

FRANK J. PAUL COAL MINES OF WAYNE TOWNSHIP

by Shelly Burkhart

Introduction

Wayne Township was created on March 6, 1826, receiving its name from “Mad Anthony” Wayne. Since then Wayne Township has grown to be an industrial and agricultural township. To the west is the city of Zanesville and to the east are the cities of McConnelsville and Malta. The area described in this paper is in township sections 3, 4, 13 and 14.

Francis (Frank) Joseph Paul was born on May 23, 1873, to Peter and Mary Hoffer Paul. He had three brothers, Peter N., John (Will), Lewis (Ed); and five sisters, Elizabeth, Mary, Julia, Catherine, and Emma. On August 28, 1893, Frank married Mary Margaret Frederick. They had twelve natural born children, Roy, Beatrice, Frank Jr., Laura, Edna, Fred, Leo, Norbert, Louise, Peter V. Joseph, and Aloysius, and one adopted daughter, Anna Mae. Frank was a catholic and attended St. Nicholas church. He had only a third grade education. “Family comes first” was his motto and he stood by it many times to help out family members either through buying a house for them or helping them out of bankruptcy. He lived on a farm on Paul Lane until he died on October 25, 1956.

The Beginning of Coal Mining

Frank began the coal mining business around the time he was married. He began as a laborer for the New York Coal Company which was located on State Route 555, between Prophet’s Park and Old River Road. To get to work Frank would paddle a boat across the Muskingum River. During this time Frank bought land by the river where he began his gravel and road company. His two brothers also had businesses – Will had a construction company and Ed had a bridge company, so Ed would build bridges and Frank would lay the road around the new bridge. One bridge that Ed built was on State Route 60 just south of Duncan Falls.

As Frank’s business prospered he began to buy more trucks and a gas powered shovel that has a variety of different attachments for the front. This one shovel traveled all over southeastern Ohio and made an appearance in Louisville, Kentucky.

Frank is credited with digging the basement of St. Nicholas church, the Manor on Pershing Road, the basement of Secrest Auditorium, most of Lake Isabella, part of Crooksville’s reservoir, the basement of Crooksville’s post office, and the state garage in New Lexington. The shovel was used as a crane in Louisville.

When Frank and his sons went to Louisville they hauled the shovel on a barge down the Muskingum and Ohio Rivers. The whole trip to Louisville Frank was said to have worried because the barge was leaking and they had to pump water out of the barge to keep it afloat. The reason for the trip was to help keep Frank’s brother Will from going bankrupt. Will had bid a project in Louisville that was similar to the one he had just completed in Zanesville although once he arrived there he found that they required many permits and had more restrictions than the Ohio contract. This cost him much more than he bid and he decided he must declare bankruptcy.

Meanwhile Frank had opened his first mine in 1906, located off Frick Drive. Today the tippie is no longer standing and nothing remains of the entrance except a gob pile and a sulfur stream. There is also a sign where the state of Ohio Department of Natural Resources, Department of Reclamation, wanted to reclaim the still open mines. All that was done was a PVC pipe was stuck in the mine so that the water could drain out in hopes of one day being able to fill in the mines. The department came back and said the cost to close of fill in the mines was too much. This mine was not open very long before Frank built his second mine.

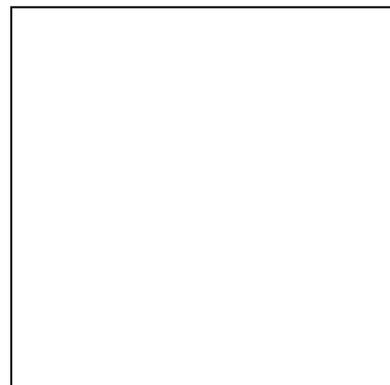
Frank J. Paul and Sons Coal Company

The second mine was located off Paul Lane. The mine and the new tippie were built sometime before 1924. The mines

here stretched east and north of the entrance. The majority of workers in this mine were Frank's relatives and neighbors. During the winter months the boys would labor in the mines and during the summer they would go home to work on the farms or Frank would find them jobs with his gravel business.

One year Frank got a contract to remove the brick from State Route 40. He took the bricks from the old road and had the boys lay a brick road from his house to the mine; the remaining part of Paul Lane that is open is still brick.

Frank always took good care of his workers. Many times he went into town and bought town houses through sheriff sales and would have the boys tear down the buildings and reassemble them near the mines so that workers had somewhere to stay. For his sons he would buy farms and then have them pay him back later so they could have homes of their own.



In the spring on 1924 Frank found that the property owner north of the mine, Frank Fisher, had stolen the coal that he had already sold to Frank. Frank took Mr. Fisher to court and sued him for the money Frank had paid Mr. Fisher for the right to mine his property. Frank won the case and received the money. During the

summer of 1924 the tippel at the mine burnt to the ground. Supposedly there was an electrical storm and it struck the tippel, but Frank claimed that Mr. Fisher had set fire to the tippel. The fire consumed the majority of the tippel, but the main engine in the tippel that ran the conveyor belts was only slightly damaged. The fuel lines had been burnt on the engine. This engine was later moved to the last tippel to power the lighting in the mine.

A new tippel was built that same year. This tippel had an outcome similar to the first one. On August 4, 1943, during a rainstorm, the tippel collapsed. Frank's son Roy had been in the tippel just seconds before the tippel fell. The mine here had been closed for a while but they were still using the tippel for the third and final mine.

The last mine was by far the largest of the three mines. The entrance was located off Frick Drive with an airshaft located off Dietz Lane, northwest of the entrance. Water was pumped from the 124 feet deep airshaft to a near-by creek. While in use Frank's son Joe would be lowered down the shaft on a botchmans seat to work on the pumps. A botchmans seat was a contraption similar to a swing but with cables connected at the top. On the way down the shaft Joe would take a pole and keep tapping the wall so that the seat would not spin on the way down. Then he would work on the pumps and have the men lower parts down to him.

The last mine's entrance was made of concrete and reached forty feet inside the mine. Unlike the first two mines this one had a double set of tracks on which to move the cars. Mules were used to pull the cars out of the mine. Each mule would only pull five cars at a time and if the mule heard a sixth pin fall into another car it would not go anywhere. These mules were kept at Frank's home. In the morning, it was said the boys would have to drag the mules to the mine and in the evening they could ride the mules home if they could hold on.

The rooms in the mines were forty feet wide and every eight feet or so a doorway would be made into the next room. These were safety precautions used in case a room started to cave in or the air was bad. Bad air was called black damp. In the last mine the boys ran into some old mine shafts from the Muskingum Coal Company, which was not supposed to have mined the area, and the shafts had black damp in them. Roy Paul nearly died trying to fill the hole to the shaft in order for them to keep mining elsewhere. In some cases canaries were used in the mines. If the canary died it was a sign the air was getting too thin. After a while they decided canaries were too expensive so they began to use chickens. This did not work because the men would pass out before the chickens did.

Some area mines, at one time, were on strike and the miners wanted all the mines to become members of the union. Frank's mine was not in the union, mainly because most of the workers were sons, relatives or close neighbors who only worked

the mine during the winter months and farmed during the summer. They had no reason to want to join the union.

Frank had always taken good care of his employees and the miners received fair wages. These strikers piled into trucks and would picket around the mine. The strikers were violent and carried clubs and other weapons. Frank and other workers called the sheriff to come and control the strikers but the sheriff did nothing. So like always the Pauls took things into their own hands and began to carry loaded guns to work. Instead of driving they would walk to work. It was never reported in the papers and it was never said if anyone was ever killed or injured. Years later Vic Paul said that he found a box of shells hidden in a tree when he was playing in the woods near the mine.

In 1921 Frank paid his workers fifty cents a day and around 1936 he paid a dollar a day. It cost ten cents a bushel (about \$2.50 a load) for a load of coal to be hauled to a house and later the price increased. During the Depression when the coal trucks drove down the road people would huddle around and gather up any coal that might have fallen off.

In October of 1956 Frank Paul died leaving the mines to his eight sons. The mine lasted ten more years before the boys closed the mine in April of 1966. The mine was left as if the next day the boys would be back to work another day. All the tools were left in the buildings. The tipple had coal in it and the storage bins were still full of coal waiting to be transported to its future destination. It was like a ghost town. There was only one fatality that happened in the mine but it was not mine-related and that was when Fred Paul died of a heart condition.

Since then all the land has been sold to various people and Paul Lane has been closed. The majority of the mines are still open and the sulfur water is a reminder of previous generations of work. The last survey done of the second mine shows that the hill has settled seven inches indicating that little by little the mines are sinking.

