

Joseph Petrick
Narrator

Charles Brunnette
Interviewer

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CB: 00:00 Okay. Okay, we're going to have an interview here with Joe Petrick, from Ortonville. Helping him will be his wife. I'm sorry, I don't know your first name.

JP: 00:14 Mazelle.

Mazelle Petrick: 00:15 Mazelle, M-A-Z-E-L-L-E.

CB: 00:17 Okay. So I wonder if you could start by telling us just a little bit about where you were born and when you came to Ortonville.

JP: 00:26 Well, I was born in Clinton, Minnesota January 28, 1899. In 1906, my family moved up to North Dakota, in the northwest corner, about 4-1/2 miles southwest of Ambrose, North Dakota. I stayed there until 1909. We came back, we moved here to Ortonville, Minnesota.

CB: 00:56 Why did you come to Ortonville? Was there any particular reason?

JP: 00:59 Well, my dad had gone to North Dakota to prove up on a claim that my brother had filed, and he passed away, and then my dad went up there, took the family, and my brother went along to start with and my sister and, of course, my mother, and proved up on the farm up there, and then came back to Big Stone County, to Ortonville, they came back.

01:30 That has been my home ever since, that is outside of being in military service. I started in the 5th grade here in Ortonville in the fall of 1909, graduated in high school in 1917. Then went to working odd jobs and went—in fact, I worked at the Post Office during the senior year, mornings

and evenings. I took the job with the understanding that I could still participate in athletics to play football and basketball and so forth.

02:13 When spring came, when school—after I graduated, I told Ms. Maugham, the postmaster at the time, I told her I'd had to find a job to make more money, which I did. But after I've been working at this job for a while, Ms. Maugham came and said that they're willing to allow a new clerk starting in July 1 and wanted to know if I wanted to take the job, which I did. I worked as a regular clerk then in the Post Office until August of 1918 when I went in to the service, in Student Army Training Corps in Minnesota.

02:55 But when the armistice came, then I didn't have the funds to keep on going to school. I was discharged. That winter I worked for the county, Big Stone County, shoveling snow on the roads. There was a crew of five of us. We're cleaning the roads between Ortonville and Clinton and the regular state roads.

03:20 After that, I worked in the Carlson/Hasslen construction work, 1919, and started in Hamline in the fall of 1919.

CB: 03:35 If I could backtrack just a second. You say you were inducted in the Army, you're in the service?

JP: 03:42 Yes.

CB: 03:43 Did you go overseas?

JP: 03:44 No, no. I only had about three months' service in World War 1, and after the armistice, well, they discharged us, all the Student Army Training Corps, they discharged us. So that was my stint in World War 1.

CB: 04:02 Was there quite a few from Ortonville that—

JP: 04:05 Well—down there, you mean?

CB: 04:08 Yeah.

JP: 04:09 Well, yes, it was, as Marvel Beck was in the Student Army Training Corps, and Leonard Von Eschen graduated the same year I did. They were there. I was there for—as we're supposed to be regular infantry. We had classes and had the guard duty and what-have-you.

- 04:37 First thing I know, I'd played in the kids' band there and played in the Ortonville band a little bit, and first thing I know, I looked in the board, and I was transferred to then the University of Minnesota Band. So I got to go to—they only played five games that year. It was three home games where we played at the three home games. And after that, once the armistice came along, and then I left the school and I wasn't able to keep on going. But then the following year I went to Hamline.
- CB: 05:16 Why did you go to Hamline?
- JP: 05:18 Well, mostly because I had a \$200 grant to go to school on from the state because of being in the service. That paid for my tuition. Then I got a job, working for my board. So, outside that, that was the only financial help I had. I even, and this long after Christmas sometime, I had to borrow \$100 from the bank. And had my dad signed it with me, in order to finish that spring—finish out the year of training, because it took more money.
- CB: 05:59 Did you just spend one year at—
- JP: 06:00 I was only there one year. That was the only time.
- CB: 06:06 I see. Well, okay, as long we're on this period of around 1920, a little bit before, one question I had. I was reading another interview from a woman in Ortonville, her name was Mary Schumacher.
- JP: 06:29 Oh, yes, know her. Yeah.
- CB: 06:30 She mentioned that she experienced some anti-German sentiments during the war, I guess, since her name was German.
- JP: 06:41 Yes.
- CB: 06:41 Did you—
- MP: 06:42 Was that World War 1 or—
- CB: 06:44 Yeah. World War 1.
- JP: 06:44 Yeah, that would be—
- CB: 06:45 Did you notice any of that?

JP: 06:47 Well, there was one incident of that around here. Mr. Grosenick told me the story there and, of course, he was German, and Carl, graduated from high school three, four years ahead of me. But I don't know, they seemed to think he was pro-German. But as far as that goes, I don't think, outside of that, I don't know if I'd ever heard of the Schumachers being, possibly they were, a little bit, but I know, I do remember that somebody put a little yellow paper on a storefront one time. That's about as far it had gotten.

07:41 Carl eventually was in the service though. He was in the service. So that's just as far as quite a bit of sentiment, there wasn't too much to my knowledge.

MP: 07:56 Well, your name is Petrick too, and—

JP: 07:57 Yeah. I'm German too.

CB: 07:59 It is?

JP: 08:00 I'm German.

CB: 08:01 I looked it up and it was English.

MP: 08:03 Oh.

JP: 08:03 Nope. That probably with the C-H, I don't know. No, my dad spoke German—

CB: 08:08 Oh—

JP: 08:08 —real fluently. Yes. I took two years of German in high school. But as far as being able to speak it in any way, I didn't get that far. I took a year of Spanish at Hamline, I didn't get so that I could speak it. But then we did have a very good German teacher those years, her name is Ms. Hankinson. She was one of the real good teachers. She's elderly. We thought she was kind of old at that time, but then she wasn't. She was married, I suppose, then.

CB: 08:49 Well, okay, you came home from Hamline, you got several jobs. When did you start working for the Post Office? Was it quite a few years later or?

JP: 09:03 Yes. In fact, in the spring of 1923, I went west with Mazelle's brother and other lad, and we landed in Butte, Montana looking for work, and happened to meet another

Ortonville boy there that one evening on the streets. I didn't even know he was there, Paul Rawlings. He said he's working in the mines there. We wondered if there's a chance to get any job. "No." He said "Your best chance is to go to Anaconda and the copper smelter " They're looking for men. So that's where we ended up, over in Anaconda. That was about the middle of May of 1923.

09:54 So we got jobs there and worked in the smelter. When school was up, Mazelle and her brother came out, I went with her older brother out there Paul Bryce. They came out and I was working in the smelter and I got a job—I was playing ball, I had a chance to play ball with him, and told him they better find me a better job. They found me a job in the foundry. That's just the smelter with a lot of arsenic dust around the copper smelter and all that dust and copper smelter, I was on the yard, we had electric hoist cart, and we picked up castings and so forth.

10:43 They made a lot of castings from the smelter and made these giant balls for the crushers to crush the ore and things like that. So that's the job I got. But it was a job that I went to work at 8:00 in the morning to 5:00, you see. Didn't have to go on the swing shift. The smelter run three shifts, you know, 11:00 to 7:00, and 7:00 to 3:00, and 3:00 to 11:00, and something like that.

11:12 So I played ball with them. And then Mazelle and her brother Milt came up there, and after school, that must have been in June, middle of June, sometime about that, because her brother's wife and the kids were coming out, he got a job in the crane rig after he worked the smelter a while. So when they came out, we had a double-header, we played double-header, we played Deer Lodge up at Deer Lodge in the afternoon and came back to Anaconda and played Butte that evening. That was the same time that Jack Dempsey fought Tommy Gibbons up there at Shelby, Montana, on the July 4th.

CB: 12:03 Did you see that fight by any chance?

JP: 12:05 No. I just stayed on the 4th of July - I was playing ball up at Deer Lodge, and then back to Anaconda that evening and we played Butte that evening.

12:19 But the next day, Mazelle and I skipped over to Butte and got married. So, eventually, Mazelle came back to Ortonville and—

CB: 12:35 What year was this though?

JP: 12:36 1923. July 4th this year we'll be 53 years.

CB: 12:41 Wow.

JP: 12:42 So, she came back, and then I was still working off there, and I had worked—

MP: 12:48 I came back to go to school. I hadn't graduated in high school yet.

CB: 12:54 How old were you at the time?

JP: 12:56 She was 18 when she got married.

CB: 12:59 Hmm.

JP: 13:00 And so—

MP: 13:01 So we had to keep that big secret. Nobody knew that.

JP: 13:04 She graduated from here in 1924, Ortonville.

MP: 13:08 Nobody knew I was married.

CB: 13:11 Was that kind of against the grain of small town or—

MP: 13:14 No, but—

JP: 13:15 No.

MP: 13:15 —I don't know, I lived in Big Stone at the time, we're across the lake. We walked back and forth, my brother and I, walked back and forth to school over here.

CB: 13:26 So it was kind of a secret for a while that you—

MP: 13:28 Yeah.

JP: 13:28 Well, a secret until after school, after she graduated.

MP: 13:30 Till after I graduated.

- JP: 13:30 But I got a call, I had worked a little bit in the Standard Oil station, the one that's done by the Crown Motel. I got a call from—Buck Downe was the, what's it called, the tank wagon man at that time, and Carl Nelson was running the station. Buck was transferred to be a salesman and Nelson took over the tank wagon and Buck wired me and said if I want to come back operate the station. I could get there by November 1st. So I came right back and I worked for Standard Oil on that station until I went on the mail route.
- 14:15 I went on the mail route, I took the exam for the mail route in July 24, 1926. I was appointed, started on the mail route January 24, 1927.
- CB: 14:29 Were you, excuse me, were you really looking forward to a mail route type job, that kind of a job, or were you just looking for something with the money or—
- JP: 14:38 Well, I put in, when I came back from Hamline, I guess they thought as long as I was waiting on table, how about I run the pie house down here. I came back and I had a job on the section. He came back and came to me and asked me how much I got. Well, I said I got \$3 a day in section. "Well," he said, "I can give you a \$3 a day and your board." So I finally took it.
- 15:10 The job was—he was hiring all, what you call the pie house, and he was hiring all men waiters and he had a man - soda fountain man. So he had two men on each shift. We'd go to work 6:00 in the morning and work until 1:00. We had the afternoon off and go back to work at 6:00 in the evening, worked till 2:00 in the morning. Then the next day we'd go to work at 12:00 and get off at 7:00. So you one day would work 15 hours and the next day would work seven, I guess.
- CB: 15:47 Fifteen hours and—
- JP: 15:49 Split shift. We'd go to work 6:00 in the morning and work till 12:00, and then we'd go back to work at 6:00, and I worked—
- MP: 15:55 That was in [coursstalk 15:55].
- CB: 15:58 Oh, I see.
- JP: 15:59 Pie house, just waiting tables. Good pay.

CB: 16:03 Fifteen hours a day, was it kind of rough or?

JP: 16:06 Well, one day is you could sleep in the afternoon if you wanted to, and then the next day you went to work at 12:00 and off at 7:00. You only work seven hours and then you were off that evening. So I worked there two years. That was in 1922, before I was—I joined the National Guard in '22, then went to Lake City. We're the encampment guard for 15 days, guard duty.

16:48 Then when we came back, I didn't go back to work at the pie house, and four of us decided to go west. So we went—bummed our way. We got on the freight here at Ortonville and her brothers were brakemen on this line and we—so we got on there and then beat our way.

17:13 We finally ended up into Seattle. Then from Seattle we went to Issaquah to the coal mines, started working in the coal mine. We worked thrashing at Spokane and so forth, odd jobs, and then we worked at a coal mine in Issaquah, underground. They put in 49 shifts underground the coal mine.

CB: 17:39 This was in—

JP: 17:40 1922, before I—

CB: 17:42 Oh, okay. This was in conjunction with the National Guard or—

JP: 17:46 No. No. I left—well, I came back and then we just went west. Then when I came back, from there I worked in the ice house. They wanted us to come back and they asked the alumni to play the high school on November 11. I usually played quarterback for the alumni. We came back, particularly for that. Wally 18:17 and I were together. We left the other fellows at Gildford, Montana.

18:22 What we did was packed our clothing, good clothes, and just used the work clothes when we were bumming and we set—from here, we set out to Havre, Montana. When we got to Havre, we cleaned up and decided where we'd go next. So we went on to Spokane, same way as we did. Spokane, went to Amache to work the railroad yards. From there we went to Seattle. We worked sub-grading and we worked on roughs. From there, shuttling right off to Issaquah, that's about 30 miles from Seattle, the mine. Just

Wally Smith and I. The other two boys were left at Gildford, Montana.

- 19:05 Then when we came back, I got a job on the, that winter, a job on the ice. Then in the spring, again in 1923, I went up to Anaconda. Then from there, when we came back by the fall of 1919, I worked in the construction in Hamline. Then went up to—went up to Anaconda, that's what it was. Then came back and, of course, I worked at the Standard Oil station, Mezelle and I was married, she lived with her folks at Big Stone, and I roomed over here at Ortonville.
- CB: 19:43 Okay. Well, maybe we should skip up to your job in—
- JP: 19:50 Yeah. Well, I got that appointment for the mail route. That was one of those things. I always wanted a car, I never had a car in my life. So I'm able to get a job with a car, so that was—I got a car, first Chevrolet, they said I had to buy horses and harness and—
- CB: 20:14 You were expected to buy all the equipment yourself?
- JP: 20:16 Oh, yes. Yes. You had to furnish your own equipment. At the time they were paying 4 cents a mile maintenance for your equipment. But during the Depression, that was cut down to 1 cent a mile and our salaries were cut 12-1/2 percent. When I first went on the mail route, it's 47 miles and the base pay I got was \$2,490 a year, base pay.
- CB: 20:48 This time though, I'm just kind of assuming, did you already start a family about this time?
- JP: 20:54 No. No, we didn't. We didn't start a family until I was on the mail route.
- CB: 21:02 Yeah.
- JP: 21:02 Our daughter was—I went on the mail route 27th of January and our oldest daughter was born on the 26th of October in 1927.
- CB: 21:17 Hmm.
- JP: 21:20 So, from that time on, I still stayed with the military, I still was in the National Guard. In the post officer vacation, they gave you 15 days with pay for military duty. So I kept on the National Guard.

- 21:44 Then when we first went down to Lake City, I was a corporal then, in 1922, and on the way down, we had one platoon at Ortonville, one platoon at Minneapolis, and a machine gun company, Company D, with the 135th Infantry, and when we got on the train down there where the rest of the company joined us to go to Lake City, the captain of the company was at Minneapolis and he didn't have a mess sergeant. So there I go again, as long as I'd worked in the restaurant and so forth, they came to me and I was a mess sergeant down there.
- 22:26 From that point on, I held a sergeant's [inaudible 22:27] in all the time in the National Guard until I took the exam to be 2nd Lieutenant. I was appointed 2nd Lieutenant in 1931. In 1937 I was appointed 1st Lieutenant.
- 22:50 1941, we went to Claiborne for a year's training. Transferred from Company L over to Company K. I was appointed Captain, and I took Company K overseas, 1942. Landed in Ireland in latter May, latter part of May. Then I was, because I overage in grade, I was transferred to basically command Ireland.
- CB: 23:26 Testing one, two, three, four.
- JP: 23:32 We were talking about the military, weren't we?
- MP: 23:34 Yeah, but I mean you wondered about your -.
- JP: 23:38 Yeah. Well, I guess those experiences I had in the mail route—
- CB: 23:44 Well, you kind of digressed up into the—
- MP: 23:49 Military.
- JP: 23:49 Military.
- CB: 23:50 Yeah. That was kind of interesting. I suppose we could—
- JP: 23:51 Yeah. Well, in the military—we'll follow that up. I was—
- CB: 23:56 You were overseas now in Ireland?
- JP: 23:58 Yeah. I was overseas in Ireland, and then I was transferred to our battalion over in Ireland, the entire regiment wasn't at one camp. It was one battalion, one camp, one company or battalion head, or I should say, regimental headquarters,

about 20 miles from us. All the battalions are spread into small camps at Ireland.

24:26 I was a senior officer or senior captain in the battalion. First thing you know, the colonel of the battalion, lieutenant colonel, he was transferred, overage in grade, and then just about two days later I got notice that I had to report up the division. Well, I called up the division, and you weren't supposed to use the telephones, because liable to the Germans to tap in on the lines there because Ireland itself was neutral and the Germans had an embassy at Ireland, they had about a thousand people in that embassy in Ireland. So that they were out scouting around what the Americans were doing over North Ireland.

25:10 So I called the regimental adjutant, asked him what the deal was. Well, he said, you're supposed to report to the division at 2:00 the next day. Well, I says, what do you want me to do with the company? Well, turn it over your 1st Lieutenant, second in command. I said, what about all this property I'm charged with? Well, just have him sign for it. Well, I said, another thing, the colonel left this morning and he put me in charge of the entire battalion, who do you want to take charge of the battalion? Well, he says, choose the next senior captain. Well, [Dahleen 25:50] was the next senior captain, so I told Dahleen he was in charge of the battalion. The way I went to Ireland -

25:57 I went to base command from the division and was there probably a month. I was detailed over to Scotland with 24 other officers to go to this British school on combined operations on beach organization and all the things that you have, loading armies, landing craft, and all that stuff with the Army and in conjunction with the Navy. That's where the British were. One day, they told 24 of us, you're going back to the States as instructors. It's our wish that the United States will follow and send training and working in the Navy with the men. So when they met the big push on landing over there in Europe, we coordinated and so forth.

26:48 Well, when we got back here, we were assigned to the Camp Edwards, Massachusetts to take up amphibian command. Well, they didn't assign us to anything. They attached us to the different outfits there, and that's all we were. Just go around and watch them do something. We didn't have any commander, authority, whatsoever.

- 27:09 So, finally, after being there a while and making things a little bit rough for them, "How would you like to go home for 15 days?" So they let us go home. Then after we got back, most of us, we had to be engineers there. We were put in the Engineer Corps. So we asked to be transferred back to our own branch. That's what they did.
- 27:34 I was transferred with another officer back to the infantry and sent on to Camp Wheeler, Georgia. The training program there, new recruits and what-have-you. From there, I was there not quite a year, and had the family come down, at that time we had two daughters then, and they came down Christmas time in '42.
- 28:02 Then in August, they moved me over to Fort Ord and hooked me on the permanent cadre over there at Fort Ord. That's a replacement depot where we sent men overseas. I was put in command of a battalion, until they got—at that time I made Major down there at Camp Wheeler, I was promoted to Major, and that's put me in command of a battalion there at Ford Ord, and when they got some lieutenant colonels in there, I was second in command.
- 28:36 General formed 10 training days for all these replacements coming in, till they were put on orders. They weren't supposed to be laying around there until they were put on orders to go down South Pacific as replacements. Well, I was put in charge of the second training day. I had charge of rifle marksmanship and [inaudible 28:59] compass and gas warfare and personal hygiene and bayonet course. I had 13 officers and I had 45 non-comms in my cabin.
- CB: 29:17 Excuse me.
- MP: 29:23 It was beautiful out there too. I mean, we go through the different seasons, you see—
- JP: 29:25 I don't know. Did I tell about getting team and so forth and so on, or is that out?
- CB: 29:33 Baseball?
- MP: 29:35 No, team, the horses. Team of horses.
- JP: 29:37 Stuff like that.
- CB: 29:39 Okay. I'll put it on the tape here.

- MP: 29:42 Have you got it on the tape now?
- CB: 29:43 No. We stopped for a second.
- MP: 29:45 Oh.
- CB: 29:45 So, now we'll deal with the job. That's so the secretary can...
- JP: 29:49 Yeah. Well, I started on the mail route in January of 1927, and made the first year all right. I was told that, after having such a terrible winter driving horses and breaking the car down many times, one of the men told me, for over 2 miles, said that—I asked him if he wanted any pay? He said no. And he didn't but he wanted me to promise him one thing, I said I know it's kind of rough going now, but, he says, you got to say don't give it up. Stick with it and better days are coming. That's what I certainly did, was stick with it.
- 30:34 It was a battle all right because the wages weren't getting too much and it was costing money to keep horses and cars, what-have-you. As time went by, when the roads were better, my first year was 47 miles, and then it was 40 miles of dirt and only 7 miles of gravel. Well, the next year or two, I probably got two more miles of gravel, and kept going until the time when I was allowed to get rid of our horses, because then there was – the car route, and if you couldn't make it, you had to wait till the roads were opened and do the best you could. Those days at wintertime, bad weather, I always hired a man to go with me and hired a man to make part of the route.
- 31:33 So, finally got so that you could do quite a bit and the county would get better equipment and better snow removal equipment, and you could make more of the route. But if that was unsafe, it was too bad that you couldn't make it, you just had to wait for the next day and try it again.
- CB: 32:00 What was your route in relation to Ortonville? Was it pretty much just on the country?
- JP: 32:04 Oh, yes. Yes. Well, in fact, I had probably 25 patrons right around Ortonville closed in. I had the service stations at that time. And then, of course, when they made the service stations up on the hill, the route longer, I had those motels, and that part. But not really.

- 32:33 The biggest mileage of the route, of course, was out of town, and long about in the '60s, I think it was sometime along there, they started giving the patron, if you lived only quarter of a mile from the mailbox, the road was a township road or county road, or a road that was serviceable and kept open during winter, you were allowed to have this mailbox up on this driveway. That eventually turned into a proposition to, when I retired, they had 32 retraces, which increased the mileage up to, besides some of the addition in mileage that they put on, up to 84 miles.
- CB: 33:23 You were driving this every day?
- JP: 33:25 Every day, yes. Then, I don't know, as you say, I was going through the country, one thing about delivering mail or working for the government, you can't show any partiality to any patron but you have to treat them all the same, which I did my best to do. The rules were that you couldn't leave a parcel at the mailbox unless you have the patron's permission to leave it there outside of the box. If it's something to go in the box, of course, you leave it.
- 34:08 But then, even when I got permission from the biggest share of the route, in fact, all the route, I had slips showing that they'd signed permission. But when I had a big package and it was raining or something, I normally went right up to the farmhouse, as far as a mile off the route, deliver their packages.
- 34:33 I never had an accident on the route, car accident. So I had, on the inception of Safe Driver Award, I got up to 39 of those, 39, each year. That started, I guess, in 1931 or something like that. Anyway, I was on the route for 42 years, but I had the Safe Driver Award for 39 years. The last one I got was in '69.
- CB: 35:11 During the '30s, it looked like the farmers were having quite a time. As you were delivering mail, did you couldn't help but notice things like that?
- JP: 35:22 Well, of course, the droughts during that time, there was two, three years in there that practically—in fact, one of our better little lakes out here called Long Tom Lake was entirely dry. The wind, we had those dust storms where ditches were practically filled with fine dust and you could—and the farmers had to haul hay from wherever they could get it, and the price of hay went up terrifically. So a

lot of them had to get rid of their stock in order to live, because they didn't have enough to feed them on.

36:04 That, as we say, the hard times, about the time President Roosevelt was elected in too, there were so many banks going broke. As far as our pay was concerned, I said that our mileage substance was cut down, and the base pay was cut down 12-1/2 percent. One incident there, I was renting a place and always paid my rent right on the first of the month and gave it to the landlord. Then the first thing you know, the bank went broke or closed about four days after that, and then I had to pay my rent over again, because he hadn't cashed the check.

CB: 36:58

Oh.

JP: 36:59

I should have let him hold it till it got back but then I did end up paid the rent over again. But the bank did pay up. I guess it got 60 cents or 50 cents on the dollar what I had in the bank.

37:15 But then as things progressed during the latter part of the years, my schedules were cut down. When I first started on the route, the schedule was from 8:00 to 2:00 in the afternoon. Well, we couldn't make it—we never got in the Post Office until 5:00 or 5:30 with a team. But with a car and good weather, I could make it. I always had my lunch along and sandwiches and coffee and I had freedom in places. I stopped when I needed a little bite, have a cup of coffee, and then had my regular lunch stop for about 20 minutes in the car there.

37:58 The postmaster then was Todd Gowan and he said, hey, he said, you can make that route faster, can't you? He said, I'm going to ride around with you and you do just exactly what you're doing now. So that's what I did. Sat there for 15 minutes and grabbed a bite to eat, read the newspaper or something, then go on to the next point, and wait. When he'd gotten off, well, he said, I found out the time, and he says, we sat on the country in there two hours, that we weren't driving. So he said, you can cut your schedule to 12:30 then instead of 2:00.

38:38 The other carrier had a smaller route, so he got his schedule cut to 12:00. So he could come at 12:00. Well, that was fine. I had one of the best substitutes I ever had was Ed Zehringer, he had been the sub on the route before I got it,

and of course, he lives at a farm about 2, 3 miles out of Ortonville, and he has a team. So he was prepared to go anytime—anytime I ever asked him, even call him up at 12:00 at night, ask him to take over, I didn't feel good, or I go someplace or something like that, as long as he was my sub for over 25 years, and then he passed away on February in 1956.

39:33 Well, I was without a sub for a while. Then nobody, there's only fellow that asked to be a sub. Well, neither the postmaster and I thought that he would be permanent, you know, he'd be doing something else. So I asked the postmaster, how about Mazelle being my sub. Yeah, we could try that. So I build a case, put it down the basement, and I made out cards for every patron on the route, labeled that case saying it was my case in the Post Office. Mazelle worked on it for about a week. Then she came down to post office and worked on regular case, went around with it maybe two, three times, and then took over as my sub. So she was a sub until I retired in 1st of February of 1969.

CB: 40:33 During the '30s, were you hard-pressed in any way yourself?

JP: 40:43 Hard-pressed?

CB: 40:43 Yeah, as far as like you—it got kind of tough, you don't know if you're going to make it, or if it was—or the job always pulled you through or—

JP: 40:54 You mean financially?

CB: 40:55 Yeah.

JP: 40:56 Well, yes. Sometimes there's a pretty good—but we never—Mazelle worked in Finesmith's store for a while. She worked as a telephone operator for quite a while. Things like that helped, like everything. I always had to buy cars on payment time. It wasn't until the last three or four years of the mail route that I was able to pay cash for a car, until I bought the next one. We both, our home, and started building that, the money that I made at Camp Atterbury, I bought this lot for \$1,200. Then the next year we started building the home.

CB: 41:52 Which is this home here?

- JP: 41:53 Yeah. That was in—we got the summer of '52, we started out in the summer of '52, and completed it. We moved in here in February 1st of '53, and paid the bank \$100 a month. I was lucky to get a G.I. loan that is guaranteed loan, for 4 percent. So I was still paying on the house when I retired. I could have paid for it, but as I was getting it for 4 percent—they were getting about 7 or 8 percent then.
- 42:33 So, from that time on, after we got the house paid, of course, I had to pay the taxes and interest all the time. But then we began to feel a little our head above water.
- CB: 42:49 Did you have most of your children in your family by, I'm just guessing, 1940s?
- JP: 42:55 Well, Mardelle was born in '27 and Darlene was born in 1933. We only had two girls.
- CB: 43:01 Oh.
- JP: 43:02 So, yes, they—
- CB: 43:06 So, you were pretty much raising your family through the '30s—
- JP: 43:09 Yeah. Mardelle went to Hamline, actually graduated from Pacific Grove there. Took up that five-year nursing course. She got to about two and a half years, was it?
- MP: 43:28 I don't really remember that.
- JP: 43:30 Huh?
- MP: 43:31 Actually, we don't need to go into all that.
- JP: 43:35 Well, anyway, she didn't finish then, but she did go back in, gosh, back in about '55, and finished it. Now she's head of the Indian clinic out there as a nurse, yeah, working as a nurse.
- CB: 43:59 Do you ever have, I'm looking at the tape to ask this question, any hard time raising the family in the '30s, kind of where you would—between jobs and that? Because I take it you had to work during the '30s, both of you.
- MP: 44:15 No. We didn't have a —.
- CB: 44:19 In other words, went pretty good.

JP: 44:21 Mrs. Petrick is a former state officer in the Eastern Star. She's also the president of Rural Letter Carrier for the State of Minnesota auxiliary.

MP: 44:40 That was kind of fun because I could go to men's meeting, I'd go to mine—

JP: 44:43 Well, she could go, and she's a rural carrier too and she [inaudible 44:46]. She was eligible to go to the rural carrier's meeting too, cuz she was a rural carrier.

MP: 44:57 Did your mother belong to anything like that in the cities.

CB: 44:59 The women's auxillary?

MP: 45:01 Yeah, or [inaudible 45:01]—