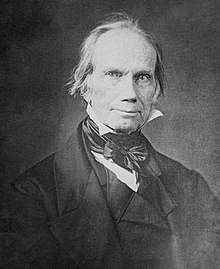
 [](https://en.wikipedia.org/wiki/File:Henry_Clay_1848_restored.jpg)

**Clay County: Indiana**

The Indiana Legislature mandated Clay County in 1825, with territory partitioned from [Owen](https://en.wikipedia.org/wiki/Owen_County,_Indiana), [Putnam](https://en.wikipedia.org/wiki/Putnam_County,_Indiana), [Sullivan](https://en.wikipedia.org/wiki/Sullivan_County,_Indiana), and [Vigo](https://en.wikipedia.org/wiki/Vigo_County,_Indiana) counties. Its name honors [Henry Clay](https://en.wikipedia.org/wiki/Henry_Clay),[[3]](https://en.wikipedia.org/wiki/Clay_County,_Indiana" \l "cite_note-3) a famous antebellum American statesman. The first Courthouse was built in the newly platted town of Bowling Green in 1828 but moved to Brazil, Indiana in 1876. (See Wikipedia )

**Wabash & Erie Canal – 1853 Report to Legislature**

**# Summary of Structures**

18 Miles of Canal Prism

0 Aqueducts

5 Timber Locks – Nos. 50 – 54

1 Guard Locks – Eel River Feeder

5 Box Culverts – No. 157 – 160,163

2 Timber Arch Culverts - No. 161 & 162

1 Dam – Eel River

2 Feeders - Eel River & Birch Creek

2 Reservoirs – Splunge & Birch Creek

2 Waste Weirs – Birch & Splunge Reservoirs

7 Road Bridges - No. 112 - 118.

**Culvert No. 157: Splunge Creek**

Large branch running into reservoir; length 116 feet;

2 spaces 11 by 2 feet clear; top of culvert 8.3 feet B.

(below canal)

**Culvert No. 158:**

Length 111 ½ feet; 1 space 10 by 1 ½ feet clear; top of culvert 7 feet; B.

**Waste Weir:**

At the mouth of Eel River feeder, to draw water from the canal, and to fill the Splunge Creek Reservoir, as occasion may require. This structure is built of timber, It consists, first, of 2 abutments, 50 feet apart, built in the form of an L – the lower side being stepped off to correspond with the slope of the embankment. The foundation consists, first, of 2 sticks of timber, 10 inches square, laid in the direction of the towpaths, 7 feet apart – the lower side of the upper one corresponding with the upper face of the abutments. Along this upper stick there is sheet piling, 4 feet long, extending to end openings of abutments 10 ½ feet each side.

On these lower sill there are 9 cross timbers for sills of bents notched down, leaving the projections above 6 inches. The space between the cross timbers is filled with foundation timbers 6 inches thick. The timbers are 25 ½ feet long, extending 5 feet above the upper sill, and an additional course of sheet piling is put in all around the upper end of the foundation, connecting with the first course along the wings of the abutment. The joints in the bents are placed at 4 feet A, affording a spill over the waste weir of about 40 feet. There are 2 gates, 5 ½ feet long, raised by rollers and chains – gates suspended by iron bars working from centers at upper edge of foundation. Foundation planked, as also abutments. Top foundation 1 feed B.

**Eel River Feeder & Dam: (**Feeder = 5.5 miles)

This dam is 264 feet long and 16 ½ feet high, from low water. The bed of Eel River at this point, for most of the distance across, is a loose sand, requiring great care and much expense to build a permanent dam. A dam of 180 feet in length, with abutments and guard lock of cut stone, was built by the State at this point (1837-38), but by neglect the water was permitted to wear a hole through the embankment back of the western abutment, which soon let the whole volume of the river pass around the dam, resulting in the total destruction of the abutment and guard lock.

In making the repairs it was concluded to extend the old dam 82 feet, and to modify its form by the addition of a crib and apron at the foot of the lower slope.

*Note Dam: 180 feet original + 82 added feet = 262?*

The brush and tree foundation is 100 feet wide. In the old part of the dam there are 6 courses of foundation trees, and in the new, 4 courses. The crib at the foot of the lower slope is 6 feet high to the top of the covering timber of the same, giving a level apron of 13 feet. In other respects this dam is built on a similar plan to that at Sugar Creek and also Coal Creek (both in Parke Co.). The west abutment and guard lock are of timber, built upon the ordinary plan.

**Birch Creek Aqueduct:**

On the Eel River feeder, is a simple structure consisting of 3 spans of 27 feet, supported by timber bents and crib abutments. The trunk is 24 feet wide in the clear, and calculated for 4 feet water. The slopes of the banks are protected with stone. The abutments extend 4 feet below bottom of canal, and rest on a timber foundation.

(This allows Eel River Feeder to cross Birch Creek which was just east of the Birch Creek Feeder.)

**Pitt’s Branch Culvert:**

The next structure on the feeder is a rectangular submerged timber culvert at Pitt’s Branch. 2 spaces 10 by 2 feet clear. Top of culvert 8 ¾ feet B. Length of culvert 117 ½ feet.

**Feeder Road Bridges:** There are 2 road bridges on the feeder.

**Birch Creek Reservoir Feeder:**

From same to the Eel River feeder.

*Note: The Birch Creek feeder enters the Eel River Feeder and they both flow west toward the Splunge Creek Reservoir.*

***Birch Creek Reservoir:*** *1000 acres. Built 1853 to supply additional water to the Cross-Cut. Embankment across a valley of 56 chains (66’ x 56 chains = 3,696 feet) captured water that previously flowed into Birch Creek. The creek itself, flows just to the east side of the embankment reservoir near Saline City. The creek was not diverted into the reservoir by a dam. The reservoir is filled entirely by the valley’s drainage runoff.*

**Birch Reservoir Culvert: (***Water into 1 3/4 mile Feeder canal )*

Culvert for drawing out the water. This structure is similar in all respects to those already described, having 4 sliding gates for the passage of water. At the west end of the reservoir bank there is a waste weir 300 feet long, consisting of a foundation and breast wall with abutment, same plan as the Pigeon Creek waste weir (Vanderburgh Co.).

**Two Road bridges:** on the feeder, and one small culvert built of timber and submerged.

***Eel River Feeder: enters the Cross-Cut Canal - Summit Level***

*Water flows north 20 miles toward the Terre Haute nadir level and south a few feet to lock 50.*

**Locks No. 50 & 51:**

Near together; a short distance below the mouth of the Eel River feeder, each of 8 feet lift; built of timber on the crib plan. A towpath bridge is built over the lower end of the upper lock. The next structure is the culvert through which the water is drawn from Splunge Creek Reservoir into the canal. The work consists of a culvert 40 feet long, with 2 spaces of 8 ½ feet by 2 feet clear. A breast wall 14 feet high, of timbers 12 inches square and 32 feet long. On the reservoir side there are wings framed into the breast wall, stepping off to correspond with slope, and braced apart to retain the embankment. A course of sheet piling extends along the first stick of breast wall its entire length connecting with the plank wall in the reservoir bank; and the culvert and breast wall is well planked with 2 inch oak boards.

There are 4 cast iron sliding gates, working in cast frames, raised by wrought iron stems with screws at the top. This structure operates well, and appears to be entirely secure; but a small portion of it is subject to decay.

*Note: Water from Splunge Creek Reservoir only flows south entering the canal just below Lock 51.*

**Road Bridge No. 112:** near the lower end of the reservoir.

**Road Bridge No. 113:**

**Culvert No. 159:**

Length 111 ½ feet. 3 spaces 12 by 3 feet clear. Top of the culvert 6 ½ feet B. Top and portion of sides of culvert planked with 2 inch boards.

**Road Bridge No. 114:** At side of Hooker’s Mill.

**Road Bridge No. 115:** At Kossuth.

**Waste Weir:**

Built on the same plan as that at the mouth of the Eel River feeder

**Lock No. 52:**

Of 7.10 feet lift at Kossuth; built of timber on the crib plan.

**Culvert No. 160:**

Length 136 feet. Two spaces 10 by 3 feet clear. Covering secured by iron rods through side timbers into the foundations. Covering of culvert and part of sides planked with 2 inch boards. Top of culvert 6 feet B. (below canal)

**Road Bridge No. 116:**

**Waste Weir**:

Of timber, on the same plan as that at the mouth of the Eel River Feeder.

**Culvert No. 161: Prairie Creek**

Timber arch 15 feet chord clear. Length 100 feet from face to face. Foundation extending 4 feet beyond at each end. Ring 18 inches deep. Top of culvert 5.80 feet B.

**Lock No. 53:**

Of 6.6 feet lift. Just below Prairie Creek. Built of timber on the crib plan.

**Road Bridge No. 117:**

Road to New Brunswick; a short distance below lock.

**Road Bridge No. 118**: Road to New Brunswick.

**Lock No. 54:**

Of 7 feet lift. Built of timber on the crib plan.

**Culvert No. 162: Lake Branch ( Lagoon Creek)**

Timber arch 20 feet chord. Length 93 feet. Ring 18 inches deep. Top of culvert 2 feet B.

**Culvert No. 163:**

1 /2 mile above Hubble’s Mill. One space 10 by 1 ½ feet clear. Length of culvert 130 feet. Top of culvert 12 feet B. Top and part of sides of culvert planked with 2 inch oak boards.

*Canal briefly touches into Sec. 35 southwest corner of Jefferson Township, Owen County. The canal follows along the south side of Eel River turning a sharp south at Johnstown into Greene County.*

**Clay Co. / Owen Co. Line**

**State Line – 261 miles**

**On July 31, 1847 the W&E Canal was transferred from the State of Indiana to the Trust of the Wabash & Erie Canal headquartered at Terre Haute, IN**. **The Trust agreed to complete the canal to Evansville Indiana on the Ohio River.**