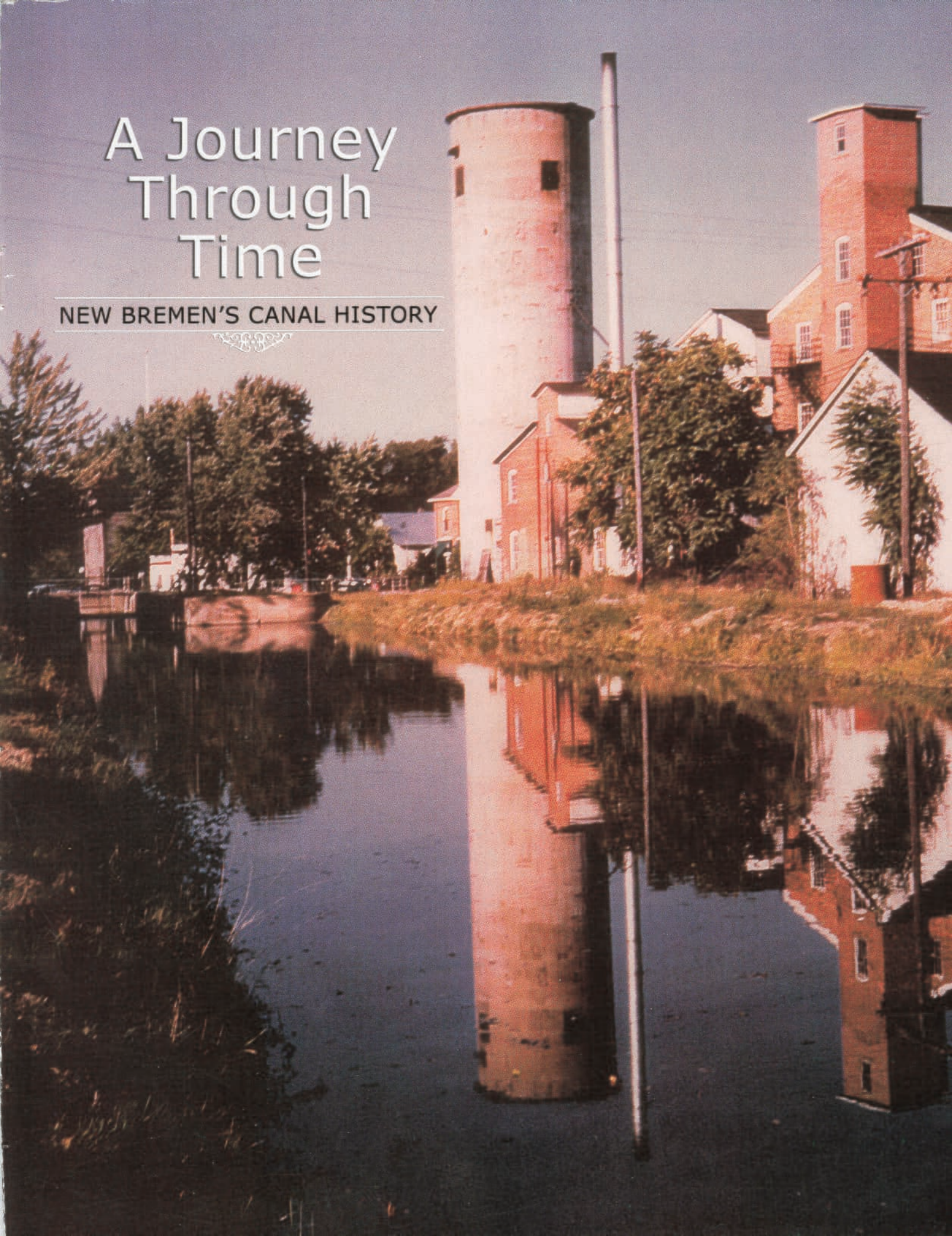


# A Journey Through Time

## NEW BREMEN'S CANAL HISTORY

Photos Credits:
Front and Back Covers Courtesy of the Paul A. Lietz Collection
Inside Back Cover Courtesy of Vernon Doenges

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# A JOURNEY THROUGH TIME:

## NEW BREMEN'S CANAL HISTORY

Compiled by:

Genevieve Conradi
Tom Fledderjohann
Joyce Ruedebusch
Delores Stienecker

Editorial Support by:

Diane Fledderjohann
Johanna Schroer

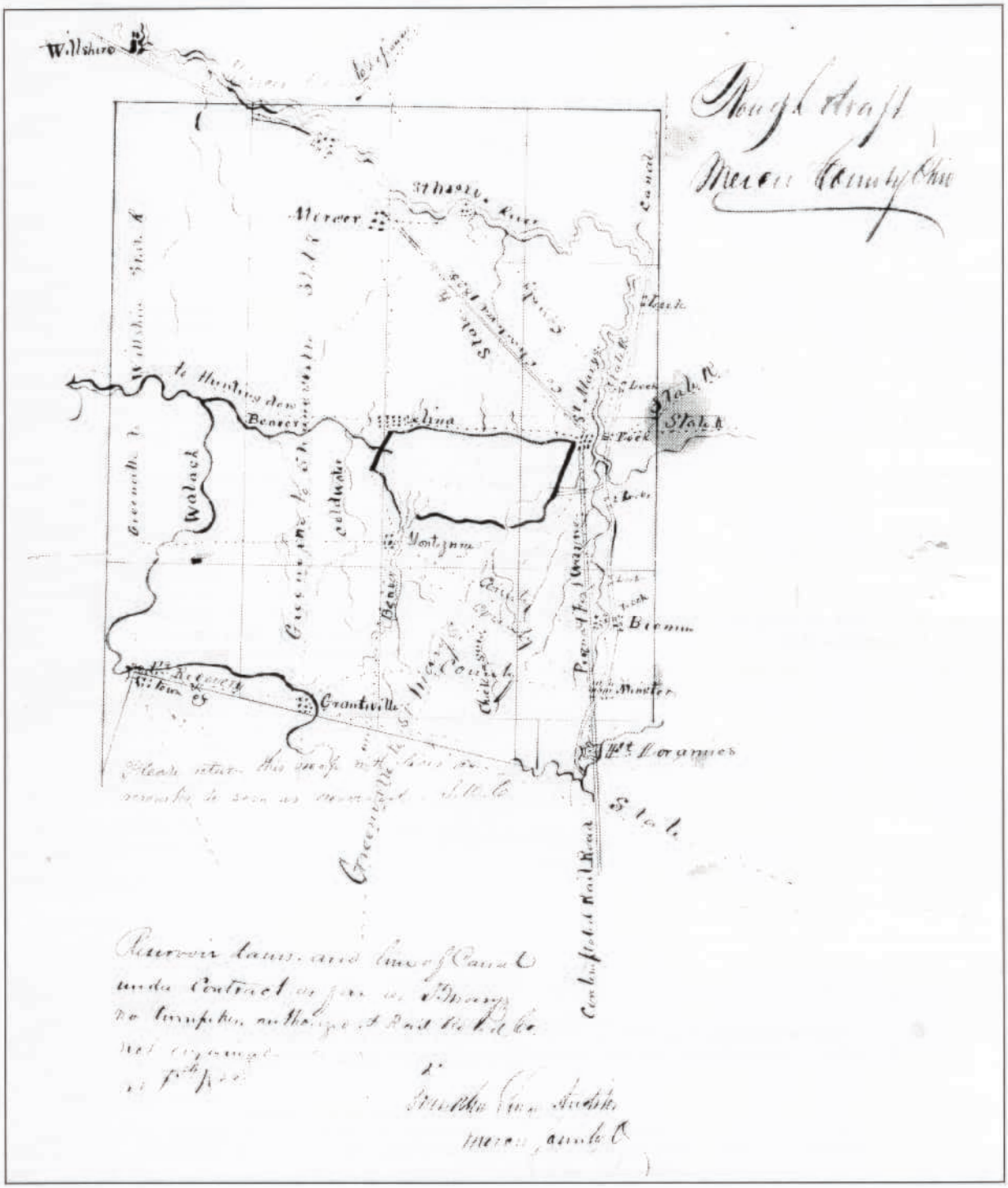
We extend thanks to those people who have graciously shared photos and drawings from their collections. Credits have been noted as they appear in this book.

Although we have tried to be accurate in our writing and picture descriptions, we regret any errors that may have occurred.


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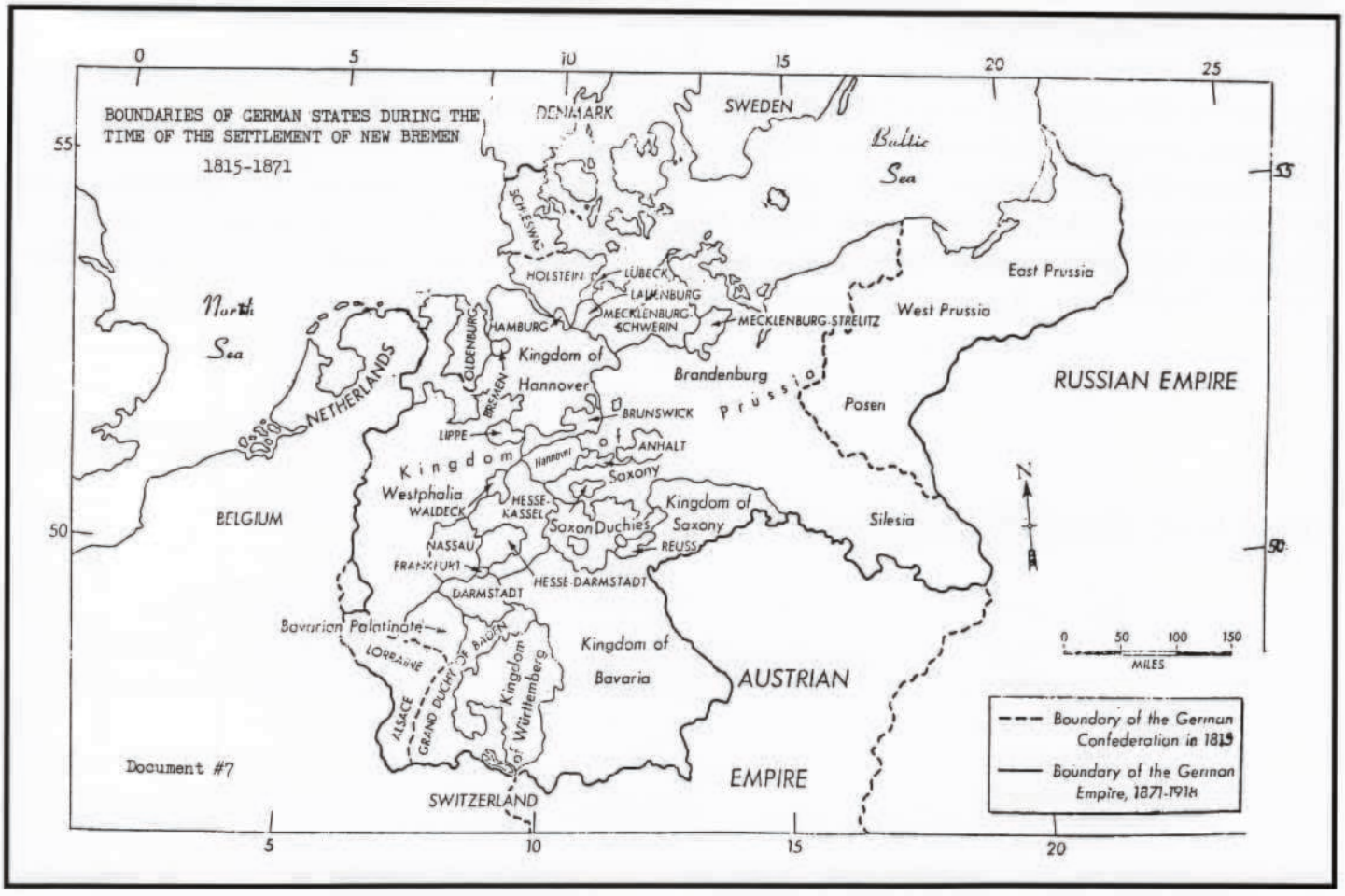
## OHIO BECOMES A STATE

The removal of the Native Americans by the 1795 Treaty of Greenville opened Ohio, part of the Northwest Territory, to Europeans who sought opportunity and relief from the political unrest in their homelands. Ohio became a state in 1803 and began to attract many settlers. Word spread quickly throughout Europe that land was available in the New World's Great Black Swamp. The northern Germans came to America and to Ohio because they knew that their expertise to build canals and drain swamplands would make the area the richest farmland they could imagine.




Rough draft of canal, reservoir, and contemplated railroad
Mercer County, Ohio, 1837
Drawing Courtesy of Mark Renwick


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Document #8

## Reasons for Coming to America

From the Day-book of Phillip Jacob Maurer during the sea voyage to America — 1833.

The thought came to me, early in the month of October, 1832, that I should like to go to America with my children. From the moment I resolved to go, I became happy and carefree. It seemed as though I were transformed. At work and in marching I was never tired. I could make a two-hour march in one and a half hours. Thank God for the wonderful gift of health and for a light and happy heart.

The conditions that influenced me to go to America are as follows:

1. The bad house-keeping of the State where the expenses are so great, and the princely household, the officers and the state officials are paid too high; also the customs and the toll. The land is cut into small parts so one gets into a new land with each day's journey, and each land is encircled by a toll line. Commerce is hindered. The last cent is taken away from the common people. Also the money must be changed and the people are again the losers.

2. Of complimenting and politeness and saluting there is no end. One hardly knows how to frame his sentences so as not to offend. Everyone wants to be addressed as "THOU."

3. In the field and in the home one is robbed. One cannot be careful enough.

4. Poverty is so universal that one has to hand out 10 to 15 pounds of bread daily. Among these are many beggars. One knows them but dares not refuse them, because of what they may do. They live in the next village and are very dangerous.

5. One cannot be too careful in the lending of money and grain. One is cheated often. There is no such thing as keeping one's word among the people. When people need money or other things they give you angel-words (Engleworte) but if you ask them to return what they borrowed, they become your enemies and call you heartless. The returning of things is hard because they are so needy. Many times one loses. All confidence is gone and one dreads to help anyone, but still one has no peace from the borrower.

6. The Sabbath is desecrated. The good and upright person has a battle to stay in the straight and narrow path.

7. In spite of the extraordinary taxes, the State debt gets higher and higher every year. What will things come to when it must be paid? According to the speakers at the Hambacher Festival, the State debt amounted to 124 million florin on the 27th of May, 1832.

8. The military duty is worrying me because of my five sons.

9. Friendship is seldom found. Greed and selfishness have taken the place of true friendship.

10. When it is necessary to go to the law, there is so much expense that many a one loses his right.

11. When one buys land for 100 Fr., the State 14 Fr. and 14 crowns.

12. In the several states of Europe one is robbed of all freedom. A chain is thrown around the people and they are led like animals. For instance, one may not take a dog to the field with him without a fine of 5 Fr. One may not catch a rabbit, for the fine is 3 Fr. Because of these things and many others, I am leaving Europe. For these reasons, wealthy, prominent, and worthy men also officials and spiritual leaders, who are dissatisfied, resolved to migrate to the United States of America, where there is freedom.

*Genealogy of Phillip Jacob Maurer of Kronenberg-Lauterrecken, Bavaria* and his descendants in America 1738-1968 *by Dorothea Dicke Maurer.*

Reprinted from: Brown, Mary Ann. "Founding of New Bremen."
*New Bremen Sesquicentennial Reflections.* The Hubbard Company. 1983.


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## THE AUGLAIZE TRAIL

Before the Europeans arrived on the North American continent, Native Americans had established trade routes and hunting traditions in northwest Ohio. The Auglaize Trail, which roughly parallels our present day Ohio Route 66, began as a Native American trading path. The Indians recognized the significance of the water flow and used the land between the Miami River and the St.Marys River as a portage between the waterways. The trappers, traders, and soldiers were also dependent on this passage to journey through the Northwest Territory.

## NEED FOR TRANSPORTATION

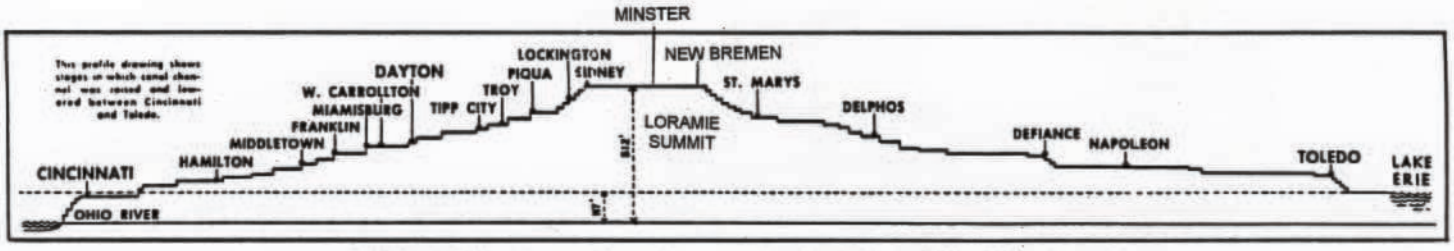
The new State of Ohio soon realized the need for a better transportation system. Canals had been constructed in Europe and were successful in moving people and goods. A feasibility study was completed during 1822-1823 to find the best routes for a canal system. One of the sites selected was that oft-used portage along the Auglaize Trail.

In 1828, Congress granted Ohio 500,000 acres of unsold Federal lands to help finance the northward expansion of the Miami & Erie Canal. The Ohio legislature was convinced that the proposed canal was a worthwhile expense, and would improve the economy for the entire state by providing a viable means of transporting goods.

## THE CITY OF BREMEN SOCIETY

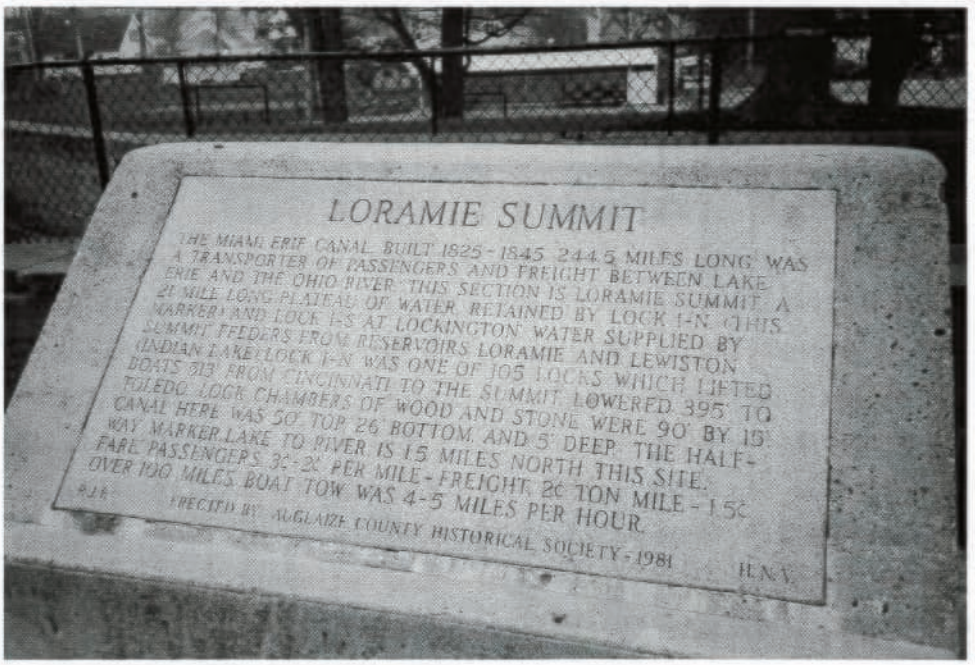
In 1832, the founders of New Bremen made up of 33 German immigrants from Hanover and Bavaria, formed a company to select a site for a new town. This company employed two scouts. The scouts left Cincinnati and searched throughout Ohio and Indiana before making their selection. Located at the edge of the fertile Black Swamp District, on a great dividing ridge that separated the drainage of lakes to the north and rivers to the south, on an existing trail, and partially cleared by Native Americans, the site of modern New Bremen must have stood out as being highly desirable. In addition, the company was probably aware of the plan to locate a canal through this site, which would place this new town about midway between the major ports of Cincinnati and Toledo. The strategic location persuaded the company to purchase 80 acres of lands at the cost of one dollar per acre. The plat of Bremen was recorded on June 11, 1833.


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**This profile shows the changes in elevation of the Miami and Erie Canal between Lake Erie and the Ohio River, which required a total of 106 lift locks to raise and lower canal boats. Loramie Summit, the high point of the canal, occurred between New Bremen and Lockington.**

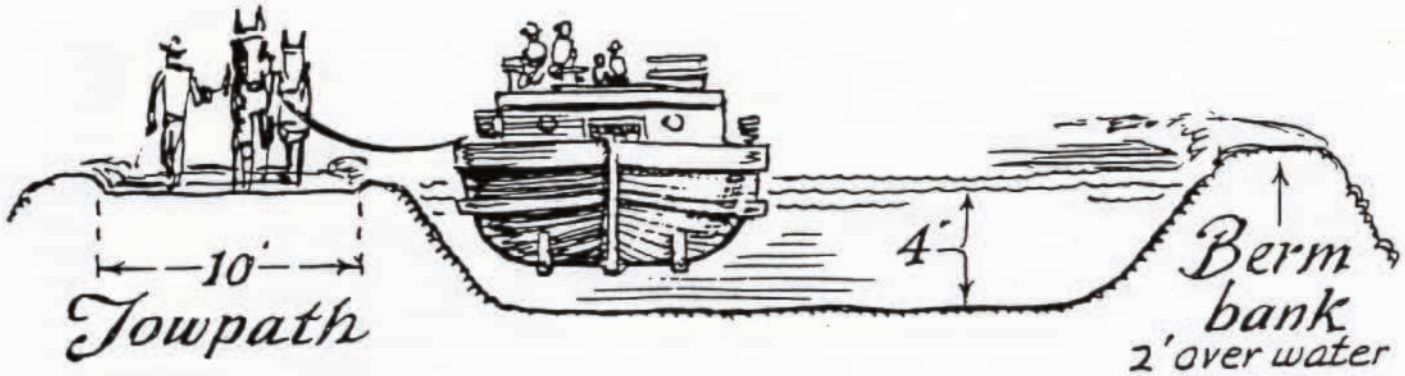
## TOPOGRAPHY OF NEW BREMEN




Construction of the Miami & Erie Canal began in 1825 and was completed through New Bremen in 1845. The immigrants from Germany, Ireland, and France labored to construct the engineering marvel of the time. Ohio's topography, formed by a great glacier that covered about two thirds of the state, necessitated careful planning for a canal. As the ice melted, the weight and movement of the glacier carved the land and a continental divide occurred just south of New Bremen. All water north of the Amsterdam Road flows through the Great Lakes to the St.Lawrence River and on to the Atlantic Ocean. Water to the south of the divide flows to the Ohio River, eventually making its way to the Gulf of Mexico via the Mississippi River. This continental divide necessitated the building of locks to raise and lower the boats to allow navigation over the summit of the divide called the Loramie Summit.

Canal engineers were also faced with the task of devising a water source for the canal as it passed through the Loramie Summit. The Loramie Summit is the highest point on the Miami & Erie Canal and devoid of fresh water. This task was accomplished by the formation of large bodies of water, or reservoirs, that supplied the canal with flowing water that was retained by Lock One South at Lockington and Lock One North at New Bremen. New Bremen is the northernmost point of the 21-mile long Loramie Summit and is about 513 feet above the Ohio River at Cincinnati and 395 feet above Lake Erie at Toledo.

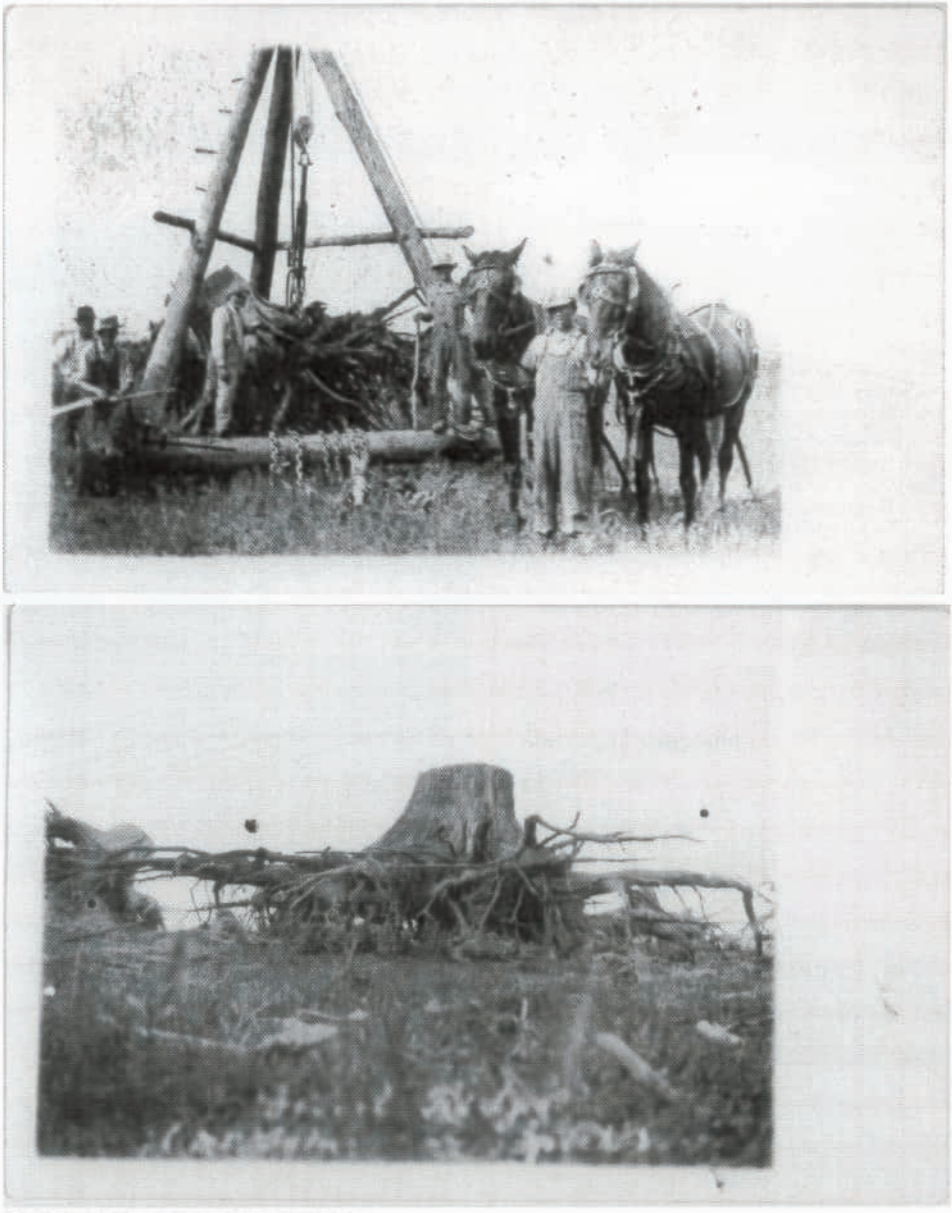
Auglaize County Historical Marker in New Bremen, Ohio
Photo Courtesy of Genevieve Conradi




## DIGGING THE CANAL

The project included 250 miles of canal, Mercer County Reservoir (Grand Lake St. Marys), Lewistown Reservoir (Indian Lake), and the Loramie Reservoir (Lake Loramie). Hard work and hand tools were used to dig this "miracle ditch" and reservoirs, and it defied all critics by overcoming the obstacles of terrain with a complicated system of locks and feeder lakes. Trees were felled, stumps pulled, and earth was moved without the aid of modern machinery. Horses were scarce, so men pushing wheelbarrows hauled the dirt. The canal connected Toledo on Lake Erie to Cincinnati on the Ohio River and shortened the trip from the five weeks needed to travel over land through discouraging woods and swamps to a quick five days on a canal boat.

The men who dug the canal worked from sunrise to sunset for about 30 cents a day in wages. They worked in miserable conditions and in water that was infested with snakes, mosquitoes and sewage. Many became ill with fevers or cholera and died. The dead were buried on the towpath side of the canal and this has been referred to as the "longest cemetery." Some of the subcontractors believed that whiskey neutralized the effects of the diseases and offered their workers a jigger of whiskey at sundown. The boss who offered the most whiskey always had the most workers.



Technique for removing stumps
Photo Courtesy of Tom Fledderjohann

The dimensions of the canal were standard with a depth of four feet and a width of 40 feet. The sides of the canal sloped inward from the banks with a bottom width of 26 feet. People and animals trampled the base of the waterway to compact the soil to make it hold water. Canal boats were designed specifically to travel on the canal. The boats were 70 to 80 feet in length and 14 feet wide to negotiate the waterways and locks.

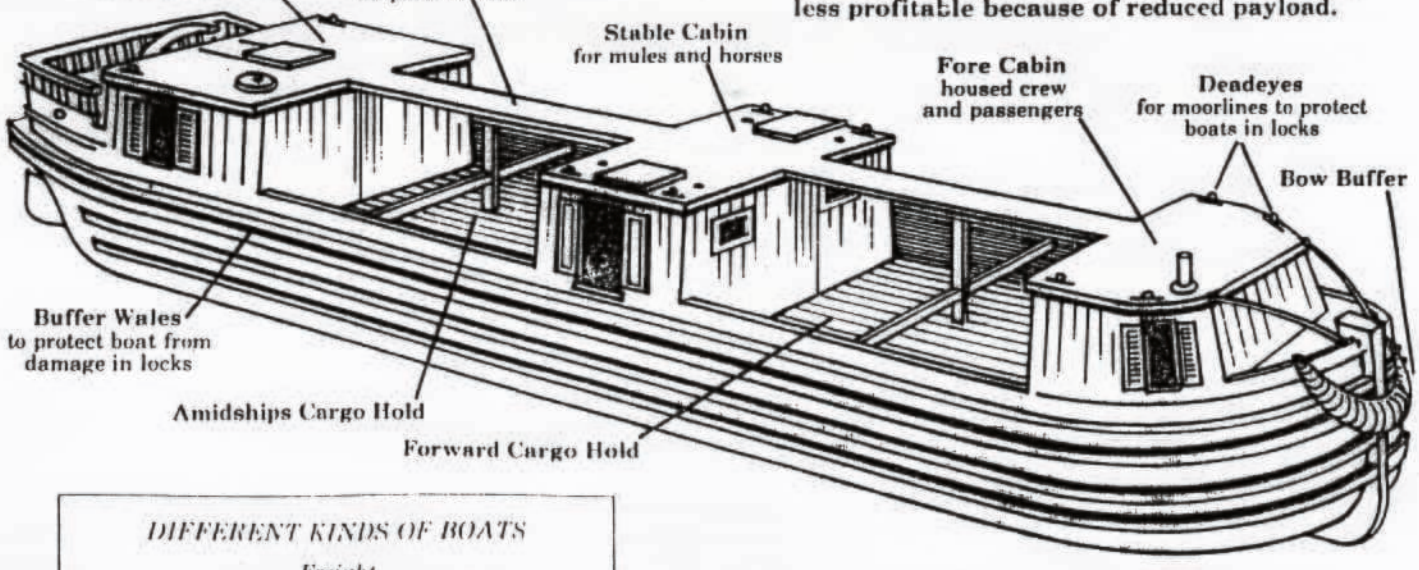

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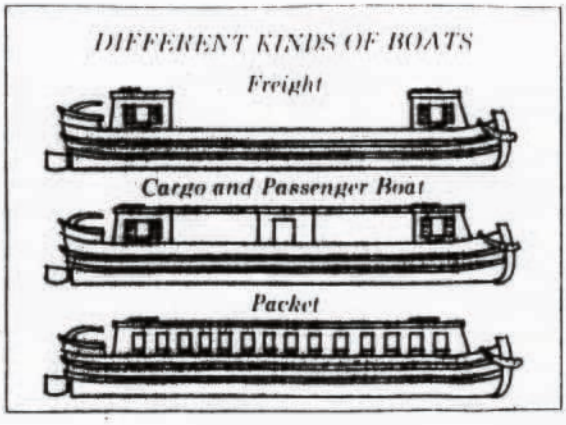
# CANAL BOATS

There were three types of boats on the canal. The freight boat carried bulk freight such as coal or crops. The packet boat carried people only. A cargo and passenger boat carried goods in the center of the boat and people at each end. The boats traveled about 4 miles per hour and were usually powered by two or three mules in tandem tethered by a single towline. The crew of each boat consisted of a captain, a steersman who handled the rudder, a bowsman who assisted the lockmaster, and a mule driver or muleskinner who motivated the mules on the towpath to pull the boats.

## Three-Cabin Canal Boat on an Ohio Canal

**Boats were of standard size, with maximum length set at 78 feet; width, 14 feet. Larger boats could not lock through; smaller were less profitable because of reduced payload.**



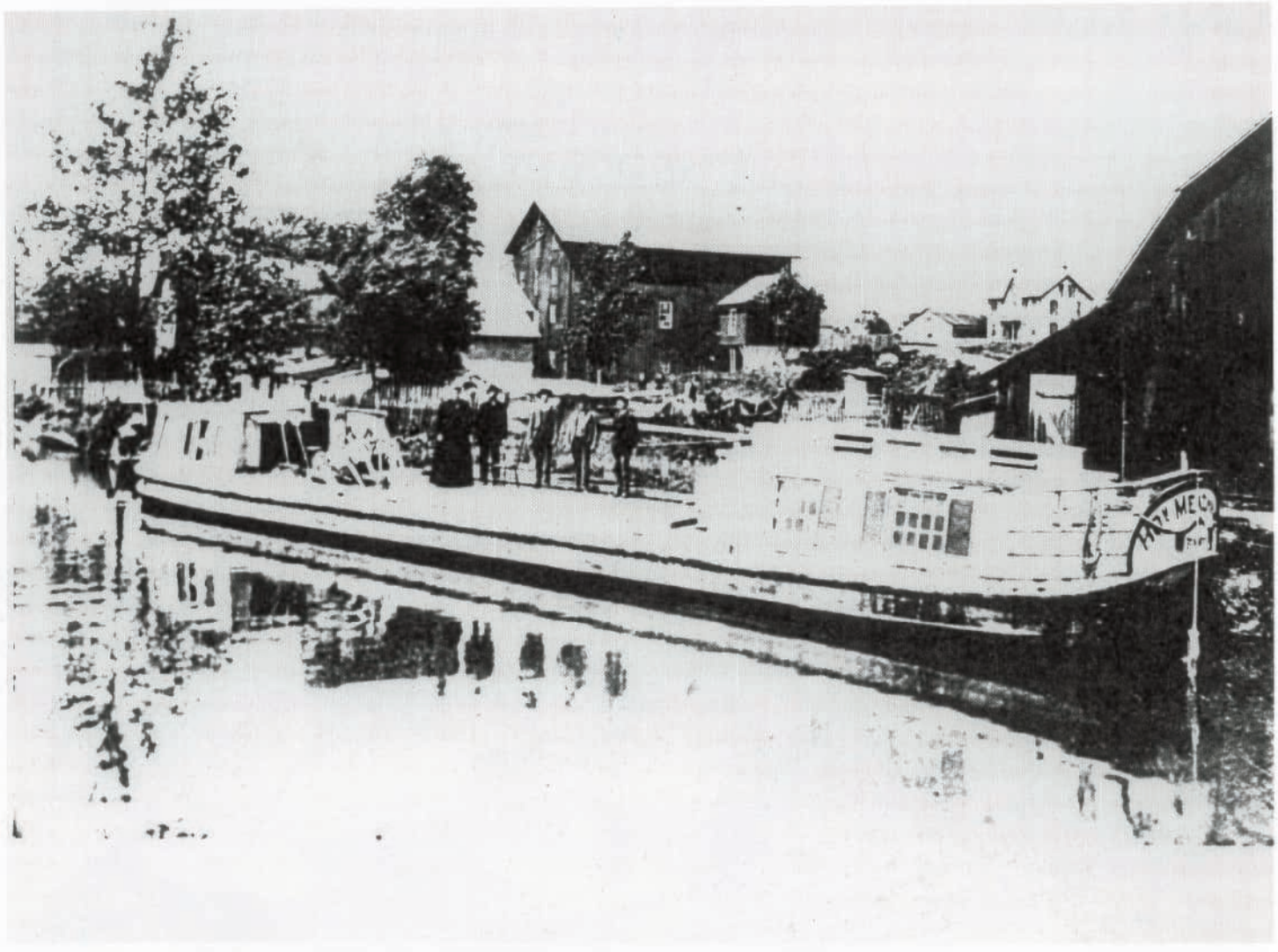



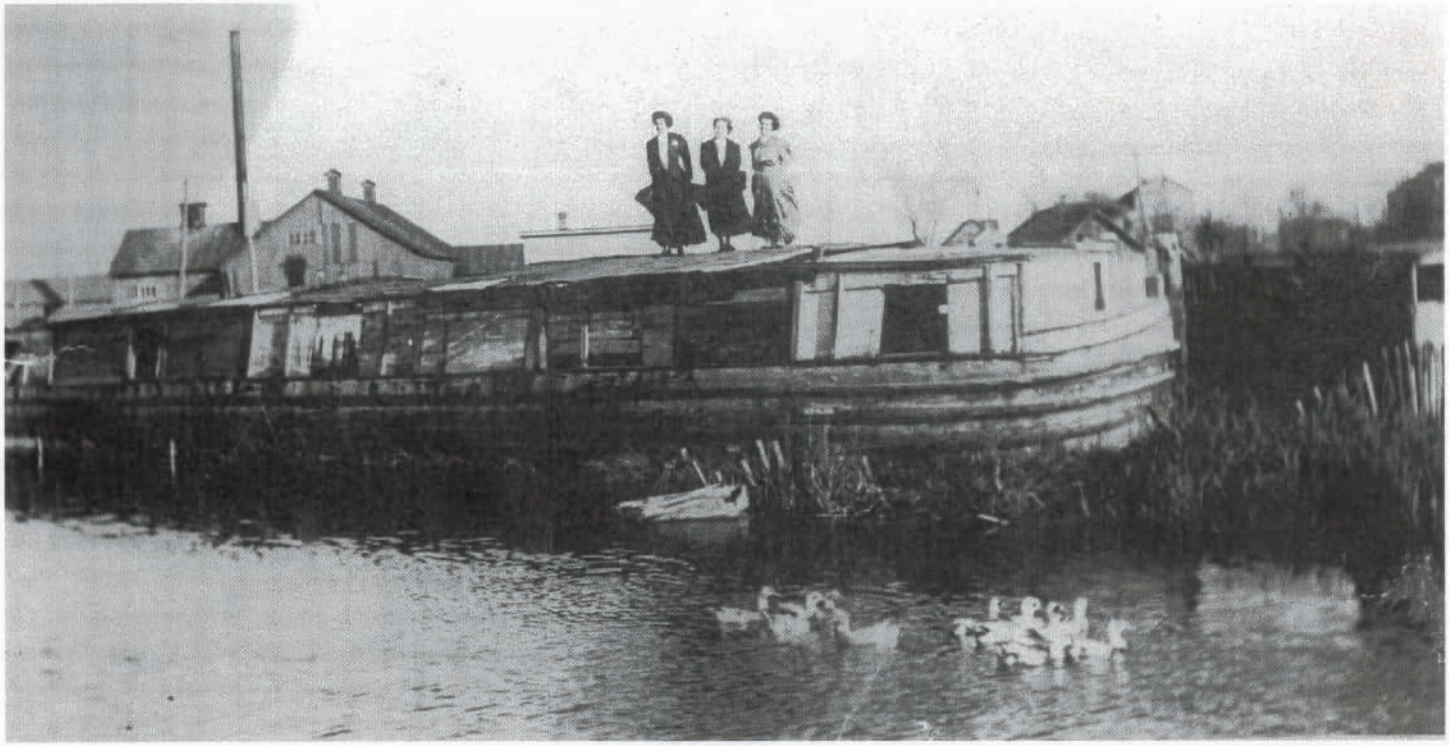

*The freight boat housed the Captain and his family, as well as the mules that pulled it. The family lived there year-round, and children attended school infrequently.*

*The cargo and passenger boat specialized in cargo, but carried passengers on short runs between towns, building the hotel and bar business along the towpath run.*

*Pulled by lively-stepping horses, the packet or passenger boat had sleeping quarters which were often crowded by captains with their sights set upon capital gains. The horses had to be freshened every few hours, as these boats traveled faster than their mule-drawn counterparts.*


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Canal Boats
Photos Courtesy of New Bremen Historic Association


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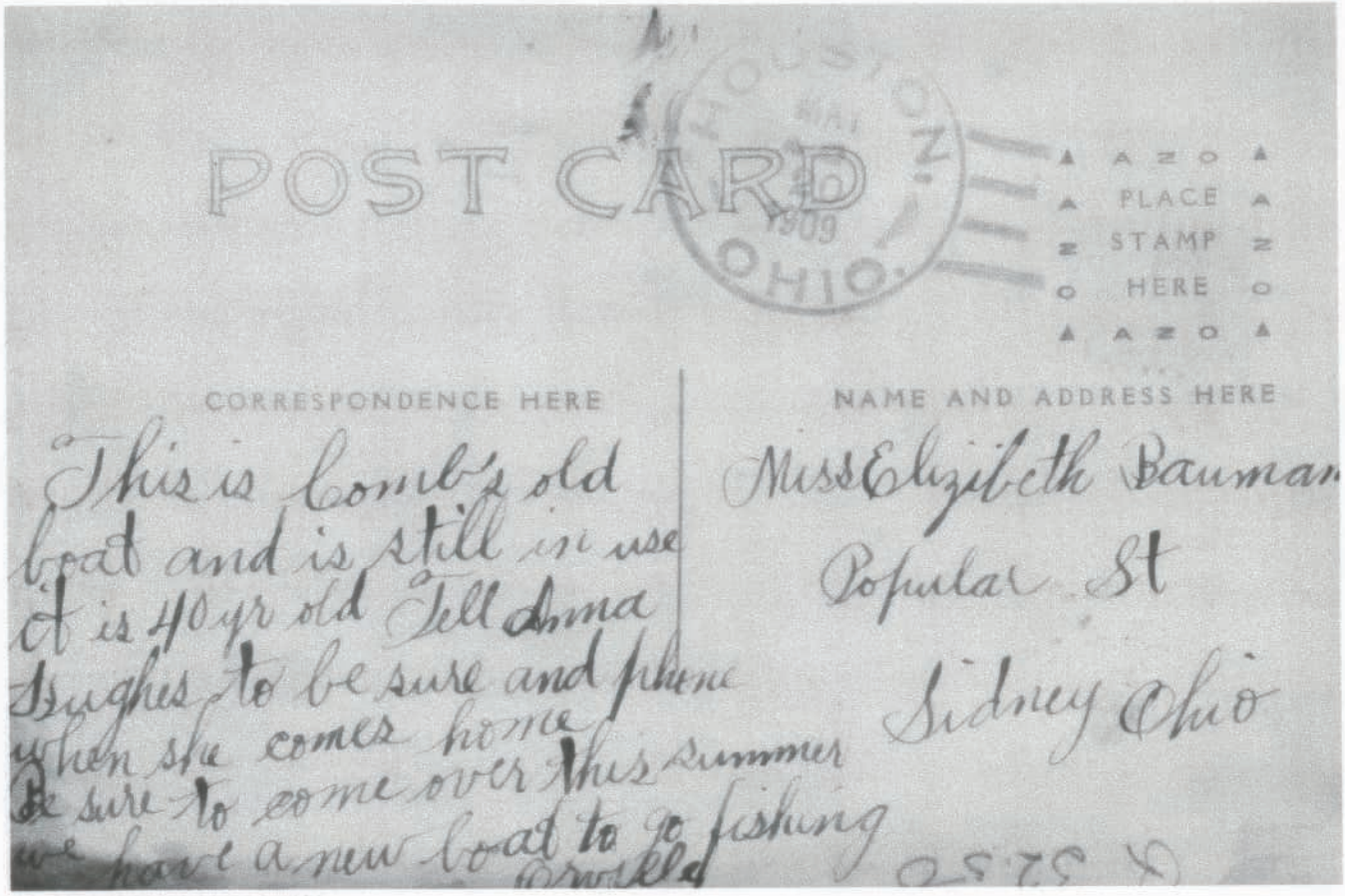



A canal boat on the Miami & Erie Canal in Cincinnati, Ohio
This area is now Central Parkway.
Photos Courtesy of New Bremen Historic Association


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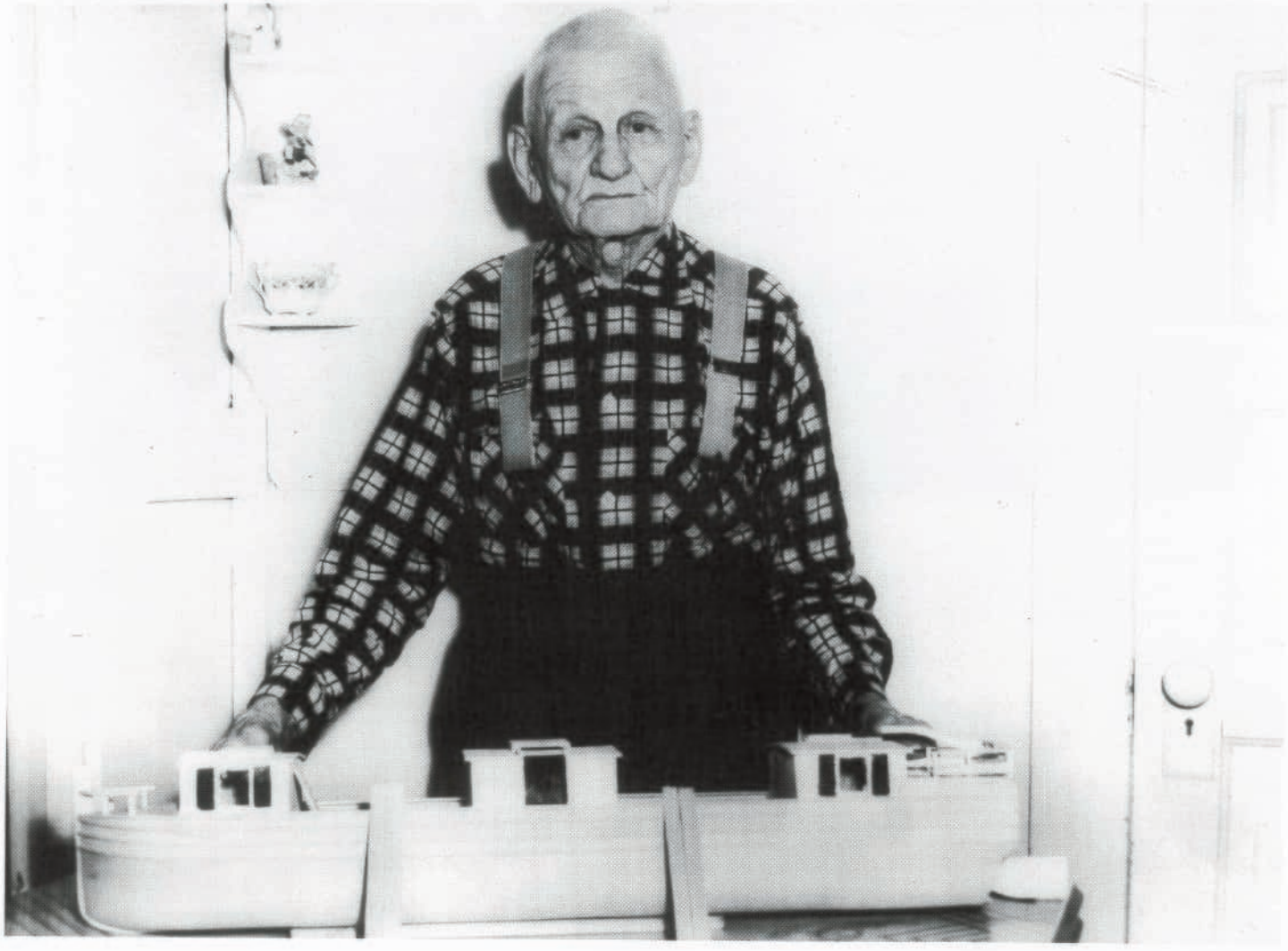

DeCamp Statler, a canal boat owned and operated by Captain Bill Combs of New Bremen
Photo Courtesy of Mark Renwick




Post Card Courtesy of M.R.

Captain Billy Combs of New Bremen piloted the final canal boat in 1909 on the Miami & Erie Canal between Fort Loramie and New Bremen. Captain Combs was born April 20,1867 at Newport, Ohio. He later settled in New Bremen and operated the ice business near the canal on Plum Street. A newspaper article (The Evening Leader, February 25, 1950) was written about his experiences as a canal boat captain. The following remarks by Captain Combs are from the article.

...I drove three mules for the commercial boats. To the boat would be attached a rope 150 or 160 feet long and mules would be hitched to the other end. That distance was sufficiently long to prevent the boat from being run into the canal bank. Of course the steerman had to be on duty constantly to guide the boat. Each boat had two of them for the 24 hour run... We would leave Cincinnati with a loaded boat at 6 o'clock in the evening, filled to the full with every kind of merchandise and our schedule called for arrival at Hamilton at 6 o'clock the next morning. That was a 25 mile haul and it was upstream. We did a trifle better than two miles an hour. The mules would be on a 6 hour shift, after which we changed them... Each boat operated on a 24 hour-a -day schedule and carried 2 steerman who divided the 24 hours between themselves, 2 drivers who did likewise, 1 cook, and I was the captain. The steerman got $20 a month and board, the drivers $18 a month and board, the cook got $6 a week, and the Captain got $105 a month... Too good a figure to be accepted at face value. There was a hitch in that. The captain had to furnish the grub for the entire crew out of the $105 a month...



THE NEW BREMEN SUN, NEW BREMEN, OHIO

NEW BREMEN, OHIO, SEPTEMBER 18, 1930

# Old Timer Tells Great Grandson of Miami and Erie Canal Days



Louis Doenges, 90, of New Bremen, O., visited Toledo one day recently and pointed out to his great grandson, Thomas Doenges, 3, of 2009 Christy drive, the old Miami & Erie canal on which he was a mule driver 74 years ago. The photo on the right shows four generations of the Doenges family standing on one of the canal locks. From left to right they are: Louis, WilliamL., A. L. and Thomas Doenges.

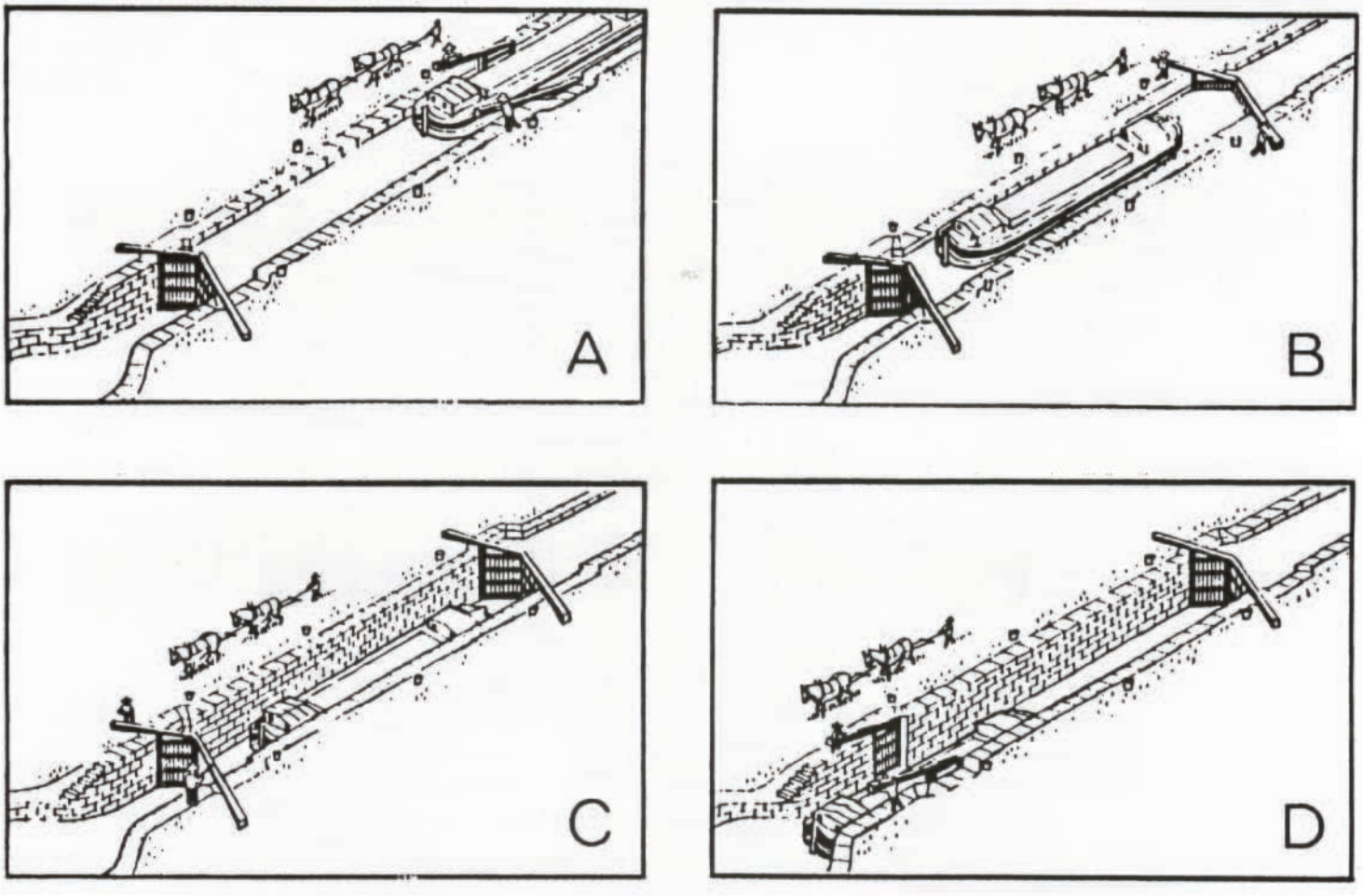
**(Days of a boatman's life on the Miami & Erie canal when it was an important artery of commerce for the Middle West were recalled vividly for Louis Doenges, 91, New Bremen, on a visit last week in Toledo. The following article, together with the pictures shown above are reproduced through courtesy of the Toledo Sunday Times in which they appeared Sunday, September 14.)**

Newspaper article from The New Bremen Sun, September 18, 1930
Courtesy of New Bremen Historic Association

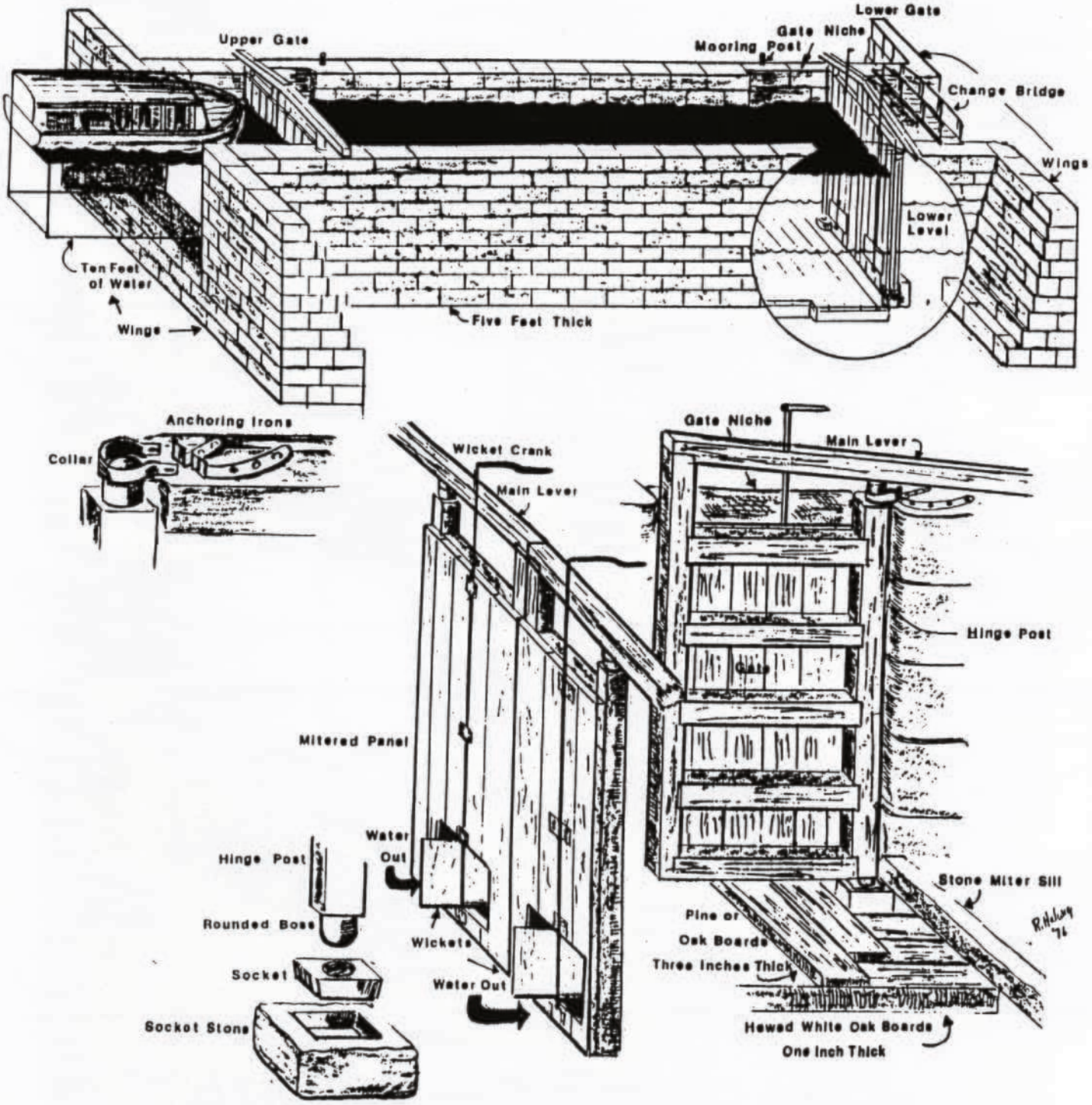

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## CANAL LOCKS

Canal engineers used a series of 105 locks to raise and lower the boats through the canal to accommodate the rise and fall of the land. The locks were typically smaller than the main channel of the canal and measured 90 feet long, 15 feet wide and 12 to 20 feet deep. Large wooden gates were built at each end to hold the water in the lock. A boat entered the lock through an open wooden gate. The back gate then closed behind the boat. A wicket, or opening in the front gate, would open and allow the water to raise or lower to the same level as the next stretch of water. Only one boat could enter the lock, which required other boats to wait their turn in ponds to the side of the canal. One such pond in New Bremen was Rabe's Pond. This large pond was located south of Plum (Vogelsang) Street and extended east to Walnut Street.




HOW A CANAL LOCK OPERATED




"Locking Through" on the Miami and Erie Canal

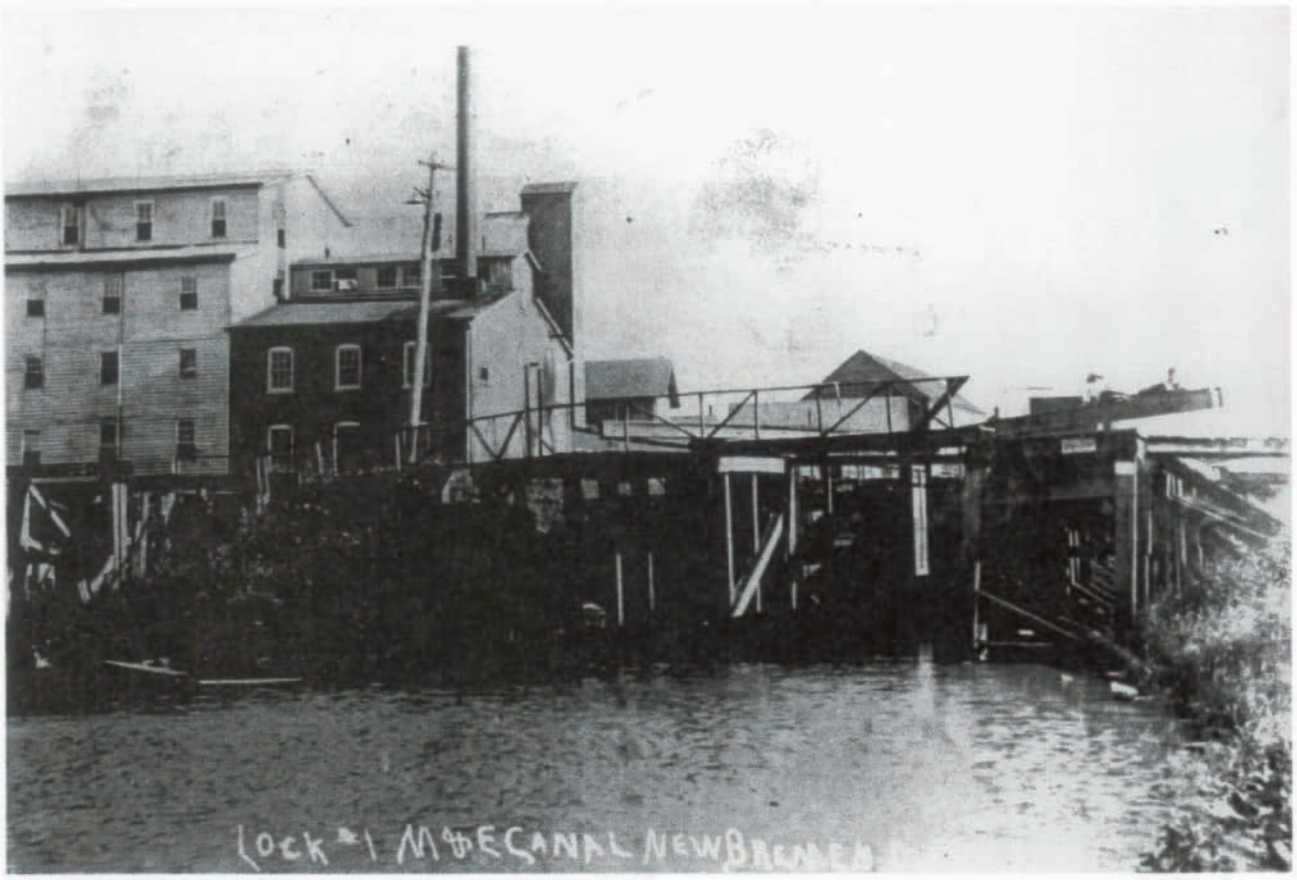
"Locking through on the Miami & Erie Canal"
Drawing by R. Helwig. Submitted by Tom Fledderjohann


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Rabe's Pond
Photos Courtesy of New Bremen Historic Association



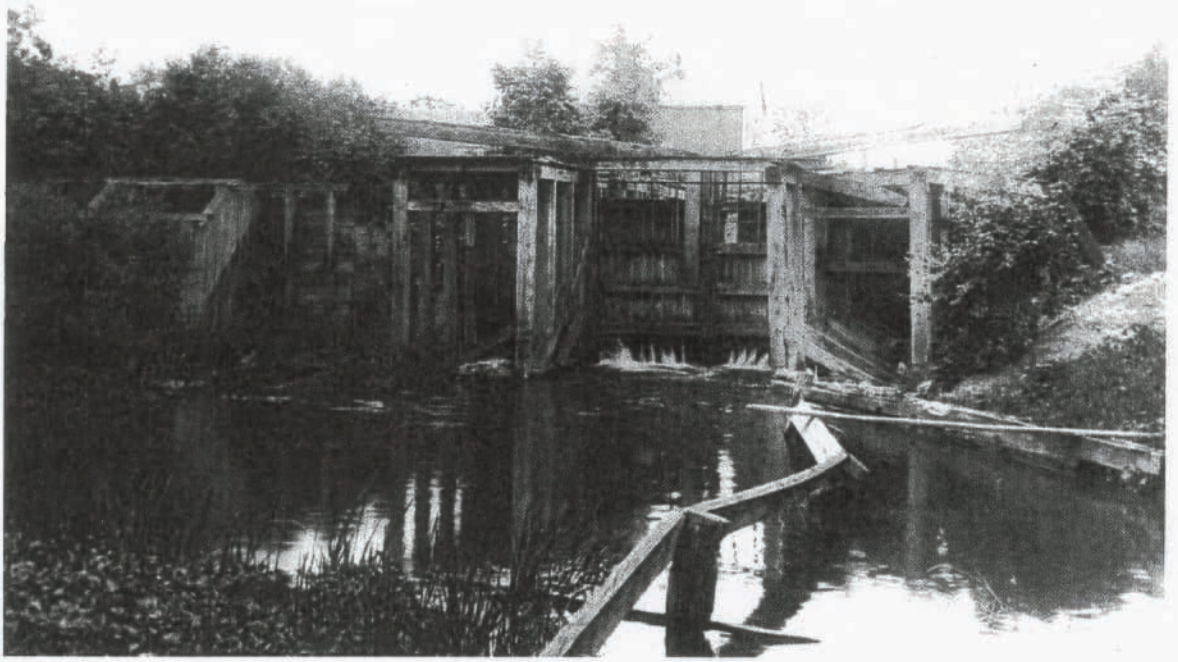

Wooden Locks circa 1908 in New Bremen
Photo Courtesy of The New Bremen Historic Association



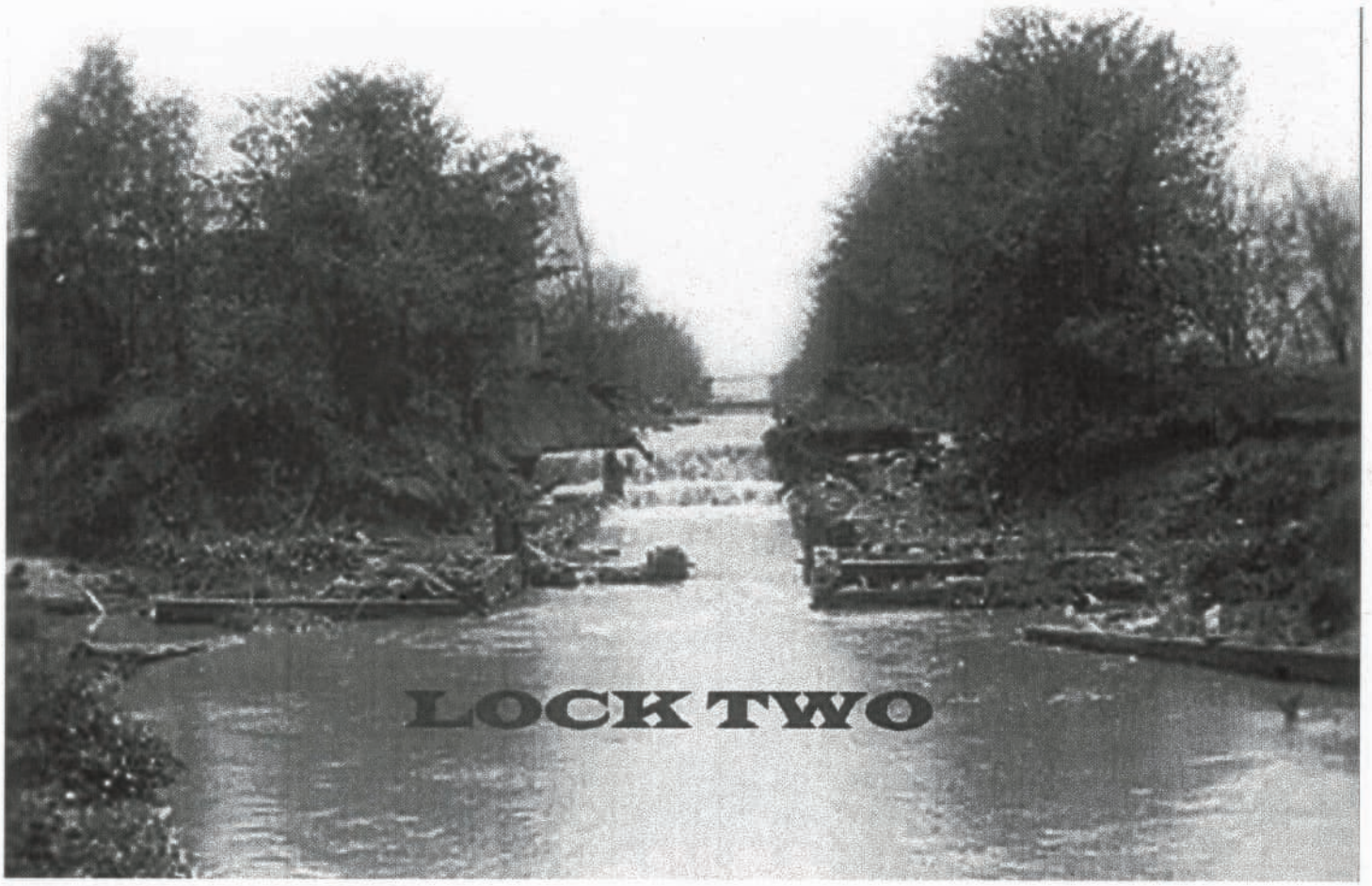
New Bremen Lock One North after concrete replacement in 1910.
Photo by Ward Pape from the Collection of Jim Cooper


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"Lock Two"

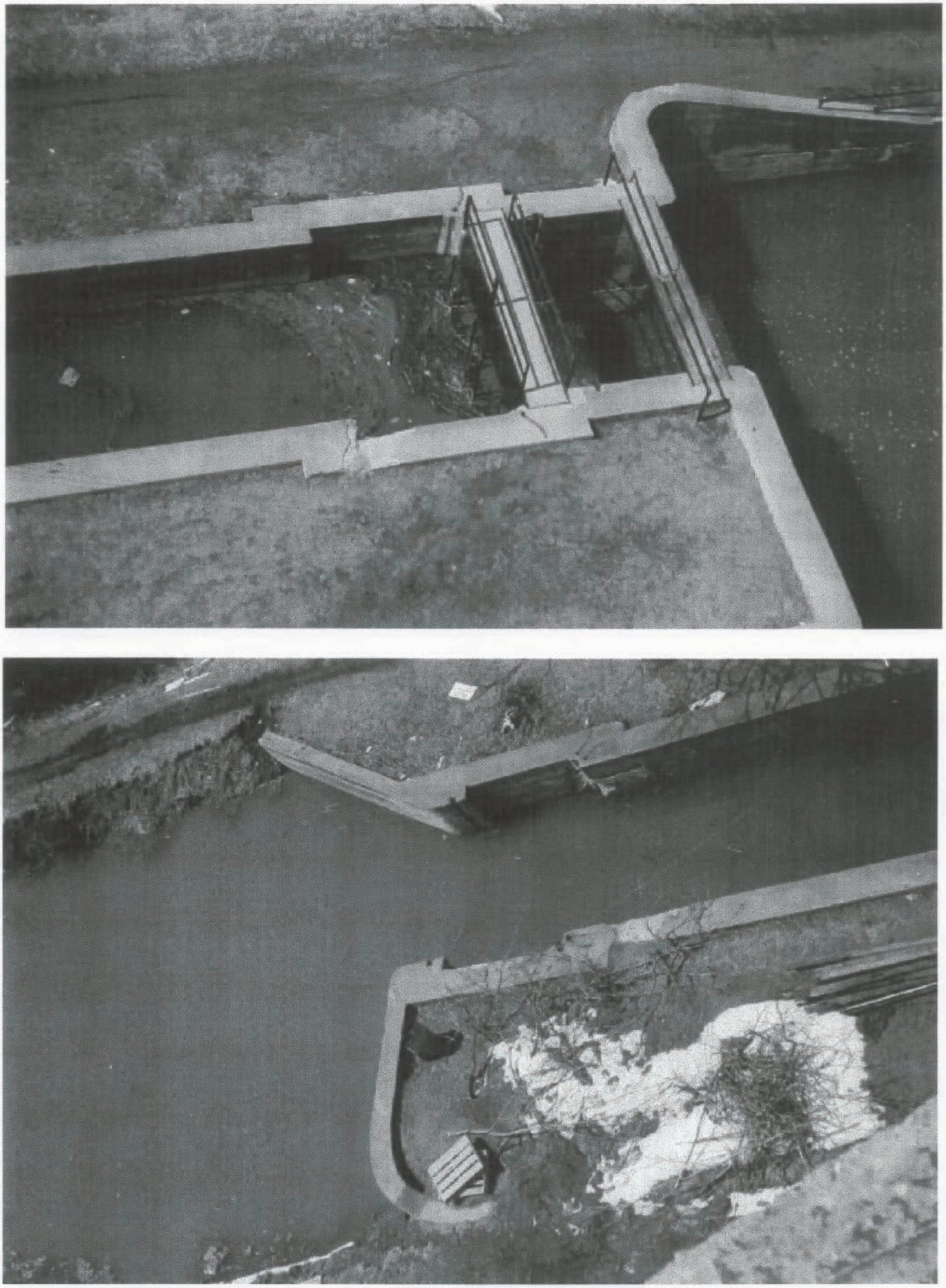


Lock Two
Photo by Roger Scheer from the Collection of Tom Fledderjohann




Lock Two after removel of wooden lock.
Photo Courtesy of Roger Scheer


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Aerial view of Lock One, New Bremen
Photo by Jim Cooper from the Stan and Donna Mae Kuenning Collection


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Aerial View of Monroe and Washington Streets in New Bremen
February, 1947
Photo Courtesy of John Tomhafe
Pilot Carl Wuebbenhorst


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## CANAL BRINGS PROSPERITY

The Miami & Erie Canal supplied jobs during construction and brought prosperity to the whole area by giving businesses and farmers a way to transport their goods to market economically. The cost for shipping goods from Cincinnati to Toledo on the canal was twelve dollars per ton. An estimated 400 canal boats regularly traveled up and down the canal. Mills, lumber companies, ice companies, and breweries rapidly appeared along the canal. Hotels, rooming houses, and saloons were built to accommodate the influx of people. By 1850 there were five hotels in New Bremen: the Lehmkuhl, Meyer, Wilhelmy, Minkner, and the Lanfersieck House. There were ten saloons and six dance halls. The 1850 Federal census lists a variety of occupations including brick mason, butcher, clerk, wooden shoemaker, boat captain, teacher, miller, physician, and farmer. Businesses included ten cooperages, six shoemaker shops, six blacksmith shops, a carriage shop, several pork-packing houses, and six canal boats employing six men each. New Bremen became a burgeoning town exporting the slaughtered hogs from five plants in New Bremen and a sixth plant in Lock Two (New Paris). The canal allowed settlers in New Bremen and nearby communities to pay off land debts quickly and to invest in future enterprises.

A detailed tracing of the canal by H.E.Whitlock, (Auglaize County, 1920), lists the property owners and businesses that bordered the canal. The owners in New Bremen and German Township are listed in order from north to south.

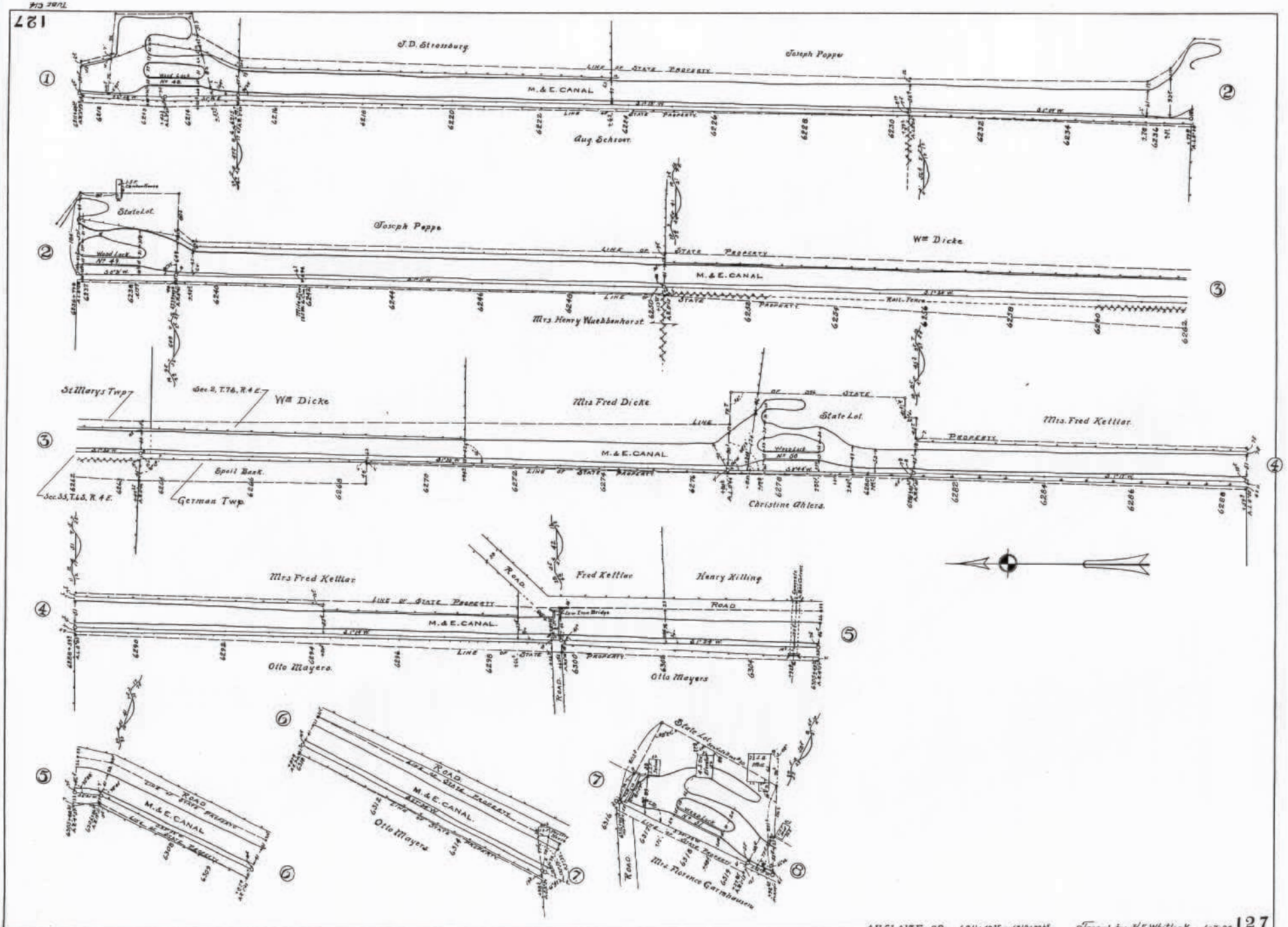
### GERMAN TOWNSHIP

William Dicke
Mrs. Fred Dicke
Christine Ahlers
Mrs. Fred Kettler
Otto Mayers
Fred Kettler
Henry Killing
Mrs. Florence Garmhausen
William Ruedebusch
Emil Kuenning
Ed Hempoldt
Ben Brockman
Fred Speckman
Henry Vonderhorst
Henry Wehrmann

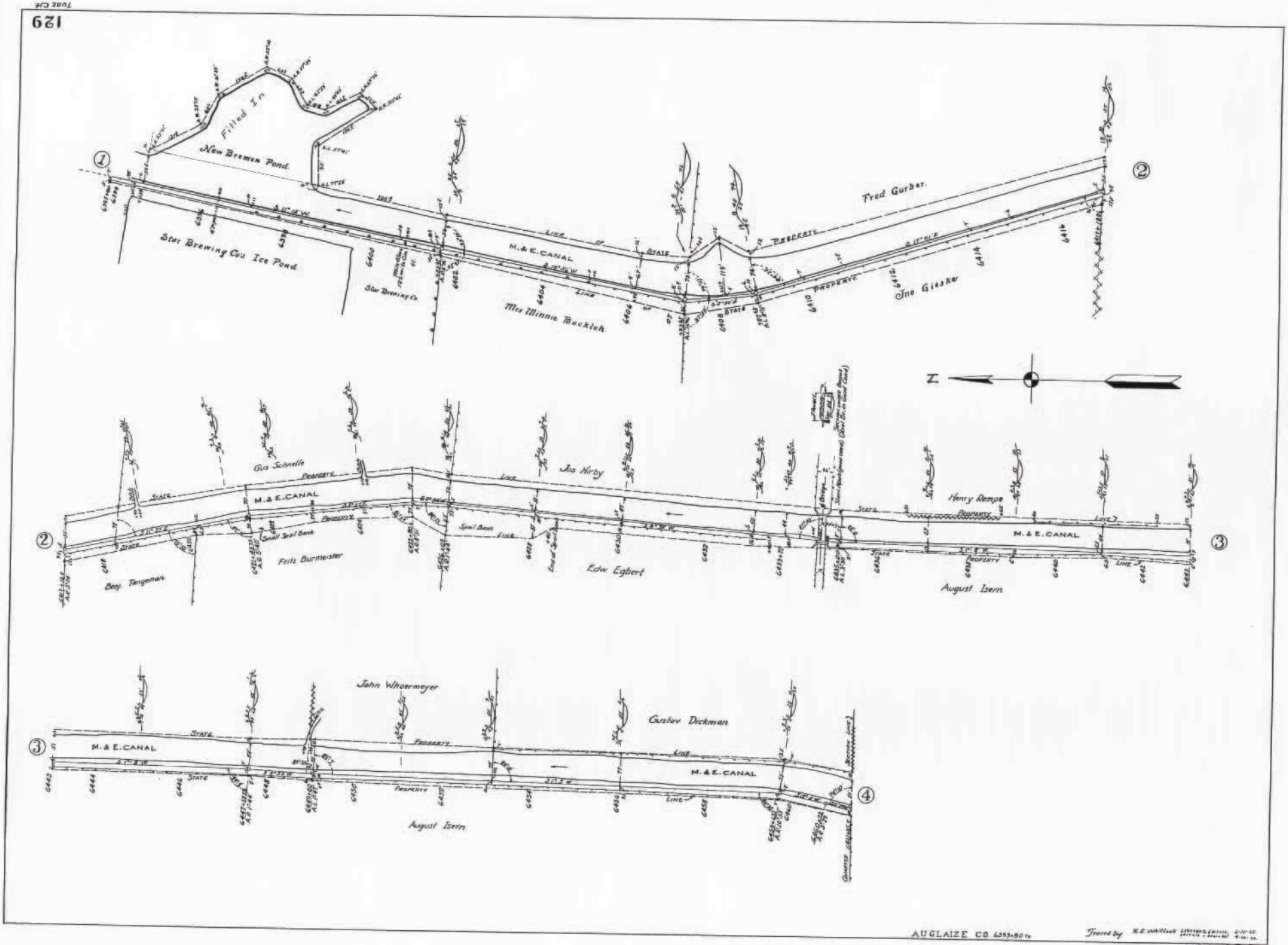
### NEW BREMEN

Fred Wehrman
Lloyd Henkle
Ernest Eschmeyer
Alfred Heil
Henry Dierker
Gerhard Watermann
Ed Koeper
William Schulenburg
William Lanfersieck
William Schelper
Herman Laut
W. Rairdon
Walter Thompson
J.H.Grothaus
Kuenzel Mills
J.A. Long & Company
Star Brewing Company
Mrs. Minnie Buckloh
Fred Gurber
John Gieseke
Benjamin Tangeman
Gus Schnelle
Fritz Burmeister
Joseph Hirby
Edward Egbert


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127
J.D. Stroesburg
Joseph Poppe
M. & E. CANAL
Aug. Schroer
State Lot
Wood Lock No 49
Mrs Henry Wuebbenhorst
Wm Dicke
St Marys Twp
Sec. 3, T.7S., R.4 E.
Mrs Fred Dicke
State Lot
Mrs. Fred Kettler
Wood Lock No 50
Spoil Bank
German Twp
Sec. 33, T.6S., R.4 E.
Christine Ahlers
Mrs Fred Kettler
Fred Kettler
Henry Killing
ROAD
Otto Mayers
Otto Mayers
Mrs Florence Garmhausen
AUGLAIZE CO.
Traced by H.E. Whitlock. 6-7-22.
127
TUBE CH.

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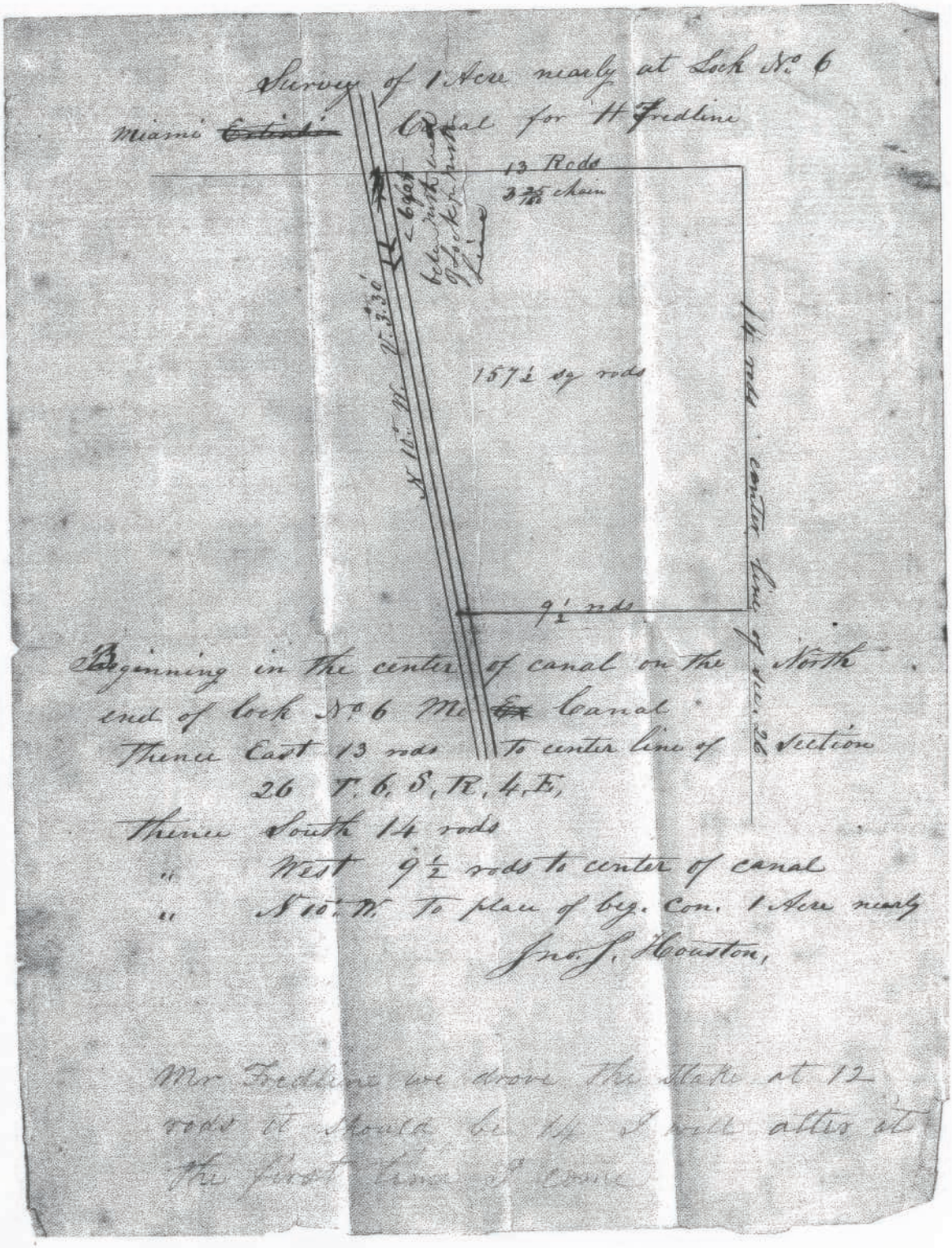

129
Filled In
New Bremen Pond.
Star Brewing Co's Ice Pond.
Star Brewing Co.
M. & E. CANAL
Mrs Minnie Buckloh.
Fred Gurber.
Jno Glass
Gus Schnelle
Jas Kirby
Fritz Burmeister
Small Seal Bank
Seal Bank
Edw Egbert
Henry Rempe
August Isern
John Whoermeyer
Gustav Dickman
Beny. Teigeman
PROPERTY
STATE
LINE
AUGLAIZE CO.
Traced by

## CANAL BRINGS PROSPERITY

*Continued*

One example of a prosperous enterprise along the canal was the operation of the H.H.Fledderjohann Sawmill.

Mr. Fledderjohann rented canal water from the state of Ohio to power his sawmill.




Survey of one acre land near Lock No. 6
used for H. H. Fledderjohann Sawmill
Submitted by Tom Fledderjohann



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# COLLECTOR'S OFFICE,

St Marys Ohio Nov 1st, 1884.

Mr Herman H Fledderjohn

**To THE STATE OF OHIO, Dr.**

For 6 months water rent at Lock No. 6, $3750/100

" " " ground rent, - - - - - -

" " " pipe rent, - - - - - -

$

*In behalf of the State of Ohio, I demand payment of the above sum, being amount due by you to the State for Water rent to date.*

Thos Barrington

*Collector of Canal Tolls, Etc.*

Bill for water rent of canal
Submitted by Tom Fledderjohann

STATE OF OHIO.

C. A. FLICKINGER, President, TOLEDO.
ACTING COMMISSIONER
MIAMI AND ERIE CANAL.

A. DOWNING, Secretary.
JOHN MYERS, Chief Engineer.
MUEL BACHTELL, Assistant Engineer.



WELLS S. JONES, WAVERLY,
ACTING COMMISSIONER
SOUTHERN DIVISION OHIO AND HOCKING CANALS

W. M. KAHN, MANSFIELD,
ACTING COMMISSIONER
NORTHERN DIVISION OHIO AND WABONDING CANALS

## BOARD OF PUBLIC WORKS.

Columbus Ohio, Feby. 18, 1891.

H. H. Fledderjohn,

St. Marys, Ohio,

Dear Sir:--

Your lease of water from the State of Ohio expired June 15th, 1887. You will please make application for renewal of the same.

Yours truly,

A. Downing

Secy. Bd. Pub. Wks.

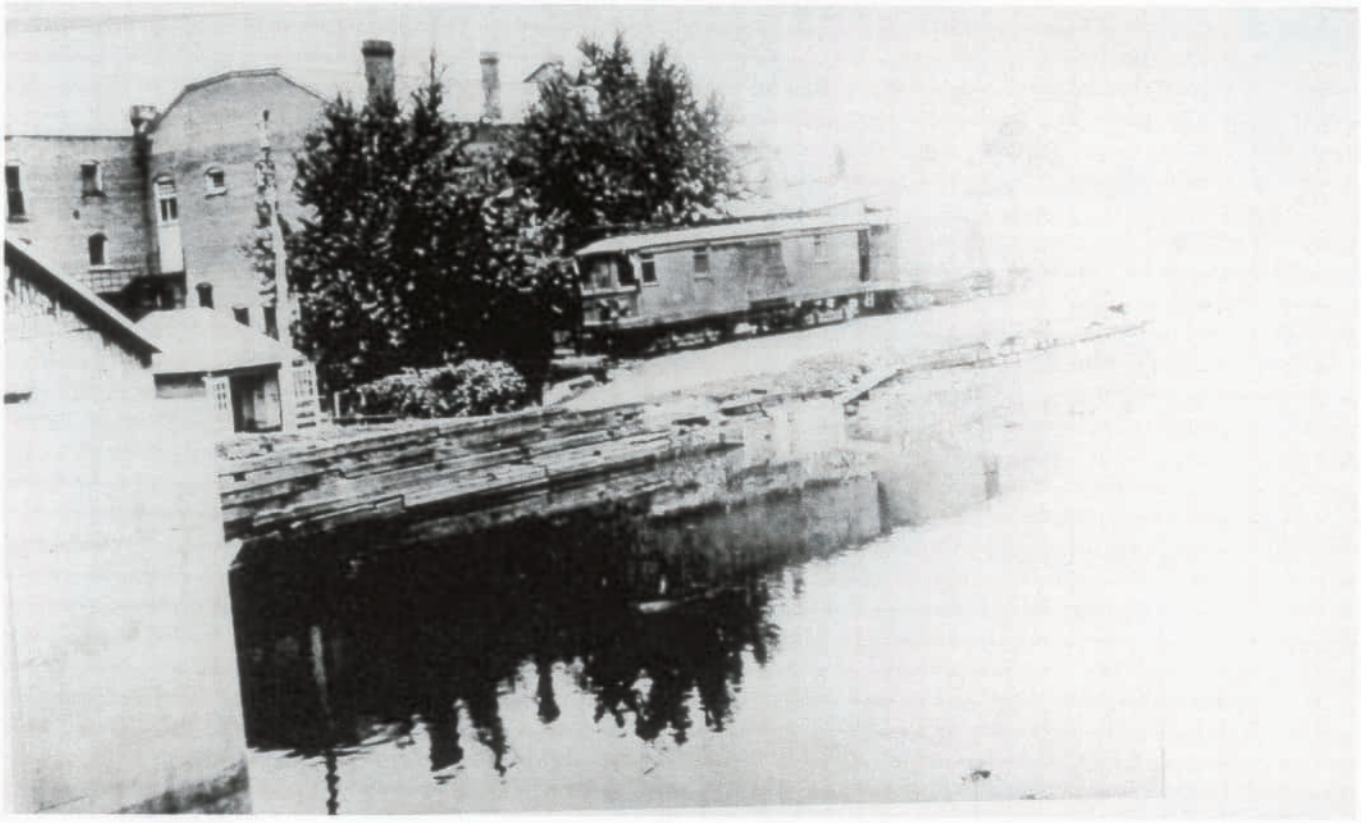
1891 water lease notice
Submitted by Tom Fledderjohann



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## CANAL BRINGS PROSPERITY

*Continued*



Interurban near Lock One in New Bremen
Photo Courtesy New Bremen Historic Association



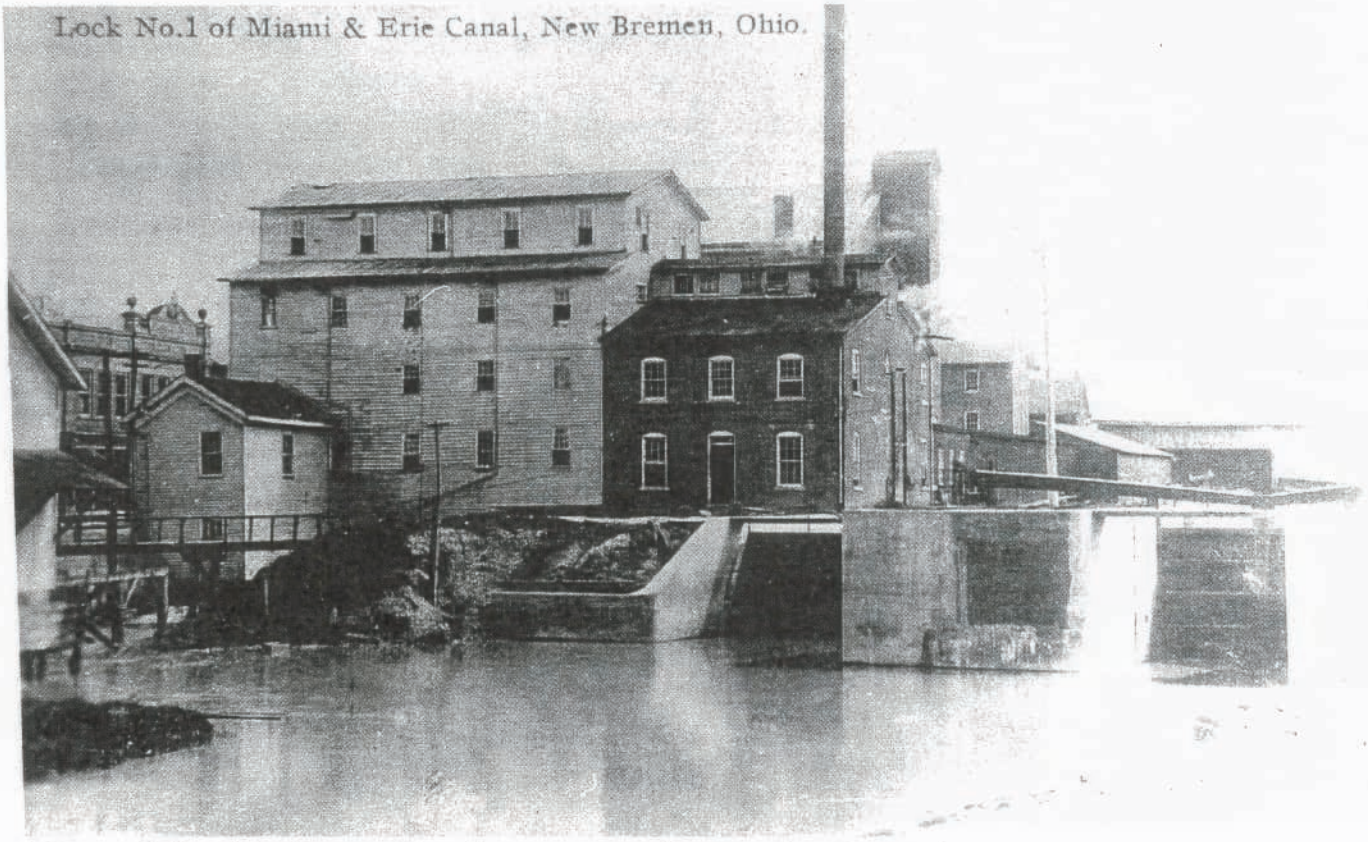

New Bremen Lumber Company
Photo Courtesy of Vernon Doenges



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Workers with Shovels
Photo Courtesy of Tom Fledderjohann




Lock One and Mills in New Bremen. The mills were powered by water from the canal.
Photo Courtesy New Bremen Historic Association



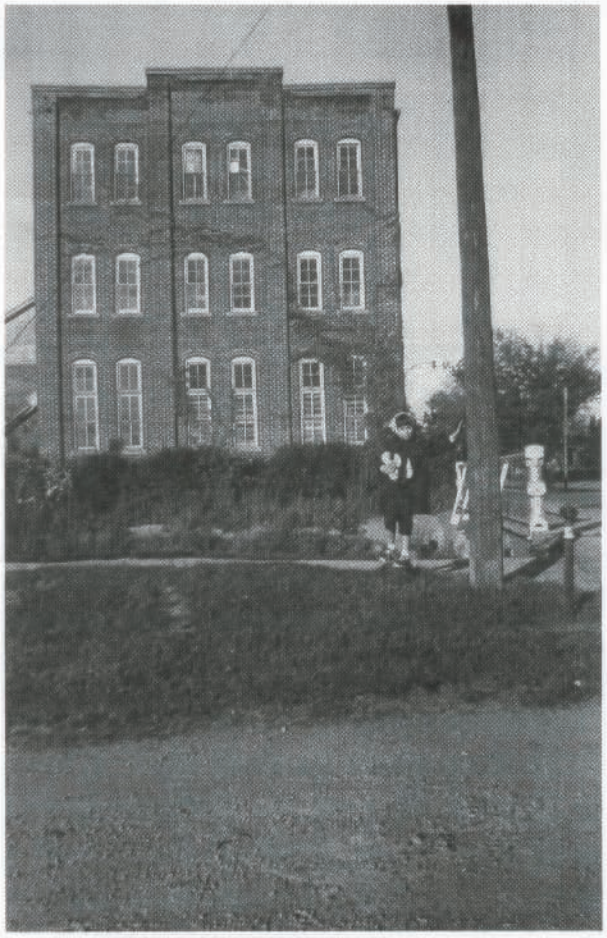
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## CANAL BRINGS PROSPERITY

*Continued*



Early frame J. A. Long Building (old poultry house)
Photo Courtesy of Vern Doenges



J. A. Long Building in the 1960s
Photo Courtesy of the Marjorie Lietz Collection



Ducks and geese at the old poultry house near the canal
Photo Courtesy of the New Bremen Historic Association



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Lumber Yard near the Canal
Photo Courtesy of the Don Kettler Collection




Last ice harvest on the canal, Dec. 19, 1932
Photo Courtesy of New Bremen Historic Association

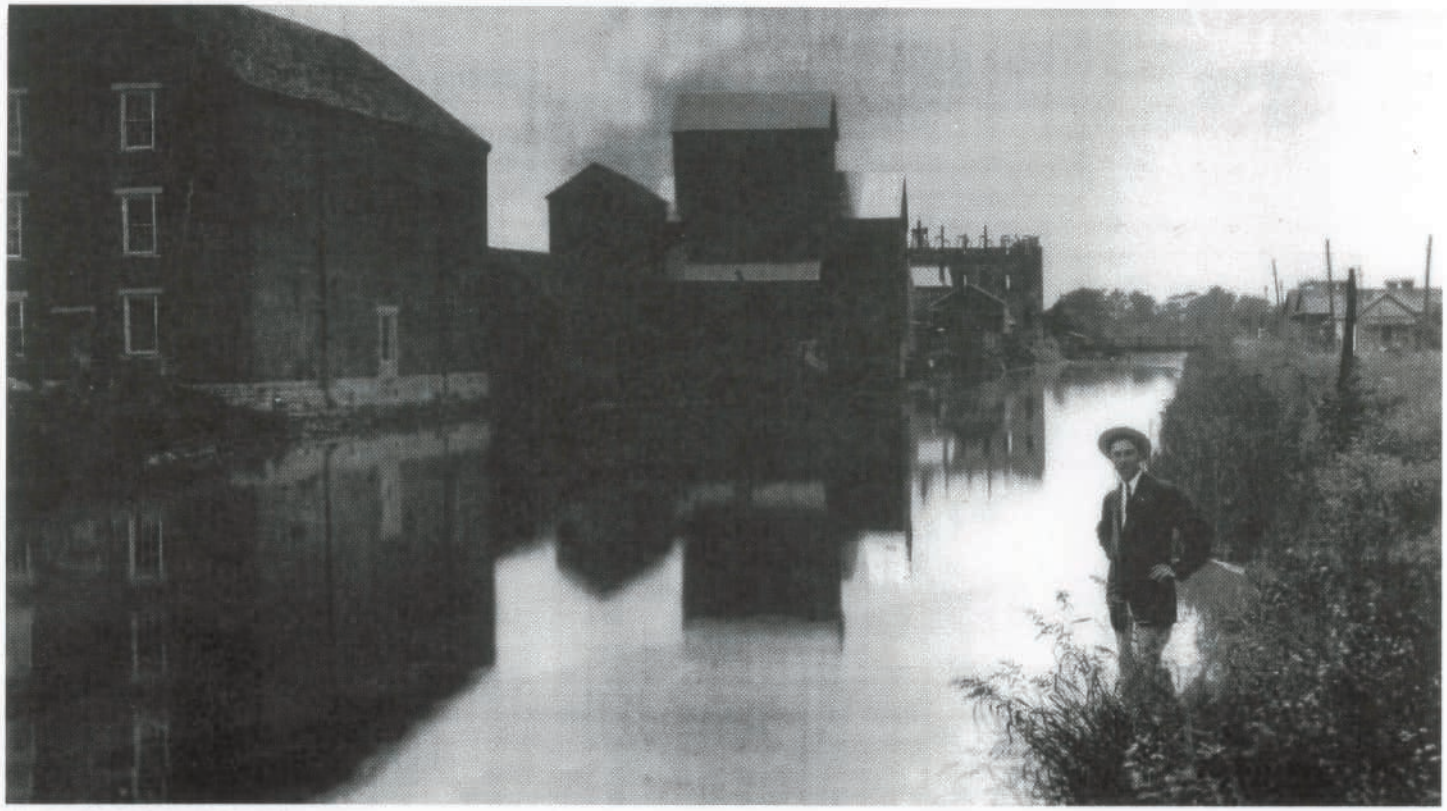


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New Bremen Mills near Lock One
Photo Courtesy of the Paul A. Lietz Collection



Buildings along the canal
Photo Courtesy of the New Bremen Historic Association



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Rairdon's Building at the corner of Washington and Monroe Streets west of the drugstore.
Photo Courtesy of the Paul A. Lietz Collection

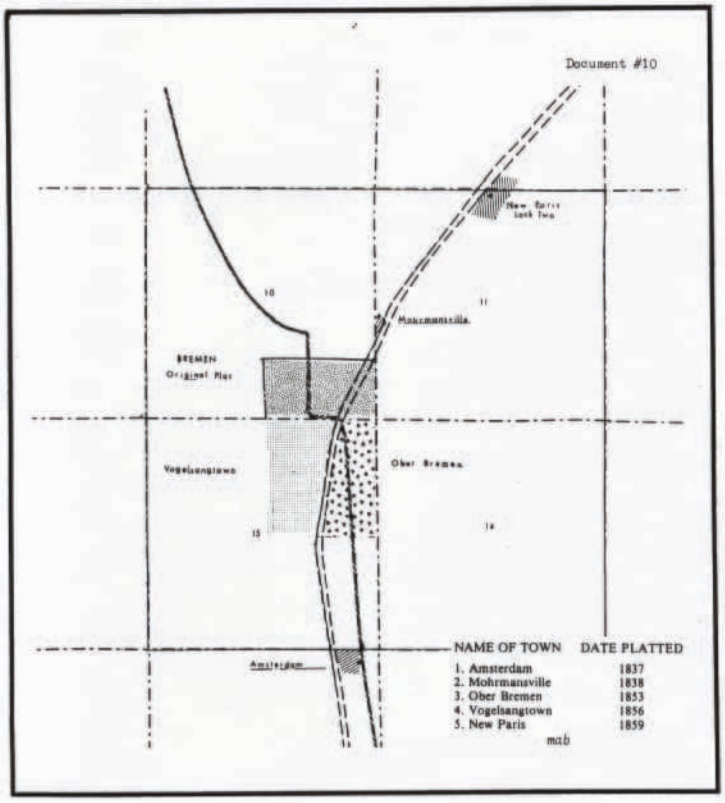


The Thompson House and boys picking up fish from drained canal
Photo from the album of Felix and Helen Kuenzel
Previously printed in *Ralph May Remembers New Bremen*.



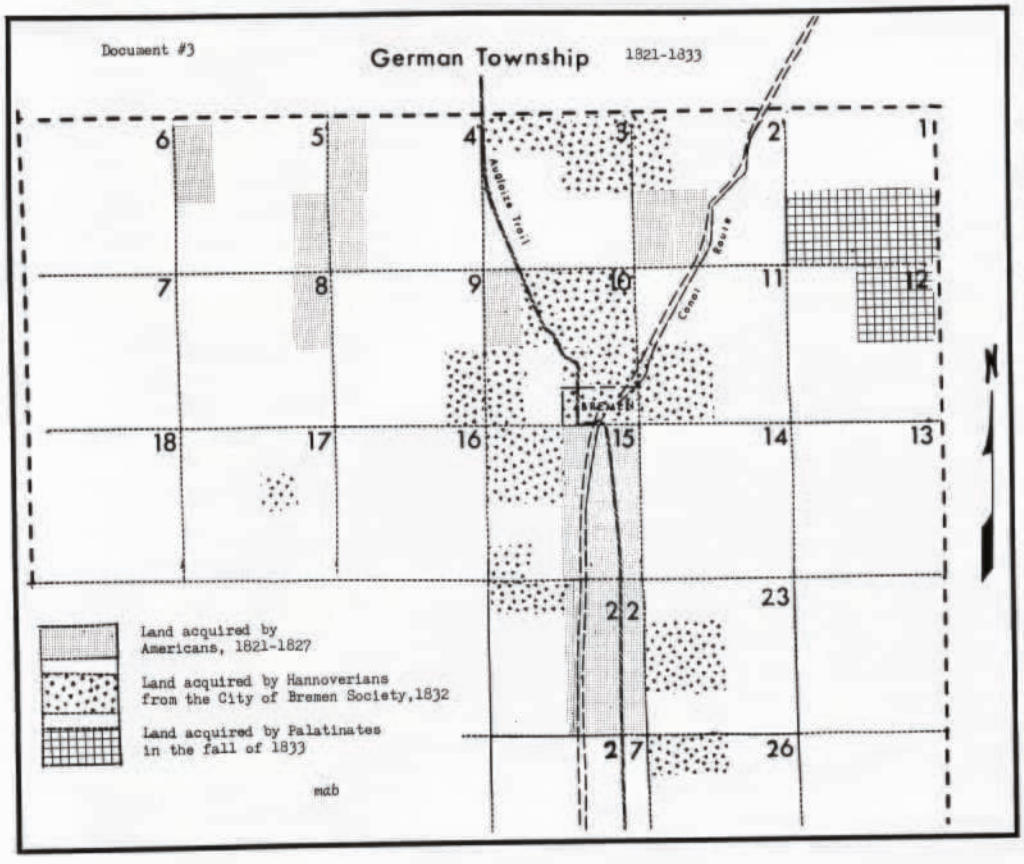
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# NEW BREMEN'S SIX COMMUNITIES




The original plat of Bremen in 1833 became "New Bremen" in 1835 to differentiate it from the town of Bremen in Fairfield County, Ohio. New Bremen consisted of six communities prior to 1876, and all six communities were along the canal. In 1837, the town of Amsterdam appeared just south of New Bremen near Amsterdam Road and Ohio Route 66. The small community was devastated by a cholera outbreak along the canal in 1849, and no trace of the town remains. Mohrmansville (1838) was just north of New Bremen near the canal. The opening of the canal through New Bremen in 1845 brought a surge of businesses and settlers to New Bremen but also divided the town into New Bremen and Ober (Upper) Bremen.

Ober Bremen was platted in 1853 on the east side of the canal and was made up of people from all over Germany while the original town site with its Hanover roots remained on the west side of the canal. Ober Bremen soon became the business center and maintained a separate school, fire department, town hall, and mayor until the union of the two towns in 1876. Even after the two towns were merged, reference was made to "Frogtown " individuals living east of the canal and "Cheesequarters" individuals living west of the canal. "Frogtown" referred to the large frogs that lived in and around Rabes's pond, the turn-around for the canal boats. "Cheesequarters" referred to the large dairy business west of New Bremen.




Vogelsangtown was platted in 1856 and was located west of the canal and south of New Bremen. It was a desirable residential area and was annexed to New Bremen in1865. Lock Two, known as "New Paris" in 1859, was never officially platted. The small town had a sawmill, gristmill, warehouse, pork-packing plant, and a grocery and general store. Lock Two is named for the second canal lock, north of the Loramie Summit, located in the town.

Reprinted from: Brown, Mary Ann. "Founding of New Bremen."
New Bremen Sesquicentennial Reflections.
The Hubbard Company. 1983.



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## CANAL INFLUENCES

The canal influenced the architecture of early New Bremen. Braced frame houses with brick or mud and straw lining and small one and one half story brick houses were built near the canal. Two story buildings of brick or frame were built as warehouses. All of these buildings reflected the architecture of Northern Germany and supplied the space and service needed for a growing town. Many of these buildings are still in use today.



Corner of Washington and Monroe Streets in New Bremen, looking north
Photo Courtesy of Ferd Wint



Bird's-eye view of New Bremen
Photo Courtesy of New Bremen Historic Association



Monroe Street in New Bremen looking west



Monroe Street in New Bremen looking east
Photos Courtesy of Genevieve Conradi (2003)


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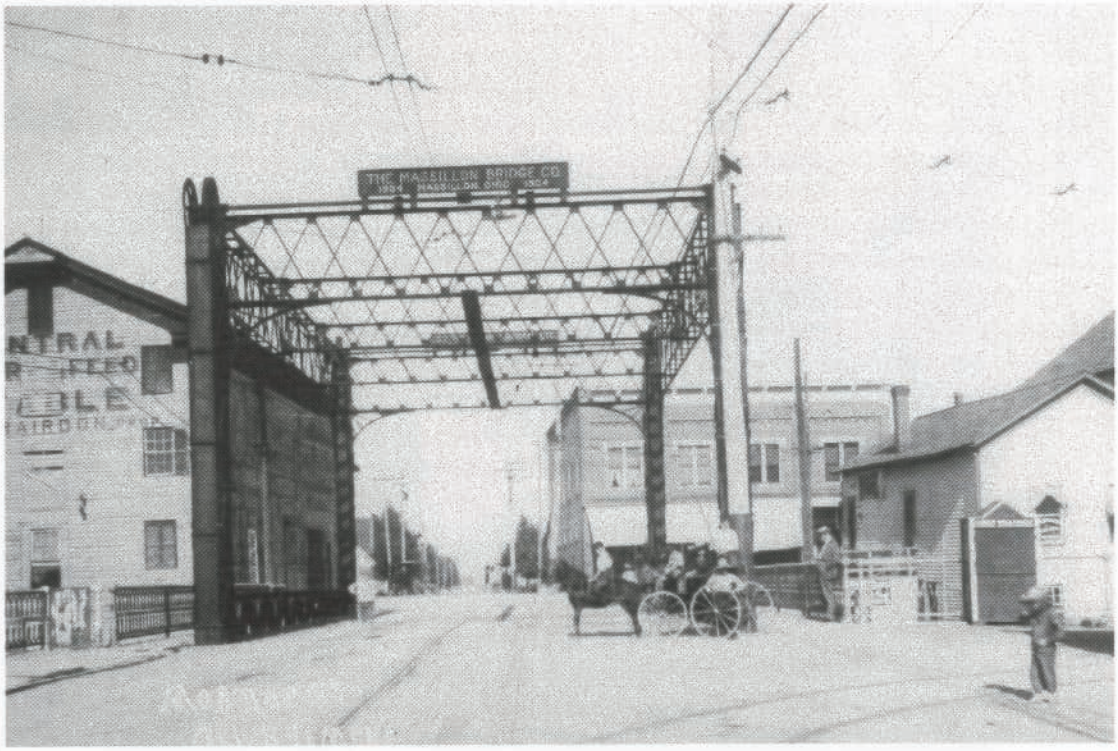
## CANAL INFLUENCES

*Continued*

The canal also influenced the streets of New Bremen because bridges were required to cross the canal. Various types of bridges were used. There were three "swing" or "bump" bridges located at the crossings on Plum (Vogelsang), First, and Second Streets. A swing bridge was bumped by the bow of the canal boat to open it. The bridge would then swing around on a steel track allowing the boat to pass. The bridge on Monroe Street was a tall structure known as a "lift" bridge. The bridge crossing the canal at the Amsterdam Road was also a high structure that allowed boats and mules to pass underneath.



Monroe Street Lift Bridge
Photo Courtesy of Paul E. Dicke




Monroe Street Lift Bridge
Photo Courtesy of Mark Renwick


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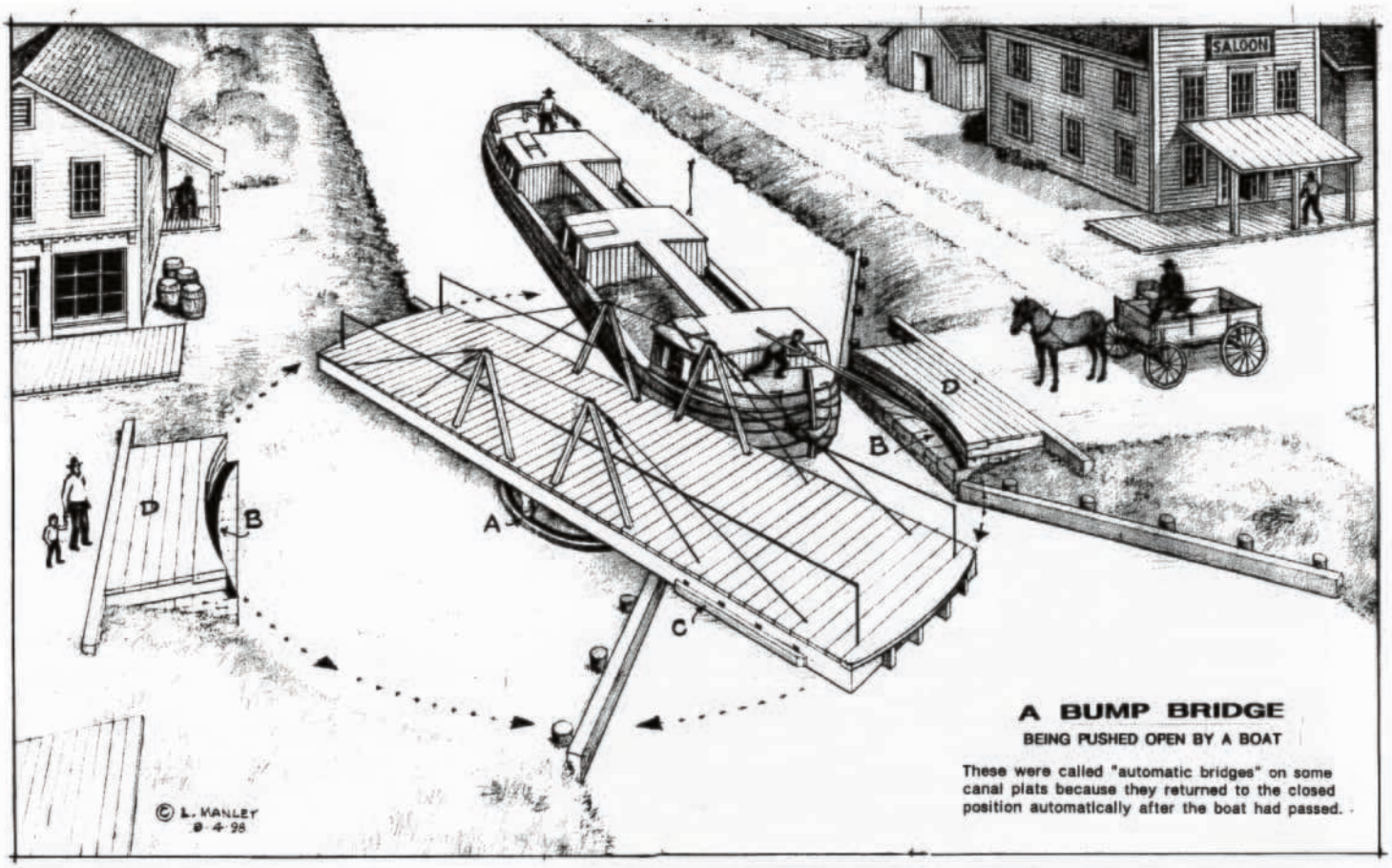


Monroe Street Bridge
Photo Courtesy of Pat Topp

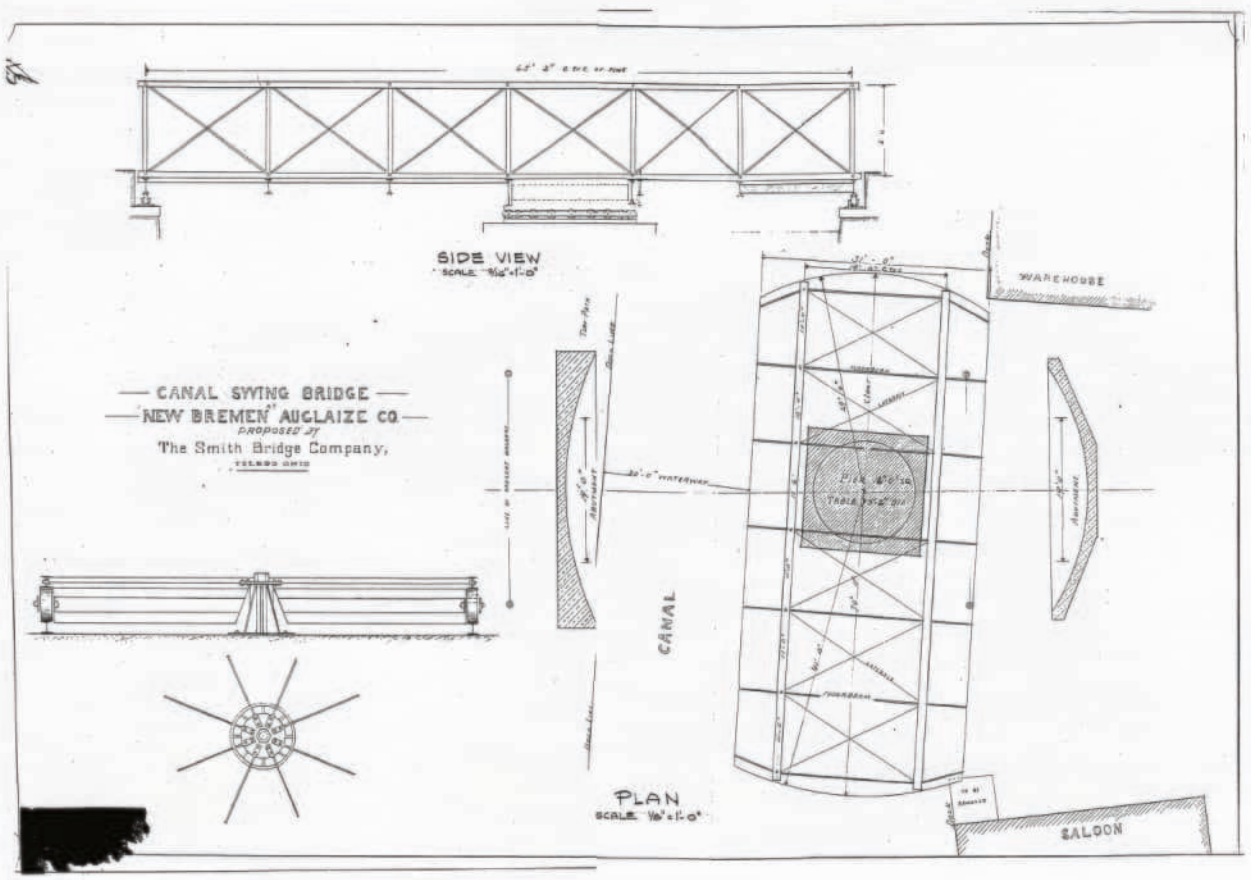



Monroe Street Bridge
Photo Courtesy of Mark Renwick


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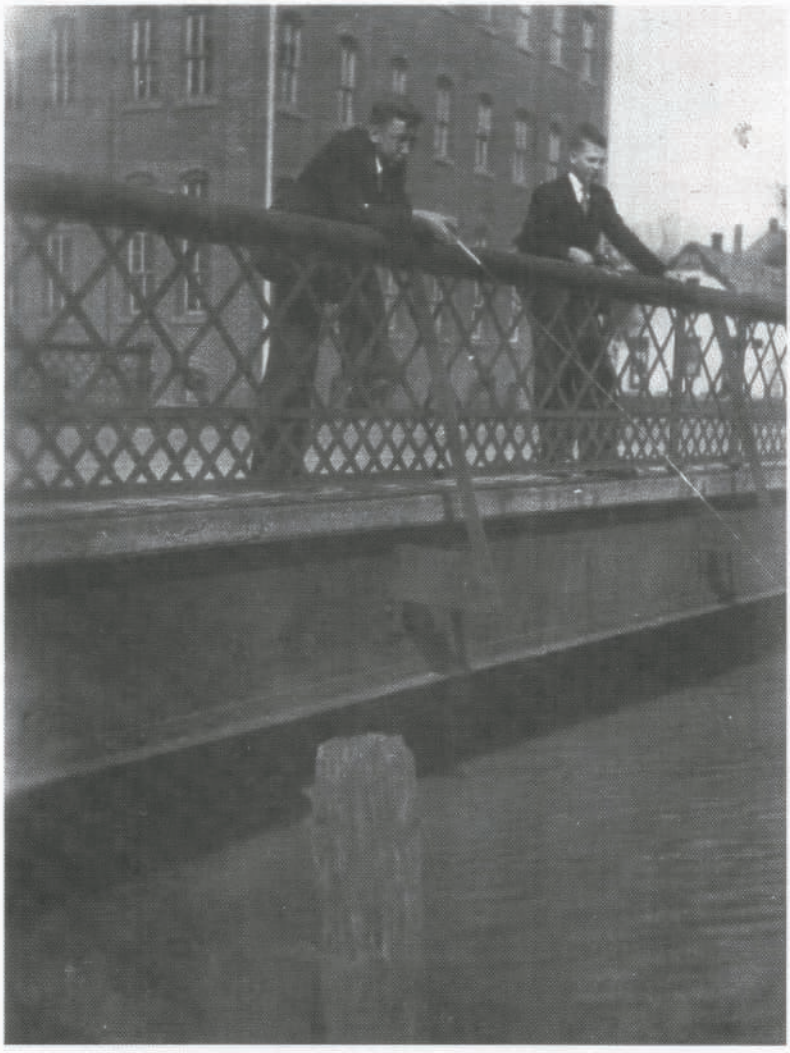

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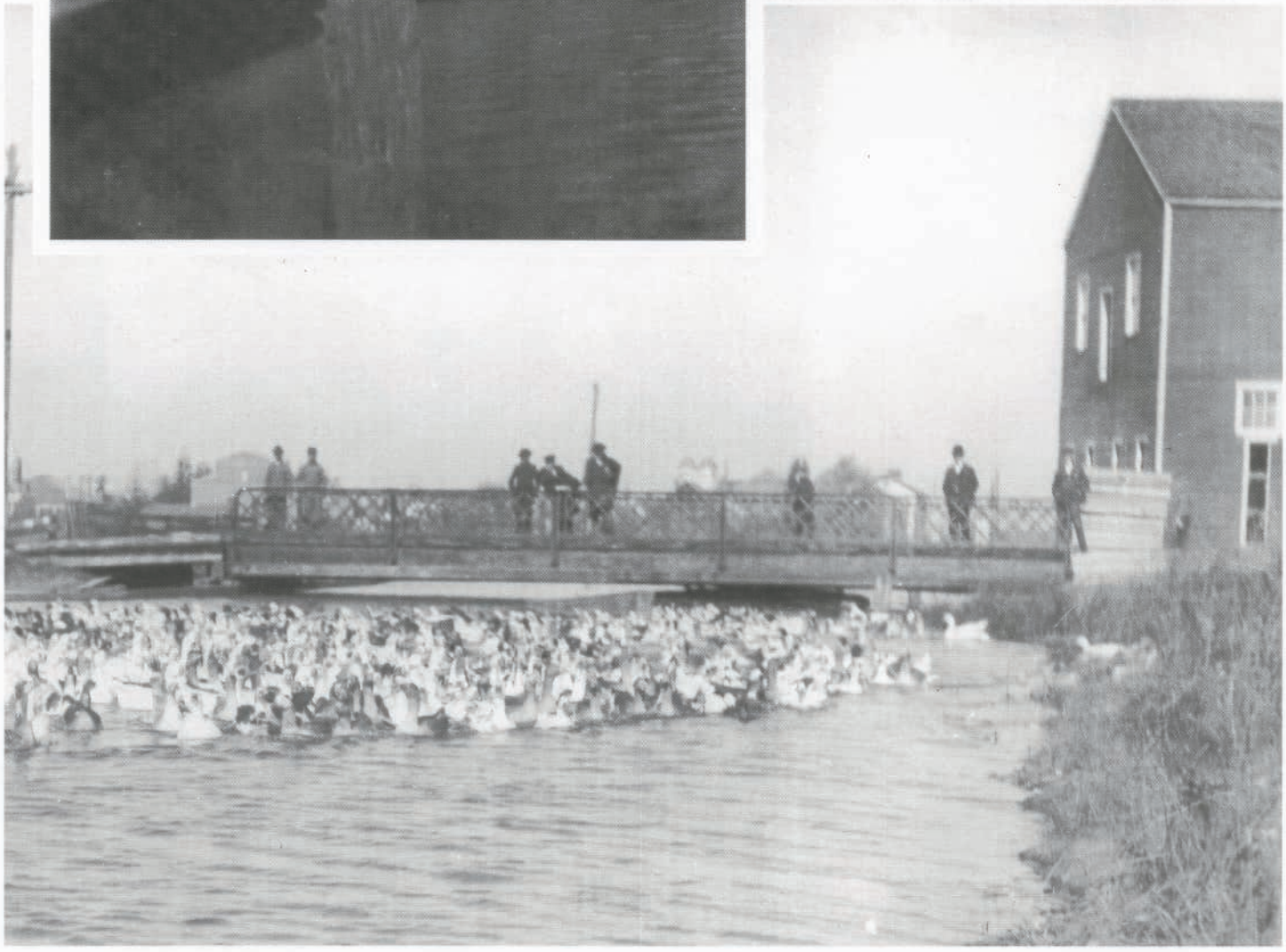

Smith Bridge Company plan depicting *Canal Swing Bridge* for New Bremen
Submitted by Tom Fledderjohann



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Plum Street Bridge with the J. A. Long Building in the background
Photo Courtesy of the Paul A. Lietz Collection



Plum Street Swing Bridge
Photo Courtesy of the New Bremen Historic Association



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**FIRST STREET BRIDGE**
**McKay house & woolen mill**



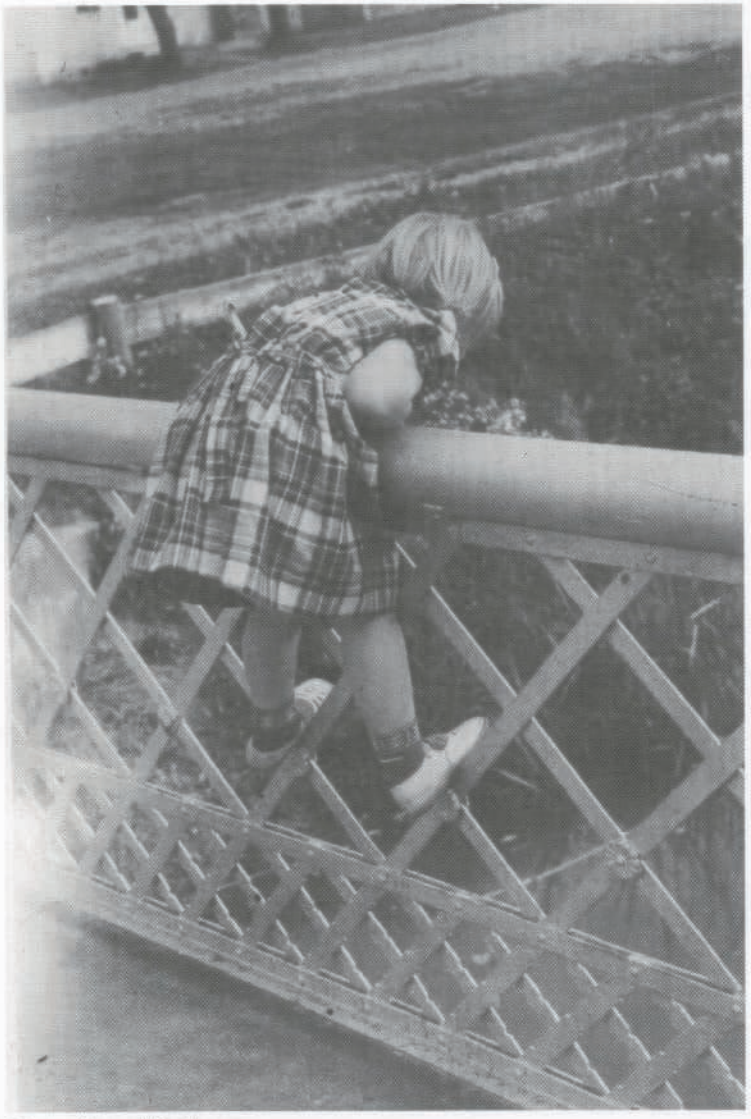
**Second Street bridge - Busse's Stockyard sign at left**

HOUSES: (1) Stegeman-Lafe Nedderman-Irene Schmidt house, (2) Wilbur Rump
(3) Don Schneider (Jefferson St.), (4-far right) Ray Luedeke garage

Bridge-Second.BMP

First and Second Street Bridges
Photos Courtesy of Village of New Bremen


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Plum Street Bridge
Photo Courtesy of the Paul A. Lietz Collection



Lock Two Bridge
Photo Courtesy of Delores Stienecker

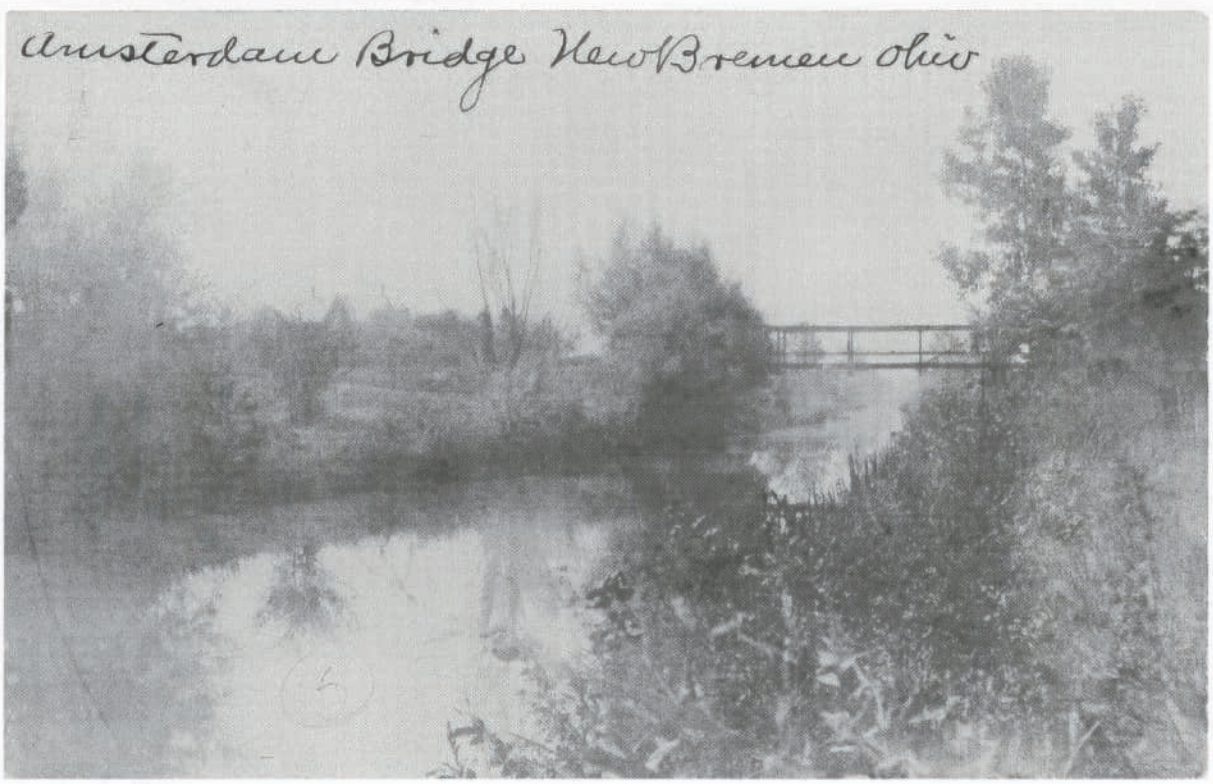



Emil, Arthur, and Luetta Fledderjohann seated on footbridge constructed from Lock Six timber
Photo Courtesy of Tom Fledderjohann


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Amsterdam Bridge
Photo Courtesy of the Paul A. Lietz Collection




Amsterdam Bridge
Photo Courtesy of Tom Fledderjohann


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Near Lock One on Monroe Street Bridge
Dierker Building in background
Photo Courtesy of Tom Fledderjohann



Photo enhanced by George Neargarder

Photo courtesy of Sue (Schmidt) Schmackers

**The building in the background in this photo are near the lock along the Miami Erie Canal and facing South Washington Street in New Bremen, Ohio**

Near Lock One
Photo Courtesy of Tom Fledderjohann



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Carl, Ruth (Kuck), and Rachel Poppe
2nd Street Bridge in New Bremen
Photo Courtesy of Ruth Poppe Kuck



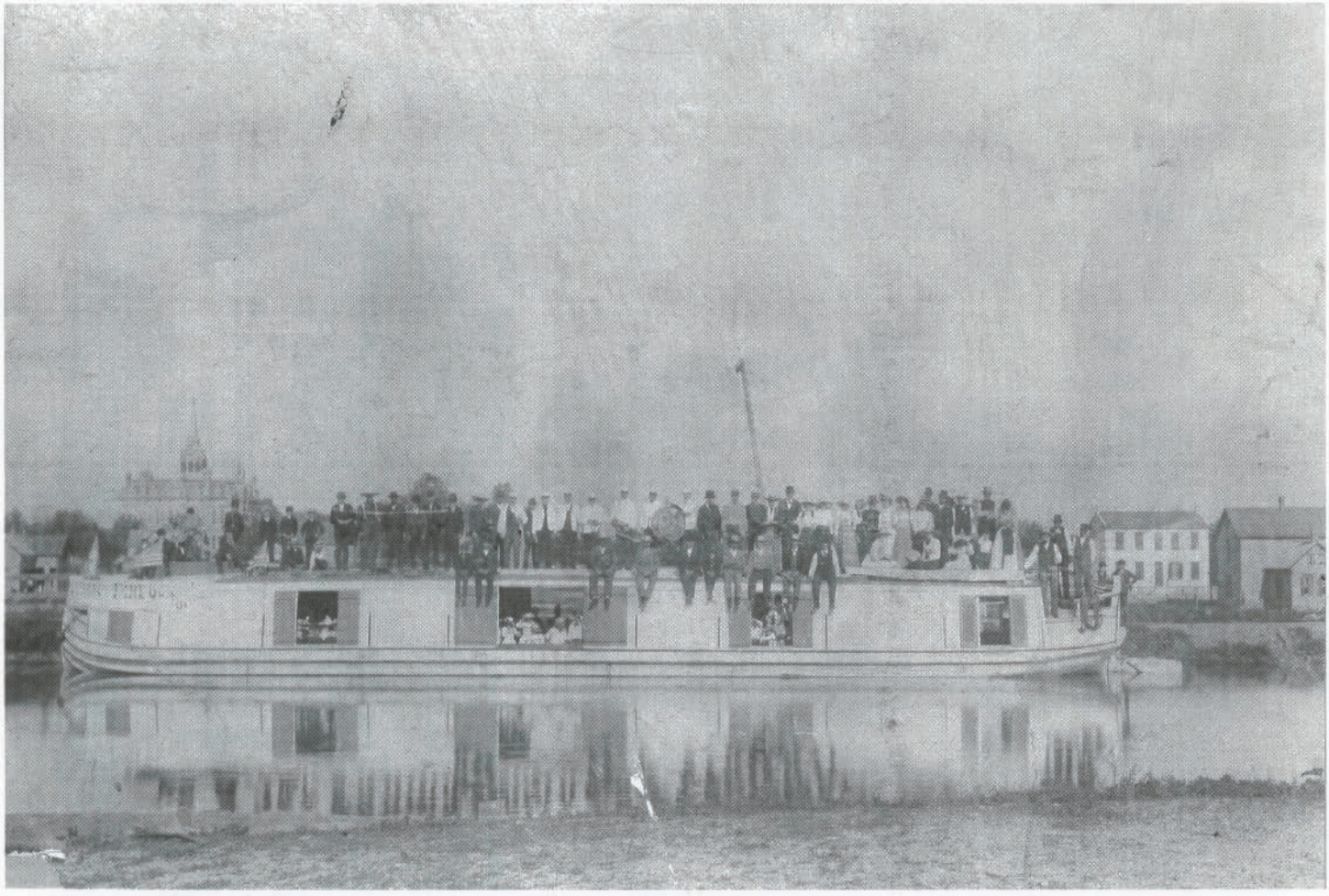
Lewis and Ed Poppe near remains of Lock No. 4, adjacent to the Poppe farm
Photo Courtesy of Ruth Poppe Kuck


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## DEMISE OF THE CANAL

The railroad came to the area in the late 1850s and proved to be the beginning of the end of the canal era. Ironically, the canal was used to carry the iron needed to construct the rail lines. Although transportation by rail was expensive, the speed of shipping made it more cost effective. The railroads were not affected by weather which allowed them to be used daily while the canal often froze during the winter.

In the early 1900s, with railroads dominating the area's transportation system, the Ohio Legislature debated whether to improve or abandon the canal. It was decided to try to revive the canal use by rebuilding many of the original wooden locks. When the canal was built, timber was readily available, and the use of large wooden locks hastened the opening of the canal. Lock One in New Bremen was rebuilt with concrete in 1910. This rebuilding of the lock did increase the use of the canal for a few years, especially for pleasure boats.



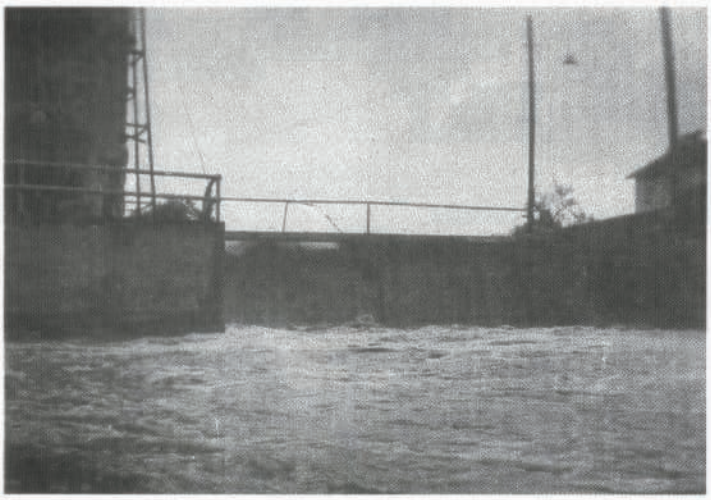
Pleasure Boat in New Bremen. See Central School in background. Entertainment on the boat by "Little Six Band". Photo Courtesy of New Bremen Historic Association


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The flood of 1913 and subsequent floods destroyed many key canal locks and aqueducts, and the cost of repairs would have far exceeded the revenues the canal could generate. Consequently, the canal became a political white elephant. There were many debates about the future of the heavily damaged waterway.



Placing sandbags on the canal bank near Comb's Ice House
Photo Courtesy Paul A. Lietz Collection






Flooding at Lock One
Photos Courtesy of the Paul A. Lietz Collection



Monroe Street Bridge facing south
Photo Courtesy of the Paul A. Lietz Collection


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Monroe Street Bridge facing north
Photo Courtesy of Ferd Wint



Flooding in New Bremen
Photo by Jim Cooper from the
Stan and Donna Mae Kuenning Collection



Flooding in New Bremen
Photo Courtesy of Ferd Wint


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## REBIRTH OF THE CANAL

The section of the canal from Fort Loramie to Lock Two, north of New Bremen was dredged, and two dams were constructed in a 1934-1935 project. In New Bremen, the Lock One gates were removed and guardrails were installed. The canal was stocked with fish, and a New Bremen citizens' committee planted 200 elm trees. This project led to a rebirth of the canal as a recreational area.



Along the Towpath
Photo Courtesy of the Stan and Donna Mae Kuenning Collection



Ice skaters on the canal by Thompson House and Mill
Photos by Jim Cooper from the Stan and Donna Mae Kuenning Collection


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Joseph Lanfersieck near the Canal
Photo Courtesy of Elodie Lanfersieck Sollman



Josephine Lanfersieck near the Canal
Photo Courtesy of Elodie Lanfersieck Sollman



Arthur and Luetta Fledderjohann playing in the canal near Lock Six
Photo Courtesy of Tom Fledderjohann


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Fishermen in 1937
(Paul Lietz is third from left)
Photo Courtesy of the Paul A. Lietz Collection



Fisherman in the 1940s
Photo Courtesy of the Paul A. Lietz Collection



Fishermen in 1953
Ed Conradi and Tom Fledderjohann
Photo Courtesy of the Marjorie Lietz Collection



Fisherman in 2003
Photo Courtesy of Genevieve Conradi



Ice Skaters on the Canal
Photo Courtesy of Mark Renwick

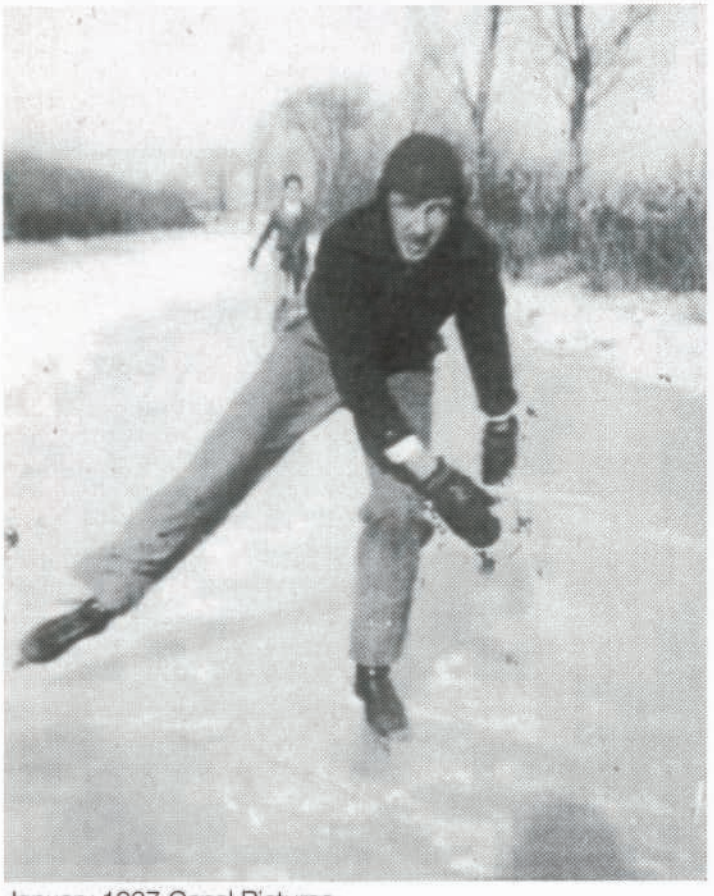


Ice Hockey on the Canal
Photo Courtesy of the Paul A. Lietz Collection


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January 1937 Canal Pictures
Photos Courtesy of the Paul A. Lietz Collection



1950 Snowfall near the Canal
Max Fledderjohann, Tom Thieman, Tom Fledderjohann
Photo Courtesy of Tom Fledderjohann



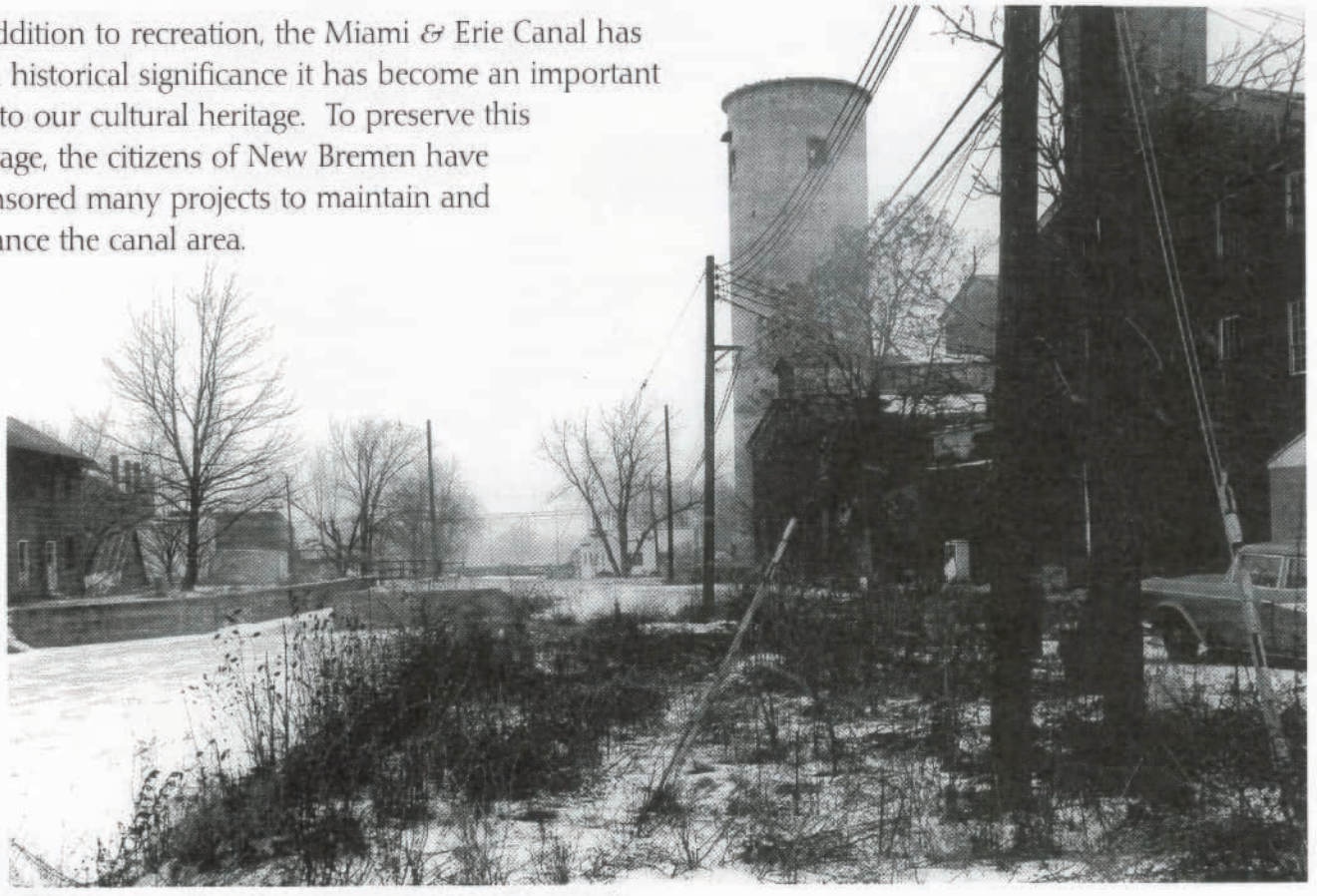
Winter Scene along the Towpath
Photo Courtesy of Michael and Connie Will


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## REBIRTH OF THE CANAL

*Continued*

In addition to recreation, the Miami & Erie Canal has such historical significance it has become an important link to our cultural heritage. To preserve this heritage, the citizens of New Bremen have sponsored many projects to maintain and enhance the canal area.



Deterioration of the mills on the east bank of the canal
Photo Courtesy of Crown

The mills on the east side of the canal and the lock keeper's house on the west were removed.



Mill being demolished
Photo Courtesy of the Stan and Donna Mae Kuenning Collection


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The Lock Keeper's House (Thompson House)
Photo Courtesy of Stan and Donna Mae Kuenning

The lock keeper lived in this house and was responsible for tending the lock at all times.



The Lock Keeper's House (Thompson House)
Photo Courtesy of Esther Dicke



The Lock Keeper's House (Thompson House) and Susan Warner (1960s)
Photo Courtesy of the Marjorie Lietz Collection


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Aerial view of Monroe Street, looking north
Photo Courtesy of Stan and Donna Mae Kuenning


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## REBIRTH OF THE CANAL

*Continued*



The canal was flumed under Monroe Street in 1968.



Fluming the Canal
Lower Level of Lock One
Photos Courtesy of the Village of New Bremen


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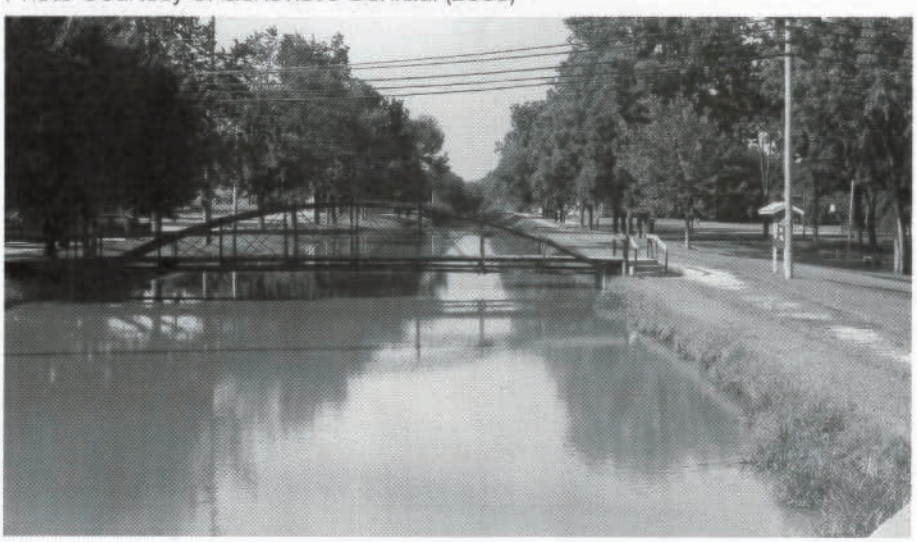
Lock One Park was formed in this area, and a memorial brick pathway was added. In 2003, an Ohio Historical Marker was dedicated to highlight the history of New Bremen and the Miami & Erie Canal. Another project, increasing the historical significance of the area, was the installation of the bow bridge over the canal south of Lock One.



Lock One Park and Brick Walkways
Photo Courtesy of Genevieve Conradi (2003)



Ohio Historical Marker commemorating the Miami & Erie Canal and New Bremen
Photo Courtesy of Genevieve Conradi (2003)



1864 Cast Iron Bridge
Oldest Bowstring girder bridge in Ohio
Photo Courtesy of Genevieve Conradi (2003)


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## REBIRTH OF THE CANAL

*Continued*

In 2004 a grant for the preservation of the deteriorating Lock One was secured. Lock One Day with the Canal Ducky Derby and other fund raising activities helped to raise the matching local funds needed. The profits from this book will be added to the Lock One Preservation Fund.



Deterioration of Lock One
Photo Courtesy of Genevieve Conradi (2004)



Canal Duck Derby June, 2004
Photo Courtesy of Genevieve Conradi


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Walking along the Towpath with the J. A. Long Building in background
Photo Courtesy of Genevieve Conradi (2003)

The New Bremen Village government, the New Bremen Historic Association, and the Miami Erie Canal Corridor Association (MECCA) are working together to preserve New Bremen's canal history. This book has chronicled the work of past generations building and using the canal. Our hope is to preserve the legacy for future generations as they ***Journey Through Time***.



Canoeing on the Canal
Photo Courtesy of Michael and Connie Will


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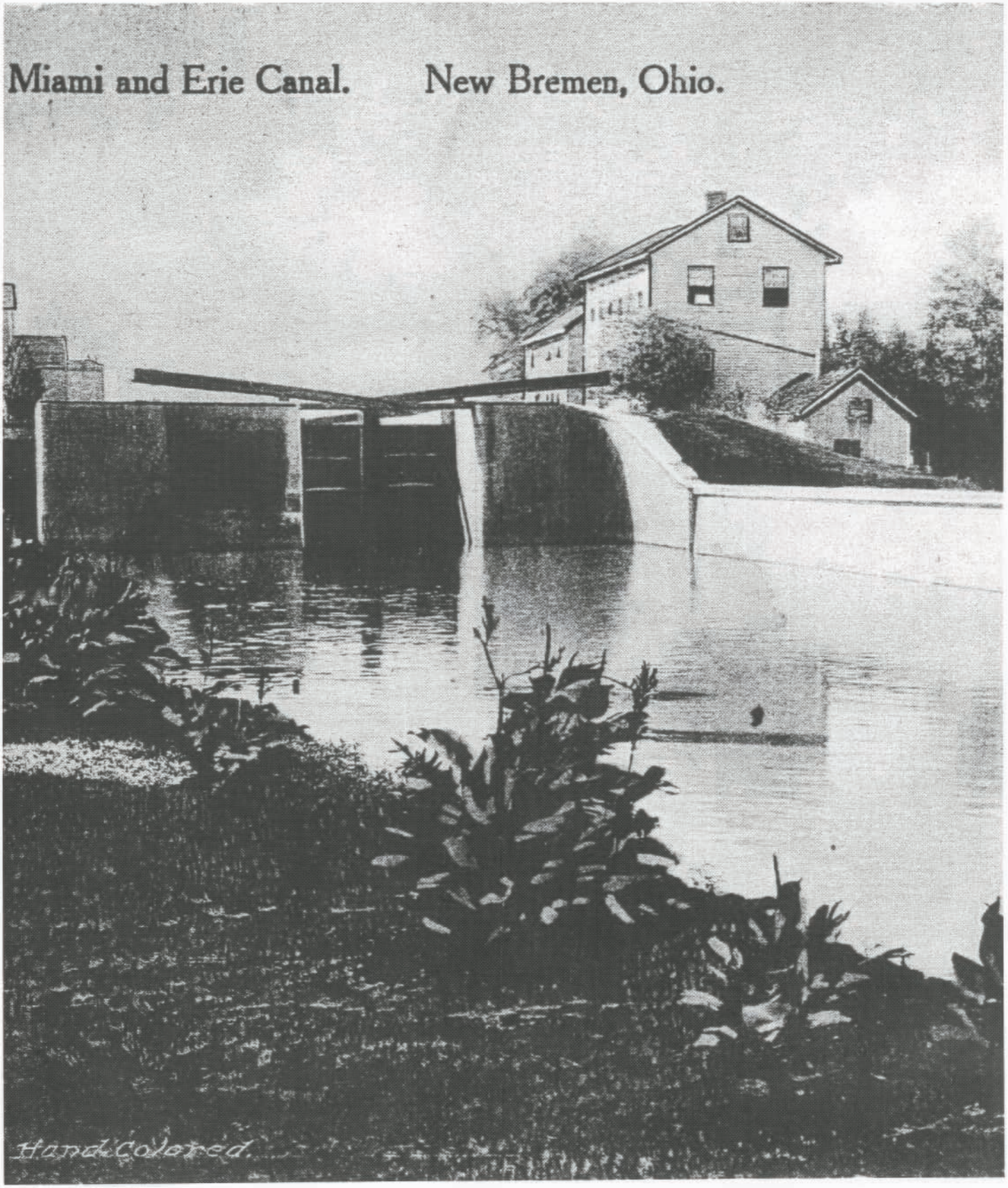
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Lock One and the lock keeper's house.

