

Steamboats and Railroads

by Bill Bodenstein

....disillusioned German war bride shortly after the War who wound up in the wilds of West Virginia. She stood it as long as she could. Finally she left and hitchhiked her way back to Baltimore where she met a sailor in a bar on a Baltimore street. He said, "Well, I feel real sorry for you. I can put you on my ship and hide you in my lifeboat, and when we get to Germany I'll let you out. Everything will be fine". About a week later the Captain sees the sailor coming out of the lifeboat in the morning and he goes and looks in. He says, "What's here?" She tells him how _____ prepared by the sailor who sees me every night but when she gets back to Germany everything will be fine.. The Captain says, "Well that may be so, but I have to tell you, this is the Chesapeake Bay ferry!" (laughter)

We'll start with the end of the 17th century. If you'll recall we had plantations scattered around the Bay and that the planters had their own ships and boats and barges. Planters worked the back hoe that had to be carried to the various ports and there weren't too many of them then, Oxford being the main one that we're concerned with. Incidentally, I'll try to orient this whole thing to Talbot County and Easton ports, or attempt it. Later on, right after the capital that moved from St. Mary's up to Annapolis and then after the Revolution, Baltimore became the number one city of the state. It took all the commerce away from Annapolis and only left them with its politicians (laughter). There was a great deal of comings and goings across the Bay. If you read some of the early accounts, why even in 1700s' the Bay looked like it does off of Annapolis on a Sunday afternoon in the summer. There were an awful lot of boats. As the center of commerce and politics came over here you had the capital up in Philadelphia. There was a lot of movement north and south. How do you go north and south? Well, one way was to take a coach or a stage and then you got calluses. Of course, you couldn't go very far or very fast. Another way was to take a ferry, and this was one of the original ferries, out of Annapolis up through Rock Hall and then take a stage or horse the rest of the way. That was the historic way, I know. The trouble with sailboats was it was neither shorter or sometimes fast. I think there was a very famous trip of George Washington.... that he put his horse on one boat and he got on the other one, and the wind was blowing and the skipper (there must have been something wrong with him) although Washington was present, it took him something like 8 to 10 hours to get out of the mouth of the Severn River.

It took him another 8 or 10 hours to get up here. They missed Rock Hall. They ran aground. The horses got there in 5 hours. Finally Washington had to go and charter a small boat. So the sailing package wasn't always the best. Then you had a gutted line down here from Haddaway's Ferry, down near Sherwood, right up to Annapolis. That is very old. Then another way of getting north was a little bit longer. You got on the right boat with good food and good company. You could sail on up here to either Frenchtown or Elkton at the head of Elk and get off and take another short stage ride or horse ride across to either Christiana, which was in Delaware, up in here, or then down the Christiana River, the Delaware or go across here to New Castle. So much for them.

Later on, from 1790 on up, we had individuals running small sloops and schooners for movement of passengers and freight. They weren't really organized into "lines" as such, but they were. One man might own two or three of them. This will just give you an idea -these pictures were taken in the library with the camera up against the microfilm reader. If they are a little bit goofy that is the reason. The Edward(?) Line was one. Again it says will leave Easton Point. The very early Easton Point was an important place to the town of Easton, as the town of Easton grew. The Stone and Mary Jane was another one. Over on this side, on the Miles side, you had the sloop Sally L L without an O-Y-D, leaving Skipton Creek and Wye River and again to Baltimore. It doesn't say so, but you're supposed to know that. I don't know what happened to the "L". Incidentally, most of these sailing boats were named Lloyd one way or another. The Lloyd's had the most money and the most land and they sure had the most boats named after them. If you're not particularly familiar with (unintelligible part) as most people might be, Skipton Landing is up here on Skipton Creek. Then there was another one Probasco Landing here. There's Trimble's(?) Landing here. Emerson's or Wye Landing there. There are several Wye Landings as we'll come to know later on. At the heads of most of the rivers, if there was enough water, there was a landing of one kind or another. Route 50 comes down in between the old town of Skipton and Skipton Landing, down through there.

Now that ferry had a ways to turn, this was one of the things that didn't work out too well , ____ find it pretty it well. By 1839, it operated by roads. You had to take the papers which were available in the Easton Library. Some of them are later than the earlier ones, but he would wait for the steamboat. The steamboat to Annapolis would come over to Easton, so I don't know why he

particularly waited for the steamboat unless you wanted to go to St. Michaels. You could get off at Bay Hundred and ride up, but in any case you had this also, and it had to interest Joe _____ very much. The mulberry trees. A lot of people in this area were taken for a sleigh ride by people selling mulberry trees for silkworms. There are an awful lot of mulberries scattered round. If you've got one in your yard, that's where it probably came from!

If you happen to wonder where the Haddaway's started, it was a tall ferry cove or Haddaway's Ferry on some charts. It's here outside of Sherwood. This is the road on down to Tilghman just behind _____ Marina. Now enter the steamboat in 1813. This was the **Chesapeake** built over in Baltimore but sparked by Captain Tripp who was from Dorchester County. She was 130 feet long, 20 feet in beam, and 7 feet draft. The engine, of course, was mid-ship(?), the wheel - it didn't have a wheel. It had a tiller and of course someone standing here couldn't possibly see where he was going! They had a fella up here who shouted to another fella who was back here, who told the fella back there (laughter). As far as I know, they never hit anything. Also, they did say that the Captain gave his orders to the engine room by stamping his feet or shouting to them.

It had a square sail up here, and I guess they used that to save wood. These things were wood fired for a long, long time when they were going downwind at least. So in 1813 after the **Chesapeake** was built, the very first thing that they did was run excursions with it, at \$1 a head, down to Annapolis. In 1813, the War of 1812 was on for a while. The British were coming up the Bay, the British were burning things, and grabbing anything they could get their hands on, and yet they were running excursions to Annapolis! The British knew about the steamboat. They speculated on it, and wondered if they could get it but apparently they never did. It spent the star-spangled bombing of Fort McHenry back in Curtis Creek, hiding _____ way. As the British got closer and closer to Baltimore these excursions were shorter and shorter! (laughter) Why they couldn't get out of the harbor!

From 1813, four years later, we got a steamboat called the **Surprise**, which was propelled by an engine on the rubbery motion. Moves with more ease than sweetness, than any steamboat in the United States. To guard against blowing up they checked it once a week a month - just _____ inspection. This one would go to Annapolis and Easton via the Miles River Ferry which was apparently quite a very important place to _____ steamboats. The date on this is 1817. There are a couple accounts of this steamboat with supplies going up the Miles River and the people lining the

banks of the Miles River to get a look at the steamboat. The Miles is so wide I don't know if way, way out there, where you can see it. There isn't any additional reference to this thing on the Miles after the accounts of going up the river, because most of the stories about steamboats start in 1838, especially on the Miles River. This is, as probably most people here know, the Miles River Bridge that was the Miles River Ferry. Over here is the rest. The steamboat wharf was along here. Anyone who knows more about it is certainly welcome to talk about it. A friend of mine whose grandfather was Admiral Buchannan, whose father lived there, rebuilt the house after it burned the first time. He remembers that they rented their land to the steamboat company for a wharf. In fact, the bridge wasn't moving until 1880 something. This place never really developed from a spot that was very important., where the boats never went up the river beyond here. Never had stores or warehouses as far as I know. I guess when people got off the boat, they were in a hurry to get into Easton. As long as the boats could only go 5 or 6 mph, it was shorter to go up the Miles River and get hauled over land 2 or 3 miles or 4 miles to Easton than it would be to go up the Choptank and the Tred Avon. But eventually in 1819, this is the date usually given for steamboats over here on the Eastern Shore, you had something called the **Maryland** which was built in Maryland. Again there was a man by name of Clement Vickers who is pretty well remembered for having one of the ____ batteries that defended St. Michaels in the second British raid on St. Michaels. He was quite a man and he was very interested in business and very much involved in the water. He also ran a schooner, and switched over from schooner to steamboat as skipper of that. Now this one would go to Easton, probably at Todd's Point. People know where Todd's Point is, down below Easton, across from Oxford Road. A little bit later on you have a place called Double Mills. Easton Point, as on the 1876 map, was not much more then as it is now. You had several wharfs, a _____ room, a large pea packing plant in 1876, and a smattering of others. An Episcopal church, I don't know whether it is there now or not. You don't really go down there unless you have business there. There is a small marina and the marine store here. More oil tanks over here on the right. (unintelligible sentence).

Well, by 1838 the **Maryland** was still around, which I am a little surprised. Anyway, they decided to give them a new route and it would go to St. Michaels and Wye Landing and Annapolis. As long as the steamboat will continually run a route, St. Michaels will get the news, etc. from Baltimore and Annapolis every Sunday and Wednesday (laughter). It also tells you that it's very

advantageous to have the steamboat in the Miles River so you better use it, because if you don't use it, you're not going to have it.

Another steamboat came a little later that was on the river in 1839, and there isn't very much known about it. It was the **Paul Jones**. Anytime it went to the ferry, they meant the Miles River Ferry. It was a John Paul that the agent met Miles River Ferry, I don't know where he is. Then by 1843 you had wiser, bigger, and better steamboats than the one I'm looking at. Something called the **Osiris**. There are no pictures of this that I know about, but it would go to Cambridge, Easton and up to Denton as far it would go. It would also go Annapolis, Wye Landing, St. Michaels, and Easton on the models here. In St. Michaels, the 1876 map of course gives a steamboat wharf over here near the Crab Claw. Whether the 1838 steamboats landed there, I don't know. They may have come in here either at Dobson's(?) Wharf or back up here at Back Creek Wharf. Maybe we'll find that out later on. This one is Wye Landing, it is this side of Skipton and there is a Wye Landing Road. Most of these landings now - because they have roads to them, the state has bought up the land at the end of the landing and has put in launch ramps. People who live there don't like that very much, but that's the way it goes. This one could hold a steamboat if you had one to bring up there. By 1879, things went local. You had the St. Michaels and the Wye River steamboat line which was also known, I think, became Paul Jackson Line(?). You had the steamer call it and he could make any stops at a place called Public Landing. I don't know where that is. Does anyone know where it is? I would like to know. Wye Landing, Trimble's(?), that was up near Skipton, Claiborne, Tunis Mills, and St. Michaels. That covers the area around here pretty thoroughly. Possibly because it was largely owned locally. This painting over in the Bay's Building has the _____ (olives?). Here's the Dodson. The Eagle House is behind here. Is that correct, Pete? In the flesh she looked like this, and it was on the Miles River between 1876 and 1891. It's a pretty nice looking steamer. Then we take a look here at Tunis Mills, otherwise known as Oakland Mills, where there was a large complex of steam mills. I don't know if they ever had a grist mill there or not, but they even had some small railways to haul the lumber around. It looks like this and Mr. Chaney, who is here, this is his front yard where the wharf used to be. Over the years they took all of their slab from the mill dumped it in the water and they blind ashore all the way to the bridge around in this slab from the mill. Actually it's not too bad, but it's the only place it is because it partly protects the place from erosion. All of the little

bugs that live on this decaying wood are to the benefit of the fish in the Weems Creek and Miles River, so don't knock it! That is the end of Tunis Mills as of so many of these.

Down at Claiborne the steamboat came in at Tilghman's Creek and you had the town of both Claiborne's here. More about that in a minute. The new steamboat wharf was over here, which is where the Washing Wax and so forth is now. In 1876 the railroad hadn't gotten there. This was where the steamboat went. The creek wasn't very wide. This is a map of old Claiborne, it was quite a place. It had a Henry Clay Square with a whole bunch of lots around it. Progress Street, over here, is the new steamboat row. Here is the steamboat wharf and a shipyard. They are still there. Here is the steamboat wharf, I don't know how many people go down there. It is kind of hard to find. Right next to it there is a boat yard. This is in Tilghman's Creek. This is the town of old Claiborne, there are about 12 houses arranged around the square. I don't know whether the square was out here or back on the other side, but that is old Claiborne. If you didn't think they were arranged in a kind of a regular area, you wouldn't even know it was there. Going from that we have the famous **Emma Childs**(?) on the river. She was put on the Miles River in 1887 which was the year she was built. She stayed on the river until 1891 which was quite a long time for anything to have lasted the way things were built. The last scheduled freight or passenger boat on the river was the **St. Michaels**, which came on when the **Emma Childs** was taken off and lasted until 1897. At that time the St. Michaels-Wye River steamboat line stopped running to the Miles River and that was the end of it. So there hadn't been a scheduled run. They had lots of _____, they still had the **Port Welcome**(?) in town.

On the other side, things kept going - possibly because it was closer to Easton and the boats were faster. This one tells you that the **Joppa** and the **Ida** were running to Cambridge. They would stop at Double Mills just a little bit above Oxford, Travelers Rest if you don't know where it is. Cambridge, Oyster Shell Point, Miles River Bridge(?), Two Beyonds(?), Potters and then all the way up the river. Now the point of the stops on the Choptank side was of course, Tilghman. They had a thousand foot pier here. This is all that is left of it. It actually went on another 500 or 800 feet out into the mouth of Leed's Creek. It's a crab restaurant here now and that's all there is to it but there was at least a thousand foot pier there at Tilghman. Now the steamboat landing in Oxford was right here at the ferry town and that is still where it is. At Cambridge you had the foot of High Street and this was quite a set-up there. This postcard's from back there and the steamer

Talbot. The **Talbot**, of which the Museum has a very high, effective painting, was running from 1912 to 1926 on the Choptank River between Cambridge-Easton-Baltimore. The **Ida** was a real old-timer she lasted from 1868 or so. I didn't have a chance to put her in _____. I used to ride on that when it was a night boat on the Hudson River.

Then finally, the last was the **Talbot**. Does anyone here remember or has ridden on the **Talbot** by any chance? Easton to Baltimore. She stopped in 1932 when the Pennsylvania Railroad lived up to its reputation and closed everything down. That was the end of steamboating to diesel.

Now we'll wind up with the last scheduled freightboat of any time. This was the armored cruiser or battleship, **Texas**, built in 1889. By 1911 when they kind of had enough of it and they decided they would have one of these grand shoot-outs where they would use the **Texas** for a target. They couldn't shoot or sink the **Texas**, so they renamed it the **San Marcus** and they towed it out into the Bay off of Tangier Island and lined up the fleet at a respectable distance. Then they took one battleship, the **New Hampshire**, and sailed it back and forth firing at the **San Marcus**. After something like 40 rounds this is what happened. Of course the poor thing couldn't move, it just had to sit there and take it. It really wasn't a test of gunners or marksmanship but more of what would powder do to a armored ship. But it did sink at the Point and they decided to leave it there. On the chart, it became a spot with a buoy on it and of course they tell you there are unexploded bomb shells all around! (laughter) They used it as a target several times after that. Here's Tangier's Island, right here. There are all kinds of targets here. People from Tangier made a respectable living going out and scrounging what they can from these wrecks. I really can't believe this, but I had one boy tell me that his father had gone out there and found a table set with a table cloth and silverware with two places on them by the bridge. I said "why did they do this?" He said, "well, it was shrouded." "What do you mean by shrouded?" "Well, it was a day trip, it was in its shroud." So his father walked off with the silverware and they hadn't seen it since. We had a day ship so when they came looking for his father he had to hide in the marsh.

Anyway, now we go back a little ways to 1897 to a Massachusetts police steamer called the **Lexington**. It didn't last too long as a steamboat when it turned into a dieselized freighter called the **Lexington**. When the Pennsylvania Railroad disposed of all its ships and there were just big pieces left, something called the New Castle Terminal Company came along and started running

this **Lexington** between Baltimore-Crisfield-Onancock and they called it the Baltimore-Crisfield-Onancock Line. It was a freight line and it was running on a schedule. Then on March 27, 1940, they came out of Onancock and the weather was bad and someone figured by now we're 20 minutes past the **San Marcus** wreck. They made a nice sharp turn and took the bottom out of their boat and the **San Marcus** wreck. That was the end of the freight service scheduled runs on the Chesapeake Bay.

Getting back to the steamboat rooms. I am suppose to be talking about the steamboat room and then the wheel. The wheel hasn't too much relation to the Chesapeake Bay but it's very, very effective and people get in there and hang on. Their rings float off and so forth. It came from a steamship called the **Island Dove**(?) and in looking up the **Island Dove**, the Steamship Historical Society had a postcard of it. Looking in the records, you'll find that it went aground at Watch Hill, Rhode Island in 1918. The same newspaper had the promotion of a man named Eisenhower to be a major and that he had promised to be one of the better officers in the Army. Anyway, the **Island Dove** is aground, but if you turn the postcard over, and I'm not going to show it because I don't have the other slide, you find that this was the **Island Dove** that went aground at Chatham, which is on Cape Cod, not Watch Hill. The date is 1904 instead of 1918. She must have really been built with wheels or something! It survived this one but 1918 that was the end. How the wheel got from Watch Hill, Rhode Island to the Chesapeake Bay is anyone's guess!

Alright, we come back to the transportation of people to Philadelphia and points north in order to bring in the railroad. This is 1799, Shannahan's book on steamboats and this was a Baltimore directory. It tells about a Frenchtown packet which was built up to Frenchtown, where you get a carriage and then go on to New Castle. Frenchtown is up here just below Elkton. You had two places to go. You took one line, you'd go on up here to Elkton and get the stage across to Christiana but if you took the Elm(?) stage you went over the New Castle/Frenchtown turnpike. At the same time that all this was going on people were busy digging a C & D canal. The owners of the New Castle/Frenchtown turnpike decided "well gee, maybe we better dig one of these brand new railroad things that maybe would take business away from the canal". So they went to work on the railroad and they got a franchise to build the railroad parallel and right along the side the road, I don't know anything about the so-called corporate maneuvering, but when the railroad got built it was over a mile away from the turnpike, but it did get built. The canal was finished in 1829.

The railroad was finished in 1832. This is Frenchtown. In all, Frenchtown led a kind of bad life. This is all that is left, there isn't anything there at all. They were burned by the British in the War of 1812 and then when this railroad business fell apart there wasn't any need for Frenchtown. There is development over on the hill starting up. It is prime area for people who work in Wilmington and Philadelphia. Again it's as shallow as some parts of the Bay.

Down this road is the railroad that was built. It meanders in the woods about a mile down, then picks up another half mile beyond. That's about all that is left of it except that you can't tell that it was a railroad. If you know where to look there are some culverts that were put in the 1830s'. This thing looks like a keystone. Why it's over here I don't know. Anyway that is still there. This is a thirty foot hill. The railroad ran along top of this, back in really dense woods. It's hard to find.

This was the terminal of the railroad at New Castle. New Castle is very, very tourist and history conscious. If you've been there I think you might agree. It's got Williamsburg and Annapolis beat as far as buildings, scenery and atmosphere. They have a park down there where the railroad finished. This was a pier out into the Delaware River where you had a steamboat. You got a little building here that is labelled "ticket office" from 1832. There are arguments about, just like there are about the constellation. Some people say it's nothing but a crust and gape and s--t, but they could be both of course. They've got it in a fence and along side of it they've got a specimen of what the tracks were like. In those days no one had heard of ties, cross-ties, so they used these granite blocks which were tapered toward the top with holes bored in them and wooden rails with brackets spiked to the block to hold the rails. As the trains got heavier, particularly when steam engines came along in 1835, some genius put an iron rail up the top. This worked pretty well except there was no way on earth of keeping this rail on this side the same distance as the one at that side. So they were always spreading apart and trains were always going off the tracks until someone thought of the cross track. Another thing they say is after a train had passed these nails would work loose and the rail would come up and hurl themselves. They called them snake's heads. The job of the station master after the train had passed, was to take them and take a sledge hammer and going down the track and pound the track back into place for the next train.

What happened is what happens to railroads, and this happened by 1857. You come here and go to New Castle and take a boat to Philadelphia. Well then they built the canals. Freight was the

first thing to go. It would go across here and then up the river. You're not playing chicken when you go through here and Elkton. So that did away with freight. They also ran passenger cars. I don't think I have the slide. One of those ads tells us you can transfer to a very comfortable passenger car on the line over here. Then they built a railroad and Philadelphia along to Baltimore railroad up here, so that took the passengers away. No freight, no passengers, no railroads. In 1857 this B O & B, which was now building a railroad down the Delmarva Peninsula, bought this railroad and took up the tracks from about there over to here and put it somewhere else. Now this was in 1857 and there is no zoning. When this section was taken up here in New Castle to a place called Perry's Corner, which is one of those maddening corners on US40, of railroad being used is this part along here and then on down. And that's the end of the New Castle/Frenchtown.

In the meantime back in Easton in 1836 you had this announcement in the paper. I think it is too good to pass up, I'll read it. First it says, "The roads of this county in some places are almost impassable. Overseers attend to your duty, the Grand Jury will be in session in a few weeks!" (laughter) Then we have a heavy Easton shore railroad "who on Thursday last our town was a good deal interested and excited by the sudden appearance of a party of young gentlemen who with mathematical instruments in hand passed through surveying our town and the avenues leading to and from it. They looked somewhat like the precursors, under a writ of ejectment, that some of us were disposed to entertain doubts whether the next day might find us in the quiet section of our domicile. We knew that once they came or whether they were gone, Spalding the printer did know (in italics - ought to know) everything. Inquiry was frequently made of us and all we could say was we presumed it to be a party of surveyors of the Easton Shore Railroad. It turned out that our sage conjectures were nothing more or less than the fact." (laughter) The way they wrote in those days! Well, the Easton Shore Railroad came _____ and never even got a rail. It was lost again in corporate maneuvering and trying to get money out of the State of Maryland. The State of Maryland reneged and then the State of Maryland decided when they hadn't done anything by about 1840, they wouldn't pay them anything! Some surveying was done and some grading was done. I guess in fact one of the only tangible evidences of it, was this road. Before I took the picture it had Old Railroad Road on it. This is Route 50 and it's a few miles north of Salisbury. It goes to the right and crosses Route 50. Someone swears that this was the road surveyed for that original railroad which came to nothing.

Then by about 1854 or 1855 Tench Tilghman who was a local boy who made good, or his father made it good for him or something. Anyway, he decided he was going to build a railroad from Oxford on up to Clayton to meet this Delaware railroad which was coming down the peninsula. He did it. He got the thing together and got it off the ground and got the railroad built. It started here in Clayton, which was the nearest point to Smyrna. Smyrna's right over here, the little branch line over there. It went down through Hartley, Merrydale, Goldsborough, Greensboro, Ridgely, Queen Anne, Cordova, Chapel, Easton, Wye Neck, Trappe, and Oxford. It reached Easton in 1869 and Oxford in 1871. The schedule looks something like this, something called the Bullet. Anyone here ever ride on the Bullet? (no answer). You could leave Clayton, Delaware at 6:00 and get to Easton at 7:15, or you could leave Oxford at 3:25 and get to Clayton at 5:50, and then get to Wilmington at 7:20, and Baltimore at 8:41 or Washington, DC at 9:25, about a 6 hour ride by train to Washington. It was the long way around. The distance of the train was only about 55, 54 miles. The way she looks now. This is a station at Clayton, and is where the tracks turn off to go to the Oxford branch as they called it. This is the station at Hartley which has been moved a few hundred feet back away from the tracks and is now a private house. This is a station that was at Goldsborough and it sold and was moved to Henderson. A man who has a Henderson trailer park has it in his front yard. Actually, the railroad was just over here, so that station had nothing to do it. There is no station in Henderson. There is no station in Goldsborough. Ridgely, that's the Police Station. It was also the railroad station right here. Ridgely was strictly a railroad town. It was developed by a group of people from Baltimore and Philadelphia as a speculation when they knew the railroad was going through. It never really got going until the railroad went through. (end of side one tape)

All the other crossroads , and there were a lot them, were at the same break. This one you had the Easton railroad going over head, Queen Anne's coming down here. Later on in the 1930s' if you went to Love Point and got on the train to go to Ocean City you'd come along here, switch back over onto this one, go down to Easton and then from Hurlock to Seaford, Delaware and then on down to Rehobeth. We have a town here, Railway Market, sometimes known as Easton (laughter). The tracks go on past there. This station is in pretty nice shape, and I hope they don't take it apart. The end of the line is down here by the Federal Press(?) If you go on further, you could see this place called Trappe Station. The station is over a mile from Trappe itself. It's still

there. This is the station today. It is a private house, and a very nice house. They've made up, but if you compare it with this one you will see the same number of dormers and windows and everything. It has moved. It is a couple of hundred feet off of where the tracks used to go, then they ran right straight out on a wharf in Oxford. Now the steamboat wharf was up here and the railroad wharf was down here, and there is the pier. They call it Pier I or Pier Restaurant. The crab house in Oxford and that's where the railroad used to be. Now it looks as though they are going to even take that away from us if you've read the Star-Democrat. They want to close the Conrail which is leading up to the old Pennsylvania. People could make a living, it's all in how much money you want to make. Maybe you don't pay as much as some of these people in white, but if it doesn't make as much as they want, why "bang", out it goes.

I have just a few more slides of other things. Again, close to home and getting back to that Chesapeake Bay ferry that we started the lecture with. This is a picture from the steamboat room and in the steamboat room is a small exhibit on the Chesapeake Bay ferry. There was quite a history to this Chesapeake Bay ferry. Claiborne figured very prominently in it. In 1890 when the railroad was built to Claiborne, you had the Claiborne-Bay Ridge Ferry. It didn't last very long, because this business of going on down through Annapolis and Bay Ridge was kind of silly. Then you had Annapolis-Claiborne from 1919 to 1938. These are only things that I call ferryboats. They go back and forth taking people not necessarily to a railroad schedule. Railroad ferries are the railroad boats that are running at the same time. Then you had this Claiborne-Annapolis ferry which was actually running until 1938. Did anyone ever travel on that? Then we had the Claiborne-Romancoke ferry which went from '38 to '52. I've travelled on that myself. Annapolis from 1930 to 1943 and then they built the Sandy Point terminal so they moved from Annapolis to Sandy Point. It was '43 to '52 when the Bay Bridge was built. You have this Baltimore-Love Point business going on from '32 to '47 and after that, that was the end of that. This is an old clipping from somewhere between 1941 and 1943, you've got Cambridge running to Claiborne and the **Westmoreland** going to Love Point. Anyone ever ride that? We have a few.

This was the **Cambridge** which had a 50 year career on the Bay running to Cambridge, to Claiborne, and running to Love Point. She was all over the Bay until the end. This is an old photograph. Most of these were taken by Mr. Holliday. This was the **Westmoreland** at Love Point and now Love Point looks like this. That pile of shells belongs to Mr. Wyman who sells them

to the State of Maryland for seeding oyster beds. There isn't much at Love Point. There is an old car there that someone was living in but the people want a fortune for it. The Railroad Society would like to get it and restore it but there is nothing underneath. There are no struts under it and the inside is made into bedrooms and it's rotted. You can't hardly stand on the floor. But there are the original gas lights. Anyway a couple of the original lights are there and so is the value issue again. The woman who owns it wants to put the baggage racks in her son's room or her daughter's room, so I guess the next thing is it will be burned and taken apart. The one discovery, is that this is supposed to be one of the original buildings of the Love Point setup. That's all that is there. At Claiborne they had two wharfs in addition to the railroad wharf. Over on the other side they had the ferry terminal, and this I guess was the ticket office down here. I don't know whether we'll have a picture of that in a minute. When the ferries started to haul cars and trucks the first thing that they did to the steamboats on the Bay was to tear part of the ship off so you could run vehicles back and forth on them. This is the **Majestic** at the ferry landing at Claiborne and this is the way the railroad terminal looks now. This is the way it did look. The trains ran out through this building. The other part of the ferry terminal was over here to the right. This building, of course, is a small boat shed. Take this and reduce this to the same size and you'll find that the roof lines match each other. They kept it pretty well but there is no smoke coming down the ____ (path). This has been nicely painted up and it was for sale. That appeared to be the original ticket office, but it has changed quite a bit. There is another building over here on another street that someone else said was the ticket office but I don't know. This is a plan of Claiborne from 1911. If it had ever gone through you would have had a place the size of Baltimore down there! (laughter) You had train sheds with rails, the red here is the rails, and you had curved railroad tracks going on out here. You had slips running into here, you had another siding over here, you had a station here, then you had bay side boat lots running along the Bay. A hotel over here. Well the hotel was there until 1939, I believe it burned in '38 or '39. A lot of these lots were sold, but the streets never came to very much. If the thing had come to pass, that would be where you would get on the train to go to Ocean City. This house was the hotel at one time, and come around next year and maybe we'll go to Ocean City... Thank you very much !! Any question?

QUESTION: The old Claiborne line _____ the original one?

BODENSTEIN: I've ridden on ____ train. The Claiborne to Baltimore line certainly (voices talking). They didn't last very long to Annapolis. Pretty soon I guess it got to be more fun, I guess, to arrive in Baltimore without a change.

QUESTION: started in Denton. The ferry that supposedly went up Denton. How long did that run?

BODENSTEIN: ...started very early in the 30s' the Pennsylvania Railroad fired all of the ferries, all of the steamboats, almost everyone of them, and ____ stopped and then of course they went broke and cut them off. The Denton boat line, I think probably stopped around 1929, 1932. Denton's got quite a river for industry. They've got the warehouses up there and at one time a large trade in fertilizer was going up the river.

QUESTION: You may have forgotten how it goes Bill. ____ space coming around Goldsboro out there was 1912. Then there was another way of touring _____ (very unintelligible) Wye River with a sail..

BODENSTEIN: Oh, you have pictures of that? You should bring that in sometime. Joe Spurry(?) brought a picture of a ferry across the Wye River with a sail on it. It had a cable header as well? (answer: "it had a mast set on one side...(unintelligible). That must have been way back, had no idea who has ever ridden on a sail ferry across the Wye River.

Most of the bridges were built that way in the 1880s' and 1890s'. The bridge at Tunis Mills, must be before 1900, 1880s'. Do you know? (Answer: "I thought it was later than that. I was talking to John Bailey yesterday and he remembers when the only way to get across Leed's Creek was a ferry that you rode back and forth on. I think that bridge is completely recent.") It's not on the 1876 _____. (Answer: "I'm under the impression that within the last twenty years, or thirty years, I could be wrong".)

(Unintelligible question)- They were running simultaneously, they didn't really supersede. I think the water from the freight at the end, but the power wheels took a lot less water to maneuver than

steampower. Some of these were taken out of practice. **Joppa** couldn't get up to Denton, so they started looking for another boat.

QUESTION: Do you know how long the ferry boats that crossed, quite late, the Bay up to the building of the bridge?

BODENSTEIN: Up to the bridge, which was 1952. Most of those were built for them. They started with a steamboat, the **Harrington**, that was the first one. The time they got to the lights of East Point they were building diesel or electric and they were built for the service, and they were sold to the Governor. Some of them went around to other towns. The newer ones maybe took all the way around to Oregon.

THE END