REMINISCENCES

OF

SIDNEY HARTENSTEIN

Hartenstein, Sidney C.

A-1553

Interview by
N. Yost Osborne
February 3, 1976

Prepared by the Rodman Public Library
for the Oral History Project, Alliance, Ohio.

1978

RODMAN PUBLIC LIBRARY

OSBORNE: This morning, February 3, 1976, I have in my office Sidney Hartenstein who's a long time resident of Alliance and I'll read his current titles; he's Acting Bailiff in the Municipal Court, he's President of the City Alliance Traffic Council and he's also Director of the City Disaster Service Agency. I want to talk with him about his early years here; particularly later about the Traffic Safety Council and about the City Disaster Service Agency. And he has some recollections and some reminiscences he wants to put down. To start off first, were you born right in Alliance?

HARTENSTEIN: No, I was born in Deerfield Township. But when I was a year old we moved to Alliance.

OSBORNE: So for all intents and purposes you've....

HARTENSTEIN: I've spent 85 years in Alliance.

OSBORNE: 85, alright. So that's, goes back before the turn of the century a bit.

HARTENSTEIN: Yes sir.

OSBORNE: And you grew up and went to the school system in Alliance.

HARTENSTEIN: That's right.

OSBORNE: What did you do when you were a young fellow, starting out in the world?

HARTENSTEIN: Well, my parents died when I was about 14 years

old. And naturally I had to help myself because in those days things are not like they are now. Now you could get help, see; you had to help yourself or you didn't eat.

OSBORNE: Yes, like Horatio Alger said, "it was sink or swim."

HARTENSTEIN: That's right, you just had to get out. So I went to work for the Reeves Boiler Company.

OSBORNE: Now do you want to identify where that was located at that time?

HARTENSTEIN: That was on Rush Street which is now owned by the Babcox Wilcox Company. They bought A. G. Reeves out. That is now the Babcox Wilcox Rush Street Plant.

OSBORNE: Yes.

HARTENSTEIN: I went to work for them when I was fourteen years old for 8¢ an hour.

OSBORNE: 8¢.

HARTENSTEIN: I worked ten hours for 80¢.

OSBORNE: And you didn't protest.

HARTENSTEIN: But at that time 80¢ bought a lot of stuff.

OSBORNE: Yes, it was different. What were you duties, what did you do?

HARTENSTEIN: I hit rivets.

OSBORNE: I see. They were a big boiler manufacturer.

HARTENSTEIN: For a year and a half.

OSBORNE: Yes. They were a big boiler manufacturer, weren't they?

HARTENSTEIN: They built boiler, they built storage tanks for the tobacco factories or tobacco plantations in Alabama, they built tubes for pipeline, they built cement dryers for cement companies. The largest one that we built was 121 feet long. The cement went in the one end wet, come out the other; they revolve see and they were heated. They went in one end wet and come out the other end dry.

OSBORNE: Yes.

HARTENSTEIN: And that was their biggest production was the cement dryers.

OSBORNE: Yes.

HARTENSTEIN: They built car tanks for the railroad company too. For hauling oil and chemicals and stuff like that.

OSBORNE: Did you work down there until the time of the fire?

HARTENSTEIN: Yes. Then I left there and I went to work for Cope Electric. Now that was for Arthur Cope on Arch Street, in an old wooden building. Wicke Body Shop or Blacksmith Shop had part of the building and Cope had the other part.

OSBORNE: Now it was located where?

HARTENSTEIN: On the corner, right on the alley this side of the Post Office.

OSBORNE: Oh yes.

HARTENSTEIN: Where the Cope Electric Building is now; that was a brick building.

OSBORNE: Yes.

HARTENSTEIN: Well then, Cope bought the whole thing. Tore

the Blacksmith Shop and the old building down and built that brick building which is now....

OSBORNE: Penrods.

HARTENSTEIN: Penrods have it now.

OSBORNE: Yes.

HARTENSTEIN: But then I stayed with Cope for quite a few years. Well then I decided to go into the garage buisness and I went to work for the Alliance Motor. That was owned by Oscar Mummert. And that was where Kroger Store is now; the building was tore down. Sabel had a grocery store when they discontinued and Krogers bought it, and tore it down. And I stayed with them and I worked twenty-five years in a garage business.

OSBORNE: That was a garage, they sold what kind of a car?

HARTENSTEIN: At that time we sold the Ford, Mitchell and a Garford Truck. Then Ford decided that they would only sell Fords and nothing else. If you run a garage and had a Ford Agency then you couldn't have anything else but his products, see.

OSBORNE: Yes.

HARTENSTEIN: So Oscar Mummert then quit, sold that building out to Ves Pritchard and took his agency the Overland and Willys - Knights down on Hester where the Ford has been.

OSBORNE: Carnation Ford, yes.

HARTENSTEIN: Ford owns the building now see. And he stayed there then till he quit business. Well then due to the fact

that Taylorcraft had started up; and Taylorcraft was in my backyard, I lived on 225.

OSBORNE: Oh, sure.

HARTENSTEIN: I went to work for Taylorcraft then and I worked for Taylorcraft till they went bankrupt.

OSBORNE: Do you think, talking about Taylorcraft, some people had said that there is a possibility that Alliance might have been the capitol of light airplane production; just like Akron is the rubber capitol. Do you think if things had gone well that Alliance might have really captured that market?

HARTENSTEIN: It would have been. It was possible. But a man by the name of Russ got control of the Taylorcraft business. And his problem was building. Now we had enough building to build 25 ships a day and we could sell them. But he wasn't satisfied so he got a production manager to come in here and oh, he said, "we're not building enough ships. We should be building 100 ships a day." All right, we could build 100 ships but you couldn't get rid of them. And the first thing you know they had that whole field full of ships and they couldn't sell them. That was their problem. Well then we got a contract with the Navy during the Second World War to build a Hydraulically operated glider. Well the Armory was vacant at that time because the soldiers were over seas and....

OSBORNE: Yes.

HARTENSTEIN: So we took my three in there and used that as an experimental to build this hydraulically operated glider.

So Phil Gowe, one of the old residents of Alliance, they owned a confectionary store there, he was the superintendent. So he come over and he picked out for their company over there, people that he wanted to take over there and experiment and I happened to be one of them. So I went to work for Phil and I worked on a hydraulic system. And I worked with the hydraulic guns that come here from Pittsburgh until we had run all the tests. We had to run all the tests on the elevators, the rudders, how much power it would take to operate them against the wind force. And after that was all down we started to build this hydraulic system to operate them. Well we had got pretty well along and I worked with this engineer. So one Monday morning I went in to work and I never did anything till he come and figured out what we would do that day, what we would test that day. And I stood around till about 9:00 and nobody showed up. So after I got tired of loafing I went up to talk to Phil and I said to Mr. Gowe the superintendent, I said, "I haven't done anything this morning." And I said, "Speck hasn't showed up this morning yet." He said,"Don't worry, I fired him Saturday night." Well I said, "We don't have a hydraulic system for that ship." He said, "Why you're going to build one." So we went over to a pile of drawings on the table and he leafed through them and he found a drawing, pulled it out and he said, "look that over." And I said, "Phil," I says, "Where are you going to put this stuff in that ship?" The ship that he was comparing to our ship would have had as good an appearance but as far as performance it couldn't be beat.

OSBORNE: Oh.

HARTENSTEIN: He said, "I don't expect you to use that stuff I just want you to look it over and pick out what you think we can use in that ship and build a system." And so I went over it and we built a system. We finished the ship, it was tested here by the Navy Inspector, our shop inspector. It was sent to Philadelphia. The Navy had to inspect it before we could put it into production. They tested it there; it came back. We had to modify whatever they wanted done. I had two things I had to change on the whole ship. I changed them, one a little tubing that went from the sump pump to the pump had a little groove in it. And then nothing on a ship was allowed to have a mark on it. It had to be perfectly clear.

OSBORNE: Oh.

HARTENSTEIN: They didn't like that mark on it, now it didn't hurt it a bit but they didn't want it. So I had to change that. Then where we put tubing in, it went back to the servo that run the elevator and the rudders we had to tape it, wasn't allowed to fasten it any way, drill a hole or put a bracket on it. We had to tape it. Then we taped it and then we shellaced it. They didn't want that. What they wanted was a tape; then you wrap two wraps of string around it, tied the two knots, clipped it off and then shellaced it. That was the only thing that they found wrong with it. They wanted that tied so that the tape wouldn't unravel. Even if the shellac would dry. It was put into production and we built 25 of those ships. I worked ten hours straight time. I put in three hours every night, not doing a thing but sit

there seeing that things were put in place. And if anything went wrong I knew what to do. And we worked eight hours on Sunday for two years. That was how I worked: I never had a day off. One night my wife said to me, she said, "I'd like to go to a show." She said, "we haven't been anyplace for two years." So I said to the boss, I said, "could I be off tonight?" Oh he said, "I don't know." He said, "I'll let you know before time to go home." So he come around and he said, "yeah, you can have the night off." So we went to Mount Union Theatre. The short subjects were over; the main feature was just coming on. Gordon, I think that's his name.

OSBORNE: Yes, Joe Gordon.

HARTENSTEIN: Yes, come out on the stage and said, "Mr. Hartenstein is wanted on the telephone." I went out and one of the attendents said, "You have to come out to the shop, we're having trouble." I went out, I got away from there at 11:00: that was my vacation. So I stayed with them till they went bankrupt. Well then, they had a man that had controlling interest in that. And had a little airport in Conway and he had two hangers. But you see we were building these ships, Taylor bought the right to build the ships and all the parts and we were in a little building back of Rudolphs. A safe company had built that and they had went out of business and we were building our ships there but we had to have final assembly out at Miller Airport. Well when we got a ship done we took the fuselage and drug it out to Miller Airport, finished it out there. Then they flew it away from there, see. Well that cost a lot of money to....

So this fellow says, "we're going to move everything to Conway." Well I couldn't see that. 'Cause I knew Conway; it was a railroad town, you didn't see the town 'till noon for smoke. So a foreman named Dick Hamilton was one of the purchasing agents for this glider. And he went (after they went bankrupt) he went out to Taylorcraft, or B & W and got a job as an assistant personnel director. So when I found out they was going to Conway I went out and saw Dick out there and I asked him for a job. And he said, "well you're a little old," he says, "45's the limit." But he says, "if I get you in here they won't put you out." So I went in the stockroom at B&W. I was there about a month and I was put in the lab then. He told me, he said, "you take the job." And he says, "I'll see that you get..."

OSBORNE: Now this is at the Research.

HARTENSTEIN: At the Research. And I stayed there 15 years and I retired after that, at the Research. And then I took on these other jobs, the Traffic Council and the Civil Defense and everything else that I could get to work at.

OSBORNE: Well you've seen a lot of Alliance in those experiences. It gave you a different viewpoint each time but let's come up to date. Let's start with Civilian Defense which now you say is the City Disaster Service Agency. How did you get involved with that?

HARTENSTEIN: I joined Civil Defense: I was in it 26 years. When Civil Defense was first started in Alliance it was only, the only organized Auxiliary Police. And that was organized by the Reynolds brothers. They were both in the National

Guard see and they organized the Civil Defense; Auxiliary Police.

OSBORNE: Yes.

HARTENSTEIN: It was the state then. Well, I stayed with them until Dick Lamont took over Civil Defense and organized the first Civil Defense group in Alliance. Then I went with him. I went on down the line with Ogline, with Bowman, and Horton, and Bill Bowman. Then when Bill Bowman discontinued it; because he was on the Council and he quit, then Dale Walborn asked me to take it. I said, "Dale I don't want the Directors job." He said, "well, you think it over." I said, "well I'll help anybody and work with them but I don't feel like taking it." I went in the office again and he coaxed me and I said no. So one night I picked up the Review and on the front page was a column here Sidney Hartenstein was appointed Director of Civil Defense. That's the way I got the job. And I've had it for nine years.

OSBORNE: Yes. Now I recall a number of years ago, 15 or 20 years ago, maybe not that long, they used to have meetings here. They used the basement in Chapman Hall.

HARTENSTEIN: We had the basement in Chapman Hall for about 16 years. Then when they decided to remodel the building they told us we would have to move out. Well we had to hunt a place. So we didn't have, we checked around. Our appropriation wasn't enough so that we could afford to pay a large amount of rent. So most all the buildings that I looked at was $100 a month and we had to furnish the electric and the gas and everything. So we didn't know what to do. So we

found out that there was a building back of the Armory that belonged to the third area. That was a communication set up out of Columbus. Well they discontinued and the building was empty. The high school kids were using it to practice in because they drilled out there on the ball field. So I wrote to Columbus and found out if we could get that building. So they, one night we had a meeting here at Chapman Hall, there were three men from Columbus come in; Mr. Warstler was the Deputy Director for the Civil Defense for the state; come in with these other two gentlemen. We talked it over about the building, we needed a building, we went out, we looked at it. It was terrible, it was all tore apart, the walls had holes punched in the panels. Well he said, "I don't know whether I can get the building for you or not." He said, "I'll let you know tomorrow." So he went down to Columbus and I was home for lunch it was about 12:00 he called me. He said, "It's your building." He said, "you can move in." So we moved in, we remodeled it, we painted it, we fixed it up and we've been there nine years. And we had one of the nicest setups in the state of Ohio. Nicely equiped with the best equipment. Now if you want to know what the functions of our group is I can tell you.

OSBORNE: Yes, yes. I was going to ask that.

HARTENSTEIN: We train people not only to help theirself but to help their neighbors. Medical self help, rescue, radiological. We are even training you in childbirth. Emergency childbirth. We show a film, see of that for this reason. If we would have a disaster or a nuclear attack and we would

have to put people in a fallout shelter, we train fallout shelters managers see. Those people the minute the people are put in a fallout shelter the shelter manager takes over. And he has, or she has an assistant. Now if we would have a pregnant woman in a fallout shelter and a fallout would be so that nobody is allowed in, see. The doctor couldn't get in. We've got to have somebody there that's got to know how to take care of that situation. So the fallout shelter managers are trained in emergency childbirth. That's the reason we teach you.

OSBORNE: Yes. Well now do you have operations, as I recall on the campus here when your headquarters was in the basement of Chapman Hall that you had uniformed members of the Civilian Defense with their walkie talkies and you set up simulated disasters and they reported in. This would be blocks across, half mile across the town. Do you conduct that type of operation?

HARTENSTEIN: Yes. The Auxiliary Police which is now the Police Reserve, they were the uniformed people. They were the ones that worked, took care of communication. We had a communication officer in the, in Chapman Hall here in the basement. And then we had mobile units, see. The Police Reserve had radios in their cars. They would place them at different locations. Then I had a board for the radio operator that had magnets on it. If they put a policeman at Union and State there was a magnet there. If there was one out at Sawburg and State there was a magnet there. Wherever there was a magnet. If there was help needed, before

I did this it was very bad because they sent people from all around town to the different locations where they needed help. And that wasn't good. So say you needed help in this area here see, they would send the man from Union and State to that location and he would be there, rather to send a man down on North Walnut up here. Just because each man is numbered. We say 21 you report to State and Shunk. Well if he was down on North Walnut he'd have a long time getting up there where there was a man sitting right here at Union, that could get to Shunk quicker and be there when they get help. Now that would be for any type of an emergency, like directing traffic or a wreck, see, so that so they would handle it. And that's the way we handle the Auxiliary Police.

OSBORNE: Now do you still have those types of exercises?

HARTENSTEIN: That's right. That's right.

OSBORNE: You still have it. Of course you're out there and I guess I don't see it taking place like I did.

HARTENSTEIN: That's right. Then we have an airplane wreck see, and we will place victims: we fix them up; grease paint of bruises and cuts and we hide them in the bushes. Then when our group goes out to this disaster they've got to find those victims and get them to the headquarters for first aid. That's the way we handle that. And they got to go out and get them. They're all tagged as to what their injuries are so they will know when they come in to headquarters what they're going to treat them for, see. Everyone is tagged. If you have a broken arm or if you have a cut on the head, they know what to do when they bring them in.

OSBORNE: Now what's the response on the part of individuals who belong to this organization? Do you still have a good response, people who want to participate in this?

HARTENSTEIN: Yes. If you would look through my books and see the people that have gone on to Civil Defense; the high-up poeple, businessmen. You would be surprised to see, now like C. C. Henderson and all of the doctors, I have a list of all the doctors in Alliance in my files, see.

OSBORNE: Yes. Now you indicated when we were talking earlier about Civilian Defense in Ohio that the title has been changed. Do you want to clear that up. About the time it changed and why.

HARTENSTEIN: When Gilligan, about the second year that Gilligan was in office, why he changed it I can't explain that to you because I've never asked anybody because the county director worked with us. If we want any equipment we have to go through the county and then the county goes through the state. That's the way we get our equipment.

OSBORNE: Yes.

HARTENSTEIN: Now the radiological equipment, every year they come and pick it up they take it back to the state, they calibrate it, they bring it back to us. Every year that's done annually. Every year I contact every plant in Alliance; how many trucks can you furnish me in case of an emergency? Like say we had a tornado, a brick building was torn down and just wrecked, people would be trapped in the cellar. I would have to move debris to get them out. I

would have to have a bulldozer or a shovel. The excavating companies tell me just exactly how much they can. Butler tells me, and you would be surprised to see what he can furnigh with trucks and equipment. Ray Deuvall, then I have a list of station wagons that I can call for transportation. If I need transportation to take people from, now like if we would have a disaster we would have to evacuate the people. Well maybe they wouldn't be able to drive their car. We would have to transport them to a fallout shelter. I have a list of station wagons and who to call to do that. That's the way I do every year. Now that's annually, I make that report. I send the report to the Mayor, I send a report to the Safety Director, and each one of the Councilmen get a report of that. And that's annually. I've never failed and that's been every since I've been in there.

OSBORNE: Now in case some emergency like this would develop; a tornado would come through here, you are activated, you are put in charge on call the Mayor. Who indicated that you are to take over at this point?

HARTENSTEIN: Now we have set this up that due to the fact that the fire department is on duty 24 hours a day, the fire department is a central location. The minute that the fire department gets the word that there is a disaster or a tornado they call me.

OSBORNE: Then you get your organization in to....

HARTENSTEIN: Then I call my secretaries, they get on the phone and they call the heads of all the units, transportation, rescue, first aid, they call everybody. I'm called

first then I call my deputy directors. While I'm doing that and getting ready to go out there communications have been notified first: so the one she calls first is communications. Then she calls the rest of the group and they report to headquarters.

OSBORNE: Now I recall a few years ago, it seems to me maybe once or twice a week; this is when there was more concern or at least more evidence of concern about nuclear attack, there was a siren on the Mount Union Bank. It wasn't the Mount Union United Bank but the Mount Union Bank at that time, and other places in the city. I think on First National and those were to be sure they were in good working condition they gave a couple of blasts on it oh about once a week as I recall. Now are they still in place there?

HARTENSTEIN: Now, that's our biggest problem. You see I had six sirens; I had one at the City Hall, one at the Waterworks, one at the Mount Union Bank one out at Alliance Tool, one at Freedom Street School, one at Trunsue and Williams. But the problem is the telephone company charges me $5.00 a month service on each one of those sirens. Which I have to pay. That was $30.00 a year or a month. Then you figure that up for a year. I can't at the present time, I can't operate those sirens because the budget doesn't allow me. I don't have enough money to do that. So the state called me and told me to get in touch with Canton, the county. So they sent over a notice to me to send them a map of the city of Alliance and of the present location of our sirens and where I thought other sirens should be located so that we

would cover the city. So I did that. The Federal Government was going to furnish the money to take care of these sirens. Now that has not been completed yet. But we need a warning system worse than anything else. But we do not have at the present time a warning system in Alliance. Because I couldn't afford to pay the bill.

OSBORNE: Now do other places in Ohio have or are they the same?

HARTENSTEIN: Canton has theirs, Canton got theirs back in shape. Canton was without one, they got theirs back that they can use it. And I'm working hard to get Alliance back. Because we need it. Because when those sirens goes off the people are educated to turn their radio on to WFAH. WFAH will tell them what the disaster was.

OSBORNE: Now the city of Alliance Traffic Safety Council, how does this tie in? Is this a part of the Civilian Defense, did it emerge from that, or is it something different?

HARTENSTEIN: This is an all together different organization. It was first organized in the city of Alliance and everybody in the city of Alliance, in City Hall was a member. The Councilmen, the Mayor, the Safety Director, the Engineer. Anybody in City Hall was a member of the Safety.... And we had a big turn out. So we got a man by the name of Cooper that worked for B&W. He was superintendent of maintenance out there, he got to be the President. So he said, "I think that we should incorporate the Traffic Safety Council."

OSBORNE: Now about what time was this, year? What year would you say roughly? Ten years, twenty years?

HARTENSTEIN: I'd say about ten years ago. They went along with it. So they incorporated it. As soon as it was incorporated then the City Officials had to drop out. They couldn't belong to it. So then that left the Traffic Safety Council incorporation by their self. It is still carried on. Now we take care of what we can. We got an apporpriation at that time of $900.00. We still get $600.00 to operate on. That pays for my secretary, my postage, literature, envelopes, and letterheads and whatever I have to have. Now what we do, we take care of traffic hazards, wherever we find them. Like people will call up, there is shrubbery here we can't see the intersection, can you get that trimmed down so that the intersection will be more visable? That is our function. We had a problem at the Post Office. The mailbox set right in front of the Post Office. The people would come down Arch Street to the mailbox and park. The light would change for Market Street and nobody could go because these people were blocking the intersection. So we decided, there were two parking places on Market Street. If we could get those two parking places up, move that mailbox on here, on Market Street, that it would be much better. We'd get rid of this congestion here. So we worked on that. We got it put across the city, they gave in. They gave us the two parking places and moved the mailbox there and we've had no trouble ever since. That's the kind of things we do. Alright, then we have another problem on Arch. There was people parked along in front of the Post Office, people parked on the west side

of Arch Street. We had one lane of traffic up Arch. Here was one or two cars wanted to make a left turn. They set there waiting for the light to change. People back of them who wanted to go straight through had no place to go. They just had to sit there maybe for one or two changes of the lights before they could get through. So we said, let's take the parking off the west side. So we went to the business people here and got them to sign up, all but the one woman that was running that office supply.

OSBORNE: Yes.

HARTENSTEIN: The flower man, Thomas says, "you can take all the parking off there it won't bother me." So they decided to cover the meters for awhile. That didn't do any good because people just thought that it was an emergency to unload something. So finally we got the parking off to the alley. We should have went clear down to the corner which is only two more stalls. But we were glad to get that. If you were sitting waiting for the light they could get around and have a narrow through Arch Street and get away. That was the kind of things we worked on.

OSBORNE: I see. Well now for example out at, sometimes when there's a carnival or festival out at Beechwood I see Auxiliary Policemen there. Now that comes from your, does that come from the Disaster Service? Is that Auxiliary Police?

HARTENSTEIN: It comes from the police reserve.

OSBORNE: I see. That's a different set up then.

HARTENSTEIN: They were for years, the Auxiliary Police was our group.

OSBORNE: That's what I thought originally.

HARTENSTEIN: It was our group originally. The Civil Defense has a right to have an Auxiliary Police, Auxiliary Firemen, see, a Medical Corps. The Auxiliary Police thought that if they would go in with the Police Department they would get a little more help. So they changed the name then to the Police Reserve.

OSBORNE: I see.

HARTENSTEIN: But they still work with us. And they're members of the Civil Defense.

OSBORNE: I see.

HARTENSTEIN: Mike Oates who is the head of the Police Reserve is a member of the, one of the good members of the Civil Defense. He never misses a meeting. They handle the, Silver Park, Fourth of July and anything like that where there's traffic, they handle that.

OSBORNE: Yes. What would you say budget wise has been the change in say twenty, twenty-five years ago in Civil Defense funds to what you get today. What's say a $1000 then and $500 no, what's the difference?

HARTENSTEIN: We got at the time we got $4500. But they kept cutting it down and cutting it down till we got $2500.

OSBORNE: Just about half. So this is what your current one is?

HARTENSTEIN: When we got $4500 then we could operate our sirens and take care of all the needs of the Civil Defense. But at $2500 we can't do it.

OSBORNE: You can't do it, that's right.

HARTENSTEIN: Because our gas bill out there to heat that big building run me about $57 a month.

OSBORNE: I'll bet. A month like this it will be more. Well now we've covered those two areas. You're acting Bailiff and I see you have a pair of handcuffs on you tie there and a badge. Now do you want to indicate how you got involved with this.

HARTENSTEIN: Well now, Herman Amstutz who is the Bailiff, him and I have been friends for a good many years. He was the Deputy Auditor for Joe Harbert and he worked very well with me with Civil Defense. Any needs I'd go to Herman. So he took this job of Bailiff when John Thomas was elected Judge. Well he needed a Deputy Bailiff and Herman said, "how about you being Deputy?" So John he asked me if I would take it. I said, "oh yeah, I'll take it." So I've been there ever since, for four years, we're going on our fifth year. And I like it.

OSBORNE: You like it. What do you like about it?

HARTENSTEIN: Well you learn a lot about people.

OSBORNE: I'll bet.

HARTENSTEIN: Well for one reason I took it. You see my wife passed away and I'm kind of a lonesome type. I like to be with people. And I couldn't stay at home. And it give

me something to do to take my mind off other things. And that's the reason I put a lot of time in it and other things.

OSBORNE: Now I'll say and in spite of the fact that you're retired you're probably busier today than you were, even when you were working during the war time, well not quite that, but you're certainly busy today.

HARTENSTEIN: Yeah, I'm on the go all the time.

OSBORNE: Well it's fine to enjoy life. What are duties as Bailiff, what do you do?

HARTENSTEIN: Well we go out and serve papers and when the Bailiff goes out I take his place. We run a tape every morning explaining the right of people in court. What their rights are, how they can get a lawyer or how they can get their bond. We run that tape every morning before we open court. I open court. I announce the Judge.

OSBORNE: Oh yes.

HARTENSTEIN: Then we have the court. Then when we have a civil case, every case is recorded; any case that is in now, the law is that you must record every case. So somebody has to be on the recorder. When the witnesses go on the stand... When the witness testifies and he says something and then a little later on the lawyer says, when he's cross examining he says,"he didn't say that." We can play the tape back see. They can hear it just exactly what.... It must be done that's the law.

OSBORNE: I see.

HARTENSTEIN: So one of us stays on the tape and the other one, maybe Herman, will go out and deliver subpoenas or attachments or evictions or whatever he has and I'll stay and run the tape for John for the trial see.

OSBORNE: Yes. Well has your faith in human nature changed any since you've been working there?

HARTENSTEIN: No.

OSBORNE: No. You still, you're optimistic.

HARTENSTEIN: Yeah.

OSBORNE: WEll I see you every Sunday in Church for years so I assume that and your personality and outlook. Well to go back to say the turn of the century. I know this is hard to make comparisions, but would you say Alliance has changed as you would look at 1900, say, when you were a young fellow compared to today. What do you think has been the biggest change as you look back?

HARTENSTEIN: Well, I think the biggest change and I think everybody else will agree, the biggest change in Alliance is when we lost the railroad. Because when I was a boy the railroad was a big business. And Alliance was a big town at that time. When you would go downtown on Saturday night, you didn't have room enough to walk on the streets. You had to wind your way to get downtown. Now you could take half of the sidewalk off and you'd still have to move.

OSBORNE: Yes, right.

HARTENSTEIN: The railroad company was our biggest set back 1920, along there.

HARTENSTEIN: I imagine about that time. You know what happened with the railroad. The insurance company, the real estate men took an option, oh they wanted to expand the West yards. And the real estate men took an option on all the land around there and when the railroad company went to buy it the price was way up so high that the railroad company wouldn't buy it. Canton says you come over here, we'll give you all the land you want for nothing. And naturally they took up Canton's proposition, and they moved to Canton. And then the New York Central moved to Minerva at the same time. So we lost both of them.

OSBORNE: Yes. Of course I suppose today we still would need something else with the state of railroads. Although some people think they may come back. But it certainly wouldn't be like it was as you knew it there at the turn of the century. Well, I can remember even when I came here that on Saturday night that Alliance was quite a Saturday night town.

HARTENSTEIN: That's right.

OSBORNE: And this was, I think many people just went down to have something to do.

HARTENSTEIN: That's right.

OSBORNE: They didn't have television and things like that.

HARTENSTEIN: Us kids used to, young boys, you'd start at the depot and walk up to Union and go across Union and go back down the other side of the depot. We'd make that circle maybe three or four times in an evening. Just for something

to do. Then we'd stop in an ice cream parlor and have ice cream. Now they don't do that. They stop in beer joints.

OSBORNE: Yes. Well of course automobiles, they're more mobile, they'd rather go to Canton or Akron and it doesn't make any difference.

HARTENSTEIN: And shopping centers has done a lot of harm to the city.

OSBORNE: Yes.

HARTENSTEIN: My kidders don't think anything about it. They go over to Chapel Hill or someplace. Fifty miles to shop. They don't think about that.

OSBORNE: Yes, this has made a big change.

HARTENSTEIN: Oh yes.

OSBORNE: Well now when you were walking up and down Main Street like that do you have any memories of any unusual stores or people who operated down there? Or maybe just characters on Main Street. Do you think of anyone who you would think of a real town character? Does anyone stand out like that?

HARTENSTEIN: Oh I don't know anybody in particular. I know practically everybody that operated a store from the depot on both sides of the street to Mechanic. From the old Chase House on.

OSBORNE: It's hard for people today, many people who remembered the Chase House as it was to hear you speak of the Chase House in the way that you do. But in those years this was quite a hotel wasn't it?

HARTENSTEIN: That's right. That was, now what happened at the Chase House. See we had no hospital here and Dr. Tressell was the railroad doctor. And this was funny. People would, maybe a man would get hurt on the railroad, get his leg crushed. Old Doc Tressell would come down to the Chase House, he'd push a table up in front of the window, put the man up on there and amputate his leg right there in the window; do the job, fix him up and send him home. Because there was no hospital. Right in the window there. People would stand out on the street there that could take it. Some of them couldn't take it. But who could, would stand there and watch him. Right there in the window. Now that was done.

OSBORNE: That would be what. Up to World War I maybe?

HARTENSTEIN: Oh no.

OSBORNE: Or that turn of the century.

HARTENSTEIN: That was, well my father worked in a barber shop right at the foot of the, right at the steps of the viaduct in 1898. And that was before that.

OSBORNE: I see.

HARTENSTEIN: Because I was just a little kidder then. And I heard them talk about that.

OSBORNE: Of course Dr. Tressell was sort of a fixture here. He was here for years and years as the railroad physician.

HARTENSTEIN: Him and his son both were doctors, in Alliance. And they lived where the Caserta Building is. Fact there was a frame house set in there and that was Dr. Tressell's home. And then the Eagles bought that and then he moved over

on Market Street where the loan company is there. Right on the alley. Dr. Perry King was in there and a couple more later on. He moved over there after the Eagles bought his property there on Main Street; to build their new building.

OSBORNE: Yes.

HARTENSTEIN: Well they were in that, they had the lodge hall in the house there for quite a few years before they built the building.

OSBORNE: I see. Well now you were talking about the Chase Hotel, what other do you recall earlier there, what other hotels? When did the Stark and Lexington, they didn't come along until later.

HARTENSTEIN: The Lexington Hotel wasn't the Lexington Hotel.

OSBORNE: Was that the Keplinger?

HARTENSTEIN: Keplinger House. Keplingers they started it see. That was the old Keplinger House. Then the Stark Hotel, Barth and Munz had a grocery store there for years. And they were the leading grocers in Alliance. They catered to all of the people up on Union Ave.... Because anything that was on the market they had it, first. You could buy anything in their store that you could want to buy in the way of produce or anything; they had it. Because they furnished it to Morgans and Transues and all of the high class people in Alliance.

OSBORNE: Yes.

HARTENSTEIN: They dealt them. Well they stayed there then,

then they separately split up. And Barth built a store up at Union and Main. Roth was in there last after Barth quit. And then Munz he started a grocery over just about where the Superior Wallpaper Store is in there. Well then the Stark Hotel bought that building and they moved in there.

OSBORNE: So there was the Chase House and then of course it went down and then there was the Stark Hotel and then the Lexington for many years there on Main Street.

HARTENSTEIN: But the Chase House most of the railroaders stayed there. That had to lay over here.

OSBORNE: I see.

HARTENSTEIN: If they didn't want to sleep in a caboose they stayed at the Chase House.

OSBORNE: Well it would be very convenient.

HARTENSTEIN: It was a very good place to stay.

OSBORNE: Well of course I recall reading back that that was built about 1872, and it was quite a fine hotel at that time.

HARTENSTEIN: They had a bakery in the basement and old Mr. Pluchel, he did the baking for the hotel. They had a lunch counter along the railroad on the east side and then the dining room was in the south part of the building. They had a large dining room and then there were rooms upstairs. But he did all the baking for the restaurant.

OSBORNE: Now this restaurant, was primarily - railroad people that used that would you say?

HARTENSTEIN: Yes, mostly. People would lay over see, come in on a train and have to lay over. They'd go over there and get their lunch or dinner or whatever they wanted.

OSBORNE: Now you indicated that your father operated a barber shop. Would you consider that a rough section down there? Or was this just working men, it wasn't rough-tough.

HARTENSTEIN: Oh no. From the railroad to Mechanic, well from the railroad to Freedom was just as much business then and just as good a place then as it is now, from Seneca. You see, now from Seneca down to the railroad it's not too good.

OSBORNE: Yes.

HARTENSTEIN: But then it was just as good as the other end. But now from Seneca to Mechanic is....

OSBORNE: Yes, a better group of businesses. That's right.

HARTENSTEIN: But my dad, my father worked for Les Akins.

OSBORNE: Oh yes.

HARTENSTEIN: Les Akins had a barber shop right there at the viaduct. He had a barber shop in the front part of the building, a second hand store in the back part. My dad run the barber shop. He had a livery stable up here on Ash and Liberty. He had the coaches for funerals. People they had cabs then; they didn't have automobiles.

OSBORNE: Yes.

HARTENSTEIN: He had, I think about ten cabs. Cost you

$5.00 a funeral for cabs. The undertaker owned the hearse and they would order so many cabs for a funeral and then the driver they had two horses to a cab and he wore a top hat and a long coat and drove a cab for a funeral. And that's the way it was handled.

OSBORNE: Yes, that's, but then of course the automobile came in and replaced them.

HARTENSTEIN: Then Akins bought automobiles.

OSBORNE: I've seen pictures and it was very colorful when they had a funeral procession like that.

HARTENSTEIN: Then another thing that they did, see, there was very few people had automobiles. If Transues or Ramseys or any of them had a big blow out they would hire the cabs, see. The cabs would go around and pick up the people and take them from their homes to the party. After the party they would take them home. So Akins made a lot of money.

OSBORNE: Oh that would be yes.

HARTENSTEIN: He made a lot of money out of this cab business. Because there were very few people had automobiles and to have horse and buggy that was kind of an inconvenience in the city. But that's what they did.

OSBORNE: Of course many of the streets weren't paved at that time either.

HARTENSTEIN: Oh, Union Ave. wasn't paved for a long time. And that, if you had a horse that you thought was faster than mine, that's where they tried them out. On Union Ave.

OSBORNE: That was a drag strip, then?

HARTENSTEIN: Because cross streets didn't mean anything then because there wasn't nobody coming out crossing.

OSBORNE: No.

HARTENSTEIN: But they tried them out on Union Ave.

OSBORNE: Well I suppose the editorials in those days talked about the drag racing at that time then.

HARTENSTEIN: That's right.

OSBORNE: Yes, things become relative at that point. Do you remember anything about the early theaters, motion pictures?

HARTENSTEIN: Yeah, there were seven theaters, picture shows in Alliance at one time.

OSBORNE: All on Main Street?

HARTENSTEIN: No. The Bijou was a motion picture and a vaudville house and that was on Ash Street at the corner of Ash and Webb. Then you come up Main Street and Tom Kearney had a little theater over just above Sharers Furniture Store; where Singer Dry Cleaners are right next door to it. McCombs had a plumbing shop in there. Well that was Tom Kearneys theater, see. He had a piano player and a singer and they showed slides and she sang her song and they'd run a film. And there were still pictures, see, and every little bit there would be an item of what was going on and he would read everyone of them. Then across the street was the Princess. When I was a young boy, at

night, I run the picture machine for Lou Russell.

OSBORNE: Is that right.

HARTENSTEIN: And then I got, I was a licensed picture operator and then I worked for Lou Russell until he sold out to some fellows in Canton and they changed it to the American. Well then you come up to the Ideal.

OSBORNE: Well now before you get to the Ideal, what kind of pictures did you show, do you remember? Were these the Charlie Chapman, the Keystone Comedy Cop?

HARTENSTEIN: Yes, that was the old type picture. They were still pictures see.

OSBORNE: Yes, they were silent.

HARTENSTEIN: The old fashioned, Shirley Temple and Monty Blue and all them old which was the junk, I can't think of his name now.

OSBORNE: Well now that wouldn't be Shirley Temple because she was in talking pictures; that would have been before. Did they have a piano player who played music with the film there?

HARTENSTEIN: Well now, at the Princess, we run three acts or the vaudville and a reel of pictures. I would start the show off with a half of a reel. Then we would run three acts of vaudville. Team, single and a double. We had a piano player that had to play the music with them. A young girl by the name of Chris lived up here in Mount Union. Then when the people from Canton bought it out and it was changed to the American. And they run it then.

And then I left there and I worked for Columbia Theater. I run electrical effects for them at Columbia. But then the Ideal, you know, that's where Turner's Drug Store is; moved down there later. Then you went across the street to where the Elizabeth Store is now was the Ohio Theater. Homer H. Boyd run it. That was the picture show. Then you come back across the street where Heggys is; there was a picture show in there. Well then Hartzell, where Jeanettes is, built that building himself and that was the Lyric. And for a long time he just run pictures. Then he finally put in a stage and he run vaudville with that. Then you went up to where the Eagles is; there was two theaters there. Why there was two right together I don't know. But there was two there. One where the Eagles building is and one under the Ell Mac. See the Ell Mac dance hall was upstairs. And then later on after the picture shows went out Ellis and McDonald had a plumbing shop in half of the building and Art Mowery had a pool room. But it was a theater in there in the one room and Ellis and McDonald was in the other room. And the other theater was on the corner where the Eagle building. The K of P's built the building but they were on the first floor and the K of P's had the top floor, for their lodge hall. That building was built by the K of P's. You can't see it now because they covered it over.

OSBORNE: Well then there was the Columbia?

HARTENSTEIN: Then the Columbia was a one night stand theater. Craven's Opera House was where the City Loan is now, on Market Street. That was Craven's Opera House, an old wooden

building. But the first theater that was in Alliance the old opera house is where the Eagle building is now. And that block there clear back to the alley. When I was just a little boy my father took me to that theater and I saw Uncle Tom's cabin.

OSBORNE: Oh yes.

HARTENSTEIN: When I was about eight years old. The Peterson House was a restaurant and a rooming house on this corner and there was a butcher shop and some other stores amoung it. That whole section burnt out one night. That was the end of that theater.

OSBORNE: What was the name of that do you know?

HARTENSTEIN: The Old Opera House.

OSBORNE: It was call, the Opera House.

HARTENSTEIN: Yeah. Then after that all burnt out then Craven built the Opera House over on Market Street. And he run it for quite a few years. Well then Collins come in here from the south and built the Columbia Theater. He built the Columbia Theater, he had the first floor: he had a balcony and he had a peanut heaven. Now,if you were colored you had the Jim Crow corner over here in the peanut heaven. You sat there or you didn't get in. Because he didn't like the colored people. He was from the south so if you were colored and you wanted to go to the show you had to go up in the balcony and sit in peanut heaven; and it was called the Jim Crow corner.

OSBORNE: My goodness. Well now I see references to the

New Columbia Theater. Do you know what was the difference between the Columbia and the New? This would be around World War I - I saw the other night; I noticed announcements will be held in the new Columbia Theater. I wondered if it had been remodeled or something.

HARTENSTEIN: Well now that was the same theater. But what they did they put a false ceiling out, they discontinued the balcony. They didn't use the balcony anymore. Then they put in a booth and put in pictures. And they showed motion pictures then. Which we didn't have then. When I worked there we had a one night stand that had to have a spotlight on the stage. We had to carry a machine up in the balcony and use it upstairs. We got a quarter extra for carrying it upstairs. And that's the way they handled it then. Then after they got a picture machine they could use the spotlight from the booth.

OSBORNE: From the booth. Do you recall Goddards Skating Rink?

HARTENSTEIN: No, just what I've heard about it. I remember the Old Bradbury Hall. That was a dance hall too.

OSBORNE: Well now this goes way back before your time but I have read about a place called Concert Hall. And this was around the time of the Civil War that it was used then Emor Crew built the Old Opera House which fell down in 1886 there. But I haven't found anyone who can tell me where the Concert Hall was. And I didn't know whether you might of heard or that or not. But it was an early meeting place or opera house, meeting place. Then this Crew Opera

House came in and took over. And of course it fell down in 86 and then of course these other places came along.

HARTENSTEIN: The hall on Arch Street over what was the Dodge garage there upstairs, there was the saloon, shooting gallery and then the newspaper was in here. And the dance hall was upstairs, had their bar upstairs. It was run by Brury; Swiss people. And then of course Schwinns they had a saloon and a dance hall on Main Street just below Seneca at the alley there, next to where the liquor store is now. They had a dance hall there. And of course the Post Office for years was at the corner of Main and Seneca. They tore that building down too.

OSBORNE: Do you recall your first impression of the Public Square, what it looked like?

HARTENSTEIN: Yeah. I remember that real well. It was a big square it had hitching rails on each side of the square; the farmers tied their horses there. Coming down Freedom Street there was a big watering trough right here in the middle of the square. Right in the middle of the street, you had to go both ways. Down here about ten feet from the sidewalk there was an old iron pump with a trough there to catch the water. And an old rusty tin cup on a chain hanging on that pump and everybody that wanted a drink used that tin cup. They didn't worry about germs or anything else. Then another thing when you came down to the sidewalk the road coming down there was a little dip in there. Next to Allott Hardware was the sidewalk, there would be one, two, three, four drays, see. They would dock their drays up so

that the hind wheels was in that hollow place. They would set there all day. There was John Sullivan, Harry Martin, John Funk Myers, see. Now if you wanted to have anything hauled like a trunk or furniture or anything, you would go down there and hire one of them fellows and they would go and haul your stuff then come back and back into their stall and they'd sit there all day. That's where you got your stuff hauled at that time.

OSBORNE: That's interesting.

HARTENSTEIN: But that odor was terrible. And then horses would be parked there all day long.

OSBORNE: Well then it was what, about World War I that they made the change and put up the statuary that we see now.

HARTENSTEIN: Then they moved that watering trough from there down on the corner, down on Prospect and Linden right in the middle of the street there. It was there for quite a while. Why they put it there because the street wasn't wide enough either way there but they got that watering trough down in there. And it was there for quite a while. Till horses were practically no horses any more and they didn't need watering troughs and they moved, they took it out then.

OSBORNE: Well now I suppose that would be muddy and dusty at the square in those days.

HARTENSTEIN: Yes, it was. And I can remember when Main Street was a cobblestone street. And when those old farm

wagons would go rattling up the street there.

OSBORNE: Well you would be thankful for the streetcar there in those days.

HARTENSTEIN: Yeah. And the old streetcar was there. It could go down below Main Street and out to Rockhills Park and back to Main Street and up to Mount Union. See; they went out to the park, see Rockhills Park was the main park. We had no other park.

OSBORNE: You want to locate that now. Rockhill Park.

HARTENSTEIN: Well that is on Rockhill between Vine and Wayne, see. Where you come out Wayne there was a driveway went in Rockhill Park and went right back to the park. It's closed up now. Stella Rockhill and Captain Russell built a yellow brick house in there. She was related to Wes Rockhill who run the ice company and they owned the park. Because the lake that was back there, but then he had four ice houses along back of the lake. And he would cut the ice and store it in the ice houses and he had the ice business in Alliance.

OSBORNE: Oh yes.

HARTENSTEIN: And that was the only place, my family had the Hartenstein Reunion there for at least, oh I would say, fifty years.

OSBORNE: In that park.

HARTENSTEIN: In that park.

OSBORNE: When did that go out of use?

HARTENSTEIN: Well when the Rockhills died and Whiteleathers I think is the people that bought that land. Then the people that bought Mrs. Russell's house closed the driveway up so you couldn't get back there. And it all went to pieces.

OSBORNE: Would be in the 20's?

HARTENSTEIN: That is where I think the city made a big mistake. They should have bought that whole thing and kept that as a memorial see. As being the first park in the city of Alliance. They could have fixed that pool up.

OSBORNE: How big was that lake?

HARTENSTEIN: Oh they had boats on there. You could hire a boat and go out boat riding; you couldn't swim but they had boat rides, they had boats on it and you could boat ride on the lake. It was pretty good size. And then they had a big pavillion. You ate down below and had a dance hall upstairs. Then they had a refreshment stand built to the south of that where you could buy ice cream, candy, popcorn, peanuts. And that was open all day.

OSBORNE: Then they had a ball ground there.

HARTENSTEIN: Yeah, the ball ground and they had a race track over there. They had harness races. They had a grandstand there. And all along Vine Street were stables built from Rockhill pretty near up to, let's see, that would have been a block from Johnson Ave. The people that raced their horses kept them in these stables right along there. And they had harness races. Oh I've seen a lot of harness.... Sit up in the grandstand and watched them horses

race there. Oh it was really something for us kids. And then the park was nice. Of course over in the park you had nothing. They had three croquet grounds, places to play croquet. They were boarded up and had some sawdust covered and they had these big wooden double swings. That's about all they had there. But people went there because there was no place else to go.

OSBORNE: No place else.

HARTENSTEIN: Then later on they had a merry go round out there for a while. I don't know who put that out there. But somebody had a merry go round out there.

OSBORNE: Yes, that would be quite an outing in those days. When you didn't have cars to get other places it was the outlet.

HARTENSTEIN: The streetcar siding went up pretty much so you only had a little ways to walk from the streetcar to the... You crossed, there was a walk back along the dam and then you went up into the park. But it was a nice place to go because you had no place else.

OSBORNE: Now that's all been filled in now.

HARTENSTEIN: Yeah.

OSBORNE: So that's just like many other places it's just a memory of what it once was.

HARTENSTEIN: I always felt bad that the city didn't make a memorial out of that and keep that park.

OSBORNE: That would have been nice. They would have had one at each end of town.

HARTENSTEIN: That's right.

OSBORNE: Well we've covered a lot of time and a lot of territory. Can you think of anything else that you remember that comes to your mind? I, maybe, could suggest a topic or two but I thought as you were talking there was something that came up that you wanted to talk about. I know something, maybe, about horse and buggy, wagon traffic, what that was like. People talk about pollution and contamination today; of course there was a problem with keeping streets clean in those days too.

HARTENSTEIN: Yeah, I can remember the way the milk is handled now: we had a milkman he had an old Ella Wagon; open wagon; that is no doors on the side. He had a platform in front of him with a big milk can sitting on it. He had a spigot on it and a quart measure hanging on the spigot. He would drive up the street, ringing his bell, you'd go out with a pan or a pitcher. He'd take the quart measure and he'd draw you out a quart or two quart of milk, put it in your pan, go on about your business, take it into the house. They didn't worry about the dust and the dirt flying around and the flies. And that's the way they delivered their milk. Then they had a big can with a long spout on it maybe walk into a couple of houses back in. And pour them out the milk out of this big can. Go back get in the wagon and drive away.... Now you've got to whitewash your barn, you got to wash your cows down, you got to do all that work or you can't sell you milk.

OSBORNE: And I guess you survived in spite of it didn't you?

HARTENSTEIN: Well I think we're still living.

OSBORNE: Do you remember the street sprinklers in your days?

HARTENSTEIN: Yeah, I remember them. The one thing I used to like, you know, the ice man he would deliver our ice. Of course he had a tank with the water in and he ask you how much you want. If you wanted 25 or 50 pounds of ice, he'd take a chunk of ice out and hang it on the scales, take the hose off and wash the sawdust off of it. Well if it weighed more than 25 pounds he'd take the ice pick and chip it off till it weighed 25 pounds. Well these chips would fall on the ground and there was always a lot of kids that followed the ice wagon, pick up these chips off the ground and eating that ice. It used to get me why those kids would follow the ice wagon and eat that ice that he was chipping off of there.

OSBORNE: Now this ice would come from Rockhill....

HARTENSTEIN: Park.

OSBORNE: Park.

HARTENSTEIN: He cut the ice in the winter, he stored it in these buildings and covered it with sawdust and fill them clear full.

OSBORNE: Of course people today wouldn't think of going out to a pond and getting ice in that way. You'd think it would be contaminated but I guess in those days they didn't....

HARTENSTEIN: You see the butchers they only had ice boxes too. And they had to fill the ice box, they had a place

up above where they put the ice in the ice box in the butcher shop. Great big, oh as big as this room. And then they hung their meat in there and they had to fill them every day to keep the meat from spoiling. So they took care of the butcher shops. Now Murray Webb he had an ice cream parlor on Main Street at the foot of the viaduct right at the steps. But he had two ice houses of his own on the Mahoning River, and he cut his own ice. Because he made his own ice cream. And he would cut his own ice and he'd fill the ice houses and he had his own ice, see. Then he would make his ice cream in the back of his confectionary store. He'd roast his peanuts and he would make his taffy and he run that, oh for years. And one winter he was making ice and he slipped and fell and he struck his head on the ice and died. I remember a fellow by the name of Gow bought it out and they had it until it quit business.

OSBORNE: You mentioned about the Mahoning River at that time. I'd talked to you oh quite some time back because I think some of your relatives operated a little ship, steamboat on the Mahoning River.

HARTENSTEIN: That was my father-in-law.

OSBORNE: That was your father-in-law. That would be in the 1870's.

HARTENSTEIN: He built a boat and had a steam engine on there and he hauled passengers from the dam down to what we call Second. That's about down to Maple Beech Park. Now which is Maple Beech and then they turn around and go back. I haven't seen the part of that boat for a long time. It

was the back part of a house, that I, I don't know whether they ever did away with it or not. I've always wished I had a picture of that boat and have never been able to find a picture of the boat.

OSBORNE: That would be interesting, to have that. Yes.

HARTENSTEIN: But my Daddy-in-law told me about that boat. He built the engine see, he built engines. He had patterns for the engines and he'd have them cast and he built them. And he built the engine for that. But he run that boat right on the river.

OSBORNE: Of course the Mahoning was a little different body of water in those days too. Made a difference.

HARTENSTEIN: It was clean. Now it's filthy. See, the shops contaminate it. The sewer and stuff that they dump in there; the chemicals and stuff that comes from the steel works and all those places.

OSBORNE: Yeah, it's made a big change. I remember Judge Hart used to talk when he was a boy about the Mahoning River and he was concerned about all this pollution. And some people used to smile that couldn't visualize the Mahoning as being pure and clear as he described it at one time.

HARTENSTEIN: Us kids all swam at Second which is Maple Beech Park that's where we swam. We'd go swimming there. It was clean.

OSBORNE: Wouldn't dare get in today.

HARTENSTEIN: I should say not.

OSBORNE: Well this has been a long session.