

Renewed Remembering: The Newsletter of the Conneaut Area Historical Society



August 2023

Volume 1, Issue 8

We Remember

“Remembering” was the name of the original Conneaut Area Historical Society newsletter. Joan Barnett was the last editor, and with her death and the Covid pandemic the newsletter has not been published for a time. It seemed fitting to name this new version of the old newsletter “Renewed Remembering,” in honor of the former editors including Louise Legeza and Joan Barnett who edited and published the newsletter for so many years. We hope you enjoy it!

The President’s Paragraph

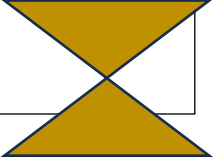
The Conneaut Area Historical Society wants to thank you for your continued support. As always, new members are welcome. You can call: 440-599-6011 with

further questions or write to Conneaut Area Historical Society, P.O. Box 563, Conneaut Ohio, 44030. Our street address is: 518 Mill Street.



Time Travel Tuesday

Travel through time with Us on Time Travel Tuesday on Tuesday, August 15, 2023, at 5:30 p.m. at the Conneaut Public Library. This month we will be Perusing the Pittsburgh Conneaut Dock with Jim Jones, Jim Lyon, and Jerry Anderson. Travel with us!



Catching Up and Comings and Goings

Since we closed in September last season, we have been busy working and planning for the spring and summer seasons that we are now enjoying.

During the winter we rearranged, cleaned, and plotted and planned new exhibits for the coming season. We accepted new donations including a rocking chair associated with Clarence Darrow and a series of notebooks from long-time Conneaut resident Shirley Gerren tracing the history of Conneaut from the 1940s to 2023 and featuring the obituaries of many Ashtabula County people. We moved and removed boxes full of document, photo, and artifact collections after organizing them and put them on our storage shelves for easier, and more organized access. We established a research library for history buffs, genealogists, and other interested people to use. We created a website to present historical articles and history items and programs about Conneaut and the surrounding area. We also feature historical videos, fiction, and non-fiction. Please check us out at: <https://capturingconneauthistory.com/>

Here are a few of our website stories and the links to them:

Bob Blickensderfer Profiles Paleo- Americans

<https://capturingconneauthistory.com/2023/03/10/robert-blickensderfer-profiles-paleo-americans-1960s-1970s/>

History of Happy Hearts School and Ash/Craft Industries

<https://capturingconneauthistory.com/history-of-happy-hearts-school-and-ashcraft-industries-crafted-from-the-hearts-of-caring-people-book-length-version/>

Stories for kids and the young-at-heart.

Elephants Cheerily Swim in Lake Erie.

<https://capturingconneauthistory.com/elephants-cheerily-swim-in-lake-erie-2/>

Reverend Badger and the Bear.

<https://capturingconneauthistory.com/reverend-badger-and-the-bear/>

We brought back some time-tested practices that the original museum founders had established. We now have a newsletter that we named Renewed Remembering to give it a sense of continuity with its original name, Remembering.

We resumed our monthly history programs that we call Time Travel Tuesdays, with speakers presenting different events in Conneaut and Ashtabula County History.

Some of our innovations for the 2023 season include new displays, a new book for sale called “Tales (Some Tall) of Conneaut and Ashtabula County and a book about the venerable St. Mary’s Church by local author Mary Lou Lardi. Board Member Debbie Herbal introduced a Barn Quilt Contest at our July Time Travel Tuesday and is waiting for a person to find the barn! We have introduced a new patron advertising feature in our newsletter, and the Octagon House is being painted and will eventually be open to tours by appointment and some special programs.

Visit us! We have a Model T Ford, and exhibits featuring vintage businesses, tools, clothing, the Creamerie, and original firefighting equipment to name just a few. We are open on Friday, Saturday, and Sunday from twelve until 5 p.m. and admission is free, and/or accepting donations. We hope to see you there.

Museum Steering Committee

Karl Rowbotham

Jerry Janco

Jerry Anderson

Delmas Bennett

Debbie Herbal

Mo Tanner

Nancy Lamb

Kathy Warnes

Museum Officers

President: Jim Jones

Vice President: Jerry Janco

Secretary: Debbie Jones

Treasurer: Pat Jones

Historian: Kathy Warnes

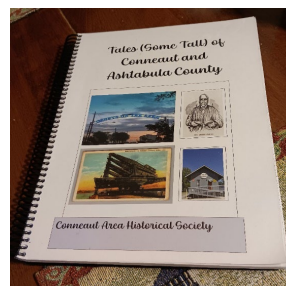
Needed: Museum 

Volunteers!

We need Enthusiastic and Dedicated Volunteers to help us help the Conneaut Area Historical Museum realize its full historical potential. Lend us your willing hands, hearts, and minds to help our museum grow. Be a Museum Volunteer!

We Need Gently Used Notebooks

If you have some gently used binders that you are willing to donate to a new home, please bring them to the museum or give them to a museum officer or steering committee member. We are in the process of organizing documents and pictures into collections and your notebooks will be welcome and well-treated.



The Conneaut Area Historical Museum introduces its latest publication: *Tales (Some Tall) of Conneaut and Ashtabula County*.

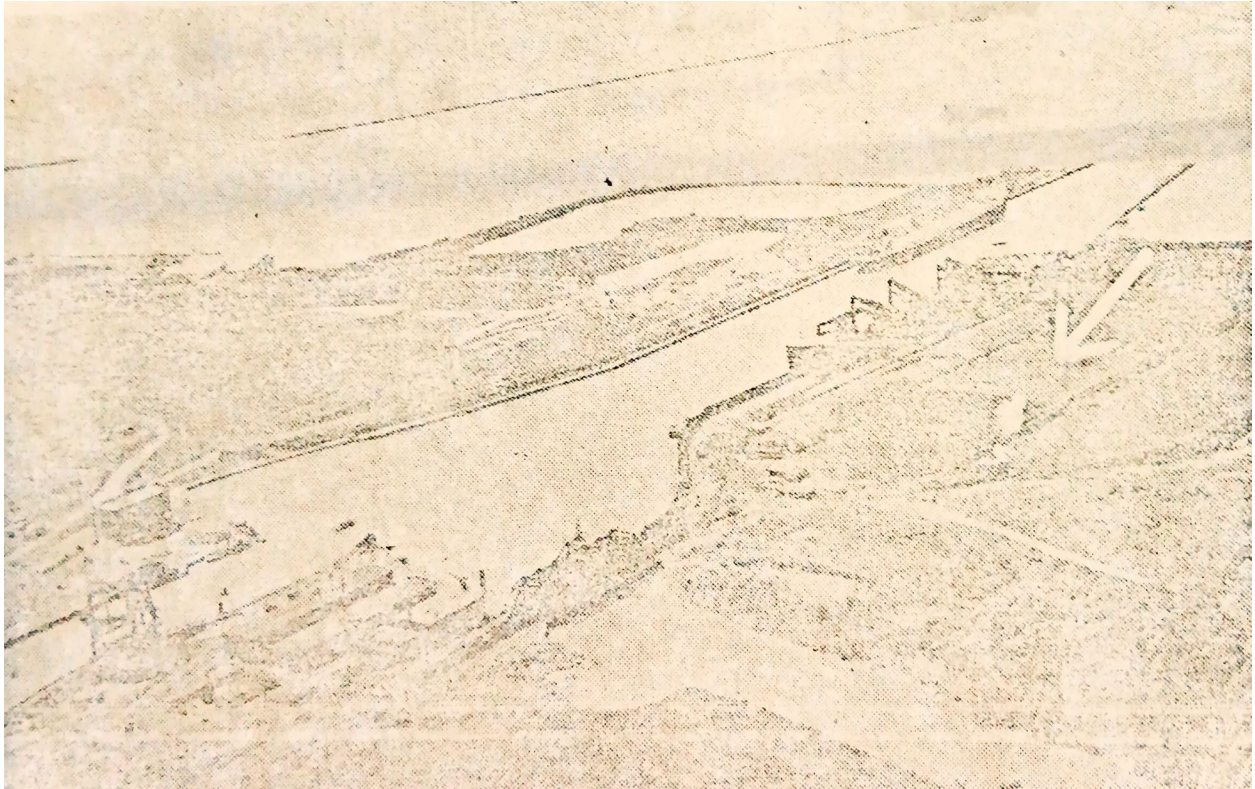
Yes, there are still some untold or just lightly touched. For example, did you know that Elizabeth Stiles of Ashtabula spied for President Abraham Lincoln and the Union during the Civil War? Read about her gallant and often tragic life.

We are asking for a \$25.00 donation for our book, with all proceeds going to improve the Conneaut Area Historical Museum.

Conneaut by Any Other Name!

The Lakeville Chronicles

Lakeville Village Surrounds Conneaut and is Created from a Squabble over An Iron Ore Pile- 1944-1964



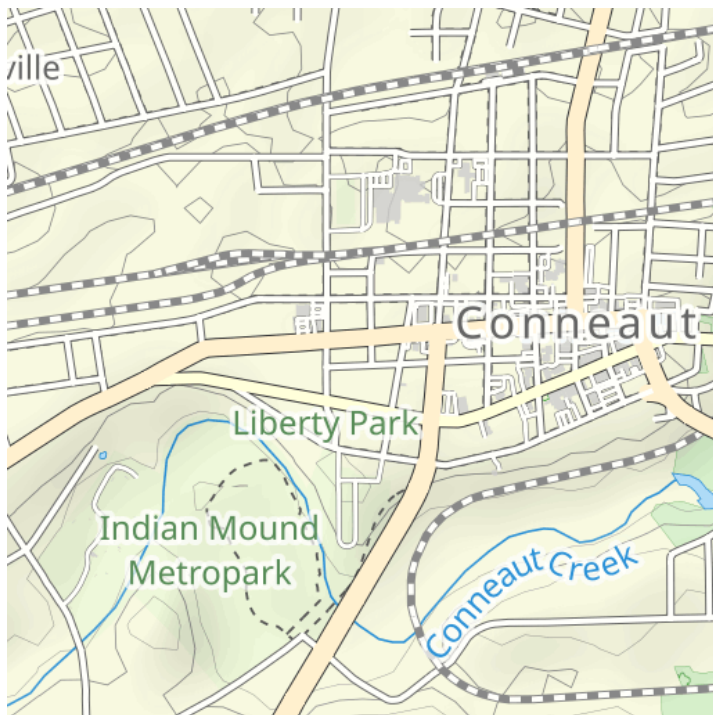
The arrow points to the iron ore piles that indirectly brought about the organization of Lakeville Ville, Ohio, west of the Erie County line in 1944. The City of Conneaut wanted the property for industrial expansion. The Township acquired tax money from the ore storage, so Lakeville was organized to keep the tax revenue from going to the city. Conneaut Harbor is outlined in the photo and the only four track swinging bridge in the world is visible.

In a story in the Erie Daily Times dated September 16, 1947, staff writer Ed Pfister tells the story of how Lakeville came to be. Ed Pfister summarizes its unusual history by writing that “it is the only village in the United States that completely surrounds a city.”

According to Ed Pfister's version of its history, in 1944, Lakeville began as a quarrel over an ore pile. The City of Conneaut wanted more eastside territory for industrial expansion and the property that the city wanted would include Conneaut Township areas where Pittsburgh and Conneaut Dock stored its ore.

The ore piles provided Conneaut Township with tax revenue for its schools and other expenses. If the City of Conneaut acquired the added land for industrial purposes, it would include the ore storage land and Conneaut City would receive the taxes instead of the Township. To protect its interests, the Township officials got together and set up a village. An election took place and voters east, west, and south of Conneaut unanimously supported the annexation.

As a result of the annexation, Lakeville village absorbed East Conneaut which extends from the Pennsylvania line to the Conneaut City limits; Amboy, which is a few miles west of Conneaut; and Farnham, which is southwest of Conneaut. Lakeville Village surrounded Conneaut on every side except on the lakefront. In order to leave or enter Conneaut, people had to go through Lakeville unless they were traveling by water.



A village surrounding a city creates unusual conditions and Lakeville surrounding Conneaut illustrated that premise. Because of Ohio's 50 mile an hour speed limit drivers traveling through the newly created cities on Route 20 and Route 5 could not exceed thirty-five miles an hour until they were within two miles of Ashtabula. That was because Lakeville's 35 mile an hour limit started at the Pennsylvania line and extended to the Conneaut city limits and resumed at the west city limits, extending west to Kingsville, Ohio which also had a

thirty-five mile an hour limit.

A village entirely surrounding a city created other peculiar conditions. George W. Britton, the mayor of Lakeville, maintained an office in Conneaut for years. Many Conneaut citizens worked in Lakeville. Conneaut Township and the City of Conneaut jointly owned the City Hall in Conneaut and mail with Lakeville

addresses was delivered to the City Hall in Conneaut. Lakeville officials had two rooms in the city hall and its six-man council and city clerk, and treasurer had offices and held meetings there. All involved anticipated a friendly court contest to determine the exact interest each party held in the building.

Conneaut City and Lakeville Village jointly supported what was formerly Conneaut's Municipal Court presided over by Judge C.W. Appleby who had been the incumbent since the court was started in 1930. However, both towns had separate police forces. Lakeville had a five-man force of deputies under a sergeant. Lakeville had two fire departments as did Conneaut. One fire department was located in what had been East Conneaut, and the other in the west area west of Conneaut. Both towns supported Conneaut Community Park on the lake front.

Since being incorporated, Lakeville blossomed with a population of 4,200 and a total area of twenty-three miles. In comparison, Conneaut had an estimated population of 10,000 and had an area of approximately four-square miles.

Another Lakeville/Conneaut peculiarity was that no one in the village of Lakeville had filed for office in 1947 for the November election. No one running for office meant that under Ohio law all candidates for the November 4 election had to be written in on the ballot.

Although Lakeville and Conneaut both had interests in City Hall, they existed harmoniously, and the two communities cooperated peaceably in most instances. Both village and city shared firefighting equipment and police power in emergencies, which reduced expenses for both through operating as joint municipal functions.

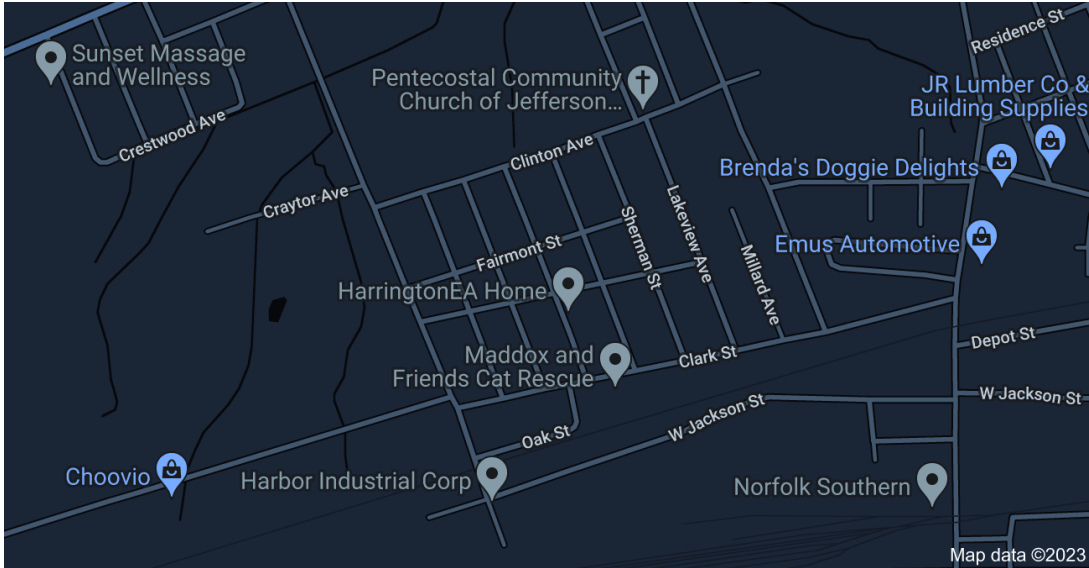
Both towns grew. New homes rapidly sprung up in the ambitious young city of Lakeville and building continued to increase in Conneaut which still vied with Cleveland and Ashtabula for the title of the busiest iron ore port on the entire chain of the Great Lakes.

New Litchfield, Salem, Becomes Conneaut

By Maxine Morgan,

Conneaut Edition of The Times-News, Sunday March 2, 1975

Fellow citizens of Conneaut, do you know that we live in a community which for a while back in the early 1800s was called New Litchfield?



The name according to the Reverend Rufus Clark, pastor of the South Ridge Baptist Church who wrote a handwritten history of

this area in 1880, was chosen because one of the early settlers here, Seth Thompson, came from Litchfield, Connecticut.

New Litchfield was not popular with most of the settlers even though most of them did come here from Connecticut, for another name was soon to be used.

Reverend Clark wrote, “The name Salem came to be the recognized cognomen soon afterward, and the borough included a township and a half (embodied the north half of what is Monroe Township.)

“During the winter of 1832-1833, a petition was circulated among the citizens which was almost universally signed to have the name changed to Conneaut.”

An Act of 1837 was passed, and the borough became “CONNEAUT”, so named after the Indian name Conneaut River, meaning River of Many Fish.

With preparation underway for the local observance of our country’s Bi-Centennial in 1976, many history buffs are searching out any records of this city’s early days. Conneaut has the distinction of being the spot where Moses Cleaveland (too often misspelled as Cleveland) and his party landed and celebrated Independence Day July 4, 1796.

Conneaut is the entrance to the Western Reserve of Ohio.

Conneaut's Octagon Homes

Written by Maxine Morgan in 1964



The Liberty Street Octagon House
circa 1950s

The 102-year-old Octagon House at 301 Liberty Street in Conneaut has attracted many motorists as they traveled through the city in an eastward direction. Few people realize, however, that Conneaut has two of the unusual type homes of which there are said to be only 13 in Ohio. The second octagon house is

at 456 Mill Street (old Route 7). A sturdy octagon barn on the Lue S. Turner farm, State Road, South of the city is also still in use.

The Liberty Street home is said to have been a station on the famous Underground Railroad of Civil War days, by which fugitive slaves were aided in their escape from southern owners. A trap door led from the former pantry in the home to an underground tunnel running in the direction of the bank, which borders the valley of Conneaut Creek. It is some 150 feet from house to bank.

City Council Charles Marcy and Police Chief Jack Sanford both recall that as boys they explored the tunnel, then 15 feet long. It is now entirely filled in.

The house was built by David Cummins, and it was in the kitchen of the home in 1864 that the widely known Lake Shore grand pumpkin and tomatoes were first canned. Cummins Canning Company products were carried to the North Pole by Admiral Perry.

The house was purchased in 1955 by Mr. and Mrs. Carmen E. Zeppettella, and Mrs. Zeppettella's parents, the Leon D. Shafer's. It was modernized in the interior. Mrs. Shafer, whose husband is now deceased, lives on the second floor, while her daughter's family occupies the first.

The home's outside walls have 3 by 1-inch pieces of rough lumber laid flat on top of one another in an offset method, providing a 3 and ½ inch thick wall. The outside is covered by 1-inch vertical strips, 6 inches in width, with battens covering the seams. A narrow circular staircase leads from the second floor to a cupola, some 7 feet in diameter. The stairs are believed to have begun on the first floor at one time. Such a staircase, in the middle of the house, formed an updraft for perfect summer air conditioning.

The second local octagon home is said to have been constructed by Silas Hicks shortly after the Civil War. Now occupied by the W.C. Kaiser family, the third generation of his family to live there.

The ten rooms and bath, two-story brick house has an outer and inner brick wall with a small space between. Each of the eight sides of the house is 16 feet wide. Windows of keystone construction, and a flat platform on the roof are unusual features.

The barn on the Turner farm has exterior walls faced with vertical boards, and the joints covered with wood battens. The original glass on the lower-level windows was imported from Belgium, and blue in color. The Turner home was built 135 years ago, and the barn soon afterwards.

The octagon-style structure dates to 300 B.C. and the Greek Tower of the Winds, historians say.

Onward the Twenty-First Century Octagon House!

Orson Squire Fowler may have never come to Conneaut, but two houses of his design exist in Conneaut. One of them, the Octagon House located on Liberty Street is listed on the National Register of Historical Places and has made a lasting impact on Conneaut history. Thinking outside of the home building box in more directions than the 19th century octagon house building boom, Orson Fowler presented his ideas in his 1850s book "A Home for All or a New, Cheap, Convenient, and Superior Mode of Building."

Acting on his conviction that natural forms are mostly spherical, Orson argued, why not build spherical homes which would be more comfortable, spacious, and efficient than rectangular or square homes. Octagonal homes provided more light,

made central heating and ventilation a reality and efficient, and, as he successfully argued, utilized inexpensive, available building materials.

The ancient Greeks not Orson Fowler, were among the first to propose the idea of spherical or octagonal homes and visionaries in the following centuries built as many octagonal buildings as they could, including Orson himself. Thomas Jefferson built an octagon house in Poplar Forest which is considered one of the



earliest and most significant in America. Dutch Calvinists built octagonal churches, octagon tollhouses appeared on the National Road, and several octagon schoolhouses dotted the landscape of several regions of the country. Orson Fowler himself built a four story, 60 room house during 1848-1853 in Fishkill, New York which provided inspiration for brave builders and ammunition for those who daubed it “Fowler’s Folly.”

The octagon house fad spread across the United States and since the heaviest concentration of octagon house builders centered in New England and New York, the idea moved west to Ashtabula County with the new settlers arriving here in the Connecticut Western Reserve.

Twenty-first century Ashtabula County including Conneaut, can tally at least five octagonal houses. One is located south of 534 in Windsor. Another is in New Lyme. A third octagon house sits south of Austinburg. Conneaut has two octagon houses, a brick one located on Mill Road, and another featuring a board-wall construction located at 301 Liberty Street. An octagonal barn can be found on Hatches Corners Road in Monroe Township. The Octagon house on 301 Liberty Street in Conneaut is the only one in Ashtabula County that is listed on the National Register of Historic Places.

Harness maker and later Cummins Canning Company founder David Cummins, came to Conneaut from New York. Different sources set the date that David built the Octagon House for his family as early as 1860 and as late as 1865, with another proposed 1863 date in the middle. The house that David Cummins built featured

many of the classical components of an octagon house, including a central copula, hip roof, board and batten siding, and an encircling front porch. Each outside wall measures twenty feet long on the outside and eighteen feet on the inside.

At first glance, the 15-room house seems enormous, but a more realistic exploration reveals that some of them are smaller nooks left over from dividing the large spaces that the octagonal form creates. A more realistic count would be eight good-sized rooms and seven large closets. Two staircases are positioned in the center of the house and the copula can be accessed by a single center staircase.

After the Cummins family, the Octagon House has welcomed several other owners. Carmen and Marilyn Zeppettella owned the house for 42 years until 1997 when they sold it to Bonnie Allchin. Bonnie's parents, Bob and Marge Schatz, lived in the house.

The Zeppettellas renovated the house with the idea of using it as a two-family house so that Marilyn's parents, Leon and Lula Schaffer, would live with them. Carl Feather, in a story about octagon houses appearing in the Ashtabula Star Beacon on May 21, 2001, quoted Marilyn pointing out both the advantages and disadvantages of living in the Octagon House. She said that the house provided excellent heating and cooling because of the six-inch-thick solid wood walls. She added that one of the disadvantages of living in the Octagon House occurred when they tried any modernization of electrical or plumbing systems. "We had to chisel plaster away to run wiring on the wall. If we had to run pipes for plumbing, we had to put them in a corner where we could build a cover around them," she said.

Since the Octagon House is a Civil War era house, the legend has developed over the years that it served as a place for fugitive slaves to hide as they traveled to freedom over the Underground Railroad. The tunnel supposedly ran from the basement to the Creek bank over 100 feet behind the house. To reach the tunnel from the house, it was necessary to go to a trap door in one of the small rooms which opened into a small area walled off from the basement.

Much like the controversy about the date it was built, there is also a controversy about whether the Octagon House served as a refuge for fugitive slaves who supposedly escaped via Conneaut Creek, Lake Erie, and freedom in Canada. Marilyn and Carmen Zeppettella found a heavy metal door on the Conneaut Creek bank, but no tunnel. Bob Schatz found the entrance to the tunnel but said it was lined with stone and needed repair. Opponents of the Underground Railroad story adopt the 1865 date for the original house and state that the tunnel was only a

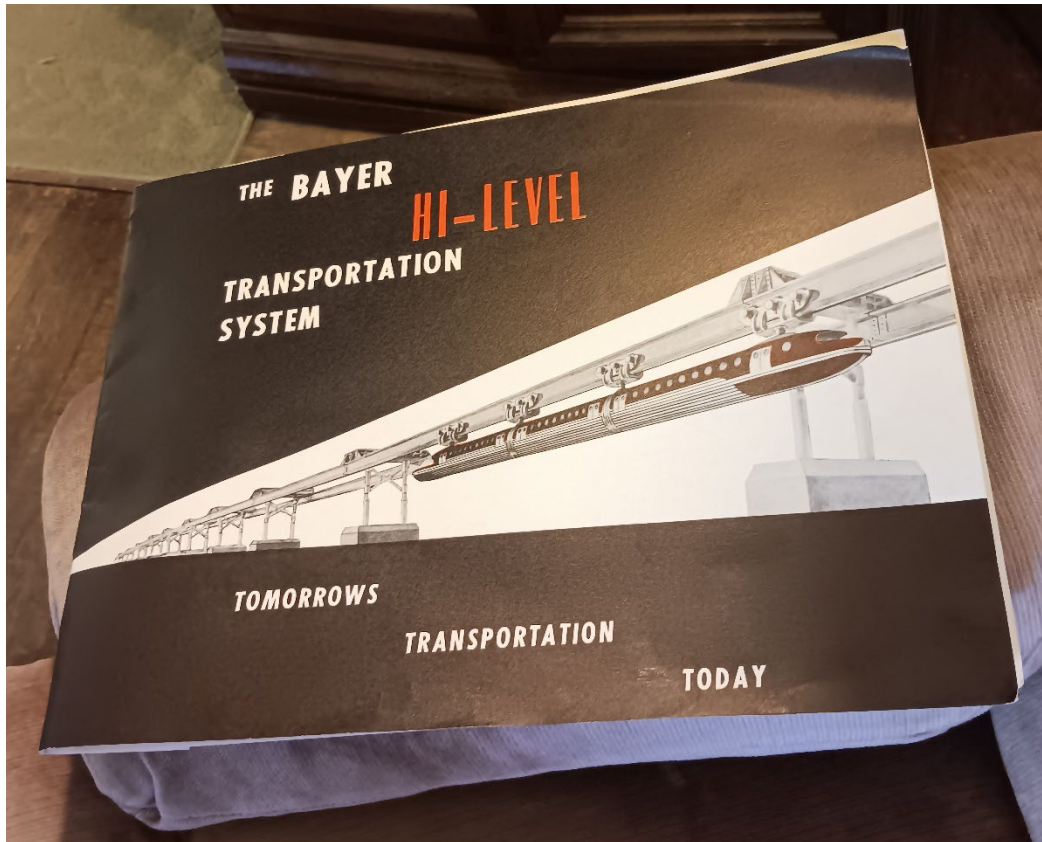
cistern, not an escape route for fugitive slaves. People who endorse the legend point out the conflicting dates and say that the 1860 building date would allow for fugitive slaves. There is no way to know if indeed determined runaways desperate for freedom splashed into Conneaut Creek from the Octagon House, followed it to a waiting ship in Conneaut Harbor, and voyaged to freedom in Canada.

Aside from the Underground Railroad controversy, The Octagon House, itself, was a symbol of freedom for Orson Squire Fowler who followed his freedom to dream and think outside of the traditional building box. The tangible results of Orson's dream survives into the 21st Century.

The Conneaut Area Historical Society now owns the Liberty Street Octagon House and is repainting and renovating it to sponsor by appointment only tours once again and use it for special events. Society President Jim Jones points out that Jack Mathay, a now deceased Historical Society Board Member and friend and patron of the Museum, was instrumental in keeping the Octagon House true to its historical heritage. According to Jim, Jack Mathay regularly collected period furniture for the Society's Octagon House and made sure that records of its pedigree and placement were in place. "He had an abiding interest in Conneaut History and helped the Society attract members and expand its historical presence in the community and contributing furniture and historical knowledge to the Octagon House," Jim said.



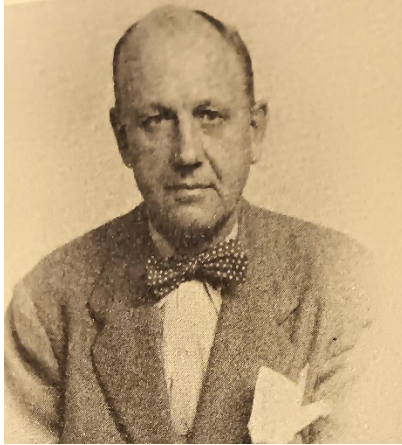
Monorails Travel Like Airplanes and Conneaut has a Model Monorail



Jeff Morrell, Jerry Janco, and Matthew C. Bayer are three of the important main characters in Conneaut's part in the monorail story, with the monorail itself being the perpetual main character. Jeff Morrell, President of the Conneaut Railroad Museum, donated a scale model of the Bayer Hi-Level Transportation System to the Conneaut Historical Museum. Jerry Janco, Museum Vice-President gladly accepted the model from the Railroad Museum. Matthew C. Bayer, created his prototype model and the documentation that arrived with imagination and perspiration.

Born on Christmas Day, 1905, in Minneapolis, Minnesota, Matthew absorbed the music of the whistles of the steam trains chugging through the railroad yards and the culture of a railroad worker, because his stepfather Lewis Faubert was a yard master on a steam railroad. Matthew enjoyed a working relationship with trains

and their constitutions, care, and feedings, and chose mechanical engineering, including the mechanics of trains, as his career.



Matthew C. Bayer

Matthew's resume reflects his varied interests and educational and work qualifications for creating a monorail system. He graduated from the University of Minnesota with a degree in mechanical engineering and from the Dunwoody Institute in Minneapolis with a technical degree. He successfully completed a Transport Pilot Course at the Pacific School of

Aviation in Santa Monica, California.

His field engineering experience included:

- work on the Atlas Missile at the General Dynamics Astronautics, Convair Corporation, San Diego, California.
- A.O. Smith, Milwaukee, as a senior design engineer on the Mechanical-Aeronautic B-52 bomber.
- J.S. Thermo Corporation, Minneapolis, Minnesota, project engineer as a railroad reefer and truck refrigeration.
- Chicago, Milwaukee, and St. Paul Railroad as a construction engineer and superintendent rebuilding the depot.

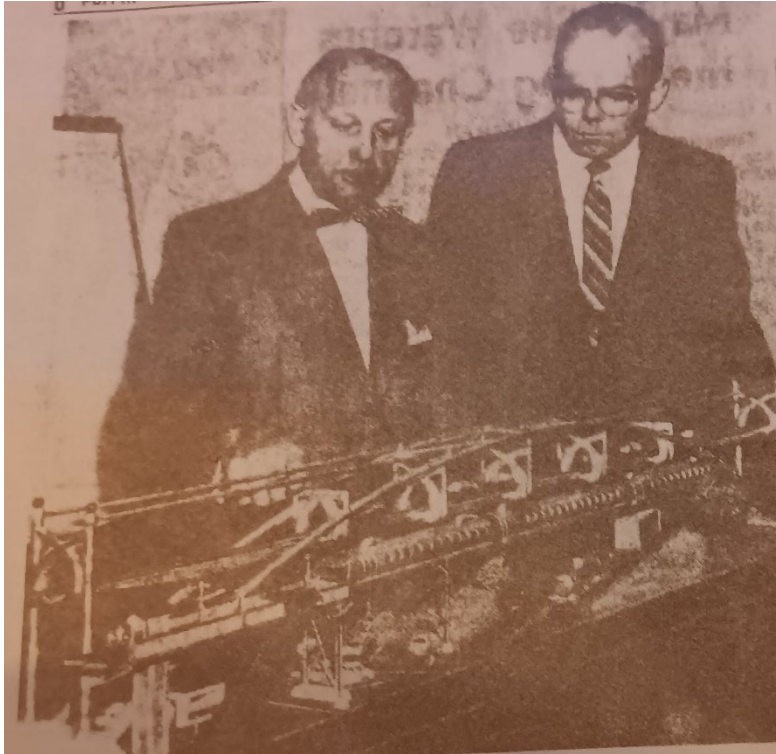
During the Great Depression, Matthew earned \$7.50 an hour as a mechanical engineer in Hollywood's movie studios.

In his spare time, Matthew produced art and played the organ, but trains dominated his intellectual activity, to the degree of planning a monorail system and presenting his ideas to whoever would listen, including city officials from Los Angeles and San Diego.

For centuries, elevated trains and monorails have existed in different profiles and places. New York City had an elevated rail system in the 19th Century. Walt Disney introduced a monorail in his EPCOT and Magic Kingdom theme parks to name just a few in the United States. Japan has the most successful monorail system, carrying about one hundred million passengers a year. Matthew Bayer believed that the United States could create the same successful monorail system.

Encouraged by The Urban Mass Transportation Act of 1964, that President Lyndon Johnson signed into Law on July 9, 1964, Matthew Bayer spent at least twenty-five years developing his monorail transportation system.

In a Los Angeles Times story of November 12, 1959, Matthew explained his railway plan to David Miller of the Metropolitan Transit Authority. Matthew's



elevated railroad would be supported by 1,000-foot cantilevered arches that would support aerodynamic trains traveling 250 miles per hour. Christening his invention "The Elevated Speed Rail System," Matthew declared the government could build a 14-mile test line to carry missiles from a standard railroad to a launching site. Operating more peacefully, his railroad could be a mass transit system carrying passengers and freight.

The superstructure of the elevated railway would be built entirely of steel and could be built for less than one million dollars a mile, according to Matthew. He proposed individually powered cars in three car sections hung beneath the standard rails. Each car would carry 176 passengers sitting three abreast of each side of the aisle. Special seats would be required, he conceded, because his streamlined suspended trains could accelerate to 150 miles an hour in thirty seconds.

Matthew also proposed the innovation of building steel bedded highways atop the superstructure of the railroads which would rise fifty-five feet above the ground.

As proponents of numerous other rapid mass transit systems, Bayer made his presentation to representatives of Daniel, Mann, Johnson & Mendenhall, under contract to MTA to evaluate the various proposals.

Matthew Bayer discussed his monorail project with many newspapers including the San Diego Union, The Los Angeles Times, The Los Angeles Examiner, the

Minneapolis Tribune, the Minneapolis Star Journal, the Chicago Tribune, the Milwaukee Sentinel, and the New York Times and New York Mirror. He presented his project on CBS television stations in San Diego, New York, Minneapolis, Chicago, and Los Angeles. His monorail plan attracted much interest and discussion, but ultimately Los Angeles officials who had seriously considered it, decided against the plan because they felt the taxpayer would lose in the end.

Two more political reasons for their decision were the fact that two powerful political forces in Los Angeles opposed Matthew Bayer's plan, Pacific Electric Lines (the Red Car) and the Los Angeles Transit Lines. The Los Angeles Transit Lines was run by National City Lines which was partially owned by General Motors. They proposed a series of express buses along the Freeways.

The public's love affair with the automobile and politics are two major reasons why monorails have not gotten much traction or track in the United States. Other pros and cons of monorail systems are:

Advantages

- Monorails require minimal space, both horizontally and vertically. Monorail vehicles are wider than the beam, and monorail systems are commonly elevated, requiring only a minimal footprint for support pillars.
- Due to a smaller footprint, they are seen as more attractive than conventional elevated rail lines and block only a minimal amount of sky.
- They are quieter, as modern monorails use rubber wheels on a concrete track.
- Monorails can climb and descend to steeper grades than heavy or light rail systems.
- Straddle monorails wrap around their track and are not physically capable of derailing, unless the track itself suffers a catastrophic failure, which is why monorails have an excellent safety record.

Disadvantages

- In an emergency, passengers may not be able to immediately exit because the monorail vehicle is high above ground and not all systems have emergency walkways.
- The need for the track to be completely elevated.
- Costly parallel maintenance infrastructure.
- Low capacity compared to heavy rail and light rail.

Join Our Patron Program!

The Conneaut Area Historical Museum is excited to announce a new Merchant Patron program which is available to any local business who desires to help our museum to function and improve. For \$50 per year (January to December) we will include your business name and phone number in the publications the museum produces, including a monthly newsletter, any future books the museum produces, and our website.

If interested, send your donation of \$50.00 to P.O. Box 563, Conneaut, Ohio 44030. We will include you in our list of great merchants and businesses in this area. Also, please check out our new website:

<https://capturingconneauthistory.com/>

Patrons

Angela's Café

Dine-in-Takeout. No
Delivery

268 Lake Road Conneaut,
OH 44030

440-593-6060

Biscotti's Restaurant

186 Park Avenue

Conneaut, Ohio 44030

440-593-6766

We are open all year!

Crafty Shanty

183 Park Avenue

Conneaut, OH 44030

Jennifer Betts

Gerdes Pharmacy

245 Main Street

Conneaut, Ohio 44030

440-593-2578

Marcy Funeral Home
208 Liberty Street
Conneaut, Ohio 44030
440-593-4253

Port Conneaut Federal Credit
Union

1002 Broad Street
Conneaut, Ohio 44030
440-593-7350

Ashtabula Branch
4220 Main Avenue
Ashtabula, Ohio 44004
440-992-7181



Conneaut Harbor

A poem by Society Member Maryann Gestwicki; from Remembering 2015

A glaucous steam inflow through a mouth where a river enters from a lake.

Walking to a narrow edge of a break wall to absorb a verdurous natural view.

A wide river of many fish where stones of ore lay at bottom deep in Conneaut Creek.

Reminisce of a timeless century where influx of settlers from the east came mostly by water.

In historical present, iron age fleets of fishing vessels sailing scows, gaff-rigged schooners came to bay.

From first steamer, Walk-in-the Water to mosquito fleet, Salem Packet.

A dozen more sailed their vessels through Conneaut Harbor.

Conneaut Area Historical Society Museum

Membership Application



Single \$10.00_____ Couple \$15.00_____

Family \$20.00_____ Patron \$50.00_____

Name_____ Address_____

City_____ State_____ Zip Code_____

Phone Number_____ E Mail Address_____

Would you be willing to volunteer at the Museum during the summer months or help us with winter projects?

We are open Friday, Saturday, and Sunday from noon until 5 p.m., starting on Memorial Day and ending on Labor Day.

What day or time is best for you?

Thank you for your membership.

P.O. Box 563

Conneaut, Ohio 44030