"The Masked Marvel": A Revised Biography of Patrick J. Hogan, Steelworker, Saloonkeeper, & Local Political Leader

Submitted to the Mahoning Valley Historical Society by Thomas G. Welsh, Jr., on July 10, 2009
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Front Cover Art: Undated photograph of Patrick J. Hogan (early 1900s)
(Courtesy of Mrs. Joan E. Welsh)

Back Cover Art: Undated tintype of Patrick J. Hogan, Jr., with brother, Martin (early 1900s)
(Courtesy of Thomas G. Welsh, Sr.)


**Preface**

In 1907, it was still possible to find old-timers in Youngstown, Ohio, who could remember when Brier Hill was a pleasant farm maintained by the Tod family, whose proudest son became the legendary Civil War governor of Ohio. A few elderly residents shared their impressions of a verdant swath of countryside, where springs overflowed into lush meadows. The long, difficult process of transforming Brier Hill from a picturesque country estate to an industrial center began in 1844, when David Tod, on the heels of his first, unsuccessful gubernatorial bid, opened a coal mine on the property.

Two years later, as Tod packed his bags for Brazil—ordered there by President Polk to prevent a brewing war between the countries—he lobbied to ensure that a railroad planned to connect Lake Erie and the Mahoning Valley would wind its way through the Brier Hill area. The initiative paid off, handsomely; and upon his death, in 1868, David Tod would be remembered not only as an important political figure, but also as founder of one of the more lucrative enterprises in northeastern Ohio, the Brier Hill Iron & Coal Company, whose operations spread like a soiled blanket at the base of the slope.

As the 20th century opened, the northern rump of the Tod estate was donated to the city as a public cemetery, as though to mark the death of an era. The remnants of the old estate showed few traces of its earlier bucolic charm. Springs that bubbled on the hillsides were fouled by acidic runoff from the mines, and the meadows were pockmarked with gullies from overworked coal lines. Most of Brier Hill was criss-crossed with indifferently laid out streets that connected a patchwork of ethnic enclaves. And the whole of it was shrouded in reddish smoke that smelted from the small iron and steel operations that expanded westward at its base.

Manning the scores of coal, iron, and steel operations that sprouted in the Brier Hill district required cheap labor. And Europe obliged by initiating political crackdowns and doomed economic policies, while maintaining endless cycles of ethnic and religious discrimination. Among the first of the foreigners to arrive in numbers were Welsh coal miners, who took up where they had left off in Britain, tenaciously picking away at the rich veins that lay beneath the hill's surface. Before long, they were joined by Germans, then Irish, both from among whom were gradually replaced by the Eastern and Southern European immigrants who poured into the area at the turn-of-the-century. In time, the neighborhood also became home to African-American migrants from the South. By the time Italian Americans came to dominate the district, most members of the old Welsh colony had already surrendered their claim to Brier Hill and migrated eastward, to the hilly land north of the city’s downtown retail district. There, they had constructed an elegant frame church whose gleaming steeple could be spotted from several points in the city—at least, initially.

By 1904, members of the Welsh Congregationalist Church were forced to concede that their once-proud steeple had been outdone by the granite towers of St. Columba's Roman Catholic Church. Those Irish, some probably complained, had announced their presence in the usual, ostentatious manner. Who else would take the time and expense to build a massive, rose-windowed, neo-Gothic monument on a bluff overlooking the town center? Although no one could deny the structure’s beauty, some members of the native-born community undoubtedly bristled over the evidently triumphalist motivations behind its construction.

Among the many local Irish-Americans who contributed to St. Columba's building fund was a wholesale liquor retailer and Republican central committeeman named Patrick James Hogan, Jr.:
my great-grandfather. He was scarcely the leading citizen of his ethnic community. But he was widely respected and showed an unusual willingness to bridge the sectarian and political clausms that divided Irish Catholics from the area’s mainly English and Scots-Irish industrial class. He took resolute pride in his heritage, subscribing to several Irish patriot organizations, including the Ancient Order of Hibernians and the now-defunct Robert Emmet Society. Hogan rejected, however, the insularity that characterized the Irish-American community. He refused to rise slowly, in sync with his clannish subculture, and grasped the American Dream with both hands, encouraging his children to do the same. This position invited its share of tragedy, as the gleeeful competitiveness of his adopted homeland spurred with the guilt-centered Catholicism of his upbringing.

Most of the details of Patrick Hogan’s life have been lost to time. But small clues abound. Yellowing election board minutes at the Mahoning Valley Board of Elections indicate that, on the evening of Monday, Sept. 19, 1907, Hogan found himself in a smoky room on the sixth floor of Youngstown’s Dollar Bank Building, where he fulfilled his monthly duties as a deputy state election supervisor. The minutes confirm that the main item on that evening’s agenda was the appointment of a full-time secretary for the election board. Given that the four-man board was split between Democrats and Republicans, representatives of both parties were offered up as candidates. Hogan, a solid Republican, cast his ballot for candidate J. B. Murphy, who—not surprisingly—found himself in a deadlock with the Democratic representative, Robb Cautwell.

After five consecutive votes, party lines remained stubborn. And the board’s deputy chief, Dr. C.R. Justice, suggested, in a tone of mild exasperation, that the names of J. B. Murphy and Robb Cautwell be written on scraps of paper and placed in a hat. As Hogan stood by, board member Pat Gillespie approached the outstretched hat, drew out a slip of paper, and read Murphy’s name aloud. Someone present may well have muttered a criticism about the “mysteries” of Providence. If so, Hogan would have laughed the loudest, for he was the last to depend on the mercies of Fate. The records suggest that, during his tenure on the Board of Elections, Hogan moved issues with a juggernaut efficiency—as though he, rather than Dr. Justice, were truly running the show.

It seems probable that, as Hogan exited the red sandstone offices of Youngstown’s largest bank around 9 p.m., he walked with the confidence of a man who finds himself minutes away from a thriving business of his own. Striding east in the autumn chill, he may well have crossed the city’s central diamond and slipped into the doorway of 16 East Federal Street, home of the Buckley & Hogan Sports Bar & Gymnasium, clapping the back of his business partner, John J. Buckley, and exchanging a few grave words about the ongoing economic downturn. If his mood were good, Hogan might have settled in for an evening of socializing. Surveying the crowded saloon, he would have greeted patrons who smiled back in recognition. A subsequent feeling of well-being might have tempted Hogan to reflect on his accomplishments. And there was little room to argue that he’d done badly—that is, for an immigrant who’d come 29 years earlier with little more than the clothes on his back and three years of education.

Ready made for the rough-and-tumble environment of industrial Youngstown, Hogan had entered the steel mills at 16 years of age, and before the age of 30, single-handedly ran the largest rolling mill of a major industrial operation. His rise, it seems, depended as much on his diplomatic skills as his technical aptitudes. Amid periods of labor conflict, Hogan prudently avoided alienating either side, calmly representing the company’s point of view at union meetings but never failing to walk out when his men launched a strike. When a 1905 walkout precipitated closure of the rolling

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1 According to a 1900 copy of the St. Columbans Monthly, a parish newsletter, Patrick J. Hogan was among the relatively small number of parishioners who contributed $1 a month, which was evidently a substantial amount of money at the time. Only a small and select group of parishioners were able to manage $2 a month. The newsletter is stored in the archives at the Ursuline Mother House, in Canfield, Ohio. ~TGW
mill, Hogan landed on his feet, once again, when he was offered, and accepted, a junior partnership
in one of the city’s most popular “watering holes.” Thus, at age 48, Patrick Hogan could bid
farewell to the soot and sweat of the mills and indulge his lifelong passions of sports and politics.

Under the circumstances, there could have been few premonitory signs of the hardships that lay
ahead. Even with the raging local debates between “drays” and “wets,” Hogan would have been
sunk by that, within 12 short years, “sensible” voters would force him and his partner to empty their
entire whiskey stock down a storm sewer. He would have gasped had someone informed him that
several of his surviving children would lose their homes in the wake of a devastating stock
market crash. Nor could Hogan have anticipated that his youngest son, a precocious eight-year-old
waiting up for him several blocks away, would drift into a life of gambling, narcotics, and thievery:
activities that would lend an entirely different flavor to a family name that, up to that point, had
been associated with public service.

Today, a figure such as Patrick James Hogan, Jr., appears elusive, though he resembled thousands
of civic-minded saloonkeepers who, in the early 20th century, cooperated with local Republican
police machines while remaining alert to the sensibilities of their working-class neighbors. Still
less accessible, perhaps, is the unlikely criminal career of his youngest son, Raymond Aloysius
Hogan, whose eleventh-hour “redemption” might have leapt off the pages of an old Hollywood
screenplay. Underworld “cowboys” such as Ray Hogan were a galaxy removed from the corporate-
minded racketeers that later shocked the nation with their bloody wars of attrition.

One could go so far as to argue that the community at the center of this project scarcely exists
outside stories passed down among families with deep roots in the area. The gulf between past and
present has been widened still further by the fact that Youngstown, along with much of northeastern
Ohio, has been transformed by the loss of its manufacturing sector more than a quarter-century
ago. This public history project is an attempt to piece together the story of an ambitious family that,
in some ways, exemplifies the struggle of many immigrants to adapt to a tough, unforgiving culture.
Like many family histories, it appears, at least on the face of it, rather anticlimactic. The promise of
carier generations was not always reflected in the activities of their descendants. And tragic
reversals ensured that much of the material presented in this project would all but disappear from
the family’s collective memory. Until recently, in fact, the stories of the figures highlighted in this
project lay buried in old newspaper articles, fragmented oral accounts, and misplaced records.

The ironies that shape this family’s story often read like literature. At every turn, we find the
unexpected. Two brothers, close in age, embark on outrageously divergent paths: one achieves
athletic and academic excellence, while the other drifts into a life of drugs and crime. The daughter
of a laissez-faire capitalist chooses to become a social worker and embraces progressive politics.
And a two-listed, outspoken baseball coach trains his youngest nephew to make headlines, only to
find that goal realized in the worst imaginable way. This family narrative was driven by continual
clashes between tightly held familial values and the competitive principles of mainstream American
society. The unraveling and reinvention of these values over three generations occurred against the
gritty and colorful backdrop of Youngstown: a city that has captured the imagination of sociologists
and writers alike.

The story of this family overlaps—sometimes in dramatic ways—with the larger story of the
community in which they lived and died. Hence, the Hogan-Cullinan Family Collection, consistent
with my scholarly interests in public history and urban education, moved beyond its exclusive focus
on the relatives and descendants of Patrick J. Hogan and his father-in-law, William Cullinan.
While the collection includes transcripts of interviews with relatives, it also features “voices” of
citizens from a variety of backgrounds, all of whom describe the dramatic changes that transformed local urban life in the previous century.

-T.G.W.
Patrick James Hogan, Jr. (Feb. 2, 1858 – Jan. 14, 1938)

Patrick James Hogan, Jr., was active in late 19th- and early 20th-century political and labor circles, in Youngstown, Ohio. His career suggests, among others, that not all of the community’s Irish Catholics backed the Democratic Party, despite popular assumptions to the contrary. Hogan was aligned with Youngstown’s “Old Guard” Republicans, who opposed Theodore Roosevelt’s reformist policies and, in 1920, supported the presidential campaign of Warren Harding. Hogan’s obituary states that he served three terms as a Mahoning County deputy election supervisor [copies of meeting minutes included in collection]. Interviews with Hogan’s descendants suggest that he was also a Mahoning County Republican central committeeman. In this capacity, he reportedly hosted a banquet honoring then Senator Harding, an event held at the Tod House, an elegant hotel that stood on the southeastern corner of Youngstown’s city square.

Hogan was born in Swinford, Co. Mayo, Ireland. He was the second child of Patrick Hogan, Sr., a native of the region who returned briefly after relocating to England during the mid-century famines. Interviews with descendants suggest that the elder Hogan was compelled to revisit Ireland to protect his family farm from the aggressive business practices of an Anglo-Irish landowner who was seeking to consolidate his properties. After living on the farm for about one year, Patrick Hogan, Sr., sold the property and returned to England. The family resettled in the West Midlands industrial town of Wednesbury, Staffordshire, where the elder Hogan secured employment in local iron works. In Wednesbury, a third child was born to Patrick Hogan Sr. and his wife, the former Margaret Gillen. The couple already had one daughter, Bridget, born in England around 1857; the youngest child, Martin Francis, arrived in 1869.

It is doubtful that the Hogan family encountered much in the way of hospitality during their stay in the West Midlands. Historian Oliver Marshall observes, “Conditions for Irish immigrants in nineteenth-century England were generally grim, with some of the worst experienced by the community in Wednesbury, in the industrial Midlands.” This was clearly the opinion of Father George Montgomery, a former Irish Episcopal priest who, in the early 1850s, founded Wednesbury’s lone Catholic parish, St. Mary’s Church, which was “positioned astride a hilltop overlooking the town.” According to Marshall, Father Montgomery “was convinced that the British state was utterly untrustworthy and was possessed with an irreconcilable hatred of the Catholic religion.” Given the hostility directed toward Irish-Catholic immigrants by many of the region’s native-born residents, the priest concluded that his Catholic mission in Wednesbury “was in effect serving as a depot for United States-bound emigrants.”

The conditions Marshall describes are reflected in fragments of oral tradition that have survived among Patrick Hogan’s descendants. Family lore suggests that the younger Patrick Hogan’s early educational experiences in England were difficult, given that he was the only Roman Catholic student in his class. Gangs of Protestant bullies reportedly attacked him, until a “fair-minded” English schoolmaster intervened on Hogan’s behalf. The schoolmaster supposedly offered tips on self-defense while also taking steps to ensure that other students would challenge Hogan “one at a time,” rather than “all at once.” Once the “playing field” had been “levied,” Hogan proved to be a formidable fighter, and he reportedly employed these skills later on, in professional and recreational contexts. Hogan’s desire to continue his education was supposedly encouraged by his schoolmaster in Wednesbury, who is said to have approached Patrick Hogan, Sr., in an effort to dissuade the ironworker from removing his son from school. Interviews with Hogan descendants suggest that the elder Hogan responded by arguing that the family needed the boy’s earnings to finance the final leg of their journey to America. While it is now impossible to determine how the junior Hogan reacted to this outcome, the record shows that he was committed to furthering his
own children's education. He would send several to private colleges or universities, including his youngest daughter, Catherine Irene.

Hogan was about 16 years of age when his family emigrated from England to Youngstown, whose steel industry was undergoing spectacular growth. The elder Hogan gained employment in one of the local mills, along with his son, Patrick Jr. Family lore suggests that Patrick Jr. also fought as a prizefighter. However, when he began to court Mary Agnes Cullinan, the eldest daughter of a more established Irish-American family, Hogan faced pressure to abandon the sport. Interviews with descendants suggest that he continued to box surreptitiously, donning a purple hood and fighting under the exotic alias, "the Masked Marvel." Oral tradition also suggests that Mary Cullinan was less than deceived by this play. Patrick and Mary Hogan were married on Jan. 17, 1882, at St. Columba's church, on the North Side of Youngstown. A contemporary newspaper article notes that at the time of the wedding, Patrick Hogan was employed as a puddler at the Brown, Bonnell & Company mills. The newlyweds established their residence at 207 West Federal Street.

As the years progressed, so did Patrick Hogan's status in local industry. By the 1890s, Hogan was employed as a "roller" for the Cartwright-McCurdy steel company, which was consolidated with several other smaller operations under the auspices of the Union Iron & Steel Company, in 1891. Cartwright-McCurdy was the direct descendant of the Slaedl-Clark Company, which had been established in 1863, on a strip of land west of the downtown area that was known as "Westlake's Crossing." The company's founding officers included James Cartwright, who assumed the presidency, in 1870, and reorganized it as the Cartwright-McCurdy Company. As local historian George Higley observed, the firm went into bankruptcy in 1894, "because of its inability to cover contracted production on barrel hoop for the Standard Oil Company." The receiver of the bankrupt firm was area banker Myron C. Wick.

Ultimately, the company was among several independent steel operations (known informally as "cats and dogs") that were consolidated to form the area's Union Iron & Steel Company. The Cartwright-McCurdy Company was evidently one of many local rolling mills undermined by the competitive "contract system." Higley outlined the situation as follows: "The system of covering every operation possible by yearly tonnage contracts put efficiency just where it hit the pocketbook of the contractor, and this system produced rugged individualism to the highest degree.... The contract system allowed management and superintendents to devote most of their time to other important matters, such as purchasing of raw materials and sale of finished products. The assurance of fixed costs of labor and early stocking of raw materials allowed the making of contracts with customers for a year in advance."

Higley described the Union Iron & Steel Company as the "final consolidation of Wick controlled interest...comprising the Youngstown Rolling Mill Company (Upper Mills), Trumbull Iron Company (Girard), Warren Iron & Steel Company (Warren), Cartwright-McCurdy Company (Lower) and Pomeroy Iron and Steel Company (Pomeroy)." In his description of Union's "Lower Mill," Higley observes that "P. J. Hogan" served as one of three "Muck Rollers" who worked under "Puddle Boss" C. P. Edwards. Hogan's obituary further notes that he was the "roller" of the "Siberia" puddle plant, one of the three "puddle departments" that comprised the "Lower Mill." The historian observed that "Siberia" (also known as "no. 3") was so-called on account of its cool location along the river banks and its high ceilings in comparison to other puddle mills. He added: "There were altogether over fifty furnaces, some of them double, so that two sets of puddlers could work simultaneously on opposite sides of the same furnace. 'Siberia' had, in addition, a three high set of roughing and finishing mills, which made it possible for the mill to handle a greater furnace output."
Higley, however, failed to mention other possible sources of the plant's nickname, including the fact that it was separated from other facilities of the Lower Mill by a thick web of railroad tracks. The nickname may also have been a plaintive reference to the facility's high rate of production, which undoubtedly proved taxing to its work force. Worker dissatisfaction, in fact, would fuel a major strike, which occurred around 1904.

Descendants of Hogan's youngest daughter, Catherine Irene, observed that she often described how her father paid the workers of the puddle plant from the back porch of the family home on West Rayen Avenue. (The Hogan family later moved to Lora Avenue, on the city's North Side.) Despite Hogan's "pro-management" political outlook, he was apparently loyal to the men who worked beneath him and seemed uncomfortable about developments that arose in the wake of the 1904 labor strike, including the reorganization of the labor force and the elimination of the "puddling" process at local Carnegie mills.

Interviews with descendants indicate that Hogan met "secretly" with local labor unionists, in an unsuccessful bid to avert the strike. Oral accounts further suggest that steel executives informed Hogan that a labor strike would result in the closure of the rolling mills—a message that he passed on to his workers during the meeting. The following morning, Hogan was reportedly shocked when a steel executive congratulated him for the "wonderful speech" he had delivered to unionists the night before. It was evident, the story goes, that such information was relayed by a company "spy" present at the meeting. This incident was believed by relatives to have been a turning point in Hogan's career. When he was offered a position at another Carnegie steel mill near Chicago, he reportedly turned it down.

Following the closure of Union's rolling mills, Hogan accepted a junior partnership in a popular downtown "watering hole," the Buckley & Hogan Sports Bar & Gymnasium, a gathering place for unionists and industrialists that also served as a polling station. His senior partner was John J. Buckley, Sr., an active unionist. This change in employment evidently provided Hogan with the flexible schedule required to establish a full-blown political career. Beyond his work with the local Republican Party, Hogan became increasingly active in several Irish-American organizations, including the Ancient Order of Hibernians (A.O.H.) and now-defunct Robert Emmett Society, a group dedicated to the cause of Irish independence. It should be noted, however, that his participation in Irish-American organizations predated his departure from the industrial sector. As early as 1903, Hogan was identified in a newspaper article as one of a dozen "vice presidents" who organized a rally to promote the establishment of a Youngstown chapter of the United Irish League of America [article included in collection]. In addition, an article that appeared in 1904 describes him as a member of the planning and decoration committees for a statewide A.O.H. convention.

Hogan would spend much of the next 15 years operating his saloon, dabbling in local politics, and managing his large brood. He was positioned to provide comfortably for his family and reportedly led an active social life. In the late 1910s, Hogan relocated his family from their longstanding residence on West Rayen Avenue to a stately duplex on Lora Avenue, one of the fashionable neighborhoods cropping up north of Youngstown's Wick Park. During this period, the family also gained greater visibility when Patrick Hogan's second-youngest son, Edward James Hogan, earned a reputation as a track and field star at Rayen High School, even establishing a state record in the javelin throw. In the late 1950s, Edward Hogan would be among a select group of Rayen High School athletes whose accomplishments were memorialized in artist John Benninger's mural portraying the school's history.

Personal tragedies and economic reversals, however, marred Patrick Hogan's later years. His career in the wholesale liquor business ended abruptly with the passage of the Volstead Act, which
resulted in the closure of the Buckley & Hogan Sports Bar & Gymnasium, in 1920. In 1919, the year that witnessed the passage of Prohibition legislation, Hogan’s wife, Mary, died of complications arising from Bright’s Disease, a severe kidney ailment. Although little is known about Mary Hogan, family lore suggests that she exerted a profound influence on her husband and also instilled within her children a respect for culture and education. Patrick Hogan was evidently so distressed by the death of his wife that his youngest daughter, Catherine Irene Hogan, offered to abandon her college studies to remain with her father at home. (Patrick Hogan reportedly forbade her from doing so.)

Family lore also suggests that, in the absence of his late wife, Patrick Hogan was ill equipped to deal with his troubled youngest son, Raymond Alvyius Hogan. Meanwhile, Hogan faced serious challenges in his professional life as well. His efforts to establish a second career as a realtor were undercut by the stock market “crash” of 1929.

Despite these setbacks, Patrick Hogan took satisfaction in the athletic and academic accomplishments of his second-youngest son, Edward James Hogan, who went on to become a track and field star at the University of Notre Dame. After graduating from Notre Dame in 1924, Edward Hogan established a law practice in Los Angeles, California. Further, Patrick Hogan’s youngest daughter, Catherine Irene Hogan, earned a degree at Flora Stone Mather (an exclusive women’s college later absorbed by Case Western Reserve University), and completed graduate work at Harvard and the University of Pittsburgh. In the early 1920s, she became active as both a social worker and educator in the Youngstown area. Following her marriage to Joseph E. Welsh, in 1922, she continued to serve as substitute teacher in local public and parochial schools.

During his final years, Hogan lived with daughter Marie Fannon, her husband, George, and their children on the North Side of Youngstown. He developed a close relationship with his grandchildren, especially the future Monsignor Robert C. Fannon, who often recalled how his grandfather quizzed him on arithmetic during weekend trolley rides from the North Side to downtown Youngstown.

One granddaughter, Sr. Marcia Welsh, O.S.U., described the aging Hogan as an irascible raconteur who “knew everybody.” Patrick Hogan died, in 1938, at the age of 80, from complications that resulted from a hip injury sustained during a trip to California. His funeral Mass was held at St. Edward’s Church, on the North Side, and he was buried at Calvary Cemetery, on the city’s West Side.

Although his fortunes had waned over the years, Patrick Hogan evidently retained the affection and respect of the local industry and political leaders who had worked closely with him. His grandson, Joseph E. Welsh, Jr., recalled that, at a time when few owned cars, Patrick Hogan’s funeral train “extended several city blocks.”

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*Ibid.


*Ibid.

*Ibid.

*Ibid.


*Interview with Sr. Marcia Welsh, O.S.U., Canfield, OH, June 1, 2003.


*“Hogan-Cullinan,” The Youngstown Daily Register, January 17, 1882, p. 4.


*Higley, History of the Union Works, p. 21.
Higley, Youngstown; An Intimate History, p. 116.

Higley, History of the Union Works, p. 23.

Higley, History of the Union Works, p. 21.

Higley, History of the Union Works, p. 23.


Ibid.

Interview with Thomas G. Welsh, Sr., Youngstown, OH, May 1, 2006.


Conversation with Thomas G. Welsh, Sr., Youngstown, OH, May 1, 2006.


"For Ireland: An Humble Mass Meeting to Be Held Next Sunday Evening—In St. Columba’s Hall," The Youngstown Daily Vindicator, Youngstown, OH, May 1, 1903.

The Youngstown Telegram, Youngstown, OH, August 8, 1904.


"Mrs. Patrick Hogan Dies Friday Night," The Youngstown Telegram, February 8, 1919.


Interview with Joseph E. Welsh, Jr., Youngstown, OH, Jan. 20, 2003.

Interview with Thomas G. Welsh, Sr., Youngstown, OH, May 1, 2006.

Conversation with Mrs. Virginia (Hogan) Hart, Youngstown, Ohio, March 1989.


Ibid.

Conversation with Sr. Mary Cunningham, H.M., who worked with Monsignor Fannon during his 11-year tenure as principal at Central Catholic High School, Canton, OH, March 17, 2000.

"Patrick Hogan Succumbs at 80—Prominent Labor Man, Once Steel Worker, Dies," The Youngstown Daily Vindicator, J. 14, 1938.

Ibid.

Interview with Joseph E. Welsh, Jr., Youngstown, OH, Jan. 20, 2003.
Articles & Other Materials
Making reference to
Patrick J. Hogan, Jr.
Union Clerks.

Painters' and Decorators' Union.
Mahoning Valley Railway Employers' Union.
Carriages Committee Union, Speakers and Committee on Speakers.

SECOND DIVISION.
Second Division will form on West Boardman Street, with right of division running on Boardman and South Market streets, and will be in command of Judges Morgan and W. Smoother, and will form and march in the following order:
Blairton's Band,
Marshall's Band,
Cigar-makers' Union,
Molders' and Cutters' Unions,
Retail Clerks' Unions,
Tailors' Unions,
Barbers' Unions,
Bakers' Unions,
Electrical Workers' Union,
Bodgers' Unions,
Brewers' Unions,
Beer Drivers' Unions,
Bootmakers' Helpers' Unions,
Plasterers' Unions and Lathers' Unions.

THIRD DIVISION.
Third Division will form on North Champion and East Commerce streets, with right of division running on North Champion and East Federal streets, and will be commanded by Marshalls T. J. Veley, E. M. Davis and P. J. Hoogen. This division will be composed of all locals of A. W. of L. S. and T. W. E. also including:

LIVINGSTON's

Dress and Walking Skirts
made to your measure no matter how large or small you may be.

J. CALVIN EWING,
For Probate Judge.

Election Tuesday, November 4, 1902.
Your support is respectfully solicited.
Buckley & Hogan

Liquor Dealers

16 East Federal Street
New Phone 321

Buckeye Hotel

Corner Front and Champion Streets
Telephone 1329

The Mecca

John H. Moore,
Proprietor

Fine Wines, Liquors, Cigars, etc.

Corner Market and Boardman Sts.

Compliments of the

Park Theatre
Youngstown, Ohio

L. W. Frank, President
M. U. Guggenheim, Manager

Hotel Decker

W. S. Steel, Proprietor

The American District
Telegraph Company

39 Central Square
HISTORY
OF THE
POLICE DEPARTMENT
OF
YOUNGSTOWN, OHIO

From the earliest time to October 1, 1906. With a record
of the principal crimes committed.

A Description of the Public Buildings Connected with the Adminis-
tration of Justice.

Roster of the Officers and Members of the Force from the Beginning
of the Department.

PUBLISHED BY
THE BOARD OF PUBLIC SAFETY
FOR THE BENEFIT OF
THE YOUNGSTOWN POLICE PENSION FUND

PRESENT POLICE FORCE 1906
In this postcard image of the Buckley & Hogan saloon, which was printed in the 1900s, Patrick J. Hogan (far left) poses with employee Patrick James (right). The figure standing between Hogan and James has not been identified, although it may be Hogan's senior partner, John Buckley, Sr. The figure also bears a vague resemblance to Hogan's younger brother, Marty Hogan, a minor-league manager who was employed at the saloon at one time. (Courtesy of Paula McKinney)
Signage for the Buckley-Hogan saloon can be seen overlooking a passing streetcar, in a photograph taken on the east side of Youngstown's central square, on October 17, 1907. The structure that dominates the photo is the steel frame of the Palace Theatre, which was then under construction. (Courtesy of the Mahoning Valley Historical Society)
YOUNGSTOWN
AN INTIMATE HISTORY

By
GEORGE HIGLEY

YOUNGSTOWN, OHIO
1953
ners, superintendent, George Huggins, superintendent, J. W. Deetrick, Charles Hart, W. E. Tayler, Thomas Parrock, Harry Parrock, P. Gordon, Samuel McDonald, E. J. McCleary, Henry Caldwell, Frank Cunningham, Herman Hurd, J. Mercer, T. B. Booth, Erskine Maiden, C. W. Bray, Harry Round, Myron-Arms Wick and Ben Fairless. After the election of Thomas Girdler as president and the acquisition of the Corrigan-McKinnie Company of Cleveland, the offices were moved to Cleveland. The Republic Steel is considered third in the nation among steel companies.

The Cartwright-McCurdy Company
Lower Union Plant of Carnegie Steel Company

In 1863 the firm of Shedd-Clark Company organized the firm known as Enterprise Iron Company. The officers were S. K. Shedd, president, and director; William Clark, James Cartwright, Samuel Atkins. They bought a strip of land near Westlake crossing which extended to the river, from the Westlake family. Here they built a small plant of a few puddle furnaces and several small mills for rolling hoops.

In 1870 after a successful run during the Civil War, the plant was reorganized. S. K. Shedd retired and William Clark formed the William Clark Company in Pittsburgh. The new company was known as the Cartwright-McCurdy Company with James Cartwright as president. Other members of the firm were: Charles Cartwright, Thomas Cartwright, William McCurdy, Samuel Atkins, W. Parmalee, and Covington Westlake. The plant manufactured cotton ties, hoops, bars, horseshoe bar (Eagle Brand) and merchant bars from puddled iron. The equipment was three puddle mills, three muck rolling mills, 8" Guide, two 8" hoop mills, 6" and 7" hoops, 10" and 16" bar mills. The firm secured the Eagle Furnace and a connecting switch to its plant.

In 1884 the firm went into bankruptcy. Myron C. Wick was the receiver. W. E. Tayler represented the Cleveland interests, mainly the Eagle Furnace Company. Mr. Wick had had experience at the Trumbull Iron Company and brought to the company Thomas Parrock, an experienced roll designer. In a few years the company was out of the receiver's hands and was reorganized with Myron Wick, president, W. E. Tayler, secretary and treasurer, and Thomas Parrock, superintendent. The
James Cartwright interest was purchased by Wick and others.

No. 1 puddle mill was torn out and a new warehouse built to store the large stock of merchant bar sizes. A new puddle plant was built on the river bank consisting of three high muck mills, and fourteen double puddle furnaces with waste heat boilers. A new 8” hoop mill was installed.


Youngstown Rolling Mill Company

The Youngstown Rolling Mill Company was formed in 1871 with the following men holding equal shares: Paul Wick, John C. Wick, Henry Wick, Thomas Wells, E. C. Wells, Dr. Will Buechner, Samuel Atkins, and Tod Ford. Forty thousand of the original capital of fifty thousand was spent on the plant and the land. The site was the Henry Manning farm on the Mahoning River just west of Stoll Street (West Avenue) near the old canal. The plant consisted of a 7”, 8”, and 12” mill and puddle plant and machine, blacksmith, roll turning shops and warehouse.

The first manager was E. G. Wells, and then Henry Wick, who was followed by Charles Borts. Tod Ford went to California for his health and sold his interest to W. H. Baldwin who became secretary and manager, succeeding John M. Evans.

The firm weathered the panic of 1873 successfully and never had financial difficulties. Its specialties were fine hoops, and agricultural, and automobile shapes. The Company has had ca-
History of the Union Works

by

George Higley

Carnegie-Illinois Steel Corporation

Youngstown District

Feb. 3, 1945
GENERAL OPERATING PRACTICE

In the 1890's the roll turning was under a yearly contract on a tonnage basis to George Daniels, a large robust gentleman well equipped to handle both the job and the high-priced Boss Rollers whom he supervised. Woe to the Roller when George heard the sound of a sticker in the chilled finishing roll or the breaking of a strand or a roughing roll, for the English language was inadequate to express his indignation. Mr. Daniels was an expert in designing shapes and rolling practice, and trained such men as George Evans and Evan Jones, the latter subsequently becoming head of roll turning for Youngstown Sheet and Tube Company. Mr. Daniels designed the rolls for the new Cotton Tie Mill built in 1893-1894. This was a difficult problem, inasmuch as each pass had a set percentage of reduction and, at the same time, each set of rolls was limited by a set rate of speed controlled by gears permanently installed in fixed housings. The rolls also required extremely delicate adjustment by the Roller to prevent distortion in the width of the finished hoop. Mr. Daniel's untimely death was greatly regretted by both the company and his employees, one of whom, Albert Morris, succeeded him.

Fred Andres, who had learned the art of die-making in Switzerland, and combined a pleasant personality with considerable ability, directed the Machine Shop. Blacksmith jobs were handled by John Lewis and his helper, Gomer Evans, later Head Blacksmith. Cal Mikesall accomplished a miscellany of carpenter, millwright, and other duties.

In those days many operations which have now become the function of a regular mill department were let out under yearly contracts on a tonnage basis. In this way Robert McMaster and Thomas Backus, the latter father of the Ohio Works Backus brothers, had charge of the unloading of fuel, ore, steel billets, etc. These two Scotchmen, true to tradition, prospered under a rather low price contract by virtue of their own hard work.

The overall contract of stocking the mills, shearing the muck bar, old rails and other raw material needed for rolling, hauling the product around the mills and removing the cinder and ashes went to Michael O'Mara, whose shrewdness and ability made the work highly profitable. He made a practice of testing mules before he bought any for mill work, and in preparation loaded up a truck to the limit, erased all evidence of grease from the axles, and managed it so the trial pull would be around a sharp curve. Under such conditions it took all the persuasive language at the command of the dealer, John Rush of Girard, to get the mule started and keep him going round the bend.
Theodore Zabel and William Waller, two German citizens, held the warehouse contract at twelve cents per ton of output. Warehouse capacity was frequently increased by railroad cars sidetracked in the yard until enough material was rolled to make up a carload of twelve tons. Since there were no demurrage charges, this was common practice.

One officer of the company was usually assigned particularly to check on rebates offered by the railroad companies for exclusive privilege to haul freight shipments on their lines. Shippers were allowed considerable leeway in the diversion of foreign cars, in other words, loading them away from home. Frequently such cars, being so diverted or overloaded, were ordered to the freight house and transferrer by the railroad company at its own expense. A good many men got their start in the shipping department: Jerry Wooley, Milton Floor, Mark Davis—who afterwards made a real estate fortune in Oklahoma and endowed the Newsboys’ Home, and P. H. McElevey, who went into banking and became Secretary of the Dollar Savings and Trust Company.

Sol Davis, with his sons, handled the brickmason work which was rather extensive on account of the eighteen puddle furnaces.

The department for flaring, punching and riveting hoops used in the keg trade was under the supervision of James Cossler and his son Henry, the father being a former steamboat captain on the Mississippi River. The elder Cossler also directed the slitting of wide hoops into narrow sizes, especially for shingle bands and heading bands, which were punched to receive the small nails needed for fastening. Another operation was the punching out of washers from the crop ends of hoops and bands, especially the crop ends of skelp.

There were many other familiar names associated with the Youngstown Rolling Mill. One of the salesmen was Charles Westlake, whose family had extensive holdings in Youngstown and Warren Mills. He became connected with the Wick interests, and was a familiar sight on West Federal Street as he hurried along, even in his advanced years. LeClair Hoover served as Accountant and Bookkeeper, left the company to work for New Ohio and National Steel, and eventually went into government service auditing accounts of the large steel companies. A. C. Graham started as office boy under W. H. Baldwin and George D. Wick and stayed on through the various combinations, going to New York and back to Pittsburgh, returning finally to Youngstown with the newly formed Youngstown Sheet & Tube Company, where he rose to the position of General Traffic Manager. Mr. William B. Hall, who had been an order clerk, left to become Deputy Probate Judge, later forming the Mahoning Abstract Company, then the Realty Trust Company, of which
he became president, serving, in addition, as trustee of the Stambaugh Estate.

John Wile, now retired, was formerly a shearmen, shear foreman and night superintendent, and one of the stockers and billet foremen was Fred Bramer.

One of the superintendents, Mr. Carnes, left to become Superintendent of the sheet steel plant in Haselton (formerly known as part of the Sharon Steel Company, but now occupied by Cold Metal Process Company). A veteran of fifty years’ service with the company was Henry Berlin, who started as a laborer in the Youngstown Rolling Mill, worked as a foreman and night turn superintendent, and became Assistant Superintendent of Upper Mills before his retirement.

* * * * * *

In the steel mills, as in other industries at the turn of the century, there was little regard for safety precautions, and the Youngstown Rolling Mill was no exception to the general rule. There was no fence around the plant, and it was a haven in winter for tramps who slept near the warm furnaces, ash heaps and cinder dumps by night. They passed their days whittling all kinds of trinkets from pieces of wood to sell to the men, and sometimes could be induced to fill in for cash at some urgent job.

The plant lighting system consisted of torches using a low grade of kerosene oil. These were hung around the mill where most needed although none were in evidence in the mill yards outside the buildings. Fire protection was very crude, and the hoses were stretched from post to pillar. Being of small diameter, these hoses frequently broke under the water pressure required to put out fires. Several times conflagrations took heavy toll of these wooden buildings, saturated as they were with grease and oil.

No particular attention was paid to safeguarding dangerous flywheels, gears, belts or pits, and sanitary facilities were limited, though equal to those in most homes of the time. These conditions left the safety factor up to the individual, and though no accident frequency records were kept, it is remarkable that serious accidents occurred as rarely as they did. This low accident rate was primarily due to the alertness of the employees, cultivated by early familiarity with the dangers of mill work. The bulk of mill crews came from the north countries—England, Ireland, Scotland, Wales—where they were accustomed to similar industrial conditions from childhood.

Employment practices were elementary, as hiring his own labor was the responsibility of the individual contractor. There was no employment office, and the job was yours if you could
demonstrate the necessary physical fitness to do it. Most jobs required either strength or skill, and very few white-collared positions were open. While technically the right to work existed regardless of race, color or creed, it still mattered whether the boss looked at you with unbiased eyes, because the final decision rested with him.

The system of covering every operation possible by yearly tonnage contracts put efficiency just where it "hit the pocketbook" of the contractor, and this plan produced rugged individualism to the highest degree. It also caused the employee of the contractor to put forth his best endeavor, because each contractor hired the best man at a higher rate than ordinary labor so as to get the work done on the most economical basis. Any overtime work was taken care of by the contractor, who willingly provided suppers for the men in cases of rush jobs. No stoppage of operations was ever charged to him.

The contract system allowed management and superintendents to devote most of their time to other important matters, such as purchasing of raw materials and sale of finished products. The assurance of fixed costs of labor and early stocking of raw materials allowed the making of contracts with customers for a year in advance. Contracts made with large consumers such as Deering and McCormick Harvester Company, Michigan Peninsular Car Company, Standard Oil Company, Warren Jones & Gratz, were strictly enforced on both sides, and monthly quotas were regularly pre-scheduled. This practice resulted in the failure of Cartwright-McCurdy Company, because of its inability to cover contracted production on barrel hoop for the Standard Oil Company.

* * * * * *

In 1891 the Wick Brothers Banking firm, which held interests in the three companies, consolidated the Youngstown Rolling Mill Company, the Trumbull Iron Company and the Warren Iron and Steel Company. Henry Wick became president of the new organization, subsequently helped found the Ohio Steel Company (now the Ohio Works), continued as president of National Steel, and was closely associated with Elyria Steel. Mr. Wick was an exceedingly stately and handsome man, and in final retirement to his Wickliffe estate truly typified the gentleman farmer. Mr. W. H. Baldwin acted as Secretary for this and subsequent combinations, until the organization of the Ohio Steel Company was absorbed by U. S. Steel. He then retired to Washington, became interested in the eradication of tuberculosis and, among other welfare projects, sponsored the Baldwin Memorial Kindergarten in Youngstown.
TRUMBULL IRON COMPANY

W. E. Coombs, who started as a bricklayer and eventually became Superintendent of all Youngstown District Finishing Mills, was Superintendent of the Trumbull Iron Company (Girard) at the time of the amalgamation. The plant was situated along the river near the Erie and Pennsylvania railroads, covering a large acreage for a plant of those times. It had been built in the 70’s and had its ups and downs. At one time Morris and Stambaugh interests had controlled it, and just before the consolidation it was directed by Myron Wick, representing the Wick firm.

The plant consisted of a Puddle Mill, supervised by Henry Britt, and three Finishing Mills: 7”, 8” and 10” respectively. J. J. Davis, father of the J. J. Davis, now Superintendent of Inspection and Finishing, ran the muck rolls. Edward Lewis and the Himcliffe boys were Rollers on the 7” Mill, which specialized in small flats used for cold pressed nuts. The Roller on 8” Mill, which specialized in shapes for agricultural purposes, was E. B. Lawrence, who became president of the Youngstown Steel Casting Company. Herman Bergman was a heater on the 7” Mill, as was Thomas Fleming until he went to Youngstown Sheet and Tube.

The 10” Mill, where Parkes Williams was Roller, made a wide variety of product, and was, in fact, equipped to ship out a car of rails including all the necessary accessories of splices, nuts and bolts, and even spikes.

The plant Labor Foreman was Milton Powers, whose son John worked his way up through the mill until he became Assistant Superintendent at the Lower Union Works.

A goodly percentage of the office force at that time were with the company for years, among them the Blair Brothers, Claude and Harry, Thaddeus Moody, Smith Sibbett, and Frank F. Miller, now on the Pittsburgh Metallurgical Staff.

The Trumbull plant was successfully run for years, and produced good material. At one time considerable thought was given to the erection of additional mills, but this plan was dropped after the strike in 1904. The 8” and 10” mills were moved to Duquesne, and the site eventually sold to the railroad, after the new McDonald Mills went into operation.
WARREN IRON & STEEL COMPANY

The Warren Iron & Steel Company was successively controlled by Westlake and Wick family interests. It consisted of a puddle plant and two finishing mills. The 10" bar mill was equipped with two heating furnaces and rolled rounds, flats, squares and nut iron as well as iron skelp. The 20" mill (largest of all mills of the Youngstown Iron & Steel Company) had three furnaces. Wide and heavy size flats were rolled up to 8" in width and 2" in thickness. Some sections were also rolled, including saw mill track, channels 5" in width and 2" thick. Rounds and squares up to 5" in diameter were also rolled, and later on the mill was used exclusively to roll wide width skelp up to 9" x No. 13 gauge.

The Warren plant superintendent was John Bennington, who had Patrick Mylott, Jr. (now at McDonald Mills) as his assistant. Mr. Bennington had started as a contractor of the shearing and bundling at the Cartwright-McCurdy Company, and after he took over the Warren mill, he virtually remodeled it by use of chutes and conveyors. This made it possible to roll steel slabs with very little use of handwork, resulting in high production at low cost. The 10" Mill was kept idle and its two furnaces, connected by trolley rundown system, were used with the three other furnaces of the 20" Mill proper to supply a continuous run of steel to the mill.

The last few years this mill was operated were discouraging to Mr. Bennington because no funds were available for further improvements. He later resigned to become associated with the Wick interests. Robert Banner, head of the Roll Shop, also left the company when the Trumbull plant was discontinued. John Price, Puddle Boss, transferred to a foreman's position at the Lower Mills.

UNION IRON AND STEEL COMPANY

The final consolidation of Wick controlled interests resulted in the formation of the Union Iron & Steel Company, comprising the Youngstown Rolling Mill Company (Upper Mills), Trumbull Iron Company (Girard), Warren Iron & Steel Company (Warren), Cartwright-McCurdy Company (Lower) and Pomeroy Iron and Steel Company (Pomeroy). The legal aspects of these various consolidations were handled by the firm of Hine & Clark.

Myron and George Wick were president and vice president respectively of this company, with W. E. Taylor as treasurer and W. H. Baldwin continuing as secretary. Henry and John Wick
were directors, together with Thomas Parrock, previously associated with the Trumbull Iron Company particularly. After this reorganization a new office was erected near the Westlakes Crossing on West Federal Street, with an upstairs dining room, an innovation that permitted company officials to discuss business matters as they dined.

**CARTWRIGHT-McCURDY COMPANY—LOWER MILL**

The Cartwright-McCurdy Company was the largest plant of the consolidation and had been in financial difficulties. Under the direction of Myron Wick, however, the plant was soon a paying and successful concern. It became known as the Lower Mill, and the Youngstown Rolling Mill plant was called the Upper Mill.

The Lower Mill consisted of three puddle departments: No. 1 near West Avenue, where in later years the large warehouse was built; No. 2 at the east end where the 8” Guide Mill was later built; No. 3, or “Siberia”, was so-called on account of its cool location along the river bank and its high ceilings in comparison to other puddle mills. There were altogether over fifty furnaces, some of them double, so that two sets of puddlers could work simultaneously on opposite sides of the same furnace. “Siberia” had, in addition, a three high set of roughing and finishing rolls, which made it possible for the mill to handle a greater furnace output. C. P. Edwards was Puddle Boss at the time, and P. J. Hogan, J. K. Clark, and Charles Cartwright worked for him as Muck Rollers.

Many of the furnaces were equipped with waste heat boilers which reduced the fuel cost of making steam. Later on when more steel was used, the puddle departments, with these waste heat boilers, were kept going, and the muck bar disposed of to the A. M. Byers Company, makers of wrought iron pipe. No. 1 muck mill eventually rolled old steel rails in a process whereby a rail was rolled in passes designed to turn the flanges in over themselves to make a 2” billet. This was afterward rolled in a hoop mill to make cotton ties, known as “hard” ties, which had a considerable market. Of course, this billet, if fractured, would show that the steel had not been welded together, and occasionally it broke in the finishing rolls.

The puddling process was abandoned after the steel strike, and was never resumed by the Carnegie Steel Company in this district.

The finishing capacity of the Lower Mill was large for that time and consisted of seven distinct finishing units. The smallest was the 6” Mill, perhaps the smallest hoop mill in the country.
Its capacity was about three to five tons per day of ½x22 gauge hoop, rolled from small re-rolled squares or scrap billets from the wire rod mills and frequently weighed only two and one-half pounds to the billet. Only small width and light gauges were rolled, such as ½x22 or 23 and 9/16x22 or 24 or 5/8x22x23. As was described on the Upper 7" Mill, these billets were fed in the furnace as each hot billet was withdrawn and were thrown down the standing to the rougher, skimming along the floor until the Rougher reached down and picked them up. They then passed through the roughing rolls and on through the strands and finishing sets. The rollers on this mill were Arthur Eynon and William Alcock, and the heaters, Evan Butler and Thomas Whitehouse.

The 7" Mill consisted of four sets of rolls and a coal-fired furnace. It had a large range of sizes and could roll small sizes of light hoop including cotton ties, light bands, small rounds and squares from ½" in diameter to 3/8", ovals, half-ovals, small nut flats, sections such as star rod which was twisted for lightning rods, bevelled box hame strap, and various other small sections. This was an extremely fast mill, and the Roughers were very skillful and expert in passing the short billets through the roughing rolls, exciting the curiosity of the onlookers by their dexterity. Hugh Christy and William Williams were Rollers, and Thomas Fleming and Bert Stilson worked as Heaters. The Roughers were Thomas and Jerry Kearns, John Berndt, Alfred Williams, Fred Stoll, and Charles Grischow.

There were two 8" hoop mills designated as the new 8" and the old 8". Both mills made a specialty of hoops and cotton ties, rolling small light sizes and also barrel hoops and a few sizes of bevelled sections such as box iron. Rollers on these mills were P. J. Sweeney, John Williams, Charles Kelly and James Ring. The Heaters were Fred Hartenstein, W. K. Chapman and Henry Evans, also Mike Murdock.

The 10" Mill had two coal-fired furnaces and had a large range of sizes and shapes: rounds and squares from 5/8" to 1 1/4" in diameter and flats from 1 1/4" to 3" in width and from 1/8" to 1" in thickness, both round edges and square edges, tees, channels, nut iron and special sections for agricultural uses, as beaded tire and ribbed tire. The Rollers were Mike Logue and Robert Wilson. Red James, David Strachen, William Wilson, William Cartwright, Edward Lewis and William Schrieber were all Roughers. Among the Heaters of the time were Thomas L. Jones, Richard Howells, Matthew Weisen, Charles Sittig, Dan Heinamen, and Fred Hacker.

The 8" Guide and 16" Bar Mills were located in the eastern end of the plant in connection with the No. 2 Puddle Mill. The 8" Guide Mill had a gas producer fired furnace with four doors
for charging and drawing the raw materials, which were charged by hand on a peel and drawn up to the door by means of a long hook so the Rundown could secure a hold with his tongs. Like all the mills described, the 8" Guide Mill had hand roughing units at that time. The mill made small rounds and squares, nut iron, horse shoe bars from special rolled billets that had been welded together in the puddle furnace and rolled down on the muck rolls into a small billet. This product was stamped "Eagle" and sold under this trade mark. The 8" Mill also made clip sections, box strap sections, and, in rush seasons, cotton ties and barrel hoop for Standard Oil Company. Rollers at this mill were Joe Irwin and Charles Beck, and Heaters were Otto Stoll and Joseph Kubler. The Roughers here were Charles Sterly, James Watkins, Pat Kinney, Oscar Watkins and Pat Lyden.

The 16" Mill and No. 2 muck rolls were run from the same engine at that time. The Mill consisted of four sets of rolls and had two gas producer fired furnaces of five doors each. It made a large range of sizes, rounds from 1\(\frac{1}{4}\)" to 3" and squares from 1" to 2\(\frac{3}{4}\)" as well as flats, both round and square edged from 1\(\frac{1}{4}\)" to 6" wide and from 3/16" to 1\(\frac{1}{4}\)" in thickness, heavy nut flats, plow beams, wide bevelled sizes for scrapers, link and pin sizes for railroad cars, oval edge for wagon tires, and many others. Rollers Barney Byrnes and John McGovern (recently retired) made a specialty of rolling hand rounds, which process has been previously described.

Thomas Croell, Curtis Gilmore, Herman Heineman, Pat and Mike Casey, Richard Howells were some of the Heaters on this 16" Mill, where Charles Heineman was a Shearman. The Roughers were Ed Broderick, Fred Newman, James Higgins, J. Kinney, J. Dunn and Sam Hall.

All kinds of material were used in the manufacture of finished products on 16 Mill. Old iron rails were flanged and piled four high in a single pile, faggots of large size were made with a large percentage of scrap inside and a thin exterior of muck bar, thus cheapening the cost per ton of material used. Entire car axles were charged and rolled into rounds where a high tensile strength was required, for in those days old iron car axles had to be made of the best possible iron to stand the traffic. Swarth muck bar was used in round edge tires. This was muck bar made from borings from the machine shop, heated in a puddle furnace to a welding heat and rolled out in the muck mill into bars, which were piled into suitable sizes for charging into the heating furnaces.

Thomas Parrock was Superintendent, and in addition held the roll-turning contract for Lower Mill. His assistant was Thomas Paget. The Shipper was Frank Kaiser and his assistant, George Miller. Charles Heur held the warehouse contract; his
uncanny memory permitted him to look at the orders and load them without further attention when they came from the mill into the warehouse.

Pat Mylott, Sr., held the contract for stocking the mills and had to contend with shearing of old rails, muck bar, loading faggots, etc., to see that every preparation was made before the material was ready to be charged into the furnaces. It was also his responsibility to unload the various materials from cars, and take scale out from under the rolls. Mr. Mylott afterwards became City Councilman and City Commissioner.

Patrick Joyce had the contract for unloading fuel and hauling all the products around the mill, as well as dumping all ashes and cinders, using horses, mules and dump carts as was the custom in those days. He had fine driving horses and was a shrewd dealer in horse flesh. This was evidenced by his sale of a fine stepper to Thomas Morrison, a Carnegie official up here on an inspection trip; Pat drove into the mill past a steaming engine, stopped with the reins loose, and confidently invited Mr. Morrison to drive.

The brick mason job was held on contract by Herbert Heath. Jonah Birch was the Master Mechanic, with Sam Frey as Head Machinist and Thomas Williams as Head Blacksmith. Some others not heretofore mentioned were Puddler Poet Michael McGovern, John Cantwell, Puddler and afterward Chief of Police, Fred Hartenstein, Heater, and former Mayor of Youngstown, W. K. Chapman, Heater, and former Councilman, and Jack Bates, Puddler and prizer fighter. P. J. Vahey, head of the Vahey Oil Company after he left the mill, was a familiar sight with his white horse and tank wagon selling lamp oil to the country at large. He is still active in the gasoline and garage business after years of hustling to get a start. Others in the Puddling division were the Butlers, Thomases, Gallaghers, Vaheys, Connely, Small, Jones, Rankins, and Cantwell.

Barney Byrnes, once a Roller, is still in good health. P. J. Sweeney, former Hoop Roller, is still in the real estate business and is often seen on West Federal Street. Frank Horner, a Millwright, is retired. John Williams was a roller on the 8" Hoop Mill and later Roller on the skelp mill at Youngstown Sheet & Tube Company. David Strachen was a rougher on the 10" Mill. The head of the Roll Shop, Harry Smith, is now retired.

One of the best business men starting as a salesman for the Cartwright McCurdy Company was Robert Bentley, who later bought an interest in the Mary Furnace Company of Lowellville and successfully organized the Ohio Iron and Steel Company, now a part of the Sharon Steel Company. The furnace is still producing at Lowellville.
TEXT OF OBITUARY FOR PATRICK J. HOGAN, JR.
(The Youngstown Daily Vindicator, Jan. 14, 1938)

PATRICK HOGAN SUCCUMBS AT 80
Prominent Labor Man, Once Steel Worker, Dies

Patrick J. Hogan, prominent locally in labor and political circles, died at 11 a.m. today in the home of his daughter, Mrs. George Fannon, 85 Sarnac [sic] Ave., of complications following a five-month illness. He was 80 years old.

He was born in Swinford, County Mayo, Ireland, and came to Youngstown when he was 16. He resided here all his life.

Mr. Hogan was a roller in the “Siberia” puddle mill of the old Cartwright-McCurdy Co. He entered the liquor business in 1905 with the late John Buckley. Also prominent in local politics, he served three terms as supervisor of elections.

He was the brother of the late Marty Hogan, an American League baseball player, who managed the Youngstown Baseball Club.

Mr. Hogan was a member of St. Edward's Church, A.O.H., the Robert Emmett Society and the Eagles.

He leaves three daughters, Mrs. George Fannon, Mrs. M.C. Raupple, and Mrs. Joseph Welsh; and three sons, William C. and Raymond, both of Youngstown, and Edward, South Gate, Calif.; 15 grandchildren and four great grandchildren.

Funeral services will be held Friday at St. Edward's Church. The family will meet friends at the Fred B. Handel & Sons Funeral Home Wednesday and Thursday afternoon and evening.