



02.2003.1 Gronauer Lock No. 2
Allen County
Marker Text Review Report
07/13/2012 P. Bongen

Marker Text

Side one:

Wabash and Erie Canal¹ lock was discovered here June 1991 during excavation for highway construction.² It was built 1838-1840 by Henry Lotz and named for lock keeper Joseph Gronauer.³ The rare, well-preserved timber-frame design lock measured 115 by 40 feet; lock chamber was 90 by 15 feet; two-thirds of total structure was excavated and removed.⁴

Side two:

Numerous artifacts and 750 pieces of timber were recovered.⁵ After extensive preservation treatment, approximately 5 percent of total lock structure is included in an Indiana State Museum exhibit.⁶ Wabash and Erie Canal, America's longest at approximately 460 miles, linked Lake Erie at Toledo, Ohio with Ohio River at Evansville 1853.⁷

Report

The text is correct and supported by a wide variety of primary sources. The best primary source for Henry Lotz as the builder of the lock is given in footnote 2, the Board of Internal Improvement, Quarterly Report of Samuel Lewis, Ledgers for December–February, 1838-1839, April-May, 1839, July-August, 1839, which appears in the National Park Service publication, “Wabash and Erie Canal, Lock No. 2 (Gronauer Lock). These reports need to be located. In the *Senate Journal* of 1838, Samuel Lewis is shown being paid by the acting commission on the Wabash and Erie Canal for various services proving his connection with the canal in 1837-1838. In the 1838 *Indiana Laws of a General Nature*, “An ACT to dissolve the present board of internal improvement, the board of fund commissioners and the engineer department,” states, “. . . That from and after the first day of March next, the services of Samuel Lewis, one of the present board of internal improvement, be, and the same are hereby dispensed with . . .” proving he was a member of the board.

Additional Sources

Wabash and Erie canal Company Records, 1833-1837 (Bulk 1833-1862), Manuscripts and Archives Department, William Henry Smith Memorial Library, Indiana Historical Society, Indianapolis, Indiana.

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

Charles R. Poinsett, *Fort Wayne During the Canal Era 1828-1855* (Indianapolis, Indiana Historical Bureau, 1969).

Links



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Jonathan M. Leader, "Completion of the Gronauer Lock," *Legacy*, Vol. 7, No. 2, December 2002/Vol. 8, No. 1, July 2003, pp. 34-37, Office of the State Archaeologist, South Carolina Institute of Archaeology and Anthropology, USC, accessed www.cas.sc.edu/sciaa/mrd/documents/GronLock2.pdf

"Valedictory: Champion of the Gronauer Lock: A Remembrance and Commentary by Mitch Harper," *Fort Wayne Observed*, accessed http://indiana.typepad.com/fwob/2007/01/valedictory_cha.html/

New Haven Heritage Association, Inc., accessed <http://newhavenheritage.org/canalhistory.html>

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

The Wabash and Erie Canal: Fort Wayne on the Old Canal, accessed <http://archive.org/details/wabasheriecanalf00publ>

The Wabash and Erie Canal through Huntington, Indiana, accessed <http://www.terrypepper.com/w&e/boats.htm>

Welcome to the Wabash and Erie Canal, [Delphi] accessed <http://www.wabashanderiecanal.org/>

Welcome to Princeton, accessed http://princeton-indiana.com/pages/history/history-pages/wabash_and_erie_canal.htm

Wabash and Erie Canal Trails, Evansville, accessed <http://southernindianatrails.freehostia.com/eriecanal.htm>

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 "An Act to grant a certain quantity of land to the state of Indiana, for the purpose of aiding said state in operating a canal to connect the waters of the Wabash river to those of Lake Erie," Approved March 2, 1827, Nineteenth Congress of the United States, Session II, Ch. 56, 57, *A Century of Lawmaking for a New Nation: U.S. Congressional Document and Debates*, Accessed <http://memory.loc.gov/>; "An Act to establish a canal to connect the navigable waters of the Wabash river with the navigable waters of the Miami of Lake Erie," Approved January 5, 1828, , *Laws of the State of Indiana passed and published at the Twelve Session of the General Assembly* (Indianapolis, Smith and Bolton, 1828) pp. 10-12; *Cass County Times*, March 2, 1832, "The Commissioners of the Wabash and Erie Canal met at Fort Wayne, on the 22d ult. For the purpose of carrying into effect the requisitions of the late law of the Legislature of this State, providing for the commencement of said work prior to the 2nd day of March, 1832. . . ."; "Report of Canal Commissioners, December 14, 1832," *Journal of the House of Representatives of the State of Indiana being the Seventeenth Session of the General Assembly, 1832* (Indianapolis, N. Bolton, State



Printer, 1832) pp. 98-104, Accessed <http://archive.org/details/journalofhouseof183233indi>. Report states, “. . . on the 22d. day of February last, a commencement of the Wabash and Erie Canal was made”; “An Act providing means for the Wabash and Erie Canal,” Approved February 1, 1834, *Laws of the State of Indiana passed and published at the Eighteenth Session of the General Assembly* (Indianapolis, Douglass and Maguire, 1834) pp. 49-55; “An ACT to provide for a general system of Internal Improvements,” Approved January 27, 1836, *Laws of Indiana* (Indianapolis, Bolton and Emmons) pp. 6-21.

² *Fort Wayne News Sentinel*, June 5, 1991, p1 c. 2; *Fort Wayne News Sentinel*, June 6, 1991, p1 c. 2, *Fort Wayne News Sentinel*, June 7, 1991, p 4a c. 1; *Indianapolis Star*, June 6, 1991; American Canal Society, Letter to Senator Patrick Moynihan, September 3, 1991.

2 Board of Internal Improvement, “Quarterly Report of Samuel Lewis, Ledgers for December –February, 1838-1839, April-May, 1839, July-August, 1839, Wabash and Erie Canal Lock No. 2,” Historic American Engineering Record (Philadelphia, Northeast Field Area, Chesapeake/Allegheny System Support Office, National Park Service, nd., p. 13; *Laws of Indiana, 1839-1840*, February 24, 1840, p 51-52; *Journal of the Senate of the State of Indiana*, Twenty-third Session of the General Assembly, 1838, p 568; *Reports, Wabash and Erie Canal, 1829-1974*, [Sometimes referred to as Canal Commissioners]; Tract Book: Gronauer purchase of W. & E. Canal land; *New Haven News*, January 2, 1896; Canal Society of Indiana, Gronauer Lock Site: Statement of the Historical Significance (July 18, 1991); ; Cindy Parish, *Archeological Investigations at the Gronauer Lock #2, Allen County, Indiana* (Bloomington, Archaeological Resources Management Service, Ball State University, 1993); Craig Leonard, "Gronauer Lock Prospectus" (circa 1994), Appendix I, pp. 5-6 and Appendix III, pp. 9-10; Robert F. Schmidt, Letter to Indiana Historical Bureau, August 21, 2002; Bert Joseph Griswold, *Pictorial History of Fort Wayne, Indiana; a review of two centuries of occupation of the region about the head of the Maumee river*; (Chicago, Robert O. Law Co., 1917) 639-40; Thomas B. Helm, Ed., *History of Allen County, Indiana : with illustrations and biographical sketches of some of its prominent men and pioneers to which is appended maps of its several townships and villages*, (Chicago, Kingman Brothers, 1880) 88, 116, 122, 153-54.

⁴ “Gronauer Lock Site,” Canal Society of Indiana, July 18, 1991; Craig Leonard, "Gronauer Lock Prospectus," Appendix I, p. 5, Appendix III, p. 9, circa 1994); Cindy Parish, *Archeological Investigations at the Gronauer Lock #2, Allen County, Indiana* (Bloomington, Archaeological Resources Management Service, Ball State University, 1993); Robert F. Schmidt, Canal Society of Indiana, Letter to [Dan Quayle] Vice President of the United States, June 10, 1991; Terry K. Woods, American Canal Society Engineering Design Committee, Letter to Senator Patrick Moynihan, September 3, 1991; Robert F. Schmidt, Canal Society of Indiana, Letter to Indiana Historical Bureau, August 21, 2002; “Saga of the Lock,” *Canal Society of Indiana Newsletter*, September 1998, 12:9, pp. 1-3;

⁵ Leonard, "Gronauer Lock Prospectus," Appendix III, p. 9 and Appendix IV, pp. 11-12.



⁶ Robert F. Schmidt, Canal Society of Indiana, Letter to Indiana Historical Bureau, August 21, 2002; Fort Wayne *News Sentinel* June 11, 1997; *Hoosierisms*, Spring 1997, p. 8

⁷ Indiana Historical Bureau's standard statement. "Canal Society of Indiana," accessed <http://www.indcanal.org/canals-wabash-erie.html>. States, "... By 1853, Wabash and Erie Canal, America's longest at approximately 460 miles, linked Lake Erie at Toledo, Ohio with Ohio River at Evansville. . . ."; "The Erie Canal," accessed <http://www.eriecanal.org/> States, "... The resulting canal was completed in 1918, and is 12 to 14 feet deep, 120 to 200 feet wide, and 363 miles long, from Albany to Buffalo. . . ."; Canal Lands, Ohio State Parks, Ohio Department of Natural Resources, <http://www.dnr.state.oh.us/parks/canallands/canalhistory/tabid/22230/Default.aspx>. States, "... On July 3, 1827, two years after the ground breaking, Governor Trimble and the canal commission boarded a canal boat in Akron and the next day arrived in Cleveland. By 1832 the entire 308 mile route of the Ohio-Erie was open to traffic. . . ." *Terre Haute Wabash Courier*, July 13, 1850. "... We have the pleasure of announcing that an important division of forty-two miles, between Terre Haute and Point Commerce, had been completed and water let into it. We now have a continuous canal-the whole in navigable order-from Toledo to Point Commerce, Indiana, a distance of three hundred and fifty-two miles. Point Commerce is one hundred and ten miles [to] Evansville on the Ohio river, the southern terminus of the Wabash and Erie Canal-the longest canal in the United States. . . ."; "Resident Engineer's Report to Chief Engineer, December 15, 1853," *Annual Report of the Board of Internal Improvement*, December 28, 1853 (Indianapolis, Austin H. Brown, State Printer, 1853) p. 845-51. Report states, "... On Thursday evening, September 22, the 'Pennsylvania' charge of Capt. Sharra, arrived at Evansville, having made the first trip through the entire canal"