

Interview with Mr. Hackett Harris of Cordova, Maryland, 7/23/87.
Present at the interview were R. Dodds, J. Liener, Russell
Harris(son) and Mrs. Hackett Harris.

Eighty-three year old Mr. Harris talked of his early years at
Newbridge, Maryland, the steamboats which would dock there
and the steamboats on the Choptank and Tuckahoe Rivers. Mr.
Harris also talked about various people in Newbridge, and his
life as a fisherman on the Tuckahoe River.

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Interview with Mr. Hackett Harris--Steamboats at New Bridge,
Fishing on the Tuckahoe. 7-23-87. Present are Mr. Harris, his son
Russell Harris, Richard Dodds, and Josef Liener.

Dodds:

An Article appeared in the press and paper, talking a little about
the research that I was doing on the Wheeler Line that operated out
of Hillsboro, and he suggested that I could come and talk to you
that you might have some information about ... might have some
familiarity with....

Hackett:

Well, what have you found out?

Dodds:

Well, I have a lot of information now on the company. And many are
interested in the Wheeler Line that operated out of Hillsboro. I
know pretty much all the area history, a little bit about Captain
Wheeler, a little bit about the ships; they had the Minnie Wheeler,
they had the Chesapeake, they had the Easton. The company was sold
in 1901 and then the Baltimore, Chesapeake, and Atlantic Railway
Company took over the ships on the route, then they operated the
ships for a while. I spoke to Mr. Arvis Bevin of Hill sboro . I don't
know if you know Mr. Bevin. [Milton Beavin?]

Hackett:

Bevin of Hillsboro? Yes.

Dodds:

He's given me quite a lot of information on the company. And then
I went to the Preston paper, and was doing some research there on
a column that appeared in the 1930's. It was written by a Captain
George Ross. And he wrote a column called "Minnie Wheeler's
Boyfriend", and he went on for about a year and a half. But he
based the column on logbooks that he had from the ship, the steamer
the Minnie Wheeler. That's when they became interested in what I
was doing....

Hackett:

Who was giving information in the press?

Dodds:

Well, I looked through the newspaper files. They have those little
files on the Preston News and Farmer there, and I went through them
week by week, looking at the columns, and seeing what information
they had in them.

Hackett:

Did they have a picture of the boat?

Dodds:

No, they didn't. As a matter of fact the column, for the first year
wasn't even signed by Captain Ross: it was anonymous, and then

about a year into the column they had someone request that they reveal who was writing them, and they had a picture of him. But they didn't have a picture of her. I know what she looks like, but they didn't have a picture in the newspaper of her. And then I asked you people to call me, mostly older residents of the area, who said they had some information on the steamboats. This is the main reason I'm coming to talk to you; maybe you could add anything to what I know about the early steamboats on the Choptank River, and the Tuckahoe River.

Hackett:

Yes, well, of course, the Wheeler Line and the Tuckahoe, they were different companies. and then they ran from there to Baltimore. and then they were a line. And then they put 'em to Easton, there at 17 Bradford. He lived up there. His home was right up there on Hillsboro.

Dodds:

Captain Bradford lived in Hillsboro?

Hackett:

No at 17 Bradford. He had that brick house there. He had a boat built, it was the Minnie Wheeler. That was his daughter. He named it after his daughter.

Dodds:

Matthew married several times.

Hackett:

You got any information on the Westmoreland?

Dodds:

The Westmoreland? No, she didn't really run too much on the Choptank, did she?

Hackett:

She'd run up the Choptank River, up to Williston. If you want to write it down, I'll give you all the wharves it was.

Dodds:

Sure. Do you know them? Do you know them off the top of your head?

Hackett:

Yes sir, I know every one of them. But, of course, when them boats run up there I was just a young boy. We used to go down and watch the steamboats come in. Every time a steamboat come in well sure we'd go down there. And at 17 Bradford they'd give us candy. You know, a stick of candy with a stick in the end of it. A sucker they'd call 'em.

Dodds:

Mr. Harrison when you were young, where were you living?

Hackett:

I was living right about a mile from the river, right down there where that bridge goes across.

Dodds:

You talking about the Dover bridge?

Hackett:

No. No. New Bridge. That farm right there; all of us, we were born and raised on it. Instead of going over the bridge you go up the hill. That was Ganey's.

Dodds:

And there was a steamship landing, there in New Bridge.

Hackett:

Yes, there was a steamboat landing there in New Bridge. And one to Williston, and one to Ganey's...

Dodds:

Ganey's Wharf. Right.

Hackett:

...and going on there to the, and over to the bridge, there were several steamboat landings there.

Dodds:

Did you ever go for a ride on one of the steamboats?

Hackett:

I went to Baltimore a couple of times on a steamboat. I and my grandmother. My aunt lived in Baltimore. And we'd get in the steamboat down there t' New Bridge, and go to Baltimore. We'd get into Baltimore some time, oh, as for that night.

Interveiwier:

Do you remember which boats you traveled on?

Hackett:

Seems to me it was the Crosskey.

Dodds:

The Crosskey. Someone mentioned that one the other day.

Hackett

That boat went up Tuckahoe Creek and when it got to Ganey's they laid overnight, and went out the next morning. It was three different boats that run up there.

Dodds:

They only went up the Tuckahoe only as far as Wayman's Wharf, didn't they?

Hackett:

No. Wayman's Wharf was below Gilpin Point. And then there was Stony

Point. and that was as far up as you could get. The other one that you mentioned, it was down river further, go 'n out. And then, there was, so coming from Hillsboro to go over the Dover Bridge, there was Two Johns there, and Ganey's, Gilpin Point, and then there was Mc Carty's Wharf. And you're goin' on down then. You went past Dover bridge, there was LLOYD's Landing and Barker Landing, and the Choptank. And that's as far as I remember getting. The Choptank.

Dodds:

Didn't you stop in to Windy Hill too?

Hackett:

Lloyds Landing was the first, and Windy Hill was the last, I mean the Choptank was the last one down. When you went to Baltimore, you'd get on there and she'd stop all in places, pick up chicken coops (Hackett starts to laugh). Used to, a man, Banks, he was a horse dealer down in Denton, they used to have, oh, sometimes 750 head of mules. They'd come in on that steamboat, and he'd unload 'em by New Bridge, and I never will forget that. Had a little white horse. The mules, they'd follow that horse, and he'd carry them right on into Denton. He had a stable there in Denton. He was a horse dealer.

Dodds:

Do you remember who was the agent was at New Bridge?

Hackett:

Ya, Av Despencent.

Dodds:

Av Dispencent? (?)

Hackett:

There was Severn Borden Todd, he worked on once. He had a boy, Dennis Todd, he worked on the boats. Then they had Harry Lyons, he worked on a steamboat, too.

Dodds:

New Bridge sounds like it was quite a busy place at one time.

Hackett:

I've seen it as high as 20 to 25 wagons, waiting for the steamboat to come in. They'd haul wheat down there, and put it on a steamboat, n' ship to Baltimore. Haul wheat and corn. And then anybody who had anything shipped from Baltimore, they'd ship it to New Bridge. They used to have those great big jugs of whiskey come in on that steamboat (Hackett laughs).

Dodds:

All that activity up in Greensboro was gone before you remember it, wasn't it?

Hackett:

Greensboro? Ya, it was done away several years. See they had a draw

there, but the boat, they couldn't get it under. Then 'Lor Tower had a boat, the Edenton. He run that gin house and he hauls the 'key in from Baltimore, and different stuff. He used that mostly for his own use. Lor Towers, his name was.

Dodds:

You ever travel on the steamboats going the other direction, away from Baltimore? Up the Choptank or up the Tuckahoe?

Hackett:

I got on at New Bridge and went to Baltimore. No, I never went the opposite direction. But the steamboat used to go on up, to Reese's Landing. That's pretty well up there. Well, that's the next to the last stop. Then Stony Point was the last stop. They'd come in there and it's afternoon, and lay over all night, and go out the next morning.

Dodds:

I wonder of Stony Point is the same thing as Wayman's Wharf.

Liener:

No, no. That's right close to it.

Dodds:

I know that Mrs. Evans often mentions Stony Point when we are talking. Because other people have seen that the, at least while the Wheeler Line was operating that the last stop on the Tuckahoe was Layman's Wharf. They couldn't go up any higher than that.

Hackett:

Well, Rigg's Landing is right there by Wayman's Wharf. Rigg's Landing used to be the main wharf up there. All the stuff from Baltimore, they come down to Cordova, and to Hillsboro, and groceries or what ever it was, they'd have to come down and get it.

Russell:

Didn't they stop at Covey's Landing too?

Hackett:

Ya. They went up to Stony Point, that's just right around the bend, and laid over. I never will forget it. They had a piling they drove on the upper side, and then when the steamboat come in the man who attended the wharf, he had to go up there and put the rope over it. You see that's the way they'd turn it around.

Dodds:

Ya. They'd swing it. Ya. we were talking about that before.

Liener:

Did you ever see that scow that come down from Hillsboro to Wayman's Wharf? A big flat scow that they scowed wheat and stuff on?

Hackett:

Why I don't hardly.... Of course Wayman's Wharf was done away with before the steamboat stopped coming up there.

Dodds:

They may have stopped calling at Wayman's Wharf before the...

Liener:

1912 was the last passenger trip out of the Tuckahoe.

Hackett:

The Easton, I don't know where, but they moved that boat. That there was a big boat. It was the biggest boat to ever come up there. And they run it a few times, then they moved it somewheres else. They didn't have enough water up there. And there was the Minnie Wheeler and the Crosskey, and the Ava,...

Dodds:

...and the Chesapeake too.

Hackett:

...Westmoreland.

Liener:

Did you ever make a trip up to Adams Theatre when that came up?

Hackett:

No. What's that?

Russell:

The floating theatre up to Denton.

Hackett

Oh ya. It went to Hillsboro.

Liener:

It went up to Hillsboro too.

Hackett:

Ya. It went to Denton, and then it went to Hillsboro. And then over to... I don't know where it ran at.

Liener:

Secretary.

Hackett:

Secretary, ya. That's been a long time ago.

Dodds:

Have you been aboard the Floating Theatre?

Hackett:

Oh ya, I went two or three times.

Liener:

That was quite an institution (Joe laughs).

Hackett:

That's been a long time ago. I can't think of that man's name that owned that.

Liener:

Adams.

Hackett:

Adams. Ya. Bud Adams.

Dodds:

You mentioned on the phone to me, you were talking about a man, one of the agents, who lived in a house that periodically flooded.

Russell:

Oh. That was Mr. Kemp. He wants to know something about Mr. Kemp.

Hackett:

Oh. Mr. Kemp? Well he a ... he didn't have anything to do with the steamboats. Mr. Stanford was the tender back then, but them two old men lived there together.

Dodds:

Is this the town of New Bridge?

Hackett:

Ya, New Bridge. In a shanty down there. They tore the bridges down, and done away with that shanty. But, Mr. Kemp.... Captain Todd, he was one of the navigators on the bridge, I mean the boat. And then Harry Lyons worked for a steamboat company. Harry Lyons....

Dodds:

What about this place that Mr. Kemp lived in? Did it get pretty wet down there in the wintertime?

Hackett:

Ya. When the tide come up, it'd come up through the floor.

Russell:

I remember that. Ya, I remember seeing him.

Liener:

Which side of the road was that on?

Russell:

It was right down there off to the right of the bridge, the old bridge; just before you crossed the bridge. Right there on the right.

Dodds:

You said that was the old bridge tender's house?

Russell:

I don't know. Was it Dad? Who took care of the bridge?

Hackett:

Mr. Kemp. He'd tend the draw now and then. Mr. Kemp done that.

Dodds:

Was it sort of a hand operated mechanism?

Hackett:

Ya, Had a crank on it, and it rolled back, y' know.

Dodds:

A retracted bridge.

Hackett:

That was a good while ago. I was just telling Russell, there used to be a store t' Lewistown. That was a right big store there. He had a colored for the workers there. Patrick Seth his name was. Father had begun working and we had a mule, he was slow, and we could hardly get nothing done with him. So he traded Seth, or traded Miller this mule for a horse. So, the old man, Miller, he wants to eye this for his own, so he says he wants to go down to Reese's Landing and get the groceries. He deserved it. And he got down to Reese's Landing, and the boat was up above the landing. The boat was just laying there, it wasn't moving. So, he comes and starts to load the stuff on, and the boat blowed. And well that damn mule, it went up that hill flying. It ran all the way to Lewistown. (laughter) He had lost the tea, he lost everything. (laughter) That's been a long time ago.

Russell:

I told you the other day about one of those boats that had a head on it. Tell him about that Captain Branford every time he'd come up there, he'd have that deer head on the boat.

Hackett:

Ya, there were two of them boats. One had an eagle, the other one had a deer. So, Mr. Spencer, he was the attendant of the wharf, he'd tell us boys, when that deer nods his head, the Captain'll blow the whistle. We used to stand up there, our mouths open, looking for the deer to nod his head, that old boat a blowin'.

Dodds:

The head of the deer; where was it mounted on the boat, and what boat was it on?

Hackett:

That was the Westmoreland. No, it was on the Joppa.

Dodds:

On the Joppa?

Hackett:

Ya. The deer head was on the Joppa, and the eagle, it was on the Crosskey.

Dodds:

Where was it mounted on the Joppa, on top of the pilot house? where the eagles were?

Hackett:

On the cabin. You know? On the cabin where the wheelhouse was at, you know. Right up on top.

Dodds:

That's unusual. I've never heard of that. Usually it would be an eagle. I've never heard of the head of a deer....

Liener:

Well the Mississippi boats had the deer horns a lot. How they got them was that they won races. That was their badge that showed that they were a fast boat. I've never heard it mentioned over here.

Hackett:

I went to Baltimore a couple times on a steamboat. It was the last time I ever went there, it was rough. My God that boat was rolling all over the place. (laughter) I was scared to death. Some man got on at Secretary. And he told me, I was just a boy, said "son, you never ridden on a boat before." I said, "I never rode on one as rough as this one is." He said, Now don't worry it I'll be a settin' right here with ye." And my God that boat did roll (laughter). He said that when we get out in the Bay, we'd have some rough water. I seen this colored fellow going around taking all the dishes, puttin' em in a basket, like to add 'em up. And I kept watching, and when that boat (laughter) come out in the Bay there, man, you talk about lungin' and jumpin'; its a good thing they picked those dishes up, they'd break every one of them.

Liener:

Did you stop at Cambridge before you went out in the bay?

Hackett:

Ya, Choptank, then Cambridge.

Dodds:

What did you think of Baltimore when you were a young fellow.

Hackett:

When I was young? Ya. I was laughin' about that. Uncle Ed, he was a bartender. He had to go down for something, something about some coffee. I don't know. And he asked me, "You all gonna go or anything?" And I said, "Ya, I'd like to go." And he said to my Aunt "I'm goin', but I ain't got time today." But every time we go by one of them stands with bananas in them, I'd say, "Uncle Ed, look at these bananas, there the big ones." We'd get down there, and he said "I'm gonna get me some." He got me a great big bag full, all

I could tote.

Dodds:

There must have been quite a difference between quiet little New Bridge and Baltimore.

Hackett:

Yes indeed.

Dodds:

At some time you moved from New Bridge. Is that right?

Hackett:

Ya. I moved into Hillsboro. And stayed there about a year, and come here to Cordova. And then I bought this house here, a schoolhouse.

Russell:

Pond's School.

Hackett:

And I turned it around, and that's where its been ever since.

Liener:

You must know the old fella over here to Cordova, somewheres he makes banjos.

Hackett:

Mm?

Liener:

There's an old fella over here somewheres that makes banjos, or there was.

Russell:

Used to be.

Liener:

He's dead now.

Russell:

Ya, Charlie Williams.

Hackett:

Charlie Williams.

Russell:

He died there at Reese's Landing.

Hackett:

He fell off it once and drowned.

Russell:

He lived down there at Reese's Landing.

Liener:

I met him over in Easton.

Russell:

He used to make fiddles, violins.

Hackett:

Ya, he made some good stuff. He was drinkin' and he slipped off a log. It was two of them boys, and one girl. And they're all dead. Dean Williams, Charlie Williams, and Anna.

Dodds:

Did you ever do and fishing, crabbing, or oystering, on the river Mr. Harris?

Hackett:

I made a living at it.

Dodds:

Is that right? I didn't know that.

Russell:

He fished with fykes and nets.

Hackett:

Yes, indeed.

Russell:

That's all he did, for years and years. He fished with fykes and pound nets.

Liener:

You didn't do much gill netting.

Hackett:

I had pound... I had some gill nets.

Russell:

How many fish did you catch at one time, that was in that pound....

Hackett:

Oh my God, I don't know. I had a pound setting, and a guy called up, from a Philadelphia firm. I only got about 5 or 6 cents a pound. And I had \$126.00, that I got out of that one net in overnight.

Liener:

That was all kinds of fish in there wasn't it?

Hackett:

All kinds. But you can't catch rock no more.

Dodds:

Where were you fishing mostly, Mr. Harris?

Hackett:

Down to the mouth of Tuckahoe Creek. On down towards Kingston, and then up towards Denton, up and down there. And some times above Reese's Landing. But I got so that I wasn't able to get around, and I ended doing it.

Dodds:

Something like that, do you operate it by yourself, or do you operate it with other men?

Liener:

Well, you generally have a buddy.

Dodds:

We were asking, did you work with anybody when you were fishing?

Hackett:

My father was all.

Dodds:

Your father. Ya.

Hackett:

He lived to be about 90 years old.

Liener:

Did you ever go into any of those little creeks, for instance the one up there by Martinak State Park?

Hackett:

What park?

Liener:

Just this side of Denton, Martinak State Park. Did you ever fish in that little creek there?

Hackett:

Ya. We used to fish all up and down there.

Liener:

Did you ever see that old ship, or that vessel that was sunk up in there?

Hackett:

Ya. Hothouse.

Liener:

What was the name of her?

Hackett:

Hothouse.

Russell:
Hothouse. The Hothouse, H-O-T-O-S (sic).

Hackett:
Happens all the time. It got so it wasn't no good, and they pushed it up there. And he bought the Edenton, and used it.

Dodds:
Do you know anything about the boat?

Liener:
This was a big 'un, she was about 70-some feet.

Russell:
I'll bet it was a steamboat. I don't know anything about it.

Dodds:
This must be a different one.

Liener:
They've got part of her skeleton hauled out up there in Martinak State Park. I don't know whether you ever saw it or not.

Hackett:
No. I've been over there, but I don't know as I've ever seen it.

Dodds:
Did you have your own boat, Mr. Harris?

Hackett:
Ya. I built two or three.

Dodds:
What kind of boats did you have?

Hackett:
Well, I just had big barges. Didn't have no big steamboats or nothing like that.

End Side 2

Dodds:
Well that's fine. You never know what comes out. I hadn't realized that your father had done a lot of pound net fishing and fyke net fishing, which is interesting to us too. 'Cause there aren't any men that do that any more in that area, aren't there in that area?

Russell:
Well, his brother does. They used to have what they call "sets". And his father made 'em along that river, then he took 'em over, and when he quit fishing, his brother took 'em over. Different places where you'd set your nets and that's your exclusive rights. Right Dad?

Hackett:
Ya.

Liener:
Where did you put most of his fish out at? Denton Bridge? Or a....

Hackett:
No. Up to New Bridge. There was a truck line that run through there every day. I can't think of this man's name that run it. And we'd ship 'em to Baltimore.

Liener:
All you had to do was put 'em in boxes and ice 'em up, eh?

Hackett:
Ya. Ice 'em up, or if it was cold weather, we wouldn't use no ice.

Liener:
They'd be frozen.

Hackett:
(laughing) They were just frozen. Well, you know, I would love to 've seen 'em open up the season on rock. For a while anyhow.

Liener:
Did you ever do any gunning up there, up the Tuckahoe?

Hackett:
Yes, yes indeed.

Liener:
Did ya push for rail birds?

Hackett:
I did only a couple times. A man from Easton, he come down there, and I pushed him around on the marsh. You ever kill a railbird?

Liener:
Ya.

Dodds:
Difficult to hit, aren't they?

Liener:
Well they're kind of wobbly. Something like a woodcock.

Hackett:
You know, y' catch the tide high, you could push that little, those boats were small, and you could shove 'em right up off them marshes.

Liener:
Well you only had about two hours, each tide.

Hackett:
Ya. Ya.

Dodds:
How old are you, sir?

Liener:
Give a guess.

Russell:
The way you are talking, you're 80 at least, 75 to 80.

Liener:
Well I'm a little over 75.

Dodds:
Joe has a good knowledge of lots of subject areas.

Liener:
I was born in 1909.

Dodds:
Now your Father is 83?

Russell:
He was 83 last month.

Liener:
My Dad was at 94.

Russell:
His father was ... what was... Grandpa was 92 when he died, wasn't he? 90 or 92?

Hackett:
92 I think he was. Either that or he was 93. Or my aunt.

Dodds:
When did you stop fishing, Mr. Harris?

Hackett:
I haven't fished now for a year and a half to two years.

Russell:
(laughing) No, longer than that, Dad. It's been 25 years

Hackett:
I guess it has. No, I think its in-between there.

Liener:
Did you run across any snappers up there.

Hackett:
Plenty of 'em. They used to be right high in Baltimore.

Dodds:

Did you sell them or collect them?

Hackett:

No, I just to put 'em in barrels, and ship 'em to Baltimore.

Russell:

I've seen 'em iced. Two or three barrels of 'em.

Liener:

How'd you like to get them a-bitin' at you?

Hackett:

You get 'em out of the nets. And we used to catch a good many of them. You used to get at that time, about 10 to 12 cents a pound. And if you get 'em now, you get 75 cents a pound. You know my Sister was over here yesterday or the day before and she said that her daughter has come home from Florida and stayed home two or three days. Her and some lady, well this woman said "I want to get some crabs to carry back." She said "Well we'll go down there and see what we can get." Went down there and they wanted 34 dollars a bushel for crabs. That's a terrible price, ain't it?

Dodds:

Ya, it is. How's the living? Did you make a pretty good living from fishing?

Hackett:

Fishing? Well, you could make a living, about as good as you could doing something else.

Dodds:

It must have been pretty tough though. During the depression period particularly.

Liener:

Did you knit a lot of your own fyke nets?

Hackett:

Made 'em all.

Liener:

Hooks too?

Hackett:

Made the hooks, ya. I was always ordering twine from Baltimore. We'd cut it out and lace it in, and make whatever you want to make.

Liener:

How 'bout your pound nets? Did you dip them too?

Hackett:

Ya.

Dodds:

Are these nets as big as the ones they used down at the....

Liener:

No. No. They wouldn't have as much room up here as they did out on the bay.

Dodds:

I guess they had to be careful with. -probably a few steamboats cruising up and down the river there too at that time.

Hackett:

You know right at the mouth of that Tuckahoe creek, right where it empties into the Choptank River, that's the deepest there is water anywhere between Denton and the Bay. That's deep water there.

Liener:

Is that even deeper than it is off of Hog Island?

Hackett:

Oh yes, that's the deepest spot there is in the Bay, or the river, either. That's 50 or 100 feet deep.

Liener:

Ya, that's quite a trip from Denton down to Cambridge on the Choptank.

Hackett:

There's some bridge, I've never seen it, but there's some bridge you got cross there in Cambridge, Ain't it?

Dodds:

Ya.

Hackett:

I've never been across it.

Liener:

Ya, just opened it up a few weeks ago.

Russell:

Gentlemen, I'll be seein' you.

Dodds:

Alright. Is there anything else that we should raise.

Russell:

I don't know.

Hackett:

What's that?

Russell:

They wanted to know if there is anything else you could tell them,

I didn't.

Hackett:

I don't know of anything I could tell you. I, of course always lived here. I remembered all that stuff, but it fades away.

Dodds:

I think it happens to all of us.

Liener:

Well if we don't start gathering up this stuff, while its still available....

Hackett:

Well, you gonna write a book about it?

Dodds:

No, I'd like to do at least an article on the history of the Wheeler line. I'm particularly interested in that company because they were the only Eastern Shore-based steamship company. Everyone else was based out of Baltimore.

Hackett:

On the Easton Captain Perry was the Captain on that.

Dodds:

Ya, we talked about Captain Perry on the way up. Captain Perry died in 1931. You remember Captain Perry?

Hackett:

I just know of him, that's all. I wouldn't know any more of him. The fella down on 17 Branford was about the only one that I really remember.

Liener:

Do you know anybody over at Secretary or Choptank, or any places over there on the other side of the river?

Russell:

I don't know anybody down that way.

Hackett:

What's that?

Russell:

They wanted to know if you knew anybody down by Choptank or down by Secretary.

Hackett:

I don't go down that far.

Dodds:

Plus its been a number of years now, and not many people around now that remember in the early steamboat era.

Liener:

That old fella up in Hillsboro, Milton...

Russell:

Milton Beavin?

Liener

...Milton Beavin, ya, he's quite a...

Russell:

How close are you to Mr. Beavin in age, Dad?

Hackett:

I don't know.

Liener:

He's only 87, isn't he?

Hackett:

He's older than I am. He has a brother. Ya, he has one Brother and one sister. Yes things have changed.

Dodds:

Do you still have your, um, the equipment you used in fishing, did you pass it on?

Hackett:

No, I haven't got a piece of twine big enough to make a dip net. (laughter) And now the way I've been getting around, it doesn't look like I'm going to ever be as I can go. We've had so much cold. Had a storm come in here. We had the roof blown off and everything of f that chicken house. And it blowed down. The feller, I had a feller here that was kind of bossy put it back up again. Then he had a heart attack. He's over in Salisbury now.

Russell:

Well gentlemen, I'll see you later.

Dodds:

Thank you.

Liener:

Thank you.

Hackett:

I'd like to help you all the way through, but I guess that when you get as old as I am, there will be a lot of things you won't remember

Dodds:

No, I'm starting to lose it already. That's why I bring Joe along, to help me out. I know its difficult especially when were talking quite a few years ago now. But, every little piece helps. Its like

a puzzle.

Hackett:

You ever go down to McCarty' s wharf? I don't know if old man McCarty is still living or not.

Dodds:

No. Of course there were so many wharves back then.

Liener:

Every farm had one back then.

Hackett:

McCarty's they loaded wheat and loaded corn, and hauled fertilizer and stuff, right on the steamboat. Boats would come in there, and they'd have wagons sitting there a-waitin', and load it on. Carry it away from there. No such thing as a truck then.

Dodds:

Did you watch 'em loading cattle and stuff on board these boats?

Hackett:

Ya. One time somebody brought a cow down there and fastened it to a tree or two there. And when the steamboat come in the colored fellas would go up there and drive it on the boat.

Liener:

Some places would have a pen built that held 'em too.

Dodds:

Down at the wharf at New Bridge, did they have a store down there too?

Hackett:

Ya. They got one there. Course, at that time when the steamboats come up there they used to get all their stuff from the steamboats. Supplies. Sugar, salt, pepper, and everything you could imagine.

End of Interview