



Marker Text

These canal-bed earthworks are remnants of construction on the Central Canal from 1836-39. It was planned to link the Hoosier interior with interstate markets, via the Wabash & Erie Canal, as part of the 1836 Internal Improvement Act. Indiana's bankruptcy in 1839 forced abandonment of the Central Canal project.

Report

The marker text lacks context, leaving the reader with a number of questions. However, this marker certainly meets the current guidelines for state and national significance due to the economic impact upon the state. As a result of the canals, thousands of jobs were provided, hundreds of businesses were created, and Hoosier products were sent beyond the borders of the state.

Research was inconclusive regarding whether the earthworks mentioned in the text is actually the canal-bed remnants. Further research will be needed for such proof. Sources confirm that work was done at Noblesville.¹ Construction of the Central Canal began in 1836 with the Internal Improvements Act.² Construction stopped in 1839 when the state ran out of money.³

Additional Sources

J. Darrell Bakken, *Now That Time Has Had its Say, a History of the Indianapolis Central Canal 1835-2002* (Indianapolis, J. Darrell Bakken, the Consolidated City of Indianapolis, Division of Waterworks d/b/a Indianapolis Water, 2003).

Paul Fatout, *Indiana Canals* (West Lafayette, Purdue University Press, 1985) Digitized, June 2, 2010.

Links

Canal Society of Indiana, accessed <http://www.indcanal.org/>

Canal Mania in Indiana, accessed <http://www.in.gov/history/2409.htm#transportation>

Canal Construction in Indiana, accessed <http://www.in.gov/history/2409.htm#transportation>

¹ "Report of the Chief Engineer in Answer to a Resolution of the House," January 15, 1840, Report lists, "Estimate of work performed up to 1st November last, on portions of works, which if nothing more be done, will be wholly useless." It lists Central Canal near Noblesville and Anderson with a cost of \$241,



530, *Journal of the Senate of the State of Indiana, Twenty-fifth Session*, (Indianapolis, Douglass & Noel, 1840) p. 156. Accessed <http://archive.org/details/documentaryjourn1840indi>

² “An ACT to provide for a general system of Internal Improvements,” Approved January 27, 1836, *Laws of Indiana* (Indianapolis, Bolton and Emmons) p. 6-21.

³ “Report of the State Board of Internal Improvement of the State of Indiana,” November 18, 1839, *Documents of the Senate of Indiana, Twenty-fourth Session*, (Indianapolis, Douglass & Noel, 1840). p. 20. Report states, “*Ordered*, That with the exception of the Wabash Canal from Lafayette to the state line, and the dams on other works yet to be preserved; the work at Lawrenceburg and bridge at Harrison; the Public Works be immediately suspended; and the Chief Engineer be requested to give the necessary orders to the Engineers in charge.” Accessed at <http://archive.org/details/documentaryjourn1839indi>; “Office of the Chief Engineer to the State Board of Internal Improvement [sic], November 23, 1839, *Documents of the Senate of Indiana, Twenty-fourth Session*, (Indianapolis, Douglass & Noel, 1840). p. 30. Report States, “Gentlemen: The undersigned respectfully reports to the Board the following statement in regards to his action under their order of the 18th instant: Immediately after the receipt of the order, a copy thereof was forwarded to the proper officer on each line, with the directions to furnish each contractor, who was still operating, a copy of the first part of the order, which required that, with certain restrictions, ‘the public works be immediately be suspended.’ Accessed at <http://archive.org/details/documentaryjourn1839indi>; *Indianapolis Indiana Journal*, August 23, 1839, p 2 c 1; *Vincennes Western Sun & General Advertiser*, August 31, 1839, p. 1, c. 5; *Indianapolis Indiana Journal*, September 7, 1839, p 1 c 1. “As Indiana, in common with her sister states, has been compelled to suspend operations on her public works for the want of money” *Vincennes Western Sun & General Advertiser*, October 5, 1839, p 1 c 4.