

 **Vigo County: Indiana**

 

 The county is named in honor of **Colonel** [**Francis Vigo**](https://en.wikipedia.org/wiki/Francis_Vigo), of Italian heritage but a citizen of [Spain](https://en.wikipedia.org/wiki/Spain) due to residence in St. Louis. He is credited with great assistance to [George Rogers Clark](https://en.wikipedia.org/wiki/George_Rogers_Clark) both in financing Clark's exploration and [American Revolutionary War](https://en.wikipedia.org/wiki/American_Revolutionary_War) efforts, and in service as an agent obtaining military information for Clark against British campaigns on the then frontier. (See Wikipedia )

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

 **# Summary of Structures**

28 Miles of Canal Prism

2 Aqueducts - No. 13, & 14 (o pen)

7 Timber Locks – No. 41 – 45, 48 & 49

 2 Cut Stone Lock - No. 46 & 47

 10 Box Culverts – No. 146 – 150, 152 - 156

 1 Timber Arch Culvert - No. 145 Spring Creek

 1 Stone Arch Culvert - No. 151 Little Honey Crk

 1 Waste Weir – to Wabash (Nadir Level)

 25 Road Bridges – No. 87 - 111

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**Culvert No. 145: Spring Creek**

At Spring Creek, an arch of timber, 24 feet chord. Length from face to face of head walls, 86 feet; ring 18 inches deep. First courses on foundation extend beyond head wall on upper side, 4 feet holding down that extension of foundation. Top of arch 1.5 B. (below canal) foundation 15 feet B.

**Road Bridge Nos. 87**: just above Otter Creek.

**Aqueduct No. 13: Otter Creek**

Otter Creek aqueduct, consists of 4 spans of 40 feet in the clear. The piers and abutments are built of timber, resting on a timber foundation, extending entirely across the bed of the creek. The foundation is 14 feet below the bottom of the canal; superstructure on the same plan as Mill Creek. - (Parke Co.)

**Road Bridge No. 88:** a short distance below Otter Creek.

**Culvert No. 146: Lost Creek**

 At Lost Creek, consists of 3 spans 10 by 1 ½ feet clear. Length 134 feet, top of culvert ---- feet B.

**Road Bridge No. 89:** at Sasseen’s.

**Road Bridge No. 90:** a quarter of a mile above Fort Harrison.

**Culvert No. 147:**

 At Round Pond, consists of 1 space 10 by 1 ½ feet clear; length 132 feet; top of culvert 13 feet B.

**Road Bridge No. 91:** at upper end of Terre Haute bluff.

**Towing Path Bridge:**  at foot of basin, in Terre Haute.

**Waste Weir Culvert - Nadir Level** :

 In basin at Terre Haute, consisting of a culvert under the towpath, 40 feet long, 4 by 2 feet in the clear; foundation, 3 inch plank, covering first 2 inch plank, and then 6 inch timbers.

 **Nadir Level – lowest level where water from 2 directions unite – north flow plus south flow from Eel River summit.**

The culvert is joined to a head wall of timbers 18 feet long, planked on the lower side. The wing walls on the upper side are braced apart to keep the slope of the embankment from running into the mouth of the culvert; foundation of the culvert 12 feet B. The water is passed through by 1 cast iron slide gate, working in a cast frame 2 feet square; stem of gate an iron rod 2 ¾ inches round, with screw at top to raise and lower the same. A short distance below the culvert there is a tumble fall about 6 feet which the water runs into the Wabash River. Lower end of culvert and tumble well protected with stone.

**Road Bridge No. 92:**

Double track, on First Street in Terre Haute.

**Road Bridge No. 93:**

On Second Street, at foot of locks.

**Lock No. 41 & 42: Linton & Ross streets**

In Terre Haute, together having 19.2 feet lift, are built of timber on the crib plan, being combined so that 3 sets of gates answer for both locks.

 **All the water flow is coming from the Eel River Summit**

**Road Bridge No. 94: 3rd Street** on Market Street Terre Haute.

**Road Bridge No. 95:** Pivot, on Lafayette Road, Terre Haute.

**Road Bridge No. 96:** on Fourth Street, Terre Haute.

**Road Bridge No. 97:** Pivot, on Fifth Street, Terre Haute.

**Road Bridge No. 98:** on Sixth Street, Terre Haute.

**Road Bridge No. 99:** on county road north of Prairie House.

**Road Bridge No. 100:**

Double RR – streetcar track on Chestnut Street.

**Road Bridge No. 101:**

Double RR –streetcar track on National Road.

**Road Bridge No. 102:**

Road and towpath, on Bloomington Road, Terre Haute.

**Culvert No. 148:**

Old channel of Lost Creek, length 101 feet, 1 space 10 by 1 ½ feet, ends of covering and top planked.

**Road Bridge No. 103:** at Dean’s.

**Road Bridge No. 104:**  on Louisville Road.

**Road Bridge No. 105:** half mile south of Louisville Road.

**Road Bridge No. 106:**  at Ishmael Pugh’s .

**Waste Weir:** in berm bank, at Church’s Run.

**Culvert No. 149: Church’s Run**

 Church’s Run; length 98 feet, 2 spaces 10 by 2 feet clear, top of culvert 3 feet B.

**Lock No. 43:**

 Of 8 ½ feet lift, situate 4 miles south of Terre Haute, is built of timber on the crib plan. The foundation timbers, 12 inches thick, are laid 6 inches apart on average. 15 ½ feet in length, measuring from the upper end, and 31 feet in length measuring from the lower end, are of timbers 36 feet long. 3 sticks in the chamber are of the same height, the remainder being 18 feet long.

 The cribs are 10 feet wide from out to out, the front and back walls being connected by round ties dove-tailed at both ends. On each side there are 6 posts and braces, placed against the back wall to prevent the cribs settling inwards. The 2nd stick from the bottom of the back wall projects inward 2 inches, on to which the posts are notched and prevented from rising. Back of the back wall there are 2 courses of round timber connected with the back wall by round ties, more effectual to prevent settling inwards. Within the chamber and about the upper gates, the foundation is covered with 2 courses of 2 inch oak plank, the sides with 1 course, - Foundation planking secured with wrought spikes 3/8 inch square and 10 inches long, sides with 6 inch cut spikes.

**Road Bridge No. 107**:

**Lock No. 44:**

 Of 8 ½ feet lift, a short distance from No. 43. Built on the crib plan as above described.

**Culvert No. 150:**

 Length 94 feet, 1 span 10 by 1 ½ feet, top 2 feet B.

**Culvert No. 151: Little Honey Creek**

 Little Honey Creek, cut stone arch 15 feet chord, timber foundation extending across the channel of creek and full length of culvert.

**Culvert No. 152:**

 Length 102 feet, 1 space 14 by 2 ¾ feet clear. Top of culvert 4 ½ feet B.

**Road Bridge No. 108**: county road.

**Lock No. 45:**

 Of 9 feet lift, built of timber on the crib plan.

**Culvert No. 153:** Length 98 feet, 1 space 10 by 1 ½ feet.

**Road Bridge No. 109:**

 Towpath attached thereto. Louisville Road.

**Lock No. 46:** Of 8 ½ feet lift, cut stone masonry..

**Aqueduct No. 14: Honey Creek**

 Consists of 1 middle span of 40 feet, and 2 spans of 27 feet each. The string timbers of the trunk are supported by 2 strong bents, and timber abutments at the end; the bents stand on foundation timber extending across the channel of the creek.

**Lock No. 47:** **Riley**

 Of 8 ½ feet lift of cut stone. This is the best lock in the State of Indiana, it was built by Robert Logan, of Pike County.

**Culvert No. 154:**

 94 feet long, 1 space 10 by 1 ½ feet, top of culvert 2 feet. B.

**Lock No. 48:** of 8 feet lift, timber, on crib plan.

**Road Bridge No. 110:** at Lockport (Riley).

**Lock No. 49:**

 Of 9 feet lift, at the north end of Eel River summit, built of timber, on crib plan.

**Culvert No. 155**

 A short distance above lock No. 49, crosses canal on an angle of about 45 degrees. Length 152 feet, 1 space 12 by 2 feet clear, top of culvert 6 feet B.

**Towpath Bridge:** ½ mile above Lock No. 49.

**Road Bridge No.111:** on road across deep cut.

**Culvert No. 156:**

 South end Eel River summit, 94 feet long, one space 12 ½ by 2 feet clear, top of culvert 2 feet B., covering held down by long bolts.

**Vigo Co. / Clay Co. Line**

**State Line – 243 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.**