

Canals--Central
S2829

1848

1 Folder

Manuscripts Section, Indiana Division
Indiana State Library

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Organizational History:

The Mammoth Improvements Bill of 1836 authorized construction of the Central Canal as part of a \$10 million program of internal improvements to be funded with state funds. Being part of a comprehensive system of canals, roads, and railroads, the overall intent of the canal system was to improve transportation and, with the critical link of the Central Canal, to orient the Indiana economy around Indianapolis.

Work on the Central Canal progressed, including a White River feeder dam, 11 locks, and 50 construction sections. On June 27, 1839, some nine miles of finished waterway opened for traffic. However, by then, fraud, ineptitude, and internal financial panic undermined Indiana's mammoth loan. Having defaulted on interest payments, the state sold the Central Canal to private parties as part of a debt retirement program.

The surviving fragment of the canal was designated as an American Water Landmark in 1971.

Scope and Content Note:

Dated November 30, 1848, the collection consists of one "due to" statement of hours worked by Robert Earl, for a total due amount of \$57.87. That sum covers 51 3/4 days' work and 18 1/2 days' work with wagon.

The note is signed by Robert Greenfield, Superintendent. On the verso of the note, William Sullivan, a justice of the peace, has sworn to and justified the account.

Item Listing:

1848, Nov. 30; one "due to" statement of hours worked by Robert Earl on the Central Canal, signed by Robert Greenfield, Superintendent, North Devishian [Division]