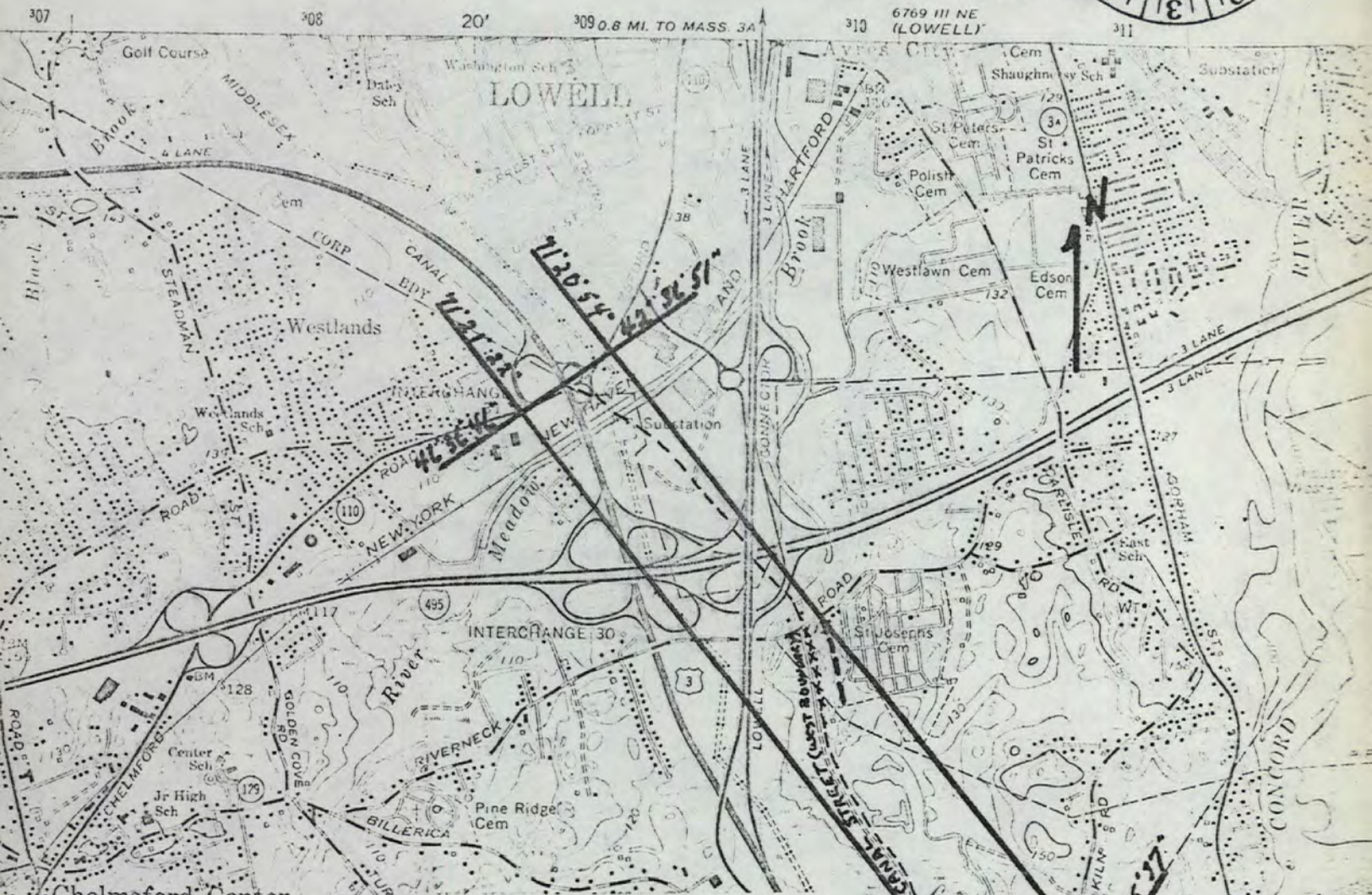
SEE INSTRUCTIONS

SECTION II: JUNCTION ROUTE 3 & 110 (Chelmsford) to Billerica/Chelmsford Town Line

U.S.G.S. Map, Billerica, Mass., 1965



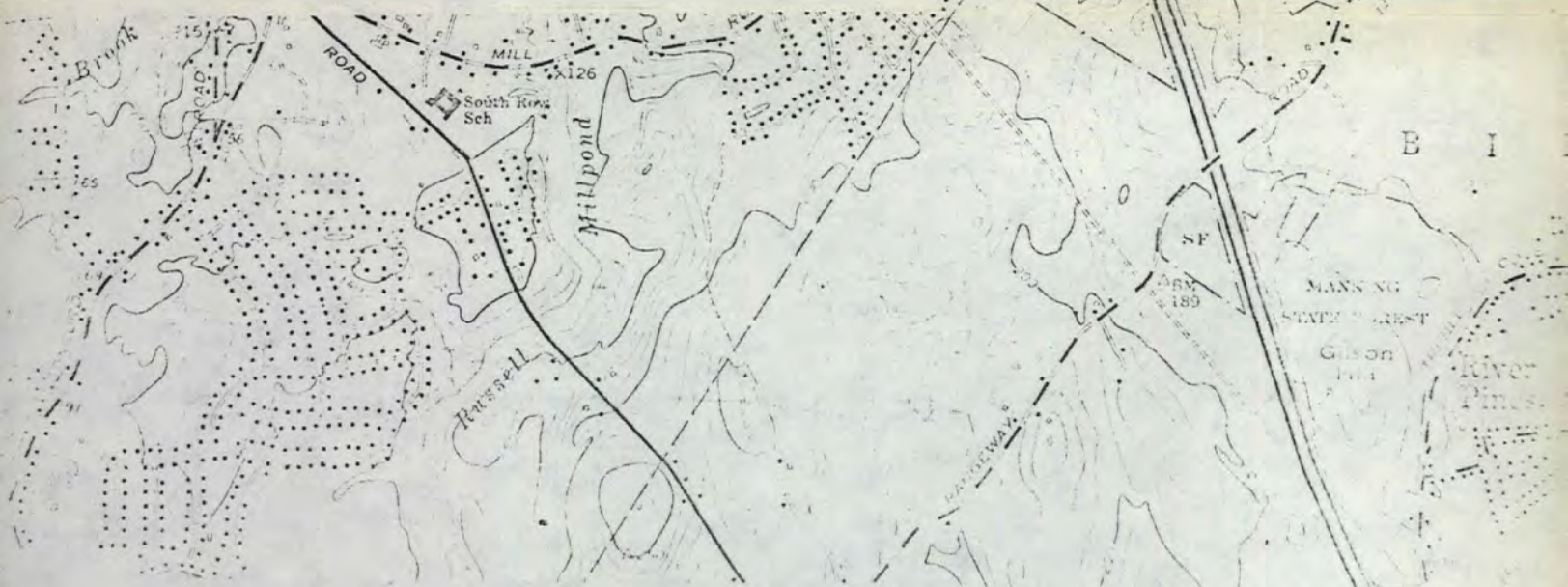
COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS



MASSACHUSETTS - Middlesex County
MIDDLESEX CANAL

Section II: Junction Route 3 & 110 (Chelmsford)
to Billerica/Chelmsford Town Line

USGS: Billerica, Mass.
Scale: 1:24,000
1965



Form 10-301
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE

Massachusetts

COUNTY

Middlesex

FOR NPS USE ONLY

ENTRY NUMBER

DATE

AUG 21 1972

SEE INSTRUCTIONS

1. NAME

COMMON: Middlesex Canal (map for Section 1)

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN:

towns of Woburn, Wilmington, Billerica, Chelmsford and Lowell

STATE:

Massachusetts

CODE

025

COUNTY:

Middlesex

CODE

017

3. MAP REFERENCE

SOURCE:

U.S.G.S. Lowell, Mass.

U.S.G.S. Billerica, Mass.

SCALE: 1:24,000

DATE:

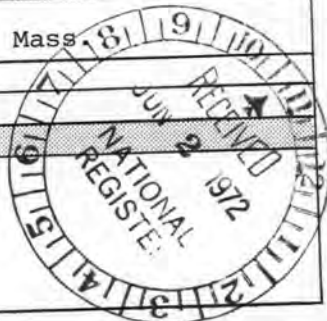
1966

1965

4. REQUIREMENTS

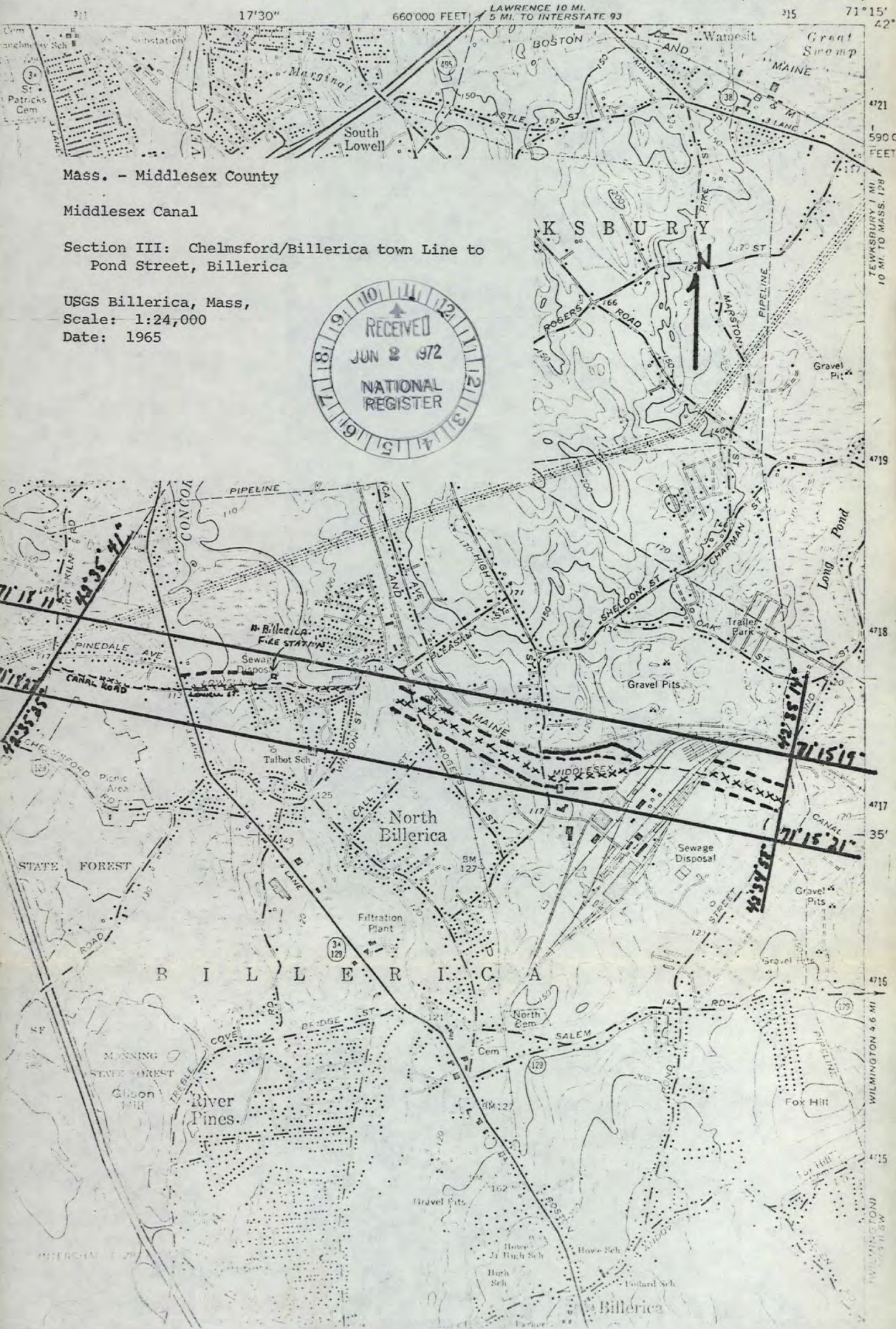
TO BE INCLUDED ON ALL MAPS

1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.



U.S.G.S. Map, Billerica, Mass, 1965
MASSACHUSETTS
LIC WORKS

BILLERICA TOWN LINE TO POND STREET, BILLERICA
BILLERICA QUADRANGLE
MASSACHUSETTS—MIDDLESEX CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



orm 10-301
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE Massachusetts	
COUNTY Middlesex	
FOR NPS USE ONLY	
ENTRY NUMBER AUG 21 1972	DATE

SEE INSTRUCTIONS

1. NAME

COMMON: Middlesex Canal (map for Section 3)
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

towns of Woburn, Wilmington, Billerica, Chelmsford and Lowell

CITY OR TOWN:

STATE: Massachusetts	CODE 025	COUNTY: Middlesex	CODE 017
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3. MAP REFERENCE

SOURCE: U.S.G.S. Billerica, Mass.

SCALE: 1:24,000

DATE: 1965

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.



U.S.G. Map, Lexington, Mass., 1965

MASSACHUSETTS
PUBLIC WORKS

(SW
NGTON)



Massachusetts - Middlesex County

Middlesex Canal

Section VI: Route 128 (Woburn) to Kilby Street (Woburn)
(Woburn)

USGS Lexington, Mass.

Scale 1:24,000

Date: 1965



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE Massachusetts	
COUNTY Middlesex	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	AUG 21 1972

1. NAME

COMMON: Middlesex Canal (map for Section 4)
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN:

towns of Woburn, Wilmington, Billerica, Chelmsford and Lowell

STATE:

Massachusetts

CODE

025

COUNTY:

Middlesex

CODE

017

3. MAP REFERENCE

SOURCE:

U.S.G.S. Billerica, Mass.

U.S.G.S. Wilmington, Mass.

SCALE: 1:24,000

DATE:

1965

1965

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

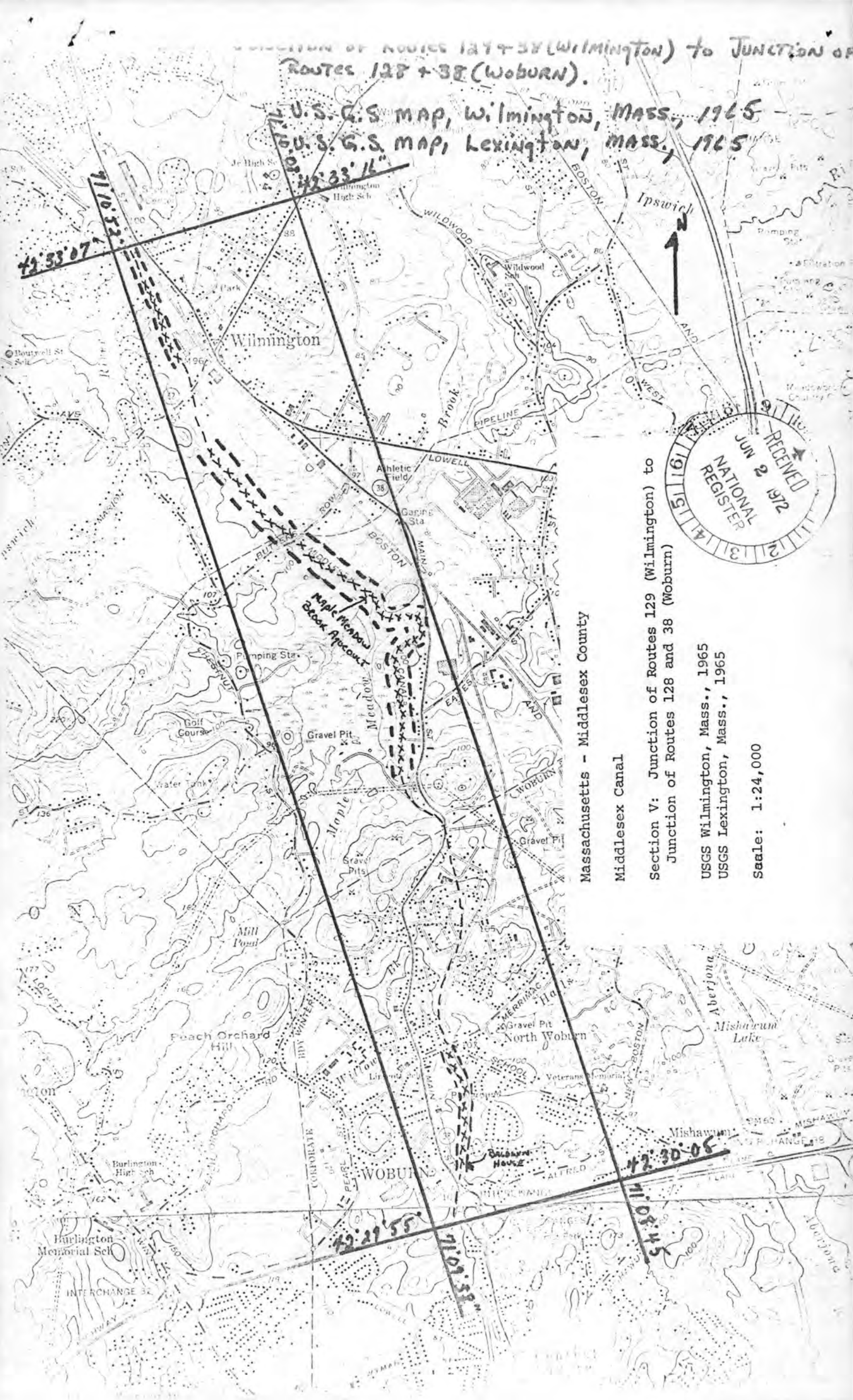
1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.

SEE INSTRUCTIONS



SECTION OF ROUTES 128 + 38 (WILMINGTON) TO JUNCTION OF ROUTES 128 + 38 (WOBBURN).

U.S. G.S. MAP, WILMINGTON, MASS., 1965
U.S. G.S. MAP, LEXINGTON, MASS., 1965



Massachusetts - Middlesex County

Middlesex Canal

Section V: Junction of Routes 129 (Wilmington) to
Junction of Routes 128 and 38 (Woburn)

USGS Wilmington, Mass., 1965
USGS Lexington, Mass., 1965

Scale: 1:24,000

Form 10-301
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE	
Massachusetts	
COUNTY	
Middlesex	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
AUG 21 1972	

SEE INSTRUCTIONS

1. NAME

COMMON: Middlesex Canal (map for Section 5)
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

CITY OR TOWN:

towns of Woburn, Wilmington, Billerica, Chelmsford, Lowell

STATE:

Massachusetts

CODE

025

COUNTY:

Middlesex

CODE

017

3. MAP REFERENCE

SOURCE:

U.S.G.S. Wilmington, Mass.

U.S.G.S. Lexington, Mass.

SCALE:

1:24,000

DATE:

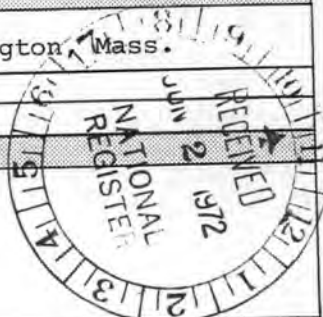
1965

1965

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.





The Commonwealth of Massachusetts

Office of the Secretary

State House, Boston 02133

RECEIVED
NATIONAL PARK SERVICE
WASHINGTON OFFICE

JUL 24 10 29 AM '72

PHR

John F. X. Davoren

Secretary of the Commonwealth

July 20, 1972

Mass. Historical Commission
3 Joy Street
Boston, Massachusetts
Tel: 272-8471

Keeper of the National Register
Room 3209
1100 L. Street, N.W.
Washington, D. C.

Attn: Mary Means

Dear Sirs,

This is to confirm our telephone request for special attention to the Middlesex Canal submission to the National Register. We hesitate to ask you this kind of favor, which may upset routine, but there is the reason that two Departments, Natural Resources and Public Works have proposals and plans for both highway construction and preservation/conservation which involve the Canal. These plans include use of federal funds, and the State agencies request that National Register protection be afforded the Canal as soon as possible.

Sincerely yours,

Quinn R. Wadsworth
for Richard Hale, Jr.

Richard W. Hale, Jr.
Acting Chairman
Massachusetts Historical Commission

RWH:aw

Jeanne - find & special

July 26, 1972

ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered AUG 21 1972

<u>Name</u>	<u>Location</u>
<u>Middlesex Canal</u>	Towns of Woburn, Wilmington, Millerica, Chelmsford, Lowell Middlesex County
Choate Bridge	Ipswich Essex County

Also Notified

Hon. Edward M. Kennedy
Hon. Edward W. Brooke
Hon. F. Bradford Morse
Hon. Michael J. Harrington

Director, Northeast Region

HR

NRowland:mmm

8/21/72

State Liaison Officer
Hon. John F. X. Davoren
Secretary of the Commonwealth
Chairman, Massachusetts Historical
Commission
Office of the Secretary, State House
Boston, Massachusetts 02133

NOTIFICATION OF GRANT-IN-AID ACTION

Do Not
Use
This
Space

1. STATE APPLICATION IDENTIFIER

25-75-00308-00

2. (Reserved for use by State central information reception agency)

3. GRANTOR: a. Federal agency

Department of the Interior

b. Organizational unit

National Park Service

c. Administering office—(1) Name

Division of Grants

(2) Address—Street or P.O. Box

18th and C Streets, N. W.

City

Washington

State

D. C.

Zip Code

20240

4. FEDERAL AGENCY GRANT IDENTIFIER:

a. Code

25-75-00308-00

b. Title

Middlesex Canal Acquisition

c. Purpose Middlesex Canal, the oldest canal of its size built in the United States, will be acquired.

5. GRANTEE: a. Name

Massachusetts Hon. John F. X. Davoren, Sec. of the Commonwealth, Chairman, Massachusetts Historical Commission

b. Address—Street or P.O. Box

40 Beacon Street

City

Boston

State

Massachusetts

Zip Code

02108

6. GRANTEE TYPE (Check only the single most applicable box)

a. State ☒ b. Inter-state ☐ c. County ☐ d. City ☐ e. School district ☐ f. Special unit ☐ g. Community action ☐ h. Sponsored organization ☐ i. Other ☐

7. APPLICATION RECEIPT DATE

Year Month Day
74 12 27

8. ACTION DATE

Year Month Day
75 01 16

9. EFFECTIVE STARTING DATE

Year Month Day
75 01 16

10. ENDING DATE

Year Month Day
78 01 15

11. TYPE OF ACTION (Check as many boxes as apply to this action)

a. New grant ☒ b. Continuation grant ☐ c. Supplemental grant (identify agency in item 16) ☐ d. Change in existing grant (1) Increase in duration ☐ (2) Decrease in duration ☐ (3) Cancellation ☐ (4) Increase(\$) ☐ (5) Decrease(\$) ☐

12. AMOUNT OF CONTRIBUTION

a. Federal—(1) basic \$ 9,600 (2) Supplemental \$

b. State \$ 35,400*

c. Local \$

d. Other \$

13. CATALOG OF FEDERAL DOMESTIC ASSISTANCE PROGRAM (if none, clarify in item 16)

a. Program Number 15.904

b. Supplemental Program Number

14. AUTHORIZATION

a. Federal Budget Accounts 10-58-1040-0-1-405

b. Public Laws PL Title Sec. 89 665

c. U.S. Code 16 U.S.C. 470

15. FACILITY LOCATION: (For facility grant actions only)

a. City Lowell

b. County Middlesex

16. REMARKS

Woburn Historical Commission

Ralph E. Thomas 523(139)-5054

STANDARD FORM 240
June 1970 Bureau of the
Budget Circular A-98
240-101