

Interview Log

Interviewee: Emory "Pie" Edwards (E.E.) Tape #:
Interviewer: Shelly Drummond (S.D.) # of Tapes: 2
Date: November 28, 2003 # of Sides: 3
Location: Mr. Edward's private home on Piney Neck
Topic: Piney Neck, Skinner's Neck, North Point, John Glenn, Oystering, Hubbard's Pier, Hubbard's Restaurant, raising Rock Hall jetty, shanty boat story, Stanley Vasant
Theme: Working the water, changes over time.
Comments:
Documentation:

Audio: 90+ minutes of audio recorded on CD
Video:
Digital Photos:
Slides:

Field Notes: Capt. Edwards was recommended to me by numerous people over several years even before this project. I was very pleased to finally do an oral history with him. Recording was done with shotgun mike, a clock rings in the back room and I think I caught the sound of geese flying overhead at one point. Also recorded is around a minute of silent room. I did not ask him about his years working on a yacht – which I regret. I would recommend highly further interviews with Captain Edwards.

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EMORY EDWARDS

November 28, 2003

BEGIN SIDE A

S.D.: All Right. This is Shelly Drummond from the Chesapeake Bay Maritime Museum, and I'm here with Mr. Emory Edwards, and your nickname is Pie.

E.E.: Yeah. Call me Captain.

S.D.: Captain? Okay, Captain Edwards.

E.E.: Did you have to retract it out or you just –

S.D.: No, that's good. That's what I like to hear.

E.E.: Okay.

S.D.: I like to be corrected so we get it all right the first time.

E.E.: And also I have a nickname, Pie. Most people around here know me as Pie. As far as Emory, I just tell everybody – what's your name? I just say Pie Edwards.

S.D.: Where did the nickname come from?

E.E.: Well my father's cousin give me that name when I was a little boy. I don't know whether I had a little round face and looked like a cherry pie. I hate to say this, but I might've been a little cutie pie when I was a little baby, but I sure as heck changed now. (Laughter).

S.D.: So that's where it came from.

E.E.: Yeah, right.

S.D.: What did – when did you first go out on the water?

E.E.: When I was – let me see now, about 10 years old. In the summertime, I didn't have too much vacation. I had to work because it was hard times, and everybody worked. Wasn't any child labor laws those days. Everybody pulled their own load. And I used to, in the summertime, I would crab, go crabbing with my father. And then that lasted till I was 13, and I started high school for 3 weeks. I loved it. Oh, my. Ride in a bus, and pretty girls. But my father said you don't need a whole lot of education to catch fish and oyster and crabs, so – but, of course, he only had a third-grade education, so he probably felt like I'd graduated from Yale or MIT or Harvard or Yale. (Laughter). So then when I was 13 years old, that's when I started oystering. I started culling oysters for my brother. And then I just worked on the water all the time until I was 23 years old. Then I went in the Army, and – should I go on for the rest of my life? (Laughter).

S.D.: Well you can just, yeah, give me sort of an idea.

E.E.: Okay. Well when I got out of the Army, I took advantage of the Public Law 16, and I learned – first thing, when I get out of the Army, I went back on the water again. And that's when you see that big haul of fish, that's when I went back. And then I went to work on a yacht for three years waiting for my training as an electrician to come through. So they – after my yachting days, the electrician come through. And – well, I learned to be an electrician. Then, let's see, I think it was around 1952 that – I guess '55, somewhere along there, I started my own business, and that lasted for, oh, about three or four years. And my biggest job was they built a missile base at **Tolchester**, and I worked in electrical – heavy industrial. First time I'd ever been in heavy industrial work, and I got a lot of training there. Let me see, after that. Oh, and when the, when the military took the – after the base was built, the military took it over in November the 18th of 1955, and it was a big decision whether to send somebody to Fort Meade over or hire me. So when they sold it to the military, they sort of sold me right along with it. So I worked there for several years at the missile base as a maintenance. I wasn't in the missile department. I

was in charge of all maintenance, electric, plumbing, heating, and I was in charge of all that. Let's see.

S.D.: Tell me a little bit about where you're from and its relationship to **Rock Hall**.

E.E.: Well my family goes way back into the late 1600's, and I have – my father was, my – let's see. My great-grandfather, which is Army before the refuge there, **Great-Grandfather Edwards** married **Mary Glenn**. And so it goes back way before the Civil War. I'm doing a lot of "ah" here.

S.D.: No, it's okay, that's okay. But more like – this is called **Piney Neck**?

E.E.: Yes, Piney Neck. And this area here is called – some people call it **McKinleyville**, but my father would never go along with the name McKinleyville. It was **Drum Point**, because during the, must've been Civil War, the **Vansants** moved down here, and they all were Republicans, and they named their little area McKinleyville, but Pop would never go along with that. He would say no, sir, this is Drum Point. (Laughter).

S.D.: When you were working on the water, where were you docked?

E.E.: Where would we dock?

S.D.: Uh-huh (affirmative).

E.E.: Oh, **Doctor's Cove**, which is in, which is in the Drum Point area.

S.D.: What was the relationship between the people that were out on the necks and the actual town, like Rock Hall Harbor?

E.E.: What is – say that again.

S.D.: Did they work together in the same areas?

E.E.: Well a lot of people in Rock Hall, they worked out in the Chesapeake Bay area. And a lot of us, we worked in the Chester River area. But we would trade back and forth. If things was bad in the river, we'd go out in the bay or vice-versa, they'd come in here.

S.D.: Was there any competition between the bay and the river and territory?

E.E.: Well when you say competition, what do you mean?

S.D.: Did people compete for territory?

E.E.: No. I don't think so. Except – well I don't know if this pertains to that, but **Swan Point**, which is one of the greatest oyster bars in the northern area, and for years, people in Kent County, they thought this was all bar, it belongs to us. So later on, they – let me back up here a minute. Also, the dredgers, which was allowed on there, they'd come onto Swan Point, and they've had, they've – the police boats have fired cannons, which probably looked like a – like a small bowling ball, people have caught those out on Swan Point oystering. But later on, somebody contested that ruling that it belonged to Kent County, and they – anyhow, it was opened up to everybody in the State of Maryland, any oysterman in the State of Maryland. But, oh, everybody says oh, it's going to be fights, and it's going to be this. It wasn't. (Laughter). We bluff, a lot of us watermens, we bluff. Try to scare somebody, but we don't.

S.D.: What year was that?

E.E.: Let's see. I think that was about 19 – 19 – I'm going to say 1980 when they proved that law that it didn't belong to Rock Hall – Kent County, rather.

S.D.: What, somebody's told me a little bit about the counties – everybody stayed in their county to fish.

E.E.: Yeah.

S.D.: So is this part of that?

E.E.: Yes, yes. And also, think about oystering again, in **Chester River**, the dredgers come in Chester River, and that's what they called the oyster war. And it was, some people actually killed in that oyster war. Now I don't know whether this is true or not, but one place down on **Piney Point** where the people used to set tents when they fished away were like ridges in the ground. And an old gentleman named Mr. **Harry Hudson**, he said that's where some people was killed was buried there. Now I don't know whether that's true or not, but it makes a good story. (Laughter). But that was the oyster war.

S.D.: When were those?

E.E.: I would say – now I got to really guess on this. I'd say in maybe in the mid-1800's, something along there.

S.D.: Okay, that's what I thought. Tell me about your first day. Do you remember the first day you went out on a boat and worked on the water?

E.E.: Well I guess I could almost row a boat before I could walk real good. You know, been riding around on the water all the time. And the first day during a – supposed to be the vacation from school, elementary school, you know, father done it and great-grandfather done it, and great-great grandfather. Didn't think anything about it. I don't know if that's the answer you're looking for. But okay.

S.D.: Did – tell me a little bit about Stanley Vansant. Did you know Stanley Vansant?

E.E.: Yes, I did know Stanley Vansant. Stanley was a wonderful man. And his father, Stanley told this story his self. Stanley's father, he was sort of a carpenter, could do a lot of things, and he built an old boat to carry oyster shells out to put on the bottom so we'd catch spat, and Stanley, later on, he sort of got into the carpentering business, building boats. And he said his father told him, he said what you going to do with all that pile of lumber there? Stanley said well, Papa, I'm going to build a boat. He said uh-oh, that's a lot of wasted lumber there. (Laughter). That's the advice his father give him. But Stanley was a wonderful man, and he built a lot of boats, and he built boats that went out on the ocean, you know, like – I can't think what they call them, but like 25 or 30 people would fish on it. And he would help anybody. And a great person, and his wife, **Pearl**, was also. They were a wonderful couple.

S.D.: Tell me about the – I think he's known for a particular, the bateaus?

E.E.: Yeah. Oh, his famous 20-foot bateaus. They were all over the, spread all over the Eastern Shore, and I guess up in New Jersey. And they were, they were flat-bottom boats, but they was wide. And, you know, you didn't get any roly-poly on those workboats there. And a good workboat, like fishing, or oystering or, you know, for a small boat, you could oyster in them too. And they were famous, Stanley Vansant's 20-foot bateau. And they had it on a production line. I think they could almost build a boat today.

S.D.: Who was working with him?

E.E.: Well his son worked with him, and **Clarence Hicks** worked with him some, and I can't think of anybody else right offhand that worked with him. But Stanley was fast, and the son, **Goldie**, worked with him.

S.D.: Did you know Clarence Hicks very well?

E.E.: Yes, I did. Clarence Hicks was one of the better watermen. I won't say the best, but one of the right tops of watermen in Kent County, and a fine gentleman.

S.D.: What was he known for in particular?

E.E.: Well I guess he was noted for being an extra-good waterman, I think that would be, and a fine gentleman on top of that.

S.D.: What did, was he – did he oyster, clam?

E.E.: He done – he oystered and clammed and done whatever was in season. See, water work is seasonal. Certain times oyster, some times the fish, certain the crab. So he did whatever was in season.

S.D.: Did you ever work on the same bed with Clarence Hicks?

E.E.: Yes. I worked on the same bar, yes. Yes, I have.

S.D.: And describe for me what it was like out when there were that many people on the oyster bars working together.

E.E.: Well sometimes boats would be pretty close together, and you know, be talking back and forth. And sometimes, if you got on some oysters, and the other person wasn't on the oysters, he'd come sneak up on you a little bit. And we call it hogging. (Laughter). So but anyhow, it was – it was hard work, but it was free. It felt free. I always said if you got – if you have a boss, the boss is, he's still the boss, he could be the nicest guy in the world. But if you're out there oystering, if you get mad, you just kick hell out of the side of the boat, which is a little – a little humor there, very small humor. But anyhow, by having not a boss.

S.D.: What was – did you ever haul seine?

E.E.: Oh, yes, I did. Yes, I did.

S.D.: Can you tell me a little bit about how you did that?

E.E.: Usually, six or seven men was hauling seine. And you laid the net out something like a horseshoe. And then you had winders there that you'd pull the seine ashore. And then you'd get overboard, and there'd be a man on the cork line, a man on the lead line, and the captain would be out clearing the seine out. And there'd be somebody to release the net. They all had certain jobs to do, to do. But that's when we caught that big haul of rock, on **Tom Gland's** (phonetic) **Stone Pile**, which is the mouth that goes through from Chester River through to the bay on **East Neck Island Bridge**. It goes straight on through to the bay.

S.D.: Why is it called that?

E.E.: Why is it called what?

S.D.: Tom Gland's Stone Pile.

E.E.: Well they named the bars after the people that lived on the property. You know, like **Glenn's Flats** down here. Glenn's Flats was an area at one time of day it might have been land made way down, but it's washed away. We called it Glenn's Flats, but it was a part of that farm. So a lot of the bars was named after the owners of the farm. Like **Hodge's Bar** (phonetic) is one of the well-known bars in the upper part of the bay. I'm sure that there was Mr. Hodges that lived on a farm there at one time, and they -- that's how they got a lot of the names.

S.D.: Did the watermen name them, or did the DNR name them when they were mapping them?

E.E.: No. No. I don't know whether those maps, whether they had any names. I don't, I'm not sure, but most of us watermen, we don't – if you say to somebody where is the number five buoy, we say I don't know. But if you said where is **Hudson's Bar**, we'd put a finger on it, like there's a bar on, between **Nichol's Point** and **Robin's Cove**, a place called **Old Field**. I don't know, I don't know the number of it, but if somebody said Old Field, I know exactly where they're talking about. But we should have, but we didn't. We just – it's just named **Spaniard's Point**, **Nichol's Point**, **Ebb Point**, **Cliff's Bar**, you know.

S.D.: When you were seine hauling, did you ever – were you ever out there when some of the women were working?

E.E.: Well my brother, I guess I might have been in the Army then. But my brother and Pop, and he had a niece of mine, **Linda Edwards Baker**, and they had – that was a crew. In fact, **Aubrey Bodeen** (phonetic) is one of the famous photographers in the Chesapeake Bay, and he has a picture at the **Watermen's Museum** of my father, and my brother Johnny, and I think Linda might've been in one of those pictures. But anyhow, it's still in the water museum. It was in the River Graphior (phonetic). They had a brown sheet in the *Sun Paper* years and years ago. But that picture still exists. And somebody said Aubrey Bodeen had a bad temper, but he didn't show it around us people because we'd have told him off right quick. (Laughter). But he took some beautiful pictures.

S.D.: Was it ever seen as strange to have women, there were women out there, or did anybody mind?

E.E.: Well it was a little strange, yeah. (Laughter). I think Linda wasn't too happy about somebody took a picture of it, Linda Edwards Baker. But anyhow, Pop had a small seine, so somehow or other, they managed to – they done a little fishing or seine hauling. They done fair. But, yes, the first time I ever seen a woman oyster, that looked strange. The woman was oystering with the shafts, and the man was culling. And even up Mystic, they had a bateau, this was up in **Connecticut, Mystic**, they had one bateau, had two poles on the end, so she stayed in the exact place. And the woman was oystering out there, and the man was culling. (Laughter). Anybody except us oystermen, we wouldn't have thought it was so funny, but it was funny to us.

S.D.: I'm told it's hard work.

E.E.: Yes, it is. But you know, we call them idiot sticks. Only an idiot would do that. And you look at them in the morning say, my God, no way I can use those things all day, but we think we can just get in a stooping stage and just keep on, like Duracell batteries, you know. (Laughter). But nowadays, and mostly watermen do this too, they come up with innovative plans, like now, they have on the – this is on the shaft tonging, they have a winder that they can wind them up. Now, of course, out in the bay they have hydraulic rigs out there that they use. But they all started, and then people kept – after they were invented in a crude state, then somebody come up with better, different idea. So and most of it's just done by the watermen. They don't – oh, thinking about that. A friend of mine, he's a graduate of University of Michigan. And my nephew had built a boat. And Mike said where's the plans? What plans did he go by? I said we don't use no plans. He said you can't build a boat without plans. I said yes, we can. It might be a half inch off, or an inch off the other, and she might pull the other way, but I said we can build them. (Laughter). Don't need no plan. Probably couldn't read it if we had it in front of us.

S.D.: Did Stanley Vansant use half hulls? The hull model. It's a half hull model.

E.E.: I – to build by? Just build it by the rack of his brain. So you don't have to have a degree from Yale or Harvard or Michigan to build a boat, but they're always not perfect, but they work.

S.D.: Did – what are some of the other innovations that you've seen watermen invent to help them out?

E.E.: Well sometime early, I guess I'd go back about 8 – about 1950, all the soft shell clams, or manoees as the Indian calls them, for some reason, they had some kind of a red tide or something up in Massachusetts up that way, and killed them, killed those manoees up there. So there was a man in St. Michaels, **Fletcher Hanks**. Maybe you've heard of him. He's the first one that come up with a hydraulic rig for clamming. And it was virgin territory. They had

nobody ever – you'd eat clams. Of course, they had sand in them, you know. People just caught boatloads. You could just catch as many as you wanted. Sometimes people catch 70, 80 bushel. Maybe get a couple dollars a bushel for them. But they never, never been touched, I guess, since the beginning of time. But now, they're down, they're down now where most of the clambers have really gone out of business or stopped clamming. But they are a fast grower, and they might come back where it takes a soft shell clam about a year and a half, where an oyster takes about three years before it comes back. But Fletcher Hanks is the one that designed it, and of course, people added to it, you know. But he's from St. Michaels. As you say, you've heard of him.

S.D.: Where did you sell your seafood, unload it?

E.E.: Well we had seafood dealers in Rock Hall. There was a **Walter Schoon**, Mr. Walter Schoon, who had the place now, which it's called **Waterman's Crab House**, but it really was a wholesale house where he bought fish. And then there was **Hubbard's**. And they could handle, they could handle tons of fish. And they'd carry them to New York, and Washington, D.C. and Philadelphia. They had different areas where they sold these fish, but anything you caught, you could sell it in Rock Hall. But now, there's not a seafood buyer in Rock Hall. Now a nephew of mine, **Charles Edwards**, why he has, he has a market up in Connecticut and Massachusetts, up that way. But he carries, he carries his own up there. But I think Charles Edwards is really the only one that's really buying any seafood in Rock Hall.

S.D.: Can you describe what the harbor was like in those days?

E.E.: Well Rock Hall Harbor, that's what you mostly want to know. Rock Hall Harbor – Rock Hall Harbor, it was – I'm trying to think here how to describe it. I'm sorry, I'm still trying to think. Ask me that question again.

S.D.: Like the sights, and the sounds, like what it looked like, and what it sounded like, and the people.

E.E.: Oh. Well they had a place later called **Hubbard's Pier**. And that's where the fishing party boats used to come into. And at one time of day, there was almost, I would say at least 40 or 50 fishing party boats coming in and out of Rock Hall. And, of course, it sort of died out, but now it's coming back again after all these years because there's so many Rockfish. There's more people there. But where the marina is in Rock Hall, Hubbard's Pier was, was all bulkheaded, was all land. And I guess it's been 10 million cups of coffee drank there, and breakfasts and fishing party boats carried. Now it's a marina where they have floating docks in there. You've probably seen that, haven't you? But I guess, as I say, 10 million cups of coffee. (Laughter). Trying to find a little humor there.

S.D.: What was – do you have any funny stories about in Hubbard's and some of the people that used to go in there?

E.E.: Yeah. Used to be a lot of people would congregate there in the late afternoon. We'd set there, and people would be talking back and forth and telling stories. Some of them was true, some of them wasn't. And anyhow, when they rebuilt the jetties out there, **Brad Carr**, who is one of the old watermen, he said, talking, said you think they built that for Rock Hall, don't you? Yeah, sure it is. It's going. And he said yeah, you'll see the day it ain't. So anyhow, when they raised the bulkhead, then come all the sailboats, all the marinas come in there. And then they started being – started building condos there. And **Billy Collier**, a good friend of mine, he said people in Rock Hall would never see the sun set anymore for all those condos. Wasn't quite that bad, but that's what Billy said. Anyhow, we'd talk there, we'd watch the activities, seen a fish hawk out there try to build her nest on one of the markers there. And she, she or he,

they build it, the wind would blow it off. And somebody got tired of watching that, so they went out there and got a fish box top and nailed on top of that marker out there so the fish hawk could build her nest there and had her babies there.

S.D.: Is it still there.

E.E.: I don't know whether it is. No, I don't think it is anymore. When that marina moved in there, it made a lot of changes there. But people would talk about, oh, different stories and everything. Sort of good ole boys. That's what you – good ole boys. And Pasta Plus, there's a round table that sits back in the corner there, and the watermen think it belongs to them. They'll get back there and tell stories and everything, and I call it Knights of the Round Table (laughter), like King Arthur, you know. And it'll be stories talking about – boats and what size wheel would you use on this size motor. It's mostly all marine talk there. But the Knights of the Round Table. And Pasta Plus, give them a little plug.

S.D.: How about some of the arts, the arts program, stuff like at the Mainstay? Has that been good for Rock Hall?

E.E.: Yes. Yes, it has. Been some – I don't know exactly how to say this, but we've had some wonderful artists that does a lot of painting in there. And every once in a while, they'll have a particular showing for maybe two or three orders to show, you know, all the beautiful hand-drawn pictures. And also, we have many things, many other things. Very extra good entertainment in there. I mean high class stuff, you know. People from New York, played with Benny Goodman or Arty Shaw. Just high class entertainment. And **Tommy Q** is really the honcho for the **Mainstay**. He does a wonderful job, and a good friend of mine, and his lovely wife, Ann.

S.D.: Can you tell me a little bit about some of the oral history projects, like the Main Street one that happened at the Mainstay, and the Rock Hall Yacht Club when people were telling stories?

E.E.: Now you're telling me two things. You're telling me two things.

S.D.: Yes. I know, I'm sorry.

E.E.: Okay.

S.D.: Tell me about this, the picture here at the **Rock Hall Yacht Club**.

E.E.: Well let me get it down.

S.D.: I can reach it. What is this a picture of?

E.E.: This is a picture of a group of watermen in the Rock Hall area. And do you want names or –

S.D.: Well I might get names later when I can write them down, like who's who. But tell me what that event was.

E.E.: It was just an event for getting the watermen together and telling stories. And a lot of people told different stories. I'm trying to think of any particular. Oh, I'm going to – oh, **Billy Collier**, he and **Billy Kendall**, they were doing a lot of hunting, duck hunting in Chester River. And when they come out of Chester River, they would sweep out on across to the bay. So anyhow, gun shells, it was pretty hard times there. And either Billy or Bill had said let them sit, and then we'll shoot at them 'cause they only had (laughter). You know, unless you're a hunter, you don't think that's funny. And let's see. Captain **Hilton Crouch** (phonetic), one of the bigger watermen, the Crouch Brothers, Captain **Irving Crouch** and Captain **Hilton Crouch**. Billy was also talking to somebody. Said well these crab pots sitting in, sitting in the channels, coming into Rock Hall. He said if I didn't love crab meat, crab cakes so well, he said I'd really

fuss about it. And I thought Billy was going to bounce off, you know, tell him, you know, what the hell you damn foreigners come in here, take our rights away from us. (Laughter). But anyhow, Billy was really a gentleman about it, so he didn't fuss about it. But the man did say if he didn't love crab cakes so well, he's raise hell about it.

S.D.: Who was crab potting in the channel, the watermen or the –

E.E.: Yeah, yeah. They're, like a channel coming in. And all through Knapps Narrows, or Jefferson Island, all through there. Sometimes it is – it's really tough on navigation because if you get one in your wheel and sometime you might wind it on up to your propeller, you know. But anyhow, I don't know how DNR let's them get away with it, but they do it anyhow. But I can't think of any other.

S.D.: Who attended the event?

E.E.: Oh, most all of the people that belonged, all the members of the yacht club and their guests.

S.D.: How about the Main Street oral history project with Tommy Q?

E.E.: Oh. Well did you see the tape of that? Well you've heard the story and everything. Well what do you want me, what do you want me –

S.D.: Well tell me how it came about, and who was there. That's the part I haven't heard, like the actual –

E.E.: Oh, the people that was participated?

S.D.: And what it was like to participate. I know you were one of the panelists.

E.E.: Okay. Well it was me, **Burgess Tucker, Alan Suskind, Joe Strong Downey, Helen Dougherty**, and I was the only necker. (Laughter). Piney Neck and **Skinner's Neck** – I guess sometimes, I think we were second class citizens to the society of Rock Hall. So anyhow, the stories I told mostly pertained, you know, when we'd go out Rock Hall, go out there and – we'd go out and fight and wrestle, walk all the way out and walk all the way home. And but anyhow, I told a couple of good stories about a lady, but anyhow, it was cut out. They thought well maybe it's a little bit off color there.

S.D.: Which woman?

E.E.: I can't, I couldn't mention her name.

S.D.: Okay.

E.E.: But it wasn't bad. But whoever decided said well we'll cut that out. But I can't remember all the things I said, but it's on – it is on tape there. But I sort of made fun about me being a necker. (Laughter). Piney Neck and Skinner's Neck. A lot of people in Rock Hall didn't know our names. That's one of the neckers. (Laughter).

S.D.: But you were in Rock Hall a lot.

E.E.: Well when I was a boy, I only got out there about every maybe two or three weeks because in Piney Neck, you know there was a Piney Neck before there was a Rock Hall. We had four or five stores in Piney Neck. And you could get everything, work clothes, food, and just about everything except a blue serge suit. And all the boys and men those days was dressed up with a blue serge suit, and a black tie and white. So if we got a suit, we had to go to Rock Hall. And a good friend of mine, **Herman Hill**, who lived in Skinner's Neck, he was a necker, he said that they were so poor when he was a little boy, they said they had one blue serge suit, and Kenny wore it to Sunday School, and he wore it to church. Now he's one of the biggest farmers in the lower part of Kent County, and that's Herman Edward, Junior. But anyhow, as I say, we didn't

really have to go to Rock Hall except, as I say – well other things too, but I always think it's a little funny about the blue serge suit.

S.D.: Where did you get your boat worked on?

E.E.: We done most of it ourself. We didn't have any marine railways when I was – I think they had one in Rock Hall, **Lair's Marine** (phonetic). But most of us was so poor, we couldn't even think about going to a regular marina, so we pulled the boats up. First we used to use rollers and catch a high tide. Put one roller down to get the bow, then you get one to the stern, roll her up and do the work on it. And then later on, we had skids. We would stick two, maybe two – something like a telephone pole, something like that out in the water. And you would catch your high tide, and you'd skid the boat up. Sometimes you'd grease those skids, and you'd skid her up on skids. But the Rock Hallers, the more people would – it was – could afford things like that, they probably, most of them went to the marina, I mean Lair's Marina, which is still active.

S.D.: What's it called? Is that **Rock Hall Marine Railway**?

E.E.: Yeah, Rock Hall Marine Railway. That's right.

S.D.: Do you remember when the first recreational boats, you talked a little bit about the recreational boats, what was your opinion of that time?

E.E.: When you say recreational boat, you mean like fishing parties or anything like that?

S.D.: Actually, the sailboats is what I'm talking about. But I do want to ask about the fishing parties too.

E.E.: Okay. You mean when they first started coming into Rock Hall Harbor? You know, I didn't really think too much about it.

(SIDE B.)

E.E.: We didn't see too many of those boats. And I guess Rock Hall Marina is the only one had a place, you know, where they tied up there.

S.D.: How about Swan Point –

E.E.: Swan Creek?

S.D.: Swan Creek, the marina, yeah.

E.E.: Well there wasn't – you mean way back, way back –

S.D.: I guess in the 50's is when people started.

E.E.: Yeah. Really, after World War II, that's when marinas started and people had more recreational boats and times to do that. But it really, the thing really, marinas started really getting off water or ground is after World War II.

S.D.: Do you remember – people have told me that they did dock, like they used to anchor in areas, but they didn't actually have like a marina or a slip to come into. When you were working on the water, do you remember recreational families in a recreational boat, like maybe anchoring in Swan Creek?

E.E.: Well not when I was, when I was a boy. Then – once in a while, you'd see a boat, they had yachts, big yachts, maybe they would be power yachts, and they would be maybe 100 foot long. But I never seen one come in Rock Hall, but we'd see one once in a while out in the bay. But I don't know if that's any way to answer your question.

S.D.: How about the – how about the charter fishing? You had talked about a boat that would take out a whole lot of people.

E.E.: Well no – that’s the one I always talked about that went off the coast that Stanley Vansant built. Of course, he built smaller boats too. But the most, at that time, most of them, they had license for six passengers, and they call them six-pack license, just little humor there, but the six pack. Anyhow, now a lot of them, a lot of them nowadays, or some of them like my good friend **Larry Simms** and a couple other people, they got boats where they can carry, I think 12 or more on the boat. And that’s almost like fishing off the coast, you know. But anyhow, they have to do that. They have to pay a lot of safety regulations – they have to put in so they can get more than the six pack license. A lot of regulations there.

S.D.: Tell me a little bit about some of the regulation changes that you’ve seen since you began working on the water.

E.E.: Well just for rockfish, for instance, when I started fishing, seine hauling with Pop, an 11-inch rock was, you could sell an 11-inch rock. Then later on – I’m not quite clear on this, but anyhow, but you couldn’t sell a rock over 15 pounds. They kept them, they said, for breeding purposes over 15 pounds. But then I forget what the next jump that they went, but now the smallest rock you can catch is 18 inches. And you can catch any size, you know. The 15 limit don’t, 15 pound limit don’t go anymore. And lots of times when we couldn’t catch many fish, you’d catch a rock, and maybe about 15 ½ or 16 pounds, and us boys, we’d roll our sleeves up, we’d go out, we’d pull all the guts out of the fish, try to get it down to 15 pounds, because we were desperate to make a dollar (laughter).

S.D.: How about the moratorium?

E.E.: Well we didn’t think that -- most of the watermen didn’t think that it was necessary because cycles, a lot of things goes in cycles. Now, for instance, when I was a boy, lots of times, you couldn’t catch a – you couldn’t catch a rock. We’d seine haul, croakers, white perch and cat fish and things like that. And then I guess – I’m trying to think about the year, maybe in the early 30’s, or late 20’s. Anyhow, this friend of mine – in fact, Herman Crouch or somebody said that there wasn’t enough fish in here to really produce any amount of fish. But if a rock, weather condition or water conditions, my God, it’s hard to tell how many one big Cow Rock, we call them, can produce. So anyhow, this friend of mine was, we were soft crabbing, pulling a crab seine. And they had a lot of – kind of a aquatic vegetation. We call it lettuce leaf (phonetic), but it would make a solid pack back there. And we pulled it up on the shore, and I told this friend of mine, I said look at those little minnows. And when I went over there, they were little tiny rock. And my God, there must’ve been millions of them back in the Chesapeake Bay. Then the moratorium, it went down again. So DNR put a moratorium on. We didn’t think they had to do that. We thought, you know, they could cut the limit down or anything. But anyhow, Rockfish come back so fast, even DNR said well, you know, there’s too many in the bay because they don’t have enough feed for them. So that runs into another thing. We catch rock now that’s eating little crabs. When I was a boy, I’ve opened a many rock. I’ve never seen a crab in a rock in my life. But they’re desperate for food, and we don’t have the Alewives, and we don’t have a thing to feed them. So we think that’s hurt the crab industry too. So sometime when you mess with nature, you foul things up.

S.D.: What do you think the future holds for the Chesapeake Bay?

E.E.: Well we do have plenty of Rockfish, that’s for sure. And our clamming don’t look too good. And the oystering don’t look too good. But maybe nature might give us, you know, come back. And just like they tell you when rock, you couldn’t catch one, they come back thousand, millions thick. We really got to depend on what the Good Lord chooses for the

Chesapeake Bay. And the only thing now, like oyster spat or I guess you know what oyster spat is anyhow. I've seen oysters scarce before. But when they come back, it didn't come back to the harsh elements that they have to come back to now. And we think a lot of that is doing a lot of harm. Then, of course, there's MXL and dermo. We got so many things that's really hitting us hard. But maybe the old saying the Good Lord will provide, so maybe he'll bring the Chesapeake Bay back and all the tributaries. We hope anyhow.

S.D.: What do you mean by the harsh elements?

E.E.: Well the water is – pollution is harsh elements what I was talking about that it has to come back in. But anyhow, now when we had the storm, was it Hazel, I guess, in '72? Was that –

S.D.: Agnes?

E.E.: Agnes. It destroyed the upper part of the bay. It just brought, on Swan Point on a big – must've covered it up with muck about six inches deep. The lower part of the bay, they done them a favor. They caught oysters, their limit, for years and years after. So maybe it'll be our turn this time if, you know, even this Isabelle, maybe something good, you know, it's an old saying, it's an ill wind that blows no good. So that was a strong wind. So, anyhow, maybe that will give us a break. But I don't know. Nobody knows. You might make predictions, and get all the psychology books in the United States, but you really can't tell what nature's going to do.

S.D.: The new people that have moved into Rock Hall, what about, what kind of changes have you seen in Rock Hall as a town?

E.E.: Well I'll tell you. You'll hear different stories, but here's the way I think about it. Rock Hall was like so many little towns that they just go down and down, like Millington, Crumpton and so many towns was big towns one time of day. And Rock Hall was a big town one time a day. But it was going downhill. And if it hadn't been for the people moving in, they restored a lot of the old buildings, and they – I'm trying to think how – but it's our good fortune that the people moved into the Rock Hall area. Now you hear some, oh no, nothing's like it used to be. Well nothing's like it. You either go forward or backward. You don't stand still. So anyhow, our streets look nice, big renovation in the Rock Hall area. It's our good luck that people moved in here.

S.D.: Do you think they respect the traditions of Rock Hall?

E.E.: Yes, they do. They want to know what's going on. They're very interested in the water, you know, what the watermen are doing. Yes, they are. Yes, they are. I'm happy that they moved in.

S.D.: How do you – why do you think that's happening here as opposed to other places on the bay where people aren't as respectful of the commercial fishing traditions?

E.E.: Well I don't know of anybody, you know, a waterman's a little bit like a cowboy. They got to be tough and rough. A lot of it's bluff, of course, but you know. Like backing boats in real fast and tear things up once in a while. But anyhow, we – but I don't know exactly what you mean when you say what are they disrespectful? To the watermen? Is that what you said?

S.D.: Why do you think that in Rock Hall, there's more respect for the traditions than in some places? I know that some towns complain that the new people come in and they don't respect the watermen.

E.E.: I don't know. Well we got some people like that around here too. They say well, it ain't like it used to be. I wish I'd never seen people move in here. They've done this and done that. But it saved Rock Hall. Rock Hall was going down. And people moving in, of course, I

get a lot of comments on this, but I, for one, feel like that – it's brought in a lot of work, it's brought in – so I don't know if I answered your question.

S.D.: Do you have anything you'd like to talk about that I've skipped over or missed?

E.E.: I can't think of anything offhand. Can't think of anything. But is this the end of the interview?

S.D.: It might be near the end.

E.E.: Okay. Well you tell me because –

S.D.: Okay. Well I'm just, you know, I'm just asking questions.

E.E.: Yeah.

S.D.: How about the shucking houses? Did you ever see what was going on in the shucking houses? Or did you ever go –

E.E.: Well when I was a boy, when I first started oystering, we used to have what you call buy boats. And these buy boats were -- in the summertime, they would haul produce to Baltimore, and in the fall of the year, they would buy oysters. That's where the buy boat got its name, from buying oysters. And when they would come in, maybe 6 or 7 boats pretty close to each other, and put a flag up. That meant they're buying. And if somebody pulled two flags up, that meant he was paying a nickel more. So whoever put three flags up, he's the one – whatever, he got all the oysters. And that was just about the end of the buy boats. And I would say that was in, maybe about '31 and '32, 1931, '32, somewhere along there. Then they started oyster houses, and we must've had about 10 oyster houses in the Piney Neck area. And they would get oyster shuckers from Baltimore and Taylor's Island and different places, and they would shuck oysters. But anyhow, that's sort of faded out because later on, you couldn't get anybody to shuck oysters. That was, you know, considered sort of a low class job, and nobody would – so they had to send the oysters to Virginia to get them shucked. And that was sort of ended up our shucking houses in this area.

S.D.: How about the Rock Hall Seafood? Did you ever go into Rock Hall Seafood or sell to Rock Hall Seafood when it was a shucking house?

E.E.: Yes, I have sold some oysters there, oysters out on Swan Point one year. And, yes, I have sold some oysters there. But now, you know, oysters are so scarce, they don't need any shucking houses around here. And, hopefully, hopefully, this dermo and MSX will disappear, and it could happen. Over in Delaware Bay, there was a **Captain Hand** over there who had a lot of leased bottom over there. And that MSX, hadn't heard about dermo those days, which is took them a long time to distinguish between the two. But MSX struck and wiped it right out. Now I understand that there's some natural oysters coming back in the Delaware River. And I just hope I see the day that they come back in Chester River.

S.D.: Will there be many watermen to work that, or do you think people will go back to the water?

E.E.: Well a lot of – yes, it would be some, you know, like Larry's age and Ronnie's age. But most the younger ones, they don't really know anything about it. They're working in a grocery store, driving a truck or painting or carpenting or something. But, yes, people would go back to it. I don't know how big a force it would be, but go back. In fact, waterman's prayer is *Good Lord, let me die with my boots on*. We don't want to die no nursing home or anything. Just let us die with our boots on. That's a waterman's prayer. (Laughter).

S.D.: Where did that come from?

E.E.: I don't know. I kind of made it up. (Laughter).

S.D.: How about the shanty boats? Do you know anything about the shanty boats?

E.E.: Yes, I do. One time the oysters in the river died, in the upper part of the river died. And they had to go down around the mouth of, around the mouth of the river, up a ways off of **Hale Point**. And they was allowed to hand dredge in deep water. And according to Pop, they must've had 10 or 15 shanties there. And they would, you know, oyster during the day, and they'd come at night, and they'd cook, and they'd sleep and everything. And I guess Saturdays, they'd either sail or row home, you know, for the weekend. But anyhow, and also, the watermen, the watermen, they had shanties, like up **Fairlee Creek** and up that way where they'd be working out in the bay. And this is a good story told by a good friend of mine, **Hitch Joiner**. He said down on Bloody Point, Mr. **Josh Thomas**, and be more than shanties there, but the young fellows, they didn't have anything to entertain, so they'd make their own entertainment. And Mr. Jeist was a very religious, very fine man Seventh Day Adventists, and Friday night, he would go in the shanty, and nobody'd see him till Saturday evening, that night. So the boys, they caught a loon, and they tied a – had a stick, a small stick of dynamite. And they thought it would run out in the water. Instead of that, it run under Mr. Josh's shack. And they pushed and pushed, and after a while, they got him out of there, and he went out, boom, and blowed up. (Laughter). But wouldn't that have been something with Mr. Josh in there saying his prayers and things, and that place blowed up? (Laughter). But they didn't have any other entertainment, no radio. Had nothing. So they had to make up what they thought was funny. But my good friend, Hitch Joiner, told me several good stories. But he's passed away.

S.D.: What is Muskrat Row? Are you familiar with that term?

E.E.: No.

S.D.: We had an interview that somebody did with Stanley Vansant at the museum, and they were talking about a place called Muskrat Row, which was sort of like a little shanty boat town where a lot of people were staying in the shanty boats.

E.E.: I don't know. But right across from Stanley's, they had – it was a cove called **Fallow Cove** (phonetic). And a lot of people, when their workboat would die, we call them the dies, they would run it in Fallow Cove, and you could just see maybe a bow sticking up or something. So we named it Pearl Harbor. (Laughter). That was across from Stanley's place there.

S.D.: Are there still work boats up there?

E.E.: Yeah. They probably settled down in the mud mostly, but you know, two things a watermen would take chance of getting drowned, to save his boat or his dog. A waterman will do that. I guess they don't even think, you know, well I've just got to save my boat or my dog. But I've never heard anybody getting drowned, but I mean that comes above everything, save that boat or their water dog.

S.D.: Let me stop this for a minute.

(Off record.)

S.D.: Okay, this is Shelly Drummond back with Captain Edwards. We were talking just a minute ago about sharks in the – catching sharks while seine hauling. You were describing the day the guy caught – there was a picture the day the guy caught that big shark.

E.E.: Yeah. Well this is down below Kent Narrows, between that and **Luck Point** (phonetic). And it was a big bunch of rock would get up there, would jump up every morning. And rock, when they're feeding, sometimes they'll jump up on – they'll come to the top, and they flick water all over the place. And we think that shark was getting – was going after them. And

anyhow, **Captain Avery Ashley**, he laid around them, and he caught this shark, and they pulled it right ashore, in shallow water, and they put it, I don't know how they killed it or whatever, but anyhow, they put it across so this big boat, lay boat we call it, that's what – the lay boat means where the people sleep at. And he took it down Luck Point. I don't know what he done with it down there, but we seen him do it. But we think that that shark was after, in the morning usually the fish would flip early in the morning, feeding. And we think that that shark was getting them up like that.

S.D.: You said that your brother had caught a few sharks. What did people do when there were sharks in the net?

E.E.: Well sometimes they would – they would, the captain would go out, and if he'd see any sharks, if he'd see them swim around, he'd take the oar and push the cork line down and let the shark go out. And sometimes, they'd pull it right on into shore, and sometimes they'd put live box – live box is where if you had maybe another haul, you had maybe 2 or 300 pound of rock, and you'd pull that across in front of you so the shark couldn't get under it, and they'd pull him ashore. And I guess, I forget now, but somehow or other they would destroy it. But I never actually caught one, so I don't know how I would act. I mean some people are wild scared, you know. (Laughter). But anyhow, now I've never heard, I heard a story one time that there was a **Captain Shillenberg** down around Queenstown, and another captain named **Zell Pratt**. And somebody said that he, a shark bit his leg off. But whether that was true or not, I don't know. But they would do it and they could do it. I think shark has a double row of teeth, if I remember right, make sure that they get you right. (Laughter).

S.D.: What's the strangest thing you've ever seen in the bay as far as creatures go?

E.E.: I'm trying to think. I don't – I can't think of anything right now. But I can tell you, one time we were seine hauling, and we seen like a little muddy spot. And we thought maybe they was croakers or hard heads we called them. And the way it laid around, was a bunch of skates in the seine. Now skate looks something like a stingray. But it has a barb in the back end of it, the barb, like you know, if it stuck in you, why you would have to back it out or try to do that. But anyhow, when you catch them, 'cause they're heavy, those skates are heavy. So what we'd do, we'd grab them in the nose, put a finger in the snout like that and flip them out, flip them out like that, and then try to lift them out like that. Put our finger in their nose and just sail them out of the seine. But I can't think of anything offhand, the most peculiar thing. Now I don't – they started diving for oysters a few years back. And I've never, I wasn't diving, but I've heard people say that rock will fish, some right up, look you right in the face. And sometime it might be an old tree or something down there. And they say that's a scary looking sight. You see, all the sudden you see limbs and things sticking out. But I'm sure that they see a lot of peculiar sights when they're diving for oysters.

S.D.: Do you remember the Storm of '33?

E.E.: Yes, I do. Yes, I remember. Then we had another bad storm, Hazel, and that was in the 50's. But 1933, I remember that, remember that storm. Now somebody's, I've been told that Isabelle was two feet higher than '33. Trying to think. I lost my train there, my thoughts for a minute. But anyhow, I remember as a boy, and the tide was all over between this part area, I live on Drum Point, when you pass the yacht club, it's a low spot there. And the water, it was up, almost up to my neck across the road. Now we've been marooned before back here, and Isabelle we were marooned. But I can't, except I know the floated boats, the boats were on the shore, floated them across the roads, into fields and things like. Just about like Isabelle.

S.D.: So you think that – I’ve heard it told the difference between like Agnes, which came, poured all the stuff from the tributaries into the bay, whereas Isabelle came up.

E.E.: That’s right.

S.D.: Did the Storm of ’33 come up the bay like Isabelle?

E.E.: I can’t remember that much about it, you know. And, of course, we didn’t have communication like you have today. Maybe somebody had a newspaper or something might read something about it, but no communication about it. Or no warning, you know, like they have today. So I really can’t remember too much about it.

S.D.: Do you remember Hazel better?

E.E.: Yeah. I said yes. Now I got – well I think it was sort of in between Isabelle and ’33. I think it was – sort of in between those two. I know the Rock Hall public landing, down by Waterman’s crab house, it floated off – it floated right off it’s piling. And Mr. Herman Hill and his sons, somehow or other, tractors and things, they pulled that, the top of the pier down and anchored it down again. But as I say, I think Hazel was just sort of, just sort of in between.

S.D.: How about any storms when you were out working? What does a thunderstorm look like when it’s coming in?

E.E.: Well we watch it. See, watermen make their living by watching the weather. And if we see a storm making up or anything, we try to get to the winder, we call it, windward, but we call it winder or the leeward. But we can watch a little scuds making up. And sometimes we get caught in a storm. But a lot of times, if we see something don’t look right, well we try to get in for harbor.

S.D.: What do you mean by scuds making up?

E.E.: Oh, like you’ll see – in the sky, you’ll see like a little scud, like a little white cloud or something. And I can’t remember now, but the way it acts, or the way – it’s just sort of a warning.

S.D.: Is it dark or – is that what they call a thunderhead?

E.E.: I guess you might call it a thunderhead. Maybe, yeah.

S.D.: What are some other things that you look out for?

E.E.: Fog. (Laughter). I remember the days when you didn’t – the only compass you had was an old cardboard compass, and it really wasn’t hardly worth putting in your boat, get stuck and everything else. Now this is a little story about – there was a man by the name of **Walter Ford**. He had – everybody would be standing on the piers. I ain’t going out there, you know, I don’t have no compass or nothing. Walter Ford could go out in the fog. He had a Model-T Ford in there. He could go out in that fog, and he could come back in that fog. And all the other watermen would be scared. But I don’t know what – we’ve never figured, we said he had a fog eater on there, just making fun. But Walter, you’d hear that old Ford, plunk, plunk, plunk, coming back in that evening, and everybody else stayed ashore, and he made a day’s work. (Laughter). But anyhow, they would – if anybody got lost, they would – and some of them got, some of them got lost. I know one time we was oystering on the old field out in the middle of the Chester River. And the fog, a fog come up, and anyhow, **Jack Baker** and **Cully**, they got lost in the fog and went all the way up past Reynold’s Point, the narrows that goes through the bay, went all the way up the head of **Church Creek**. And next day, we went out there, and we seen them coming, and everybody got blowing fog horns out, they were making fun and laughing. (Laughter). They got awful mad with everybody. But, you know, little fun things like that, you know.

S.D.: How did you navigate? Like how would you explain how you navigated without the modern equipment?

E.E.: Well I never, I had been lost in the fog. Anybody says they haven't been lost in the fog is telling a lie. Now maybe this modern equipment, but I know one time we were oystering in Eastern Bay. And fog shut in on us. Now out in the bay, it's different things. You've got a wide bay. You can set a course southwest, and you can go almost to the Bay Bridge. But in narrow waters, you don't know which side you're on. So anyhow, I set a course from **Greenwood Creek** area. And the course I set, I almost knocked a buoy down I was so close. I said, damn, I'm pretty hot. And then I set another course, and I got lost. I'd be on one side, and then – it started getting narrow, you know. And after a while, I heard a bunch of Kent Islanders come in, so I just fell right in, but I was lost. But they say you don't know whether you're on one side of the creek or the other. And Eastern Bay, it's a funny place. Most rivers, the channels sometimes follow the middle of the river. But in Eastern Bay, you might be – the channel might be right ashore. In the middle is a higher bottom. But anyhow, as I say, anybody says they haven't been lost in the fog is telling a damn lie. (Laughter). You can quote me on that.

S.D.: In the mountains, there's a – I don't know where it came from, but there's a phrase we used to use, said I've never been lost. I've been confused for a few days, but not lost.

E.E.: Uh-huh (affirmative). That's exactly right. (Laughter).

S.D.: How about sea bass hunting? When did the sea bass hunting make additions with the charter fishing?

E.E.: Well I think that started about maybe 15 or 20 years ago when the captains was, you know, after rock fish in the summer, then somebody come up with the idea of going sea duck hunting. And I've never actually been out there, but I don't know whether they throw a few decoys out or what, but – and they make good money at it, you know. But fish and shoot, but there's another name that rhymes with it that goes with the fishing and the shooting, but can't think of it.

S.D.: Cast and blast?

E.E.: You got it, you got it. Thank you. (Laughter). Thank you, captain. (Laughter).

S.D.: Did the hunting parties, how about hunting parties? Who took out hunting parties compared to the charter fishing, in general, just like geese and duck?

E.E.: Well there was some big clubs in this area. I know of one club, **Grason Point**, they had the DuPonts and all their, the really, the big wheels of the company, and then **Cedar Point Gun Club**. They had all the big wheels from Baltimore that gunned, wealthy people. Of course, with a million dollars, you were really something. Now you got to be a billion dollars, a billion dollars to really be in – but anyhow, like my brother, he was a guy down here at Drum Point Farm years ago. Back in Baltimore, they're the ones had it for years. And I know one time, one of the gunners, they were going to have kind of a testimonial dinner over in Howard County. I think there's a real big club over that area over there. And they wanted to get the, you know, the famous duck hunters, you know, the guides. So Frank asked me if I'd go with him. So I went over there. And Frank, after he got dinner, he said I'm ready to go home. And **Tom Bolton**, that's who it was, he said Frank, we haven't had your testimony. Frank said I don't care. I'm ready to go home. So he left before the testimony come up. (Laughter). But at the time, they had the –

S.D.: No problem, I'll pause.

(Off record.)

S.D.: Okay. We were talking some about the hunting parties and who ran the hunting parties. So did – so watermen were running parties as well, or hunting guides?

E.E.: Well a lot of the watermen, yes, they would, they would be guides for different people, but it was mostly smaller, smaller stuff, not these real big clubs. Now farmers, that was a big, that was a big income in Kent County. They, the farmers really depended on the wintertime, you know. 'Cause farmers only have money coming in like when the crops come in also. It was a big subsidy, I guess you might say. But then they got down where you couldn't shoot any geese. Then you could shoot one. And I don't know, I think it's still one. But anyhow, it's a lot of money involved there to kill one goose. My God, you've got to stay overnight, and buy a license, and shells, and heavy coats and everything. So it sort of put a damper on. But if they ever upped the limit, I think it'll come right back in again.

S.D.: Were there any African American or black watermen running charters or hunting parties?

E.E.: Oh, well, down on Kent Island, yes. Kent Island, they had boats that they run. And seemed like maybe that was mostly like they would have more than a six pack. I don't know how the license and everything. But anyhow, yes, I've seen them fishing in the Chester River. And maybe out in the bay too, but I've just seen it in the Chester River.

S.D.: How about some of the carvers? Did you know the Uri's (phonetic) and the –

E.E.: Yes. In fact, Mr. **Johnny Bland**, he's the one that told **Jess Uri** how to make decoys. And there was Mr. **August Hunterfeld** (phonetic), and of course, I guess the **Wood Brothers** were really known for – were very famous.

S.D.: The Rock Hall carvers, tell me a little bit about some of them.

E.E.: Well as I said, Jess Uri, Mr. Johnny Bland taught him how to make decoys. And then he'd have people like Mr. August Hunterfeld, maybe one person would make the heads, and the other would make the bodies. And I guess Mr. Johnny, I guess he – the painting, he done some beautiful painting on the ducks. So now we have another man in here in Kent County, **Charlie Joiner**, fellow named Charlie Joiner. And in the **Black Susan** in Chestertown, he had a pair of canvasbacks looked like they could really fly right off the pedestal. And a little story about Mr. Johnny Bland. A friend of mine, Mr. Joiner, he used to deliver papers on Sunday when he was a little boy, and he went up to Mr. Johnny Bland's with the paper, and he saw these two beautiful –

(Tape 2)

E.E.: -- decoys, and a couple weeks later, he went up there and the decoys were gone. Said, Mr. Johnny, what happened to those two beautiful decoys? Well, son, pretty sad story. Said a dog ate one, the other one flew away. (Laughter). That's Hitchie Joiner's story.

S.D.: How about **Cliff Simms**?

E.E.: Cliff, in fact, he – kind of later in life, Cliff got – of course barbers – I'm just kidding when I say it, it seemed like barbers knew how to do everything except cut hair. (Laughter). That's my little private joke. But anyhow, he was a barber for years. He built a boat, and he made decoys, and he was a very talented man.

S.D.: What about other kinds of arts or things that people did with their hands? Did people make model boats?

E.E.: Yes. Yes. In fact, the museum, that municipal building, you'll see. Have you been in that? Some beautiful boats in there. Yeah.

S.D.: Do you have anything you'd like to add? Something that I haven't –

E.E.: No, I don't think so, Shelly. I think it's pretty well covered.

S.D.: Okay. I have one thing I'd like for you to do. I'd like for you to introduce yourself and say a little bit about who you are.

E.E.: My name is Captain Emory Edwards, also nicknamed Pie. I'm 85 years old, going on 86, and I have a beautiful young lady here interviewing me, Miss Shelly Drummond, and I really appreciate and so glad that, hopefully, that they would have the interview, that I've been helpful. Thank you.

S.D.: Thank you very much. Okay, and let's do one last thing, which is get – it's the longest minute ever, and what we do is get a minute of silence.
(Silence.)