

Interview Log

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BEGIN SIDE A

K.F.: Now, Mr. Jones, if I could have you say your name.

J.J.: Joseph Jones.

K.F.: Okay. And how long did you work for the DNR?

J.J.: Twenty-one years.

K.F.: Starting?

J.J.: '70.

K.F.: 1970. Okay. And how do you get a job with the DNR?

J.J.: Well when I was there, you just took a test. And that -- might help, you know. And I Just took the test, and I was picked, and I went to school. Went to 14 weeks, I think I went to school, 14 or 16 weeks. And we went over to Matapeake. You know where that is. Matapeake. They've got a big school over there, and they're still going there. So I don't know. It is really a good job. I mean I, all my life, have been on the water for about -- I'm 76, and I've been on the water -- I got out of the service 19, probably about '21, to 1946. And I've been working on the water ever since. I had my own boat, and I crabbed, and I tonged up the head of the bay, and I fished. And then, I'm just guessing now, maybe 20 years of that. And I went to the Marine Police for 21 years. And, I mean, I knew the water, and I knew, you know, about culling oysters, and about fishing, and crabbing, things like that. So it was a little bit of advantage to me.

K.F.: Okay. Okay, I didn't know all this about you, so let me back up and ask you, when you went into the service -- the Navy?

J.J.: I joined the Marine Corps 1943.

K.F.: Okay.

J.J.: May. And I stayed over here, and then I went overseas in May, I come back in May, and I got out in May three years later, 37 months and one day. (Laughter).

K.F.: So you're a World War II vet then.

J.J.: Right. Uh-huh (affirmative).

K.F.: And what did you do in the Marine Corps?

J.J.: I was on an airplane. I went to school down in Jacksonville, and I went to school in Memphis. Then I came back and went to Cherry Point, and I went overseas, '44-5. I went to South Pacific. And after the war, I flew in China. I was crew chief, crew chief on a C47. And we flew this Mao Tse Tung, you know, used to be the head of the Communist party, we used to fly his party and Nationals too. The Communist party and the Nationalist party.

K.F.: Oh, okay.

J.J.: So I got some money he gave me one time. What was his name? Mao Tse Tung I call him.

K.F.: Mao Tse Tung, yeah.

J.J.: Yeah. Well he gave me some money. I flew in this – had a university, we flew right down in this valley, and I looked, there was a pig standing in the opening, and there was this, and there was that, and that was where the university was. And this – in these hills, in this door. And then that night, we took in some, among other things, we took in some silent movies. And all outside that night, they were shooting and carrying on. (Laughter). But I have, I had some – I don't know where it is right now, but I had some money that he gave me a long time ago.

K.F.: Wow.

J.J.: I used to fly up Manchuria, then I used to fly all in China, inside of China, land on a, just a piece of field. And it was Nationalists on one side and Com – you know, they'd have these meetings and things like that. That was in China.

K.F.: Okay. Wow. This is a fascinating start here. I wasn't aware of this. Okay. So then when you came back to the U.S., you came back here to Neavitt. And you had grown up here?

J.J.: Came back, I've been here for 100 years. I've been here all my life.

K.F.: Okay.

J.J.: And I don't want to go away either. I do once in a great while go away, but not very often. I'll go to Easton. And – well I've been Nova Scotia, and I went Texas about six, seven months ago. My granddaughter lives out there. And I rode out there, and I come back, and sticking right around this area. I'll go anywhere as long as it's this side of Bozman. You know where Bozman is, about three miles away.

(Laughter). I mean I don't, I like it here. Why should I go somewhere else and fight in the traffic, and the people and things like that? But I have a pretty good time. I've done pretty well what I want all my life. I mean I like what I did. I was a waterman, I liked that. And I went Marine Police, and I was –

SPEAKER: You were devoted to it.

J.J.: And I was – I kept my boat right here at the little shore. I had a 13-foot – a 16-foot whaler, I had a 21-foot whaler, I had a 40-foot patrol boat I kept, but I didn't like that, so I asked them to take it. Because while I was getting that patrol boat out here, I could take my Whaler and be at Cook's Point over in Choptank. So I liked that. And I worked the Tilghman area. First of all, I went, when I joined, I went on 50/50 with a Governor's yacht. Not the big Governor's yacht, but the second one. You know. He and Mandell was the Governor then.

K.F.: Okay.

J.J.: And we used to carry him out quite a bit. And we'd carry parties, up to 25 people. We'd come to eat St. Michaels Crab Claw, and we'd go to – we'd go all over, from over in Delaware all the way down almost to the ocean.

K.F.: And what was the Governor doing on these trips?

J.J.: Well I can't tell you everything he was doing, but – you remember Mandell, but he would just, for the weekend, maybe Friday, Saturday, Sunday, he'd come back Sunday night. We'd go down Lee(?) Virginia. What's that, Tides Inn?

K.F.: Yeah.

J.J.: That's where we stayed sometimes. And I mean, a couple times a month we stayed down there. And I don't know, we just cruised up and down the bay. Then the Lieutenant Governor, he would go a week, and we'd go every little river, little coves, and he liked that kind of thing. That was **Blair Lee**. And his wife was, she was just like a farmer woman, you know. She was plain, and she – but she was nice too. But I liked Jeanie Mandell too. She was – but that's what we did. That's what I did for four or five years. In wintertime, we'd tie the boat up Matapeake. She was a 65-foot boat, and we'd tie up her in the winter, and I used to come down here and work Tilghman Island or St. Michaels on a Whaler. So then about, I'm just guessing, five or six years, I stayed on her. And then I asked the superintendent to send me down here, and he did. And that's where I stayed for the whole rest of the time.

K.F.: Okay. Well how did being a waterman prepare you for being in the DNR?

J.J.: I knew just what to do 'cause, see, I'd been working with watermen, and the first thing I learned on – when I was – when I was tonging, they would say, the watermen say – you know, would tong close together, you see them tong close together. They'd say must be 8:00, here comes the Tidewater Fishery men. Must be 8:00. So you don't do that. You don't set your time on 8:00, 9:00. You come out 6:00, 4:00 or whatever. Don't have eight hours. You can't have eight hours and be a policeman. Of course, a lot of them, that's all they do now, but it's not a very good idea. And these people that are fussing with you a lot, they like you. I mean because you arrest them, and they know they're wrong. And, of course, I always like to give them – sometimes I'd go aboard and I'd say now these are little. I want them culled over 'cause I'm coming back. Well he wouldn't cull them over, so I'd arrest him. He ain't got no kick coming. I mean you can't have no kick if somebody tells you cull these oysters over, they're small, I could tell. See I'd been on the water. I could tell a little oyster in a pile or I could tell a little crab. I didn't have to measure too many of them 'cause you could tell. It's either 3 inches, and a crab is 5 inches. And that's what – I mean I was just – I knew just what was going on because I done it all my life. Nowadays, they have – I don't guess I should say this, but Baltimore County and, you know, they don't – but it's a good job. I can tell you that. I think so. I started at \$7,800 a year in '70, 1970.

K.F.: Really.

J.J.: And now, a corporal's making \$50,000 a year they told me. So, you know, I don't know. It's – nobody ever – do I have to go down in sequence of this?

K.F.: No.

J.J.: Nobody ever bothered me. All my superintendents, **Roy Raptor** and **Jack Taylor** from up here at Easton now, he didn't – I don't know. I'd go – nobody didn't know where I was at half the time because I wouldn't sign on. I'd leave here 2:00 in the morning, and I'd go wait, 'cause the day before I might see some dredgers working. So I'd go up, get behind the point. The dredgers come out. Well they might be pulling by power, you know, and then they might be – they can do a lot of stuff before sun-up. Or I used to – the dredge lines out here from Tilghman to over at Oxford way, you know, that line. And I'd run up behind them about 25 miles an hour in that Whaler, and they'd be sitting there talking. Or they could be – have a dredge onboard. But, see, they'd have to drag about all those oysters. And they knew what I

was – 'cause I was against the law, but I didn't run with my lights on, not many times. And I don't know, it just – I just like to do it, and I like the people. Tilghman Islanders, they would fuss, and cuss and carry on, but they were first class, far as I'm concerned. Old captains and – but they would do anything, you know, which is natural I guess, they'd do anything to make a dollar. And if that's dragging across these oyster bars – dragging across these oyster bars going out, you know, before sunup. Because they had to drag across all the oyster bars going – when I say oyster bars, tongs, see dredgers has a buoy here, one here, one here, and they can't come on this side of those buoys. It's a line, same as a crabber's got a line. But the oyster dredger has got a long line from Tilghman Island goes all the way almost to Cambridge. They got to stay on the outside. And if they don't know where you are, they won't try to do too many bad things, or like going up Poplar Island pots, the dredgers got – you know where that's –

K.F.: Yes.

J.J.: Okay. Well you go through there snaring some nice oysters there. So I'd run up there and there would be a dredger with his dredge onboard. Oh, no, I wasn't. (Laughter). I said don't tell me. I'd get out and get in his boat, put my hand on his engine, on his, you know, they have engines to pull, pull the dredges with. I says she's hot. And, of course, I go over there, I seen him do it. And they were fussing, you know how they are. But they weren't so bad. But I've had several people later, the ones that was really not bad, but really break the law come to me and say I wish you were back again, you know, after I retired. I wish you were back because the people, you know, checking on them too much. But anything I'd ask them guys, even if I just arrested him, he'd tell me, I mean they would help me out on some problems. You know, this one's doing that, and that one's doing this. But a lot of young fellows I used to have, I never had but one man work with me. I mean he used to leave with me here, that was – I used to be a loner all my life out there. They don't want you to do it, but I was. But they, I'd go board those boats, those dredge boats, pitch dark. They'd go and I'd tie up and I'd ride along with them. A lot of guys was, you're not going to get in that dredge boat this early in the morning, are you? I'd say – this isn't going to kill me. But I don't know, I just like the people I work with. I respect them. They had to make a living, and it's not very good all the time, you know, it's not. So I try to work with them. If you give them a break, I give them a break. But it was just a job that I liked. And I'd go right back, I worked till I was 67 out on that boat.

And I had a big, only two in the state, and I had two – I mean I had two motors on her first, 100 and – I think it was 150, 300 horsepower on it, 21 foot. Well I didn't like it because it was – seemed like she get air underneath of her sometime. So they gave – I went over and I got a 200 and some horsepower put on there, and it worked better. And I worked, I get up in the morning, by 2 or 3:00 I might be up Poplar Island or up around St. Michaels way. Or I'd be down here to Cook's Point waiting for the dredgers to come out. And I just didn't want them to know where I was. I used to – so just like a cat and mouse game. I mean if you don't know where somebody is, they're not going to do too many bad things because they will – here comes Joe on the bridge, you know, they're talking. But I would ride out there and ride behind them almost sometimes a half an hour. Then I'd shoot by them. But I don't know. It was just – I just enjoyed it. And I had some really good bosses, I mean top bosses. Like Jack Taylor, he was my superintendent, my last superintendent. And anything I'd ask him, you know what I mean, he would give it to me. And I was never told too much to do. I mean, you know, what they told me I would do. But, you know, if you're on the water, you know your job, and you did it. And I didn't mind, 12 hours a day is – there's no 8 hours. I used to work 12, 14 hours a day. Then we'd have the drowning. You remember, I think '78 that boat drowned over here, Russell -- **Garland Phillips**. You've probably heard about it.

K.F.: I don't think I have.

J.J.: Well he drowned, and lost – I think it was five whole family members.

K.F.: Oh, right.

J.J.: And we left here one morning – one night about 10, and I worked about 25, 30 hours that time because all I did was come back once, took a shower and then went on again. But –

K.F.: What was that like with that drowning? What did you have to do then?

J.J.: Well what happened is this boat, Garland Phillips was kind of a daredevil. He would go out – of course, he was in a 50-foot boat, he had 50 foot. And he'd go out, and he'd take too many chances. And they were out here almost – as you go out the east side of – I mean the west side of Knapps Narrows in the bay, he sunk, she sunk out there. She sunk out there. And all the other fishermen come in. He said I'm going to take my line in, but he had I don't know how many miles of net was iced up and everything. And I think a ship maybe went by, and you have to take them up to stern back to, you know, back up to them. And she might've sunk. But one of them didn't even get out of the cabin, one of

the fellows. But it was awful that time because we worked on that for, golly, I don't know, I'm going to say a couple weeks. But he just took too many chances. He just has to, I don't know. But these dredgers, they would – long time ago, they used to – the creek out over here, that's when the wind would blow hard, now this is a long time ago, when the wind would blow hard northwest, they'd go in there, they'd go in and put your oysters – buy boats, there used to be 50-foot buy boats, had one mast, and they'd take the oysters out over the side. Well they went there because it was calm. See, they didn't go home. They slept in them old dredge boats, soaking wet and cold. And the other time, they'd go to Cook's Point. Well we used to go in there in the evenings, nighttime, and check them as they pulled out. But that's been quite a while ago. Nowadays, you know, they put them out in trucks. But those days, there were no trucks round there. Put them out in a buy boat. Now they got a limit. I don't know what it is now, used to be 150 bushel.

K.F.: Still 150.

J.J.: Still 150. They changed.

K.F.: And what was it like at night when you would board the boats?

J.J.: Like what? Oh, yeah.

K.F.: What was it like at night when you would board the boats to check them?

J.J.: Well I'd have to have – see, they'd have to be out an hour after sundown. I'm just – hell, I've got to get up – I got – just give me a piece of bread. That was nothing, except sometime they would have to have a light, and they'd try to hide them in the cabin, and they would do this, and they'd do that. Then the dredgers, like when a crab first come around, they'd catch a lot of crabs in the dredgers and they'd put them down in the hole. And I used to sit over **Buck Garvin's**, that's where a lot of dredgers put out, the fellows, so I used to sit in these little shanties. Nobody knew it was there. I could hear them cussing and carrying on. And I'd watch them for a – and then after they left, which is against the law, I used to go pick up the hats and see if they had crabs in there. **Wadey Murphy** and all that bunch. Did you talk to him?

K.F.: Yeah.

J.J.: Oh, boy, he's a card. (Laughter). But I don't have no trouble with them. I just respect them, more or less. And I knew that's what they were out there for, you know, to make a living. And if

they were bad, I'd rep them. And it was just that – but one day, I was up – **Pete Sweitzer**, it was something going on at Tilghman Island like the photographers were down, the news people. I said now, Pete, don't say nothing about this. So when they went in, when they went in, this was out in the oyster bar. When they went in, I said don't say nothing about it because they got the newspaper stuff. I don't want your name blasted all over the place. Well when he went in, I arrested him again on the same oyster. That's twice that day. He held his, this citation up in front of the camera. That's what they don't to me today, two tickets. And I'd already told him not to mention that.

K.F.: Well how about some of the other captains? Were any of them just famous for trying to pull tricks on you in this cat and mouse game?

J.J.: Yes, they were all – most of them tried to, but it was only natural. I mean they would, you were out there to make a dollar. And you've got five people to look out for, the crew. And that's not the best job in the world. You'd get out there, and it's about 18 degrees, culling oysters, snow or something, and I don't know. It's just not the best job. They did right if you keep an eye on them. But they – see, I'd sit up there on the shore, I could look down that line, and if they're on that side of that line, those buoys, then I'd run out there to them. And they loved to do it to me in snow, see, 'cause I couldn't see. I had to get my whaler. So one day I told his guy, I said you're over the line. He says well I couldn't see. I said but I can see, and I think you better go on home. Well he went on home. I can't tell you who that was. But Pete and Wadey and Bart Murphy and – that was –

SPEAKER: How about Dino (phonetic)?

J.J.: Dino was not – you don't want just a dredger, do you?

K.F.: Well anybody, yeah.

J.J.: Well Dino, he's about this tall, and one time I was down there checking the clambers, you know, and they've got a line. You can't get on this side of the line. So I arrested him couple times, couple days before that. And he says Joe, these buoys have been pulled. I said okay, Dino, you put them where you think they are, should be. So he put them back, of course, on his side. So I run out there. It was Long Point Island down there. I run in there, I come back. I said, Dino, you're still over the line. You just sit. So I arrested him again. I mean what can you say? But he just, he just – and when I went to his funeral, he died a couple years ago, they said watch out he don't raise up out of that casket. But he's the

one told me I wish you'd come back. But he would try. And he weren't all that tall. But he was – I used to like him all right. And most the fellows are law-abiding citizens. But if they can get a little bit, they'll take a little bit more, which is natural for them out there. They don't think anybody's watching them, and they're going to do it. And I don't guess I blame them. If you can make \$100 here, and \$10 here, and you got all them crew to look out for. But by and all, they were all right. I mean they would take a chance and get caught, and a lot of them would cuss and raise time. Say you better be off of this island before I get home, or this. I didn't pay no attention to them. That was just, you know, talking. Then it would be ice out there, then you'd have to break them out. And you know, you'd break the boats – I had a big whaler, and I could break a lot of ice. Not thick ice, but for them to tong and crab, I mean – not crab, for to dredge oysters and stuff.

But one morning, I got up about 3:00 and left here. An old man about, I think it was Wadey's father, 80-some years old. They laid in his – close to him, and he says I'm going out there and kill somebody tomorrow. So I went out there 3:00 and met him out there. But he was just all talk, you know. But I like to go out there when I thought there was going to be trouble coming. But 80 years old, they're just as sparky as they can be.

K.F.: Well tell me more about the cat-and-mouse game. What kind of things would you have to do?

J.J.: All right. I'd say – well maybe some of those dredgers watch Joe Blow because he might be going over the line. So just say well I'll go all the way up to **Chapel Creek**, that's over on the Dorchester side. And here they come out. And after a while, sure enough, he'd be breaking some kind of law like he's going over a line, or he'd be dragging before sunup, and if you, if they know where you are, they're not going to do it too often. But that's what it was all about. You got to get there before 8:00, and you can't quit 4:00. You just have to stay with them. And, see, they worked sunup till sundown along time ago. And it was just – I used to like it because I used to be hiding behind a point or up in the marsh with my whaler there and see them come out and see the look on their face when you shot around the corner on them. But I don't know, I used to – 12, 14 hours a day. And I don't think the first seven years I ever took a vacation because I liked it. I mean I liked doing it, and I worked to St. Michaels, I was in charge of St. Michaels all the way out in the middle of the bay down to, down to Hooper's – not to Hooper's, but to

Taylor's Island, all the way back in Dorchester, clean up to Denton. Then in here. And I used to patrol that in a whaler. But nowadays, I think they more or less like to go in a car. But you can't catch anybody in a car on the water. No, you can catch them when they come ashore to you. But they might've been over the line, they might've done a lot of stuff out there. I just like to know what they were doing. If somebody asked me, I'd say well no, he didn't break any laws today because I was right with him. But if you're not with him, you can't say that about anybody. But hand scrapers, you can't catch them in the daytime, but I've caught them on Poplar Island. You know, Poplar Island Pots they call it. And I'd run right up alongside before he – before they'd even know it, I'd be alongside them. And this one guy said to me, he jumped up on the bow, was going to cut the line. I said don't touch that line. Well he got right back. He never – but I don't know, it's just like a cat and mouse game out there then. Could be now and they wouldn't do so much stuff. But they were catching over the limit, those dredgers were. And if you – some of these guys, he might rest, he'd say Joe Blow's catching few over the limit. If I couldn't get to all 12 or 14. I don't, I think one time there was about 25 there. I'm not sure. I think.

K.F.: Yeah.

J.J.: But they would tell on each other sometimes, even though they didn't like you, what they said, they'd do anything I'd ask, you know, ask them to do.

K.F.: Well how could you tell if they were catching over the limit? Because I know they pile the oysters up on the deck.

J.J.: Right.

K.F.: And they don't put them in bushels. So how can you tell if somebody's been catching over the limit?

J.J.: Well you can tell a 50-oyster pile – a 50-bushel pile and a 100-bushel pile 'cause you do it every day. And what they would do, they'd measure them out in bushes, you know, take them out in bushel tubs those days. I guess they do too now, though. And if they will run and see they caught 160, well they've got to throw them overboard or sell them and give the money to the state.

K.F.: Oh.

J.J.: Now that's the way it used to be. Ten bushel over, they caught 160 bushes today, or they put a few in the cabin. When they go in, I say she ain't running right. She's running down to her nose, you

know, down to her bow. So I think of some kind of a thing to get in the cabin. There they were, 8, 10 bushels in the cabin. They'd put them out after I went home.

K.F.: Sounds like they had all kinds of tricks to try and –

J.J.: Oh, yeah. But, see, if you knew what they do, then you do too. But some of those guys, they wouldn't check this out, didn't know if a boat was running down, 'cause you see it everyday, and you say well that boat don't look just right. There's something wrong. But then they'd have, they'd have a big pile of oysters, and maybe one bad pile of oysters. Or they dig, I've seen them dig – buy boats would dig a hole up in there and fill that little, fill them up with little oysters. I used to have a fellow from down Virginia come in there buy and do that. And then you'd have to shovel away and shovel away, and after a while, you'd come to them.

K.F.: Now would you check the buy boats too?

J.J.: Oh, I checked everything that come in there. Buy boats and the houses too. And if I didn't, if I couldn't get to Buddy Harrison's today, I'd go in there real early tomorrow morning, and that's what they landed the night before, and I'd arrest **Buddy Harrison** if they were small, or – in possession.

K.F.: I haven't heard of that.

J.J.: If oysters in possession, they're Buddy's. I'm just using Buddy. Now, you know, there's a lot of buyers, or those buy boats are, things like that. Any time that oyster is in your possession, I can arrest you. Or I could. I guess they haven't changed it, I don't know. But I didn't like to do that 'cause it wasn't Buddy's fault that he bought these little – now some people would buy little oysters. If they need them bad, they would buy them. And all I did say, if the buyers wouldn't buy them, they wouldn't catch too many of them. But they're in the business to make money too. You know what that old dollar bill does to you. But, no, I would – if I couldn't get to all the houses that night, I would go to, next morning real early, and I'd call Buddy. And well you could tell in his pile he's got little oysters in them, you know. And you can't have a lot of – a little spat, you know, a little spat on oysters. Well you can't have that on her either, 5 percent. You can't have that, nothing over 5 percent. A little cup I used to have, 5 percent of a bushel. And if I go over that, well, sometimes I'd want two cups. And I'll tell you something else. I could go out there in September, I could sit right there and write a lot of my tickets from then to Christmas, right there before they even started.

K.F.: Really?

J.J.: Because I knew who was going to do it year, after year, after year, after year.

K.F.: Repeat offenders.

J.J.: Repeat offenders, right. Second offense. I never did it, but I could, you know, some of them. Now some of them made the mistake, because we have little oysters out here on the great bar, it's called – out here on Broad Creek. They're only three inches long, three and a half, four inches long there, and they're single. And they make a mistake sometimes. I've had 100 boats from Rock Hall, all the way down the bay, all the way to Rock Hall out on a little oyster bar out there in Broad Creek. I went aboard them – a fellow in Kent Island, I went aboard of him three times. He said I never heard tell nobody boarding nobody three times. I said if you work here, you're liable to get boarded four times. Then I arrested him, 'cause he didn't think I was coming back. Baxter boys used to be – but you pretty well knew, now I got a fellow up here named **Carol Tamer**. He wouldn't, he just wouldn't put a little oyster in it. I mean – and there's some people, I know just who they're going to put in. But Carol one time, I was – I culled this guy and I had a lot of little oysters. So I took a 5 percent cup, and when I got in, I put the cup behind me, and Carol Tamer up there, I put the cup behind me and I started to call him. I never seen him have a little oyster in my life. So I put the cup down so he couldn't see it, and I culled a half a bushel. I said, Carol, I've got 5 percent of a half a bushel. If I catch anymore, if I cull anymore, I'm going to have to arrest you. You've never given me any trouble in my whole life. So he never said a word. He just stood there. When I left was, I guess to Tilghman Island, he was still standing looking at me, how did he get them 5 percent. And I'd got them from another boat, you know, just kidding, because he's a good friend of mine. But 2 or 3 days later, you got that from **Carol Newcomb**, didn't you? But it was all kind of, you know, you kid around out there. But that day with Carol Tamer, 'cause he worked on big oysters, and he never, never took his eyes off me, never moved to them, out of his sight. And I told him yeah, it was Carol's, I was just playing a trick on him.

K.F.: What other jokes did you play on some folks?

J.J.: Huh?

K.F.: What other jokes did you play?

J.J.: I don't know. I went up behind Carol one day. He used to go out early, and I put my boat, just had a piece of rubber – and I speeded up and I kept pushing him. He didn't – that's why he jumped out of that cabin, what is going on? He didn't know I was behind him pushing on him because he was in the cabin. But you do things like that when you, you know, just you're not all business all the time. But I used to go and play with them sometimes. Sometimes they'd fuss with me, and sometimes they wouldn't fuss with me. But I don't know, I used to like to do it. If you like to do anything, you just give it all you've got. And as I say, the bosses done anything I asked them, you know what I mean, in reason, from the superintendent down. In fact, he calls me every once in a while up here now after 10 years. He's retired now too. But it's just a good job that if you do it right, you don't have any – don't cheat, don't cheat nobody. I mean don't try to, you know, put the evidence there. Don't do that. I mean treat them fair, and they'll know you're treating them fair, 'cause they know what they've got, 90 percent of them know what's in that pile of oysters. And if you go to somebody like Carol Tamer, he knows there's none in there, and you come out with 5 percent. And then, I mean, I arrest him, then you can't do that. But he was really, I mean he looked at me that way. Just as far as I got, just turned around. And again, you know, some people would just get away with all he could get away with. But these, some of these guys down there, I don't want to say this, but people kind of cull their oysters a little bit. They used to, I don't know about now, but you got to be there, and you can't go from eight to four, you got to go all night long sometimes and all day long. I used to carry a little dog sometimes, a little tiny one, put him in my coat.

SPEAKER: A Yorkie.

J.J.: What?

SPEAKER: A little Yorkie.

J.J.: Put him in my coat, and it would get kind of rough on this Whaler. And one night I was coming through there and I said don't you – I'm going through the Narrows, don't bark, because it was a little bit, 2 or 3:00 in the morning. So we went on through and come back. A big wave hit me, coming back was rough, and he had his head sticking out. After a while, hit him right in the face. Down he went, but he was – once in a while, he'd go with me. 'Cause when I tonged oysters, I carried a Chesapeake with me 13 years with me every day, went with me every day. Of course, you can't do it now. You can carry them crabbing, I think, but not tonging. But down-the-bayers, they think the Good Lord put them oysters

there and they're going to catch them if they're on that side or that side. And I used to have a lot of problems with them. Now they'd all come up here in the fall of the year.

K.F.: I was going to ask you about the Deale Island –

J.J.: Yeah, they would come up here and they would like to break the law. I think they did a lot of it down there. I don't know whether they checked them real close, but down there they would go over the line, before sunup, they'd do anything if you weren't there with them. But one fellow, I sent him a Christmas card. And I arrested him I don't know how many times that year. I said to him if you had been, if your father had given you a good switching when you was young, you wouldn't have been out here. I sent him a Christmas card. But I don't know. They – it's just being there, they want to see you. They might, they want to see you even though they break the law, those people want to see somebody looking out for them, 'cause if you save them a bushel today, that would be two bushes next year, or three, you know. And they'd like, only thing, they'd fuss, but they know it's for their own good, somebody to keep a tight check on them.

K.F.: Now when you boarded the boat and looked at the oysters, did you break off parts of the bill and stuff like that?

J.J.: No, indeed. Nobody does that. I would – if they threw me overboard – if I'd done that, I'd want them to throw me overboard. Because, look, them babies have a lot of problems out there making their living. Not all the time, but some – ones that oyster are scarce. No, indeed. Even my man. I said don't you ever break an oyster bill. No, sir.

K.F.: Because that's a big complaint that a lot of the –

J.J.: Huh?

K.F.: That's a complaint the captains have now with the newer police officers is that they're –

J.J.: Oh, yeah. No, would you want somebody to do that to you? I don't guess you would. You want somebody to catch you going out here 60 mile an hour, you're only doing 30? It's the same thing. No, I never done that in my life. No, I never – even my Major called me once and said, Joe, you're giving out a lot of warnings, you know. I could have arrested them. And I've even gone up there to the judge. One time, his name was Marshall over here at Wittman. He – **Clarence Marshall**. He had forgot it. Never arrested him before in my life. So he busted in after court. Judge North had gone back in his

chambers. So I went back and asked him would he come out, and I explained to him that this boy, I had to arrest him, you know, other people, you can't let him – but I said he did not know where he was. So the judge says not guilty. And that was all. I mean if he'd been giving me a lot of trouble, I wouldn't have done that. No, indeed. If you treat them right, you got to treat the people right. But breaking oysters, man, that's awful. I know they push them through that ring, through that culling hammer, we used to call it. But I don't know, it's just a job that you treat everybody right, they'll fuss with you because you're taking their livelihood away from you, but they're going to like you anyway 'cause I've had, you know, I've had somebody stop me the other day but he was back on the job again, even though I was real strict with them. But I guess it's how you feel about the watermen. I've been through it myself. Never was arrested, you know, for 20 years, and I like – 'cause you say, if you – what used to make me mad is catch these oysters, and have a lot of little spat on them about that big, they're going to throw them in an oyster bin, in the pile. I used to go out and check Buddy Harrison's oyster pile. See spat on them was a week later. See, you know, if I didn't get to them. I used to go out and check these oysters, you know, oyster piles, oyster shells, and see if spat was on these oysters. And I'd tell these corporals, I said you have got to check these oysters tonight because I found some little oysters this morning. And I'm just using Buddy because he's, you know –

K.F.: Right.

J.J.: But it would make a – well as I said, some buyers, they wanted, they wanted to oyster. They didn't care if they were that big, as long as they could shuck them. But most of them didn't want – tickets on that.

K.F.: Well what made you go from being a waterman into DNR?

J.J.: I don't know. I don't know. One thing, this is – I was up – there was an old fellow up here, his pipe – his pump house was froze up one night, and it was about 18 degrees. So I – he said, Joe, you got to come up here and help me thaw this thing out. And we had, you know, sometimes it would be six weeks before you go to work, you know, when it was cold a long time ago. And so I said to Ed Neavitt, I said I'm going to go look for a job. So I get – I guess that was one thing. So I went and looked for the job, and I got the job, and I stayed on it all them years. But I tell you –

SPEAKER: Harry George helped you.

J.J.: What?

SPEAKER: Harry George.

J.J.: Harry George. Of course, you don't know him. He used to be, live in St. Michaels. He was my boss. But you take a Whaler out here, and it's down to 18 degrees, you're going 30 miles an hour, that's when it cuts you. 'Cause that Whaler I had would almost do 50. I mean she was – they only had two in the state like that, they gave me one of them. But she was driving. But I'm a bionic man worth \$6 million. I got a knee, two shoulders. (Laughter). But she would hit so hard, if you was going with the wind sometime, it would snap your neck. And now when it turns like a pistol going off, you know, Whaler's kind of flat. I've never seen her quiver. But they were good boats, they were strong. I think nowadays, they also – gasoline is a little tight on these boys. Of course, they didn't want to go, they want to culler – most of them wants a culler. Another thing I used to have – somebody – I'd ask him to do something tonight at 7:00, am I going to get overtime? That used to burn me up. I mean he was making good money, and he'd probably have been laying around half a day, you know, just riding. That's what I call it, just riding around. And he'd say are you going to give me overtime. So that didn't set too good. But I don't know. It was just a good job that I liked to do. And the pay was pretty good, you know, as far as – of course, when I first started, it was \$7,800. And I took a drop 'cause I had a crab run. I used to crab out here, and I had 15 crabbers crab for me, and I used to get paid for running them to Oxford for 20 years. I'd run up Oxford every day for 20 years, crab season. And I took a cut in pay, but I was glad of it.

SPEAKER: Paid out in the end.

J.J.: What?

SPEAKER: It paid out in the end though, 'cause he doesn't –

J.J.: But long time ago, this marine police they said had a pension would break the state, you know, it was really good. So before I quit 10 years, they threw – these new boys, they wouldn't give it to them. And they took the old fellows like me and said why don't you take a lump sum? Well some of them did. They bought a \$10,000 car, you know, that was new then. And now when we're retired, they didn't have nothing. But I stick with the whole – I said no, I'm not sending this pension –

(SIDE B.)

J.J.: -- to take part of.

K.F.: Oh, yeah.

J.J.: So I was working and working for the state, working for the government. So I said no. Well, what else?

K.F.: Well I'm wondering if you can tell me some stories about some of the strangest things that you've seen while you were working out there, or some of the scariest things you've seen working out there.

J.J.: I never had – I don't guess -- had no sense. I'd take that Whaler in the morning, and you know, you see some trees sometimes. I never, in 20 years, ever had an accident, like run over a big tree that could throw me overboard. I've never – I don't know. It scares you. It could have done it, it could've. I went – I was sneaking behind those dredgers one morning real early, and they were digging the Knapps Narrows out over here. Well they went around with – they pulled out of the way for the dredge boats, but I didn't have no lights on so I was coming on behind him. He swung around and pulled up and cut the whole bow out of my whaler, or just a piece about that deep in my whaler about that wide. I had run it in there, she wouldn't sink, but things that just, you know, they didn't go to do it 'cause they didn't see me. I was close – I couldn't get so close to them, but when the dredger went by, he swung the, you know the thing they're digging with, and his chain was giving me a good saw. But I'll tell you what, I used to like it too because, you know, somebody, you know, in a thunderstorm. Well you knew a lot of people didn't know one end of a boat from another. And they'd be coming from Annapolis over here to Tilghman Island in a bad thunderstorm. I've had to go on that side of Tilghman and go almost to the shore, here are these people broke down drifting ashore. Or another time, these little children – one other time was I was down on Poplar Island. Great big sailboat. Of course, the boat I had had a bit in the middle, and I could pull a lot because I could swivel. So it got so bad, I was way out there in the bay, the bay and the river, I had to take this woman into Tilghman Island – Fairbank, 'cause she was scared out there. Then I had to go back. Tied, run the rope up the mast and tried to pull the boat over. And then, you know, that centerboard would come out, she'd come up like that, then I could pull a little bit. But sometimes, it would be hours pulling on it, I'd be pulling on that sailboat. And like a drowning. One time it was blowing a gale, I mean hard up there to Oxford River. And this man had a, golly, a 60-foot sailboat. He went into the – where the Bellevue ferry goes over on that Oxford side, and he missed it. Well he didn't – why he didn't make

another pass, I guess it was too big a boat. He went right across between that and Bellevue and anchored. And he said to his wife, I'm going to go ashore. His daughter says I'm going with you, and in a little dingy. Well they drowned out there. And I had to drag for them about a week, and it was – your motor would freeze up, you know, it was so cold. But it's a lot of bad things, and a lot of good things. But pulling people, I'd go through the Narrows sometimes, and I pulled one guy, one day I pulled him all three times once he was there. He just rented this boat, and last time I pulled him all the way to the middle of the bay, I said now head right up there to Annapolis, but three times he went ashore going through the Narrows. 'Cause, I mean they didn't know, they didn't know. But I don't know, I've had people robbed, or break-ins over here at Tilghman Inn, you know on the end over there. And they jumped overboard and swum across that little island. You ever been to Tilghman Inn?

K.F.: Huh-uh (negative).

J.J.: Well it's right across the Narrows, about 50 feet or whatever the Narrows is. And I saw them over there and I went over and got them. And I put them in my bow. But they were all right, they didn't bother me. Another time, one guy, one guy had his knife, crab knife, and I was talking, we were having a little argument. And he took this knife, and he went to shake it, you know, how they flip them things. I said now look, I've carried this gun for I don't know how many years. I've never had to use it in my life, and I'm not hesitating, that's why I carry it. He put his knife down. And about a month later, he killed his self. I mean, but you can run into that everyday, you run into a lot of stuff everyday. Going up this road every day 60 miles an hour you can get killed. But it's – I haven't had too much. Only thing it's been really rough out there. And you could've fell overboard. That's the only time. You didn't think about it then 'cause you were going – you run through that Narrow that fast. I've been up to Tilghman Island a lot of times, come back, coming back 9:00 at night, and they would – I felt I was running through something. I was running through ice. She built up that quick coming from Tilghman with that Whaler.

SPEAKER: You don't know what the wives go through when he's like him.

J.J.: What?

SPEAKER: You don't know what the wives go through when anybody's like him.

K.F.: Well tell me. Come stand over on this side and tell me what it's like to –

SPEAKER: No. It's rough when you know he's out in thunderstorms and everything that's going on. I think the most, the one that really got to both of us more than anything is when the Haywest (phonetic) went down in '79 – February '79. 'Cause they called here about 10 minutes of 9 that the fishermen hadn't come back. It was froze up. And the fishermen hadn't come back. How many was on there, Joe, five or seven?

J.J.: Five.

SPEAKER: Five. A whole family. And they called at 10 minutes of 9, and then he said well you call so-and-so and see if they're over there. They weren't there. So he left here around 9 or 10 after 9, and I never saw him till the next morning till 7:30, and he came home. And I mean it was froze. You got the big boat, didn't you? Went out in the big boat in Tilghman Island, he and Danny Lynch. And he came home at 7:30, showered, shaved and put on clean clothes and left again with no sleep. He went, I don't know how many hours he went with no sleep. And that was one of the, I think one of the worst times we went through. Because I know ice can cut his boat in two also. Of course, he was swamped when he'd go with –

J.J.: What?

SPEAKER: The speed was swamped, the water went up over back of him and sunk the boat. All five of them were lost. And so that was scary times. And one other time he went out for a sailboat, and it was a thunderstorm. I mean it was, the lightening was awful, and it was just dancing around his antenna all the time. Is that the night, time you got the women off and took them to Tilghman? Is that the night?

J.J.: That's –

SPEAKER: I think it was one.

J.J.: But that lightening, if you're out there by yourself – every bit of lightening, well this is mine. I mean you're out there by yourself, and that lightening just comes right down and you think that one, not hit you, but it could hit you one of them lightening.

SPEAKER: He never thought of his self. It was always the other person. That's the type of person he is. And he's still that way. He'll do anything for anybody. But if somebody wants to do something for him, he doesn't like that. And he's still that way.

K.F.: Well let me ask you about the recreational boaters, the sailors and, I mean the bay is filled up with people having fun in their boats. Have you seen people get on the bay, and they just don't know how to handle a boat?

J.J.: I have seen people on this bay that shouldn't have been in an automobile, let alone a boat. I have never seen – I mean, look, I went out, it was just Saturday.

SPEAKER: Yeah.

J.J.: I've seen hundreds of boats. I don't know where they're going – but I've seen them going through from Oxford into the Narrows line up. You're next, you're next, you're next. But now, they didn't know one end of a boat – sailboats another thing. But running into each other, and accidents and all that kind of stuff. But they just didn't know. I mean they'd rent this boat, and I don't suppose they'd ever seen a boat. And they would sail along just as unconcerned.

SPEAKER: Well that motorboat that went, shot up over the island there –

J.J.: I've seen them – used to be an island down there with three or four acres in it. This guy was in the Coast – no, he was in the Power Squadron. He was head of that. He left Tilghman Island over at Buddy Harrison and run up on that island from here to that tree in the – up on the land. I saw another one in Claiborne. And I ain't lying, this was stones, coming out of Kent Island, he piled her clean out of the water five feet laying on this stone pile. But they didn't – they just didn't know. They didn't have no idea which way they were going. I mean I pulled off, I pulled off – not that many, I've pulled off a lot of boats. And toward the last, we get this Tow Jam, he's up here that tows boats. I think it might be St. Michaels. They didn't want me to tow boats. All right. I'm out here, I'm coming in, there's a boat just a little bit ashore. I nudge up against him, I push him off, or I turn him over a little bit and pull him off. So he commenced to write letters to my boss over in Annapolis that I was taking money away from him. When he leaves there, he's 100 and some dollars an hour. When he leaves there, has to go to Oxford. And that's a lot of money for some people just rented this boat, and didn't have hardly no money. You know what I mean. If you're out there, you don't want to pay no couple hundred dollars to get pulled off when I'm right there with you, could push you off. So one day, the corporal says to me don't fool with him. This is up Tred Avon. Don't fool with him. Says call Tow Jam. I says to this guy, oh no, said I can push him

off in 10 minutes. So I push him off, and he'd go on. Well I call somebody and they got -- now I don't think they do much pushing.

SPEAKER: They don't do much of nothing.

J.J.: Well yes, they do. But those people just didn't know, and nobody, of course I think now, don't they have to take a boating course if you're born after '72? I've seen -- I was on that 50/50, I've seen little guys, I don't -- 12 years old, I know they're going 40, 50 miles an hour, out of that Severn River looking through the spokes on his wheel, that little. And here 40, 50 miles an hour in those old big -- you remember them old big boats. But it's a wonder -- I know I saved them getting killed, a lot of them. One day I was out there, and that 50/50, that's the name of her, she was 65 foot. Coming over Thomas Point. She was coming out of that lighthouse right there, she was coming out of, over the Naval Academy. Oh, thunder storm, roaring, roaring. Sailors didn't even take the sails down in a 20-foot sailboat. Nine of them upset. We had to pull them out of the water, bring them aboard. And I mean they saw this storm half an hour before. They never did one thing about it, and that's the way they've been all their life these people have been in these boats. They rent them. And I mean they used to -- I've seen Dunn's Cove. You know where that is? Dunn's Cove. Before you get to Tilghman, 10 boats. Right across Harris Creek here, 100 boats laying in on 4th of July, 100 sailboats.

SPEAKER: We'd have 15 to 17 right out in front of us.

J.J.: I've seen 20-some over here racked up, you know, tied together on the weekends.

SPEAKER: You don't see it anymore.

J.J.: Now days, I don't know where they go.

SPEAKER: Don't see it.

J.J.: No, sir. Boy, I guess -- but sailboats don't use much gas.

K.F.: Depends. I've been out with people and, you know, if it's a calm day --

J.J.: Yeah, but still, you're not using 20 gallons an hour like one of them old big powerboats.

K.F.: No. No, they don't have a real powerful motor.

J.J.: No. But there's not many people out there. They might be up this bay now. But I've heard them people up over on Western Shore say they had to come over to Rock Hall way and all those little creeks there because there was so much traffic over there, they couldn't enjoy their self cruising

along. Afraid somebody'd run over them. But I don't know. Marine Police is a good job if it's somebody that takes care of a job.

K.F.: Now how do you get promoted within the police?

J.J.: You have to take a test, take a test. It used to be you would get promoted for what you knew and take a test. I think you had to take the test, I'm pretty sure of that. But nowadays, they don't care if you know the bow from the stern of the boat. You take the test and score high, you're going to, you get the job. We have a lot of girls in there now. And some of them are pretty good. **Karen Haddaway**, she's pretty good. She made sergeant not long ago. She was a Pfc when I had her. But she'd get out there just like the men. Of course, now they can't – they can't lift like a man, you know, putting somebody aboard another boat and things like that, but she would try. Now she's made sergeant, and doesn't really go out in the boat much more. She's up in the office up there. She don't like that.

SPEAKER: Some of them, they'll tell different ones, they'll be at meetings or anything, they'll be doing something. They'll say I know exactly who trained you, that Joe Jones. He had a different training skill.

J.J.: But some of these guys, as I say, I never worked with anybody because I couldn't expect nobody to meet my schedule. If I opened my eyes up 2:00 in the morning, I'd get up and I'd go. And I weren't supposed to be open – had to have a schedule, so say 8, say I worked 8 to 4 today. Well I maybe would leave 2, then I'd have to lie on my time card that I was home or somewhere like that. Then another thing, I was – I went on this job, and I worked 5 days. And I was sick. This waterman says to me that's a funny thing. You worked 20 years and never missed a day. I'm telling you. So you get on a state job, and you took a day off sick. But I missed two or three days in 21 years of, you know, out on the water.

SPEAKER: And very seldom took vacation.

J.J.: But I had one time a captain, a colonel sent this captain down to check on me, I'd hurt my back. I just leaned over and hurt my back, but I didn't stop. So his name was George over here. He was a captain. Come down there, I said I'm fine. So he says I heard you hurt your back. I said well it hurts just a little bit. But then I had another guy worked for me 20-some years. The last three days he worked, we had to give him two days' sick leave. See, we used to get 30 days a year sick leave. Then they dropped it to 15, and corporal over there at Tilghman Island used to say, let me see, this guy used to say

I'm going to – he's going to be sick Wednesday because he's got a day coming to him. Sure enough, he'd show up sick.

SPEAKER: He wouldn't show up, you mean.

J.J.: He was sick 'cause he had that date coming to him.

K.F.: Right.

J.J.: But I think I had 180-some days when I retired. See, that went on my retirement. I didn't know it then, but it did, went on my retirement.

K.F.: Well how would you train a new person?

J.J.: How would I? I don't know. The way I used to, I take him out on a boat, and I would, the worst days I could find, you know, take him out and take him for a ride, and put him aboard a boat and let him check oysters. And I just, you just got to do the job you got to do. In good weather, don't make no difference good weather or bad weather. You still got to go. And I'd take them out, and I said don't worry about the clock. If you done something extraordinary, I'll give you overtime. And if you didn't, you're just going to go along. But if you didn't – then again, sometimes if I didn't need him, I'd let him go home a couple hours early. See, but nowadays, I don't think they want that. I think they want overtime if they're doing anything or not. But I still kept my worksheet. I don't know where it is, but how many hours I used to put in. See, we'd have to keep that.

K.F.: Okay.

J.J.: And every week, if they put in eight hours – I think the shift used to be 8 to 4, 2 to 10 or something like that. Then Christmas, Christmas time, you know all them men I had had children. I was old. And I'd work every Christmas day. And they could be home with their children, or you know, family stuff. I mean I was – I had a car and a boat. I was the only one had a car and a boat. And so I would go out and just make a spin out of her – Christmas day, very, very seldom anybody works, the watermen. They work everyday except Christmas day, but they don't work Christmas day.

K.F.: I was going to ask, who would be out on the bay on Christmas day.

J.J.: Nobody. Well, sometimes might want to go out. But I'd make a run, then I'd take my car, and I was close to a radio. And even when I come home, I would have my radio and I'd get a call. But then towards last Coast Guard, I'd be sitting there, and they'd call me, I'd get a call, **Chesapeake Beach**.

A boat broke down over there. Because the Coast Guard couldn't take care of it 'cause they didn't have no gas. Now I heard this year they haven't got any gas again allotted to them. So I don't know. But I used to go all the way down to **Taylor's Island**. You know where that is way down there?

K.F.: Uh-huh (affirmative).

J.J.: And every time I went down there, it started blowing in wintertime. But I've had ice built up on her like real top heavy.

K.F.: What's it like to have to drive the boat when she's covered in ice?

J.J.: It just feels heavy. She don't bounce. I've only seen her bounce over here at Cook's Point one day, her bows over and went under water. Because now, another thing though, you can't run her into it. You have to – if you see a big one coming, just back up on her. But I've never seen these Whalers they've got ever quiver, you know, when you hear the -- quiver. But it's just a, I liked what I was doing, and I was going all the time. And I'd take, sometimes if, you know, I get a lot of calls nighttime. Somebody broke down, or somebody was ashore. And once in awhile, I'd take somebody with me. You know, like a civilian, if he'd been a captain on a boat or something. But those boats, those Whalers would, if you tie them on the side, they would pull around when you put the power on. But the one I had had a big Sampson post in her right in the middle. I could swivel that thing around and pull my – pull the stern of that boat right underneath the water, she's so powerful. But they – right down here Bar Neck, that point goes way out there, they take a big 45, 50-foot sailboat and go in there, run ashore in there. But they run ashore everywhere. But they didn't know. Weren't their fault. They just didn't know. They rented them, and I imagine they paid right good rent for them. But drowning. Another fellow, I went over Poplar Island one time, and this boy walked out, and they said he disappeared. So I went looked, and looked, and looked. He hadn't disappeared. He'd got in a boat and gone ashore. Things like that. But I had a couple of little children over in Leed's Creek across from Crab Claw. You know right, Leed's Creek right across from –

K.F.: Right.

J.J.: They walked over at Leed's Creek and went right straight down, and I lost two there. And the worst place I ever dredged for was to Denton. There's marshes out there.

K.F.: Yeah.

J.J.: And I drove and drove. I took the line and threw it, you know how you have two boats sometimes, you have two boats and have fishing hooks that catches into your clothing or something. And I'll happen to flip it four, five feet in the marsh – if I didn't catch him – I never wouldn't have found him if I threw that line up, I was just lucky. But I don't know how many drownings I went through.

K.F.: That must, was that the worst part of your job?

J.J.: Well it weren't very good. I mean especially little children. They had – that man and his daughter, unnecessary. Got in this little dingy, blowing a gale, and tried to go back to Oxford for nothing. And, man, it was cold. Ice was everywhere. And you have to know. Like this person fell overboard here, was that flood tide, red tide, he might sweep a little ways, and then you'd drag that. And if you didn't know, you wouldn't know where to drag. But those old dredgers, they'd go out here, boy. And one right after another from Tilghman Island all the way up to Cambridge. If they had oysters, Cambridge, or they'd go out here Poplar Island up in Eastern Bay. But you try, you try to keep one step ahead of them if you could. That's a job sometimes. (Laughter).

K.F.: Well how about the – any undercover work? I know some of the police did that.

J.J.: Oh, yeah. We had to do that all the time. You know, like – those watermen say to me somebody's doing something in some creek over here. Well we'd go in and set in there. And one time, he's made lieutenant now, **George Ball**. I said, George, I want you to go down and see about those oysters they're putting out in Dogwood Harbor over there. So he was good at that. So he'd sit over there. And I think they must've been draining a septic system down in this ditch where George was sitting. He went down in that septic system and, before he went over, he was a mess. But we have undercover, a lot of undercover work.

SPEAKER: Usually undercover for drugs coming up the bay too.

K.F.: Oh.

J.J.: Oh, we deal with drugs, and I used to go out – one case we had was up Peach Blossom Creek, I think. This guy would bring it ashore there in a boathouse a long time – well it's all been a long time ago to me. But we head that off. You'd catch them out here putting it in crab pots.

K.F.: Really?

J.J.: Putting the drugs in crab pots. You know, seal it up and put it in a crab pot. And them Tilghman Islanders, 'cause they say drugs is awful right now on Tilghman Island. It wasn't so bad then. It was some bad.

K.F.: Well how would you know the crab pot was drugs versus a crabber?

J.J.: We – well sometimes, we'd pull crab pots up. You know, if we thought something was going on. And these drugs would be in a plastic thing in this crab pot. And the crab potter would know he was in there and he'd, you know, transfer it to Tilghman Island. But drugs is bad. Not so bad here, but over there it's got – they tell me, the Tilghman Islanders tell me it's bad over there. But another time, I went up in court, two or three people tell me about this, he couldn't pay his fine, so I paid his fine for him. And – tell about that every once in a while. Said you arrest him, then he's got to pay the fine. Well he might not have his money, or – but they were – some of these guys were something. But it was just human nature. They wanted that extra dollar. And there's nobody looking. You could see them looking, there's nobody looking. I could be sitting there watching through my field glasses or something.

K.F.: Well is there anything else we should know about being a Marine Police?

J.J.: I don't know, except it's a good outfit to work for if you do your job. I will tell you that. And I had some extra good bosses.

K.F.: What made them good bosses?

J.J.: Huh?

K.F.: What made them good bosses?

J.J.: Well if I'd ask for anything, you know, equipment or anything, they'd say yeah, okay. I mean just like, of course, he couldn't – this guy up here had a motor so big, biggest thing I ever saw in my life. I said I'll put that on my Whaler. He said, Joe, I would give it to you, but if somebody else used the boat, then I'll – see, you can only allow so much horsepower on a boat. Well this was way above. We had this 300 horsepower thing. And I think they had to give it to another agency, and I wanted it. And he said I wouldn't mind giving it to you if you would use the boat yourself all the time. But see, you might be loaning it to somebody, another marine policeman, and they would – they could sue you for it. But you have to watch that too.

SPEAKER: He was the oldest one in his class, but he kept up with them.

J.J.: I was the oldest one in the whole outfit, 67 when I quit. One stayed on till he was 100.

SPEAKER: He was way over his age when he went in in school, but the fellow – well, George, Harry George was one of them, and what was the other one, **Roy Rafter** was another one that really knew that he was good for the department. That's the way I feel about it. He wouldn't say that, but I felt like that. He went in -- when we were first married, we had a little 18-month old daughter, and he went in the state police. And he went for six weeks, and then he came home. We found out that he had to go and stay at the barracks. And I said huh-uh (negative). Not with a little one. So he backed out of that. When he started marine police, his instructor was the same instructor he had when he was in state police.

J.J.: Schultice (phonetic).

SPEAKER: Mr. Schultice.

J.J.: You don't know him, but he was a lieutenant in the state police, and I heard him holler, who's down there that's guarding Neavitt. You're up here. Wasn't nobody down there guarding Neavitt. But he was an old fellow.

SPEAKER: He was good.

J.J.: He was an instructor over there from marine police. I think we went 16 weeks. And they teach you everything. A lot of stuff you don't need to teach.

K.F.: Like what? What do they teach you?

J.J.: I don't know. I don't know. I remember we used to say we don't need just any marine police. I guess we did need it in a round, for a round-about thing. But they give us a pretty good going over, you know, everything. You need, you need first aid, and you need all this other stuff. But some things, I don't know, I can't remember now, but I remember we used to say we don't need this. And spend two or three days on that. And I guess we wanted to come home to start with. But I think there was about 7 or 12 in my class. I've forgotten now. And they used to rate you. What you knew and your test. I think nowadays is your test because some of them is, they – some of them don't want this job. A friend of -- this colored fellow, and he would take two hours to go to his assignment. This man says but it only takes you a half hour. He said, look, if you don't – I didn't want it to start with. You know, they have to take so many colored, dark. He said I didn't want it to start with. But you got to like it. If you don't like it, you're

doing no good for nobody. You don't like what you're doing, like a piano player. If you don't want to play the piano, don't take no lessons. That's all I –

K.F.: Well did you ever have any problems with the dredgers when they were all tied up at night, or would that be the jurisdiction of the town?

J.J.: When they'd tie up, when they put them out, they'd go home. That's the last, latter part of my lifetime, you know. But over here, no. They would go in there and tie up in Harris Creek or Cook's Point Creek, and they wouldn't go out anymore that night. I don't think they did. But over here, when they'd go in, the dredgers would go home. And I'd be sitting there a couple hours after they went to see if they would come back, or see if they would – I guess one, two, three times to see crabs. You know, crabs was – that's expensive, first part of the season. Can only catch them when you're dredging, and they would catch them and put them down in the hole. And I used to sit up there, expecting to be caught, my nerves shot or expecting to be caught. 'Cause Wadey, he was something. But Pete Sweitzer, I went to school with him. And Pete Sweitzer, and Wadey and Bart and Russell, and oh, I know, it was a lot of them. I think, I'm not sure, there was about 30 over at one time. That's from down the bay and up the bay and everywhere. And it was a job to keep up with them babies. You know, they'd be – but they would love, well it's only natural. I caught two bushel on this side of the line. I can go 50 feet and catch 15. And what are you going to do? You going to stay where you catch two? And if you let one get away with it, then there's going to be a lot of problem. You've got to stop it right in the buoy. If one guy is over here, he sits there all day long, he caught 20 bushel. This guy caught 100. I know this guy's going over that mark. If you watch them, you don't let that get out of hand if you can help it. It's just human nature that they're going to make as much as they can. And some of them down-the-bayers didn't think that was stealing. I mean it wasn't stealing. They were taking, the oyster was there, I'm going to catch him. I don't see when, or how or what. That's their attitude. Want something to eat? A sandwich?

K.F.: I think that's probably good for us at this point.

J.J.: Well it's 12:00.

SPEAKER: I got it all ready. Come on.

K.F.: Okay.

J.J.: Now aren't you going to say nothing nice about him? Don't say he's fat. Don't tell him that.

K.F.: It's all fur, right?

J.J.: That's all fur is right.

SPEAKER: Most of it is.

J.J.: 'Cause he's pop's angel, he is.

(End of interview.)