

YOUNGSTOWN STATE UNIVERSITY

ORAL HISTORY PROGRAM

Depression

Personal Experience

O. H. 1086

WILLIAM K. PASCHKE

Interviewed

by

Daniel M. Flood

on

January 30, 1976

YOUNGSTOWN STATE UNIVERSITY

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INTERVIEWEE: WILLIAM K. PASCHKE

INTERVIEWER: Daniel M. Flood

SUBJECT: Brotherhood town, bus company, diesel, trolley
line, car barn, electrical, prohibition

DATE: January 30, 1976

F: This is an interview with William Paschke for the Youngstown State University Oral History Program, on the Depression, by Dan Flood, on January 30, 1976, at Mr. Paschke's home, 850 Indianola Road, at 8:30 p.m.

This is the second interview with Mr. Paschke. The first one went from the years 1896 up to approximately 1923, 1924. This interview will take in the years 1924 up until World War II.

Now, Bill, do you want to go back to after you came home from World War I? You still retained the job that you had previous to the war. Then you gave up this job and you went to work for the bus company?

P: No, when I came back to the old job, I got the automobile department for electric.

F: I see.

P: I got to wind our own arbiters for generators, and we didn't have a pit, which was kind of rough work. A fellow from New Castle talked me into going down in partnership with him, which was a bad mistake. I had about a year and a half of that automobile work in Youngstown before I went down in New Castle. The place I was working was the Miller Smythe Electric Company, and it was directly across from the court house between the central Christian Church and that big building that they called Mart, it was a dry goods building and had no name

like McKelvey's, or Straus's. In the electric shop, one fellow took on the automobile business and built it up. I left there and went to New Castle and started in business with them down there. Things got a little bit rough.

F: Now this was your own business that you started in New Castle?

P: I was working for another fellow, two partners. One was an old fellow. He was real friendly as a business man. He belonged to the Businessman's Association.

I don't know whether you ever heard this or not but New Castle is a brotherhood town. If you're born and raised in New Castle there is room for you. If you came in from another location and started any kind of a business they would finally get you out. They would take it away from you. Like the bus business down there, a man came in there and everything right up to snuff. But they railroaded him out, and they couldn't find a flaw in his bookkeeping, but they had to get out. He wasn't born or raised in New Castle. Anyway when I started a business the other fellow was one of those that believed in hooking a person, so they shoved me out. I got married before our business broke up and then I came back to Youngstown and got in with the Electric Equipment and worked there about two years and then went down to the bus company.

F: Now when, how did you eventually get into the bus company? Did you just find out that they needed help or?

P: Yes, I went down there to see if I could get in. The foreman said we have a man on this job right now, but all he does is electric on the busses. That's when they had an old white truck body or truck chasi with a passenger body on and, the electric system was magnetic ignitor and a regular truck job. They had parlor jobs that they run for inter-urban service. They were regular passenger coaches made for luxury travel and they gave me a work bench and they would inspect the busses, one day that would be ones and fives, like one, five, eleven, fifteen, twenty-one, and the next day it would be twelves and twos, and sevens, then threes and eights, and fours and nines, and fives and tens, and that sort of system they had for inspecting and anything that needed fixing we took off and I finally got a work bench down there and took the job. I was the only one that was doing any electrical work.

F: Was this strictly electrical or mechanical as well?

P: Mostly electric. I didn't do any work on engines like clutches, valves, or anything else. All I had was the stuff that was connected with electric. They got the twin coaches, the old whites. When they began to run out then they got the twin coaches and they were double engines; there was an engine on each side. They were made for hauling. They were pretty good busses. They had a kind of Mack passenger busses later when they got rid of the old twin coach. They were just as heavy and bulky and awkward. They only lasted a couple of years because they were using the wrong kind of oil. Whether you ever heard this or not the Macks used number ten oil in the summer and winter. The secret now is I think you ought to have heavy oil in the warm weather. I was told the buses down there do not use anything heavier than number ten. Our shop foreman said we are going to use three, and they ruined the buses. Hard to believe but in the summer as hot as it got that number thirty would do any damage. The busses only lasted for three years. They were nice heavy haulers.

F: Do you remember any of the cost of the busses at that time?

P: No, I don't remember about the cost of them. Before the trolley busses came out, they had one bus down there that had a motor generator on each side, an engine and a generator hitched on the back of it. It had quite a lot of machinery in there for just one bus. They didn't last too long. When the diesels came out they were really the answer to a lot of trouble, they held up good and hauled. The only thing is that in real cold weather they had a little more trouble starting than the gas busses. We made a hot shot, used two twelve old batteries and series making them twenty-four volt, a feeder that we could put on the starter and get them started very easily. That's the way we kept the busses on schedule. They were battery ignition. The Macks didn't last very long, and then when the diesels came out that's what we used from then on except trolley busses.

Trolley busses, you might say, came in as a central system. After they had the system going they found out that they were crippled up too easily. In a heavy storm when the tree limbs would blow down, it would knock the trolley wires down and business was all jammed up. Then they had to come up with the gas or the diesel busses to take over and handle passengers. It wasn't long until

they went out of service. The current from the trolley lines on the diesels were problems at times. For instance, down at the old car barns, the return or the negative as it would ordinarily be called and grounded to the building and from the building wherever it touched the water pipe, it would use the water pipe to return up to the substation or wherever the substation was. There was one at the bottom of Shirley Hill, Poland Avenue and one up at North Avenue where the power plant is there now, where they generate steam. The building down there and a lot of places all you have to do is take a piece of iron or a screwdriver and go from a building to a water pipe, and then you got fireworks. We had a Scotchman down there who was a foreman, and he couldn't figure it out, and a superintendent of the trolley business there, he asked me what it was one day and I explained to him, there was nothing complicated about it. He said, "You know, I never thought of that." The Scotchman, he didn't like that. Oh, boy, he hated me after that. Every question they asked me about that I had an answer for it and he was learning and didn't like to take any advise from me. He was a Seven Day Adventist, and he would preach at 12:00 in the street car when they were eating lunch. It was interesting. The whole crew that worked on the street car trucks, they were so lazy, anyone that would watch them work, they could figure that it would take one or two days to do a two hour job. But the union kept them on on the account of that they were old employees. They kept them on until they could retire. Retirement was a good thing, they couldn't wait to put them out of their shop. Some of them were careless there and easy to get hurt. They wouldn't live up to the safety rules and made hard feelings amongst all.

F: Now this car barn was located where?

P: Where the aluminum companies are. When I was working at this Miller's Place uptown after I got out of the transportation business, they brought a bunch of street car motors and the old summer cars that they used to use over in Sharon and Sharpsville, and Wheatland. They sent me over seeing as I knew the men over there to take out a motor. We took out a motor and hauled it by truck up to the shop across from the court house, and one day about two or three months later the manager down there said, "Bill, I got a job for you. Go to Masury tomorrow and take out the motors out of those street cars. There are four cars and one of them is minus a motor that you took out the other day. Take the rest of them out

and then the men there will bring a boxcar, and you load the motors in the boxcar. Go over to Sharon to the Freight Station and get a bill and ship them to Jones Laughton, Pittsburgh to be put in cranes for Japan."

F: What was a day's pay?

P: The blacksmith got \$.28 an hour and they were getting about \$.26 or \$.27. It didn't take a lot of brains for the job. You didn't have to hurry. Several Germans, a carpenter shop gang, they were all German, nearly all German. There was a family that had come down from Canada by the name of Voorhees, and I remember it was right in 1912 when I first started down there. They let it be known that they came from Canada. Both the father and son were working with the electric crew, the wiring bunch. When they built these houses near this second house on my driveway, people by the name of Voorhees, I asked them if they had any relations that ever worked on the Car Barn, he said, "Yes, it was my father and grandfather." That were the two that I knew down there in 1912.

F: During the 1920's were there a lot of people using the buses or the trolleys at that time?

P: Yes.

F: Going to and from work, or why did they use them?

P: Everything, they were the best haulers that they ever had. They could haul a big load. The only bad thing about them is when the line would come down, or a contractor would come in with a power shovel and hook onto the wires and shut one line down until they were repaired on hospital hill, Oak Hill. There was hardly a day that they didn't have to send a man out to replace a main fuse because of the heavy load in the evening when people were going home from work. They were so loaded that they would blow the fuse. There was hardly a day that there wasn't a delay on the hill.

F: How fast did they go, these trolleys?

P: They were good for thirty-five, forty miles an hour. The motor in those trolley buses, the gear ratio in the rear end is fifty to one so the motor travels really fast. They had a four horse power motor in the back to supply air and battery current. They used batteries on the lights and controls. They really would have had a

good business, if it hadn't been for the lines giving them troubles. They had a lot of storms out West about the time we were ready to abandon them. They abandoned theirs right after. I don't remember where it was out West, Wisconsin or one of these states out there. They had some terrible storms, and the trolley was out of commission for two weeks because of the blowdown in all the overhead equipment. It took so long to fix it up. They got rid of them, and then diesel took over.

F: They went to diesel in what year around here?

P: About 1936.

F: So, during the Depression they still had the trolleys?

P: Yes.

F: Do you remember when the Stock Market Crash came?

P: Yes.

F: What was that like? Could you tell a few stories about that?

P: There is one incident. We had a carpenter rebuild the front of the house. He made two bedrooms up there. The Army was paying a bonus for some reason. You know how every now and then they think the soldiers ought to be paid for a certain. . .

F: Was this the bonus Army, that you are talking about, for World War I veterans?

P: Yes. It was about 1929 or 1930 that we had this front fixed up, and this bonus came through. . .

F: How much was that anyways?

P: There was one that came through for \$320, and the other one I got \$1,400 and something.

F: \$1,400?

P: Yes. Personally, I don't know why that came through. I said to my wife after we had the money, "I think I will go down and pay this bill now. There is no use in making this fellow wait. It's a lumber company--you know where the steel workers union is?--I think it is

on South Avenue there across from the Brown Derby, just beyond Indianola Avenue." Their lumber office was in there and the lumber yard was across the street in back of that high house there, and right next to it was the funeral home. I don't remember what the fellow's name was, but I went down and I told him, "I hate to make you wait this long for this money," so I paid him. The next day he took it down to the bank, but that night the banks closed. It tied his money up, \$300 and some.

F: Did you put your money in the bank also?

P: We had some, but we didn't have enough to start a bank account and build it up. We weren't prosperous at that time.

F: You were in this same house then at 850 Indianola. When did you buy this house?

P: We built this.

F: You built it yourself?

P: Yes, starting about 1926, and it was about 1930 or 1931 that it was complete.

F: How much would you say you built this house for?

P: The initial cost was the carpenter's. I did the electric, I put in the furnace and what plumbing there was in the bathroom. It was about \$4,000.

F: What happened when the Crash came? How did it affect you as far as your job was concerned?

P: As far as transportation, we didn't feel it. Other places, men were laid off and people were afraid to go ahead and get jobs done, and we worked all the way through. I was the only one in this district around here that had a steady job. A plumber came to me one day in business downtown and said, "You're working steady, do you have any work at home that you would like to have a plumber do?" And I said, "Not right now, I have a job but my wife won't loosen up with the money." He said, "I will work all day, I will give you a good day's work for a buck." He was really hard up with no income. Plumbers were getting fairly good wages. I don't know what it amounted to at that time. I suppose they were getting \$10 to \$12 a day.

F: You worked right through it?

P: Yes.

F: You were making about how much a year?

P: They dropped me from. . . I started at \$.70 an hour, I quit the Electric Company at \$.75, and I started down there at \$.70. And then after a year or so they raised me to \$.75, and when the Depression hit, they started to cut us down. I finished the Depression at \$.50. That was \$.50 more than a few thousand people were getting. School kids, many a school kid went to school in the morning with nothing in their stomach.

F: Now what was the closest school around here?

P: Boardman High, out where the main school is.

F: Carol was born in what year?

P: I can't say for sure.

F: During the Depression at all?

P: Yes, at the tail end of the Depression. I think it was around 1930. At that time it was part of the reason to make the room upstairs.

F: So around 1930, somewhere around there?

P: Yes.

F: You were really fortunate to have that job then straight through and have the money that you did. That table saw downstairs, you talked to me about that before. Do you want to mention that on tape as far as. . .

P: It cost me \$14 and a few cents.

F: How did you arrive at that?

P: Sears was downtown and I was in there one day--every few days, especially Saturday nights. we would go down, and I saw the thing there, and I thought that I could make use of something like that.

The bus company down there were very careless with their scrap. Whenever an engine came in, they got all new

brass bearings and connecting rods. People would come along there, and pick up the steel scrap and sell it. I started that too, and I got enough money to buy the saw. And I also bought a shotgun. A double barrel shotgun, which was \$28.25. Look at what they cost now.

F: Yes, the same thing with that tablesaw.

P: I don't think you can get one any good for less than around \$75 to \$100.

F: Do you remember any radio shows at that time during the Depression? What was family life like? Were there many places to go for entertainment or was it more or less you stayed at home?

P: The main entertainment was going to stores Saturday night and when the battery radios came in they were a big seller. One of the things that I noticed some of those radios would be almost as big as that refrigerator, even wider and got no more than you can out of these little sets now, but it was an elaborate piece of furniture for the living room. Then they had to have a better charger to charge the battery.

F: Weren't these off of electricity or was it battery then?

P: When they first came out, they were six-volt batteries. Then they got a charger with a rectifier--they have another name for it--that you turn them on and she goes. But the old six-volt battery, we had a set, had them fastened up above where you were putting the sawdust in up against the roof where the ceiling is. It went a year and a half on one charge on an ordinary radio. One way a few people would get a radio is they would call company and tell them they might want to buy a radio, but that they weren't sure. How about putting one in on a trail basis? Okay, then they put it in on thirty day trail basis and then they would bring it back, and they would say, no, they don't like it. Then they would go to some other concern, and that way they could have radios for a year or two without any investments.

F: Do you remember any of your friends that were out of work completely during the Depression? What jobs were hit the hardest in this local area?

P: Nearly all these out here were all farmers or mailmen. There were three or four mailmen, I don't know whether I

should tell you this, but there was a little Isaly store down there where the funeral home is. I went in there one day, and I said to the woman, "Oh, you're doing your bookkeeping to see if you can get some money." She picked up a stack of them about so thick and said, "How much would you give me for these?" I said, "Why, what do you mean?" "What do you think these are worth?" I said, "I don't know," I didn't know whether to say a couple \$100 or what. She said, "There are four or five of them in here that owe us between \$3,000 and \$5,000 for their grocery bill." Two of them were mailmen and they were getting their regular salary.

F: The mailmen were more or less your government employees, they had their jobs.

P: Yes, they didn't need to worry. Then they run a grocery bill on the people down there.

F: What about the doctor care during the Depression? What would a doctor service call cost?

P: I don't remember so much. We did have several calls, but I think it was only \$2 or \$3.

F: As far as delivering the baby, did you go to the hospital for that?

P: Yes. We took all three of them to the hospital. Carol was born at St. Elizabeth's, and the other two were at the city hospital.

F: Do you remember any cost at all as far as the baby went? A baby I know today, we just had one, and it was around \$1,000 to \$1,200 total cost.

P: I think at that time hospitals didn't run over \$150.

F: As far as the hospital, if you couldn't pay the bill right away, did they get on your back as far as paying the bill or what?

P: We didn't have to stall off or anything like that, and I don't remember if there was anything disagreeable about that or not. Me working the way I was, I paid it right away so I had no trouble. Both kids had mastoids, the older one, Marty, she had one and we went to the doctor. When Mayor Mark Moore was in the mayor job down there he had his uncle made health officer, and he was no doctor. He didn't know anything. All he would do is

just go through procession, little talking and our eldest daughter had a mastoid. Every day we would go down and he would wipe it out and, "If that doesn't stop running like that we will get a specialist." My wife said, "Why do we have to wait till it stops running. It is so bad. We ought to take her right away." So she called an ear, eye, and nose specialist. He looked at her and said, "My gosh, you should have come in a week ago. There are three things wrong." The mastoid bone was eating away, and two other things that were done. She had a big scar there now. I can't remember the fellow's name, but he shouldn't have been allowed to practice.

F: He wasn't even a doctor, he was just a business because of his family relationship. How about the bug during the 1930's? Do you remember the bug operations at all?

P: Yes. I didn't know anything about this business, but I saw people paying somebody a few cents. A fellow that worked with me that lived out on Meridian Road, just off the bus loop, every morning he would spend twenty-five to thirty minutes figuring the bug, every morning. He would never play over \$.06 or \$.08. But every morning he wasted that much time after starting time. He wouldn't figure the bug five minutes before starting time.

F: He was always on the job to figure it out.

P: Always on company time, with all the figures he laid down, he never hit.

F: As far as prohibition, do you remember that very well?

P: Yes. Different people were making wine, there was one down at the Vindicator, he was one of the Old Germans. He had 300 gallons of grape wine in the cellar and a rumor came out that the governor inspector was coming in, and to check the house, so he dumped the whole works, and the next day he found out it was just a false rumor.

F: 300 gallons. (Laughter)

P: 300 or 400 gallons, my gosh, he was sick.

F: That went on for a long period of time, a long stretch. People were still buying liquor, wine, or what have you on the side, right? Were there any speakeasies in town here?

P: Yes.

F: Where were they located?

P: Most any place. Down at our place every now and then on Saturday afternoon the guys would have to celebrate. A fellow by the name of McGuinnis died here about a year ago. They would say, "Bert, how about going out and getting us a bottle?" He would say, "Alright, give me the money." I think he knew where they could get a pint for \$.50 on Marshall Street close to the shop down there. So, I found out we gave Bert the \$.50, he would come back and give the fellows a pint, and he also got another pint for himself for the same \$.50. He really knew where to get the cheap stuff. He knew how to fill the bill. We had one fellow down there that he bought his liquor in five gallon cans. That's what they were using for bootlegging. This fellow would buy a five gallon can at a time. His name was Baldwin. A couple of times I got some from my father-in-law. When beer came in that you could buy it at anytime at any place, our gang went out for a ride one day and we came in South Avenue, and you know where Coconut Grove is down there. I said, "How about a beer?" I didn't care much about beer and they said, "Oh, we would like to have a glass." So we went in, I said to the fellows, the name was Heinz, I said, "Two big ones." He brought them out and said, "What's the matter with you, you don't come in here very often." I said, "Well, I don't care much about beer." My father-in-law took that and said, "I'm thirsty, Bill." I said, "Okay, let's go." He hit that beer so hard that it was coming out of his nose. Then, when he swallowed it didn't all go down, it came out and dripped in the glass again. That's what you call liking it!

F: Do you remember anybody getting sick from some of the bootleg that was made?

P: Nobody personally that I can remember. You would hear something every now and then. Somebody would say so and so got to much cheap liquor, nobody that I knew got hurt by it.

F: Was it good liquor at that time?

P: Yes. Pretty good. Some places, if you knew where to get it, it seemed to be pretty good. This one fellow that sent Bert out where the pint was \$.50. This man would buy it in five gallon cans and then he would put it in bottles or jugs and he would color it with a

little coffee. He would pour a little coffee, and it came out just as nice and beautiful as though it was distilled. They had different stories out about how to age it. One of the ways to age it was to put it in a glass container and hang an extension cord against it so the heat of a fifty watt lamp would warm that, and that would circulate it. The heat would make it raise there and then around and around and around. They claimed that was good. Another thing they use is tea. They use a little tea once in awhile to color it.

F: Just to put it in and add a little bit more water to add a bit and get more money from it.

P: This was after you bought it.

F: Oh, after you bought it.

P: Yes, you bought the bootleg stuff by the five gallon can or divvied up with somebody.

F: Then you colored it yourself for your own taste.

P: Yes, to make it look a little better.

F: How about Franklin D. Roosevelt, can you compare him with President Hoover at all?

P: Hoover was one of those that you might say tight. He didn't give much, he held everything back as much as he could, and people blamed him. The one before him, I can't think of his name now, they blamed those two for running the country into the Depression. I never knew anything that was outstanding as far as good sense that Hoover had except the relief of helping some country that was in hard circumstances. He was an instigator helping this country out.

F: I think that was Russia back around 1919, he was involved with helping them out with the food when they had the big Depression back there. They said that's one of the reasons that he was elected. What about FDR when he got in with the radio and his fireside chats, did you ever listen?

P: Yes, that's when I was interested in the radio. I would do the work down at the shop and clean things up at the house, and then we had a little sit, he did a lot of good. He is the one that started out with the NRA (National Recovery Act), and shortly after that he had business with the high school kids with the . . .

F: CCC.

P: Yes, that was it...

F: The Civilian Conservation Corp.

P: Roosevelt I think had really accomplished more useful things and introduced things like that to get us out of the Depression.

F: How did you, yourself feel about the handicap?

P: I heard different things about it. He was in a wheelchair quite awhile, wasn't he?

F: Yes.

P: I never knew a whole lot about what was wrong, but they said it was paralysis and he was the instigator of the National March of Dimes or something?

F: Oh really, he was involved with that then?

P: Yes, and any Eddie Cantor on the radio I think backed him a lot on that. I don't know who was the one that headed the March of Dimes, but it was in Roosevelt's time.

F: Do you think that it was something for a man who was physically handicapped to rise in those heights in the nation to that position of President of the United States?

P: I can't see where anything like that should be held back. I think a lot of times these people are handicapped with something like that, they take more pride and work harder in their job. I think he was doing more than the average person.

F: Was he a likable man?

P: Yes, very much so. I never had anything against him. My wife she use to crab a little about this or that, mostly about the Mrs., and I said well, he's doing a good job and trying to get everybody working again. We finally came out of it.

F: I was wondering, maybe this is too personal, but would you mind stating your political party?

P: I'm a democrat.

F: What was the reason for that?

P: The son-in-law, the husband of my oldest daughter, said everytime there has been a republican president, we get a lot of layoffs and hard times through the Mill. When we had the democrat ruling of power, things go good and everybody seems to be more prosperous. I found it a whole lot that way too.

F: Do you feel that the democratic party then worked? Were you involved with this democratic party at all in town as far as getting people out to vote, or anything to that extent.

P: I would, yes. I wanted to get Perkins out, and the builder over here. Perkins had hit him pretty hard. He wouldn't agree to let them have certain things to build. He wanted to buy a piece of ground and put two houses on it, and Perkins jammed that in the head. He asked, "If I bring an election sign in, will you put in the yard?" I said, "Yes." "Going to put in whose name," I said. "Not Perkins." He said, "No." What was the other fellow's name that got it? I can't think now. Anyway, he got it, and that was the sign out in my yard. Perkins lost out.

F: Did you remember any of the people who used to go down and steal coal off the railroad cars? Did you hear any stories like that during the Depression?

P: I heard that they were doing that. But another thing, even before the Depression when the railroad cars would come in to Youngstown under Albert Street along in there on Madison Avenue, if a coal train stopped waiting for a signal to go through Youngstown, there may have been fifteen, twenty, or thirty people up on those coal cars throwing coal off. We would be in the street, cars going to work, and look up along the line, and there were people up there throwing it off.

F: Was there much stealing during the Depression?

P: Quite a bit.

F: Quite a bit. Give me a few more examples other than just the coal.

P: There wasn't such a rash of stealing with automobiles as

today, but the main thing that I remember being stolen was gas. Gas tanks were on the back, and they had a gauge there and a cap. All we had to do was open the cap and siphon it out. That seemed to be most common custom to steal.

F: As far as the neighbors, do you think that they were any closer together during the Depression because of the hard times?

P: Yes. Some of them were very hard up, and some of them wouldn't accept help. Down at our Lutheran Church, the women of the church would get vegetables when they were in season. They would can the stuff and have it ready to distribute when they moved it out of the church. Down here at the Bethlehem Lutheran Church, there was a woman that came in standing around visiting, and somebody said, "Why don't you come down and help out here?" She said, "Why should I help out? I will get my share of it when they distribute it." Imagine saying that to the crew that is doing the work!

F: There are always people trying to get a free ride for something. I was wondering--do you remember hearing on the radio War of the Worlds? It was by Orson Wells on Halloween when the martian's invaded.

P: Yes. I remember when that scare was on.

F: Do you remember that?

P: Yes.

F: What was that like, anyhow?

P: A lot of people were laughing about it. It was supposed to have happened down around New Jersey, wasn't it?

F: Right.

P: That was about the beginning of this martian scare that every now and then you would hear about flying saucers. I think that is what started it, at that time.

F: Did you have a lot of talking at work?

P: No, we didn't bother anything about it. It didn't worry us at all.

F: In the days during the Depression, you were fortunate to have had a secure job. I was just wondering about this

other incident that took place. It was the Lindbergh kidnapping. Do you remember that pretty well?

P: Yes.

F: As far as the story, can you cap on it at all?

P: There is only thing that I remember about the Lindbergh. When we sold our house in New Castle, we got a car in trade as the first payment. I was out here at the front porch, taking the head off of the motor to see what was the matter with it, and the news came over the radio about how they had found the Lindbergh baby. I think that was on a Sunday that that news item came out that they had found it. I forget what the fellows name was that finally linked up with the kidnapper. They found some of the money stored in garages. His garage for instance, where the studding was on the side of the wall. They said, they found a bunch of twenty dollar bills along hidden in there. That was the beginning of solving the case and getting the man that was guilty.

F: Was there a lot of sympathy towards the family?

P: The Lindberghs?

F: The Lindbergh family.

P: Yes.

F: Was that a matter of discussion around the family table at night?

P: Yes, it was talked about. People would think that maybe so and so, and this and that, and they all had ideas. It hit everybody pretty hard.

F: Now, the man who was linked up to it was eventually put to death.

P: I think so.

F: Did anybody feel sorry that this man had to be put to death?

P: No. I don't remember anybody sticking up for him.

F: Everybody was against him.

P: Everybody liked Lindbergh's family, and everybody was

as let's say, very sympathetic about that.

F: Could you go over a few customs, or let's say during the thirties because you were in a job, did you have pretty good Christmas's and good food on the table all the time?

P: Yes, my father-in law, Maag, Carl Maag, a brother, they went up and bought the Vindy. There was a pretty good feed. But, there were three in the family that were working for the Vindy. Ella, she's still head of the society section. Old Pappy, he was boss of the job printing and of it down on Boardman street there. I remember he took a vacation and went over to Germany. When he came back, he had three pocket knives, one for me, one for his son Carl, and one for himself. The first day back on the job, he was wrapping a package, and he tied it and cut the string with that knife. He held that as if it were worth a million dollars. Then he laid it down on the desk, took the wrapped package, took it in the office, laid it down, came back, and his knife was gone.

F: Do you remember your father-in-law talking about the Vindicator at all during this time, and if it had any slow downs because of the people not being able to pay?

P: Yes, there were quite a few slow downs on the wages.

F: Did people stop buying the paper?

P: Yes, circulation wasn't too good then.

F: Thank you very much for giving us this information on tape. I'm surely grateful to you for spending the time tonight and going over it.

P: Something different.

F: Oh yes, and we can certainly use it.

END OF INTERVIEW