



**MUSEUM located at 120 N. Main St.**  
(The Luelleman House)

# THE TOWPATH

Published quarterly  
(January - April - July - October)

## NEW BREMEN HISTORIC ASSOCIATION

P.O. Box 73 - New Bremen, Ohio 45869-0073

(Founded in 1973)

**VISITING HOURS: 2:00-4:00 p.m. Sundays - June, July, August**  
(Or anytime, by Appointment)

**MEMBERSHIP: \$10.00 / Year - \$5.00 Spouse (Life: \$100.00 / \$50.00 Spouse) October - 2004**

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### ASSOC. MEETINGS ARE HELD FIRST TUESDAYS

7:30 p.m. at the New Bremen Library or Museum

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**THE TOWPATH** is a historical reflection of New Bremen and the surrounding area - researched, written, and/or edited by Lucille (Topp) Francis, EDITOR, and published quarterly by the New Bremen Historic Association. Any stories and/or pictures that our readers are willing to share are welcomed.

### COMPLIMENTARY COPIES

With each quarterly mailing of *The Towpath*, a number of Complimentary Copies are sent to folks who might be interested in reading one or more of the articles in that issue. If you are one of these people and would like to continue receiving future issues, please send the appropriate amount of dues (subscription) to the above address. (P.O. Box 73)

### 2<sup>nd</sup> ANNUAL CHRISTMAS CANDLELIGHT DINNER



Wednesday, Friday, Sunday - Dec. 1, 3, 5  
at the N.B.H.A. Museum



**MEAL CONSISTS OF:** Beef Tenderloin, Baked Potato Casserole,  
Glazed Carrots, Mixed Greens Salad  
(plus Appetizers & Dessert)



**COST = \$25.00 PER MEAL**

For reservations and/or other information: Contact  
Dru Meyer at 419-629-3495 or at [midrum@nktelco.net](mailto:midrum@nktelco.net)

**DEADLINE: Thursday, November 11, 2004**

MERRY CHRISTMAS & HAPPY NEW YEAR

### CHRISTMAS AT THE MUSEUM

**OPEN HOUSE - Sunday, December 12, 2004**

**1:00 p.m. - 3:00 p.m.**



The museum will be decorated for Christmas.  
Santa Claus will be on hand.



### "NEW BREMEN SPEEDWAY" PRINT

The second color print in the series of numbered New Bremen historical prints painted by artist Pat Wietholter will be available November 15, 2004 for \$40.00 (+\$5.00 S/H, if mailed). This print is an action scene of USAC sprint cars at the New Bremen Speedway and is the same size as "The Interurban on Main Street" print sold last year.

To purchase one of these prints, contact Tom Braun at 419-629-8902 or [TGBraun@nktelco.net](mailto:TGBraun@nktelco.net) - or mail your check to P.O. Box 73 - New Bremen, OH 45869.



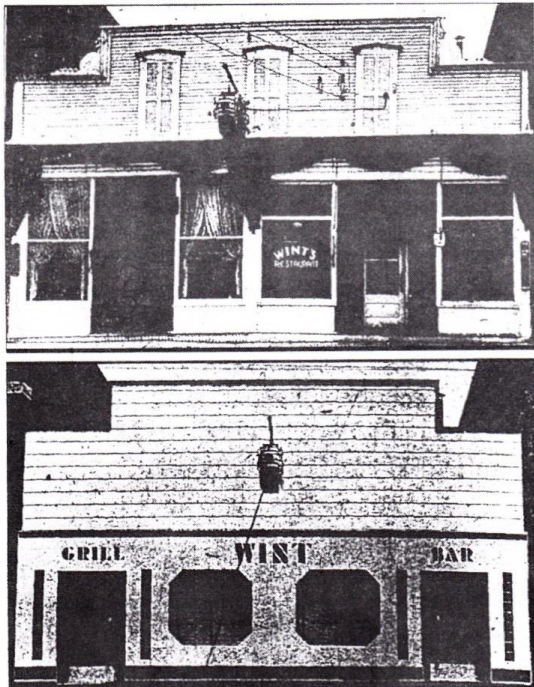
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## WINT'S RESTAURANT

Ferd G. Wint (1/3/1892-3/5/1962) was born at St. Rose, the son of Lawrence & Rosina (Dabbelt) Wint. On 5/16/1916, he married Georgianna Eifert (9/26/1895-10/14/1984) of Maria Stein, daughter of Charles & Katherine (Fleck) Eifert. They had 3 children: Laverne E. (2/18/1917-11/29/1982), Paul (b. 7/30/1919), and Mrs. William (Doris) Everts (a 1940 graduate of N.B.H.S.).

In 1919, Ferd G. Wint bought the Kamman Cafe at 28 South Washington Street where he had been employed as a bartender for several years by Fred T. Kamman. In the early days, Ferd did most of the cooking and Georgianna baked pies and made sauerkraut, pickles and other foods at home. Ice cream supplied by the White Mountain Creamery was also served.

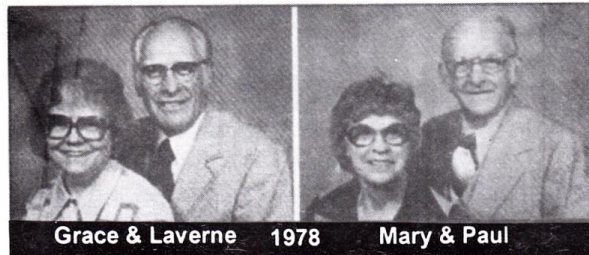
In the 1930s, the building next door (to the north), which had been a barber shop run by Ernest F. Tomhafe, then his son, Paul, was purchased and remodeled into a dining room (called "The Annex"). In the 8/17/1939 issue of the *New Bremen Sun* was an advertisement of The Rabe Mfg. Co. showing a before and after picture - Wint's Restaurant to Wint's Bar & Grill (see below).



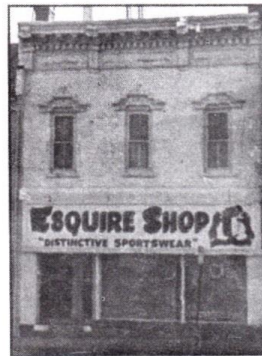
Shown here is what can be done with old buildings.  
**AN ATTRACTIVE FRONT IS YOUR SILENT SALESMAN.**  
 Works day and night without pay.

Mr. Ferd Wint is one of New Bremen's progressive men  
 as expressed in this remodeled front.  
 We are now planning on other fronts that are to be remodeled.  
 Bring your building problems here.  
**THE RABE MANUFACTURING CO., New Bremen, Ohio**

After W.W.II (in 1946), the restaurant was taken over as a partnership by Ferd & Georgianna's sons, Laverne and Paul Wint. Laverne's wife, Grace (Quellhorst), and Paul's wife, Mary (McCluer), also helped with the business.

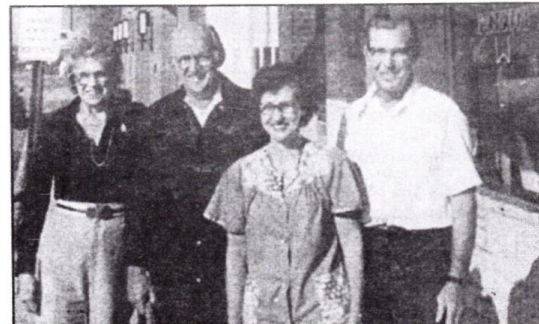


Grace & Laverne 1978 Mary & Paul

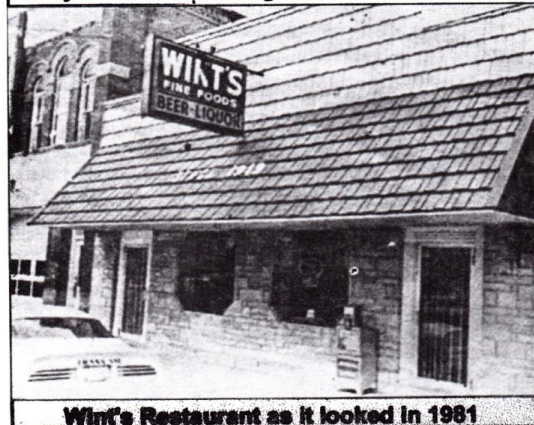


Laverne retired after 22 years in the restaurant & then managed the Esquire Shop, a men's clothing store at 38 South Washington St. for 5 years (1969-1973?) for his son, Ferd C. Wint.

Paul was sole owner of the restaurant from 1967-December 1981, when the business was sold to Paul & Virginia Rosenbeck of Chickasaw.



Mary & Paul Wint - Virginia & Paul Rosenbeck



Wint's Restaurant as it looked in 1981



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BACK: Loretta Smith, Patty Davenport, Margaret Davenport (mother), Azalea ("Zip") Davenport, Susie (Davenport) Quellhorst, Jodi Lachey.

MIDDLE: Ernie Davenport, Billy Silvers, Mary Sue Drees, Jaylene Siegel, Susie (Westerbeck) Snyder, Emma (Scheer) Schemmel, Yvonne (Grilliot) Hartwig.

FRONT: Rosie Magato, Mary Lou Echeman, Anna Vondenhuevel, Joann Meyer, Paul & Mary Wint, Pat Topp, Hermina Obringer, \_\_\_\_\_.

[taken at Senior Citizens' Center  
West Monroe St.]

### MY EATING PLACE

Come to Wint's, a fine place to eat  
Soups and sandwiches that can't be beat.  
Buy your soup by the bowl, though made by the batch.  
These home-made soups are always made from scratch.

French fries, shakes and also soda pop –  
Please drop by, don't forget to stop.  
Everyday specials six days a week –  
Friday night fish specials – "All you can eat".  
Prices just right for everything you eat.

Paul and Mary, the boss and his wife  
Work through the day and most of the night.  
Meet old friends and new you haven't seen for years.  
No need to dress up, just stop by for a beer.

You'll meet friendly people – hope you will agree;  
Very good cooks, they aim to please.  
Dishwashers too, they are the best.  
We can't do without them – Oh, What a Mess!

So, when you eat out as most people do  
You need people like US, and we need people like YOU.

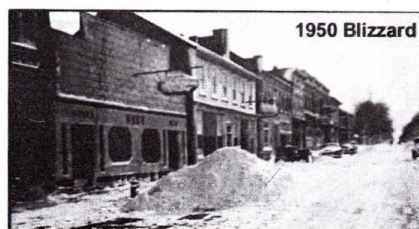
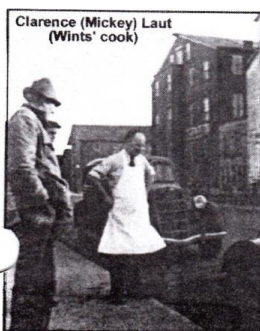
*by Patricia (McCollum) Topp*



**PAUL WINT'S 85TH BIRTHDAY PARTY - 8/5/2004**  
Mary & Paul Wint with some of their  
former restaurant employees:  
Becky (Westerbeck) Vordermark, Pat Topp,  
Susie (Westerbeck) Snyder, Emma Schemmel

On Thursday, August 5, 2004, a surprise 85<sup>th</sup> birthday party was held for Paul Wint. A number of former restaurant employees were among those who came to wish Paul a "Happy Birthday". Mrs. Warren (Pat McCollum) Topp, who worked at Wint's for 26 years, brought lots of old pictures and other memorabilia, including the top picture, to share with Paul & Mary and others. Pat also read the poem above left which she

wrote more than 20 years ago. The photo above was taken by Judy Yahl, one of Paul & Mary's home health aides.





## Wint's Restaurant

welcomes you to the  
Community Festival

Special Plate Lunches and Short Orders

Turtle Soup      Fresh Trout  
Oysters, Any Style  
All Kinds of Sandwiches  
Drinks Of Your Desire

### Dance At WINT'S HALL

Six Doors South of Restaurant

Thursday      Friday      Saturday

Friday Evening — Round and Square Dances  
Saturday Evening — HALLOWEEN DANCE  
Noise Makers, Serpentine, Snow Balls

Admission—Gents, 15¢; Ladies, 10¢      Dancing Free

Dancing every evening during Festival at Wint's Hall,  
Hotel Hollingsworth and Shanghai Gardens

[N.B. Sun - 10/6/1936]



Ferd & Georgianna Wint house  
130 South Washington St.



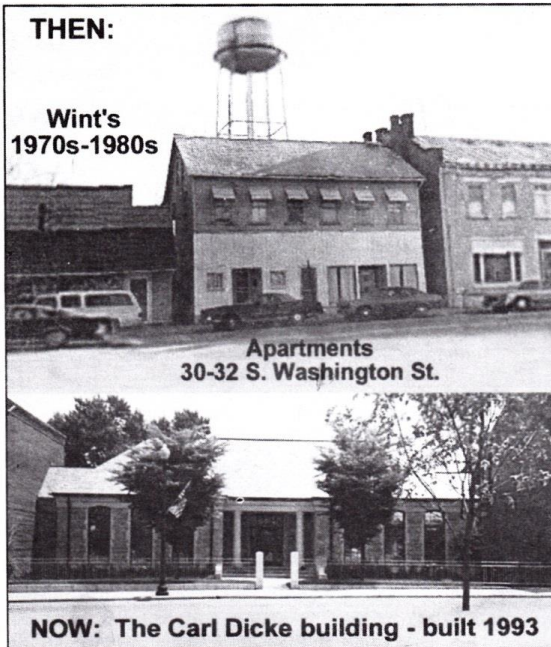
Georgianna Wint - 1978

After Georgianna Wint's death in 1984, her house (above) was purchased by Crown Equipment Corp. For a time, it was operated as "Grandma's Bed & Breakfast". Today, it is being used as an office for MECCA (Miami-Erie Canal Corridor Association, which was established in 1996 to create & preserve a heritage corridor along the Miami-Erie Canal in this area.)



Laverne & Grace Wint's Lustron home  
102 North Walnut St. - built 1949

This Lustron home of Laverne & Grace Wint was also purchased by Crown about 2001 and has been moved to the Crown farm.



THEN:

Wint's  
1970s-1980s

Apartments  
30-32 S. Washington St.

NOW: The Carl Dicke building - built 1993

Wint's had the first television set in town (7/10/1948). The antenna was placed on top of the water tower, pulling in a Cincinnati station from 7-9 p.m. each day. On Fridays, people would line up outside the door to get a chance to see the boxing match on the 10"x12" screen.

Wint's Restaurant & the apartment building (one time American House Hotel, later bakery, etc.) were razed by Crown and replaced with the Carl Dicke building in 1993.



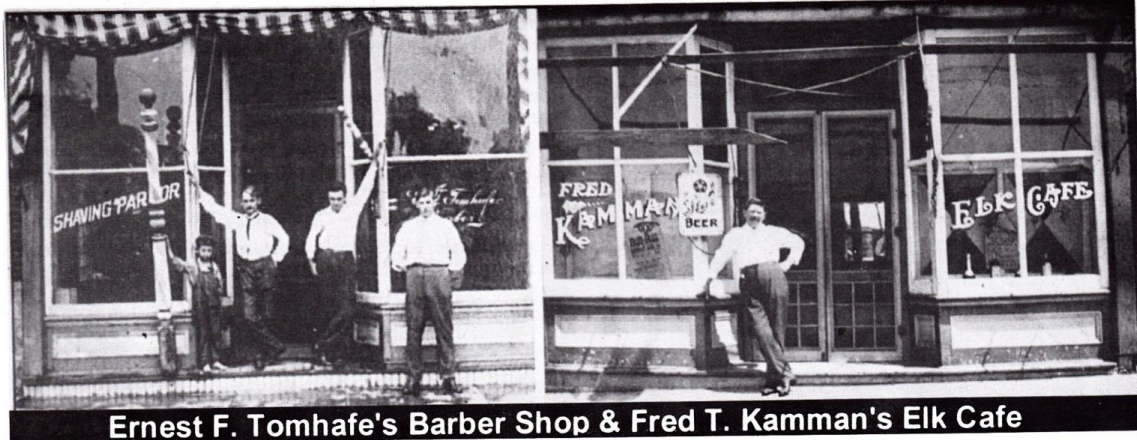
late 1930s-1940s?

Ferd (Curly) Wint, "Boob" McNett, Albert Knost, Clarence (Mickey) Laut  
Charley Nagel, Alvin (Pete) Wagner, Richard Pape

In October 1927, Ernest Tomhafa & Ferd Wint were granted a permit to use the south wall of the East Side Engine House for the purpose of constructing a 2-story building.

In July 1935, an addition was erected to the Wints Annex. It was to house the kitchen and the Annex was to be enlarged. In April 1939, construction of a new front entrance was begun (see pg. 2).





**Ernest F. Tomhafe's Barber Shop & Fred T. Kamman's Elk Cafe**

**N.B. Sun - 6/26/1903:** The saloon business of H(erman) Laut & Son on Washington Street will be under management of Frank Laut, who has for several years been associated with his father in business, and Clarence Laut, who has for a number of years been associated with his father, John Laut, in the cigar business. The firm will be known as Laut & Laut and the saloon will be called "Elk Café".

**1892** Sanborn maps show No. 213½ (26 S. Washington St.) as an open space and No. 214 (28 S. Washington) as a saloon. No. 215 (30 S. Washington) showed a dwelling and No. 216 (32 S. Washington) showed another saloon.

**1899** maps show a change - a barber shop at the front of No. 213½ and a bowling alley behind it. It also shows a cigar factory (John Laut's) and a bakery at No. 216, with a separate bake house & oven behind it.

**1907** maps show a change to "moving pictures" at No. 215.

By **1914**, No. 215 (30 S. Washington) had changed to a saloon. No. 216 had become strictly a bakery & confectionary - no more cigars. There was still a bowling alley behind the barber shop.

All of this property was owned by Herman Laut from at least 1890-1916.

#### **Kruel & Kamman Background**

**7/1/1893:** Henry Kruel & his father-in-law, Fred Bruns, opened a saloon on S. Washington St. in the former J.F. Lanfersieck & Co. plow factory (location of 1897 Fire Dept.).

**3/31/1899, 4/7/1899:** Henry Jaeger sold his saloon and liquor store to Messrs. Henry Kruel and William Hartwig. They also have control of the dance hall (south end of town?).

**11/9/1900:** A skating rink will be started in New Bremen at Kruel & Hartwig's Hall.

**5/3/1901:** Mr. Kruel will hereafter be sole owner of the Kruel and Hartwig liquor store and saloon.

**10/18/1901:** Henry Kruel severed business connections and he and his wife & son left for Germany for an indefinite time.

**7/18/1902:** The Hy. Kruel family moved back from Germany.

**1/16/1903:** The old familiar name of Kruel & Hartwig is back. Henry Kruel has bought ½ interest in the liquor store & saloon.

**6/26/1903:** The late firm of Kruel & Hartwig will now be known as Kruel & Kamman. Henry Kruel, who had possession of all since the death of William Hartwig (in 1903), sold ½ interest to Fred Kamman.

**4/1/1904:** All true lovers of dancing who have not been able to indulge in the favorite pastime the past 2 months because of the Lenten season are hereby invited to the grand hop at Kruel & Kamman's Hall on Easter Monday, April 4<sup>th</sup>.

**4/1/1904:** The firm of Kruel & Kamman on Thursday of this week sold their saloon business to Fred Speckman and his son, Frank, who took charge of same this morning.

#### **TO THE PUBLIC**

The undersigned hereby beg to make known that they have purchased the (Herman) Laut sample room on South Washington Street opposite the mill where they will be pleased to meet their old time friends.

Like in our old place of business, courteous treatment to all will again be our motto in our new place, and we kindly invite the public to come and pay us a visit.

#### **Good Harvest Whiskey**

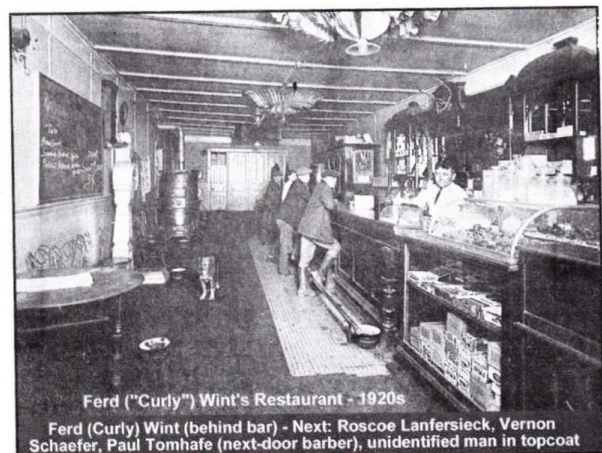
is always kept on hand by us and can be purchased in any quantity. Come in and give us a trial.

[N.B. Sun - 8/19/1904]

**KRUEL & KAMMAN**

**N.B. Sun - 12/23/1904:** Messrs. Kruel and Kamman, the "Eagle Café" owners, had the Ford system of lighting placed into their business room last week. It is comparatively a new mode of lighting and is produced by the use of gasoline. The light produced is of a very highly illuminating kind and if the system only contains enough lasting qualities it will be apt to become very popular chiefly on account of the small expense involved.

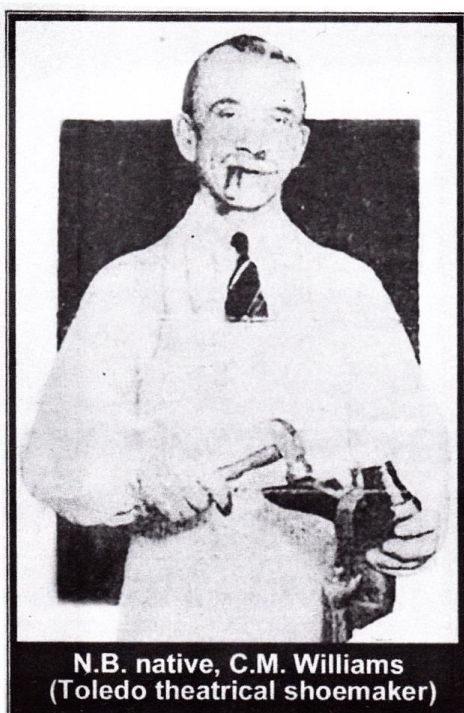
**8/20/1909:** A girl is born to Henry Kruels of Decatur, Indiana. (Apparently the Kruels had moved from New Bremen to Indiana, possibly leaving the entire business to Fred Kamman.)



**Ferd ("Curly") Wint's Restaurant - 1920s**

Ferd (Curly) Wint (behind bar) - Next: Roscoe Lanfersieck, Vernon Schaefer, Paul Tomhafe (next-door barber), unidentified man in topcoat





**CORNELIUS M. WILLIAMS** was a son of Mr. & Mrs. James C. Williams. The Williams family lived on the west ½ of Lot #99 at (14) North Washington Street in New Bremen before the death of four family members in 1905 (see articles at right).

James C. Williams was a shoemaker in New Bremen and his son, Cornelius, learned the trade from him. Cornelius graduated from N.B.H.S. in 1889, along with Emil G. Conradi, future editor of the *N.B. Sun*. After teaching school for 2 years, Cornelius decided that \$60 a month was not enough money to live on and he moved to Toledo. There he rented a room in a building on Summit Street, set up his lasts, and began to again make boots and shoes, his prospects being that of the average bootmaker – new trade, repeat business, and repair work. However, by chance of location and occupation, he was thrown into building trick stage footwear for magicians and tap dancers for nearly 40 years, and became a friend of many stage celebrities.

He made freak boots, wooden shoes for tap dancers, trick soles for comedians, and involved footwear for magicians, among whom were Thurston, Blackstone and the Great Lafayette. The Great Lafayette wore shoes with a small iron pipe fitted into them and a rubber hose that carried water to the top of the subject's head to produce a mystifying fountain. Williams also made a pair of hip boots from soft, fine pink kid which were worn by Rose Sydell, queen of burlesque. A group called "The Four Mortons" insisted on wooden pegs in their shoes to get the proper sound effect from their tap dancing. He made shoes with 18" soles for Joe Jackson to wear in his bicycle riding act. Many times he built leather uppers around wooden soles.

A good bootmaker could make a pair of boots in a day. The boots were made in standard sizes and were put in general stores. When a customer purchased the shoes, the storekeeper paid a percentage to the maker. Most new shoes had a squeak in them. This was a desired status symbol as then everyone would know when someone was wearing new shoes.

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In 1929, after 37 years in the shoe business on St. Clair Street in Toledo, Cornelius Williams was ready to retire and leave his business to his son, Erie/Eric Williams. He still had the tools of his trade that he had used many years before when he learned the trade from his father in New Bremen.

*"The Times Magazine" – Sunday, 5/25/192*

THANK YOU to Linda Chapman, librarian of the Allen County Public Library in Fort Wayne, Indiana for sending this newspaper article to us.



### WILLIAMS FAMILY HISTORY – 1905

Mrs. James (Hattie McFarland) Williams (5/19/1840-1/25/1905), who was "again taken to the Toledo State Hospital on account of her mental condition", died there. James Williams (10/23/1831-1/29/1905), who suffered from heart failure and asthma, died 4 days later due to the stress of his wife's death.

On 5/25/1905, their daughter, Martha A. Williams, age 38, also died at the Toledo State Hospital for the insane, where she had been confined for a long number of years.

On 10/30/1905, their son, Benjamin Franklin Williams, 34, was killed in a railroad accident at Birmingham, Alabama on his way home from the south. Funeral services took place at the old Williams homestead on North Washington Street, then occupied by a sister and her family, Mr. & Mrs. David F. Norbeck. Their brother, Cornelius, of Toledo set to work to determine the true circumstances of the tragic accident.

The Williams family attended Zion's Church. All were buried in Willow Grove Cemetery, along with a 7 month old daughter, Fannie Alice Williams (12/27/1876-8/4/1877). Their graves are unmarked.

### FAMILY DIFFERENCES SETTLED AT HIGH NOON

A highly sensational yet pitiful occurrence transpired on Sunday, 5/28/1905, when Mr. & Mrs. Henry Paglow of St. Mary were placed into the city lockup for disturbing the peace at the home of her sister, Mrs. Norbeck, on North Washington Street. All arrangements for the funeral of their sister, Martha Williams, had been made when the Paglows appeared upon the scene on Saturday and, as had occurred once before, pandemonium broke loose between the sisters because Mrs. Paglow said arrangements had not been properly made, while Mrs. Norbeck contended that she being the resident here certainly had the right to make whatever arrangements she deemed proper.

The combined efforts of the undertaker and the minister were not sufficient to keep the belligerents quiet. Before things had been settled, however, the Paglows went home, only to reappear the next morning – Sunday, the day of the funeral. That is when the real trouble arose and Marshal Gregore Gast was called to calm the turbulence. Mrs. Paglow ordered him off the premises and Marshal Gast informed her that if she did not cease hostilities, he would be obliged to arrest her. Her ravings then became worse, and he proceeded to place her under arrest when she grabbed a club and started to fight. She didn't realize, however, that while he was the marshal of the village, Mr. Gast was also a blacksmith with muscles as strong as iron bands, and before she knew it he had wrested the club from her. While doing that, he was assailed by Mr. Paglow from the rear. When he attempted to also place him under arrest, the women ran into the house and bolted the door. Marshal Gast called on next door neighbor, Charley Heil, for help. Mr. Heil took control of Mr. Paglow while the marshal went after the woman. The Paglows were marched off to appear before Mayor Emil G. Conradi, however since Mr. Paglow begged to be allowed to go home to tend his stock, they pled guilty & paid fines of \$1.00 each plus \$1.50 in costs. The funeral proceeded without them.

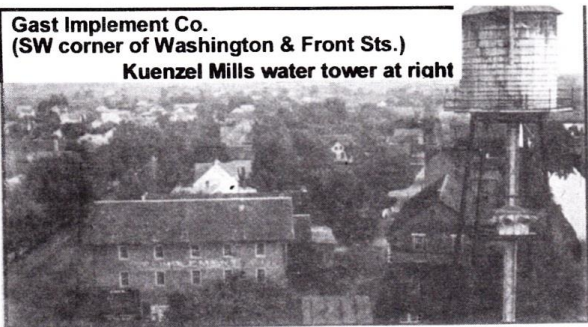




Gregore & Bertha (Klopf) Gast

**Gregore Gast, Sr.** [above photo, donated by Betty (Gast) Roberts] opened a blacksmith shop at New Bremen about 1887. In 1898, he moved his business into this building at the corner of South Washington & Front Streets. About 1903, he began selling agricultural implements there. His sons, George and Clifford James ("Jim") carried on the business after their father's death. [More can be read about the Gast family and business in the July 1997 issue of "The Towpath."] Gregore Gast also was a member of the Fire Department's Hook and Ladder Co. and served as Village Marshal for several years in the early 1900s (shown wearing his Marshal's badge, above).

Gast Implement Co.  
(SW corner of Washington & Front Sts.)  
Kuenzel Mills water tower at right



### *Ralph May Remembers...*

In my walks, I often take a short cut through Forest Hill Cemetery (in Piqua, Ohio). There are many well-known families from New Bremen that are buried there since there were always close connections between New Bremen and Piqua in the early days. The St. Marys Pike (now State Route 66) was one of the better known roads in this part of Ohio. One of the monuments that brings my thoughts back to New Bremen is the GAST monument:

FATHER: Gregory (1856-1913) — MOTHER: Bertha (1860-1934)

I knew the Gast family quite well, visiting in their home at (16) North Walnut Street on many occasions. Gregore, as we called him, was town marshal at one time. I recall seeing his revolver lying in a desk at the house. Mrs. Gast was a hard worker and a good housekeeper. The family ate well and I enjoyed sitting at their table.

Ralph May (1967)



"...the interior meanings that are so close to home."  
painting by Frederick Papsdorf — Courtesy Perfs Gallery — Warner-Hudnut, Inc. collection

Dear Mrs. Francis:

10/30/2003

Enclosed is an old news-clip picture from the *Detroit News* that I unearthed — only the Papsdorf kin would know if this artist was their relative. The news article only said that his brother was a minister in Ohio. Richard H. Freytag — Royal Oak, Michigan

Dear Mrs. Francis:

9/19/2004

Thank you for forwarding Richard Freytag's note and clipping illustrating **FRED PAPSDORF'S PAINTING**. Fred Papsdorf was my uncle (brother to Rev. Theodore Papsdorf — St. Peter's Church). He received a great deal of recognition as a "primitive" painter. He was employed most of his adult life by a Detroit creamery (Bordens, I believe) and did his painting in his attic during his spare time. The subjects of his paintings were principally flowers and items that would be found around the farm or farmhouse — log cabins, farm implements, bowls of fruit, kitchen items, etc. *Time Magazine* had an article about Fred Papsdorf. He had admirers among the motion picture notables, including Charles Laughton. Sincerely yours,

Robert A. Papsdorf — Sun City, Arizona



### New Bremen's "LONE PINE"

Driving into New Bremen after dark from the north, either on St. Rt. 66(A) or on the New Knoxville Rd., the eye of the motorist is met with a beautiful sight on approaching Main & Pearl Sts. when the artistically decorated evergreen tree at the Lone Pine Service Station looms into sight. It's the tree from which the station has taken its name, and in former years has served as the tallest Christmas tree in town. But this year Edgar Moeller, with his assistant, Kenneth Fark, has simply exceeded all former efforts in the way of decorating the tree. The tree never looked better. [N.B. Sun — 12/24/1940]

### Lightning's Target Cut Down at Lone Pine

Lightning struck the Lone Pine tree for the second time Friday evening. The bolt splintered the tree, then jumped to a tree in front of the Carl Pape residence across the street, following the wiring into the house where it burned out an electric coffee-maker which Mr. Pape was using at the time. Mr. Pape was standing only a foot away from the coffee-maker. The bolt also blew out the fuses in the Pape home.

The "Lone Pine", standing over 50' tall and long a familiar landmark here, was also struck during a storm last summer and is dying from the effects of the bolt. [N.B. Sun — 6/15/1950]

An old landmark disappeared this week. Struck twice by lightning, the "Lone Pine" tree was condemned and cut down. Each year at Christmas time the tree was topped by a huge illuminated star. Eventually, the star came to be as much an identifying mark for the station as the tree itself. [10/19/1950]



### UNITED STATES POST OFFICE - 1789

The first American postal service was established in the colony of Massachusetts in 1639. From 1707-1774, the General Post Office in London controlled the postal service in America. In 1775 the Continental Congress of the U.S. resolved to have a postal system of its own. In 1789 the postal service was authorized by Congress under the U.S. Constitution, and the Postmaster General's office was created to supervise the mail service. The first Postmaster General of the United States was Benjamin Franklin. The nation then had 75 local post offices and the mails were carried over 1875 miles of postal routes. By 1998, there were 43,000 post offices, stations and branches serving approximately 137,000,000 homes, farms and businesses in the U.S.

The Postmaster General awards and executes contracts, makes postal agreements with foreign governments, and directs the foreign mail service. From 1829 to 1971, when the U.S. Post Office became a private operation, the Postmaster General served as a part of the president's cabinet.

The introduction of adhesive stamps in the U.S. in 1847 greatly simplified post office operations. The system of registering letters was first adopted in 1855. In 1858, street letter boxes were introduced in the cities. Over time, the U.S. Post Office took advantage of new transportation systems. Huge volumes of mail were sent across the country on trains, and the Post Office started its own postal security force to prevent the mail from being stolen in railroad holdups. The Pony Express<sup>1</sup> began mail service between Saint Joseph, Missouri, and Sacramento, California on 4/3/1860, and free mail delivery began in 1863 under Postmaster General Montgomery Blair. The money order system was put into operation in 1864, and rural free delivery service was established in 1896. The Postal Savings System, established by Congress in 1911, was terminated in 1966. The parcel post system came into operation in 1913. The first regular service for Air Mail<sup>2</sup> in the U.S. was established between New York City and Washington, D.C. in 1918. By the 1930s every small town and rural route had carrier service. In many places, deliveries were made twice a day.

#### Zip Code System - 1963, 1983

As demand for postal services grew, the U.S. Post Office developed systems for coding and sorting the mail more quickly, notably the neighborhood ZIP Code system. On July 1, 1963 the 5-digit ZIP (Zoning Improvement Program) Code system was introduced to simplify the patterns and procedures of mail distribution. The first digit, from 0 to 9, stands for one of the ten main geographical areas into which the U.S. and its possessions are divided - the next four digits further subdivide the main area. The first three digits represent a sectional or metropolitan area, with the next two digits specifying an associated or branch post office.

In October 1983, the U.S. Postal Service began using an expanded ZIP Code system of nine numbers, consisting of the original five-digit code plus four additional digits (called ZIP+4), which specify an individual delivery route. Reduced postage rates are offered to large-volume mailers such as the N.B.H.A., who use the expanded 9-digit code.



#### Reorganized as USPS - 1971

The U.S. Post Office was reorganized under the Postal Reorganization Act of 1970 and on July 1, 1971, became an independent agency under the supervision of the federal government. It was renamed the U.S. Postal Service (USPS). Today the USPS is self-supporting and is responsible for nationwide postal regulation & delivery.

The Postal Reorganization Act of 1970 provided for (1) elimination of politics from postal management, (2) adequate financing authority (3) establishment of a postal career service, allowing collective bargaining between management and employees, and (4) creation of an independent commission for setting of postal rates.

### 1 PONY EXPRESS - 1860

As the U.S. expanded its territory west beyond reliable roads or rail lines, the U.S. Post Office started the Pony Express mail service, reviving courier-style services in the new territories. The Pony Express, operating between Saint Joseph, Missouri and Sacramento, California, was inaugurated on April 3, 1860, under the direction of the Central Overland California & Pike's Peak Express Company. It was developed by William H. Russell, William B. Waddell, and Alexander Majors.

Regular mail delivery took up to 3 weeks to cross the continent, but the Pony Express rapidly carried the mail overland on horseback, through

the nearly 2000 miles of rugged and remote territory between St. Joseph and Sacramento. The schedule allowed ten days for the trip - then the mail was carried by boat to San Francisco. Stations averaging 25 miles apart were established, and each rider was expected to cover 75 miles a day. Pony Express riders were usually lightweight young men, often teenagers. Special saddle bags that could be moved to a fresh horse very quickly at a change station were used. Buffalo Bill Cody became a famous Pony Express rider at the age of 14.

Eventually, the Pony Express had more than 100 stations, 80 riders, and 400-500 horses. The express route was extremely hazardous, but only one mail delivery was ever lost. The Pony Express is credited with helping to keep California in the Union by providing rapid communication between the two coasts. News of the election of Abraham Lincoln to the U.S. presidency in 1860 and of the outbreak of the American Civil War in 1861 reached California via the Pony Express. The Pony Express service was short-lived, and was discontinued after 1½ years in October 1861, after the transcontinental Pacific Telegraph Company completed its telegraph line to San Francisco.

Financially, the Pony Express was a failure, leading its founders to bankruptcy, however the drama surrounding the Pony Express made it a part of the legend of the American West.

### STAR ROUTES

In the U.S., a Star Route is a postal route over which mail is not delivered by the usual rail, water, or air conveyances but in trucks by special contracted agents. In the 1800s, in handwritten map books of the Post Office Department, three asterisks or stars were used to designate postal routes in the West where mail transport was unspecified, hence the name. Horses or wagons were usually used for delivery on star routes, which mostly covered mountainous or remote regions.

Before Chester Arthur became president in 1881, Post Office officials had conspired with stagecoach operators to steal millions of dollars from the U.S. government. After his inauguration on 3/4/1881, President James Garfield began the prosecution of the so-called "Star Route frauds", but before the case was brought to trial, he was assassinated. President Arthur's administration surprised many by continuing the trials even though Arthur was a friend of one of the accused officials. There were no convictions, but the scandal increased the demand for civil service reform.

With the reduction of railroad mail service, the number of star routes in the U.S. today has increased to more than 12,000, the average length being 22 miles. Star routes are to be distinguished from rural deliveries, which are direct functions of the U.S. Postal Service.

*From 1858-1862, when he was 20-24 years old and before he left to fight in the Civil War, New Bremen's William Schulenberg ran the stage and carried the mail from New Bremen to Piqua. Later, from 1869-1885, and again from 1889-1893, he served as New Bremen's Postmaster.*

### 2 AIR MAIL - 1918

The very first Airmail service consisted of a few irregular trips early in 1911 between two English cities within a few miles of London. The first authorized U.S. Airmail was flown between Garden City and Mineola, New York, in September 1911. The first regular Airmail route in the U.S. was established between New York City and Washington, D.C., in 1918. Regular Airmail service from London to Paris was begun in 1919 and Air Parcel Post was begun over the same route in 1922.

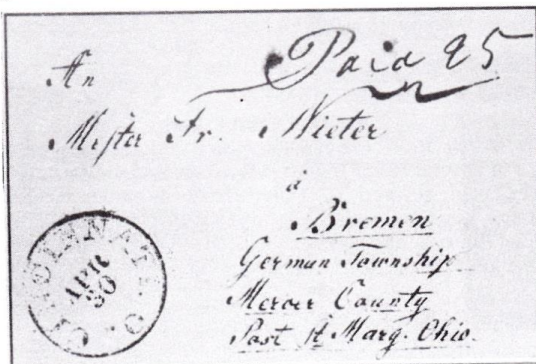
Transcontinental service between New York City and San Francisco began in 1921. The scheduled flying time varied from 29 to 33 hours, but the planes flew only during the daytime. Day-and-night service over the same route was established in 1924. Regular scheduled transoceanic Airmail was inaugurated in 1935 with service between the U.S. and the Philippines. Before 1935, the *Graf Zeppelin* had carried some mail across the North Atlantic Ocean and there had been Airmail flights across the South Atlantic from Africa to Brazil, but regular flights across the North Atlantic between Europe and the U.S. did not begin until 1939, on a route between New York City and Marseille, France.

In 1952 the Post Office Department experimented with shipping a limited amount of first-class mail by air between New York City and Chicago and between Chicago and Washington, D.C. This service was later expanded, according to the amount of unused cargo space available on regular airlines, and in 1975 the postal service merged domestic Airmail with first-class mail. In 1977 the postal service established an overnight express mail service. [Ref. Source: MS Encarta Encyclopedia 2001]



## POSTAL SERVICE RATES

Between 1775 and 1885, postage was charged by the page, usually C.O.D. The lowest rate was 6 cents per sheet for deliveries under 30 miles, and 25 cents for letters going more than 400 miles. In 1815, the rate rose to 50 cents per sheet for long-distance deliveries. The next year Congress overturned this tariff and fixed the charge at 8 cents a page.



A "postmark" on the back of an untranscribed 4/28/1834 letter

In 1860, when deliveries were begun by the Pony Express service, \$5.00 was charged for a ½-ounce of mail.

In 1885, first-class postage was made compulsory and stamps were priced at 2¢. In 1917, 1<sup>st</sup> class postage increased to 3¢. Two years later, in 1919, the price dropped back to 2¢. In 1932, the charge was again raised to 3¢ and has continued to rise to the present rate of 37¢ for letters and 23¢ for postcards.

## POSTCARD NOSTALGIA

**Pioneer Era:** (1893-1898) Most pioneer cards began with the cards placed on sale at the Columbian Exposition in Chicago on May 1, 1893.

**Private Mailing Cards:** (1898-1901) Private printers were granted permission to publish and sell cards on 5/19/1898.

Effective in July, any person desiring to have their own private postal cards may do so by conforming to the following requirements, Congress having passed a law to that effect:

The size must not exceed that of the present regulation postal card - 3½ x 5½ inches. The quality of the cards must be the same as that of the Government postal, with a weight of 6 lbs. 3 oz. per 1000 cards. The color of the cards must be white, cream, light gray or a light buff like the Government postal. The address side must contain the words "Private mailing card, authorized by act of Congress May 19, 1898" and when prepared by printers or stationers for sale, the upper right corner of the address side must bear an oblong diagram with the words "place a one cent stamp here" and the lower left corner must bear the words "This side exclusively for address."

The message on the card may be in writing or print. On the message side there may also be advertisement, illustrations or other matter printed in black or colors.

A one cent stamp must be attached for domestic postage. Full letter postage is charged when sent abroad. [New Bremen Sun 7/1/1898]

**Post Card Era:** (1901-1907) In December 1901 the U.S. granted the use of the words "POST CARD" to be printed on the privately printed cards. These were undivided backs with only the name and address permitted on the back.

**Divided Back Era:** (1907-1915) On March 1, 1907, the U.S. first permitted the printing of divided-back post cards. Europe, especially Germany, supplied most of the cards used in this country, however high tariffs and the advent of W.W.I. stopped the German imports.

**White Border Era:** (1915-1930) Most cards of this era were printed in the U.S., but were of poor quality and had a white border to save ink.

**Linen Era:** (1930-1939) The penny postcard of the 1930s showed an improved technique with a high rag content and a cheap gaudy paint.

**Photochrome Era:** (1939-today) This series was begun by the Union Oil series of 1939. [submitted by Robert G. Heinfeld - 2001]

## POSTAGE STAMPS

The idea for the adhesive postage stamp was first suggested by Rowland Hill, English schoolmaster and civil servant, as one of the many postal reforms in Britain in 1837. Hill's conception was derived from similar labels that had been issued almost a century earlier in many parts of Europe to collect a tax on newspapers.

### The Penny Black - 1840

On May 1, 1840, through Hill's efforts, Britain released the world's first officially-issued adhesive postage stamp, a one-penny denomination universally referred to as the Penny Black. The stamp featured a portrait of Queen Victoria which established a postal precedent in Britain - since that time, all regular-issue stamps have portrayed the reigning monarch. No British stamp has ever been inscribed with the name of the country.

[Bill Grout/Robert Hart picture library]



On May 8, 1840, a companion two-pence blue Victoria portrait stamp was placed on sale. Both denominations became so popular that many people bought them not only for postal use, but for their design and value as souvenirs. Thus began the hobby of stamp collecting (philately).

### First U.S. Postage Stamp - 1847

Adhesive postage stamps in the U.S. were first officially issued in 1847, picturing the first U.S. Postmaster General, Benjamin Franklin, on the 5-cent stamp, and George Washington on the 10-cent stamp. Portraits of presidents and others who have made significant contributions to American life have since been featured on U.S. stamps. Portraits of living people, however, are forbidden.



By 1860, most nations had adopted the use of the postage stamp. Designs at first imitated those of Britain, with portraits usually depicting heads of state, or with artistic designs or symbols, generally being national in character. Toward the end of the 1800s, more and more pictorial designs were being used and stamps were created to commemorate important events.

### First U.S. Commemorative Stamp - 1876

Pictured is the first U.S. commemorative stamp, designed in 1876. It celebrates postal service during America's first 100 years. Commemorative stamps honor a famous person or event.



### Air Mail Stamps - 1918

When the first regular airmail service was established in 1918, the 24-cent bi-colored "Jenny" stamp was issued. It featured a picture of the Curtiss JN-4 biplane, the aircraft designated for mail-carrying service.

Postage stamps are records of history, geography, politics, art, and numerous other aspects of human civilization. They also illustrate certain themes or subjects. Among the wide range of pictorials are stamps devoted to sports, art and music, aviation, birds and flowers, literature, scouting, ships, and telecommunications.

### Holographic Stamped Envelope

Holography is a method of obtaining 3-dimensional photographic images without a lens. The images are called holograms (Greek for "whole message"). The theoretical principles of holography were developed in 1947. Their first production took place in the early 1960s, when the laser became available. By the late 1980s, the production of true-color holograms was possible.



Holograms are made by exposing a piece of film to laser light, which is scattered by the object being holographed. The film is also exposed to light coming directly from the laser (the reference beam). The two beams of light interfere when they reach the film because they have taken different paths and are no longer in phase with each other. The film records this interference pattern, which is the hologram.

Envelope with "outer space" holographic stamp mailed by American Legion Post 241 on 5/15/1993 - donated by Lowell Francis.



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## RURAL FREE DELIVERY

### What it Meant to the Farmer

From the day of the first experiment of rural free delivery, the service has been remarkably successful. The residents of a city can hardly realize what this innovation meant to the farmer who for years had been driving several miles for his mail, many times over bad roads. By this new system his letters were placed in a box each day, always within walking distance of his home.

The traveling post office was first put into actual use at Westminster, Maryland by Edwin W. Shriver (*R. Sargent Shriver, who married Eunice Kennedy, was born in Westminster, Maryland in 1915*), one of that town's mail clerks. He designed and personally superintended the building of a wagon which contained all the appurtenances of a first-class post office.

On April 3, 1899, the initial trip of the wagon was made over the hilly roads of Carroll County, the route being 32 miles long. As fast as routes could be laid out, wagons were put in other sections of the country, and today rural free delivery is one of the important divisions of the postal service.

In 1903, it cost the government \$1375 annually for each wagon. This cost included a yearly salary of \$600 for a mail clerk plus the services of a driver and two horses. This "post office on wheels" then did the work of eight fourth-class postmasters and two star route carriers, who together received \$1600 annually. With the advent of this new service, country people became as well posted on the topics of the day as the average city dweller.

[N.B. Sun - 12/11/1903 - "from Leslie's Weekly"]

### R.F.D. 1 Established in New Bremen 11/2/1903

On February 10, 1902, the applications of four young men who applied for the carriership of Rural Free Mail Delivery Route No. 1 at New Bremen were sent to Washington, D.C. Under civil service rules, the applicant was to submit to an examination as to reading and writing. A special agent was to inspect and recommend the final route. The carrier was to be paid an annual salary of \$500 and was to supply his own rig and his own horse feed.

It wasn't until 9/1/1903 that Special Agent W.G. Swain and N.B. Postmaster A.C. Buss went over the proposed route. The next day, an examination was held at the Hotel Central for carriers. A.C. Gobrecht was the only applicant who showed up and thus became the first R.F.D. carrier. Delivery was to start on Monday, November 2, 1903. (N.B. Sun-2/14/1902 & 9/4/1903)

### THE FIRST PATRONS ON R.F.D. 1

#### [Can you find your family's neighborhood?]

THE ROUTE (approximately 24 miles) — Start from the Post Office, go west 4 miles on the Chickasaw road (Rt. 274), 1 mile north (to Lock 2 Rd.), 4 miles east (to Rt. 66A), 1 mile north (to Clover 4 Rd.), 4 miles west (to Dicke Rd.), 1 mile north (to Southland Rd.), 5 miles east "to the Lock Rd.", and 3 miles south, back to the office: (N.B. Sun - 9/4/1903)

Edward J. Neuman, William Buettmeyer, Fred Barth, Henry A. Vornholt, Christ Dickman, Mrs. Herman Thoden, William J. Kuest, Theodore Wittenbrink, William Otte, Louis Dickman, John Uetrecht, Fred Fenneman, John Neuman, Louis Kettler, William Schmidt, Charles Schmidt, Christ Ellerman, Louis Kamman, John Hespe, Fred Hartwig, William Oberwite, Henry Wilker, William Ellerman, Christ Kohlhorst, August Buehler, William Kamman, Henry Brockman, Frank Schierholt, Julius Hoepfer, Henry Greiwe, William Dammeyer, John D. Schierholt, Henry Hespe, Gustave Bertke, Christ Uetrecht, Henry Ellerman, Henry Sollman, Ed Fricke, William Barth, Mrs. Herman Waterman, William Meyer, William Nedderman, Benjamin Vornholt, Herman Stienecker, William Donnerberg, Herman Wolters, Christ Fark, Christ Niemeyer, Charles Wittenbrink, H.A. Brueggeman, Otto Wessel, Dietrich Koepfer, Emil Hoepfer, Julius Topp, Fred Donnerberg, Fred Grube, Mrs. Louise Blanke, Henry Grube, Frank Kuenning, Julius Heinfeld, Conrad Koepfer, John C. Quellhorst, William Heinfeld, William Niehing, Henry Thielker, J.W. Brueggeman, George Rump, Louis Schierholt, Herman Kettler, Henry Schaefer, John Rump, August Hoberg, Ed Rump, Herman Nieter, Christ

Sollman, Fred Brockman, John Bertke, Fred Dicke, Henry Dicke, Gust Dammeyer, Sophia Kawell, Mrs. Fred Brune, Ed Dicke, Cornelius Koop, August Koenig, August Huenke, John Doenges, George Wagner, Ed Strofer, Ed Kuenning, Henry L. Schroeder, William H. Greber Jr., Gerhard Kohlhorst, Ewald Dickman, John Fricke, Louis Ludeka, Fred Dickman, Charles Greber, Ben Brockman, Carl Fullriede, Henry W. Nie William Brockman, William L. Doenges, Cort Hoefft, August C. Doenges, John Dicke, Ambrose Runyan, Lou Preston, D. Temple, Henry Doenges, John Buckloh, John W. Waterman, William Tangeman, Henry Wuebbenhorst, Mrs. Catherine Buckloh, William Koenig, August Dicke, the residents of Lock Two, and Ed Heinfeld. (N.B. Sun - 10/23/1903)

### R.F.D. 2 Established

By March 1904, Postmaster Albert C. Buss inquired about having a second Rural Route. Lock Two and the territory in its vicinity, then covered by Rural Route 1 carrier, August C. Gobrecht, was to be turned over to Edward J. Neuman, the carrier of Rural Route 2, effective April 1, 1904. Route 1 was then to be lengthened 1½ miles further west, gaining 30 new patrons.

(N.B. Sun - 3/18/1904)

August C. Gobrecht was appointed Postmaster on 9/11/1909, replacing John A. Koepfer, and on January 1, 1910, Alvin Grothaus took over as carrier for Rural Route 1. Alvin had graduated with the class of 1909 and was one of 13 applicants.

(N.B. Sun - 12/17/1909)



### THREE GENERATIONS CARRY THE MAIL

Three generations of Behms carried the mail, the first being Fred Behm, father of J. Wilson Behm (rural mail carrier) and grandfather of Walter Behm (2<sup>nd</sup> village carrier — see page 12.)

Frederick John Christian Behm came to America in 1849 at about the age of 5-6. He was a Civil War Veteran and for many years was captain of a state boat plying the Miami-Erie Canal. On July 1, 1891, he was awarded the contract for carrying mail and passengers between Botkins and New Bremen with his new "omnibus" manufactured by Knost & Heinfeldt's Carriage Shop. He was also credited with making the first application filed in March 1902 for the establishment of a rural route in the New Bremen district.

### NEW POSTAGE STAMP

The Post Office has issued a new stamp in the denomination of 13¢. It is intended for use on foreign registered matter. Only a limited supply will be issued at first — not more than 100 upon any one requisition. The stamp will be dark slate in color and will bear the picture of ex-President Harrison, surrounded by a scroll design, with his birth and death dates beneath the scroll. This is the first stamp of this denomination the Post Office has ever issued. Heretofore a letter registered for any foreign country had to bear a number of stamps to make up the 13¢ — usually an 8¢ and a 5¢ stamp. The government dodged the "hoodoo" number of 13, but it seems that the stamp maker has survived his prejudice.

(N.B. Sun - 11/28/1902)



## POST OFFICE RELOCATED

The (re)appointment by Postmaster-General Clarkson of William Schulenberg as Postmaster for the New Bremen Post Office means a removal of the Post Office to the east side of town from the west side where it has been ever since this town was organized. There were 7 candidates from the east side of town: William Schulenberg, Fred Wiemeyer, J.H. Knost Jr., William Bruns, J.L. Hoffman, H.G. Bienenbrock and William Thieman. Only 1 candidate, A.C. Buss, was from the west side of town. The office pays about \$800 a year. (N.B. Sun - 4/19/1889)

William Schulenberg was given his old place last Saturday as Postmaster at New Bremen. Brother A.C. Buss of the N.B. Sun was a candidate, but he should have known enough to withdraw his application as soon as he learned of Schulenberg's defeat for Sheriff of the county last fall.

(N.B. Sun - 4/26/1889 - from the "St. Marys Argus")

### New Bremen & Botkins HACK LINE

LEAVES New Bremen 7:30 a.m. .... ARRIVES Botkins 10:00 a.m.  
LEAVES Botkins 1:30 p.m. .... ARRIVES New Bremen 4:00 p.m.

#### Carries Passengers, Freight and U.S. MAIL

T.B. Thompson, Proprietor ..... (N.B. Sun - 11/15/1889)

Boarding House and Feed Stable at Canal Lock, New Bremen, Ohio

According to posters stuck up in the Post Office, Uncle Sam wants to make contracts with somebody for carrying the mails. This is a job that lasts the year round - no layoffs for rain or snow, heat or cold. (N.B. Sun - 10/3/1890)

George Thompson, mail carrier from New Bremen to Chickasaw, as soon as the narrow gauge is widened into a standard gauge, will run a daily hack line, meeting all trains. (N.B. Sun - 7/11/1891)

Edward Thompson carried the mail to and from the depot this week in absence of the regular mail carrier, William Thieman. (N.B. Sun - 6/10/1893)

After July 1, 1899, mails will leave daily from the New Bremen Post Office for Chickasaw instead of 3 times a week as is done now. The contract for this route was awarded yesterday to Phillip Wolff. He will also have the contract for carrying the mails on the Botkins route. By mutual arrangement with George Thompson, the present hack driver, the new contractor will assume charge of the Botkins route Monday and the driver will be William Wolff. (N.B. Sun - 5/1/1899)

A new U.S. MAIL box has been put in front of the Post Office. It was secured on application of the Postmaster. (2/8/1901)

John A. Koeper, who was appointed Postmaster of this city to succeed A.C. Buss, took charge of the office on January 1, 1905. He will be assisted by his son Harry, whom he has selected as his deputy, and by Miss Dolly Taylor, who has been the genial and accommodating General Delivery Clerk for a year or more. (N.B. Sun - 1/6/1905)

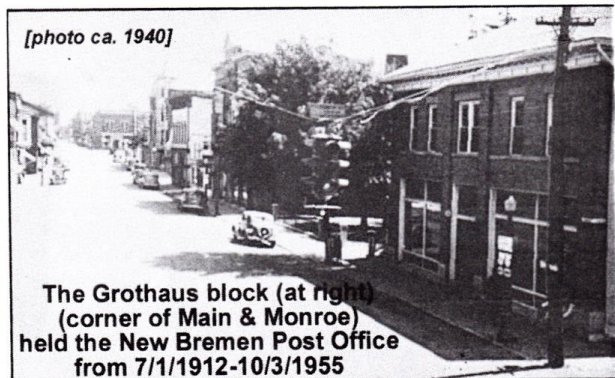
Postmaster A.C. Gobrecht calls attention to the fact that many patrons on the rural routes have failed to comply with the request of the Post Office Dept. in Washington in regard to painting all mail boxes and posts white with at least 2" letters in black giving name and number. He hopes local patrons will retain their reputation for punctuality. (N.B. Sun - 7/29/1910)

### GROTHAUS BLOCK TO BE NEW LOCATION OF POSTOFFICE

Effective July 1, 1912, the New Bremen Post Office will be moved into the Grothaus block (formerly the Charles Boesel home) at the corner of Main & Monroe Streets. Henry Grothaus will begin the necessary changes in the east room of his building, equipping it with all the conveniences stipulated in the contract

and placing a set of new and up-to-date fixtures according to the department's specifications, making the N.B. Post Office one of the best equipped and more modern of any other office in a town this size in this part of the state. (5/24/1912)

[photo ca. 1940]



The Grothaus block (at right)  
(corner of Main & Monroe)  
held the New Bremen Post Office  
from 7/1/1912-10/3/1955

Postmaster Gobrecht wants to place a letter box on Washington Street somewhere near the mill or Arcade for the convenience of the business patrons in that part of town. (N.B. Sun - 5/24/1912)

Because of the trend of political affairs, A.C. Gobrecht resigned the position of Postmaster before the close of his term in order to accept again the position as mail carrier on Rural Route 1. On Monday, November 3, 1913, Lafe W. Kunning assumed the duties of Postmaster and the next day, A.C. Gobrecht became the ex-Postmaster and again assumed duties as rural mail carrier, a position he held until about 2 weeks before his death on 7/1/1916. (N.B. Sun - 11/7/1913 + 7/7/1916)

On February 2, 1857, during the administration of President James Buchanan, C.H. Kunning (father of Lafe Kunning) was appointed as Postmaster of New Bremen. The Post Office was then located in the dry goods store of Charles Boesel, in the west room of the building later known as the Grothaus block, on the corner of Main & Monroe Streets.

Feelings ran very high among the citizens of the town because of the location of the office on the west side of town. Mr. Kunning, a peace loving man, found the excitement not to his liking, so after occupying the office "two weeks", he made settlement with the department and resigned. Ernest F. Sickmeyer was then appointed as Postmaster on 4/11/1857.

Fifty six years later, on 11/3/1913, C.H. Kunning's youngest son, Lafe, assumed his duties in the same building, but in the east side, occupying all the lower floor on that side of the building. (N.B. Sun - 11/7/1913)

Rural route carrier Gobrecht reports that some party is in the habit of strewing beer bottles on the public highway between here and Chickasaw almost every evening of the week. The bottles are found lying directly in the wagon track and are subject to be broken into small pieces by heavy wagons, after which it is a rather venturesome undertaking for an automobile to use the center of the road. Mr. Gobrecht states he stopped his machine dozens of times while making deliveries to fling the bottles into the ditch. (N.B. Sun - 10/9/1914)

The Post Office lobby has once again been selected by a certain lot of young fellows as an evening's loafing place, to the embarrassment of young ladies and the aggravation of older people who are in the habit of getting their mail after the 6:00 p.m. car is in. Girls have also been known to congregate there at unseemly hours! Parents can do much to remedy this evil before it will be necessary for the authorities to step in. Keeping the Post Office lobby open until 9:30 or 10:00 p.m. is a distinct accommodation and should be continued. However, unless this custom ceases forthwith, the lobby will be locked immediately after the distribution of the evening mail. (N.B. Sun - 1/3/1919)

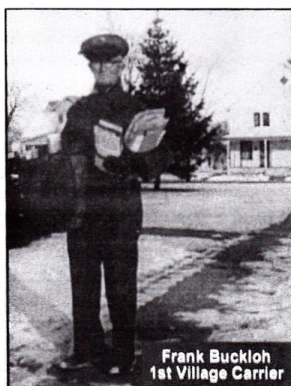


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### Village Mail Delivery Started 7/2/1923

In April 1923, various businessmen's associations made an effort to secure daily mail delivery service for New Bremen. A Post Office inspector from Lima came to make a thorough inspection of the local office and conditions. In going over the town, collection boxes were located at 5 intersections: N. Main & 2<sup>nd</sup>, W. Monroe & Herman, Washington & Monroe, S. Washington & Plum, and S. Franklin & Poplar. There was a combination parcel post and letter box at the Post Office at Main & Monroe. (N.B. Sun - 4/26/1923)

The Village Council adopted Ordinance #811 providing for the marking of streets and the numbering of dwellings and business houses. Buildings were to be numbered North & South from Monroe Street and East & West from the canal. Even numbers were to be on the east & north sides of the streets and odd numbers on the west & south sides. One whole number was to be allotted to every 33 feet of frontage. Street name plates were to be fastened on buildings occupying corner lots. Numbers were to be attached in a conspicuous place on the fronts of buildings, and proper receptacles for the mail were to be provided. (The carrier was not supposed to know any residence or building in any other way than by number and was not supposed to stop unless these requirements were met.) (6/7/1923 & 6/14/1923)



Frank Buckloh  
1st Village Carrier

Village mail delivery was started on Monday, July 2, 1923. Frank Buckloh was the first carrier, but it was soon realized that more than one carrier was needed to cover the entire town. Many people hadn't yet put up mail boxes and weren't ready for home mail delivery. [Buildings weren't given numbers until 1925 - July 1997 "Towpath"]. On July 5, 1923, Walter Behm (son of J. Wilson Behm) was appointed as the second village carrier. He worked for the Post Office for 46 years, retiring in 1969 (October 1998 "Towpath").

On August 1, 1937, the lease on the Grothaus building was up for renewal. The building underwent extensive improvements. The working room in which all mail was handled was enlarged. A new entrance was built into the east side of the building to be used exclusively for loading and unloading mails. All old equipment was replaced with new metal furniture. (6/25/1937)

By 1948, space requirements had risen from 900 square feet (1936-37) to 1500 square feet and there was talk of the need for larger quarters. The lease on the Grothaus building was to expire on August 1, 1949. The building at that time also housed the Ohio Consolidated Telephone Co., Taylor's Photography Studio and the Village Council rooms. (N.B. Sun - 12/16/1948)

### A NEW POST OFFICE BUILDING

A 1/21/1954 letter to the N.B. Sun from David Schwieterman:

"This letter will never threaten the Gettysburg Address as a literary masterpiece, but I hope that it arouses some people into taking a little action. The subject of this letter is a NEW POST OFFICE for our town.

The lease on the present Post Office building will soon run out and there are several people willing to build a new building to rent to the government for a Post Office. The gentleman who bought the Wilbur Rairdon building & subsequently tore it down stopped in the Drug Store and said he was trying to get permission from the Post Office Dept. to build a Post Office on that corner.

I was immediately interested, for, after looking at a 100 year old building for 20 years and now looking at the hole left by its demolition, I think it would be nice to have a modern structure in the center of town.

If you have any civic pride, do your duty and write to a representative (William McCulloch), our Mayor (Lawrence Souders), or the *New Bremen Sun* & give New Bremen a boost."

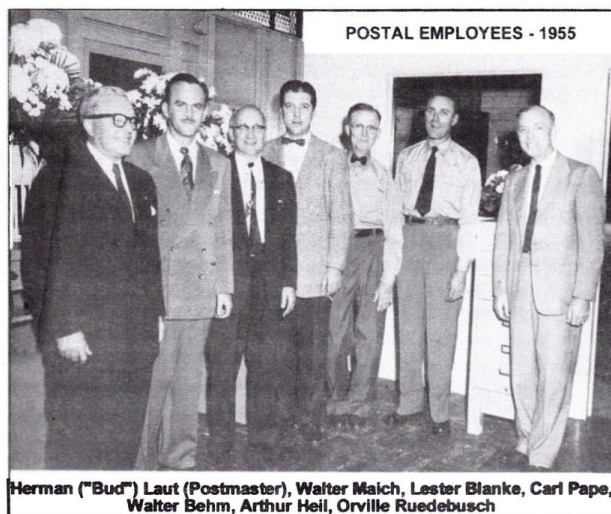
### GROTHAUS BUILDING SOLD

Sale of the Grothaus building at Main & Monroe Sts. to Urban Wetzel of Minster was announced today by Alvin Grothaus & Mrs. Walter (Katherine) Grothaus. The building is occupied by the U.S. Post Office, the New Bremen Telephone Co. and Slonkosky Photography Studio. City offices are located on the second floor. John Slonkosky, studio owner, is a son-in-law of the new owner. Mr. Wetzel made arrangements for the Post Office to extend its lease in August 1954 until such time as another location for the Post Office could be located or built. (N.B. Sun - 2/18/1954)



### 1<sup>ST</sup> NEW POST OFFICE BUILT - 1955

This new modern 40'x 60' red brick Post Office replaced the 3 small rooms in the Grothaus building which had served the community for over 43 years. An open house was held on Friday & Saturday, September 30<sup>th</sup> & October 1<sup>st</sup>. The Post Office opened for business on 10/3/1955. The building was built at a cost of approximately \$40,000. (N.B. Sun - 9/22/1955)



Herman ("Bud") Laut (Postmaster), Walter Maich, Lester Blanke, Carl Pape, Walter Behm, Arthur Heil, Orville Ruedebsch

### STATE ROUTE 66 TO BE RE-ROUTED!

On August 6, 1957, a public hearing was to be held concerning re-routing and widening State Route 66 between New Bremen and St. Marys. The re-routing was to begin at State Route 274 in New Bremen - the very location of New Bremen's new Post Office. This meant the NEW Post Office would have to be demolished to make room! (N.B. Sun - 7/25/1957)



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### 2<sup>nd</sup> NEW POST OFFICE (& BANK) – 1960

In July 1959, the old Northern Fire Dept. / Town Hall building on North Main St. was razed to make room for this new Post Office and bank building at 111 North Main. After moving into this new building, the Post Office at the corner of St. Rt. 66 & St. Rt. 274 was torn down to make way for the straightening and widening of St. Rt. 66. The old Route 66 became Route 66A. This Post Office is still being used today. The bank built a new building on St. Rt. 66 on the south edge of town in the 1990s and this former bank building is being used by Crown Equipment Corp.

### OLD MONEY ORDER REGISTER

Inauguration this week of the government's new streamlined money order system started Postmaster Herman J. Laut and his assistant, Orville C. Ruedebusch, to browsing around among the local Post Office's old money order registers. They came up with the rather surprising discovery that fees for \$5.00 and \$50.00 money orders today are exactly the same (10¢ & 25¢) as they were back in 1868 when the system was started in N.B.

New Bremen's first money order (for \$9.60) was filled out 10/5/1868 for then Postmaster, J.H. Mesloh. Other names appearing among the first 10 who applied for orders include: John Brueggeman, Jacob Boesel, F.G. Schulte & Co., Henry Schmidt, George S. Meyer, William Beauchamp (Montezuma), Augustus Nash, Michael Opperman, & H. Lanfersieck & Co.

The first money order mailed to a foreign country was taken out 1/28/1875 by D. Wesling. It was addressed to Ferdinand Schrage at Braeuninghorstet, Germany.

Last year (1950) more than 300 million money orders, totaling more than \$5 billion, were issued and paid by the postal department. *(N.B. Sun – 7/5/1951)*



### CLASS OF 1954 50<sup>th</sup> Anniversary Reunion 8/21/2004

BACK: Bob Baur, Dale Henkener\*, Lloyd Schroer, Frank Kuenning, Tom Braun, Tom Holdren, Werner Kramer, Jim Berning, Paul Casebolt, Harold Stammen, Don Dicke, Don Fischbach, Tom Stovlbeck, Ned Dammeyer.

MIDDLE: John Gilberg (front), John Koeper, (behind), Don Luedeke, Eugene Topp, Anna Louise (Schmidt) Hoelscher, Mary Ellen (Schemmel) Kurtzman, Nancy (Quellhorst) Heitkamp, Eileen (Dennis) Brady\*, Evelyn (Waterman) Fisher (with cap).

FRONT: Joyce (Inman) Holdren, Janice (McCollum) Vogelwede, Joyce (Quellhorst) Gilberg, Mary Mohrman, Bill Bruns, Virginia (Donnerberg) Sweigart\*, Roseanne (Schaefer) Meyer, Delores (Schroer) Stienecker, Joann (Neuman) Williams, Don Westerheide.  
UNABLE TO BE PRESENT: Jane (Becker) Dirks, Louise Erhardt.

*[photo courtesy of Joann (Neuman) Williams]*

\*3 one-time classmates: Dale Henkener, Eileen (Dennis) Brady, Virginia (Donnerberg) Sweigart.



On Saturday, August 21, 2004, the N.B.H.S. Class of 1954 held a reunion to celebrate the 50 years since their graduation. They met at 9:00 a.m. and toured the old (1929) high school from which they graduated, then joined the Class of 1949 for a tour of the restored buildings at the Crown Farm – the Queen Anne house (formerly the Alfred & Marie Rabe home), Railroad Depot, Dining Car, and Caboose. In the afternoon, those who wished took the "Bremenfest Historic Home Wagon Tour" hosted by Jay Stauffer and then some visited the N.B.H.A. museum.

At 6:30 p.m., the graduates, former classmates and spouses met at the farm home of Lloyd & Janice Schroer for a catered dinner and an evening of reminiscence. On Sunday, the class rode on a float in the Bremenfest parade, all wearing white T-shirts sporting a N.B. Cardinal and "Class of 1954" in red letters.

The Class of 1954 had 37 graduates. Five members are deceased: David Hott, Thomas Kettler, Nancy (Looker) Waterman, Sally (Wilson) Fischer and Karron Woehler. *[Submitted by Tom Braun]*



# From the Mailbox



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Dear Lucille:

5/4/2004

Thank you so much for all the information you sent me about the Suelter family - I have sent copies to a cousin in Phoenix. My connection to the Suelter family is through my great-great-grandfather, Emanuel Conrad Heinrich Ludwig (Lewis/Louis) Sülter and his second wife, Beta Rohde. Louis and his first wife, Hedwiger Meindermann, settled in New Bremen about 1842. Hedwiger died in New Bremen in 1854 and Louis married Beta in 1855. My great-grandmother, Beta Suelter, was born in New Bremen in August 1856. By 1867, the Suelters had moved to the Minneapolis area.

My husband and I enjoyed visiting your museum on April 27<sup>th</sup>. The curators were so enthusiastic about all the collections that the tour they gave us was a highlight of our trip. I would like to thank you and the other 2 women.

June Nickel - Palatine, Illinois

Dear Friends:

7/12/2004

In 1996 I published a book of my family's history, a history very much tied to the general New Bremen area. The family names are Niekamp, Gieseke, Koch, Buehler, Stammen, Dicke, Schierholt and Wrisenberg. I am indebted to the resources of the N.B.H.A. for assistance in gathering information for the book.

After distributing copies of my book to family and friends, I find that I still have several copies available. I would like to send you one for your library, but I am writing to ask if you would like to receive additional copies which you could then sell at a price you set. All receipts would be kept by your Association.

Sincerely, Mervin L. Niekamp - Burbank, California

## GENEALOGY BOOKS FOR SALE

The New Bremen Historic Association now has a limited number of the 358-page hardcover genealogy books mentioned above. If you would like to have one for \$50.00 (+S/H), please contact Tom Braun, treasurer, at 419-629-8902 or [TGBraun@nktelco.net](mailto:TGBraun@nktelco.net).

Dear Lucille:

8/26/2004

I enjoyed reading the Adam Helwig letters in the July 2004 issue of *The Towpath*. Your comments inserted into these letters helped me to better understand the location of the buildings and businesses that were mentioned.

One business mentioned was a saloon owned by Ambrose Bruetsch (an old frame building with a large porch in front that stood on the northwest corner of Monroe & Main, the present site of Howell's IGA.) Ambrose Bruetsch was the brother of my great-grandmother, Gertrude (Bruetsch) Conradi. Ambrose and Gertrude came from Meulussheim, Baden, Germany in 1862, where Ambrose had been studying for the priesthood. Unable to continue his studies in New Bremen, he decided to open a saloon.

My great-grandfather, Carl (aka Karl) Friedrich Wilhelm Conradi, immigrated in 1847 from Andreasburg, Hannover, Germany at the age of 30. He owned and operated a shoemaker shop on North Main Street near the saloon [w½ of e½ of lot #3 (#33-new no.)]. He also had a farm at New Knoxville in Shelby County. He and his first wife, Julia (Dickman) Conradi (m. 5/14/1853), lost two of their children in 1861, then Julia died 8/31/1862. Carl was left a widower with two young children, Charles Francis, 8 years old, and William, just 2 days short of his 4th birthday (m. Marguerite Heidt).

When he heard about Carl Conradi's losses, Ambrose Bruetsch asked him if he would be interested in marrying Ambrose's sister, Gertrude. Carl and Gertrude were married in June 1863 in St. Peter's Church in New Bremen. Gertrude reared Carl's two sons, Charles & William, and Carl and Gertrude had seven more children: 1) Wilhelmina Fredericka (m. Joachim/Joseph Poppe), 2) Louis George (m. Johanna Catherine Dorothea Ahlers), 3) August Heinrich (m. Rosina Miller), 4) Edward (m. Augusta Dorothea Grothaus - Dr. Edward Conradi was the president of the Florida State College for Women in Tallahassee. His wife, Augusta Grothaus, was one of the two first women teachers in the New Bremen school in 1893), 5) Louisa P. (m. J. Wilhelm Kuest), 6) Emil G. (m. Ida Boesel, then Lucy Grewe - Emil was an owner of the *New Bremen Sun*), 7) Albert F. (m. Edith Augusta DeMerit).

Louis George Conradi (#2) was my grandfather. In 1865, when Louis was 6 weeks old, Carl & Gertrude sold their New Knoxville farm and their property in New Bremen and purchased a farm in Section 13 of German Township (southeast corner of St. Rt. 274 & Kettler Road, 1 mile east of town). When Carl & Gertrude Conradi first lived on this farm, they had only 10 acres. The house was set back from the roads in the southeast corner. There was a dug well, a log barn and possibly a small building for chickens.

All of Louis's younger brothers and sisters were born on this farm. My father, Carl Louis Diedrich Conradi, and his sisters and brother, Clara Dorothea (m. Alfred Luedeke), Bertha (only lived 7-8 months), and Walter Carl Wilhelm Conradi, were also born here, as were my brother, Edward Carl Conradi, and I (Genevieve Conradi).

Clara (Conradi) Luedeke could remember her grandmother (Gertrude) taking eggs into New Bremen to sell. The road was a mud road with deep ruts and was not easy to walk on. Gertrude would roll a towel into a circle, place it on her head, set the basket of eggs on the towel, and start her walk to town. She would take her knitting with her and knit while walking so as not to have idle hands. She would also deliver the shoes made by her husband to his customers, sometimes walking up to eight miles.

When the elder Carl died 8/10/1891, Gertrude remained on the farm with her son, Louis, and his wife, Johanna (Hannah). She cared for the children, prepared the meals and baked the bread while Hannah worked in the fields. Hannah liked her mother-in-law very much.

Gertrude also spent time with her daughter, Wilhelmina Poppe, and helped care for her children and prepared meals. Her son-in-law, Joachim, would come with the horse and buggy and take her to their home near Lock III. Gertrude died at Wilhelmina's home on 10/13/1900 at the age of 67 years, 7 months from intestinal trouble, possibly appendicitis. At the time, relatives thought she died from eating tomatoes and pumpkin pie at the same time.

Each issue of *The Towpath* is more interesting than the last. Please keep writing. Sincerely, Genevieve Conradi



**CURATORS' REPORT****NEW ACQUISITIONS (Partial Listing)**

(submitted by Joyce Holdren - 6/15/04)

**DONOR: Ruth Evelyn McKay - West River, MD**

1937 "Mirage" N.B.H.S. yearbook, 1939 Commencement & Communi Banquet/Reception programs, photos of classmates, Zion's Church postcard

**DONOR: Stan Scheer - Quebec, Canada**

◆ 1875, 1876 Grade School pictures - Julius Zwez, teacher

**DONOR: Sue (Schmidt) Schmackers**

◆ Central Grade school pictures: ..... 1887 (with Adolph Pape)  
1911 4<sup>th</sup> grade (Mariann Blanke Pape)

**DONOR: Barbara (Pape) Schmidt**

◆ High sided baby crib on large rollers

**DONOR: Ganell Diegel - Mendon, Ohio**

◆ Kuenzel Mills water tower & Lock Two Mills paintings

**DONOR: New Bremen Emergency Squad**

◆ Original orange uniform: shirt, jump suit, (2) jackets

**DONOR: Margaret (Ruedeusch) Slattery**

◆ Kellermeyer & Rabe shoe horn

**DONOR: Dru (Luedeke) Meyer**

◆ Arnold Luedeke, builder, billing sheets; 1917-1919 Military documents; 1907 St. Paul Church confirmation program, written in German

**DONOR: Audrey (Lampert) McCollum**

◆ Moeller's Super Dollar advertisement, unidentified 12/31/1871 account of stock

**DONOR: Helen (Kuest) Schroer**

◆ Early unidentified German Protestant Cemetery deed, 1906 Schmidt & Buss' statement for stock food & veterinary medicines

**DONOR: John & Edith (Blanke) Wissman**

◆ N.B. Women's Club books, 1923-1998; N.B. Men's Garden Club secretary's minutes, 1963-1996; other Garden Club items

**DONOR: Schelper Family**

◆ Baptism, confirmation, grade school & high school certificates & diplomas for Alton & Alvera (Stroefer) Schelper

**DONOR: Robert Hirschfeld - St. Marys, Ohio**

◆ Booklet: "Stories of Edward & Elizabeth (Bergsieker) Hirschfeld's Life" dated April 1994

**DONOR: Marilyn Sommer - New Bremen**

◆ Vornholt Funeral Home fan and home-made "sea fan-fan"

**DONOR: Enola (Bushman) Greber**

◆ Kuenzel Mills white wool "New Bremen" blanket

**DONOR: John Tomhafe**

◆ Photo of old N.B. depot, 2004 Nickel Plate RR calendar

**DONORS: George Fark family**

◆ Bricklayer's hod used by George Fark mason

**DONOR: Julia (Dammeyer) Fark**

◆ 1909 St. Paul's Church confirmation picture

**DONORS: Lowell & Lucille Francis**

◆ Sidney Daily News, 9/11/2002, commemorating first anniversary of attacks on World Trade Center, etc.

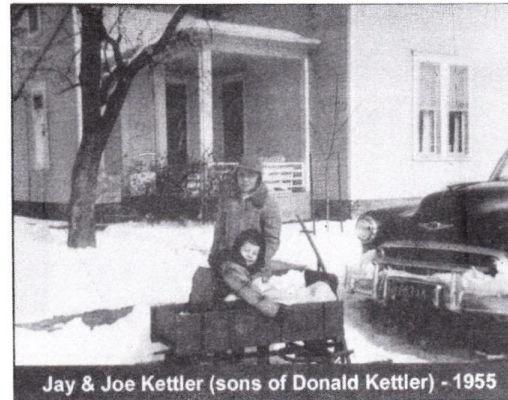
◆ Red "campaign" comb - Robert Klein for Mayor.

◆ N.B. Men's Garden Club president's notebook.

◆ (2) First day issue envelopes - United States Postal Service: 1 with 8¢ stamp, cancelled 7/1/1971; (1) envelope with 29¢ holographic "space" stamp, cancelled 5/15/1993. (see pgs. 8-9)

**DONORS: Donald B. & Robert F. Kettler families**

◆ Convertible child's wagon / sled + family photos of same

**DONOR: David Dunlap - New Bremen**

◆ "Streine Tool & Mfg. Co." hand seal

**DONOR: Linda Holdren (from TRANCO)**

◆ "Rental Transport" seal, "TRANCO" check protector

◆ "Menchofer Insurance Agency" yardstick

**DONOR: STAMCO**

◆ Deeds and other miscellaneous corporation documents

**DONOR: Dorothy (Dicke) Koeper - New Bremen**

◆ (7) 1936-1939 Prize Ribbons from the N.B. Community Festival and Horse & Colt Show sponsored by the Rod & Gun Club and Dr. Schmidt, (2) Shirley Temple books (see above).

**DONOR: Joe Niekamp - New Bremen**

◆ 1938 Auglaize Colt Show loving cup - New Bremen

**DONOR: James Halsema - Glenmoore, PA**

◆ "Old Oaken Bucket" booklet with poem, sent to Marie Boesel by E.G. Conradi

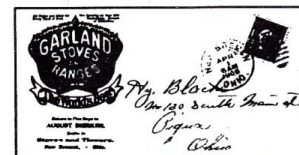
◆ Numerous Boesel family photographs (see "The Towpath" - Jan. 2003 for two)

**DONOR: Christina (Harrod) Klinger Columbus, Ohio**

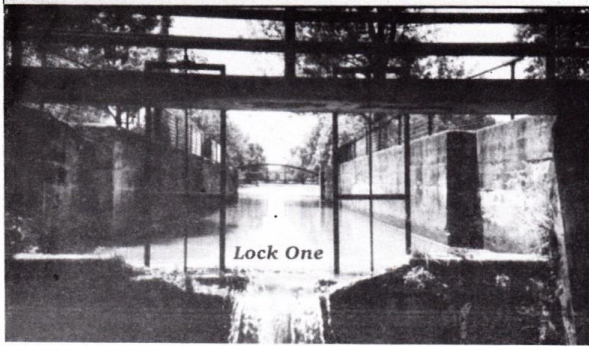
◆ (2) Books: "The official Ohio Lands Book" and "Along the Ohio Trail", both published by Jim Petro, Auditor of the State of Ohio

**DONOR: Bill Tostrick - New Bremen**

◆ Xerox copy of envelope sent from August Dierker, tinner, to Hy. Blacke of Piqua, Ohio on 4/1/1909, with 2¢ stamp







### LOCK ONE PRESERVATION PROJECT

The Village of New Bremen has received notification from Governor Bob Taft that the application made in March 2004 to the Ohio Department of Transportation for a grant to be used for the restoration of New Bremen's historical Lock One on the Miami-Erie Canal has been approved. The grant is part of the Transportation Enhancement Act (TEA-21 project grant) that allows municipalities to apply for federal funds for such projects.

Much of the concrete lock, constructed in late summer-fall of 1910, replacing the old wooden lock, is now in need of replacement. Tentative plans call for the removal and complete rebuilding of Lock One.

The village will receive 80% of the \$350,000 projected cost, with the provision that the New Bremen community will provide the other 20% (\$70,000). Bids must be awarded by April 1, 2005. The beginning construction date is uncertain – it will have to be scheduled so as not to interfere with the Bremenfest celebrations which are held in the Lock One area in August of each year.

The first fundraiser to raise this goal of \$70,000 was held in June – the "Can Ducky Derby" canal duck races. Barbecued chicken dinners catered by Speedway Lanes were sold and a Pat Wietholter "Locked In History" color print of the canal was raffled off. A total of \$2776.88 was raised. More fundraisers will be held in the future. If you would like to contribute to this "Lock One Preservation" fund, you can send your donation to: Lock One Preservation – P.O. Box 1 – New Bremen, OH 45869.

For more information, contact Delores Stienecker at 419-629-2685 or by e-mail at [stien@adelphia.net](mailto:stien@adelphia.net).

*[submitted by Tom Braun]*



Dear Lucille:

9/18/2004

Thanks for your article on the Doctors Schmidt in the July 2004 issue of *The Towpath*. They were my mother's [Marguerite (Koop) Kunning's] foster parents and my family too. The July issue was excellent.

Molly (Kunning) Brown – Dublin, Ohio

### "UNSOLVED MYSTERY" UPDATE

Lima, O., March 10, 1936—UP— Finding of a human skull by Thomas Bowersock, a farmer, led to an investigation today by Sheriff Ralph S. Marshall. The skull was fractured. Officials attempted to learn if the skull was that of F.W. Schroeder, 73, who disappeared Jan. 29, 1930. *[see July 2004 "Towpath" – pg. 9]*

### NEW MEMBERS THIS QUARTER (THRU 9/30/04)

*[^Spousal Memberships @ \$5.00 or \$50.00/LM]*

9/21/04 Coffin, Jean (Fischbach) – New Bremen  
7/19/04 Dammeyer, Daryl – New Bremen  
9/23/04 Papsdorf, Robert A. – Sun City, AZ (Rejoined)  
7/20/04 Reynard, Katherine (Boesel?)–Tierra Verde, FL  
7/7/04 Roediger, Douglas – Wapakoneta, Ohio  
9/7/04 Slattery, Betty (Schnelle) – Sun Lakes, Arizona

### ADDITIONS TO LIFETIME MEMBERSHIP ROSTER

7/7/04 Roediger, Douglas (new)

### MEMBER DEATHS THIS QUARTER

9/3/04 Bushman, Viola (Fledderjohn)(died 9/3/04)



### MEMORIAL DONATIONS

The following memorial donations have been received this quarter:

**In memory of**

Fred Wellemeyer

**by**

Paul & Esther Goeglein, Mr./Mrs. William Goeglein,  
Eugene Goeglein, Betty Peters.

**In memory of**

Leona Wellman, to commemorate her 100<sup>th</sup> birthday,  
which would have been on August 6, 2004.

**by her children**

Charles & Marian Wellman, Mack & Vernita Wellman,  
Merle & Mary Ann Sampson, Dick & Carolyn Deniston.

### MEMORIAL DONATIONS

*Memorial donations are welcomed in any amount. When donations for any one person or couple have reached \$100.00, a brass plate engraved with their name(s) is attached to the Memorial Plaque.*

### SPECIAL BIRTHDAY GREETINGS

We have been notified by the family of Irma (Frevort) Black, formerly of New Bremen, that she will be celebrating her 100<sup>th</sup> BIRTHDAY on Wednesday, November 24, 2004 – the day before Thanksgiving. The family would like to encourage relatives, friends or anyone who remembers Irma to send her a card or give her a telephone call (late mornings to late afternoons).

**Irma's address is: Irma Black – 240 Carrousel Blvd. – Hamilton, OH 45011. Her phone number is: 513-894-7323.**

Irma Frevort's parents were William H. Frevort & Ida Wilhelmina Oberwitte. Her mother died when Irma was just 1 year & 1 day old, on 11/25/1905. Irma and her 2 sisters, Adelia (died in 1909) & Edna (York) were raised by their grandmother, Marie (Wiegman) Oberwitte, and their aunt, Minnie Oberwitte.

When Irma was 16-17 years old (1921), her father married Mabel (Huelsman) Quellhorst, a widow with 4 children: Eric, Violet (Mrs. Harry Wint), Grace (Mrs. Laverne Wint – see pg. 2), and Chester Quellhorst. Bill & Mabel Frevort then had a son together – William Frevort, Jr. Only Irma Black & Chester Quellhorst survive.

Irma worked at Kuenzel Mills (N.B.) & at Delco Condensers in Dayton (1924-1927) before she married Harold Black (1928).

Irma is legally blind with macular degeneration, but still lives alone next to her son, Bill & Dee Black. She last made a trip to New Bremen in July 2000 with her ex-daughter-in-law, Audrey (Nelson) Black and Audrey's friend, Marlene Black, on a genealogy search. Irma is a very pleasant and up-beat lady. She has four grandchildren who are planning her celebration.