

Interview Log

Interviewee: Wilber Engle (W.E.) Tape #: OH 56
Unidentified Speaker (Speaker)

Interviewer: Unidentified (Q.) # of Tapes: 1

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Theme:

Comments: Lots of background noise, difficult to hear, especially Mr. Engle.

Field Notes:

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BEGIN SIDE A

W.E.: -- he's one of two, one between me and him. He's 75, he was born in '13. He done a good bit of fishing with my uncle, they had the boat and stuff. I was out with them at times, but never really made it my business like they did. When they first started fishing, they were fishing a lot of shad, seine nets were just beginning to come on. The shads -- the corks hold the net up suspended in the water. With a sink net, the corks just hold the net upright and the rings drag on the bottom. And they couldn't fish the two together too good because the sink net went slower than the shad seining. Drag them bottom, would slow them down. They didn't do it. They had to give a good bit of space between them when they laid them out. I think the shad seine ahead of the sink net, go right on. Shad seine out behind the sink net, well sometimes they'd run up together. That sort of caused a little trouble, especially if one net belonged to one man, another one belonged to the other.

Q.: What do you remember about the boats that were used around then?

W.E.: I can give you about the size of them and things like that, the way they were made. The last one the boys made, they put bottom on it crossways, they didn't take time to put it in lengthways, and they used the same things for the sides. They was cut about -- I've helped them saw a lot of the logs in the mill, about 20 inches wide because that's all the saw would go through. So it would reach through about 20 inches. That's about as wide as they'd make the doors. And they'd use them for the sides. Weren't nothing built over 20 inches high, that was it. And a lot of them put that bottom, they used the ribs, they'd go out and dig up a tree. It could be Red Cedar. Some of them, the last one I helped saw was Mulberry. And they'd cut it. The roots come down and went out, they'd cut that and then saw that in the sawmill, about an inch and a quarter, inch and a half thick for your ribs, they call them. They come down and went across the bottom. Some of them would go clear across and lap in the bottom, and I had (indiscernible) put a board right down the bottom 10 or 12 inches wide to walk on.

Q.: That's what you -- what was the word you had for that board?

W.E.: (indiscernible) board.

SPEAKER: The one he was talking about was the one that laid on top of the (indiscernible).

W.E.: Yeah. I said to put on top of the ribs and space off the floor like that. Then the old boat with the cross bottom, they'd put one right down on the bottom, nail to it. But this one here lengthways, they had to have the ribs to support your bottom.

SPEAKER: Which did you like the best, lengthways?

W.E.: Lengthways is the best bottom.

Q.: Was that the traditional way here, lengthways?

W.E.: It was a little more trouble to put them in, and that's the way a lot of them are made, the better carpenters. Now some was in a hurry, and the ones with most bottom built their own boats.

SPEAKER: Then you had about an inch and a quarter by three or four chine around inside of that.

W.E.: Yeah, yeah. And it had a washboard on it. That was the (indiscernible) sometimes the middle would be 8 or 10 inches wide, and they got this board (indiscernible). A lot of times, they took the fish out as they took them out, they went along.

SPEAKER: As you boated the net, you took your fish out.

W.E.: Yeah, took them out most times, unless they was in a hurry or something, something gets them in a jam. A lot of times, they'd have a couple nets out and here comes a storm up the (indiscernible), hurry up and pull them in, go ashore and take them out. But ordinary (indiscernible), they took them out.

SPEAKER: You always boated the net over the side of the boat.

W.E.: Yeah. Most of them, one the bow, one the stern, four men. I think it was your lead line they called it, the bottom, but they pulled in sort of a little ahead of that, and that sort of bagged the fish in the net, and sometimes they would just lay them in there. They wouldn't deal with it.

SPEAKER: Kind of made little bags.

W.E.: Yeah, to hold her, keep the fish in. And had to do it head to the tide or something like because fish were sort of laying up against the net on the tide side, and if they weren't heeled real good, well they'd get a lot better chance of coming in.

SPEAKER: He would hang in the net if his gill --

W.E.: Yeah, he'd hang in. If he rolled down a little farther, he'd get snagged once in a while here somewhere.

Q.: What were the dimensions?

W.E.: Twenty-two feet long and a lot of them weren't much over three feet wide on the bottom. Then they went sort of straight away, and then come on around. They were nearly sharp on both ends. The stern most times was about 8, 10 inches wide. They didn't have outboard motors then, and when they got the outboard motors, they begin making them wider. Before that, motors set up about near halfway of the boat.

SPEAKER: How much flare did you have in that side?

W.E.: Oh, it wasn't too much. Maybe if it was three feet on the bottom, it would be, might've been 20 inches, wouldn't be over 5 inches, maybe like --

SPEAKER: For the 20-inch depth.

W.E.: Yeah, in the 20 inches. It would be 10 inches wider top than it was at the bottom, 44, 46, maybe even 4 feet on top.

SPEAKER: On your knees that you put across there, how far were they --

W.E.: Every two feet.

SPEAKER: Every two feet.

W.E.: Because, see, you bottom nailed that lengthwise.

SPEAKER: Yeah, that's for lengthwise.

W.E.: Yeah, lengthwise bottom. Now using these with the crossways bottom, they use the (indiscernible) then, sort of support, but lengthwise, bottom didn't have it either. They was fitted inside of it. Your knees was brought up within an inch of your -- upside down, you know, you'd put each side in, then put the middle piece in. Most time made it in three pieces, your bottom. And they always left a little crack in it because the wide board swelled so much -- if you get them too wide.

SPEAKER: That's all pine you used.

W.E.: Oh, yeah, local pine. We sawed the trees and it's a lot of work getting them in. Back in them days you didn't have things to move logs, horses and timber parts to move them around, and then you got in there with all --

SPEAKER: You got them skidded out of the woods.

W.E.: Yeah. Get them out of the woods. We'd get timber (indiscernible) pull them out. The boards, we even had to roll them uphill, get cable around them, something, roll them around and get them up the hill.

SPEAKER: Yeah, (indiscernible).

W.E.: Yeah, get them up there a while, get them out. Was (indiscernible) boys down here pulled one out with an old car going uphill like that, got the timber part, pulled her up to the mill with the car, couldn't get on in with it, but they pulled her in as far as they could get. Well, we haven't sawed any of them in 40 years, I guess.

SPEAKER: Those big trees were getting scarce, weren't they?

W.E.: Oh, yeah. There are not too many around now -- there's a few in Talbot County, but you can't get them. We used to find them around --

SPEAKER: Did you run into very many that were bad in the heart?

W.E.: Yeah, some of them old trees were red in the heart. You didn't always find a good one when you cut them.

SPEAKER: Did you blow a hole in first?

W.E.: No, we sawed them off. They'd go -- take them, cut up, sometimes a place like that was bad in the middle, but they wouldn't make wide boards. I've got a board up yet that's 20 inches wide, 12 feet long, don't have a knot in it, come off some of the boards we've sawed. We didn't saw them for boat because they were sort of getting away from boats then. (INAUDIBLE).

SPEAKER: Was there anybody that was a special boat builder for --

W.E.: There was a few around, but I think most of them --

SPEAKER: Most of the fishermen --

W.E.: Worked with a man, he'd get a carpenter or somebody that knows wood pretty good and work with him, make it the way he wanted it. Because every darn fool on the river wants something a little different.

SPEAKER: Oh, yeah (laughter).

W.E.: Had to have something a little different. Some of them they called them hog trough, you know, at one time or another.

SPEAKER: Now on that bottom, did that have a rocker?

W.E.: Some, and mostly in the bow. Cut some out. After you bent your side, you'd pull a string down there and --

SPEAKER: You would cut some out of it.

W.E.: Yeah, you'd cut some out so it'd be flat up within maybe 8 feet, something like that, bring it on up to flat on top more.

SPEAKER: So when she set in the water, you more or less had that cleared up at the far end.

W.E.: Yeah. And you can't have too much of your bottom out because it dries out and then it leaks, you know. Got pretty well most your bottom to set to the water. They used to make a boat pier that was called a bateau here, I don't know what they called them other places, but wide on the stern, nearly as wide as the widest part in the boat. And the bottom come up, and every time you get in that thing, them boards back there would leak. I could put string or rags out and go to chink (sic) her up, they call it. Chinked them up.

SPEAKER: Chinked them up.

W.E.: I don't know where that word ever come from, but that's it. Chink them up. So I don't know. But there was a blacksmith here at the (indiscernible) that made several boats for the boys, and (INAUDIBLE) who made a bunch of boats. Right good side building there to work in, they worked inside there. Then they done their -- they needed some iron work for -- and they didn't have no rudder on there, they (indiscernible) in paddles. And somebody had to be sitting there all the time to stir the thing. Later days when they got fishing for themselves or they need big engines in them, 4 cylinder or Model A's, a lot of them. Then the war come along, they got these Jeep motors after the war and used a lot of them.

SPEAKER: Do you think there's any of those boats around now?

W.E.: I've got one in there somewhere if I can find it of a boat that's sharp on both ends -- for fishing, if I can find it. But the boys got one down chicken house yet but that's made for an outboard motor, plywood, they got a plywood side.

SPEAKER: But they try to make them the same shape.

W.E.: Long as they made a wide stern on them because they (INAUDIBLE) off the stern. (Indiscernible). The other boats was made for two head. They couldn't do much with one because they weren't made a place to lay the net out. But this one here, they just started off going slow and throwed her right off the stern and laid her out. Boards going down here (INAUDIBLE) net laying out behind him. He was going down the river right on. Laid her right out (laughter). I guess the buoy or something had got overboard and started pulling her out, and the more it got out, the more she went. Going down the river. So if they're took in right, they're not hard to lay out. You pull everything in, the boat lines, let it fall right there, it'll peel right off.

SPEAKER: Pick (INAUDIBLE) right out.

W.E.: It changed, made a little change. Before these motors, they rode the boats and sailed them.

SPEAKER: On your sail, was that just a triangular shaped sail?

W.E.: Yeah. Well, they had a -- the one we had, you had the mast here, and your sail went up this way, and then you had a boom right in here, a string here that you pushed the thing out and hooked her with string and go right on. Then you had a string to hold it where you wanted. You could take the thing right out, lay it down in the boat and lay it down and go on. Me and my brother was fishing over here on the upper side of the Dover Bridge one day, and about a 14-foot boat sharp on both ends, sail. And we were going back up the river to (indiscernible), and we come up behind one of these boats with a motor like I got down there that we could run right by him once in a while with (INAUDIBLE).

SPEAKER: (Laughter).

W.E.: Next thing you know, here he come by just going right along, that old thing traveled right along sailing. These sails will get you somewhere if you go the wind.

Q.: How long has it been since anybody used a boat with a sail, a fishing boat?

W.E.: God, I don't suppose it's many (INAUDIBLE) after we done that.

Q.: When was that?

W.E.: Back in the 30's probably, middle to late 30's.

SPEAKER: Better than 50 years ago.

W.E.: Yeah. Been a long time. I was 14 or 15 or something like that was out there
(INAUDIBLE).

SPEAKER: Now your washboard, did that hold about the same width all the way --

W.E.: No, tip it off there to the front and the back.

SPEAKER: Oh, you narrowed it down.

W.E.: If it's too wide, you wouldn't even set (indiscernible) the seat at each end, you know. The man steering it, well (indiscernible) 4 or 5 inches wide. In the middle where your net laid on it was 10, 12 inches wide. That was cut out of two or three boards that come down here to curve that one part of it go, and then splice another one to it, go far as it go, then keep going on. Then there was a piece of molding put down inside to make it smooth so there's no hangs there.

SPEAKER: Yeah, nothing to catch on.

W.E.: Anything hanging. Most of old (indiscernible) cotton or the best linen, and they had to take them out of the boat and dry them every once in a while, and they'd get mildewed and everything. We used to wrap them things around maybe five feet in diameter.

SPEAKER: You use reels up here too.

W.E.: We use reels. They'd pull them up on the sand shore through that sand and cut a lot of the stuff off in twine, you know, to keep them clean, and then reel her up as the straight (INAUDIBLE) one end or the other or both ends would be turned, wind her up.

SPEAKER: Would they make that reel a little bit longer than the width of the net, or the depth of the net, I mean?

W.E.: Yeah. I'd say maybe the thing was 14 or 16 feet long because a lot of the nets wasn't much over 12 feet deep, and then had them on there. And they didn't have, when they come down to get them to take them off, then they had to soak them off where they sank. So they'd have to wet them down good or put them in a tub of water and soak them so they'd sink, for a second trip they'd sink pretty good. If you didn't wet them -- it seemed like a twine tangle drying.

SPEAKER: It froze up on top.

W.E.: Yeah.

SPEAKER: Like you were talking about that (INAUDIBLE) --

W.E.: Yeah. Stuff would want to float. Take a little while. That linen was -- I guess the cotton too. This nylon stuff they got now, I don't think they would have to dry. They just --

SPEAKER: Yeah, don't have to bother about it.

W.E.: Just put it in a pile and let her sit. The whole thing, I guess, is nylon now, but (INAUDIBLE) that kind of fishing no more. The boys got a couple fikes sitting down there.

SPEAKER: How about your fike nets and haul seines? Did you tar them?

W.E.: Yeah, they were all tarred. Gas tarred. They used to be gas (INAUDIBLE) heat up hot and cook it a while and dip them in there. Sometimes they'd take the old twine and (INAUDIBLE) come along and re-tar them and soften them up a little bit. That old tar will break much -- then your twine --

SPEAKER: Get hard.

W.E.: Get hard. Want to break there too after a while. So they'd freshen them up a little bit, leave them in a pot of hot tar a while.

SPEAKER: Did you have any favorite beaches along where you pulled your haul seine out?

W.E.: Oh, yeah. There was what they called haul seine shore around here, John Wright's place, where John Wright -- right the mouth of the creek here. Head up around it, they'd start pulling her in, dryer shore.

SPEAKER: You hauled that in by hand, did you?

W.E.: Oh, yeah. Man work. (Laughter).

SPEAKER: Didn't bring a horse down or anything.

W.E.: No, not that I know of. While they was doing that, see -- wasn't too much of that done after the early 30's. I'd say '33, '34, along in that, the end of it. Used to be a (INAUDIBLE) farm right down here.

SPEAKER: Oh, that's where you kept the (INAUDIBLE) for the buyer.

W.E.: Come over here, the roe. They kept them there alive until they got enough of them to, get a man to go a load to the city. Some nights they might come up with 15, some times they might come up with 50 of them, get a load of them sometimes. That's the way fish net is. You don't always get a load.

SPEAKER: No.

W.E.: Most of the time, you go out and work all day for about nothing. But the big business is live carp. Dead carp weren't worth much.

SPEAKER: How big a carp did you catch up here, 25, 30 pounds?

W.E.: I think a lot of them was that big. But now you don't see any that big. Most of them, 10 pounds is a big one now you find. I don't know why, what's the difference. At the time me and my brother were sailing over here in the boat, we caught a 64-pound rock -- carried him home to eat him. That was way back when there weren't no laws.

Q.: Sixty-four pounds.

W.E.: If there was, there wasn't anybody sitting here watching you every minute. Now then you better be pretty careful with your fish. See, they can't drift net here from I think the Choptank on the river here to Ganies (phonetic) or somewhere. The boys leave here go up Ganies fishing, drift net. They didn't drag last week (INAUDIBLE) white perch aboard and just give a mess of fight, and he had about a bushel -- that's about the best catch he said he's had in a right good while. It's still slow.

SPEAKER: Were the white perch running big?

W.E.: Yeah, the nice big ones. They've got maybe it was 3 ¼ pikes, and that way, they don't have to cull them.

SPEAKER: No.

W.E.: Any fish you catch is legal. But they used to have smaller ones, and pound nets, and you sit there half a day culling fish after you dump them out. Get done, little pile here in your boat and run them overboard, or they should've. They didn't need (INAUDIBLE) small, catch illegal white perch or salable one either way.

SPEAKER: You had yellow perch up here too, didn't you?

W.E.: Few of them.

SPEAKER: Few?

W.E.: More than there is now. I don't believe you could catch one. They don't never catch none of the pikes here. But they used to get one every once in a while, and these big mouth bass, used to catch them.

SPEAKER: I was going to ask you about whether you run across those.

W.E.: And them croakers too. Got nice big ones. But they don't catch them anymore here. I don't know why. Right now they catch -- they caught about a 10-pound carp day before yesterday went fishing, and the white perch, and said they had a few catfish in it. They haven't started catching them yet.

SPEAKER: They were --

W.E.: Them long skinny catfish.

SPEAKER: White ones.

W.E.: Yeah, big ones. I don't know, some they said come out the Mississippi River somewhere. They didn't used to be here. We used to have those little yellow creek cat, we called them, and --

SPEAKER: And those old yellow bellies.

W.E.: The blue cat, which was be up to four, five pounds, got a limit on them here, but some of these boys had seven, eight, nine pounds, these big ones.

Q.: Are there many men still fishing in the river?

W.E.: No. They can't fish here, so it's illegal anyway, and they go up river to Ganies, there's a few fish up there but they're pretty scarce.

SPEAKER: These boats that you used, did they use them the whole length of the river?

W.E.: No. They always had a territory of their own, like the boys fish up here in North (indiscernible) called it, then down here -- go down the river about to Lloyd's Landing (phonetic) or somewhere, couple, two or three miles.

SPEAKER: They would have bigger boats down there.

W.E.: Yeah, when you got down towards Choptank, took bigger boats and stuff. Don't know if any of them go any farther than Lloyd's Landing or Windy Hill.

SPEAKER: But the same model.

W.E.: About the same type of thing, maybe a little bigger, here with the --

SPEAKER: Your boats weren't as flat as the Sharp Town gang.

W.E.: Well, I say everybody had their own way of making boats. Just like you look at sailboats. You don't see two alike -- out there. They are all different.

SPEAKER: And they called them fish barges.

W.E.: Yeah. We just -- here they call them -- just call them a barge. That's all you ever heard them say. And I don't know, but down here Choptank and on down, they had a big boat they went out in like for fishing or Lloyd -- or pounds. Then they had a small one to do the fish netter, but they had the big one to pull them and put the fish in most times. So I built a couple of them small ones about 17, 18 feet long just for fishing out there.

SPEAKER: Most of them would run not much over 20 foot.

W.E.: Yeah, 20, 22 feet, 22 feet was a big one here. Your nets weren't that long either.

SPEAKER: You didn't need that much.

W.E.: Yeah, you didn't need any more than that, and that took care of it pretty good.

Q.: Who made the sails when they were being used?

W.E.: We made them ourselves. Mother done the sewing on it. It was a little bit heavier than ordinary big sheet -- but they sewed it, we took care of them, they'd last for years, I guess 20 years or more.

Q.: Is that right?

W.E.: But a lot of them rode them years ago, they rode from one place to the other to get there, down the river here, Pole Boys (phonetic), one of them had the old inboard motor in there and he couldn't get her started. And one of the (indiscernible) said wait a minute, I'll tow you and get you started (laughter). He was going to tow him. Boys used to have a time. One night they got hung on a sailboat anchor out here. They didn't know it at the time, and they finally got her up the top -- it was a sailboat anchor, and that rope -- big rope help to pull that thing out. I don't know whether they ever got it out of the bottom or what and got up in the boat.

SPEAKER: Oh, they --

W.E.: It got hung in the net. The net --

SPEAKER: Yeah, but the anchor was lost off the boat?

W.E.: Yeah. No chain on it or nothing, just anchor.

SPEAKER: Just the anchor.

W.E.: That must've been the one I heard my father talk about the captain told him. Working on the boat there, they told him throw the anchor overboard, and that's what they done, just throwed her

overboard, and that must've been the one (laughter). But she was no chain or nothing on it. And if it had broke or anything, it would've been buried in the bottom I guess so deep they could never got it out. But it must've just been overboard. A lot of this pleasure fishing is sand bottom, hard bottom. Then there's places where there isn't. Dover Bridge, it's hard bottom also. Like 40 feet of water there.

SPEAKER: You worked in between more or less the old railroad bridge and up this way.

W.E.: Yeah. Well if something blowed railroad bridge here, I've got pictures. They weren't too far apart. They went right down by the woods across here -- on across maybe a mile in between them if that. And they went on down -- fishing down below (INAUDIBLE). Heron Point (phonetic) was a big place for fishing. John Wright's house where they lived there this way was pretty good (INAUDIBLE) application. You started out the river was narrow and you'd land that there and it would stay tight all the way down till the river got wider. You'd lay out up here, when you got down your net come all together. You're liable to have your (INAUDIBLE) less than 100 feet apart in a 200-yard net. And sometimes they'd tangle up, but they always tried to lay out where the river was narrow. When she got wide, tighten her up.

SPEAKER: Did you have a light on a light board?

W.E.: Oh, yeah, had a lantern board they called it for the lantern. Light on one end or the other of them. Had corks on it to float it and boards on top it and the lantern, and had buttons to latch it on there and they could take it off, take the lanterns home. Lights with flashlight batteries in them that they could put on them. Had little red lights stuck up there with a lot of -- dome light with the light on they could see. Lanterns once in a while blow out in a storm. They had all kinds of tales them years tell about fishing. They weren't all fun.

Q.: A lot of work.

W.E.: Yeah, a lot of work. Them days, that's the way you made a living, working. Today you make a living from being smart, I guess. Don't seem to be working, does it? Too many of them do it.

Q.: Most of the men that fished back then, were they -- they were farmers?

W.E.: Farmers, a lot of them, and I say they only done that part time in the spring, and they pull the boat up, a lot of them took them right home, carried them home and put them in the barn. And the next year, you get them out and go again. One old man had one on the river 20-some years. When they sold it at the sale, and it was in real good shape then. Some of them down here the bridge would pull

them up on the shore wintertime and next year they got ready to go, would need a new boat. But the ones that took care of their boats lasted right good.

Q.: Did they ever paint them?

W.E.: Oh, yeah. They painted, the bottom was -- linseed oil, and turpentine, and pine oil and a mixture of that, because you didn't paint the bottom no way, they just oiled it. Turn the ply down, some are dry (INAUDIBLE) right good oil. Then turn it over and inside, inside wasn't painted, just oil.

Q.: Just the sides were painted white.

W.E.: Yeah, like just the sides and bottom of it, but the bottom was never painted. The oil done more good, it penetrated better, and I guess they could've used copper paint or something, but they didn't want to buy copper paint.

Q.: Expensive.

SPEAKER: That old pine oil will go right through boards.

W.E.: We built several of them and put gas -- mix it with gasoline, thin it down, and it penetrated right good. Then it dry up hard and tomorrow you could (INAUDIBLE) without a bit of trouble, just gasoline --

SPEAKER: Did you buy the leads for your nets and then hang them yourselves?

W.E.: Yeah -- baste them in their self. That's what they done in the wintertime or fishing time, they got right up on them. And there's some women around here that done that. And there's one old man there that never fished, the old man Hopkins (phonetic), just died here a couple years ago, 90 some years old. He'd baste in a lot of nets for -- not only the Choptank, different places. Done right good.

Q.: How's the one -- his father also did it too, didn't he?

W.E.: What's that?

Q.: Was this the father or the son that died?

W.E.: Oh, both of them was into it. My father never got into fishing, he was in the sawmill business, and we done that. And my uncle, his brother and my brother fished together. My uncle had the little farm -- go to St. Michaels and Easton like that, beans and squash and a little bit of junk like that to get a little better money. Little bit of money went a long ways then.

SPEAKER: How big a saw did you have on your mill?

W.E.: Forty-eight inches. She wouldn't go through but 20 inches. I've got a 54 now to go through 24 inches. But we don't saw many 24-inch boards. Just use it on the bigger logs that you don't have much to finish up with chainsaw when you're starting a log.

SPEAKER: Your father, his early mill, that was steam?

W.E.: Oh, yeah. We run steam up until about 1950. And help got short, and we put motor in there then, an old truck motor, and drove her right from the transmission to the saw. I've got one up there the same way, same mill as far as that goes. We re-wooded before we took it up there. I had enough Jersey pine, re-wood the whole thing and set her up there and quit. Had her over home here where I was born and raised over there. About seven or eight years ago now, I think it was '79 or '80, I've got pictures of sawing her right up in '79 with steam. I've got two steam engines, one smaller (indiscernible) that's just about as small as you want in the sawmill. They're pretty good if you can keep a full head of steam all the time, keep her going right. We sawed some boats, I sawed some boat boards there for a fellow that was, I guess, close to two feet wide on the big end. I got to sawing them just as it lays in the tree. The tree is tapered off, so the board's tapered. Cut the slab off each side, and then cut some boards off and then your ones before you got in there you had to bring back and edge up to make the narrow boards out of it, but you're -- probably 8 or 10 inches on it, each side.

SPEAKER: Slash sawed them.

W.E.: Yeah. And some we just flitched them off, we cut one side --

SPEAKER: That's what I mean.

W.E.: Some we just cut one side flat. And this old man down to Grasonville, Herbie Bryan (phonetic), Herbie Bryan they called him, we cut them -- I've got a picture of them here, I'll get them out some day and bring them down or something, or we'll get together again or something, I'll show you some of my pictures. I got a bunch of old pictures, I got one where the steam engine fell through the bridge here in 1914, I think it was. I have to look on the pictures now, 1914.

Q.: John Wright was telling us about that.

W.E.: Yeah. I got pictures showed the hole where it went through, and got after we pulled it on the shore.

SPEAKER: Was there very much tulip poplar in the woods around here?

W.E.: There was more in Talbot County than there was over here. Good oak was the best, far as that goes, any timber in Talbot County is better than it was over here. I don't know why it grows better timber. You get a lot better white oak here. You got worm holes in them. I got a big white oak, I have a (INAUDIBLE) three or four years ago now. I bought it for \$10 out of --

(SIDE B)

W.E.: We got enough of it, built a cab on that old Peerless engine up show grounds along the Tuckahoe up there, and few boards had (INAUDIBLE) -- enough out of it, wide boards, some side boards and a dump truck, had a farm dump with 16-foot body on it and he wanted some boards. I give him about 18 inches wide. It's so damn crooked, you had to take straighten it out because it got crooked edge-ways, you know.

SPEAKER: I'll be darn.

W.E.: There was a lot, the whole log you might say it was. And had to fetter down on the truck to get it to -- three inches in the middle when each end was -- so I had electric --

SPEAKER: Make barrels out of it (laughter).

W.E.: I don't know, I never seen a log like that, but it was right close to the stream. Might have had something to do with too much water.

SPEAKER: How about your, how about your ash?

W.E.: Ash? Yeah, there was good ash over here. And ash, you won't believe it, but the roots, light green, seen a man digging down here in a pond with a drag line, and that thing was hop up like a cork, the root. And got water in the growing tree, you know. That's what they used to use for shad seine corks was them ash roots.

SPEAKER: I'll be darn.

W.E.: When they dried out, they were real light.

SPEAKER: You hunt up any cedar for them?

W.E.: No, that's heavier. That stuff is nice. It's about --

SPEAKER: I mean white cedar.

W.E.: White cedar. Well, it's pretty good, but we didn't have -- you had to go clear down to Pocomoke to get it.

SPEAKER: Over there in Delaware.

W.E.: They don't have it around here. Pocomoke, Ocean City, somewhere down that way there's some in it before you get to Ocean City (INAUDIBLE) somewhere, Pocomoke Swamp, I think, was noted for it. And this old Paulownia made them pretty good. We have it around here, that's real light. You get the limbs and just cut her off in blocks and they had -- my brother's still got part, I don't know what, but it had a lathe that run with a treadle-like sewing machine.

SPEAKER: They turned right out.

W.E.: They'd turn them corks on there, and it had a hole through the middle of it. And it had a special thing fixed up, just round them a little bit like a goose egg, but they didn't care shape them up, main thing was the size, wanted them all about the same size.

SPEAKER: How about Catalpa? That's pretty near the same.

W.E.: That's heavier, that's heavier, though.

SPEAKER: Uh-huh (Affirmative). A little bit heavier.

W.E.: Paulownia, it's real light like cork, it'll keep a -- ash, it makes pretty good corks, either one of them, but that was the best they had here for quite some -- shad seine. Might paint it some bright color. You'd see them laying across the river one end to the other. They'd see them bobbing -- fish out there --

SPEAKER: Yeah, see where you got fish in the net (INAUDIBLE) --

W.E.: Yeah -- but the seine net you couldn't tell too much. You could feel it on your line when you had one down there, but the old shad seine, you'd see them bobbing all out there.

Q.: Did you say you had a sharp stone boat here, or you had a picture of it?

W.E.: I've got a picture of it back there somewhere in that junk all in the bedroom. I'll try to get it out.

Q.: Are there any left here that you know of?

W.E.: No. They never put them in, and what's left outside is gone. The one we had was a long way -- (INAUDIBLE) under the trees for several years, and finally it disappeared. And then later -- I don't know where it ever wound up. Most time, they just pushed them out and let them go and it wound up on the marsh somewhere and laid there until they rotted.

SPEAKER: You put -- on the plank fore and aft, you put that bottom on first before you put the sides on.

W.E.: No, we'd put the sides on then put your knees in it, and then you'd put the bottom into it, after you got her shaped up.

SPEAKER: Did you saw any of those knees on your sawmill?

W.E.: Oh, yeah. But we would load the darn trees up and done. You could use red cedar, you could dig them, or the last ones we done was mulberry and it dries right good.

SPEAKER: That's pretty good.

W.E.: And Sassafras was the one we used.

SPEAKER: I was going to ask you about did they get into some of that.

W.E.: Yeah, Sassafras, they used a lot of that because they're easy to get. The roots are close to the top.

SPEAKER: Yeah, and you got more crooks in --

W.E.: Yeah. They'd come down here, right out and straight. My saw would reach through 20 inches, and that's all you needed for the outboard sides, and a little more, you could spread it out. It was a little problem sawing them, but we sawed them.

SPEAKER: I was going to ask you if you had very much trouble holding them with the hinge --

W.E.: You got to put them on a plank, one beneath and one behind it, set them down like that and put them in there, and you can get them out. It's -- you got to watch what you're doing.

SPEAKER: After you got one side sawed --

W.E.: Yeah.

SPEAKER: You could slap her up again.

W.E.: Yeah, turn her around. Most time, you only got two out of them anyway, put them down the middle and make the two, because it made them -- each mate, like that, each quarter.

SPEAKER: And your saw took about 5/16th curve, didn't it?

W.E.: Well, they claim quarter inch, but actually, you're more right on the 5/16^{ths} because your teeth, they ain't all exact. Some cut one side a little more than the other, and some will be swedged a little more than the other.

SPEAKER: Yeah. Or she heated up on you.

W.E.: No, they don't heat up. I don't run a hot saw. As soon as that saw gets warm, you stop -- makes a difference. Some let her get warm. I can saw all day long and that saw ain't got no more heat in it than when it started, when she's right. But the boys got -- across the ditch from me up there, run her with a tractor, he cracked one got her so hot. Got miter (INAUDIBLE). I told him, I said you don't make a saw do nothing. When it gets hot, you do something. You don't make that saw do nothing. He won't let her go when it gets hot. There's no way you can get anything through it straight. And the more binding, the hotter she gets. You got to stop and cool the thing off and find out what your trouble is and fix it and then go on sawing. But there is -- a lot of them will try sawing with a hot saw. You can't do it.

SPEAKER: They're going to bulldog it through.

W.E.: Yeah, going to make her go. Told my father, he won't go through there. It don't take much heat one either. You can still hold your hand on them and should be work through -- just the sunshine on them will make a difference in them. We had shed over it part way there and the sun was shining on about half. What the heck's wrong with this saw? You flop the whole thing around on the -- sunshine, she was hot and stretched, and had to throw her -- ordinary running when you're in the sun, or in and out sawed with the sun in and out, but they was doing part of it in the sun, about half of it, and she'll heat up enough to make a difference.

SPEAKER: All the sawmills that you had anything to do with were all circular saws.

W.E.: Oh, yeah. That's about all they had around here. No band mills around here, and the bigger timber. They had some with an overhead saw, saws.

SPEAKER: Yeah, two saws.

W.E.: Yeah. They had one down there at Sharptown there at the boatyard.

SPEAKER: Right there at the shipyard.

W.E.: Yeah, down there at the Sharptown. Over where Senator (INAUDIBLE), it was sold out of his sail. It had an overhead saw on it. And the top one come down to meet just down but it's just a little bit, I think a little bit ahead of that there, and it (INAUDIBLE) --

SPEAKER: Yeah, she's ahead of the other one, so the curves show her --

W.E.: Yeah, cut through. And they got be in line pretty good to match. You know, if the bottom saw is running hot or anything, she ain't going to line up good. So saw's right, they don't run no temperature at all.

Q.: What kind of engines did they use mostly in these boats here?

W.E.: Boats?

Q.: Yeah, fish boats.

W.E.: Most likely, that motor go -- I think it was a (indiscernible) good gosh, I don't know. There was a lot of names that I'd forgot long ago.

SPEAKER: Boat motor (indiscernible) was a Sears and Roebuck, I think.

W.E.: Yeah. Well, they're made for Sears and Roebuck. And they also made the Lockwood Ash, exactly the same motor, but it was just sold under a different company or something, sold I the stores or something like that.

Q.: Small single cylinder.

W.E.: And they had a Detroit, I don't know, couldn't think of them right now to save my neck.

SPEAKER: Was a Michigan one, a Michigan one.

W.E.: (indiscernible) yeah. There was several different names for them.

SPEAKER: Falcon.

W.E.: And one of them had a different name for them, sometimes a right long name.

Q.: The other men started putting car engines in, didn't they, in these boats?

W.E.: Yeah, late 30's they'd get these car engines. The Model A Ford was a pretty --

Q.: Popular?

W.E.: -- one around here for that.

SPEAKER: Did anybody ever cut a Model A or Model T Ford in half and make a two cylinder engine?

W.E.: Got a Chevrolet down here cut in half, four-cylinder Chevrolet.

Q.: Is that right?

W.E.: They cut pretty good because your block was separated right from it anyway, and all you had to do was shut off your --

SPEAKER: Had a web in there.

W.E.: And your bottom, you used the back half of your crank shaft and the -- and then the middle main bearing, you had the boring extend a piece out in front for your (INAUDIBLE) run your stuff. But there was two of them done around here. My brother's got one up there, and I got this other one out here that (INAUDIBLE). But they -- a lot of bouncing, like a Jon boat, you know, they wouldn't make a good boat motor. Big old (INAUDIBLE) some of them were bad enough, they had no counterweight in them. I don't know why they didn't counterweight them a little bit, but your fish would all come to the back when you got running. Shake it up if something (INAUDIBLE) cross there, you know, but the other one flat bottom, well, it come -- go into the back end, they vibrated some.

Q.: And do you find trouble with boats when you start putting these bigger engines in, start shaking a little bit?

W.E.: Yeah. They started bury like, and they overloaded, and they had to go to making bigger boats, and I said they got to the wide stern and everything changed because they didn't work too good in these boats that they used for these small engines. (INAUDIBLE) put that in there, everything they needed, she as loaded. And you can't drive much faster, the darn things -- until they got to that box stern where they could really go. But these here sharp on each end, they're just like that canoe. As soon as you get him past his speed, he wants to bury in the back end. And that's the way the other boats I had, tucked up the back. They'd suck that back right down, just bury it. Then it wouldn't go out much faster, what's the difference.

Q.: When they put the engines in, do they still use a panel steer?

W.E.: No, because they -- well, they did as long as they had them sharp stern boats. But when they got to the wide stern, then they put the rudder and everything in them. And they could do, a one-man operation when they went to the big motors like that. There weren't too many of them that used the regular sharp fish boats, barge they call it. They're only three feet wide, and time you got a motor in there, you --

SPEAKER: Wasn't much room.

W.E.: -- get around them. No, these old single cylinder engines, they put the gas tank and stuff to one side. One side you could get around it all right, but the other side, where your water went back overboard, your cooling water and your gas tank and things you need was off to one side, your battery --

SPEAKER: And you had the dry battery for your ignition.

W.E.: Yeah, old dry cells for your Model T cars, they get wet and -- they had a time with them. There weren't many of the four-cycle engines used over here, they wouldn't back up, you know. They just weren't too popular with the things here. They had one double cylinder up here, two cycle, but it didn't last too many years, four or five years, and then they found that they couldn't get registration.

SPEAKER: Expensive --

W.E.: Just about enough to pay for making the boat over to three or four years. Fish were cheap and everybody was fishing. It was just a little bit of something to do, get a little bit of spending money extra when things hit right.

SPEAKER: Did you keep some of your Perch and Rock in live cars too?

W.E.: No.

SPEAKER: No?

W.E.: No. They all sold right when you come ashore, either all of them to town or the buyer. A lot of times, it stayed right here at the bridge by the time they know when it's coming in by the tide, they'd be right there to get them.

SPEAKER: You worked the tides.

W.E.: Yeah. When the tide's moving fast, it don't do much, (INAUDIBLE) first of the tide, moving a little slower when most of the fish is done. They had really be catching good to catch on the fast tide. I don't know why, didn't do much of it.

SPEAKER: Do you think it will ever come back?

W.E.: No. Ain't nothing ever come back yet. They said the automobile wouldn't be here long, the old horse and buggy would be back, but I don't see many of them back (laughter). They said that with the steam engine, don't worry about them tractors, that old steam engine's going to stay here, and after a while she'd be back, but she ain't never going to be back. And a lot of other things like that, they're gone.

SPEAKER: You didn't have a (indiscernible) rig that went along.

W.E.: Oh, yeah. I got pictures of that too here. Some way back in 1978 when my father started. But the old (INAUDIBLE) you had to come out and it would run into a box with a half (INAUDIBLE), strike this one off, slide the other one in behind, and she went up to the tally there to -- bushels, then the man picked it up, another man holding the bag, dumped it in the bag, got full, send it off. I got pictures of sailboat in here putting wheat on sailboats.

Q.: Is that right?

SPEAKER: I was going to ask you that.

W.E.: They took, run the wagon out in the water for you, this was done (indiscernible) landing, run the wagon out and sand the bottom, far as they'd get with it, and load it into, looked like about a 16 or 18-foot boat and then carry it over to the sailboat. That's a mess of work -- and then put it down a hole in the boat, that wasn't easy either. The man had to take it out was work (laughter). I guess they had little better ways of unloading a place or something, I don't know, to unload it. They must've unloaded more than one bag at a time, throw that in the hole. But putting her in there was work, getting to it. You had to load it on the wagon and go down, unload it off the wagon into the boat, and that boat over to the big one yet.

SPEAKER: Now you handled corn, wheat, and barley.

W.E.: Well, we didn't do too much in the corn. My father done some corn shelling in his early days back in -- well, that's why went in town, shells ear corn, it was shelled here in town. (INAUDIBLE) had a sheller here in town, I guess it go to St. Michaels, like that, had the sheller with their corn and shells.

SPEAKER: Most of your grain was wheat.

W.E.: Wheat and some barley, because like these farmers in Talbot County -- back in Dover Neck, had a run back in there. They all had dairy cows and stuff, and the barley went to them. And the wheat was the big crop. And some oats, they had some oats a lot of times that had like 8 or 10 or 15, that went in for the horse feed and that stuff.

SPEAKER: You must've remembered the old steamer when she made her last trip out of Hillsborough, don't you?

W.E.: Not from Hillsborough. No. They had a Winter Lyn (phonetic) line here in the late 20's. It didn't last long. I don't think over one season, either spring or fall or something. And that was the end of

it. Now they said they would never quit too, but they quit. Shucks run them out same way the railroad. The railroad quit in '33 here, that was the end of the railroad.

SPEAKER: The last passenger line come out of Hillsborough was 1912.

W.E.: Well, I wasn't born till '18.

Q.: Yeah, he's not that old, John.

W.E.: They used to go to Hillsborough. They went over to Hillsborough. Get her turned around there and come on out. And sailboats went up there too, and I guess sailboats maybe went farther than that because they went up to King's Creek here, which might be only 50 or 60 feet wide, they went up there a little ways and loaded wheat, come out on high tide. They had to work with the tide, and that's about the way of them boats. We went -- ebb tide started, well they hung out.

SPEAKER: That was another hard way to make a dollar too, wasn't it?

W.E.: I can't figure out how the sailboat men ever bought a sailboat and paid for it in what they got out of it. But, you know, they'd carry 3 or 4, 5,000 bushel a week maybe. And I'm pretty sure they didn't get over 4 or 5 cents a bushel from hauling it because that's all they got from (indiscernible). And when you figure that up, time he loads here, he got to wait for his authority to load it, he got to sail to Baltimore and unload it. When he comes back, the season's over. Then he's got to start hauling a little bit of fertilizer or something.

SPEAKER: And he can't do that everyday either.

W.E.: I said, a lot of days you can't sail to Baltimore. I guess they had a little old yawl behind them, they had some little old gasoline engine with 4 or 5 horsepower or something pushed them along a little, but that was let go. Up the road here a lot of places they had to use that because the wet river here, the banks were high enough the sails wouldn't hardly get in the wind when you get --

SPEAKER: Not at all.

W.E.: -- over in places like that, you know. Them old schooners, you get your topsail up, you might get a little bit of wind up there, but the boat had to go along with the tide, depending on motor or (INAUDIBLE) push him along. I've got couple sailboats out in the shop that I built, one is three feet long that were made from piling head they cut off here at Dover Bridge when they built it in '33. I had -- me and my brother, each one made one. I made mine, onliest damn sailboat ever seen wouldn't sail up and down

the river. And I didn't know too much about the shape of them or what I got in close. The schooner, three (indiscernible), was just about as wide in the tail as it was anywhere. And it wasn't but 5'4 feet wide nowhere or less, a little under 5'4 feet. But had -- to get through the canal up here. It was 24 feet, and you had to be a little under.

SPEAKER: Yeah, a little under.

W.E.: But I had 10 or 11 boats at one time for sale and had a -- over there but they'd sail, this one here I got 12 pounds of lead under it for the keel. So you could take a right good wind, that old (indiscernible). But the sails are (INAUDIBLE) think about once in a while getting back out and getting sails in her again. My brother's got an old schooner up here that was -- he'd rebuilt the thing four or five years ago. It was an old one there. It laid around somewhere and got -- rot, so he -- made another one like it. But we don't have all the details on them like they have on the big one, but we didn't make them to pull out exactly, we made them to sail. And they do that. They move right along. But that's how it was. I'd be glad to -- give us something to do to keep from being bored. The kids are all bored these days. They don't know what to do with their selves. We had a (indiscernible) that was down the stream that went on up the field. It was 100 feet, probably close to that, damn close to it, at least 75. And we rolled it out there on wheelbarrows and wagons stuff we had fixed up for it, and build her up and use it for sailboats. Summertime, we'd swim in it when there's enough water in it to swim.

One year there in the 30's, it rot out and cracking. It was dry. Then they talk about now today about this little dry spell that we're having and how bad it is and all kinds of trouble we got. You had trouble them days too. Got dry then, the well at the barn went dry. Had to dry a bit deeper. Now then they blame it on something else, I don't know, but it's nothing new. It was hot then. You look at the records, a lot of them was set back there in '30, '31 in the hot summer. And the dry -- no more rain we had, it's nothing new. It's been wet too before and it's going to get wet again.

SPEAKER: Did you ever run across any Osage Orange to saw up at your mill?

W.E.: Oh, yeah, but not too much. That grows so darn crooked and stuff like that. Does it last as good as Locusts?

SPEAKER: Yeah.

W.E.: We have sawed a lot of Locusts, it could have been, some might have been Osage.

SPEAKER: You sawed both kinds of Locust, the Honey Locust and the Black Locust.

W.E.: The Black Locust, yeah. And I got two trees laying out there now, just a little bit of skin of sap wood.

SPEAKER: I saw some of them laying there.

W.E.: So this bird feeder (indiscernible) Locust I've got, Locust big around and I load up the bird feeder. And the round will last forever, lasts a lot longer than for split or sawn. I don't know what's the difference. We found that out when they took this telephone line down in the 30's, had a big sleet storm, had old wires up there, you remember, copper wire up there, and the sleet took them all down, and then they put this lead cable through here. Well, we got a lot of them Chestnut posts or the poles they had, and cut them up for fence posts. And the ones that split wouldn't last about two years. And anything that was put in around the corner posts last a long time. I found out then that they last a lot longer round than they do split and sawed. Now Locust is a little bit different. I don't know why. It just don't rot no way, and so does Catalpa, it lasts a right good while.

SPEAKER: Yeah, Catalpa.

W.E.: It lasts pretty good, and the Locust and the Red Cedar.

SPEAKER: Did you ever use any of the Catalpa for knees in your boats?

W.E.: Yeah, we used that too. Now we have sawed some of the limbs where they go up, and split the stuff out and get it so we can get it in the mill and saw it, and that has been used, but the most was Sassafras roots or Cedar and some of that type. Most -- and the stern most time was either Red Cedar or White Oak or some of that. We had to use some of that Cedar, and that don't hold a nail too good. Want pull those, use screws or something in them, it's a little bit better. And that bow they made, that was all chiseled out, was all one piece in there.

SPEAKER: You didn't make that in two pieces.

W.E.: No. Only made them one piece, chiseled out till I got a table saw, and then I began sawing them out.

SPEAKER: Rounded them on that.

W.E.: Yeah. But the old ones, a chisel, had a whole day cutting out a bow for a boat out of cedar, and that's one thing that was easy to cut, and they had -- we used galvanized nails in, hold pretty

good enough of them in there. And watch it when you -- see, they wouldn't bend as sharp no ways the later boats, but these things were pretty slim because it was only three feet wide at the widest part at the bottom.

SPEAKER: Why it wasn't too much bend in there.

W.E.: Yeah. Wasn't too much bend on them. Didn't put as much strain on them. And the stern was a piece that went up and down about -- it might've been eight inches top or six or something like that at the bottom. And it wasn't -- just cut --

SPEAKER: Yeah, like a tombstone.

W.E.: Each edge of her, and that was it. The bow had to be cut different, be notched in, lift up real good and then they put a thing on top there and everything fixed them up. Like the old carpenters, they spent more time on stuff than they do today.

SPEAKER: Oh, my lands, yes.

W.E.: Today they just take the damn chainsaw or something and whack her off and that's it. But them days, a fellow had a little pride in his work and tried to do things work, done a little better than what a lot of them -- things have changed the way they do it.

SPEAKER: Do you still have very much saw work to mill?

W.E.: No. It ain't enough to go into business or anything like that. I told the boys here three or four years ago, if you had to depend on that for a living, you'd starve to death. The junk logs you get, you either pull nails, or junk, or crooked, rotten, something that ain't fit to saw.

SPEAKER: Uh-huh (Affirmative).

W.E.: We got a bunch of stuff over there now, an old bunch of crooked Red Oak come out of Caroline County here, and it ain't worth the saw bill, but they saw it.

SPEAKER: The Red Oak is not too durable.

W.E.: That's what they got is Red Oak. Like I say, the oak tree in Caroline County's a poor quality anyway, and it just don't do so good. Your Talbot County oak is -- most of it is pretty good Oak. Senator Dean, I guess you know from Queen Anne's County, he was a right good member there -- he died five or six years ago, had a big White Oak log on a wagon that was 10 feet long that was 42 inches through. He put up there to show, said this is White Oak grown in Queen Anne's County for a different

show. He hauled the thing back home there. One day I was talking to him, I said you want to saw that log? Yeah, I'd love to have that thing sawed. Well you bring her down the mill. We sawed that thing, and he had a horse hitch. It's a piece about three-eighths by two that was flattened out like a wedge on the point drove in the tree, and then it had a hole punched in with a ring in it. And we cut about three quarters of an inch of that thing, and it's all black and blue around it.

I said well, there's got to be something in there. So we took the chainsaw and run the nose end around it, the crowbar and pried it open, found the ring, then we stuck the crowbar in the ring, pulled the hole thing out, then finished sawing it, wasn't nothing else in it. And got done, the man said how many board feet we got there? I said 650. So he carried it home, carried it home, and he come back Monday morning with a couple pieces he wanted edged up a little better, had too much bark on it. He said you was wrong on that log, said there was 665 feet in it. (Laughter). He figured it out. It was a little more than what he had said. I'm glad it was more instead of less just -- but he had to get it figured up. And then he wanted to know how to do it. I said well, it's easy. I've got a little ruler out there on the end of my truck. You lay her across the end of that log, and come up here to the (indiscernible), I'll tell you just what's in it. He said 650 feet. So that's -- well, measure lumber now, I measure it for -- the logs, get the board feet out of them and saw it. And you don't have to be counting how many 2 by 4's this is, what that is and all that stuff. Saw by the ruler. It's a lot easier, and takes a lot less time fooling with it. This way when you're done sawing, a man's got it on his truck, he can go home. But used to be had to go over and count how many 2 by 4's you had, how many boards, how many boards are this width, how many are that width and all that stuff, and figure it up. Next day you might know how many board feet you had. But that ruler makes it easier. I don't know (INAUDIBLE) much lumber. That's the way to do it, I found out a right good while ago.

SPEAKER: Did you have very many Chestnut way back?

W.E.: No. Well, see, the Chestnut was gone about 1930 when the blight hit them.

SPEAKER: Oh, yeah. Before then.

W.E.: I don't know much about before then. I was born in 1918.

SPEAKER: Oh, my.

W.E.: But I do remember the blight that killed all of them, and that's what these telephone poles are made out of, the Chestnut, because they could run them --

SPEAKER: Yeah, the first ones were all Chestnut.

W.E.: And they went and cut them all out and used them in telephone poles because of their size. And it's used -- it was used more in Pennsylvania. You find barn framings up there made them, a lot up here in Wye Mills with the barn framing I seen up there four or five years ago, fellow wanted to give it to me. It was all Chestnut. I said boy, I ain't got time to fool with that stuff, the nails and everything in it. I don't know what they ever done with it, whether they burn it up or somebody got it or what. It makes nice stuff if you got time to fool with it and got use for it. But we done a lot of sawing Georgia Pine in the last 20 years or more. They get them old timbers out of the city, and we had some of them was 12 by 18.

SPEAKER: My land, what was that out of?

W.E.: Floors in them big buildings up there down around the wharf there. I guess down around the wharf or something because the post was about 12 by 12, and they stuck knives in them, you could lay a hand right in the place where they stick the knife in them, just to the fish market or something in there. Some points broke off in there and all kinds of mess. But cut the slab off of them, had enough to clear most of that stuff, but we struck a lot of nails.

SPEAKER: Were there any granaries along the creek here that you remember?

W.E.: No. They say the boat's collecting stuff up out the warehouse here at the Dover Bridge where the steamboats stop, stored stuff in, I guess, when they unloaded.

SPEAKER: Freight house.

W.E.: Yeah, freight house you call them. And it was here at the Dover Bridge, and they wanted it chopped down. A bigger landing at a house.

SPEAKER: They had three or four granaries up there at Hillsborough.

W.E.: I don't know. Here was close to town when I first helped there -- the wheat, more that had -- was a truck town.

SPEAKER: Trucks were starting to come in on that.

W.E.: Yeah. They could haul 200 bushel on them.

(End of interview.)