

3-06



THE TOWPATH

Published quarterly
(January - April - July - October)

NEW BREMEN HISTORIC ASSOCIATION

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

MUSEUM located at 120 N. Main St. (founded in 1973)

VISITING HOURS: 2:00-4:00 p.m. Sundays - June, July, August
(Other Appointments, Call 419-629-1014 - Tuesdays, 9:00-11:30 a.m.)

MEMBERSHIP: \$12.00 / Year - \$6.00 Spouse (Life: \$120.00 / \$60.00 Spouse) July - 2006

ANNUAL SUMMER PICNIC HELD

The eighth annual NBHA Summer Picnic was held Sunday, June 4, 2006 at the museum on North Main St. The turnout was good, despite clouds that threatened rain. Guests enjoyed touring the museum, and the new military display was a hot topic of conversation. Rachel Barber, the new director of the Auglaize County Historical Society, backed by her band, sang old favorites to the crowd.

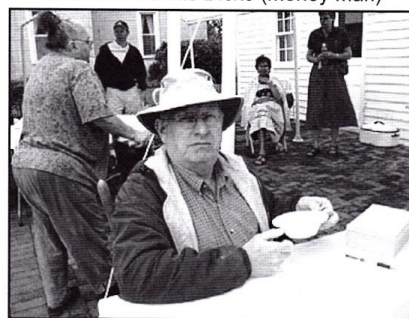


Pies baked by Sandy (Paul) Thieman -- Dorothy & Fred Luedeke



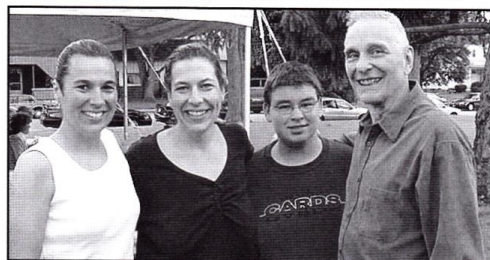
Karen (Dicke) & George Voress, Cresta (Voress) Ritter,
Esther Dicke (mother of Karen & Dennis)

BELOW: Dennis Dicke (Money Man)



The pie judging panel, Rev. Steve Wills, Doug Kramer & Jenney (Meyer) Lance, selected a strawberry - rhubarb pie made by Mike Egbert of St. Marys (son of Lawrence and Marlene Egbert of New Bremen) as the winner. Delores Stienecker won the auction to take the remainder of the pie home. Karen Voress prepared most of the food, all of which was eaten, and everyone enjoyed the ice cream dessert.

[Pictures & write-up provided by Gen Conradi & Johanna Schroer]



Rebekkah (Malik) Whitten & Johanna (Malik) Schroer (daughters of Genevieve Conradi), Zackary Schroer, Karl Mesloh

◆ "THE TOWPATH" ◆

"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.

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LOCK ONE RESTORATION PROJECT BEGUN

On Monday, June 26, 2006 at 12:00 noon, the project of restoring Lock One North on the Miami-Erie Canal to its 1910 appearance was begun. A "Gate Opening" ceremony, the first step of draining the canal in preparation for the reconstruction, was held at Lock One at the southwest corner of Washington & Monroe Streets. The draining of the canal was to take 2 days, any fish left in the shallow water to be removed to another location.



LEFT: Larry Wissman, Public Works Superintendent, opening the gate.
RIGHT: Council President Don Kuck presenting the wheel to NBHA Curator, Delores Stienecker, to be displayed in our museum's canal exhibit.

While the canal is drained, Saintignon Excavation will dredge the canal of the 2½ feet of silt and sediment, and the eroded canal banks will be built back up to canal standards. This will initially be done between Lock One and Plum Street, but could be continued southward. Trucking, stone and clay for this project will cost an estimated \$30,000. The canal was last dredged in the late 1970s.

The contractor for the restoration, Jutte Excavating of Fort Recovery, expects the heavy excavation and concrete work to be completed by the end of August.

Wooden gates matching the originals are to be made by Hoge Lumber Co. of New Knoxville. A bypass to handle excess water will be constructed around the east side of the locks, similar to the 1910 arrangement. A re-created spillway will empty into a 50'x60' basin at the north end of the lock. This will be a smaller version of the original basin that served Kuenzel Mills, etc. Work on the gates and other details will continue into the fall. Additional parking spaces and landscaping work are planned for the spring of 2007. This will complete the project.

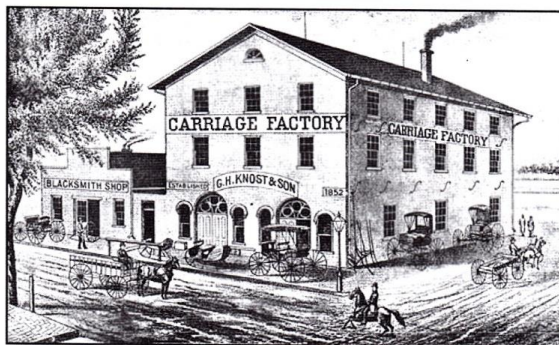
Total cost of the project is expected to be \$841,000. A grant secured in September 2004 from the Ohio Dept. of Transportation (ODOT) will cover \$280,000 of the costs with the New Bremen Historic Association providing an additional \$70,000 per the grant's requirements. The balance will be paid by the Village of New Bremen.

Bremenfest, normally held in Lock One Park the third weekend of August, will be moved south of the construction site this year closer to Plum St.



GATE OPENING ATTENDEES

Don Kuck, Wayne York, Kevin Koesters (back), Dennis Klingler* (front), Lawrence Egbert*, Carl Roediger*, Ned Dammeyer*, Joyce Holdren*, Gen Conradi*, Delores Stienecker*, Jim Coons, Joyce Ruedebusch*, Neal Brady, Larry Dicke*, Dru Meyer*.
(*Historic Association members)



New Bremen Carriage Works – G.H. Knost & Son – 1880
[Notice the two sleighs sitting in front of the building.]

KNOST & HEINFELDT

Manufacturers of Buggies, Carriages, Surreys, etc.

Messrs. Knost & Heinfeldt are men that have had years of experience in this business which was established in 1852 by G.H. (Gerhard Heinrich) Knost at Lock Two. The present spacious office and factory building (on South Washington St.) was erected and occupied in 1864. The main factory is a 3-story brick structure and beyond is a 1-story brick blacksmith shop. In 1879, Mr. J.H. (Johann Heinrich) Knost was admitted to partnership with his father and the firm became Knost & Son.

In 1880, August Heinfeldt purchased the elder Knost's interest in the business. G.H. Knost died 6/12/1881 and the firm has since been Knost & Heinfeldt. They manufacture carriages, buggies, surreys, jaeggars and spring wagons and also deal in road carts for which they find a ready sale in this locality. In connection to building new work, they also do all kinds of repairing and repainting. We commend this establishment to the people as being entirely worthy of their trust and patronage.

(N.B. Sun – 7/26/1889+4/8/1893)

Only First Class Carriages Manufactured By August Heinfeldt

A well-made buggy or carriage will outlast three or four cheap, shoddy ones besides being more comfortable and secure. Since starting in business for himself some 13 years ago, August Heinfeldt has built no other class of work. He has built some of the finest and most serviceable turnouts in this region and uses the best of materials throughout - the best of seasoned wood, the best spokes and wheels, the best of trimmings, paints and varnishes and the best quality of steel tires.

All work is hand made and built to order. He aims to make every vehicle so perfect that it will give unmeasured satisfaction and act as a constant salesman on wheels, giving a good recommendation to effect the sale of another one. He sells his first-class productions at as low prices as honest work can make them for. An average force of six hands are employed in the factory. Trimming, repairing, painting and varnishing receive careful attention. He does all the trimming himself.

August was born and raised here, takes a proper pride in his business, will appreciate your trade and treat you right. Come to his warerooms and inspect his superior line.

(N.B. Sun – 4/8/1893)

INTERESTING CHANGES IN NEW BREMEN BUSINESS CIRCLES

This week it is 15 years since the *New Bremen Sun* published an industrial edition (7/26/1889), advertising the rich gas fields and other natural and artificial advantages that New Bremen enjoyed at the time and offering to prospective manufacturers free locations and free gas for a number of years as an inducement for locating here. In this edition (7/29/1904) 23 different business institutions of the town are favorably named which were then (1889) under the management of 30 prominent businessmen of the town.

In scanning this list of business institutions and the names of the men who were at the time actively engaged in conducting them and who labored for the common good of the community, one cannot help but notice the marvelous changes that a short space of 15 years will work in a community.

Knost & Heinfeldt's carriage business has since been acquired by Gregore Gast (January 1898), Henry Knost having moved to St. Marys where he died a few years ago (8/27/1902), and August Heinfeldt has been employed as a woodworker by Mr. Gast.

(N.B. Sun – 7/29/1904)

August Heinfeldt, 82, Dies at Springfield, Ohio

August Heinfeldt, for many years a wagon maker by trade, died at the home of his daughter & son-in-law, Dr. Irwin H. & Ruby (Heinfeldt) Boesel on 5/22/1936. He was married on 6/20/1878 to Marie Amalia Kuenning, who preceded him in death on 9/16/1931.

(N.B. Sun – 5/22/1936)

George Knost, 76, Dies at South Walnut St. Home

George Knost, native of New Bremen, resided here all his life. As a young man, he learned the carriage painting trade in the old Knost & Heinfeldt Carriage Factory, but later in life he devoted his talents to general painting and decorating until ill health forbade him to continue in active pursuits. His sons then took up his trade and are carrying on the business.

He is survived by his wife, Sophie (Dicke), 6 sons and 3 daughters: Felix and Wilbur in Detroit; Carl, Richard, Albert and George in New Bremen; Mrs. Guy (Annabelle) Dickman and Grace (later Mrs. Clifford Scheer) in Dayton; and Mrs. Malcolm/Mac (Charlotte) Lishness of Buckland. He also leaves a sister, Mrs. Joseph (Emily) Meyer in Detroit.

(N.B. Sun – 3/21/1940)

The Same Location Today



In the late 1950s, the former carriage factory / Gast Implement building was purchased by David Pape. In 1965, the warehouse was razed and the new brick 1-story office building shown above was built. Today, the entire building is occupied by Dr. Ronald Riebel, dentist.

THE COVERED WAGON

New Bremen Tourists To Go West In Machine Built By Their Own Hands

Quite an innovation in camping equipment may develop from the decision of a quartette of local men to spend several weeks this summer on a trip through some of the western states and the southern part of Canada.

When Emil Kuenning, Ed Schaefer, Gust Ruedebusch and Ervin Heinfeld were first bitten by the "wanderlust", they immediately set about to build a bus or carryall along plans of their own conceiving. The pride of their creation is fast taking shape in the workroom of the Advance Auto & Implement Company on West Monroe Street, where it is arousing the curiosity and interest of all who happen to set foot in the shop.

In their spare time, the four have built a special over-size body and mounted it on a Ford chassis. The work has progressed so rapidly in the past few days that the bus has already been taken out for a trial run and is said to have stood up nobly under the strain of its maiden cruise.

Designed for strictly utilitarian purposes, it is rather cumbersome in appearance, but as far as serviceability is concerned, it undoubtedly will fill the bill nicely. Plenty of space is provided for the carrying of all the equipment usually toted around by tourists and in addition thereto, the rear of the interior of the bus is so constructed that two sleeping cots may be fastened on each side. Series of drawers are also built in along the sides while the center is reserved for several seats which are to be put into place when the whole is completed.

(N.B. Sun - 4/10/1924)

The following article first appeared in the April 1994 issue of "The Towpath" and was written by Herbert E. Kellermeyer, Jr.

THE BUCKEYE BOYS OF NEW BREMEN, OHIO

In the 1920s, four men from New Bremen decided to take a trip to Yellowstone National Park in Wyoming. These men were Ervin ("Butch") Heinfeld, Gust Ruedebusch, Emil Kuenning and my uncle, Ed Schaefer.

These four men decided to build a motor home for their trip. Since Emil Kuenning's son, Earl, was in the car business, he let the men build the motor home on the second floor of the Advance Auto building on West Monroe Street next to the railroad track. In those days, new cars were shipped in pieces via railroad, put together on the second floor and then taken down the elevator after they were assembled to the first floor.

The men had purchased a new Model T Ford truck from Earl Kuenning and the motor home was built on that under supervision of Uncle Ed, who was a carpenter by trade. After the motor home was completed the four men shoved it on the elevator, only to find that they had made a measuring error and it was too long to get it down the elevator! So, they had to saw 12" off the back and reassemble that end.

The front wheels of the motor home had very narrow tires known as 3½" clincher tires, with no brakes. The back wheels were much larger, for it was meant to be a truck. They carried two spare tires, one small one for the front wheels and one larger one for the back wheels. The two tires were strapped on the outside of the motor home.

The motor home was built mostly of 2x4s for the frame and 4x4s under the porch flooring. The siding was regular house siding, with 2 windows on each side with sliding screens. It had a flat tar-paper roof. The windows were regular glass, not shatterproof. In the back was a small door that would swing out and a screen door that would swing in - very modern in those days. There were 4 bunk beds made out of 2x4s with burlap on the bottom. The beds would swing up during the day while traveling.

The furniture consisted of a small table, 4 kitchen chairs and a coal oil stove that stood behind the front seat. Pots, pans and skillets hung from nails driven into the walls. They also built cupboards and shelves. In one corner stood Uncle Ed's double-barrel shotgun - just in case! Nothing was fastened to the floor, so when a stop was made, things would slide forward.

Finally the time came for the men to get started on their trip out west. They stopped at our house a little while to show us their motor home. While I was in it, Uncle Ed let a bed down and let me climb in it. They also showed us the things they were taking along for their trip. Then they took off for Chicago, their first destination.

When they got to Chicago, the truck was not performing too well and they were told that they had too big a load for the truck. So, they sawed off another 12" and replaced the back end for the second time!

The men carried a roll of brake bands with them. Every other day, they would replace the bands on the rear wheels. Sometimes, when they were in hilly ground, they would have to replace them every day! The roads at that time were pretty much dirt roads and when it rained they would get so muddy, they would have to wait until it would dry off a little.

The men did their own cooking on the coal oil stove, stopping at farm houses along the way to buy eggs, potatoes, homemade bread and chickens which they dressed themselves. People along the way were very friendly and willing to help them out. They also wanted to know about Ohio and where the men intended to go.

The motor home never did make it to Yellowstone Park, for the hills got so steep it couldn't get up them, and the motor was needing repair. At Colorado Springs they found a mechanic who overhauled the motor, replaced the rings and made other repairs for them. This took 5 or 6 days. During this time, the foursome hired a limousine to take them up Pike's Peak and on to Yellowstone. Uncle Ed told about when they stayed in cabins in the park, the bears would come up to the camp and go through the garbage cans.

When the men returned to Colorado Springs, they started back through the states in their motor home, stopping in Nebraska to visit Emil Kuenning's relatives. Going through Kansas, they saw jack rabbits and cattle ranches.

Of the four men, only two could drive a car - Emil Kuenning and Butch Heinfeld. Emil, being a more experienced driver, drove through the towns and cities and Butch drove in the country. I believe the trip took them 7 to 8 weeks.

After several years, the motor home was kept in a barn at the north end of Water Street. Later, it was moved to Henry Koehn's landing, where the men would spend weekends in the summer. After all interest was lost and the home needed repair, it was burned and the iron was salvaged and sold.



N.B.'s Buckeye Boys' Motor Home - 1920s

From the Mailbox



Dear Lucille Francis:

4/3/2006

I wrote previously about Peter CHARLES Boesel's third wife, Mary (Schroeder) Boesel. The little I know came from her daughter, Clara Elizabeth (Boesel) Koenig, who was my mother-in-law.

Clara Elizabeth was an accomplished pianist and music student. She went for several years to the New England Conservatory of Music in Boston while her older brother, Frank Tilden Boesel, was studying law at Yale. All of Clara's children were also taught to play musical instruments and through their musical knowledge, won prizes in Ohio State University's music contests, including a piano for their public school.

After Clara's marriage to a young attorney from Michigan State University (John Henry Koenig), she spent her time on her home, her five children and, especially after the death of her first child, Mary Elizabeth, on her church. Her husband joined her – he was an entrepreneur and a strong Christian.

John Henry Koenig built a railroad to Lima, Ohio, but when it failed (automobiles were coming into the market), his conscience insisted that he pay back all who had invested in his company. Today we may think that would be ridiculous – companies fail everyday – but since he had had great hopes for his streetcar to Lima and had encouraged friends to invest, he determined to pay back all their losses, which he did.

John Henry moved his family to Columbus so that the children could live at home while attending Ohio State University. Although he worked very hard and had many other businesses, including the Easy washing machine, John & Clara's family had lean years, especially after his heart began to give out. (He never smoked or drank.) When John Henry died in 1938 at the age of 70, the two boys, John Henry Jr. and Charles JACOB, had doctor degrees in the OSU School of Ceramics; Barbara Anita, who married George H. Spencer-Strong, was a teacher; and Ruth Eleanor was married to Keith Bliss of football fame.

John & Clara's children all married and moved away except for Jake, who worked and lived in Columbus. Each day he had lunch with his mother, who lived close to OSU where he worked. One day when he arrived for lunch, he found her on the floor after having suffered a stroke. Clara then lived in a nursing home for a year, but she never recovered the use of her right arm. Since my husband (John Henry Jr.) and I had a big home, I invited Clara to live with us. However, after only a month with our family, she had another stroke and never recovered consciousness. She died October 29, 1958, just before her 80th birthday, after having been a widow for 20 years. We have pictures of her at Long Island Beach and at North Brunswick, New Jersey.

John & Clara Koenig's first child, Mary Elizabeth, became ill with what her mother once called malaria. She had a fever – possibly she had walking pneumonia. She was ill only 3 or 4 days and died on March 30, 1908 at the age of 4 years and 29 days. Towards the end of her life, she repeated, "I want to go to Jesus". After she died, her mother set out to find a church with which she had comfort. Clara & John became strong members of a Pentecostal Assembly with which they continued all the rest of their lives. On Sundays, the family attended 3 sermons. They often visited the sick and Clara told of miraculous cures which she observed and which were direct answers to prayer. She always called little Mary Elizabeth her "little missionary".

Yours,

Shirley A. Koenig – Somerville, Alabama

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Dear Lucille:

3/8/2006

Thank you so much for the wonderful article on my family (Bessel/Harris families) in the January 2006 issue of *The Towpath*. I found out some things I did not know about the family.

I am enclosing a check for a memorial in memory of Clifford & Jean (Bessel) Harris from the Harris children: Sis (Cecelia), Bette, Niles & Lynne. (see the April 2006 issue)

I just returned from a visit with my daughter in Alaska and will be moving to Minnesota later this year. I will be going through all my papers. If there is anything of interest to New Bremen, I will see that you get the material.

Sincerely,

Sis (Harris) Coenen – Hendersonville, NC



Dear Tom:

4/1/2006

Thank you so much for sending *The Towpath* "collection of back issues". I have really enjoyed reading through them. Thank you, too, for sending the additional information on the Rabe family, including Dr. Rabe (no relation).

My trip to New Bremen surpassed by far what I imagined it would be. I have so many wonderful memories of my childhood there and to revisit and reminisce was a dream come true. It was an extra bonus to meet you and have the chance to hear some of what you knew about my family and the area. I'm so glad to have chatted with the women at the local library who assured me that you could tell me more about my family than my own family could. You were unbelievably kind to have run off the information you did and to visit with me without advance notice. Thank you so much for contributing to my fabulous trip with information and kindness while I was in New Bremen and for the literature sent since I have been home.

I am sending copies of some photos pulled from Grandma Marie (Rabe) Howell's albums that may be of interest to your editor.

Sincerely,

Ann (Howell) Eisenhardt – Sedalia, Missouri



Marie Rabe in her father, Ferd Rabe's car – INSET: Ferd Rabe



Dillon J. & Marie (Rabe) Howell, Dillon LEE Howell (Ann's father)

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Dear Lucille:

5/3/2006

All the hullabaloo about illegal immigrants set me to wondering about my German ancestors. Did they enter the country legally? Did they leave Germany legally? We freely acknowledge that our great United States of America was built by immigrants, but under what circumstances did they arrive? There is no record in the family histories of the Dickmans, Sundermans, Boesels, or Purpuses, the four major branches of my ancestry, to answer these questions. Maybe they did slip in "under the cover of darkness." There seems to be a mystery here that calls for clarification.

The earliest of the Dickman (then Dickmann) immigrants was Friederich Heinrich Dickmann. He left the small village of Drentwede near Hannover in October of 1831 with his wife Sophie and at least two small children, one of whom was 6-year-old Hermann Heinrich, my great-grandfather. The family arrived in Baltimore in February 1832. Baltimore was the point of entry for many of the German immigrants, and it is here that the question of legality is answered.

In 1832 there were no immigration laws. There were travel documents and certificates of identification of many kinds issued by kingdoms, principalities, and countries to identify travelers into and through various jurisdictions. But with regard to entering the United States, either temporarily or to take up permanent residence, there were no restrictions. This was a big, new country and someone had to populate it.

It was not until after the Civil War that some states began to pass their own immigration laws, primarily in order to be able to satisfy the provision of Article I, Section 2 of the Constitution, which calls for a decennial census. These actions by individual states prompted the Supreme Court to rule in 1875 that immigration was under the purview of the federal government.

By the 1880s it was apparent that an overabundance of cheap labor was causing an economic deterioration in certain areas of the country. Congress reacted by passing a series of immigration laws, which soon became a tangled web of policies, laws, and regulations that needed to be handled by some coordinating agency of the federal government. So, the Office of Superintendent of Immigration, responsible for admitting, rejecting, and processing all immigrants and keeping track of them was established under the Treasury Department by the Immigration Act of 1891.

This is as far as I needed to carry my research. The Dickmanns arrived in 1832, the Sundermanns and Boesels in 1836. There is no direct evidence as to the exact date of arrival of the Purpuses, but they are listed as residents of New Bremen in the U.S. Census for 1870. Therefore, upon this evidence and the citizenship rights expressed by Amendment XIV to the Constitution, ratified in 1868, I breathe easier, confident in the legality of my forebears. And I am sure that this applies equally to all New Bremenites who can trace their ancestry back to the early days of the little village that began with the Society of Bremen charter in 1833.

Best personal regards. Sincerely,

John T. Dickman – Columbus, Ohio

Dear Lucille:

5/12/2006

With much appreciation and kudos to Mrs. Caroline Langworthy (Schaeffer) Konecny, the great-granddaughter of Henry Gerhard and Rosina (Boesel) Schmidt, we now have 4 additional IDs for the 1905 Boesel-Mesloh reunion photo (see the January 2006 "Towpath"). Caroline has identified the lady sitting to August Boesel's left in Row 3 as being Mrs. William Christian (Emma Marie Boesel) Schmidt. (Only August was listed in the 1905 newspaper article as attending, not his wife.) This leaves the lady on the left end of the row (previously tentatively identified as Emma) unidentified.

Emma (Boesel) Schmidt's 3 children are identified as Hugo Christian & Felix Robert (#6 & #7 in Row 4, sitting in front of August & Emma) and Miriam Hulda (#8 in the front row, sitting in front of Felix).

In summary, there are 65 attendees in the 1905 reunion photo of which 55 have now been identified, leaving 1 adult and 9 children yet to be identified.

Cordially,

Karl R. Mesloh – New Bremen



Tom Braun with Boesel cousins, Beth (Ivins) Sauerland, Pat (Ivins) Foster, Katherine (Boesel) Pawlak.

These "girls" are granddaughters of Frank T. Boesel. Their great-grandparents were Charles Boesel I and his third wife, Mary (Schroeder) Boesel. They came to New Bremen on Sunday, June 11th and were shown around town, including our museum, by Tom Braun. (see pg. 5 for related letter from Shirley Koenig.)



Dear Tom:

6/2/2006

I wasn't going to renew my subscription to *The Towpath* as our Seemann family was in New Bremen too early for any of the history write-ups in the quarterly newsletter. Then there was the article about the 1849 cholera epidemic in the April 2006 issue and I was very interested, so I am enclosing \$12.00 for my 2006 subscription. My great-grandfather, Daniel Friedrich Seemann, died of cholera on August 19, 1849, so this explained a lot about what it was like in that area then.

I am also enclosing a check for \$100.00 from me and eight others for a brass plate to be put on the Memorial Plaque in the museum to commemorate these great-grandparents who came to this country to start a new life: Daniel Friedrich Joachim Seemann came from Mecklenburg, Germany and died 8/19/1849. His wife, Eliza Doris Maria Levers was born 1821-1822 and came from Hannover, Germany. After her first husband died, she married Friedrich Edward Ludwig Stroeffler. She died about 1854.

Thanks, and hope all is well with you.

Anne (Seemann) Hixson – Washington, Missouri

Dear Editor:

5/15/2006

It was with much interest that I read your April 2006 issue of *The Towpath*. Several names came to light that I have seen many times in research such as Topp, Luedeke and Meyer. Other names of bygone years who were early settlers of Auglaize County were Blumhorst (with many other spellings), Hermsmeier, Tangeman, Muth and Fledderjohann - the list could go on and on.

On page 5, I saw the name of Don Luedeke who I assume is the son of Arnold Luedeke and grandson of Amanda (Blumhorst) Luedeke. My first visit to your area was in 1966 when I brought my parents to visit Amanda. My mother was Caroline (Blumanhourst) Beck. (The spelling is different, but that makes no difference.) Amanda Luedeke's grandfather and my great-grandfather (grandfather of Caroline) were brothers.

In more recent years since 1985 we have made many visits into your area to do research on the Blumhorst and related lines. The H.H. William Blumhorst who is buried in Schwaberow Cemetery is a brother to my great-grandfather, H.H. Blumhorst. It is said H.H. died at Wapakoneta at the poor-farm (county home) about 1898. In spite of all my research, I have found no records of his death or where he is buried. To cloud the waters, he came to Kansas just before 1880, after my great-grandmother died. He came with his son, H.H. Blumenhorst, and after homesteading in Kansas, he went back to the Wapakoneta area where he died.

While doing research in the 1980s and 1990s, I decided to put my research material together on the above family lines and did publish a book. Thus the names, Don Luedeke and Amanda Luedeke, do appear in it, since all tie in with the Blumhorst name. In our research, we found these families in the Schwaberow, German Protestant, Lutheran and St. Marys Cemeteries. A Fred Blumanhorst, my grandfather's brother, is buried in the St. Marys Cemetery, but has no tombstone.

We always stop by the New Bremen Library and usually the St. Marys Library, but after reading your many *Towpath* articles, we must make it a point to stop by for a visit the next time we are in Ohio.

Gale D. Beck - Iola, Kansas



Dear Lucille:

5/23/2006

In going through the mass of papers in the files of my husband, Jim Halsema, I came across the enclosed clipping of a 1933 centennial article written about Phillip Jacob Maurer by his great-granddaughter, Mrs. H.L. (Dora) Maurer of Gary, Indiana. You can add it to your archives.

Jim's daily diaries from age 13 to 86, except the 3 years he spent in internment in the Philippines during W.W.II that do not survive, is a trove of thoughts on life and living. Having raised 6 children in 6 different countries including the U.S., and not enjoying the gossip that life in an embassy evokes, I always deliberately avoided wanting to know what went on in Jim's office. He was usually #3 in the hierarchy. Our task was to help people understand the U.S. through the Information Agency that provided libraries, Fulbright exchanges, cultural exchanges in both directions, etc. I assumed my own agenda of contact and interaction with women in Singapore, Manila, Bangkok, Cairo (5 years) and Santiago, Chile (4 years) and am in the process of writing my own memories in wondering how I got to be who I am.

The family is donating Jim's library of 2400 books on the Philippines and S.E. Asia to the MacArthur Study Center in Norfolk, Virginia. Many volumes are one of a kind since the Japanese ship carrying stolen books was sunk enroute to Japan. Jim's dad, E.J. Halsema, introduced MacArthur & his second wife, Jean Faircloth, enroute from San Francisco to Manila. She was enroute to Shanghai to visit friends, decided to debark in Manila and the rest is history. Jim died 2/18/05 at 86 after a second stroke.

I enjoy *The Towpath*. Thanks. Alice Halsema - Glenmoore, PA

Hi Lucille:

5/14/2006

Thanks for taking care of the membership I asked you about for my brother, Richard Roediger. I know he is going to enjoy the issues coming to his home as much as we do. He told me you had sent him the January 2006 issue with the article on "Operation Skywatch" (pages 5 & 6), for which he was one of the student observers. He enjoyed reading it. It really brought back memories to him.

We will be looking forward to many more issues of *The Towpath*. You all are doing a great job for us all to re-live "back on Memory Lane." New Bremen is still "our home at heart" and always will be.

Thanks again - it was good talking with you on the phone. Good luck in your move to your condominium.

Sincerely,

Juanita (Roediger) Scheer - Alton, Illinois

NEW MEMBERS THIS QUARTER (THRU 6/30/06)

[^Spousal Memberships @ \$6.00 or \$60.00/LM]

5/5/06	Eckhart, Betty (Close) - Sidney, Ohio (transfer)
6/28/06	Fischbach, Wayne O. (LM) - Dayton, Ohio
6/11/06	Foster, Patricia (Ivins) (LM) - Manitowoc, Wisconsin
5/1/06	Friemering, Phil - New Bremen
6/30/06	Marley, Robert - Montezuma, Ohio
6/7/06	Metzger, Mary (Henschen) - New Knoxville, Ohio
4/6/06	Petitjean, Lori (Gilbert) - Russia, Ohio
5/1/06	Philpot, Ernest - New Bremen (Rejoined)
5/18/06	Roediger, Richard - Allentown, Pennsylvania
4/15/06	Slattey, Dana - Sun Lakes, Arizona (transfer)
4/27/06	Swartz, Charles - St. Marys, Ohio
6/27/06	Voress, John - New Bremen (transfer)

ADDITIONS TO LIFETIME MEMBERSHIP ROSTER

6/28/06	Fischbach, Wayne Orville (new)
6/11/06	Foster, Patricia (Ivins) (new)
4/24/06	Jones, Judith (Mueller)
6/28/06	Moeller, James

MEMBER DEATHS THIS QUARTER

5/5/06	Eckhart, Melvin (died 5/5/06)
4/8/06	Hirschfeld, Merlin (LM) (died 4/8/06)
4/15/06	Slattey, Betty (Schnelle) (died 3/10/06)
4/4/06	Slattey, Margaret (Ruedeusch)(LM) (died 4/4/06)
6/27/06	Voress, Freda (died 6/27/06)

MEMORIAL / HONORARY DONATIONS

The following special donations have been received this quarter:

In memory of Merlin Hirschfeld

by Marie (Hirschfeld) Elsass, Bill & Bonnie Elsass, Stan & Dorothy (Elsass) Fogt, Doug Bornhorst, Bob & Donna Nagel Sr., Darrell & Helen Henke, Bolly's Card Players.

In memory of Ruth E. Dicke

by her niece, Charles & Jean (Dicke) Dickman

In memory of Daniel Friedrich Joachim Seemann & Eliza Doris Maria (Levers) Seemann / Stroeffner

by Jeanne (Seemann) English & Bob Seemann, their parents, George & Lillian Seemann (both deceased), Ann (Seemann) Hixson, Rose (Seemann) Thiel, Chi Rouse Benedict, Larry Heberle, Jim Moore, Christine (Fischbach) Schott.

IN HONOR OF Carl Luelleman, who celebrated his 98th birthday on April 25, 2006.

by the Luelleman family

[Carl was the last of the Luelleman family to own the house on North Main Street now known as the New Bremen Historic Association's museum.]

MEMORIAL / HONORARY DONATIONS

Donations to memorialize the deceased or to honor the living are welcomed in any amount. When donations in memory of or in honor of any one person or couple have reached \$100.00, a brass plate engraved with their name(s) is attached to the Memorial Plaque.

UPCOMING EVENTS

INTRODUCTION & SIGNING OF NEW (3rd) PRINT
Sunday, July 30th at the Museum



Print shows freight unloaded in front of the 1912 Laut-Schulenberg building on Monroe Street, also the lift bridge, Rairdon's Livery Stable, J.L. Hoffman's Drug Store & Henry Dierker's Dry Goods Store

4th ANNUAL CHRISTMAS DINNERS

Nov. 29, Dec. 1, Dec. 3, Dec. 8, 2006

Tickets: \$25.00 per person

For more information and/or to order tickets,
 Call 419-629-3495

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 address below.

(Membership Dues information on pages 1 & 2.)

GIFT SUGGESTIONS

Available from our "Catalogue"

MEMBERSHIPS / "TOWPATH" SUBSCRIPTIONS

\$12.00 / Year ***** \$120.00 / Lifetime

Collection of Back Issues ***** \$20.00 (+\$3 S/H)

OTHER BOOKS & RELATED ITEMS:

Then and Now (Village Pictures)

A Journey Through Time (Miami-Erie Canal)

CANAL Board Game (related to book)

Recipes and Reminiscence (by John Dickman)

A Military Memoir of W.W.II (by Katy Gilbert)

Ralph May Remembers New Bremen

New Bremen Marriages (genealogy)

SCHOOL COMMEMORATIVES:

Central School: Paperweights, Pencil Caddies

1929 High School: Trinket Boxes

BOTH: Medallions (make nice tree ornaments)

MISCELLANEOUS ITEMS:

"Interurban on Main St." print

N.B.H.A. Shirts & Caps

N.B.H.A. Mugs & Pencils

N.B.H.A. Christmas Ornaments

N.B.H.A. Note cards

For More Information: Call 419-629-8902

or

CHECK OUT OUR WEBSITE

www.newbremenhistory.org

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



NBHA Museum – 120 N. Main St.

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